



Trail Tales



January 1, 2003 The Official Newsletter of the New Mexico 4-Wheelers www.nm4w.org

Meeting Minutes

From December 14, 2002



Members Present: Rich & Camille Capener, Glenn & Susan Bontly, Bob Norton, Chuck & Ethyl May Peeples, Phil & Carol Kennicott, Tahoe Zahn, Trent & Tammie Ridder, Pat & Sue Brady, Don & Bonnie Tyler, Ron Hyman & Susan Probst, Frank & Donna Whiston, Leon & Marcia Duggar, Tom Hurt, Jason & Sara Lavy, Jack & Stella Sierra, Jeff & Lauri Rector, Bobby & Susan Miller, Jane Bell, Preston & Melissa Garner, Mike Hiatt, Tom Flemins, Mark, Debbie, & Jennifer Werkmeister, Robert & Doreen Clark +4, Mike Blohm, and Paul & Mary Thompson.

Guests Present: Paul-Baptiste & Eveliina Baca

President Pat Brady called the meeting to order by nearly destroying the Clark's coffee table with his gavel. This was immediately followed by a motion to dispense with the reading of last month meeting minutes, which quickly passed the vote of the membership.

Sheriff Leon Duggar levied the following fines: 50 cents to himself for volunteering to be the first to run the "Scout Sieve" trail in Cimarron Mesa; 25 cents to Paul Thompson for poking a tree limb through his soft top on the same trail; and 50 cents to Steve

Gilley for, uh, running over his tree on the Christmas Tree run.

Treasurer Susan Miller reported a balance of \$2,926.36 in our account, which is *after* payment of our SWFWDA dues.

Trip Chairman Mark Wolf had recent trail leaders give a quick report on each of the trails they led: Cedro Peak by Glenn Bontly; Cimarron Mesa by Pat Brady; and the Christmas Tree Run by Robert Clark. Robert pointed out that, unlike previous years whereby tree cutting was limited to very specific areas, the entire forest was open for cutting this year (certain rules still applied, however). Mark reminded everyone of his annual New Year's Day Sagebrush Flats Loop Trail Ride. Meet at the Texaco Station at the intersection of Hwys 550 & 528 in Bernalillo at 9 am. Bring drinking water, lunch, and warm clothes (as lots of snow is expected). Mark said that regardless of the weather, this ride is a "go"! Mark also asked that everyone grab some Raffle Tickets to sell for the SWFWDA Raffle to be held at the Chile Challenge. Robert Clark pledged to sell 200 tickets, and challenged all other club members to do the same. Finally, Mark assigned Leon Duggar to lead a ride sometime in February, and Rick Capener for March. Stay tuned for details.

Marcia Duggar provided details for the 1st (Annual?) NM4W Chick Challenge, to be held on Saturday, 4 Jan 03. Meet at the

Texaco Station at the intersection of Hwys 550 & 528 in Bernalillo at 9 am. Bring drinking water, lunch, and warm clothes (as lots of snow is expected). Marcia mentioned that couples could participate in "spouse swapping" if they didn't want to ride with their own spouse! She said it was the "Swinging Bontlys" idea to do this (at least, that's the way I remember it). Wolfie said he was going to attend just to watch the fights! :o)

Old Business:

Program Chair Paul Thompson said he received only 15 people sign up to purchase NM4W sweatshirts, which was short of the 2 dozen required to receive a price break. A motion was made (and passed) to purchase additional sweatshirts in order to obtain the price break. Cost will be \$20 each.

Melissa Garner gave an update on our Adopted Holiday Family. Thanks to the overwhelming generosity of numerous club members, the family will receive everything on their wish list. The gifts will be presented to the family at 3:45 pm on Thursday, 19 December.

New Business:

Sheriff Leon Duggar asked to be provided with a list of attendees from trail leaders so he could keep the points list up to date.

The meeting was adjourned and Susan Bontly led the holiday gift exchange.



President's Report

By Pat Brady

Greetings all -- I hope you have had a great Christmas and a great New Year's

celebration, I for one did. As we start this New Year we can look forward to many things, some good, some not so good. First of all, I would like to thank the Clark's for hosting the Christmas party this year; they did a great job. Next, I think Melissa and her committee did an outstanding job with the Adopt-a-Family. They all deserve a great big thanks. I for one will enjoy being warm all of January, but will miss the work we did down at Cuidando Los Niños. Don Miller, thanks for stepping up and taking over. Glenn Bontly thanks to you also. Now I have a question for rest of you -- **WHAT WILL YOU DO FOR YOUR CLUB, FOR YOUR SPORT, OR FOR YOUR COMMUNITY THIS YEAR?** Many of your fellow club members stood up and took up the challenge that was presented. What challenges will you accept this year? How many letters will you write to your Congressperson / Land Manager to keep your sport alive? Past members have tried to bribe you, cajole you, and even tried to shame you for not supporting your sport. What will it take to make you angry enough to get involved? I welcome any and all suggestions as to how we can get you involved in **your** sport's future. I know we are a small group, but if we make the effort, and keep making the effort, we will make a difference. Ok, I'll get off of my soapbox for now. See all of you at the next meeting.

A Note from Your New Editor

By Glenn Bontly

First, I'd like to thank Pat Brady for asking me to pick up the duties of Trail Tales Editor. I appreciate your confidence in me, Pat. *Actually, the real reason I accepted is cuz I will prolly need Pat to spot me through Cimarron Mesa sometime, and I didn't want him to leave me stranded out there! ;o)* Just kidding, of course.

In this, my first issue of Trail Tales, you will find the standard columns: Meeting Minutes, President's Report, Classifieds, Schedule of Events, etc, etc. In addition, please continue to submit your trip reports and any other articles you would like to see published. By the way, I plan to use my editorial license to correct spelling and grammatical errors as I deem necessary; so please don't take offense if you see minor changes to your stuff! I will also try to publish any pictures you submit, quality and space permitting. Digital pictures work best, of course; e-mail them to me in .jpeg format. However, I will also take your hard copies, scan them, and return the originals to you. One thing I'm gonna miss, now that Bonnie is moving away, is the Member Spotlight. If someone would like to volunteer to continue this monthly feature, it would be *most appreciated!*

Next, I'm planning to distribute an "official" Membership Roster twice each year, most likely in the January and July issues. It will be a separate insert and will *only be included in the copies that go to our members*. Of course, this document is also always available on the web site, under the password-protected Member's Only Page. If, for any reason, you do *not* want your address and phone number released (either on the web site or in the newsletter), no problem, just let me know. Please be patient with this first roster. During our current term of office, we've had two presidents, two vice-presidents, two secretaries, and three newsletter editors! To say the least, the roster (and the points list, for that matter) are not totally accurate. If you see any discrepancies in the roster (including non-members who are listed; or worse, members who *aren't* listed), just let me know and I will fix it (after consulting with the appropriate officers).

Finally, in order to save me some time and the Club some money, I'd like to re-develop a list of those members who do *not* wish to receive a hard copy of the Trail Tales via "snail mail". As you know, I've always sent out an e-mail announcement to everyone as soon as the newsletter is posted on the web site. So if you do *not* want to receive a hard copy in the mail, please let me know.

Well, I guess that's about it! I'm looking forward to publishing the Trail Tales in addition to maintaining the web site. They really go hand-in-hand anyway, so I think it'll be a good fit!

www.nm4w.org

By Glenn Bontly

I'm pretty sure most of you know we have our own club web site. If not, point your web browser to www.nm4w.org! The primary purpose of the club web site is to benefit you—the NM4-Wheeler. It contains a list of Club Members and their e-mail addresses so you can stay in touch; the Event Schedule keeps you up-to-date on what's going on; read the Trail Tales on line (with color pictures!); post Wanted & For Sale ads (better than the newspaper classifieds—we get LOTS of traffic!), and much more. The web site is also for *other* people with whom we want to share information; prospective new members or other 4WD clubs, for example. That being said, I'd like to offer you a few suggestions as to how you can get the most out of "your" web site.

1. If you want to share information about your vehicle to others, I can create a "Personal Profile Page" for you. For samples of what that would contain, go to the Club Members Page and click on any

one of the Names in the left column that is "linked" (note: the linked names will be underlined; many are NOT linked, so nothing will happen if you click on those names). Just send me your favorite picture (.jpeg format or hard copy original—which I will return to you) and the information you want me to include. In addition to showing off your Pride 'n Joy, it allows others to, who might be planning a similar project to yours, to contact you for advice.

2. Our Links Page currently includes sections for Club Members Home Pages and Other Links. If you have your own web site, or if you know of a web site that you think others would benefit from or enjoy visiting, please let me know and I will add it to our Links Page.

3. Our Members' Businesses Page contains business cards of club members to promote their own business (like Melissa's Pampered Chef) or the company they work for (like Bob's Paint Store). If you would like to be included on this page, just provide me with one of your business cards.

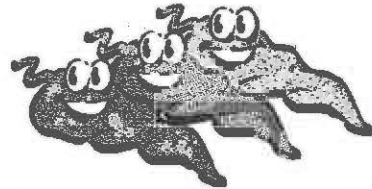
4. Our Parts & Service Page has a list of local businesses that either sell or service vehicles, or that supply parts. If you have a favorite shop, and would like to recommend it to others, please let me know so that I can add it to the list.

5. Our Member's Only Page is for . . . well, members only! It contains a complete club roster, with addresses and phone numbers. This is also where I post maps and directions to members' houses for the summer meetings. If you are a club member and would like access to this information, please call or e-mail me with your preferred password (minimum of 6 characters) and I will set you up.

If you have any suggestions for new pages, or just for improvements to the existing pages, please let me know!! Again, the club web site is there for *your* benefit and enjoyment!

Chile Challenge Trails

By Glenn Bontly



Speaking of the web site, I recently posted the "Which Trails Are You Planning To Do At The 2003 Chile Challenge?" page at www.nm4w.org/ChileChallenge2003Trails.htm. Note: This is *not* an official sign-up sheet for trails! The *sole* purpose of this page is so that NM4W Club Members and their friends can see who is "planning" to do which trails, in case others want to register for the same trails. So please e-mail soon me with your Chile Challenge Trail plans!

How to Build a Coalition and Save a Recreation Area

By Del Albright, BlueRibbon Ambassador

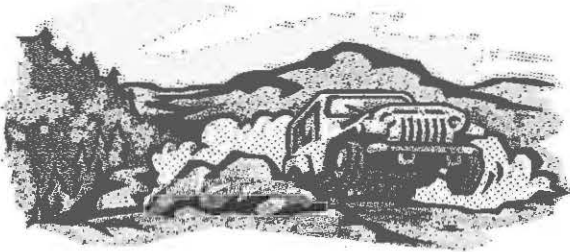
I was nodding off with my chin resting on my chest when the meeting speaker suddenly caught my attention. I hate it when that happens – he called out my name and asked me a question. Of course, because I'd been lost in dreams of trails and mountains, I had no clue what the question was. But my neighbor saved me and said, "Give your coalition speech."

That made it easy. I've given my "coalition speech" dozens of times. Then it occurred to me that I should make this one of my columns. So herein I will share with you the

secrets of how to build a coalition and save a recreation area. It works!

Let's start with the Assumptions:

1. Your recreation or riding area is under threat of restrictions or closures – if not now, then someday. Perhaps an Endangered Species is just waiting to be found. Perhaps your area is prime for Wilderness.
2. You're not the only one who recreates out there; there are other riders and other types of recreation or land use taking place in your favorite spot.
3. You're not a big "joiner," but you are a member of at least one group (like the BlueRibbon Coalition).
4. You have not assumed that someone else is going to save your recreation area.
5. There are probably a few uninformed folks using your area who don't follow all the rules, do not stay on designated routes, and leave trash behind.
6. Someday, you want your kids enjoying this same area and recreation.



Now we'll look at the process for saving this recreation area. As I write this, dozens of states are doing this very thing. I have helped numerous individuals do exactly what I'm about to tell you – turn a one-person dream into a recreation-saving reality. I am essentially going to give you the formula that we used to form the Friends of the Rubicon (FOTR). FOTR (www.friendsoftherubicon.com) has served

as an example nationwide for coalition building and recreation-saving efforts. It does not matter what type of area or access issue we're talking about; this process is generic.

From the onset, I recommend your coalition be multiple-use (all interests and users). One definition of coalition is "An alliance of factions formed for a specific purpose." You'll understand the reason for this better as you read through the process.

STEP ONE is "Step up to the plate." Only one person need start a recreation-saving effort. But someone does need to step up and start the ball rolling. Do not assume someone else is out there saving your play area/trail. You can take the first step and start the ball rolling. I'm a good first contact. I will help anyone save a recreation or trail/riding area. Step up to the plate and label yourself the savior of a trail or area. Start calling yourself the Trail Boss or President of your newly formed group: Friends of <My Area>.

STEP TWO is to communicate -- begin collecting emails and contact information for other folks who might be interested in your area. Start an emailing list or network. Take a multiple-use approach. Get in touch with all forms of users (equestrians, snowmobilers, ATV'ers, wheelers, rock collectors, sheepherders, hunters, etc.) who might be using your area. Align your group with other groups of similar interest.

By aligning with other groups right off the bat, you can save yourself tons of work and wheel reinventing. Besides, we must be unified in our efforts and find ways to reduce user conflict before we ever get in front of an elected official or government agent.

I can help you start a statewide or regional emailing list. Eventually you may want to find a list-serve ISP or provider that will host your email list so you can make it a subscribe-only, moderated list. No matter how you do it, get hooked up with everyone and anyone that might be an ally for your recreation area.

It is usually critical though, that you take a multiple-use approach to saving your riding area. We cannot have user disagreements and conflict arise when it comes time for public testimony or grant money applications. Eliminate these possibilities early on by having all users working together.

STEP THREE is to advertise. Get a web site going. Through your email network (or meetings if you have the luxury), build a Mission or Purpose Statement. Promote this. Send out flyers to local merchants. Send letters to local elected officials introducing your group and your interest. Conduct field trips and ride-alongs. Get your county commissioner or Board of Supervisors out on the ground with you. Write a press release to your local papers and write letters to the editors. Let the world know that Friends of <My Area> exists and they'd best deal with you when it comes to talking about that area.

STEP FOUR is organizational development. Build your membership through word of mouth and emailing networks. Have at least one official meeting a year; the rest of your business might easily be handled by email and field trips. Set up an informal chain of command so you have folks you can delegate tasks and projects. Encourage volunteers to take the reins and run a clean up or trail maintenance project. Advertise everything you do. Find a volunteer who writes, and ask them to do a few articles

about your new coalition and the work you are doing. Take a member of the local press out with you and let them write the story (as long as they are friendly to your cause).

No matter how many meetings you do or don't have, run your meetings well. Too many meetings, or poorly run meetings can kill a coalition quickly. Visit my web site for a guaranteed winner way to run a meeting (www.delalbright.com/meetings.htm)

I am not suggesting that you need to get very official. In fact, I am suggesting you try to keep things simple. FOTR has no dues; no structure; no officers or Board of Directors, and it works just fine. Donations come in when needed, and are mostly project related. However, each case is different. It would depend on the area politics and interests of the group.

During this step, you can get somewhat official and set up things like an Oversight Committee for <My Area>. We have one for the Rubicon Trail called the Rubicon Oversight Committee (ROC). It's composed of user groups, private landowners, commercial trail users, local, state and federal agencies, as well as environmental groups. Obviously, not all these folks would be members of your Friends of <My Area>.

Oversight Committees usually guide the future development (or lack thereof) of a riding area. It's important to have all interested parties represented, as this will help you eliminate roadblocks before you get up against them.

During this step you should also start pursuing grant money for your recreation area, in cooperation with the new partners you've developed. The Recreational Trails Program (RTP) is the first place to look. \$50,000,000 is available nationwide. Visit

my web site for more on RTP (www.delalbright.com/rtp.htm)

If you'd like to get more official, you can get help from publications available from the BlueRibbon Coalition (www.sharetrails.org), the American Motorcycle Association (www.amacycle.org), or your state/regional organizations. You can also look into incorporating (501.c.3, 6, 7 etc.) under IRS rules.

STEP FIVE is to stay alive as a group. This is the ongoing process of keeping folks informed; letting your members of Friends of <My Area> vote on issues and become project leaders so they have ownership in the area. Make your coalition an inclusive effort wherein everyone has a say. Schedule an annual cleanup to keep folks interested in preserving the riding area. Plan fun events in your riding area, such as picnics, informal meetings, rides, and family outings. Conduct raffles if your group likes them. Keep your group alive.

This article gives you the foundation to start a coalition and begin saving your riding area. The formula works. I will help you through this process, step by step if you'd like. Feel free to contact me.

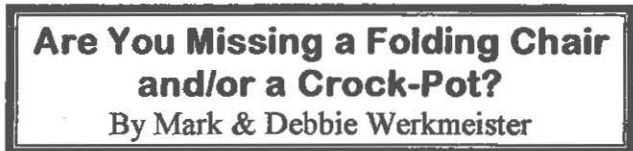
(Example "Friends" type groups: www.sandmountain-nv.org, Friends of Sand Mountain; www.oceanodunes.org, Friends of Oceano Dunes).

Del Albright, internationally published columnist, State Environmental Affairs Coordinator for CA4WDC and BlueRibbon Ambassador, has authored volumes over the last 20 years on land use, outdoor recreation, and access. Visit Del's web site at <http://www.delalbright.com> or email Del at jeepndel@goldrush.com. Visit BlueRibbon at <http://www.sharetrails.org>; 800/258-3742.



Mark Werkmeister, as our Director of Environmental Affairs, regularly informs us of recreation areas that are threatened by closure. President Pat's message throws out a challenge to all of us. In addition to Del's coalition strategy above, another thing you can do to help save your favorite play area is it to "Write To Your Congressional Representative". Do you know who your representatives are and how to contact them? (I didn't think so.) Well here's an excerpt of a little write-up I came across in the January 2003 Issue of "4WD & Sport Utility".

The **Contacting the Congress** web site (www.visi.com/juan/congress/) is a complete up-to-date database of congressional contact information for the 107 U.S. Congress. It even has a quick search that allows you to simply punch in your zip code to find out who your representatives in Congress are and how to contact them. Using this site is a great means of e-mailing your leaders to let them know how you feel about particular state and federal issues that may affect OHV use in your area or anywhere else in the U.S. The site also offers tips on how to write effective letters, addresses of where to send them, and ideas about who you should contact within and outside your district.



Someone who attended the club meeting at our place this past September left a folding chair and a crock-pot. If either of these

items belongs to you, *please* give us a call at 891-0296 to claim it!



- **1964 Scout:** All original, 152 cid 4-cyl, 3-speed, 4.27 gears, locker in the rear. Asking \$1,800 obo. (There's a picture on the For Sale Page on the web site) Call Carlos at 275-6773 or e-mail speedicut@comcast.net.
- **TJ Fender Flares:** Set of four, plus the two little thingies that go behind the front flares. Scratched, but in good condition \$50. Call Glenn at 286-4851 or e-mail glenn@nm4w.org.
- **Free TJ Stuff:** Taking up precious space in and around my garage! If you can use it--it's yours! I'll even deliver (to NM4W club meetings and selected events). Call Glenn at 286-4851 or e-mail glenn@webejeepin.com:
 - Two front "hubs" (or whatever those things are called on a stock TJ) and axle stubs; two 3-inch rear Teraflex springs; two front bump stop extensions (+ 1.5"); two brake calipers; two tailgate latches; two factory tail lights; two homemade sway bar quick disconnects; two factory sway bar arms; one factory

pitman arm; one 1-7/8" hitch ball; one factory soft top and windows (black); one factory gas tank skid plate; one Tomken gas tank skid plate; one Mopar oil pan skid plate (modified for use with lift kit); one front drive shaft; one NP231 t-case front case half; one "third" brake light.

- **Warn 12,000-lb Winch:** \$650. Contact Keith 899-0730 or e-mail rosie16@outdors.com.
- **1985 Toyota Parts:** Brake calipers, heavy-duty tie rod, steering arms, adjustable torque rod, and power steering box for a 1985 Toyota. \$150 for all, or make offer on individual pieces. Contact Jason Martinez @892-9411 or e-mail jayromi@msn.com.
- **8-ft. Pop-Up Truck Camper:** 2000 Apache Couch Model, large refrigerator, 6.5-foot bed, excellent condition. Asking \$6,000. Contact Chuck at 866-1185 or chuckpeep1@aol.com.

**For more Classified Ads,
please visit our web site at
www.nm4w.org/wanted-for_sale.htm.**

Club Notes

Aluminum Cans: Our club saves and recycles aluminum cans. Money from the sale of cans goes into our club treasury. Please bring your aluminum cans to each meeting, and somebody will take them to the recycling center.

Note to Guests: If you attend a club meeting or event and provide us with your mailing address, we will send you three complimentary issues of *Trail Tales*. Your mailing label will contain the issue number (1, 2, or 3). If you continue to attend club events, you will continue to receive the

newsletter, otherwise, you will be dropped from our mailing list after 3 months. If you are interested in becoming a member of the New Mexico 4-Wheelers, please visit our web site at www.nm4w.org/join-the-club.htm, or contact one of our officers for membership requirements.

Submission Due Date: The *Trail Tales* is published on the first of each month. Submissions for each issue must be *received* by the Editor not later than the 25th of the prior month. Submissions can be sent to TrailTales@nm4w.org, or Trail Tales, 21 Rattlesnake Ridge, Tijeras, NM 87059.

Schedule of Events

Date:	Event:	Information:	Contact:
1 Jan 03	Sagebrush Flats Trail	Meet at 9 am at the Texaco Station at Hwys 550 & 528 in Bernalillo. Trail rating: Easy.	Mark Wolfie 856-8539
4 Jan 03	The "Chick Challenge"	Meet at 9 am at the Texaco Station at Hwys 550 & 528 in Bernalillo. Trail rating: Easy.	Marcia Duggar 286-8136
9 Jan 03	Club Meeting	7 pm at Heights Cumberland Presbyterian Church at the corner of Moon and Academy	Pat Brady 898-6449
February	Trail Ride	TBD	Leon Duggar
13 Feb 03	Club Meeting	7 pm at Heights Cumberland Presbyterian Church at the corner of Moon and Academy	Pat Brady 898-6449
19-22 Feb	The "Chile Challenge"	Las Cruces Fair Grounds on I-10, between Exits 127 & 132, about 10 miles west of the city.	Las Cruces 4WD Club
March	Trail Ride	TBD	Rich Capener
13 Mar 03	Club Meeting	7 pm at Heights Cumberland Presbyterian Church at the corner of Moon and Academy	Pat Brady 898-6449

NM4W Officers

President Pat Brady 898-6449 Pat.Brady@philips.com	Vice-President Leon Duggar 286-8136 lduggar@msn.com	Secretary Don Miller 892-3925 djm@thuntek.net
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Treasurer Susan Miller 771-8022 tiggersjeep@msn.com	Program Chairman Paul Thompson 293-8390 pathomp@myrealbox.com	Historian Anita Ransom 861-1358 hllbilly@juno.com
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Trip Chairman Mark Wolf 856-8539 aesthchln@earthlink.net	Environmental Affairs Mark Werkmeister 891-0296 mark.r.werkmeister@intel.com	SWFWDA Delegate Marcia Duggar 286-8136 pocahnts@msn.com
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21 Rattlesnake Ridge
Tijeras, NM 87059-7440





Trail Tales



February 1, 2003 The Official Newsletter of the New Mexico 4-Wheelers www.nm4w.org

Meeting Minutes

From January 9, 2003



Members Present: Don Miller, Pat Brady, Leon & Marcia Duggar, Bobby Miller, Mark & Joan Wolf, Mark Werkmeister, Arne Gjerner, Jeff & Lauri Rector, Paul & Mary Thompson, Tahoe Zahn, Kim & Randy Ammons, Glenn, Susan & Stephen Bontly, Tom Hurt, Jason & Sara Lavy, Ethyl May & Chuck Peeples, Rich Capener, Keith Chapin, Ron Hyman, Susan Probst, Anita Ransom, Mike Blohm, and Steve Hunt

Guests: Joseph Abbate ('68 Bronco), Steve Szanto('00 TJ), Todd Nichols('95 YJ), Alex Himes ('97 XJ), Steve & Sandy Gilley, Jon & Janet Sholar, Ryan Romero, Laura Fenton ('97 XJ), David Trappett, Paul-Baptiste & Eveliina Baca ('02 TJ), and Brad & Jeanette Opatz ('98 TJ).

President Pat Brady battered the table with the presidential gavel, opening the meeting at the stroke of 7 PM. Pat asked any guests to stand and identify themselves. There were a total of 15 guests. One of them admitted to owning a Bronco, the rest had real 4x4's, Jeeps. Pat asked that everyone be sure to sign in as the member/guest sheets were passed around.

Vice President Leon Duggar explained, for the benefit of the guests and those members such as myself and Wolfie, who are

climbing up in years, how the points system works; 1 point per meeting or trail ride attended, 1 point for leading a trail, 3 points for attending a club-sponsored overnight trip.

A motion to dispense with the reading of the last meetings minutes was made by Tahoe. Mark Wolf protested, stating that he wanted the minutes read in full and enunciated very clearly. The motion to dispense with reading was passed with one dissenting vote.

The Treasurer, Susan Miller was absent, but Bobby Miller brought a note from home stating the Club's bank balance to be \$2,458.16 as of 01/06/2003, and that was after the sweatshirt order was accounted for.

Leon was forced to his feet once again and announced some fines. Rich Capener for losing power steering fluid within minutes of the beginning of the Sagebrush Flats trail; 50 cents. Then he fined Marcia \$3.00 for making many U-turns as a trail leader; interpret that as being temporarily disoriented (lost). Wolfie was fined 50 cents for threatening to wear a dress to the Chic Challenge, and then given a 50 cent credit for not following through. Paul Thompson was fined 25 cents for not allowing Mary to use the ARB's on an obstacle.

Leon's final duty of the evening was to conduct a vote for the admission of new members, Paul-Baptiste & Eveliina Baca,

and Brad & Jeanette Opatz. The entire assembled group voted in favor.

Paul Thompson, Program Director, reminded us all that there were sweatshirts for \$20 and monthly raffle tickets available as well.

Our venerable **Trip Chairman, Mark Wolf**, commonly known as Wolfie (aka Crusty Old Fart), informed us that there were 19 vehicles on the Sagebrush Flats trip. For the benefit of guests and new members he related that the Club, with the blessings of the BLM, has adopted the trail. It was a fairly easy trip with the exception of the troubles suffered by a stock Liberty. It would seem that a stock Liberty is not quite ready for prime time. Of course that may be said about a number of stock vehicles. The Liberty owner was reportedly disappointed.

Marcia reported on the Chic Challenge. There was a 16-vehicle turnout and it was fun, with the only damage suffered by a stock Dodge Dakota on its first-time 4WD trip. Leon tried to measure the depth of a "blow hole" but the available ball of string was not sufficient to reach bottom.

A trip to Cimarron Mesa is planned for either February 1 or 2. Pat Brady stressed that the date is entirely dependant upon the weather. Snow or rain = very slick mud. If you want to go, please call Pat during the week before.

The Chile Challenge is scheduled for the 19th – 22nd of February. Details elsewhere.

Early in March there will be a Fun Day, probably west of Rio Rancho in the sand hills.

The Historian, Anita, was late but she made it. She explained she is moving to

Oklahoma. Kim Ammons stepped forward to take her place.

Director of Environmental Affairs, Mark Werkmeister reported that the main item of current interest is the Bush Administration's ruling regarding RS2477 rights of way. There is yet no clear consensus as to just what effect this will have. We are hopeful that this bodes well for wheeled recreationists. However, only time will tell.

SWFWDA Delegate, Marcia Duggar, reported that the next issue of SW Drive Lines is not yet published. Hopefully that will be coming soon.

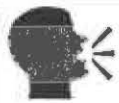
Tom Hurt reminded everyone that he had tickets for the Chile Challenge Jeep Raffle available for sale at \$100 each, with a minimum of 200 sales required and a guaranteed maximum number of 500. The question of whether or not the Club should buy some tickets, and then re-affle the TJ if we won, was raised. After a brief discussion on the tax implications if the Club won, it was decided instead to make a direct contribution to the SWFWDA Land Action Fund and leave the ticket buying to individuals. A motion to donate \$1,000 was made by Wolfie and passed by the majority. Mark Werkmeister suggested that the check be presented at the Quarterly meeting in Las Cruces.

Pat Brady brought up that the Club's "Not For Profit" Incorporated Status had been allowed to lapse since 1999. Pat has received the required paperwork from the State Public Regulatory Commission. He explained that the cost to have the Incorporated Status reinstated would be around \$85. A vote was held and the matter passed. Pat will complete the paperwork and submitting the required funds.

Glenn Bontly presented a set of four "embroidered" napkin to Tom "Snacks" Hurt . . . you had to be there!

Thirty-seven minutes after the opening gavel bashing, Pat adjourned the meeting.

The raffle drawing was held a little later and I'm sorry to report that I did not note the winner's name, nor the winner's share (50%) of the pot.



President's Report

By Pat Brady

Well it's REALLY great to be back from France. That country puts on a whole new perspective when it comes to vehicles. I really saw what could only be classified as a "pocket car". This thing was so small that you could quite literally put in the back of a small -- *short bed* -- pickup and close the tailgate. Range Rovers were the four wheeler of choice over there and none sported tall tires, and very few had any kind of traction tires. I guess we are really quite lucky to live here where we are still allowed some choice in the vehicles we drive and where we can go with them. I was talking with one of my co-workers and he was quite surprised when I described my Power Stroke and what I do with it. It seems that the taxes on that type of vehicle would be so large that it would be impossible to import, let alone purchase fuel for it. If you ever decide to go to France, there are a few things you should be prepared for. I'd bring your own toilet paper if I were you, dress very warm, and plan on never getting away from people—they're everywhere!

I'm sure you have sent in your registration form for Las Cruces by now. You have fully prepped your vehicle and your

tent/camper, or made your hotel reservations, right? NO !!! You better get with the program if you are planing to be there. This is the first big get together of the year for all of us and I know that every year that I have gone, I've really enjoyed this event. The trails can be mild to wild, whatever you want. I hope to see you at the next meeting; if not, definitely at Las Cruces.

The Pres . . .

Editor's Note: It wasn't too long ago that Pat sold his Bronco, but I'll bet you didn't realize how much he really misses it. Here's a spy photo that was recently sent to me by a very trusted source.



"Hail to Thee, O Mighty Bronco!"

Christmas Delivery to our Adopt-A-Family

By Melissa Garner

I sort of know what it feels like to impersonate SANTA CLAUS, other than flying through the sky with 8 tiny reindeer and Rudolph guiding my sleigh. I guess I could put a red nose on Preston – Ha, Ha. On Thursday, December 19th, representatives from the NM4W delivered Christmas to our adopted family, and boy did it bring out the spirit of giving.

The family--Bonnie, Patrick, and Daniel--arrived with Patrick's school counselor, Erika, and the social worker, Cheryl. Daniel saw the wrapped-up bike right away and wanted to go unwrap it. We had to feed him some punch and cookies to keep him occupied a minute or two until everyone arrived. Jane Bell, Paul and Mary Thompson, Susan Probst and Ron Hyman, Anita Ransom, Lauri Rector, and Steve and Sandy Gilley joined Preston and me that afternoon for the festivities. Loretta, at the Salvation Army, also joined us. I would like to point out that all of the NM4W members that showed up just happen to drive "JEEPS". The "JEEPS" and one Malcom's Wrecker ruled that day. Way to go gang!

We started the afternoon off by having punch and cookies as everyone arrived. The presents, clothes, and food were spread out under the Christmas tree that the Salvation Army had decorated. Once everyone arrived, we passed out the presents, but not before Daniel opened his bike and wanted to take it for a spin. After that, Daniel moved quickly on to the remote control car. He was thrilled! Patrick loved his CD Boom Box, and Bonnie was overwhelmed at the generosity that we had shown them. She loved her hot rollers and CD player. Everyone had a good time. When I presented Bonnie and the boys with the Wal-Mart gift card and she saw the amount of \$100 on the back it brought her to tears along with the rest of us. We all needed Kleenex. Anita ran off and forgot the box she was going to bring, but Jane found one for Bonnie to use.

Mary Thompson had held a Pampered Chef Kitchen Show fund-raiser back in October and raised \$60 dollars. The Club donated \$140 more, and other members gave some extra or donated gifts from the family's wish list. With the Club's

portion and the extra contributions, we were able to supply the family with everything on their wish list, plus socks, goodie bags, canned goods, a tote box full of kitchen items and snack foods, clothes, and Christmas Day dinner at Furr's Family Dining.

The Club would like to add special thanks to the Salvation Army for allowing us to use their facility, and to Erika for bringing the family to us. Thanks to everyone who donated can goods and clothes. We would also like to thank additional donors of money or gifts: Jane Bell, Mike Blohm, Preston and Melissa Garner, Donna Garner (Preston's Mom), Steve and Sandy Gilley, Chris and Laura Johnson, Phil and Carol Kennicott, Bobby and Susan Miller, Chuck and Ethel May Peoples, Anita Ransom, Trent and Tammy Ridder, Paul and Mary Thompson, and Mark and Joan Wolf. If I forgot anyone, please forgive me - WE DO THANK YOU!!! The family wanted us all to extend our thanks to the entire Club for the Christmas we gave them!!!!!!!!!!!!!!

The Club also sponsored a second family. The family was going through a divorce. Sue Brady found them through Heights Cumberland Church. The Club gave Sue \$75 to purchase three \$25 gift certificates for the three children and the family to use at Hastings, Wal-Mart, and Old Navy. We also donated half of our canned goods to the church storehouse. Sue delivered the gift certificates and canned goods to the church office for us.

I hope that everyone who participated in the Adopt-A-Family this year feels good about what we did. You had to have been there that day when the family opened their gifts. They were just amazed at all the gifts and food we brought them. WE

ALL DID GOOD! MERRY CHRISTMAS
AND HAPPY NEW YEAR TO YOU!

The Chic Challenge on the Caja del Rio Trail

By Marcia Duggar

This run really surprised me with the high turnout! Even without the friends that I had personally invited outside of the Club, we had 14 club vehicles. We met at the Texaco at 528 and 550 on what looked to be a gorgeous NM winter day. Attendants, listed by vehicle, included:

Myself and my husband Leon in Leon's Early Bronco; Jeff Rector in his CJ; Lauri Rector and her friend Irene in Lauri's YJ; Susan and Bobby Miller in their Cherokee; Anita Ransom in her Cherokee; Steve and Sandy Gilley in their Cherokee; Stella and Jack Sierra in their CJ; Tom Hurt in his CJ; Mary and Paul Thompson in their YJ; Susan, Glenn, and Stephen Bontly in their TJ; Jackie Vossen and Eric Finch in their TJ; Susan Probst and Ron Hyman in Ron's Suzuki; Kevin and Charly Cox in their Montero; Mike Blohm and his brother Matt in Mike's TJ Rubicon; Tom and Ruby Berge in their Dodge Dakota; and Jaime and Bailey Sparkman and Andrea in my Cherokee.

We headed north on I-25. After a brief pullover to check why Anita's Cherokee was distributing ATF fluid on the vehicles behind it (attributed to over-filling at a dealership), we picked up the Bontlys and Ron and Susan along Route 599 and finally got off-pavement on Route 64. I gave out some handouts of basic 4-wheeling techniques and talked about it during the drivers' meeting. Thank goodness for Tom Hurt who went ahead a little bit and got us on the right trail. Tom and I had pre-run the

trail once before Christmas, which had been my first time in the area. We took off for the hills and the stony crest ahead of us.

As we started climbing, the trail went into a wash. This proved to be the toughest part of the day, as the wash was in enough shade and on the north side of things to still have a significant amount of snow in it, which made the rocks underneath the snow a little harder to navigate. The Dakota and Montero carried home reminders of those rocks on their rocker panels, but overall, everyone did well. I was having fun learning how to maneuver the Bronco (my first time putting it in 4-wheel drive, and I didn't see Leon cringe) and I was appreciating the difference that an extra 2 cylinders, Detroit lockers in front and rear, and a New Process tranny made over my normal 4x4 mode, which Jaime was driving behind me. Jaime was a "natural" in my Cherokee (her friend Andrea has a Willys, so she helped guide her). When I actually had to use the starter to get over a few spots I really felt like a "pro"!

After a hairpin turn, we start climbing up on top of the mesa, through some tight trees, mildly chewy rocks, and a little off-camber to boot. The mesa was like a labyrinth to me. Thank goodness we could see our tire tracks from the pre-run! Probably the ONLY time this winter I was grateful for a lack of fresh snow! Tom kept us on the right trail, and not for the last time. Another off-camber spot on the top of a nice long hillside and we found our lunch spot, with views of Los Alamos and the canyons below it, as well as the Sangre de Cristo mountain range above Sante Fe. We hiked down to the "blowhole", a geologic formation that had produced a hole of unknown depth in the hillside, apparently from volcanic activity. Our scientific method of determining the depth by lowering a soda

can on a string came up “short” when we failed to hit the bottom. Later we measured the string at the Jan. meeting to be 133 feet. Glenn’s calculation on this is probably more accurate, at 256 feet, achieved via the “throw rock and listen” method.

We drove down the hill, which, again, because it was on the north side, had some snow on it. At this point I drove the Dakota to help out my friends Tom and Ruby. The Dakota had “found some trees” earlier and we didn’t want a repeat of that. Leon led the group off in his Bronco, but turned right (not his fault, he’d never been within 20 miles of the area before) when he should have gone left. It took a little while to get that portion of the group back again, but Jaime said she enjoyed the mud they found on their little foray. I took the lead again. Next was a slight wash that we needed to cross. This actually provided some nice photo ops as everyone took their time with it. The Cherokees all crawled through without slipping so it must’ve been “a wheel-base thing”. Mary needed three tries to get through it, but that’s only because Paul wouldn’t let her use the ARB lockers! Susan Probst did a great job with the Zuki since it was muddy and snowy, and the little thing only had street tires. Just the right amount of momentum did the trick.

We climbed back up into the hills again before coming out on Route 24, which is the main trail through the area. We drove through lots of fuel wood areas where the brush from the trees is just sitting there, waiting for that stray lightning bolt in June. We also had some fun with the now thoroughly thawed mud. I think Jeff Rector took a good bit of it home with him on his Jeep. (I know Octopus charged me \$1.99 extra just to clean it off the Cherokee and they had to run it through twice.) I found the Bronco was a bit squirrelly on its 35”

tires with all that torque. This was actually the only frustrating time I had with it. Now we headed southeast toward the historic part of our day, La Bajada Hill.

We came out on the flats straight into the setting sun and the dust of the vehicle in front (sometimes it’s good to be the leader!). We stopped for a scenic overlook at the top of the cliffs before heading down the trail, which was once the main road from Albuquerque to Santa Fe, and part of the Camino Real network of roads connecting this region to the Spanish in Mexico long before that. Tom told us that in the old days folks had to drive the road in reverse because their engines would stall out over the long incline. The road is a little rocky now, but you can still see the masonry at the sharp corners and a sign announcing the Santa Fe Camp, an old tourist camp. We aired up at the bottom of the hill in La Bajada just before dark, and headed for home, tired but happy.

How Deep is the “Blow Hole” on the Caja del Rio Trail?

By Glenn Bontly

If you attended the Chic Challenge in January, you probably visited the “Blow Hole” (which Ron Hyman insisted is NOT the space between his ears). Leon & Marcia tried to lower a soda can into the hole, but ran out of string before hitting bottom. Then Stephen dropped a big rock into the abyss, while I crudely timed 4 seconds for it to hit bottom. Intrigued by this phenomenon, I set out to determine a way to scientifically calculate the depth of the enormous chasm. I did a search on the Internet and found a discussion on “Kinematics”, which is the description of a particle’s (i.e., our big rock’s) motion. Using the “distance

formula”, I was able to estimate the depth of the hole. The basic formula for distance is:

$$x = x_0 + v_0t + \frac{1}{2}at^2$$

whereby **x** = distance (after the object falls for a period of time)

x₀ = initial distance

v₀ = initial velocity

a = acceleration

t = time

Since our object (the big rock) is starting from rest, **x₀** and **v₀** will be zero. Therefore, our formula for distance becomes simply:

$$x = \frac{1}{2}at^2$$

Constant acceleration, as a result of gravity, is 32 feet/sec². I stated above that I roughly timed the duration of the fall at 4 seconds. Therefore, the depth (vertical distance) is calculated as:

$$x = \frac{1}{2} (32) (4)^2$$

$$x = \frac{1}{2} (32) (16)$$

$$x = 256$$

So how deep is the blow hole on the Caja del Rio trail? Approximately 256 feet! Now wasn't that interesting? And educational, too!

The Chile Challenge

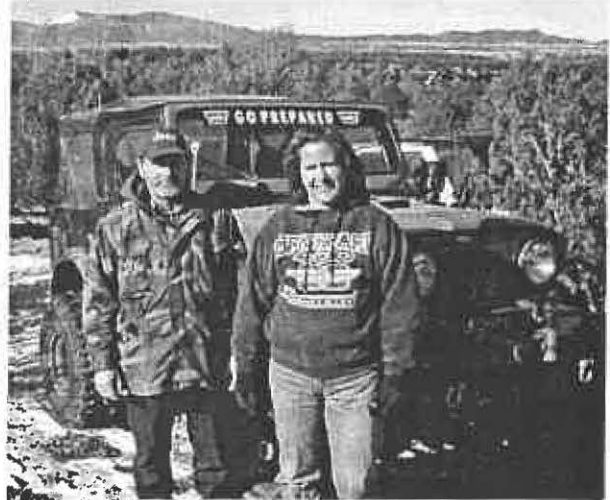
By Glenn Bontly

It's not too late to decide to attend the Chile Challenge in Las Cruces, 19-22 Feb. Everything you need to know about the event is on the registration form, which is on the web at www.nm4w.org/schedule.htm. On-site registration will be held each

morning from 7 – 9 am, and each evening from 7 – 9 pm.

Member Spotlight: Jeff & Lauri Rector

By Joan Wolf



Jeff & Lauri on the Sagebrush Flats Loop Trail

The Rectors have packed a lot into their first nine months as NM4W members by attending nearly every meeting and event on the calendar. Says Lauri, “The Club feels like home. Members have been so open and made us feel welcome.” Ethel May Peeples remarked about the Rectors, “They’re such a great couple and have put a lot into the Club, they come to everything.”

Their journey to New Mexico began in June 1999 when they drove Jeff’s CJ-7 from Indiana to Las Cruces in search of four-wheeling. Spotting some modified rigs outside an automotive shop, they had fortunately come upon some members of the Las Cruces 4WDC. At their suggestion, Jeff and Lauri checked out the Deming mud bogging event and then Broad Canyon. They loved the wheeling so much, they set their goal on moving to New Mexico.

In 2001 they sold their place in Indiana, quit their jobs, said goodbye to their grown sons

(Ben is now 21, Jake is 19), and headed west. Given their job skills and Midwestern work ethic, it didn't take long for Albuquerque employers to snatch them up. Lauri is a Customer Service Representative with Manuel Lujan Insurance and Jeff is a steel cutter at Choice Steel.

They attended the 2001 Chile Challenge and again ran Broad Canyon. "It's my favorite trail," explains Jeff. "I've run it three times and every time it's different. You can make it hard, or take the drive-arounds and make it easy." They also enjoyed last summer's quarterly SWFWDA event in the mountains outside Salida, Colorado. Future runs? "An extreme trail at the 2003 Chile Challenge and every trail in Moab. We were there once, but only had time to run Pritchett Canyon. We want to do 'em all."

Okay, for you gearheads that have patiently read this far, here's what you're looking for. Jeff bought his Jeep CJ-7 new in 1984. It now sports a fuel-injected 401, Turbo 400 automatic transmission, Dana 20 transfer case, reverse pinion 9" rear with Detroit locker, Dana 44 front with an ARB locker, 4.56 gears all around, and 35" BFG mudders. Jeff did the camouflage paint job himself and reasons, "If it gets scratched, I just go in the garage and touch it up."



The Cimarron Mesa Trails Area

A two-Jeep family, Lauri drives a '95 Wrangler with 2-1/2" lift, 31" BFG All Terrains, and she proudly adds, "Borla cat-back exhaust." After driving her Wrangler on the recent Chic Challenge, Lauri said "driving off road was awesome. It was an extreme trail for me and my Wrangler, but I loved it!"

Lauri and Jeff hope to take occupancy soon of their new house being built on the far West side. Jeff beams, "I'll have a 32'x32' stand-alone garage. It's bigger than the house and can fit nine Jeeps inside!" Okay Jeff, if you say so.

And what's with their classy (?) bumper sticker "Jeep Naked—It Adds Color to Your Cheeks". Lauri explains, "We hit the shops in Moab and spent \$90 in a half hour, including the bumper sticker."

Jeff and Lauri hope to lead some runs after they become more familiar with the area and get settled in their new house. "We really enjoy the Club and the four-wheeling, and hope we don't lose our enthusiasm," says Lauri. The rest of the Club hopes the same and that the Rector's enthusiasm proves contagious.

**SWFWDA Spring Quarterly
& Texas Trail Rides Event**
by The Southern High Rollers

The *Southern High Rollers* once again bring the **Texas Trail Rides Event** and **SWFWDA Spring Quarterly Meeting** to Barnwell Mountain Recreational Area, outside Gilmer, TX. Dates: 2-4 May 2003.

For more information, please see the event web site at www.southernhighrollers.com or contact Chris Pagan at 281-298-9520 or e-mail chris@southernhighrollers.com.

Never, *Ever* Go 4-Wheelin' Without A Camera!

By Glenn Bontly

It all started Saturday morning. Mike Blohm, his brother Matt, Stephen, & I spend a solid nine hours installing a lift kit on Mike's new TJ Rubicon. It wasn't without the typical annoyances of working on a Jeep, even a new one. A broken bolt or a stripped nut here and there, bruised and busted knuckles, and those damn factory sway bar links. We heated them, beat them, cussed them, and finally ended up cutting them off! But by the end of the day, the Jeep was all back in one piece and Mike went on his merry way.

Having spent all that time bending, squatting, twisting, and otherwise contorting my body, I woke up pretty stiff Sunday morning. I decided it would be a day for me to relax. I would work on the web sites and maybe take the Jeep out for some fun. And that's exactly what I did. Susan & Stephen both had activities that afternoon, so I decided to head over to Beavertown to plot some of the trails on my GPS. I entered through the recently-opened gate on Route 66 and hugged the western side of the area all the way to the southwest corner to the Four Hills entrance. Then I turned east and started my ascent up the foothills, which if you've never been up there, provides a breathtaking overview of Albuquerque. The view is especially impressive after sunset. I stayed far to the right, along the fence that isolates the military reserve to the south. One fork led to a dead end. And then another. However, this second one was on a steep climbing right turn with a very nasty crevasse to the left. I managed to get the Jeep turned around. And then, with the low winter sun in my eyes and a bit of misjudgment, my right front tire started

slipping into the ditch. I was expecting it to settle any second, but it didn't. *Oh Shit, I think I'm going over!*

By the time the right front tire stopped descending, the left rear was nearing the height of its arc. The rolling momentum was finally halted with a deep thud as the Jeep slammed topside down into the ditch. The roll was in "slow motion", but it all happened so fast! As I write this, barely 36 hours after the event, I really can't remember what was going through my mind as I hung upside down from the seatbelt. It was a good thing that I decided not to bring my hard doors, which would have presented a significant egress problem, not to mention considerable more damage! I crawled out of the Jeep and made a quick assessment of the situation. First and foremost, I was totally okay--my roll cage had performed admirably. The Jeep, on the other hand, was less fortunate. It wasn't until the next day that I was able to realize the total extent of the damage.

At the moment, however, I had to figure out how to get my rig out and back home. First I called Susan, who was in town. I don't exactly know why I called her first; a lot of good her minivan was going to do me at this point! Nonetheless, she came out anyway just to make sure I was okay and to offer emotional support. :o) Next I called Paul Thompson, who lives pretty close to where I was. He, in turn, called Garry Brown. Paul arrived first. We attached his strap and winch to my Jeep and did a test pull. But knowing that Garry was on his way, we decided to wait for his arrival for a more coordinated effort. Once all of the rigging was in place, the recovery took only a couple of minutes. After allowing the Jeep a few minutes to become reoriented, one crank of the key and it fired right up! Garry & Paul sandwiched me, front to back, for the

Tipped
Over!
Very
Bad!!

ride out, just to make sure I didn't get myself into any more mischief. Many, many thanks to these 2 gentlemen for coming to my rescue!!

The Jeep drove flawlessly all the way home; not so much as a shimmy or a rattle. The next day, I removed the soft top to better access the damage, which was more extensive than I had first thought. The right front fender was completely tucked under and the hood dented in at that corner. No problem; I just pulled and pounded those back into shape. The windshield frame, however, was twisted and the windshield ruined. Finally, the entire roll cage was bent towards the driver's side, and the sound bar and Tuffy overhead console were crushed pretty badly. As a result, I decided to let my insurance cover the repairs.

I learned a lot from this experience. Some of these things, I already knew, but just failed to heed. First and foremost, don't go wheelin' alone. I was lucky in several ways; I wasn't hurt, I was able to get out of the Jeep without assistance, I had a cell phone, I was able to get a good signal, I found someone who was home, specifically someone who was willing and able to come to my aid. Nonetheless, it's still a bad idea to go out alone. Next, make sure everything, and I mean *everything*, in your vehicle is secured. Again, I did pretty good here. Except for some odds and ends (water bottle, a tire gauge, pen, pack of gum, gloves, and some loose change I had in the console tray), most everything stayed put. But the biggest and most painful lesson I learned from this was . . . *never, ever go 4-wheelin' without a camera!* I lost a once-in-a-lifetime opportunity to capture this moment forever. Not that I will never roll over again, but there will never be another "first" one! So put down your Trail Tales, right now, go out to your local Wal-Mart,

get yourself one of those disposable cameras, and put it in your glove box!

A Bad Day at Rio Puerco

By Marcia Duggar (via e-mail)

These are pics from an acquaintance of ours who had a bad day in Rio Puerco. Around the 3rd page you see shots of the sheared axle shaft. What I thought was interesting was how he put together a sling to get the vehicle out.

www.shutterweb.com/trailrun3/trailrun3.htm

(There wasn't enough room to post any of these excellent pictures in the newsletter, and I don't know how long they will be posted on the Internet; so go look at 'em quick! – Editor.)



Jeep Tires & Wheels: Five 245/75R16 Goodyear Wrangler MT/Rs (31x10.50 on 16" aluminum wheels) from a TJ Rubicon. Four have less than 2300 miles; the spare has never been used. Asking \$550 for the set of five. Three 31x10.50R15 Mickey Thompson Baja Claw Radials. Two of them have 5K to 7K left on them and the other has been only driven less than 10 miles. Asking \$130 for all three. Contact Mike at 453-0557 or e-mail sabre028@yahoo.com.

Toyota Stuff: Downey front 3" lift springs for 79-85 Toy P/U or 4-Runner; make offer. Contact Jason at 892-9411 or e-mail jayromi@msn.com.

1964 Scout: All original, 152 cid 4-cyl, 3-speed, 4.27 gears, locker in the rear. Click here for picture. Asking \$1,800 obo. Call Carlos at 275-6773 or e-mail speedicut@comcast.net.

TJ Fender Flares: Set of four, plus the two little thingies that go behind the front flares. Scratched, but in good condition \$50. Call Glenn at 286-4851 or e-mail glenn@webejeepin.com.

For more Classified Ads, please visit our web site at www.nm4w.org/wanted-for_sale.htm.

Club Notes

Aluminum Cans: Our club saves and recycles aluminum cans. Money from the sale of cans goes into our club treasury. Please bring your aluminum cans to each meeting, and somebody will take them to the recycling center.

Note to Guests: If you attend a club meeting or event and provide us with your mailing address, we will send you three complimentary issues of *Trail Tales*. If you provide us with an e-mail address, you will also be added to the guest e-mail list. If you are interested in becoming a member of the New Mexico 4-Wheelers, please contact one of our officers for membership requirements, or visit our web site at www.nm4w.org/join-the-club.htm. If you do not wish to apply for club membership, you will be dropped from our mailing list after 3 months, but you may remain on the e-mail list, if you desire.

Submission Due Date: The *Trail Tales* is published on the first of each month. Submissions for each issue must be *received* by the Editor not later than the 25th of the prior month. Submissions can be sent to TrailTales@nm4w.org, or Trail Tales, 21 Rattlesnake Ridge, Tijeras, NM 87059.

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Trip Chairman Mark Wolf 856-8539 aesthchln@earthlink.net	Environmental Affairs Mark Werkmeister 891-0296 mark.r.werkmeister@intel.com	SWFWDA Delegate Marcia Duggar 286-8136 pocahnts@msn.com

Schedule of Events

Date:	Event:	Information:	Contact:
1 Feb 03	Trail Building	Cimarron Mesa Area--meet at 8 am at the Freightliner Dealer on I-40 at Paseo del Volcan	Pat Brady 898-6449
13 Feb 03	Club Meeting	7 pm at Heights Cumberland Presbyterian Church at the corner of Moon and Academy	Pat Brady 898-6449
19-22 Feb	The "Chile Challenge"	Las Cruces Fair Grounds on I-10, between Exits 127 & 132, about 10 miles west of the city.	Las Cruces 4WD Club
March	Trail Ride	TBD	Rich Capener
13 Mar 03	Club Meeting	7 pm at Heights Cumberland Presbyterian Church at the corner of Moon and Academy	Pat Brady 898-6449
10 Apr 03	Club Meeting	7 pm at Heights Cumberland Presbyterian Church at the corner of Moon and Academy	Pat Brady 898-6449
2-4 May	SWFWDA Spring Qtrly	Barnwell Mountain Recreation Area Gilmer, TX	Chris Pagan (281) 298-9520

Trail Tales
 21 Rattlesnake Ridge
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Trail Tales



March 1, 2003 The Official Newsletter of the New Mexico 4-Wheelers www.nm4w.org

Meeting Minutes

From February 13, 2003

by Robert Clark

(sitting in for Don Miller)



The meeting was called to order @ 7:08 pm.

Members Present: Kevin Cox, Pat & Sue Brady, Jeff & Lauri Rector, Mark Werkmeister, Tom Hurt, Glenn Bontly, Bobby & Susan Miller, Joan Wolf, Steve & Sandy Gilley, Ed Kausche, Leon & Marcia Duggar, Ken O'Niell, Ron Hyman, Susan Probst, Chuck & Sandy Bednarski, Jason Lavy, Paul-Baptiste Baca, Chuck & Ethel May Peeples, Paul Thompson, Rich Capener & kids, Frank Whiston, Brad & Jeanette Opatz, Mike Blohm, Keith Chapin, Bob Telepak, Arne Gjerner, Randy & Kim Ammons, and Robert Clark

Visitors: Gilbert Trujillo (80 CJ-7), Jan Gilmore (77 FJ-40), Matthew Barela (96 Tacoma), Joseph Abbate (68 Bronco), Eric Finch (87 YJ), Ryan Romero (93 XJ), Curt Jacobson, Bill Jacobs (87 Samurai), Alex Himes and Laura Fenton (Jeep XJ).

Treasures Report: Susan gave our account balance, which I did not write down. Pat asked for two checks: one for the Land Action Fund (that was agreed to in the last meeting) and another to pay for the non-profit registration of the club.

VP report: Fines were given out for the activities this past month to Robert Clark for showing up to the Cimarron Mesa ride with a broken spring plate (25 cents), Robert paid 75 cents more for the guilty feeling on items not mentioned in the meeting. Rich Capener for the most persistent 4Wheeler while trying to make his truck move with out the front ARB activating (25 cents).

Trip Chairman Report:

Pat reported on the Cimarron Mesa run, the group got a Bronco through the Scout Sieve Trail. The next trip will be a "play day" with a little work. The trials are coming together well.

Upcoming trips:

- March 22nd play day obstacle course on the west mesa (Rio Puerco) led by Bobby & Susan Miller
- March 29&30 overnight to the Cimarron Mesa led by Rich Capener.
- April 26th Trash Pick-Up (16 people volunteered to participate) led by Lauri Rector

Environmental Report: San Raffael Swell report is complete and there is 1 month to send in objections. Junes Bottom is slated to be closed. This will potentially set a precedent to allow the BLM to declare that part of the river as wild and scenic, even though the road goes into Junes Bottom and onto the creek bed. (We need to generate a statement to appeal this action specifically). Counties in UT will be able to exercise their RS2477 rights. Bob Telepak will create a

rev 0 of an appeal to send out to the club members for additional input. Muddy Creek will also be closed. Las Cruces law suit for Robledo Mountains will be heading into court and the Land Action Fund will need more \$\$\$.

Southwest Delegate Report: The attorney representing the Robledo Mountains lawsuit will be attending the winter Quarterly meeting in Las Cruces on Saturday. Try to encourage members from other clubs you meet in LC to attend the meeting on Saturday morning. The next SW Quarterly event is scheduled for May in TX. The SW Summer Quarterly in August will be in the CO Avalanche OHV Park hosted by the Rock Garden 4Wheelers.

Historian Report: Pictures are going around tonight from recent events, and Kim has received most of the old pictures.

Program Chair Report: Sweatshirts are in if you ordered one; please contact Paul. Decals are available; pick one up before Las Cruces so you can support the club.

Old Business: None brought up.

New Business:

- Leon reviewed the club's points system for the newer members and visitors.
- Leon reviewed the fine structure (there really is no structure, all fines are given at the mercy of the VP/Sheriff)
- Glenn reported that the cost to mail out the club newsletter is about \$900 per year. If everyone agreed to read the Trail Tales on the club web site, the savings realized would likely end up being donated to the SWFWDA Land Action Fund. If you are interested in having only an

electronic copy of the new letter please let Glenn know.

- Articles need to be submitted to the newsletter editor by the 25th of the month to be included in the next month's issue.

The meeting adjourned @ 7:55 pm. Steve Gilley won the raffle; the pot was \$64.



President's Report

By Pat Brady

Hi everyone, I hope you had a great trip to Las Cruces this year, I did. The Las Cruces Four Wheel Drive Club put on a great event again this year. The food was good, the conversation was great, and the chance to see everyone again was great. The trails changed again this year due to floods. Broad Canyon never ceases to amaze me; the floods completely changed that canyon. The Pickle Barrel was washed out down about 6 feet, while the Snake Pit had almost no challenges at all. The biggest change was in the area of the "Rock-and-Hard-Place"; it was gone! Don't let this fool you though, there were still many places where you could test yourself and your vehicle.

I got to drive the "Itch". WOW!! 42's do make a difference! Challenges that would have been very difficult in the "Pig" were almost too easy in the Itch. I guess I will need to rethink what it is that I need to build.

I want issue an early reminder to every one that the TRASH CLEAN UP is next month (April 26th) and I want everyone to be there. So mark your calendars NOW for that date. I know that there are many issues in everyone's lives, but I really would like to see a large turnout so when people drive by

and see us they will know that we are fully dedicated to this project.

Now, you will hear rumors that I have a new vehicle to work on. It's true. It is a very rare *Ford Wrangler*. It comes with an EFI 302, C6, Atlas 4.3, Dana 44, 9-inch, 4.56 gears, Detroit, 37" SSRs, and coils front and rear. It should be on the road late this year. The reason for its late arrival is I will be out of town this summer.

I look forward to seeing you at the next meeting.



SWFWDA Winter Quarterly Meeting: President Pat presented a \$1,000.00 check from the NM4W to SWFWDA President, James Clark, for the Land Action Fund!

Sage Brush Flats Happy New Year's Trail Ride

By Mark Wolf

An unbelievable 19 vehicles showed up at the Texaco on 528 to go wheeling on New Year's Day! Members were, Glenn Bontly

(TJ), Preston and Melissa Garner and Jane Bell (CJ-7), Marcia Duggar (XJ), Pat & Sue Brady (Mazda LE), Rich and Glenn Capener (with Rich driving "Rudolph" the Bronco), Chuck and Ethyl May Peeples (TJ), Mike Blohm (in his new TJ Rubicon), Jason and Sara Lavy (ZJ), Steve Hunt (4 Runner), Randy and Kim Ammons (TJ), Jeff and Lauri Rector (CJ-7), and my wife Joan and myself (FSJ). Visitors were Alex Himes and friend Laura (XJ), Mike Hiatt with his two boys and a friend - Gerald Goodyear with his boy (Bronco), Bill Jacobs (Samurai), Brad and Jeannette Opatz (TJ), Paul-Baptiste and Eveliina Baca (TJ), Eric Finch (YJ), and Ron Schubert and family in their new Jeep Liberty. (I later found out that Keith Chapin was to meet us in Santa Fe, but we didn't stop there and he forgot where the trail started. Sorry, Keith!). We left at about 9:10 heading to Santa Fe and went straight to the air down location. The weather was chilly with a cold wind, but sunny just the same. The snow had all but melted, leaving only remnants in the shadows.

After airing down, we started off towards the trailhead. But 2 minutes later, Glenn Capener, driving "Rudolph, the Red-Nosed Bronco", called to say that his power steering was not working. We stopped to find that he had a broken return hose at the connection. It took about 5 minutes to cut the end off, re-clamp, and refill the reservoir. Off we went again. I tried to keep a brisk pace with all of the vehicles, but we got spread out. We regrouped at the rickety corral and opened only one gate this time. However, it was the worst gate of all to open! We need to build them another one! We then headed up "Tom's Hill". When I reached the top, I had a call that someone was having trouble with their clutch. It seems that Mr. Baca was using high range instead of low. His buddy Jason

Lavy helped him by telling him that low range is where we like to be most of the time and that he should use it as often as possible. Paul didn't argue and was unaware of the use of this gear. (A lesson to us all that even though we know, others may not! Help them out by telling them how to use and enjoy their vehicle.) However, he knows now! When we all got to the top it also became apparent that the Liberty was not as trail worthy as a typical Jeep. Ron was having trouble and was beginning to doubt his skills. Besides, his wife (her car, no less!) was not having fun after hearing all of the banging on the underside from the rocks. There was no damage other than bruised pride. Ron elected to go on. However, Preston & Melissa, and Mike Hiatt & the kids decided to part ways with us and stay on top of the hill to play in the snow. We bid them farewell and headed for the Sage Brush Flats Loop Trail.

Heading down to the lunch spot was pretty uneventful, other than the Liberty getting hung up in low clearance places (a special thanks to the Peeples for helping out with Ron's first adventure with the NM4Ws!). Seems Ron was using this trail as a test pilot for the chance to go to Canada on a Jeep Jamboree. He was not impressed with the Liberty and decided by lunch that the vehicle belongs on the road and not the trail. He said it would have been more fun in his XJ Cherokee. We stopped for lunch at about 12:15, and talked and ate for about an hour. We then loaded back up and head out. The trail was mostly dry with small spots of snow and a little mud. We kept going and ended up at the bottom of the long hill. It was an easy challenge this year as there wasn't enough snow to slow our progression!

The vehicles kept crawling along and pretty soon we were at the trail end (or beginning

if you go from the North end). We all regrouped and headed back to the air down (up?) spot and aired up our tires. It was about 3:00 PM. We then all parted company and headed home. I would like to thank those who came along and enjoyed their day. It is a lot more fun than watching football or nursing a hang over! See you next year!

Our First Big Jeep Adventure

By Paul-Baptiste & Eveliina Baca

“ . . . I reflected what a Mortification it must prove to me to appear as inconsiderable in this Nation as one single Lilliputian would be among us . . . Undoubtedly Philosophers are in the right when they tell us, that nothing is great or little otherwise than by Comparison.”

Gulliver's Travels – Jonathan Swift

It had been with considerable eagerness and even fretful trepidation that we anticipated our trip down to our first large, organized four-wheeling event. Five of us would be making the trip together: Sara and Jason, Eric, and Eveliina and I. The planning and preparation filled our spare time; the few months, seemingly intolerable and endless at the start, soon melted away into a few rushed days to get everything prepared in time. The drive down to southern New Mexico was uneventful, our minds settling into the seriousness of our undertaking. This was the fabled Chile Challenge. The last 80 miles of highway slipped silently by, each of us lost in his or her own thoughts about the adventure that lay before us.

Billed as one of the largest 4-wheeling events in New Mexico, the Chile Challenge represented something for us that was both scary and exciting. This, we were told, was serious off-roading. It would be an

initiation, a right of passage. Yet nothing could have prepared us for the spectacle that greeted us as we drove through the fair ground gates in Las Cruces on Wednesday night.

We were certainly the newbies.

Vehicles were scattered about, looming in the darkness. Their headlights, appearing to be miles in the air above us, flashed out like the eyes of alien creatures as our low beams swept past them. It was a commanding and awesome sight. We settled in for sleep that night as it began to rain, my mind filled with the thought that our 2-inch lift and 30-inch tires were going to be about as useful at the Chile Challenge as a pocketknife would be against an angry bear. What had I gotten myself into? I wondered if the others felt the same.



"Baby Red" in Broad Canyon

I'm not certain how to convey our impressions of the three days we spent at the Chile Challenge. We rode three trails: "Hopping Jalapeno" (we rode with Sara and Jason in their Grand Cherokee, thankfully – Baby Red was left behind in the safety of the fair grounds); "Broad Canyon Easy;" and "Spectator Run" (Eveliina and I) and "Box Canyon Easy" (Sara and Jason and Eric). And we had fun on each trail, meeting new people, discovering new friends. Our initial apprehension was

quickly replaced with the enjoyment that seems to be at the heart of 4-wheeling.



There were adventures. Bent skid plates, broken axels, lost bumpers, and runaway tires hardly seem the recipe for a good time - although certainly great fodder for stories! - but the sundry minutiae of each ride added up to fun. And although I know our Jeep was certainly one of the smallest ones to brave the trails of Las Cruces, no one made us feel anything but welcome and included. The beauty, the challenge, and the camaraderie are what make 4-wheeling appeal to us. The Chile Challenge seems to exemplify this. We never lost our admiration of the huge vehicles and the outwardly fanatical folks who sat behind their wheels, but with each bump, each grind of metal against rock, we felt more keenly the sensational thrill of the Chile Challenge.

We are certain of one thing: by next year, our Jeeps will be a lot bigger!

How Much Does it Cost to Publish the Club Newsletter?

By Glenn Bontly

While shopping for the best price for copy/duplicating services, which represents the largest component of publishing the Trail Tales, I found that each copy of the newsletter costs the Club 65-cents (for 6 double-sided pages). Add to that, 34 cents for postage, another couple of cents for

miscellaneous items such as mailing labels and the little white circles used to “seal” the folded newsletter, and you end up with a total cost of about a dollar per copy. We publish 12 issues per year, and mail out around 75 copies each month. That’s a grand total of \$900 that the Club spends on publishing the Trail Tales each year. As soon as I finish publishing the hard copy of the newsletter, I immediately post it to our web site and send out an e-mail announcement to all members and guests on my mailing lists.

Question: When the hard copy arrives in your mailbox a couple of days later, do you:

- a) Read it?, or
- b) Put it aside, cuz you’ve already read it on the web site?

If you answered “b”, please send an e-mail to TrailTales@nm4w.org stating that you don’t need for me to mail you a hard copy of the newsletter. The money that the Club saves by publishing fewer copies of the newsletter, will likely end up being donated to the SWFWDA Land Action Fund!

Member Spotlight: Bobby & Susan Miller

By Joan Wolf



Who’s got 44-inch tires? Meet Bobby Miller. The 44’s are on his 1978 “Parts ‘R Parts” Blazer that also sports a 454 motor and no exhaust. It’s Bobby’s fourth monster truck and the one he built from a bare frame. When he and Susan owned a towing business in Bernalillo, he had the facilities to indulge his hobby. Bobby adds, “I love monster trucks. Until I hurt my back, I competed in the Tuff Truck competitions at Tingley. I can still look at them for hours.”



On the trails, Bobby and Susan can be seen in their 1998 gun-metal blue Cherokee Classic. It has a 3” Skyjacker lift, skid plates, 31” BFGs, and limited slip rear. Susan noted that after having so much fun driving in the Chic Challenge, they may need another Jeep for her! “I only scared Bobby once,” she notes.

Susan is an Albuquerque native and Bobby has lived here since 1967; so how did they come to join NM4W one year ago? They spotted an NM Four Wheeler flyer at the Southwest 4-Wheel Drive & Performance shop and decided to check it out. “We’d been four-wheeling on our own for years. But we’re finding out about more trails since joining the club and we’re with others who enjoy the same thing. In the past we’d take friends four-wheeling, but not all of them appreciate it.”

Their favorite trails are anything in the Silverton-Ouray area, although Susan admits

to disliking their descent of the Black Bear switchbacks during icy conditions. Bobby laughs about running some of the tough Colorado trails when they had their stock 1991 Cherokee, "We didn't know we shouldn't have done what we did."



As new members, the Millers jumped right in to support the Club. As Treasurer, Susan does a terrific job of keeping the Club's finances in order. She collects the membership dues, calculates and pays the SW4WD Association dues, pays the bills, and balances the checkbook. Bobby and Susan led the trash pickup last fall. This is true dedication since Bobby has endured two back surgeries. That didn't stop him from bending and stooping to help clean up the club's adopted section of I-25, north of Bernalillo. The Miller's will lead their first run on March 22, a "play day" at the Rio Puerco.

Besides four wheeling, the couple keeps busy with jobs and family. Bobby is Supervisor of housekeeping at the Hyatt Tamaya resort. He also serves as EMT for the facility. Previous occupations included 8 years with the U.S. Marines flying helicopters, jet and auto mechanic, and 13 years in the towing business. Susan has been with First Financial Credit Union for 17 years. She trains new tellers and member services staff at the downtown Albuquerque office.

Daughters Erica and Dana live in Los Lunas and Ft. Carson, Colorado, respectively. Their grandsons are two-year old Aaron and 8-month old Baby Gordon. Susan is a Disney fanatic and can't wait to take the grandsons to her favorite places (she's been to Disneyland three or four times and twice to Disney World). "We're just big kids," explains Bobby. Woodworking is another pastime for Bobby. He's made frogs and cats and is now working on a patriotic theme.

Future four-wheeling plans? Bobby says they want to get another Jeep so they can do the rough stuff. Sound like the four-wheeling bug has bitten yet another innocent family.

"Teamwork"

By Glenn Bontly

Well, I managed to keep my Jeep shiny-side-up the entire weekend in Las Cruces! However, I did find myself tensing up every time I lifted a wheel on a steep, off-camber section. Someone threatened to get me a big windshield decal for my Jeep that said

"~~Ain't~~ Skered"

Anyway, Saturday afternoon in Broad Canyon, I totally mangled my pitman arm. It was an aftermarket "drop" pitman arm, which I know isn't as strong as the factory part.

While navigating the rocks (see below) at the base of the Snake Pit (which, by the way, isn't much of a pit anymore, thanks to Mother Nature), my Jeep wouldn't turn to the left, and only a little bit to the right. The

steering wheel turned just fine, but the tires weren't responding to the input.



Leon Duggar was nearby and quickly diagnosed the problem. Brad Opatz called out that he had spare factory pitman arm and a puller (no way--could I be any luckier at this point?! Jeff Rector had the proper tools on hand to remove the large pitman arm nut. Since Brad's puller wasn't quite wide enough to fit over the arm, we decided that the quickest way to remove the already damaged part was to cut it off. Leon broke out his air-powered cut-off tool and connected it to the onboard air system on his Bronco. After cutting nearly all the way through, Jack Sierra pulled out a big hammer, and with a few swift blows, fell the old part to the ground. Next came *my* big chance to help – Jack asked me to center the steering wheel so that he could properly install the “new” pitman arm! We were back underway within 20 minutes, tops.

Teamwork !!

That's what 4-wheelin' with a group of good friends is all about! Had I been out there alone, which *all* of us have done one time or another -- except for me, of course, I would *never* do anything like that ;o) -- I would have been screwed. A big thanks to

everyone who participated in this repair effort! I am very proud to be associated with all of you!



Dana 30 Front Axle: With 3.73 gears and drum brakes, CJ-style, from a 1972 Commando, Cheap! Make offer. Call Wolfie at 856-8539 or e-mail aesthchln@earthlink.net

Jeep Tires & Wheels: Five (5) 245/75R16 Goodyear Wrangler MT/Rs (31x10.50 on 16" factory aluminum wheels) from at 2003 TJ Rubicon. Four of them have less than 2300 miles on them and the spare has never been used. Asking \$550 for the set of five. Also three (3) 31x10.50R15 Mickey Thompson Baja Claw Radials. Two of them have maybe 5K to 7K left on them and the other one has only been driven less than 10 miles. Asking \$130 for all three. Contact Mike at 453-0557 or e-mail sabre028@yahoo.com

Toyota Stuff: Downey front 3" lift springs for 79-85 Toy P/U or 4-Runner; make offer. Contact Jason at 892-9411 or e-mail jayromi@msn.com

TJ Fender Flares: Set of four, plus the two little thingies that go behind the front flares. Scratched, but in good condition, \$50. Call Glenn at 286-4851 or e-mail glenn@webejeepin.com

For more Classified Ads,
please visit our web site at
www.nm4w.org/wanted-for_sale.htm.

Pictures from the Chile Challenge



Glenn makes easy work of a ledge climb on the Broad Canyon Trail



Jeff took on every obstacle he could find



Robert, you're too far left . . .

Robert, you're too far right . .

That's it!! You got it now!!



Joe & Curtis Wilson



Mike Blohm is getting the most out of his brand new 2003 TJ Rubicon



He ascends this steep ledge on Broad Canyon Trail . . . “with a little help from his friends”



Paul got a really good running start, but just couldn't make it any further into this rock!



Lauri Rector--Does she look like she's enjoying the day, or what?



Brad Opatz on Upper Broad Canyon



Rich nearly “flopped” over at the top of the Pickle Barrel on Broad Canyon

Club Notes

Aluminum Cans: Our club saves and recycles aluminum cans. Money from the sale of cans goes into our club treasury. Please bring your aluminum cans to each meeting, and somebody will take them to the recycling center.

To Our Guests: If you attend a club meeting or event and provide us with your mailing address, we will send you three complimentary issues of *Trail Tales*. If you provide us with an e-mail address, you will also be added to the guest e-mail list. If you are interested in becoming a member of the New Mexico 4-Wheelers, please contact one of our officers for membership requirements, or visit our web site at www.nm4w.org/join-the-club.htm. If you do not wish to apply for club membership, you will be dropped from our mailing list after 3 months, but you may remain on the e-mail list, if you desire.

Submission Due Date: The *Trail Tales* is published on the first of each month. Submissions for each issue must be *received* by the Editor not later than the 25th of the prior month. Submissions can be sent to TrailTales@nm4w.org, or Trail Tales, 21 Rattlesnake Ridge, Tijeras, NM 87059.

NM4W Officers

President Pat Brady 898-6449 Pat.Brady@philips.com	Vice-President Leon Duggar 286-8136 lduggar@msn.com	Secretary Don Miller 892-3925 djm@thuntek.net
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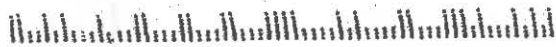
Schedule of Events

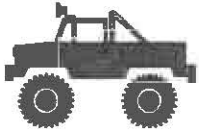
Date:	Event:	Information:	Contact:
Mar 13	Club Meeting	7 pm at Heights Cumberland Presbyterian Church at the corner of Moon and Academy	Pat Brady 898-6449
Mar 22	"Play Day" at Rio Puerco	Meet at 9 am at the Texaco Station at the intersection of Highways 550 and 528. Bring your lunch and non-alcoholic beverages.	Bobby & Susan Miller 771-8022
Mar 29-30	Cimarron Mesa	Meet at 8 am at the Freightliner Dealer at the Paseo del Volcan exit on I-40, west of Abq. Bring your camping gear (tents, no RVs), and food and drink for the weekend.	Rich Capener 899-2367
Apr 10	Club Meeting	7 pm at Heights Cumberland Presbyterian Church at the corner of Moon and Academy	Pat Brady 898-6449
Apr 26 <i>LAUREL RECTOR</i>	Highway Clean-Up	Meet at 9 am at the Park 'n Ride at the second Bernalillo Exit on I-25 (Exit #242). Bring drinking water, your antihistamine (if needed), and your trash pick-up stick (if desired)	Pat Brady 898-6449
2-4 May	SWFWDA Spring Qtrly	Barnwell Mountain Recreation Area Gilmer, TX	Chris Pagan (281) 298-9520

Trail Tales
21 Rattlesnake Ridge
Tijeras, NM 87059-7440



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Trail Tales



April 1, 2003

The Official Newsletter of the New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

From March 13, 2003

by Don Miller



President Pat Brady brought the meeting to order at 7:02 PM MST.

Members Present: Mark Werkmeister, Mark & Joan Wolf, Jeff & Lauri Rector, Marcia & Leon Duggar, Glenn Bontly, Rich Capener, Tom Hurt, Ken O'Niell, Arne Gjerner, Chuck & Ethel May Peeples, Bob Telepak, Susan Probst, Ron Hyman, Bob Norton, Mary & Paul Thompson, Mike Blohm, Brad & Jeanette Opatz, Randy Ammons, Kevin Cox, Jason Lavy, Paul-Baptiste Baca, Jeffrey Jacobson, Stella Sierra, Susan & Bobby Miller, De, Cassie & Kaylee Nauer, Pat Brady, and Don Miller were present.

Guests: Our guests included Jeff Parrott, Bill Jacobs, Scott & Kay Carter, Sandra, Daniel & Luke Ellaneous, Chet & Courtney Mackham, Ryan Romero, Rick Mitchell, Robert Reeves, Paul Romero, and Eric Finch.

Special Guest: Robert Auge from Auge Brothers Jeep made a presentation to the Club regarding a "Jeep School". He informed us that Auge Brothers puts on the largest single-make car show in the state (Mopar Muscle Car Show) and is also involved in presenting a Turbo Diesel Show

each year. He has 8 acres of vacant land next to his dealership. The object of the effort would be to interest people in Jeeps, our Club, and how to 4-wheel properly. Mr. Auge mentioned there would likely be a nominal fee charged and the proceeds would go to a charity. After some discussion, the date was set for May 10th. Auge Brothers will look after the major details (advertising, hot dogs, liability waivers, etc.) and will liaise with Chuck Peeples as the Club representative. Mr. Auge has access to a backhoe for digging trenches, pits, etc to play in. We will need several club member volunteers for the day of the event.

Leon Duggar, VP and Sheriff handed out a few fines. Pat Brady was fined for appearing in a Jeep in Cruces and for having put a Chevy part into a Ford. Ralph was fined for breaking a drag link and Glenn was fined for a pitman arm problem. Rich had a fender flare problem and received a fine and Jack Sierra's son was fined for running out of gas. Glenn was the big winner (loser) earning a coveted cowbell in honor of wheeling and rolling alone.

The Treasurer reported that we had money in the bank to the tune of \$1,580.93.

Director of Environmental Affairs, Mark Werkmeister brought to our attention that the Colorado Off-Road Coalition could use some help in the Gunnison National Forest recreation planning. He also mentioned the email sent to members regarding the Gale

Norton letter to the BLM regarding rules following. As a last point he reminded all that the 5th annual Scrambler event will take place July 4th. Contact him for details.

Trip Chairman, Mark Wolf, reported that the Winter Quarterly in Cruces was great; a very good club turnout. The TJ was raffled off with something like 250 or so tickets sold. That put money in the land fund.

Glenn reported he had 5 vehicles turn out for a late announced trip. Everyone had a good time, although it was muddy. I didn't go and personally have never had a lot of fun in the mud. Okay, it's actually the clean up part I like the least.

We were reminded of a Fun Day trip for May 22 and a Cimarron Mesa trip for May 29-30; an overnigher to do trail work. Meet at the Freightliner on I-40 at 8:00 AM. Participants will need 1 locker at either end or front mounted tow points. Good solid tow points. The trash clean up is set for April 26. We need as much help as possible; the more the quicker. We are also all left wondering if the weather will cooperate (and rain a bunch) as the past couple years have seen the Memorial Day Campout cancelled because of forest closures.

SWFWDA Delegate Marcia Duggar reported on a trail ride in Texas. She informed us that everything she has heard about the event in the past has been great. She and Leon have plans to attend. It's May 2-4 in Gilmer, Texas. That's near Dallas. Give her a call for more info.

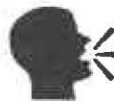
Our Program Chairman, Paul Thompson managed the monthly club meeting raffle, sale of club stickers and shirts. I'm sorry but I do not have the name of the raffle winner.

The Historian was absent.

Secretary Don Miller was there and made a valiant effort to record the meeting.

Leon Duggar explained the workings of the point system the Club uses. There were a number of guests present who had earned the necessary 5 points in order to be considered for club membership. The following were unanimously voted in as full members: Bill Jacobs, Ryan Romero, Eric Finch, and Ralph Schultz.

The meeting was adjourned at 7:56 PM.



President's Report

By Pat Brady

As I sit here trying to think of something to write about, just a few things pop into my mind. Retirement, War, Jeeps, and Alaska. Retirement – I was just thinking, I have been working harder since I retired than before. The new vehicle, adapters, lift kits, storage bins, PAINTING I need a job so I can relax.... War – I don't plan on trying to tell you how you should think but, I will tell you that our form of society has decided that we should be there doing what needs to be done. Our club has members in the Armed Forces and we should thank them for doing what our society has asked them to do. THANK YOU. Jeeps, What Can I say, I have got most of the LOW out, now I will need to start working on the WIMP. This will transform it into a wRANGIER. Alaska – Sue and I are planning on going to Alaska, leaving mid May if everything goes ok, you know Retirement, War, and Jeeps.



Slip-Sliding Away . . .

By Glenn Bontly

It's Friday, 7 March, and I'm staring out of the window down the hall from my office at work. The Chile Challenge was two l-o-n-g weeks ago. The weather there (on Friday & Saturday, at least) was wonderful; it gave me that taste of Spring that I've been craving after a disappointing winter of little snow. Then I returned home to a spell of cold and wet weather. Alas! I look outside today and see the clear blue sky and feel the sun warm my skin! But the "Fun Day" is still two l-o-n-g weeks away! This weekend promised to be sunny and in the mid-60s. I just *had* to go Jeepin' tomorrow. So as soon as I got home, I sent an e-mail to members@nm4w to see who else had the "fever".

Five of us gathered the next morning at the Sandia Ranger Station on Hwy 337, south of Tijeras. Brad Opatz in his TJ, Mike Blohm in his TJ Rubicon, Bob Norton in his Cherokee, guest Annie McLaughlin in her TJ, and Susan & I in our TJ.

Annie is an Air Force Officer who is stationed at Wright-Patterson in Dayton, Ohio, on temporary duty here at Kirtland through the end of May. She stumbled upon my web site and e-mailed me one day about 4-wheelin in the area. Annie purchased her Jeep about 6 months ago, but had never taken it off road yet. Still totally stock, I figured this would be a great first trail ride for her. Her first lesson was "how to shift into 4-Lo". Newbies . . . ya gotta love 'em!

After airing down, our first stop was Bontly Hill. You never know what to expect, but today the Hill looked "doable". I led a foursome down the white-knuckled descent.

Other than your backend getting "light" once or twice, this is the easy part of the challenge. Susan's been on the Hill with me before, and quickly offered to stay behind and take pictures of all of us. Now wasn't that thoughtful of her!



I was first to attempt the climb back up. The Hill & I are about 50/50 on who wins. Having previously been unsuccessful with the left line, I tried hugging the right today. After two or three tries, my front end consistently slipping further to the right, and ending up teetering on 2 wheels, I decided to play it safe and winch myself the rest of the way up. Having shown everyone else the way *NOT* to go ;o) Brad, Mike, and Bob were all victorious!



Next we headed back towards Tabazon Canyon for lunch. This is the lowest elevation along the trail and the ground was pretty soft. The breeze was a little cool, but the sun was strong and it felt great. At this point, Susan & I switched seats, and she took the wheel. The further south we drove along side the canyon, the muddier it got. We felt like a stick of butter in a hot teflon skillet! For the most part, all you could do was ride the ruts. This wasn't a real problem, except for Annie's low-clearance, street-tired Jeep. It was just a matter of time before the ruts would become deeper than her tires were tall, and soon she found herself firmly planted on her skid plate. Mike Blohm pulled her out once. But shortly after, the ruts got deeper, and proved more than the Rubi's 33's could manage. After several attempts, I finally managed to escape the ruts, but the traction on top wasn't much better. It took several stretch 'n snatch maneuvers of the strap before the three of us were free.



To our surprise, the muddy terrain continued for much of the remainder of the trail, until we got to the gravel road descending the south side of Cedro Peak. We played on the "steps" for a little while before heading out to the trailend. Annie did a terrific job for her first time out on the trail, and thanked us for letting her come along. Her final lesson of the day was airing back up.



Fun Day 2003

By Susan Miller

We had a glorious day for the 2003 Spring Fun Day. Twenty-one vehicles + two ATVs joined in the fun! We met at the Texaco at Hwys 550 & 528 @ 9:00, Saturday, March 22nd. Then, we drove a short distance out in the mesa just south of Enchanted Hills in Rio Rancho. The course was in the arroyo but wasn't as sandy as Bobby had hoped (due to the great rain we've had lately), but everyone had a good time. Bobby laid out a great course consisting of tight turns, a boulder (maybe not a boulder, but a large rock), an old tire trap and hills to climb. *A special thanks to Jeff Rector for his help in staking the course!*



The “large rock” gave a few unsuspecting folks a run for their money (oh, we can’t say that since it was free, huh)!! Several veterans, who shall remain nameless, had to be pulled off the rock! I was glad to see the lady drivers having fun too. Marcia Duggar, Lauri Rector, Stella Sierra, Ethel May Peeples, Melissa Garner, Jane Bell, Sara Lavy, & Sandra Ellaneous (and me!) all gave the course a try. The prize for the most stakes taken out goes to visitor Sandra Ellaneous in a Toyota truck. Then, there was tie for 2nd in this category.....Preston and Melissa Garner each took out three stakes! Melissa’s mom, Jane Bell, gets the Best Beginners award (just pretend)!!! As I understand it, this was Jane’s first time to drive off-road! Way to go!! *Look out Preston, Jane’ll be wantin’ to drive your jeep ALL the time!*



Then...just as things were starting to wind down, Pat Brady decided to go exploring!

He found a short “canyon” and wanted to see how his “Ford Wrangler” would climb..... well, Pat how does it climb? Thanks to Jack Sierra, and his winch, Pat, Brandon Rickerman, Jeff Rector, & Chuck Peeples (actually Chuck didn’t need the winch) had some fun playing in the wet sand. Thanks to EVERYONE who showed up! We had a great time!

Those in attendance were: Bobby & Susan Miller (event organizers); Jeff & Lauri Rector; Brandon, Stephanie, & Madison Rickerman; Tom Hurt; Fred Holguin & family; Chuck & Ethel May Peeples; Byron Hodges; Brandon McCutcheon; Steve Toussaint; Matt Ottman; Sandra Ellaneous; Rick Mitchell; Pat Brady; Jack, Stella & Angelo Sierra; Tom Flemings; Chris Johnson; Marcia Duggar; Allen Holmes; Todd Burns; Preston & Melissa Garner; Jane Bell; Jason & Sara Lavy; Eric Finch; Mike Blohm; and Kevin & Charly Cox.

See Page 8 for more Fun Day pictures!

Member Spotlight:

Don Miller

By Joan Wolf



Out of necessity, for many people the participation level in four-wheeling and the NM4W varies over the years. People lead busy lives with a myriad of responsibilities, commitments, and personal goals. So it's always a pleasant occurrence when a seldom-seen member such as Don Miller returns to active involvement. We're glad he returned and even gladder he jumped in as club Secretary after Bonnie Tyler moved to Las Vegas in December 2002. As Secretary, Don transcribes the meeting minutes and keeps track of club membership and business matters.

Don joined the NM4Wheelers about five years ago after buying Mark Werkmeister's 1979 CJ5. Don wanted to learn how and where to use his 'new' Jeep and also felt "it's more fun and safer to go with a group than being out by yourself". The CJ took Don on many four-wheeling adventures, his favorites being Moab Rim and Devil's Racetrack in Utah, and Black Bear Pass and Poughkeepsie Gulch in Colorado. Last year Don sold the venerable CJ5 to a dentist in Grants who wanted a built-up, ready-to-go off-road vehicle.

Previous off-road vehicles owned by Don were a '77 Scout Traveler, '82 Toyota FJ60 Diesel, '84 Suzuki SJ-410 long wheelbase, and an '86 Bronco II. Currently Don runs a '99 Jeep Cherokee Classic. It features a 4.0L engine, stock AW-4 automatic transmission, Dana 30 front axle, Chrysler 8.25 rear axle, 4.10 gears, ARB lockers front and rear, and 32" Goodyear tires. The Cherokee also has a Quickair-2 air compressor mounted under the hood, Tomken fuel tank skid plate, and Don's homemade rock rails mounted to welded-on frame reinforcement plates, three per side. Don also constructed the steering box brace with a M.O.R.E. clamp end.



Don honed his metalworking skills to the point that he built all the bumpers for the Cherokee. He's quite happy with what he's got and looks forward to an upcoming trip to Death Valley with Bob Telepak.

Born and raised in Winnipeg, Manitoba, Don came to New Mexico via his wife's parents. Don and Karen met when she interviewed for a job at the Winnipeg camera store in which he was working (she got the job!). After they married and Karen's parents moved from New York State to Albuquerque (where it didn't snow), Don and Karen followed.

Their son, Jason, will graduate in May from Beloit College in Beloit, Wisconsin. As an English major, Jason isn't sure of his career path, but is interested in joining the FBI when he reaches their hiring age of 25.

Don and Karen have owned and operated a pre-school from their Rio Rancho home since 1985. Don keeps the books and helps with the children when needed. Karen has recently been able to close the pre-school during summer months and enjoy the summers-off perc afforded most teachers. What do Karen and Jason think of four-wheeling? "They like it a few hours at a time", explains Don, "Karen loves Colorado and Utah so when she goes we make camp early."

As much as Don enjoys off-roading, he's had his share of bad trail days. His worst trail experience occurred in 1984 with the FJ60. He was crossing the bottom of a steep-banked creek bed in Colorado. The winch broke, it was raining, and the water was rising. Fortunately, a couple in a pickup happened by. Unfortunately, they didn't have a winch and couldn't tug him up the bank. Don got a ride to the nearest town and found a retired, elderly owner of a 4x4 tow truck who, when Don explained he didn't need a receipt, did the rescue job for \$20.

But the many good trail experiences are what brought Don back to NW4W. The club is glad his participation level is in high gear again!



Trail Leaders and Route Seekers. Must be ready to have fun and take others along. No where is too far or too close, too hard or too easy. The only requirement is that the trail be legal and on public land. What about the area around T or C? Socorro? The Zuni Mountains? These are areas that I have never been to very much and probably neither have others. Get out there and scout!! It's high time you lead a trail! Remember! The trail leader eats no dust! Contact your Trip Coordinator, Mark Wolf at 856-8539 to apply.



Warn Internal Hub Kit for Jeep CJ: Complete and brand new in the box (I decided not to use it); \$225. Call Mark

Wolf at 505-856-8539 or e-mail aesthchln@earthlink.net (posted Mar 03)

Lots and Lots of Stuff: BFG AT tires and wheels, air tank, Class III receiver hitch, Toyota running boards, Pull Pal, NP205 t-case, TH350 tranny, and more. For more details and prices, please visit www.Hunt4Steve.com/ForSale.htm, or contact Steve at 505-670-0138 or e-mail Hunt4Steve@yahoo.com (posted Mar 03)

1985 Jeep CJ-7 Parts: Holley fuel injection, \$150; T-4 transmission, \$30; T-5 transmission, \$50; power steering pump box & brackets, \$75; 2" greasable front shackles, \$20; 2.5" heavy-duty extended rear shackles, \$10; gauges, bump stops, skid plates, driver's side canvas door, \$\$-cheap. Call Ken O'Niell at 505-890-0927 or 836-7239. (posted Mar 03)

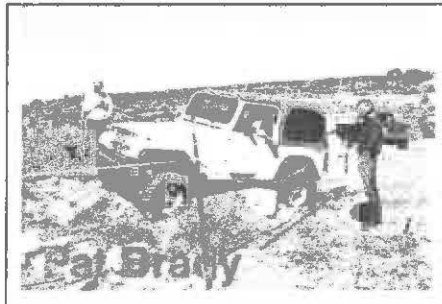
Misc Vehicle Parts: 1983 Jeep CJ-5 frame, \$20; 1988 Suzuki Samurai stock transfer case, \$75; 1994 Dana 44 factory limited slip with 4.30 gears, \$75; 1998 Toyota rear diff, complete with electric locker, \$450. Call Ken O'Niell at 505-890-0927 or 836-7239. (posted Mar 03)

Dana 30 Front Axle: With 3.73 gears and drum brakes, CJ-style, from a 1972 Commando. Cheap! Make offer. Call Mark Wolf at 505-856-8539 or e-mail aesthchln@earthlink.net (posted Jan 03)

**For more Classified Ads,
please visit our web site at
www.nm4w.org/wanted-for_sale.htm.**

More Pictures from "Fun Day" 2003

By Bobby & Susan Miller, and Jason Lavy



Pat Brady

**What's the matter, Eric?
You stuck?**



Pat, again

**Hey Lauri, what's wrong?
You stuck, too?**



Where's Pat ???

**Went to get his "new" Jeep to
show the Novices *how it's done!***



Pat's new Jeep

**Holy Crap, am I stuck?
Who set up this course, anyway?
This is an outrage!**



Pat

**This can't be happening!
I want my Bronco back!**



Finally, a couple of people who appear to know what they are doing!

Marcia Duggar



Susan Miller

Club Notes

Aluminum Cans: Our club saves and recycles aluminum cans. Money from the sale of cans goes into our club treasury. Please bring your aluminum cans to each meeting, and somebody will take them to the recycling center.

To Our Guests: If you attend a club meeting or event and provide us with your mailing address, we will send you three complimentary issues of *Trail Tales*. If you provide us with an e-mail address, you will also be added to the guest e-mail list. If you are interested in becoming a member of the New Mexico 4-Wheelers, please contact one of our officers for membership requirements, or visit our web site at www.nm4w.org/join-the-club.htm. If you do not wish to apply for club membership, you will be dropped from our mailing list after 3 months, but you may remain on the e-mail list, if you desire.

Trail Tales on the Web Site: In a continuing effort help save natural resources and to control costs, you are encouraged to read the Trail Tales newsletter on the Club Web Site in lieu of receiving a hard copy in the mail. Around the first of each month, the current issue of Trail Tales is posted at www.nm4w.org/newsletters.htm and an e-mail notification is sent to all club members. In addition, a minimum of 2 years of back issues of our newsletter is also available on the web site. So if you want to help "save some trees", please send an e-mail to TrailTales@nm4w.org stating that you do not need to receive the hard copy of the newsletter. Thanks for your participation in this program.

Submission Due Date: The *Trail Tales* is published on the first of each month. Submissions for each issue must be *received* by the Editor not later than the **25th of the prior month**. Submissions can be sent to TrailTales@nm4w.org, or Trail Tales, 21 Rattlesnake Ridge, Tijeras, NM 87059.

NM4W Officers

President Pat Brady 898-6449 Pat.Brady@philips.com	Vice-President Leon Duggar 286-8136 lduggar@msn.com	Secretary Don Miller 892-3925 djm@thuntek.net
Treasurer Susan Miller 771-8022 tiggersjeep@msn.com	Program Chairman Paul Thompson 293-8390 pathomp@myrealbox.com	Historian Kim Ammons 994-0835 rammons@thuntek.net
Trip Chairman Mark Wolf 856-8539 aesthchln@earthlink.net	Environmental Affairs Mark Werkmeister 891-0296 mark.r.werkmeister@intel.com	SWFWDA Delegate Marcia Duggar 286-8136 pocahnts@msn.com

Schedule of Events

Date:	Event:	Information:	Contact:
Apr 10	Club Meeting	7 pm at Heights Cumberland Presbyterian Church at the corner of Moon and Academy	Pat Brady 898-6449
Apr 12-13	Caballo State Park Campout and Monticello Canyon Trail Ride	Co-ride with the Las Cruces 4WD Club on Saturday. Campout at Caballo State Park on Friday & Saturday. Return home Sunday.	Wolfie 856-8539
Apr 26	Highway Clean-Up	Meet at 9 am at the Park 'n Ride at the second Bernalillo Exit on I-25 (Exit #242). Bring drinking water, your antihistamine (if needed), and your trash pick-up stick (if desired)	Pat Brady 898-6449
May 2-4	SWFWDA Spring Quarterly	Barnwell Mountain Recreation Area Gilmer, TX	Chris Pagan (281) 298-9520
May 10	4wd Day at Augie's Chrysler/Jeep	Featuring an obstacle course, "how-to" clinics, lunch, show 'n tell, and more.	Chuck Peeples 866-1185
Jul 30 – Aug 2	SWFWDA Summer Quarterly	Tentatively planned for the new Avalanche Recreation Area in the "Four Corners" area.	Rock Garden Four Wheelers

Trail Tales
21 Rattlesnake Ridge
Tijeras, NM 87059-7440





Trail Tales



May 1, 2003

The Official Newsletter of the New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

From April 10, 2003
by Don Miller



In the absence of President Pat Brady, Vice President Leon Duggar brought the meeting to order at 7:00 PM.

Members Present:

Mark Wolfe, Marcia & Leon Duggar, Glenn, Susan and Stephen Bontly, Rich Capener, Tom Hurt, Ken O'Niell, Chuck & Ethel May Peeples, Susan Probst, Ron Hyman, Jason and Sara Lavy, Paul-Baptiste Baca, Stella and Angelo Sierra, Susan & Bobby Miller, Sue Brady, Jeff and Lauri Rector, Bill Jacobs, Frank Whiston, Glenn Capener, Evillina Baca, Keith Chapin, Sandra and Steve Gilley, Doreen Clark and 4 junior size Clarks, Berrett Harrison (on a visit home from Korea...4 more months of duty over there), and Don Miller were present.

Guests:

The Guest list was headed by Robert Auge of Auge Brothers Jeep/Dodge (any Jeep or Dodge he wants), Joseph Abbate (68 Bronco), Matt Ottman (03 Jeep Rubicon), Rich and Melinda Hunt (95 Wrangler), Tom Flemins (buggy), Matt Barela (95 Tacoma), Chet and Courtney Markham (03 TJ & 93 ZJ)

Once again, Mark Wolf attempted, unsuccessfully, to defeat the motion made to dispense with the reading of the previous month's meetings minutes. As the secretary, and keeper of the minutes, I believe Mark should be strongly discouraged from this passion of his.

The Sheriff side of Leon had no fines to levy; how unusual.

The Treasurer, Susan Miller reported that we had money in the bank to the tune of \$1,738.20.

Director of Environmental Affairs, Mark Werkmeister was absent.

Trip Chairman, Mark Wolf, requested Bobby Miller to fill us in on the Play Day. Bobby reported that 19 vehicles showed up. The course obstacles included sand, some rocks, tight turns, and Pat Brady's stuck "wRangler". Several female members did very well.

The Cimarron Mesa overnight trail building trip had 5 attendees. It was very cold overnight and water froze. The trails are still quite rough...there was one broken front axle.

We were reminded that the trash pickup is set for April 26. Meet at the Park and Ride parking lot in Bernalillo near I-25 at 9 AM.

May 10 is the Auge Brothers 4X4 101 event. More later down the page.

The Memorial Day weekend Campout was left all up in the air. The past couple of years has seen the event postponed/cancelled due to tinder dry conditions and forest closures. Stay tuned.

Tom Hurt raised the question of when and where the garage sale would be held. Nothing resolved on the subject.

Chuck Peeples announced a planned trip to the Hole in the Rock Trail in SE Utah for the weekend of September 27 or thereabouts. More details later to be posted on the club website www.nm4w.org.

SWFWDA Delegate Marcia Duggar reported on the Spring Quarterly to be held May 2-4 in Texas. Unfortunately Leon has to work so they won't attend unless someone wants to travel with her in her Cherokee. It's in Gilmer, Texas. That's near Dallas. Give her a call for more info.

There is a United Four Wheel Drive event this summer in Flagstaff, AZ, June 26.

The SWFWDA Summer Quarterly is tentatively scheduled to be held in the new Avalanche Park in the Four Corners area.

Program Chairman Paul Thompson was absent.

The Historian was absent.

Secretary Don Miller was there and made a valiant effort to record the meeting.

OLD BUSINESS:

Robert Auge and coordinator Chuck Peeples filled in details about the 4X4 101 event to be held at the Auge Brothers Chrysler/Jeep

dealership Saturday, May 10. There have been 2 committee meetings, and Chuck and Robert have met 3 times. May 7 Pat Brady, Bobby Miller, and Chuck will be at Auge's to layout and build the course. Anyone interested in assisting will be welcomed. Auge's will be providing 6 - 8 vehicles to be used. We shall likely use a couple of club members vehicles to demo proper winching and hi-lift demos. Auge's is preparing flyers and taking care of the advertising.

The club needs a new banner in time for the event. Marcia had done some initial pricing (approximately \$8 per sq foot). Mark Wolf made a motion to spend approximately \$100 plus tax for a new banner with the present club logo. Motion passed.

The May meeting was scheduled to be held at a members home as is the summer custom. However a vote to see if the meeting could be held in the church was passed. The meeting would be 2 days before the Auge Brothers event, so any last minute details could be discussed. Sue Brady will be checking with the church and the membership will be notified via email and the website. The Bontly family volunteered to host the May meeting with snacks and drinks.

The summer schedule of meetings was set as follows: June at the Sierra's. July at the Duggar's. August at the Peeples and September at Susan & Bobby Millers.

Doreen Clark sadly informed us that the Clark tribe will be returning to California. They will be missed.

Those in attendance at the meeting were reminded that July will bring the annual election of club officers. Think about who you might like to see run for the various

positions. Better yet, volunteer to be placed on the ballot!

Leon ended the meeting with a "points system" description. For a full explanation, see Article II of the Club's Standard Operating Procedures on the club website at www.nm4w.org/SOPs.htm.

The meeting was adjourned at 7:42 PM



President's Report

By Pat Brady

Hi. This is one of those "good news, bad news stories". Sue and I are planning on leaving for a much needed, LONG vacation (GOOD NEWS). We are planning on seeing the western United States, Canada, and Alaska provided SARS does not close Canada). So this is the last report I will be writing, as I will be turning the president's duties over to Leon at the next meeting. We plan on being back sometime late September/October. We will keep in touch via e-mail/letters just to let everyone know what's going on.

There is a lot of activity going on in the club right now with latest trash clean up day and the 4X4-101 day down at Auge's; the club has shown there are several great leaders out there. You should not be afraid to corner them for the next President (if Leon doesn't what it). Keep up the good work while we are gone. We'll see you at the next meeting or when we get back from VACATION !!!!!

Monticello Canyon Run

By Mark Wolf

I received a message from Bill Massie of the Las Cruces Four Wheel Drive Club asking if we would be interested in joining them on a trip through Monticello Canyon the weekend of April 12th. I fired back a response almost immediately saying yes. I had been on this run a couple of years ago and found it to be fun and easy. Besides, it

was a beautiful canyon in the middle of an ugly desert.

We all decided to make it a "camp over" weekend and everyone, well almost, joined us at the Caballo Lake Riverside Campground on Friday evening. Even our own Barrett Harrison (Korean correspondent due to the US Military!) and his family decided to make it a camp out. They elected not to go four wheeling, but wanted to camp out and have some quality family time. We were glad they did. Two visitors, Sandra Ellaneous and her two sons and Rob Lynch decided to meet us in T or C at the Chevron the next morning.



We had 9 vehicles strong from our club meeting at the Chevron at about 9:00 AM Saturday morning. Members were Chuck and Ethel May Peeples, Glenn, Susan, and Stephen Bontly, Frank and Donna Whiston, Jeff and Lauri Rector, and Mark and Joan Wolf. Visitors were Frank and Beth Whiston, Glenn and Dottie Stone, Sandra Ellaneous and Rob Lynch. After I fixed my corroded lead to the CB radio, we were ready to go. Well... that is after the 32 vehicles from the Las Cruces Club finally arrived! Wow!! 41 vehicles in one group! What a day this is going to be!



Mr. Tony Liello called a drivers meeting and explained how he was going to get to the canyon and how some would be trailering their vehicles to near the trail head. He also asked us to be very careful in driving the trail as the area is full of private property and we must stick to the trail for the whole route. We headed out about 10:15 and several routes taken by people were eventually joined at the turnoff from Highway 52 to Monticello. The town of Monticello is very quaint and small. It has an original stagecoach stop from the early days and few other things around. The people were friendly and probably somewhat overwhelmed by all of the Jeeps and other vehicles touring through their town all at once! We arrived at the trail after about 6 miles of a dirt, dusty roadway west of Monticello. Actually, the road just kinds of leaves any semblance of civilization and turns into the trail. The houses are pretty few and far between. We also had a trials bike and a bicyclist with us who decided to follow their own interests. The motorcycle was having a good time. The bicyclist...well...let's just say at lunchtime he didn't refuse a "ride" from a Jeep! He had had enough of the sand and water by then and was content with riding in the Jeep from that point on. Besides, at 16, FOOD is a major highlight and he had none!



We had no incidents and enjoyed the trail very much. Tony did an excellent job of keeping the large group moving and together all at the same time. We stopped for lunch at a nice spot and returned to the trail about an hour later. The remainder of the route was quite easy and nice. We all stopped at the end of the trail, just after leaving the "Monticello Box". Here a few hiked up to where the water comes out of the ground making the stream we just spent the last two hours driving through. It's quite a beautiful spot and the locals have dammed up a portion of it to make a pond for soaking. Some of the people there said the water was coming out of the ground at 77 degrees. After we returned, the leader took us over to the old "Ojo Caliente" Indian Affairs Post ruins on the south bank of the creek about a ¼ mile away. That is where Geronimo was captured after he was summoned to talk about some issues with his tribe. He was sent to a reservation somewhere in Oklahoma, where he later escaped. Geronimo really liked the warm water of the Monticello area and so he returned. He later ended up in southern Arizona where he was killed in a battle with the US Army. The fort has a few walls still standing, but little else these days. However, it is quite interesting and a historic place to visit.

From here we all headed back to T or C. A few stopped in Winston for a drink and a

few more tried to stop at the famous candy shop in Cuchilla. Unfortunately, it was closed. The group then split up and headed back to their destinations. A big thank you goes out to the Las Cruces Four Wheel Drive Club for allowing us to join them on this run.

The campout bunch from the NM4Ws rounded up some grub at camp and all met near the People's campfire for eating and chatting. Tom Hurt had joined us for some fishing and camping as well. By 10:00 PM the fun of the day had taken its toll and most had already headed for bed. The few stragglers were gone by 10:30 PM. All-in-all it was a great time for camaraderie and relaxation. A big thank you for all who came. And...we went through the trail in record time! Oh! That's right! "U-Turn Tyler" wasn't leading!

- Owner/Operator of 1971 Bronco, 1974-present
- Runner of most premiere trails in the West including:
 - Rubicon, CA
 - Silverton, CO
 - Chile Challenge, NM
 - Hole-In-the-Rock, San Rafael Swell, Canyonlands and Henry Mountains, UT

Frank and Donna Whiston rank among the most avid and "seasoned" four-wheelers around. Surprisingly, they joined NM4W a scant two years ago. After crossing paths with the group many times over the years, they decided to join up. Frank's first exposure to the club was a 1996 parts/yard sale that he and son Frank G. attended. Another influence was meeting several club members at the 1999 Chile Challenge.

Frank bought his white 1971 Bronco from the original owner (his brother) in 1974. Says Donna, "He didn't have it more than a day before he started cutting on it!" Today the Bronco features:

- 1994 Mustang 5.0 liter HO (High Output) motor
- C4 auto transmission with manual valve body and reverse pattern, gated shifter (Donna translated this to mean that it doesn't have a clutch, but you still have to shift it.)
- 3.8 Atlas transfer case
- 9" rear differential with 4.10 gears and Warn full-floater kit
- Ramsey 9000 winch
- BFG KM 255x85x16 tires
- Detroit locker
- Dana 44 front end with Warn HD axles and Triple D locker. A point of pride, Frank notes "The Triple D locker has been in there since the mid-1970s and still works. The company is out-of-business and many have not even heard

Member Spotlight:
Frank & Donna Whiston
By Joan Wolf



Frank Whiston's four-wheeling resume is impressive:

- Member and former President—Albuquerque Off-Road Club, 1974-89
- All-For-Fun—29 consecutive years

of Triple D". For more detail, check out Frank's page on the club member's section of the club web site at www.nm4w.org/members/whiston.htm

Before retiring after 34 years of service, Frank was a machinist, manufacturing engineer, and mechanical designer at Sandia National Labs. His mechanical aptitude and work background have come in handy. He's built bumpers, rocker panels from 2x3 tubing, and parts of the 6-point cage for the Bronco. Not everything has been a success or lasted. He and Frank Gene experimented with a video camera, mounted on a bar--just because they hadn't seen it done. They figured out how to mount and stabilize the video camera and got some neat video. But it was a chore to position and maintain and was later dismantled.

For city "Jeeping", the Whistons have a 2001 TJ and a 1999 Expedition. The TJ is modified with a Tomken shorty front bumper and 9000 Ramsey platinum winch. Why mount a heavy-duty winch on the city TJ? Says Frank, "We bought one winch and then won one at All-For-Fun." Mr. Lucky has also won a set of tires at All-For-Fun.

Frank and Donna have participated in All-For-Fun for 29 consecutive years. Sponsored by the Colorado Association of 4WD Clubs and held in the Colorado mountains every year, Frank thinks it started 37 years ago. He notes, "Frank G., our youngest, is 29 years old and he's been to 28 All-For-Funs. We didn't go his first year."

Favorite trail? The Needles District of Canyonlands National Park. It was their first and remains their favorite trip. They've also hiked many areas along the trail including the Joint Trail which features a 200-foot high X 18-inch wide crevasse, "an

eerie place in the event of a sudden shower", warns Donna.

Why join the NW4W? Frank likes the security of going out with others on the difficult trails, the social aspects, and the opportunity to see new places. Frank says his current priority is travel so he won't commit to holding a club office. He recalls devoting a lot of free time to the Albuquerque Off-Road Club, often leading two trips per month and scouting on the other two weekends.

What was the local four-wheeling like in the 1970's and '80's? Frank remembers playing hide 'n seek (at night!) east of Tramway. There were many trails and arroyos in which to hide their vehicles. They also did night runs on BLM land northwest of Hwy 550/528 outside Bernalillo.

The Whistons spent much of the past year traveling in their 33-foot diesel-powered motor home. When Frank retired two years ago he vowed, "My job now is to have fun."

Donna still does part-time bookkeeping for an alterations shop and helps put on a Christmas crafts fair. She was a stay-at-home mom for four children and a stay-at-home Grandma for two grandchildren. Born in Monte Vista, CO, Donna moved to Albuquerque 47 years ago. Frank was born in Pennsylvania and moved with his family to Albuquerque 46 years ago.

The Whistons stay involved with their four offspring and their families: Daughter Karen and two children in Albuquerque, Robert and Sherree and granddaughter April of Albuquerque, daughter Lynda of Irving TX, and Frank Gene and spouse Beth of Albuquerque. Frank noted, "All of our children have 4WD vehicles, but Frank G. (who attended the recent Monticello Canyon

run) is probably the closest to hard-core. The others really don't know the extent of what we do."

Frank wants to continue Jeeping and maybe rejuvenate his long-standing interest in motorcycle trail riding. Just what he needs—something else for the resume!

From the Editor

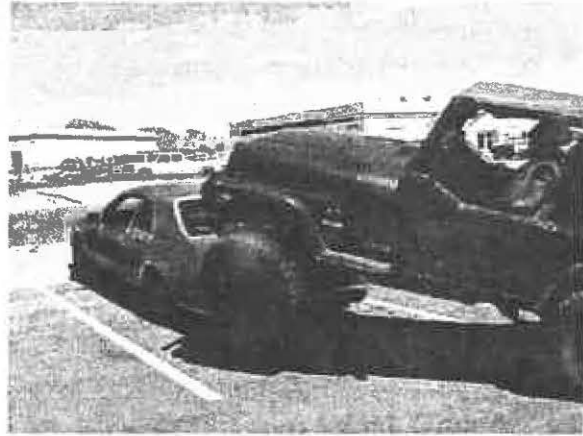
By Glenn Bontly

This is my 5th issue of the Trail Tales, and I have to say, I thoroughly enjoy creating it each month. Thanks to everyone for your timely contributions. I was thinking about adding a monthly "technical" column to the newsletter. If you are doing a modification to your vehicle, how 'bout writing up a little article (including some pictures, if you like). Sure, I could write this column, but we'd like to hear about your experiences as well! If there's anything else you would like to see covered in the newsletter, please let me know. E-mail your ideas to glenn@nm4w.org.

At this time, I'd like to publicly thank Joan Wolf for her monthly contributions to the newsletter with her Member Spotlight feature. Bonnie Tyler started this quite some time ago and I've always enjoyed reading her articles. When the Tylers moved to Nevada, I asked if anyone wanted to take over this important column. Joan immediately stepped up to the plate and has done a wonderful job of capturing the true essence of our many special Club members. Joan, thank you very much!

And speaking of the Tylers, Bonnie & Don recently sent me some pictures of their wheelin' adventures in Nevada. Now please keep in mind that not everyone is as fortunate as we are here in the Land of

Enchantment, with its abundance of public land. As a result, Jeepers sometimes have to get creative. For example, on Sunday afternoons, the Nevada Club enjoys wheelin' in the Wal-Mart parking lot. The smaller Jeeps climb up and down the curbs. **Bonnie, on the other hand, climbs up the cars!** Yep, that's our Bonnie!



Don, while driving to work one day, encountered a freak rain storm in the Nevada desert, which immediately dissolved what remained of the cab on his extremely ugly truck, the Blue Death. A long-time admirer of my awesome TJ, Don decided he just had to have one of his own. Bonnie told me that as Don drove up to their house, he shouted, "Hey look, Honey, I have a red Jeep just like Glenn's! Gee, I wonder how I would look with earrings?"



(Great ride! Way to go, Don! - ed.)



Wanted



Trail Leaders and Route Seekers. Must be ready to have fun and take others along. No where is too far or too close, too hard or too easy. The only requirement is that the trail be legal and on public land. Get out there and scout!! It's high time you led a trail! And remember, the trail leader eats no dust! Contact your Trip Coordinator, Mark Wolf at 856-8539 to apply.

P.S.—I'm putting together a summer ride/trip schedule. If you want to suggest a trail ride or trip, please let me know (*requires no commitment on your part!!!*)



For Sale



Jeep TJ Stuff: Rancho 9000 In-Cab Remote Control, \$90; Dana 30 Super Alloy CrMo axles with rolled splines and double heat treatment (fits TJ without expensive hub conversion), \$550; Dana 30 ARB, \$500; Dana 30 Differential Guard, \$50; TJ Steel Horse Rocker Guards with side steps, \$150; NV231 Slip Yoke Eliminator Kit, complete, bearings installed, gears and snap rings installed, ready to go, speedo gear, new NV231 oil pump, misc. NV231 parts, \$250; Heavy Duty Chain Binders (2) for Trailer Tie-Downs, \$40; Oasis Off Road Trailhead Automatic Tire Deflators, \$40; Painless Wiring Circuit Boss, Waterproof, 7 circuits, (4 keyed, 3 hot), \$.50. Contact Brad at hueyci@earthlink.net (posted Apr 03)

Jeep Seats: Set of stock non-reclining gray vinyl seats (without the frames) out of a 94 YJ. The driver side has a repairable tear in

one of the seam. The passenger side is in perfect condition. Asking \$125 for both. Call Brandon at 505-994-8365 or e-mail rticul8_94yj@msn.com (posted Apr 03)

Warn Internal Hub Kit for Jeep CJ: Complete and brand new in the box (I decided not to use it); \$225. Call Mark Wolf at 505-856-8539 or e-mail aesthchln@earthlink.net (posted Mar 03)

Lots and Lots of Stuff: BFG AT tires and wheels, air tank, Class III receiver hitch, Toyota running boards, Pull Pal, NP205 t-case, TH350 tranny, and more. For more details and prices, please visit www.Hunt4Steve.com/ForSale.htm. Contact Steve at 505-670-0138 or e-mail Hunt4Steve@yahoo.com (posted Mar 03)

1985 Jeep CJ-7 Parts: Holley fuel injection, \$150; T-4 transmission, \$30; T-5 transmission, \$50; power steering pump box & brackets, \$75; 2" greasable front shackles, \$20; 2.5" heavy-duty extended rear shackles, \$10; gauges, bump stops, skid plates, driver's side canvas door, \$\$-cheap. Call Ken O'Niell at 505-890-0927 or 836-7239. (posted Mar 03)

Misc Vehicle Parts: 1983 Jeep CJ-5 frame, \$20; 1988 Suzuki Samurai stock transfer case, \$75; 1994 Dana 44 factory limited slip with 4.30 gears, \$75; 1998 Toyota rear diff, complete with electric locker, \$450. Call Ken O'Niell at 505-890-0927 or 836-7239. (posted Mar 03)

**For more Classified Ads,
please visit our web site at
www.nm4w.org/wanted-for_sale.htm.**

Club Notes

Aluminum Cans: Our club saves and recycles aluminum cans. Money from the sale of cans goes into our club treasury. Please bring your aluminum cans to each meeting, and somebody will take them to the recycling center.

To Our Guests: If you attend a club meeting or event and provide us with your mailing address, we will send you three complimentary issues of *Trail Tales*. If you provide us with an e-mail address, you will also be added to the guest e-mail list. If you are interested in becoming a member of the New Mexico 4-Wheelers, please contact one of our officers for membership requirements, or visit our web site at www.nm4w.org/join-the-club.htm. If you do not wish to apply for club membership, you will be dropped from our mailing list after 3 months, but you may remain on the e-mail list, if you desire.

Trail Tales on the Web Site: In a continuing effort help save natural resources and to control costs, you are encouraged to read the Trail Tales newsletter on the Club Web Site in lieu of receiving a hard copy in the mail. Around the first of each month, the current issue of Trail Tales is posted at www.nm4w.org/newsletters.htm and an e-mail notification is sent to all club members. In addition, a minimum of 2 years of back issues of our newsletter is also available on the web site. So if you want to help "save some trees", please send an e-mail to TrailTales@nm4w.org stating that you do not need to receive the hard copy of the newsletter. Thanks for your participation in this program.

Submission Due Date: The *Trail Tales* is published on the first of each month. Submissions for each issue must be *received* by the Editor not later than the **25th of the prior month**. Submissions can be sent to TrailTales@nm4w.org, or Trail Tales, 21 Rattlesnake Ridge, Tijeras, NM 87059.

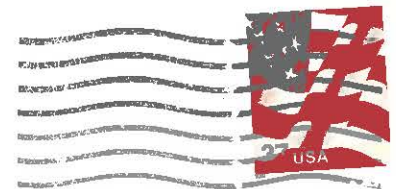
NM4W Officers

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Schedule of Events

Date:	Event:	Information:	Contact:
May 8	Club Meeting	Height Cumberland Presbyterian Church	Pat Brady
May 10	Augie's 4x4 101	Featuring an obstacle course, "how-to" clinics, lunch, show 'n tell, and more.	Chuck Peeples 866-1185
May 18	Tank Trap Trail	Meet at 9 am at the Conoco (formerly Texaco) Station at Hwys 550 & 528 (I-25 Exit 242)	J & L Rector 228-6547
May 24-26	Bluewater Campout & Trail Exploration	Memorial Day Weekend; Details will be provided "soon" via e-mail	C & E Peeples 866-1185
Jun 14	Club Meeting	Potluck starts at 5 pm. Bring a dish to share, your lawn chair, and eating utensils.	J & S Sierra 892-4301
Jun 21-22	Jemez Campout & Trail Exploration	We will probably camp near Porters Landing. Details will be provided later this month	G & S Bontly 286-4851
Jul 12	Club Meeting and Officer Elections	Potluck starts at 5 pm. Bring a dish to share, your lawn chair, and eating utensils.	L & M Duggar 286-8136
Jul 18-21	Silverton, CO Trip	Details will be provided next month	TBD
Jul 30 – Aug 2	SWFWDA Summer Quarterly	Tentatively planned for the new Avalanche Recreation Area in the "Four Corners" area.	Rock Garden Four Wheelers

Trail Tales
21 Rattlesnake Ridge
Tijeras, NM 87059-7440





Trail Tales



June 1, 2003

The Official Newsletter of the New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

From May 8, 2003
by Don Miller



Pat Brady opened the meeting at 7:02 PM. After asking for the guests to stand and identify themselves, Pat couldn't take it anymore and resigned. Actually, he announced that he and Sue were leaving for an extended vacation to Alaska and would not be around for a while. A surprised Leon Duggar assumed control of the meeting.

Members Present:

Randy & Kim Ammons, Jane Bell, Glenn Bontly, Pat & Sue Brady, Rich Capener, Keith Chapin, Leon & Marcia Duggar, Preston & Melissa Garner, Steve & Sandy Gilley, Arne Gjerner, Ron Hyman, Jeffery & Diane Jacobson, Ed Kausche, Jason & Sara Lavy, Bobby & Susan Miller, Don Miller, Bob Norton, Ken O'Niell, Chuck & Ethel May Peeples, Jeff & Lauri Rector, Brandon, Stephanie, & Madison Rickerman, Trent Ridder, Ryan Romero, Stella Sierra, Paul & Mary Thompson, Mark Werkmeister, Frank Whiston, Mark & Joan Wolf, Eric Finch, and Ralph Shultz.

Guests:

The Guest list was headed by Robert Auge of Auge Brothers Jeep/Dodge (any Jeep or Dodge he wants), Joseph Abbate (68 Bronco), Matt Ottman (03 Jeep Rubicon), Rich and Melinda Hunt (95 Wrangler), Chet and Courtney Markham (03 TJ & 93 ZJ), Joe Beaver ('93 YJ), Joe & Farrah Nickerson ('02 Wrangler), Sandra Ellaneous ('98 Tacoma), Jeffery Woodard (2000

GMC Jimmy), and Lloyd Swartz ('90 Mitsubishi Montero).

Upon taking over the meeting, Leon immediately fined Ralph Schultz for having a 3rd Bronco.

The Treasurer, Susan Miller reported that we had money in the bank to the tune of \$1,588.46.

Director of Environmental Affairs, Mark Werkmeister reported that the SWFWDA lawsuit regarding the Robledo Mountains had been dismissed by the court on the grounds that the statute of limitations had run out. This is an inconsistent reason as when the statute of limitations ran out, the roads in question had not yet been closed by the BLM. The case will be pursued under the RS2477 rule.

Trip Chairman, Mark Wolf, reported that the Monitcello Canyon run was a great success with 41 vehicles in total. See the trip report later in this issue.

Lauri Rector, who coordinated the recent trash pickup, reported that the NM Highway Department didn't give us enough trash bags to allow a full two-sided cleanup on I-25. The weather was good though, and the turnout of members was good as well.

Robert Auge and Chuck Peeples reviewed the preparations that had been made for the Auge Brothers 4X4 101 event. Bobby Miller and Pat Brady had built the course earlier in the week. Robert displayed the booklet that had been prepared for those who attend. Mark Wolf requested that the Historian bring the club scrap books to the Auge event. Robert Auge also

donated a t-shirt (same shirt that 4X4 101 attendees will receive) and 2 mini RC racers to the club to raffle off.

Jeff & Lauri Rector announced they would be leading a trail run to Tank Trap for the 18th of May.

Chuck Peeples invited everyone to go to Bluewater Lake where he has a cabin (but no water). As long as the roads/trails are open he stated there were some interesting places to go. Camping on Chuck's and his neighbor's land would be possible.

SWFWDA Delegate, Marcia Duggar reported that the SWFWDA Drive Lines is about ready to be mailed. The Texas Trail Rides in Gilmer, TX was a success. There was a quorum present for the meeting, even though some chasing and rounding up had to be made. The new NM4Wheeler Banner was on display; looking very nice. Thanks to Marcia for looking after the details.

Program Chairman, Paul Thompson ran the raffle with a cash winner and 3 prize merchandise winners.

The Historian, Kim Ammons did not have anything to report; at least the space in my minutes where it states "Historian" is blank, as is my memory. Please accept my apologies for this lapse on my part.

Secretary Don Miller was there and made a ~~valiant~~ effort to record the meeting.

Pat Brady announced that the New Mexico Council of Car Clubs now has a new class for trucks. The NMCCC had a event planned for May 18.

Leon asked for volunteers to fill the now-vacant Vice President spot and then made an executive decision and assigned the job to Jeff Rector. He then declared the meeting closed at 7:56 PM, before any objections could be raised.



President's Report

By Leon Duggar

Hello all. Well, it's summertime again here in New Mexico and you know what that means. We get to invade someone's backyard, their driveway, half the street, all in the name of a good time and four wheeling. I look forward to the summer meetings; outside, in the open air, grazing trays at the ready, refreshing beverage in hand. We all get the chance to see that "top secret" project that did not get finished over the winter due to having to work for a living (Pat & Chuck). And the best part about the summer meetings (July to be specific), election of new officers! At the June meeting, which will be held at Jack & Stella Sierra's, we will be nominating people for the various offices. So if you want to volunteer for a position, if you know someone that wants to volunteer, or you want to volunteer someone you think will do a good job, **STAND UP AND BE RECOGNIZED!** Your club needs you! For more information about each of the officer positions, please see the article by Don Miller elsewhere in this issue. Have a fun and safe summer, and I will be looking forward to seeing you all soon.

Member Spotlight: Paul & Mary Thompson

By Joan Wolf



Sometimes even the most innocent-seeming trail run can turn into an adventure, as the Thompsons found out in September 2001. They were winding up a long Labor Day weekend trip in the Silverton area. Having said goodbye to friends from the NM4Wheelers and Las Cruces Four Wheelers who'd just headed home, the Thompsons had one more day on their own. They took off in their YJ for a 2½-mile, easy-rated morning drive on a trail off of Picayne Gulch in the San Juan Mountains.

They didn't think too much of going off alone for a morning drive in their well-equipped Jeep. Paul is a veteran driver and Mary is a veteran rider/good sport. The scenery at the 11,000' + level was magnificent. As they ascended the hill, Paul slowed down for a side slope that didn't seem all that bad. But the loose gravel caused them to slide sideways into the bottom of the ditch. Then the Jeep just flopped over.

Unhurt, they crawled out the driver's side. After determining they couldn't right the Jeep by themselves, they walked down the road two miles to Animas Forks and then caught a ride into Silverton. There they found a tow truck--and State Farm even covered the towing charge! The damage to the Jeep was superficial; the lessons learned were long lasting. Paul says, "Take someone along and watch out for situations that can catch you by surprise." What did Mary take with her from the incident? "We're never going on that trail again!"

Thus went one of the Thompsons more memorable outings. But it didn't dim their enthusiasm for four-wheeling and staying involved with NM4W. The Club becomes such a part of people's lives that it's hard to remember the beginning. Paul thinks they joined ten years ago. He heard about the club from neighbor and former member, Gary Brown, and from off-road shop manager, Derren Owen.

Paul currently holds the office of Program Chairman. He keeps the members supplied with club t-shirts, decals, etc. The club gets half the take from the \$1 raffle tickets he sells at the

meetings. His efforts will net the club treasury approximately \$500 this year.



Paul's white 1990 YJ has become quite the sturdy rig over the years. Modifications include a springover, ARBs, 4.1 transfer case, and 35" tires. Paul admits he wasn't into auto mechanics until getting the Jeep but has done about 2/3 of the modifications himself. Of course, a trail Jeep is never done, so future modifications might include a stronger front axle, V6 engine, and automatic transmission (does Mary know about these possibilities or is she shrieking "Thompson!" at this very moment?).

Mt. Blanca is Paul's favorite trail. "It's scenic, a fun outing with the club, and challenging," he notes. Another favorite is Hole-In-the-Rock, which he's run twice. And yet to come? The Rubicon, Paul hopes.

Maybe it'll be easier to schedule Rubicon after retirement ...which Paul insists will be soon. Paul has been an Electrical Engineer at Sandia National Labs for 36 years. He's worked mainly in three organizations: satellite hardware, radar signal analysis, and systems analysis/radar imaging.

Theoretically, Mary retired from her job as pre-school teacher at St. Luke's but she still substitutes up to four days a week. Early in her career Mary did secretarial and accounting work. After her children grew up, Mary returned to the workforce as a pre-school teacher. She beams, "I found my calling. I love the four-year olds

and seeing the joy they find in every single day!"

Although Albuquerque has been home for 36 years, the Thompsons hail from far away. Mary was born in Pendleton, OR and grew up in Oregon's Willamette Valley. Paul was raised on a farm near Beresford, South Dakota. They met in Phoenix when Paul was attending Arizona State University and Mary was working. Her cousin was Paul's fraternity brother and fixed them up on a blind date. Two years later they married.

After graduating from ASU, Paul was hired by Sandia National Labs. He's modest about the fact that SNL covered his expenses for advanced degrees—his Masters is from UNM and his PhD in Electrical Engineering is from Stanford University.

The Thompsons are close to their adult children. Son, Scott, is a Lutheran pastor in Chandler AZ. Scott "inherited" Paul's Pathfinder, so he, wife Jana, and 6-year-old Jacob sometimes join Paul and Mary for camping trips. Their daughter, Karen, is the head athletic trainer for both boys and girls sports at a Baytown TX high school. Karen was recently spotlighted in a local newspaper article about the emergence of women athletic trainers. And what do their children think of their four-wheeling? "That we're a little nuts," admits Mary, "but they love it that we do our own thing!"

Other pastimes for Mary are knitting, crafts, walking, going to the gym, and house remodeling. Paul is serving as President of his Kiwanis Club this year. The club participates in a multitude of civic projects including Special Olympics, school science fairs, and selling daffodils for Presbyterian Hospice Healthcare.

So why does such an obviously busy couple as the Thompsons stay active in NM4W? Mary said, "It took awhile for me to get interested because there weren't many women when we first joined. I think there's a lot more social stuff than there used to be, and we need to keep that going. It's a diverse, family-oriented group, and that's a big part of the appeal." Plus, as

Picayne Gulch proved, you never know what adventure lies ahead.

Highway Trash Pickup

By Lauri Rector

The weather was just perfect for cleaning up trash on the side of the highway. Not too hot and not real windy; but some wind, which helped keep it cool since there were no clouds. Those joining us on this glorious day were Marcia Dugger, Mark Wolf, Pat & Sue Brady, Chuck & Ethel May Peebles, Glenn Bontly, Paul Thompson, Keith Chapin, Mark Werkmeister, Bob Telepak, Jason & Sara Lavy, Paul-Baptiste & Eveliina Baca; Eric Finch, my favorite mechanic – Jeff Rector, and myself.

We were planning to work on the South mile – both the east and the west side. However, this being my first time coordinating the clean up, I did not specify to the state how many trash bags I would need. We had plenty of vests, but not near enough trash bags. Luckily Jeff checked this out before we left in the morning and decided to grab left over bags from a trail clean up we went on in Indiana in September of 2001. So, all we were able to do was to get the west side of the highway picked up. As we walked back, a couple of people tried to at least pick up cans on the East side.

Along with the full bag of cans, we also had a huge piece of aluminum. I never found out exactly what it was. I have never heard how much our can collection from the day netted for the club. If you ask Susan Miller, she might be able to tell you. Also, we had no screaming during the day – no snakes were encountered. I found a Dodge emblem (I'd throw it out too if I found one in my car – sorry, I'm not a Dodge fan) and gave it to Ethel May. She said that she'd give it to her grandson -- he like Dodges. She said that everyone on their street has a Dodge; it is a street that I would not be able to live on. If anybody found something worth keeping – they didn't let me know about it.

We were done about 11:30 and a bunch of us went to eat at Hacienda Express in Bernalillo afterwards. It was a good day, but the east side of the highway – for both the North & South section – needs to be worked on in the fall. I want to thank everyone who participated. Both the “regulars” and the newer club members. I appreciated the turn out. But we need to have at least twice as many people in order to make this easier and to take less time. Hopefully, when I do this again, I will be sure to get enough bags that we can pick up trash for little longer than just 2 hours.

Auge's 4x4 101

By Robert Auge

A sincere THANK YOU from the Auge Boys for your help during our 1st 4x4 101 event. You were fantastic! Although we didn't see a large crowd, we did see the kind of interest and desire that merits the continuation of this event. To show our appreciation for your efforts, we are sending the club a \$250 donation, to be used however the club wishes. In addition, we would also like to offer a \$50 discount (no minimum purchase required) to all NM4W members for any parts or service from Auge's, valid through 31 July 2003. Finally, if any NM4W members send us a customer, who purchases a vehicle from Auge's, we will send that member \$100, and an additional \$50 to the Club. Again, thank you from the Auge Boys in Belen.

Tank Trap Trail

By Jeff & Lauri Rector

If you ever heard of the “U-Turn Tylers”, please note that they have nothing on the “Backtrackin' Rectors”. We backtracked so many times, that we were backtrackin' within our backtrackin' tracks. It was not a pretty site and I saw many eyes roll.

Those joining us in our backtrackin' adventures were: Glenn Bontly, Brad Opatz & son Brad, Frank & Donna Whiston, Eric Finch, Preston &

Melissa Garner, Jane Bell, Mike Blohm, and Jason & Sarah Lavy.

We had a lot guests on this trip: Joe & Farrah Nickerson & son JC in their TJ; Richard Knowles in his Rubicon (just like Mike's, but not all the goodies yet); Sandra Ellaneous in her Tacoma; Matthew Barrella & Alice Kilborne in a Toyota; Jason Mayes and Jason Mathiason in a Bronco; Robert Moya in an Xterra (he had to make an emergency stop on the way and we didn't see him turn off and he wasn't able to find us again); Chet & Courtney Markham in their Grand Cherokee; & Jan Gilmore, Wade Florence & Mark Lovato in a Toyota Land Cruiser.



This is a loop trail, but a section of it goes beyond extreme and there is a way to by-pass this. Trying to find this by-pass is what caused all of the backtracking, but once we did, we were able to finally do some four-wheeling. The 1st obstacle had no by-pass and got to be very tippy in one spot. Some were trying a different line that would avoid the tippy section; I think that Frank Whiston was the only one to make this line. After this obstacle, they came one right after the other, but luckily, we were able to find some by-passes for the stock vehicles that were with us. Ground clearance is the thing to have on this trail and I think just about all of the stockers are planning the next mods to their vehicles.

One problem that we had was leading both the trail and the by-passes. So, I ended leading the by-passes on foot. It was a very exhausting day for me running around trying to find the by-

passes, and the way to them and out of them, and then walking the vehicles through it.



With all of the newer stock vehicles and a moderate-to-hard trail, it was amazing how little body damage there was. There was only one breakdown; a snapped tie rod. Luckily someone had an onboard welder and they had it fixed in no time. The club members with us did an excellent job of helping to spot, we greatly appreciated them!!!

It was a very long day, but all in all I think everyone had a very good time.

Bluewater Campout & Trail Exploration

“Outline” by Chuck Peeples
”Details” by Glenn Bontly

A small group of rugged 4-wheelers, including Glenn & Susan Bontly with cats CJ and Dax, Chuck & Ethel May Peeples with dogs Scooter and Pumpkin, and Jeff & Lauri Rector (all by themselves) set up camp at the Peeples’ “Dude Ranch” near Bluewater Lake for the Memorial Day Weekend. Everyone arrived at various times on Friday, the 23rd. Stephen was to return that evening from his Moab mountain biking trip for school (I don’t remembering ever doing anything like that when I was in school!), and Susan wanted to ensure he had arrived home safely. Unable to get a good cell phone signal from the ground, she made her way to the top of our motorhome. Everything went well, until it

was time for her to come back down! You had to be there--it was very entertaining. ;o)

On Saturday, we visited Chaco Canyon National Historical Park and the ancient Anasazi ruins. Jeff’s Jeep had recently developed an oil leak and he didn’t want to drive it that far (it was 90+ miles one way), so they went in their Ford F-250 “mosquito fogger”. After leaving the pavement, the canyon was still another 30 miles of dusty, washboard road away. Bontlys were in an open Jeep, sandwiched between the other two vehicles, so out of pity for them, Peeples and Rectors left their windows rolled down and A/C off. (yeah, right)! Anyway, Chaco Canyon was a major center of ancestral Puebloan culture between AD 850 and 1250. The remains, which are nearly a thousand years old, are truly remarkable. This is a massive archeological site, offering much more than we had expected to see. It was a long day and we arrived back at camp just in time for the evening’s potluck dinner around the campfire. We had good food and plenty of it!



Sunday morning, Chuck & his assistant, Ethel May cooked us up a superb breakfast—eggs, sausage, hash browns, red & green chile sauce, coffee, juice—it was excellent! Next we went “toodling” through the Cibolo National Forest (not to be confused with “doodling” in the forest, which requires pencil and paper). None of us had ever been in this area before, so we just ventured off onto each offshoot of the main road to see what we could find. Most led to dead ends, but we came across some beautiful scenery. Just as we started looking for a good

place to stop for lunch, it started to rain, then sleet, and then snow! Bontlys and Rectors were in open Jeeps, so Peeples' left their windows rolled down and their heater off out of pity for them. (uh huh)! We all decided to head back to camp to dry off and thaw out. Chuck's little homemade wood stove really heats that cabin up quickly. It wasn't long after that three of us had wandered off to take a late afternoon nap. Besides, Glenn had arrived on Friday afternoon with a slightly cracked exhaust header, and by now had a "custom" two-piece system, which made him sound like a contestant in a monster truck competition. He wasn't going back out anyway. Having had a big breakfast and a late lunch, we were all still pretty full, but managed to stuff a bit more food into our mouths anyways! Man, we ate a lot this weekend!



Monday morning, we packed up, cleaned up, and headed back to civilization. It was a wonderfully relaxing weekend and we thank Chuck & Ethel May for their gracious hospitality and the use of their land.

Piute Pass Trail, Utah

15-18 May 2003

By Bob Telepak

This was a trail run involving several members of the NM4W including Bob Telepak, Arne Gjerner, Bob Norton, and Mark Werkmeister. Terry Rust from Los Alamos and Steve Delve from Colorado also attended. There were a total of 5 vehicles, and a lot of digging tools.

The Piute Pass is a trail over the top of the Wingate Mesa in southeastern Utah from Highway 95 (which runs from Blanding, UT to Hite's Crossing at the Colorado River) and then down Piute Canyon to Red Canyon. A different leg of the trail then returns to the pass from a big bentonite (clay) promintory called the Chocolate Drop. The pass was the site of an 1884 battle between the Mormon settlers in the area and the Ute Indians. Subsequently, during the uranium mining boom days in the 1950s to the late 1970s, many roads were put in to mines, including a road over the pass. When the mining stopped, the roads began to severely decay due to washouts and landslides.

The last know full-sized vehicle to use this route was approximately 25 years ago. A very large rock landslide blocked the northern side of the pass for many years. I hiked to the summit 3 years ago and explored the southern approaches as well. There was also a huge washout hole and several other serious washouts near the Chocolate Drop. A group of us petitioned San Juan County to re-open the road, which they did 2 years ago using a small trail cat bulldozer. It was opened mainly for ATV travel, which is very popular in this area.

We made several trips to the area from both the north and the south trying to connect the trails, but could not. Mark and Terry made a similar trip in early May and were also unsuccessful. The purpose of this trip was to assemble a work team of vehicles and people to make the connection for full-sized vehicles.



Some of us arrived earlier on Thursday May 15 and did a considerable amount of work on the big washout hole near the Chocolate Drop. That night we were joined by the rest of the group and camped at a very nice area where there is an old airfield about 1 mile west of the Fry Canyon complex on Highway 95. This is an excellent camp site near a branch of White Canyon. It also has a very nice ancient Indian ruin in the nearby canyon.

The next morning the group proceeded up the bulldozed road to the top of Piute Pass without problem. The view from the top is fabulous. To the north, it looks down on White Canyon and Highway 95, including Jacob's Chair, a prominent landmark. To the south, it looks down into Piute and Rainbow Canyons, with Red Canyon in the far distance. The variety of colors is amazing and the expanse of the vistas truly breathtaking. We continued down Piute Canyon with occasional stops to fill in washouts and finally made the connection (for the 1st time) all the way to the Red Canyon Road. That night we camped at an old mine site at the base of the Chocolate Drop.



The next morning we started up the shelf road around the Chocolate Drop. It took about 2 hours for the group to make it to the top doing a LOT of digging, filling, and reinforcing to widen the road from the narrow width of an ATV to allow full-sized vehicles to pass. This was done by the whole group of workers on foot working on the road to get the lead vehicle through, then the rest followed. This task would have been impossible in June/July/August when it is blazing hot there, and equally impossible if wet

since the bentonite clay is so slippery. In fact, a planned earlier attempt to do this trip in March was called off because the trail was too wet and dangerous.

We continued north on another connector road none of us had ever been on to make the loop connection. There were frequent stops to check our maps and GPS coordinates and discuss which branch of the trail to take, and to fill in more washouts. We did encounter one long, very steep bentonite hill which had to be climbed very carefully. After lunch in a very picturesque deep canyon, we made the connection with the road we had been on the day before and then proceeded back over the Piute Pass. We camped that night again at the old airfield/ruin site near Highway 95.

Everyone who came thought this was a truly great trip. The area is extremely remote (we saw absolutely no one else on the trail), very beautiful, challenging as a 4wd road, and now a viable loop trail that is open to full-sized 4wd vehicles. Several of us may do this trail again in the late fall (November) to check out all the side trails we did not have time to explore. Contact Bob Telepak by e-mail at rtelepak@unm.edu if you might be interested in coming along or for more specific directions and advice about the trail.

Silverton Trip by Melissa Garner

I made a friend in Silverton and told him I would help fill up his motel/hotel rooms for our trip there in July for those who don't have camping equipment or that maybe don't want to camp for three night. He is offering good deals for us and all you have to do is "Mention that you are with the NM4W and Melissa sent you". But make your reservations SOON; they will fill up quickly during this height of the season!

Call Silverton Central at 1-800-341-3340
And ask for Stan, or
email info@silvertoncentral.com

Stan represents many of Silverton's lodging facilities. He'll get you a basic room or one with a kitchenette; whatever your needs are.

Officer Elections & Club Dues

By Don Miller

FIRST ITEM:

We will be electing new officers at the July meeting. You can volunteer for a position, or nominate someone. Please e-mail your nominees, or your own desire to participate, to Don Miller at djmiller@thuntek.net or call Don at 892-3925. To vote you must be present at the July meeting, which will be at the Duggar's house.

The positions and their responsibilities are:

A. The **President** shall preside at all meetings, carry out the policies and decisions of the Members, and appoint such Committees as deemed necessary. (S)he may dissolve such Committees at his/her discretion. (S)he shall be an additional signer on the Corporation checking account with the Treasurer, and is authorized to conduct the financial business of the Corporation in the absence of the Treasurer. (S)he may not be related to the Treasurer.

B. The **Vice-President** shall assist the President, and shall perform the duties of the President in his/her absence. (S)he shall be in charge of the membership of the Corporation. (S)he may be assigned special duties by the President. The Vice-President will be designated as "Sheriff" and carries the authority to levy fines of \$.25 against members for infractions deemed detrimental to club unity and contrary to responsible 4-wheeling. The "Sheriff" responsibilities may be delegated to appointed deputies, in the absence of the Vice President.

C. The **Program Chairman** shall plan and secure suitable programs for the regular meetings, and shall be in charge of fundraising activities for the Corporation. (S)he shall

perform the duties of the President in the absence of the President and Vice-President.

D. The **Trip Chairman**, in cooperation with the Board of Directors, shall make arrangements for trips of suitable interest to the Members. (S)he shall appoint a Trip Leader to be responsible for planning, scouting and guiding each trip. Said Trip Leader may appoint Assistants as needed. The Trip Leader shall keep appropriate records of the trip, and submit a written report of the trip to the Secretary at the next regular meeting.

E. The **Director of Environmental Affairs** shall keep the Members informed of all local, state, or federal land closures or openings, or proposals of such, and shall work with appropriate Officials on these matters. (S)he shall work with Environment Affairs Officers of other local, state, or national Clubs or Associations in these areas.

F. The **Secretary** shall keep minutes of all meetings, shall keep an accurate list of names and addresses of all Members, and shall conduct the correspondence of the Corporation. (S)he shall transmit all records to the successor in this office.

G. The **Treasurer** shall have custody of all moneys of the Corporation, and shall receive all funds. (S)he shall maintain a checking account for the purpose of conducting the financial business of the Club. All expenditures will be approved by the Voting Members. The Treasurer shall keep accurate records of the financial business of the Corporation, and shall transmit these records to the successor in this office. (S)he may not be related to the President.

H. The **Historian** shall have custody of the scrapbooks containing the Corporate history, and shall enter into it such appropriate material as may be presented by the Members. Incumbent shall maintain the archive copies of the club newsletter.

I. **Delegates to the Southwest Four Wheel Drive Association** shall attend all Association meetings, and shall cast the Club vote in all matters as directed by the Club Members, or, in

the absence of direction, shall cast the Club vote in a manner they feel is in the best interest of the Club and the Association. The alternate shall attend Association meetings in the absence of one of the Delegates.

SECOND ITEM:

The beginning of the new club year is August 1. This means that your dues for the next year (August 1, 2003 thru July 31, 2004) **MUST** be **RECEIVED** by the Treasurer no later than August 31, 2003. This is clearly stated in the SOP's... "Dues shall be delinquent on the first day of September, and all rights and privileges of membership will end." That means what it says; no exceptions. This is not meant to sound hard hearted; it's simply a rule to be followed. Without strict interpretation of the rules we slide into anarchy. If the deadline is missed you start all over earning the necessary 5 points to be voted in once again. You can pay at a meeting, or send snail mail to the Treasurer. If you need the address it's in the Members Only Page on the Club web site, or e-mail Susan at tiggersjeep@msn.com and she will tell you where to send it.



For Jeep YJ: Passenger side front spring plate and U-bolt. Contact Bill Jacobs at wrjacobs@aol.com.



Jeep TJ Stuff: Rancho 9000 In-Cab Remote Control, \$90; Dana 30 Super Alloy CrMo axles with rolled splines and double heat treatment (fits TJ without expensive hub conversion), \$550; Dana 30 ARB, \$500; Dana 30 Differential Guard, \$50; TJ Steel Horse Rocker Guards with side steps, \$150; NV231 Slip Yoke Eliminator Kit, complete, bearings installed,

gears and snap rings installed, ready to go, speedo gear, new NV231 oil pump, misc. NV231 parts, \$250; Heavy Duty Chain Binders (2) for Trailer Tie-Downs, \$40; Oasis Off Road Trailhead Automatic Tire Deflators, \$40; Painless Wiring Circuit Boss, Waterproof, 7 circuits, (4 keyed, 3 hot), \$50. Contact Brad at hueyci@earthlink.net.

Warn Internal Hub Kit for Jeep CJ: Complete and brand new in the box (I decided not to use it); \$225. Call Mark Wolf at 505-856-8539 or e-mail aesthchln@earthlink.net.

Lots and Lots of Stuff: BFG AT tires and wheels, air tank, Class III receiver hitch, Toyota running boards, Pull Pal, NP205 t-case, TH350 tranny, and more. For more details and prices, please visit www.Hunt4Steve.com/ForSale.htm. Contact Steve at 505-670-0138 or e-mail Hunt4Steve@yahoo.com.

1985 Jeep CJ-7 Parts: Holley fuel injection, \$150; T-4 transmission, \$30; T-5 transmission, \$50; power steering pump box & brackets, \$75; 2" greasable front shackles, \$20; 2.5" heavy-duty extended rear shackles, \$10; gauges, bump stops, skid plates, driver's side canvas door, \$\$-cheap. Call Ken O'Niell at 505-890-0927 or 836-7239.

Jeep Tires & Wheels: Five 245/75R16 Goodyear Wrangler MT/Rs (31x10.50) from a 2003 TJ Rubicon (tires only, not the rims). Four of them have less than 2300 miles on them and the spare has never been used. Asking \$550 for the set of five. Also three 31x10.50R15 Mickey Thompson Baja Claw Radials (tires only, no rims). Two of them have maybe 5K to 7K left on them and the other one has been only driven less than 10 miles on it. Asking \$130 for all three. Contact Mike Blohm at 505-453-0557 or e-mail sabre028@yahoo.com.

**For more Classified Ads,
please visit our web site at
www.nm4w.org/wanted-for-sale.htm.**

Club Notes

Aluminum Cans: Our club saves and recycles aluminum cans. Money from the sale of cans goes into our club treasury. Please bring your aluminum cans to each meeting, and somebody will take them to the recycling center.

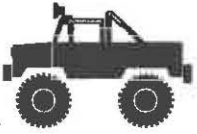
To Our Guests: If you attend a club meeting or event and provide us with your mailing address, we will send you three complimentary issues of *Trail Tales*. If you provide us with an e-mail address, you will also be added to the guest e-mail list. If you are interested in becoming a member of the New Mexico 4-Wheelers, please contact one of our officers for membership requirements, or visit our web site at www.nm4w.org/join-the-club.htm.

Trail Tales on the Web Site: In a continuing effort help save natural resources and to control costs, you are encouraged to read the Trail Tales newsletter on the Club Web Site in lieu of receiving a hard copy in the mail. Around the first of each month, the current issue of Trail Tales is posted at www.nm4w.org/newsletters.htm and an e-mail notification is sent to all club members. In addition, a minimum of 2 years of back issues of our newsletter is also available on the web site. So if you want to help "save some trees", please send an e-mail to TrailTales@nm4w.org stating that you do not need to receive the hard copy of the newsletter. Thanks for your participation in this program.

Submission Due Date: The *Trail Tales* is published on the first of each month. Submissions for each issue must be *received* by the Editor not later than the **25th of the prior month**. Submissions can be sent to TrailTales@nm4w.org, or Trail Tales, 21 Rattlesnake Ridge, Tijeras, NM 87059.

NM4W Officers

President Leon Duggar 286-8136 lduggar@msn.com	Vice-President Jeff Rector 228-6547 jeeps4us8495@yahoo.com	Secretary Don Miller 892-3925 djm@thuntek.net
Treasurer Susan Miller 771-8022 tiggersjeep@msn.com	Program Chairman Paul Thompson 293-8390 pathomp@myrealbox.com	Historian Kim Ammons 994-0835 rammons@thuntek.net
Trip Chairman Mark Wolf 856-8539 aesthchln@earthlink.net	Environmental Affairs Mark Werkmeister 891-0296 mark.r.werkmeister@intel.com	SWFWDA Delegate Marcia Duggar 286-8136 pocahnts@msn.com



Trail Tales



Jul 1, 2003

The Official Newsletter of the New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

From June 14, 2003

by Susan Miller



Held at Jack & Stella Sierra's house. Thank you for the hospitality. The meeting was called to order by President Leon Duggar.

Members present:

Susan Probst; Ron Hyman; Brad Opatz; Mark, Deb & Jennifer Werkmeister; Glenn & Susan Bontly; Leon & Marcia Duggar; Paul & Mary Thompson; Frank & Donna Whiston; Chuck & Ethel May Peeples; Jeff & Lauri Rector; Mark & Joan Wolf; Jane Bell; Preston & Melissa Garner; The Clarks; Tom Hurt; Rich & Camille Capener; Susan & Bobby Miller; Mike Blohm; David Trappett; Ed & Lyn Kausche.

Guests present:

Judy Barret (no vehicle desc); Joe & Farrah Nickerson '02 TJ; Carlos & Laurye Tanner '98 Grand & '99 Wrangler; LeeRoy Baldonado '93 Wrangler; Sandra Ellaneous '98 Tacoma; Rodney & Alejandra Jackson '89 Cherokee; Bill & Marie Cline '02 TJ "X"; Richard Sierra '76 CJ-7; James & Deborah Walker (no vehicle desc); Jerry & Barbara Marx (no vehicle desc)

Treasurer Susan Miller reported club account balance as \$1,766.98 + \$200 donation from Auges just received.

Environmental Chair Mark Werkmeister asked members to consider volunteering for this position for next year.

Sheriff Jeff Rector fined himself \$0.50 for "back-trackin'" on the Tank Trap Trail.

Trip Chair Mark Wolf asked Chuck Peeples to report on the Auge 4x4 101 event. Chuck thanked Bobby Miller & Pat Brady for building the course and reported that Auges donated \$200 & several \$50 gift certificates for Auge's sales or service. Chuck suggested sending the \$200 donation to the Land Action Fund.

Chuck Peeples reported on the Memorial Day campout and trail exploration trip. Three couples attended (Peeples, Bontlys, & Rectors). Called it a day early due to cold weather & hail but had fun anyway.

Chuck Peeples also reported on the "barn raisin'" at the Rector's house on 5/21/03. Thanks to those that helped (you know who you are). Everyone did a good job!

Lauri Rector reported on the Tank Trap Trail. In spite of the "back-trackin'" they had a lot of fun, had good spotters, and no one had any damage.

Upcoming Trips & Trail Rides:

- Jemez campout weekend of June 21/22
- Tank Trap Trail again on July 13th lead by Jeff & Lauri Rector
- Silverton Trip - July 17-20
- Summer Quarterly @ Avalanche Ranch OHV Area, in SE Colorado, Aug 1-2
- Campout & trail rides with the Gallup club to the Zuni mountains, Aug 16-17. Trails are easy-moderate.

SWFWDA Delegate Marcia Dugger talked about UFWDA Annual Convention in Flagstaff, AZ week of June 21 - 28.

Program Chair Paul Thompson started a sign up sheet for t-shirts. We need to have a minimum order, so if you want a t-shirt call or e-mail Paul.

The Historian was not present.

Old business:

Mark Werkmeister talked about the Avalanche Ranch area and the Rock Garden 4-Wheelers. Contact Mark for more info or for how to contact RG4W.

Leon reminded members about nominations for next year's officers. Chuck Peeples nominated himself for Trip Chairman if no one else wants the position.

New Business:

Mark Wolf asked for a vote that NM4W sponsor the Summer Quarterly next year. There were suggestions made that we should make sure to have and keep enough funds in our account for the event and insurance BEFORE hand. Mark Werkmeister, Chuck Peeples, Mark Wolf, Leon Duggar & Preston Garner volunteered to serve on a committee to scout locations. Motion was made & passed.

Motion was made & passed to send the \$200 donation from Auges to the Land Action Fund.

Motion was made & passed to purchase another club banner, printed on both sides. Marcia Dugger will take care of getting it made. Thank you, Marcia.

Mary Thompson asked club members/officers to consider raising annual club dues from \$30 to \$35 with the additional \$5.00 designated to go to the Land Action Fund. Issued was tabled.

Sandra Ellaneous had enough points to be voted in. An issued was raised that we are already at the maximum of 60 voting families. After much discussion it was decided to vote her in now since the Clarks will be leaving at the end of this month, which would make a Voting Member spot available. However, the President nominated Frank Whiston to chair a committee to research the possibility of

increasing the maximum limit of 60 voting families. Frank Whiston, Mark Wolf, Glenn Bontly, & Rich Capener volunteered to serve on this committee.

Rich Capener won the raffle of \$47.00!

Mark Wolf nominated Leon Duggar as NM4-Wheeler of the year.

July meeting will be held at the Duggar's house on 12 Jul. The meeting was adjourned.



President's Report

By Leon Duggar

Good day all. Time is running out! There is not much time left to throw your name in the hat for a few offices. We still need a SWFWDA Delegate, and a Director of Environmental Affairs. Elections will be held at the July 12th meeting. So put your name in the hat before someone else does. You don't want to be left off the ballet because of procrastination. Make plans to attend the summer quarterly at the Avalanche Ranch in Colorado. Come out and support the Southwest Four Wheel Drive Association, as well as a fellow New Mexico club (Rock Garden 4-Wheelers). Besides, how many of you have ridden a trail named Enigma, or Freefall, or Sidewinder. So for all of you who say "been there, done that," this is something new, something different, something out of this world! A trail named "Alien" *has* to be good.

Member Spotlight:

Jason & Sara Lavy

By Joan Wolf

You gotta love Jason Lavy's enthusiasm. Worst trail experience? "None yet, loved them all!" he writes on his webpage. Jason and Sara Lavy joined NM4W one year ago and are becoming regular faces at runs, meetings, and other club events. Like several other members, Jason heard about the club from Derren Owen at Desert Rat. At Derren's suggestion, Jason checked out the club's website and his interest was piqued. Since joining just one

year ago, the Lavy's have recruited other new members: Paul-Baptiste & Eveliina Baca, and Eric Finch.



Although they bought their 1996 Jeep ZJ (aka Grand Cherokee) four years ago, the Lavy's hadn't taken it off road much until this past year. As they've become more confident, skilled, and equipped, they've run the 2003 Chile Challenge, Engineer's Pass, and Moab. Jason especially enjoyed the recent Tank Trap run since it's so close to home. The Lavy's look forward to doing more runs in the Jemez Mountains as well as Black Bear Pass and other Silverton-area trails.

Their Grand Cherokee sports a 5.2L engine, its third automatic transmission, 3.5" Teraflex front suspension, and Rancho 5000 shocks. Sitting in the garage are front axles (high pinion Dana 30) and rear axles (Ford 8.8). Yes, this is your typical work-in-progress situation.

The Lavys met while students at NMSU in Las Cruces and have been married 3-1/2 years. They bought the Grand to accommodate them and their Alaska Malamute mix, Rocky. They're probably really glad they have the extra room since they recently acquired Mint, a standard poodle puppy who won't be a miniature poodle! The Lavy's also have two non-Jeeping cats, Bailey and Sable.

Jason grew up in Los Alamos (or Lost Almost as he says the local teens call it). L.A. Mountain abutted the family's back yard. Even though he couldn't wait to leave, he now realizes it was a good place to grow up. Sadly, his parents lost their home in the

May 2000 Cerro Grande fire. They've since built a new home in Santa Fe.

Sara was born in Chicago but the family moved several times due to her father's job with the Army Corps of Engineers. Her family lived in Saudi Arabia and Carlsbad before settling in Albuquerque. Sara is a Civil Engineer with Tierra West, a local civil engineering firm. She designs the grading, paving and utility plans for residential and commercial projects, including the Albuquerque Wal-Mart SuperCenters. An engineer for seven years, Sara obtained her P.E. (Professional Engineer) license two years ago.

With a UNM degree in Exercise Science, Jason works as an Exercise Specialist with New Heart Inc., a cardiac rehab facility. It's a very social job and Jason finds it rewarding to help patients recover from heart ailments. A Dr. Mark Green look-alike (from the TV show ER), Jason is often called "Dr. Green", especially when he dons scrubs and a stethoscope.

To relax from their demanding jobs, the Lavy's go downhill skiing at Santa Fe, Purgatory, and Wolf Creek. They take advantage of the convenient lodging at Sara's parents' Vallecito cabin (it came very close to burning during the 2002 fires). Sara and Jason enjoy traveling and have been on two Caribbean cruises and spent last Thanksgiving in London. Jason also loves mountain biking (watch out for those washboard roads at high speeds as Crash Capener can attest!).

Jason is squeezing in a TVI welding class, learning oxy-acetylene now and possibly MIG welding in the Fall. An impetus for the welding class was the desire to build a tire carrier for the Grand. And since it's his class project, he'll get it done! Jason didn't go into detail, but somehow the Grand's rear bumper was torn off on the Hopping Jalapeno trail at February's Chile Challenge event. He's rebuilt the rear bumper and is having fun designing and building the tire carrier.

Welding skills will come in handy as he rebuilds his 1956 Willy's DJ-3A. Originally used as a delivery Jeep, a previous owner converted it to 4WD. Jason bought it in a thousand pieces, but put it back

together this past year. At this point he's not sure if it'll be a trail Jeep or even how long he'll keep it given his tall frame and the Jeep's limited leg room. But it's a cool vehicle.



Many NM4W members find a niche four-wheeling group, and for the Lavy's it's the North American Grand Cherokee Association. In mid-June they'll attend the 6th Annual Grand Slam West in Moab. This event is limited to 50 Grand Cherokees and they run moderate, hard, and extreme trails (no easy stuff for this group). The group enjoys not hearing, "You're taking a Grand on that???"

While at Moab, they'll run their favorite trail, Poison Spider Mesa. Jason finds it scenic, technically challenging, and traversable without breakage!

The Lavy's do not feel ready to hold a club office yet--but probably will get more involved in the future. In the meantime, Sara and Jason enjoy getting acquainted with the NM4W members and learning more about four-wheeling and area trails. They were especially impressed on one of their first runs. Eric Finch's Wrangler wouldn't engage in four wheel drive and Tom Hurt knew the fix

immediately. And now their friend Eric is a member too!

Traction-Aiding Devices

By Leon Duggar

The key to successfully conquering obstacles on the trail is to maintain enough traction on order to keep your vehicle moving. There are several ways to do that. The easiest (and least expensive) is simply airing down your tires, which increases your "footprint" on the ground. Just make sure you air back up before you get on the black top! For maximum traction, it's also very important to keep all of your tires *on the ground!* One way to help ensure this (also very easy and inexpensive) is to disconnect your "sway bars". A sway bar (actually it's an "anti-sway bar") is a device that helps keep the axle parallel with the body of the vehicle. Its purpose is to increase vehicle stability and reduce body roll during turning maneuvers. There's usually one in both the front and rear. Disconnecting them (especially the front one) allows the axle to "articulate" more (i.e., to move more freely, independent of the body of the vehicle), which helps keep your tires on the ground. For safety sake, remember to reconnect the sway-bars before getting back on the highway. There are several "quick" disconnect devices on the market that make this task very easy to do. The remainder of this article discusses the various differential configurations, and how they help with traction.

Open differential. What you typically get from the factory. Contains no traction-aiding devices. The wheel with the least traction gets all of the torque, or power. Therefore any wheel off the ground will spin, and the other wheels will get no power. Get one front wheel and one rear wheel off the ground, and you are stuck!

Limited-slip differentials. Also known as a "posi-traction", or just "posi". There are various types on the market. Gear-driven and clutch-driven, for example. True-Trak by Detroit is a good gear-driven limited-slip. Auburn Gear is a clutch-driven version. Trak-lok and Gov-lock are also clutch-driven. Limited-slips are good for light-duty off-roading. They work by splitting torque equally to

both wheels; but they do have a torque threshold whereby the wheel with the least amount of traction will get all the torque, leaving you with an open-diff situation, hence the term "limited". Limited-slips have better street manners than automatic locking differentials (see below) and you don't have to remember to turn them on or off, like selective lockers.

Automatic locking differentials. Also called "solid lockers". They're always on so you always get maximum traction. Common brands include Detroit, Lok-rite, and Quick-Lock. They can be used in both front and rear axles, hence the term "locked front and rear". The wheels on the axle with the locker will receive 100% of the torque all the time. If you have one wheel on ice, and one wheel on black top, both wheels will spin at an equal speed. Same applies if one wheel is in the air. In other words, if you find yourself in the same situation as the open-diff guy above, you won't be the one who is stuck! They allow a certain amount of "give" in order to turn corners, but if an excessive amount of wheel spin is detected, they automatically lock up, giving maximum traction. The primary disadvantage to automatic locking diffs is their street manners: excessive noise, tire wear, weird handling characteristics on ice, and under-steer. However, they are more durable than selective lockers (see next).

Selective lockers can be turned on and off at will from the driver's seat, such as the ARB air locker and the mechanically-activated OX locker. Selective lockers have all the advantages of an open differential when turned off (good street manners), and all the advantages of an automatic locker when engaged (superior trail performance). The TJ Rubicon, however, uses a unique, low-pressure air locker. When it is disengaged, it works like a limited-slip, not like an open diff. Trac-Tech Electro locker acts the same way. Because of their complexity, selective lockers are the most expensive of all the lockers, and not as strong. The ARB lockers also require a compressed air source, further increasing the cost and complexity of this locker. When engaged, selective lockers act like a spool (see below), making it very difficult to steer your vehicle. You often need to turn off the front locker in order to turn.

Spool. This device solidly connects both the left and right axle shafts, totally eliminating any "differential" action. They are always on; you can't turn them off. Spools are the strongest of all the traction-aiding devices, and cost a fraction of all of the other types of lockers. They are typically used in trail-dedicated vehicles, or in the rear axle of drag racers that are designed to go straight down a track. They do not "give" at all in turns. Using a spool on the street will result in excessive noise and tire wear.

When choosing a locker for your vehicle, you should take into consideration how you use your vehicle (daily driver vs. dedicated trail vehicle) and, of course, your budget.

The Bradys' Big Vacation

By Pat & Sue Brady

Hi all:

Well, we are in Idaho Falls today (13 Jun); getting ready to head to Sula, Montana. We plan on staying there for a week or so before heading to Glacier to be big time tourists for 3 - 4 days. Then the big run through Canada. We have heard lots of horror stories about getting into Canada. I let everyone know ours after we get through.



I have just couple of small pictures for you, both from Wyoming. We camped for 11 days at the

headwaters of the Green River and went exploring through out the area.



The big canyon is the headwaters of the Green river, the very same one in Utah. The mountain top is Gun site pass. If you look closely at the horizon you can see the Grand Tetons covered in snow.

Jemez Campout & Trail Exploration

By Glenn Bontly

Susan & I (along with our two camping cats, CJ & Dax) pulled in to Porter Landing in the Jemez midday on Friday, 20 Jun. As usual, we flat towed the Jeep behind the motorhome, which is extremely comfortable by the way, as long as you are either driving it on very smooth pavement, or you are already parked and all set up at your favorite camping area. But driving this 15,000-pound beast for 12 miles on a dusty washboard road, with its stiff suspension and rock-hard tires . . . , well that's a *whole 'nuther experience!* Things were flying around *everywhere*, including the cats! Anyway, we made it. Upon our arrival, Chuck & Ethel May were already set up and ready to help us pre-run one of the trails we had planned for the following day. Other campers included Mark & Joan Wolf (and their guest Loretta, and her two boys, Collin & Bryan), Jeff & Lauri Rector, Sandra Ellaneous (and her two boys, Daniel & Luke), Marcia Duggar, and Keith Chapin. Bobby & Susan Miller and Brad Opatz joined us on Saturday for the trail ride.

Our quest for this weekend was to re-locate the "Giant Footprint Ruins" and that old "log slider" we had found on the trip that Bonnie & Don Tyler hosted last year. Unfortunately, I had failed to "track" these trails on my GPS.

On Friday, Chuck, Ethel May, Susan, & I made it to within a quarter-mile of the ruins before being blocked by a very large fallen tree. So we parked the Jeeps and walked. At the fork in the trail, Chuck & I went left. Susan & Ethel May went right, which led them directly to the ruins!

Sitting around the campfire after dinner, Jeff & Lauri pulled in. Jeff in the truck, pulling the Jeep on the trailer, and Lauri in her Jeep. Why did they bring both Jeeps, you ask? After an already long day for them, Lauri's weekend (and I'm not making this up) would entail her getting up at "O-Dark-Thirty" the next morning so she could return to Albuquerque in order to play several games of mud volley ball and drink lots of beer! Then she would throw away her muddy clothes and take numerous showers before driving all the way back out to Porter Landing so that she could eat dinner and go to bed early, so that she could get up the next morning and return home. That girl sure has a lot of energy!



We left the camp area on Saturday morning around 9 am with 8 vehicles. The first portion of the Giant Footprint Ruins Trail follows the Guadalupe River. The forest is thick and the trail is narrow in several spots. Next is a rocky, but very stable shelf road that climbs up to Holiday Mesa. Knowing that the trail would be blocked at the west entrance, we set out to find another way in. About that time, Jeff's

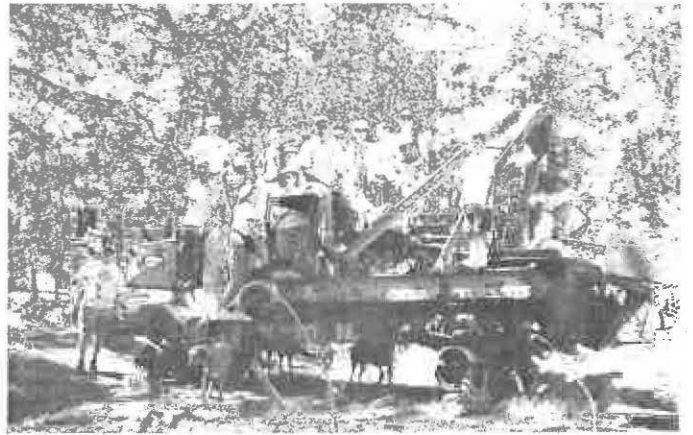
fuel pump went tango uniform. What happened next was truly a sorry sight. While poor Jeff was lying in the dirt underneath his Jeep, fuel spraying all over him, the rest of us pulled out our lawn chairs, made ourselves lunch, . . . and watched!

Unable to find an alternate route to the ruins, we ended up parking and walking again. Other than a well-defined kiva and a bunch of pottery shards, there's not really very much to see. But the way the rocks are laid out, as well as the contour of the land, it's evident that it was a rather large establishment.

It was proly around 1:30 when we left the ruins and headed back down towards and across the river. Our next quest was to re-locate that old log slider. Again, we knew approximately where it was; it was just a matter of taking each of a few off-shoots before we would find its exact location. At some of the forks, we would split up to save time. On a hunch, Chuck took a faint hint of a trail, which led up a relatively steep climb. Shortly after, he shouted out success! Susan & I were close behind, but before we were able to catch up, Chuck had already climb up onto the operator's perch and had taken control of the boom controls.



After about 30 minutes of crawling in and out, on and around the dinosaur, we headed back to camp for dinner and to unwind around the campfire. But not before taking a group photo.



We had a great weekend! Two years ago this time, if you remember, the forests were completely closed because of the fire danger. And to the best of my knowledge, no one broke anything. Well, Keith's tow vehicle sort of broke. His engine wouldn't run above idle, so he had to swap it and the Sami for the trip home.



Barn Raising

By Jeff Lauri Rector

Just wanted to say THANK YOU!!! to Tom Hurt and brother Andy, Chuck Peeles, Glenn Bontly, Mike Blohm, Paul-Baptiste & Eveliina Baca, Bobby & Susan Miller, Don Miller, Jason Lavy, Steve & Sandy Gilley, Brad Opatz and son Brad, Dave Trappett, and Sandra Ellaneous for coming out and helping us put up the trusses and decking on our new garage. It was really nice that so many of you were willing to give up part of your weekend to help us.

An even bigger thanks to Chuck for all of his expertise and leadership of the crew. I did comment that he was barking out orders, but he did it very *kindly*. He did good job saying what needed to be done next and then someone would step up and do that. It was really amazing thing to watch.

need. Robert Clark, 797-9745, jeep846cz@aol.com.

Brand New Tires: Set of five (5) 37x12.5x17 Goodyear MT/R's. They are brand new, never been on the ground, \$1000. Call Mark at 794-0899 or 891-0296, or e-mail mark.r.werkmeister@intel.com.

Jeep TJ Stuff: Front Dana 30 TJ housing with all associated TJ bracketry, use these brackets to build your own front end, \$100; Stock Front Axles for Dana 30 TJ, Great for Spares, \$75; Rancho 9000 In-Cab Remote Control, \$90; Dana 30 Differential Guard, \$50; TJ Steel Horse Rocker Guards with side steps, \$150; NV231 Slip Yoke Eliminator Kit, complete, bearings installed, gears and snap rings installed, ready to go, speedo gear, new NV231 oil pump, misc. NV231 parts, \$250; Heavy Duty Chain Binders (2) for Trailer Tie-Downs, \$40. Contact Brad at hueyci@earthlink.net.

Warn Internal Hub Kit for Jeep CJ: Complete and brand new in the box (I decided not to use it); \$225. Call Mark Wolf at 505-856-8539 or e-mail aesthchln@earthlink.net.

For more Classified Ads, please visit our web site at www.nm4w.org/wanted-for-sale.htm.

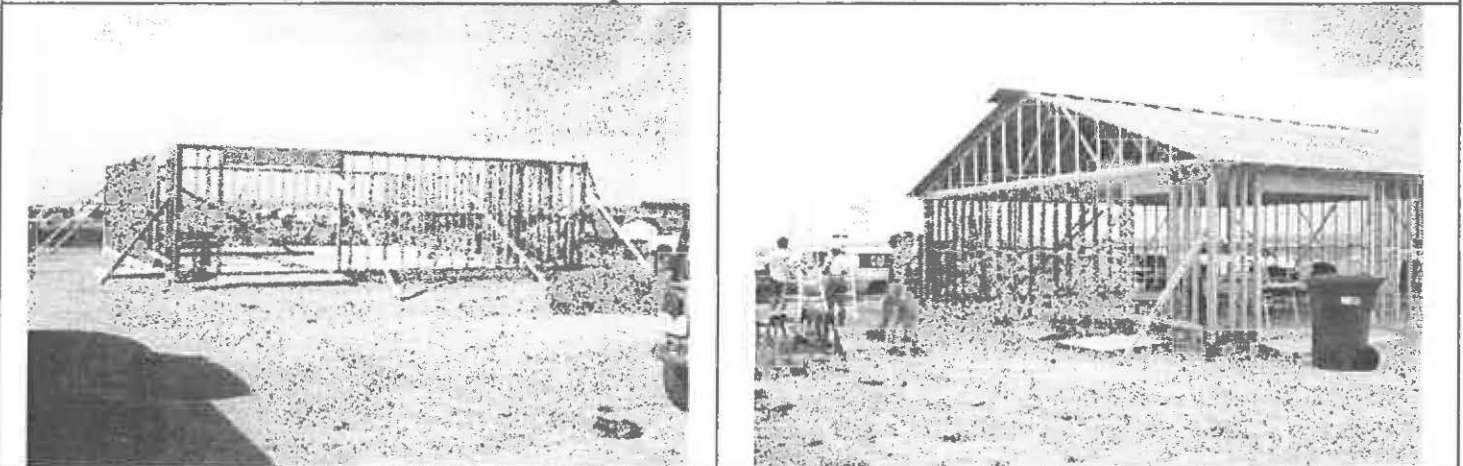
 **Wanted** 

For Jeep YJ: Passenger side front spring plate and U-bolt. Contact Bill Jacobs at wriacobs@aol.com..

 **For Sale** 

Misc Stuff: Dana 30 wide with 4.10 and a lock right, \$250; CJ full hard doors (1 slightly damaged), \$100; two 33x12.5 Cooper All-Terrain tires, \$100; four 15x6.5 trailer wheels, \$10; Mallory distributor for AMC, \$25; Electronic ignition, \$25; two axle u-bolt skid plates, \$20; Bumper 2x3 steel w/receiver, \$25; Bumper 2" round steel w/receiver, \$25. I also have various amounts of paint, oil, solvents, wood, steel and misc stuff I can't move. If you have a jeep project or a house project give me a call, I might have what you

"Before" and "After" pictures from the Rector's Barn Raisin'



See the "web site issue" of this months' Trail Tales for more pictures

Club Notes

Aluminum Cans: Our club saves and recycles aluminum cans. Money from the sale of cans goes into our club treasury. Please bring your aluminum cans to each meeting, and somebody will take them to the recycling center.

To Our Guests: If you attend a club meeting or event and provide us with your mailing address, we will send you three complimentary issues of *Trail Tales*. If you provide us with an e-mail address, you will also be added to the guest e-mail list. If you are interested in becoming a member of the New Mexico 4-Wheelers, please contact one of our officers for membership requirements, or visit our web site at www.nm4w.org/join-the-club.htm.

Trail Tales on the Web Site: In a continuing effort help save natural resources and to control costs, you are encouraged to read the Trail Tales newsletter on the Club Web Site in lieu of receiving a hard copy in the mail. Around the first of each month, the current issue of Trail Tales is posted at www.nm4w.org/newsletters.htm and an e-mail notification is sent to all club members. In addition, a minimum of 2 years of back issues of our newsletter is also available on the web site. So if you want to help "save some trees", please send an e-mail to TrailTales@nm4w.org stating that you do not need to receive the hard copy of the newsletter. Thanks for your participation in this program.

Submission Due Date: The *Trail Tales* is published on the first of each month. Submissions for each issue must be *received* by the Editor not later than the **25th of the prior month**. Submissions can be sent to TrailTales@nm4w.org, or Trail Tales, 21 Rattlesnake Ridge, Tijeras, NM 87059.

NM4W Officers

<p style="text-align: center;">President Leon Duggar 286-8136 lduggar@msn.com</p>	<p style="text-align: center;">Vice-President Jeff Rector 228-6547 jeeps4us8495@yahoo.com</p>	<p style="text-align: center;">Secretary Don Miller 892-3925 djm@thuntek.net</p>
<p style="text-align: center;">Treasurer Susan Miller 771-8022 tiggersjeep@msn.com</p>	<p style="text-align: center;">Program Chairman Paul Thompson 293-8390 pathomp@myrealbox.com</p>	<p style="text-align: center;">Historian Kim Ammons 994-0835 rammons@thuntek.net</p>
<p style="text-align: center;">Trip Chairman Mark Wolf 856-8539 aesthchln@earthlink.net</p>	<p style="text-align: center;">Environmental Affairs Mark Werkmeister 891-0296 mark.r.werkmeister@intel.com</p>	<p style="text-align: center;">SWFWDA Delegate Marcia Duggar 286-8136 pocahnts@msn.com</p>

Schedule of Events

Date:	Event:	Information:	Contact:
Jul 12	Club Meeting and Officer Elections	Potluck starts at 5 pm. Bring a dish to share, your lawn chair, and eating utensils.	L & M Duggar 286-8136
Jul 13	Tank Trap Trail (Moderate/Hard)	Meet at 9 am at the Conoco Station at Hwys 550 & 528. Bring lunch, drinking water, etc.	J & L Rector 228-6547
Jul 17-21	Silverton, CO Trip (Easy/Moderate)	Camping at Mineral Creek Camp Area. Scenic / historic trails; all will be easy-to-moderate.	Chuck Peeples 866-1185
Aug 1-2	SWFWDA Summer Quarterly	Avalanche Ranch OHV Area in the SE Colorado. Trails from "mild to wild".	Rock Garden Four Wheelers
Aug 9	Club Meeting	Potluck starts at 5 pm. Bring a dish to share, your lawn chair, and eating utensils.	C & EM Peeples 866-1185
Aug 16-17	Gallup Campout and Trail Ride	Camping at the "Wildlife Building". Trail easy to moderate. Cookout Saturday evening.	Mark Wolf 856-8539
Sep 6-7	Mt Blanca Trip	Stay tuned for more details.	M. Werkmeister
Sep 13	Club Meeting	Potluck starts at 5 pm. Bring a dish to share, your lawn chair, and eating utensils.	B & S Miller 350-1959
Sep 26-27	Red River Trip	Free camping in Red River, free fishing on 27th, scenic (& free) trail rides (rated easy).	Tom Hurt 994-2515



Trail Tales
21 Rattlesnake Ridge
Tijeras, NM 87059-7440





Trail Tales



Aug 1, 2003

The Official Newsletter of the New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

From July 12, 2003

by Don Miller



Leon Duggar called the meeting to order and asked the guests present to introduce themselves. Leon described the points system.

Members Present:

Paul-Baptiste and Eveliina Baca, Jane Bell, Mike Blohm, Glenn and Susan Bontly, Glenn and Rich Capener, Leon and Marcia Duggar, Eric Finch, Preston and Melissa Garner, Ed and Lynn Kausche, Jason and Sara Lavy, Bob Norton, Chuck and Ethel May Peeples, Jeff and Lauri Rector, Paul Thompson, Bobby and Susan Miller, Don Miller, Frank and Donna Whiston, Mark and Joan Wolf, David Trappett, and Sandra Ellaneous were the members present.

Guests:

The guest list included Chet and Courtney Markham, Corey and Chad Ford, John Orban, Shawn Kelso, and Kristy Ohnesorg.

The Treasurer, Susan Miller reported that we had money in the bank to the tune of \$2,171.74.

Trip Chairman, Mark Wolf, reported on the past Jemez trip. He reminded those present of the Tank Trap run set for the 13th of July as well as the Silverton trip on the weekend of the 18th thru 20th. Other reminders of future events and trips included the SWFWDA Summer Quarterly at Avalanche Ranch, the next meeting at the Peeples, and a Gallup area campout August 16 & 17. The future trips go on to include Mt. Blanca in September, a trip to be led by Susan and Bobby Miller in September, the Red River trip of Tom Hurt Sept 26-27, Chuck's Hole-In-The-Rock (Utah) trip October 9 - 12. The end of October, will see a trip to Caballo Mtn (October 26th). Jeeps of North Texas sent us a flyer on an event over Sept. 19-21 in Gilmer, Texas.

SWFWDA Delegate, Marcia Duggar was present and announced that she will not be remaining as the club's delegate. She did remind us that voting for new SWFWDA officers will be at the Summer Quarterly. Also the SWFWDA is seeking someone for the position of assistant webmaster. Marcia suggested that the NM4W reimburse the event fee for the club delegate in order to make attending the quarterly meetings a little easier financially. Discussion followed and Don Miller suggested a small committee be appointed by President Leon to look into this and to write a suggested amendment to the SOP's. This is to be presented at the next meeting.

Program Chairman, Paul Thompson ran the raffle. He also asked for input regarding the color of the t-shirts for the club. He advised us that we need to order 24 - 30 shirts at a time. He did not have enough pre-sold orders so it was moved and passed to purchase some extras to hold as inventory. Wolfie stated we need a source for hats.

The Historian was absent.

Director of Environmental Affairs was absent, probably having way too much fun off in the rocks somewhere.

Secretary Don Miller recorded the meeting.

The first item of Old Business was the amendment to the Standard Operating Procedures (SOP) with regards to membership limits. After a discussion led by Frank Whiston, the members present, being a quorum, voted and passed the resolution to remove all numerical limits. The SOP's as published on the website and the records maintained by the secretary will be updated.

Next discussion followed regarding the Summer 2004 Quarterly. It was moved, voted, and passed that the NM4W will propose to sponsor the event. Our delegate to this Summer Quarterly will propose such at the business meeting at Avalanche Ranch. The location, trails to be run, etc. are still in the planning stages.

A vote to purchase a new banner, two sided with wind relief's cut and sewn in, was passed. The cost will be approximately \$150.00.

Chuck reminded the meeting that there was a proposal regarding Honorary membership tabled at the last meeting. Don Miller proposed the club induct Robert Auge as an Honorary Member. The vote was unanimously in favor. The secretary will inform Robert of the decision.

Under the heading of **New Business**, Jane Bell asked if the club had a system or process in place to call guests and thank them after they have attended a meeting. Discussion followed and Jane volunteered to be our club "greeter". It was resolved that the secretary will supply the greeter with a list of those guests who signed in.

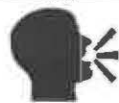
The membership voted the Markham's, Chet and Courtney, in as full members.

New club officers were voted in. Except for the position of Vice President there was only one candidate per position. Mike Blohm and Jeff Rector vied for the position of Vice President / Sheriff. The new officers, for the term of August 2003 through July 2004 are as follows:

President	Leon Duggar
Vice President	Jeff Rector
Secretary	Don Miller
Treasurer	Susan Miller
Historian	Bobby Miller
Trip Chairperson	Chuck Peeples
Program Chairperson	Rich Capener
Director of Environ Affairs	Bob Norton
SWFWDA Delegate	Vacant

Also on the secret ballot was a write in space for the NM 4-Wheeler of the Year. There were 7 different nominees, with Leon Duggar being the most popular.

The meeting was then adjourned.



President's Report

By Leon Duggar

The past week, I have had the fun of helping some of our club members out, with some welding and such. A roll bar here, a bumper there, and this thought hit me. One

of the reasons we join a club, is to benefit from one another's skills, knowledge, collection of tools, etc. I have picked Pat's brain so many times, that I am surprised he didn't just stop answering the phone. We have an extensive pool of expertise in this club, and even better, people willing to share there successes and failures. I think that is a sign of a healthy club. Well, I need to get back to the garage. I hope to see you at the Peeples. Until then, keep the rubber side down.

Member Spotlight: Sandra Ellaneous

By Joan Wolf



It took moxie to stand up at the June meeting in the Sierra's backyard and say that she wasn't sure of the protocol, but had earned enough points to be voted in for membership. Sandra wanted everyone to know she was ready to join NM4W. So as protocol dictates, under New Business it was noted that Sandra had earned enough points for membership and she was unanimously voted in (and invited to pay club dues to the Treasurer). Thus, NM4W welcomes a new face with lots of enthusiasm for four-wheeling and the pluck to let everyone know.

Sandra discovered the club through an Internet search. She found lots of useful info on the club's website and was impressed by the emphasis on family outings. Since motocrossing (a favorite activity) had gotten too hard on the knees, she wanted to find another outdoor activity. Also, she was ready to try her 1998 Toyota Tacoma on the 4WD trails and she wanted to go with a group.

There are no major modifications on her "Toy", but she did install a set of 31" All Terrains. The fact that the truck is "open" front and rear hasn't stopped Sandra from doing such challenging trails as Poison Spider Mesa in Moab.



Her upgrade list includes body armor, bumpers, rocker skids, and a 3" lift. Lockers are last on the list. To date, Sandra has done all the maintenance (oil changes, tune-ups, etc.) because "I don't trust shops." She learned to do the tune-up by following the factory service manual.

With such gumption, it's understandable that Sandra has worked in the demanding fields of electronics and construction. She moved to Albuquerque from Toledo, Ohio at age 20 for an electronics technician job at Sandia National Labs. She'd earned AA degrees in electronics and bio-medical engineering and was ready to leave Ohio to make use of her education. Her job at Sandia involved studying the effects of radiation on micro-electronics.

After five years at Sandia, Sandra left to start a family. Following the births of Daniel and Luke, Sandra stayed at home and also managed to oversee the construction of two houses. Desiring a career change, she returned to school and earned an AAS in Construction Management from TVI. She worked several years for Star Construction and then Gerald Martin General Contractor as an estimator and then project manager.

Two years ago she joined Lockwood Greene Engineers and works as an in-house estimator for Intel. She does a very specialized form of estimating and also some database work. Among other duties, she provides computer tech support for six Intel subcontractors. It's a challenging, sink-or-swim position. To ease the learning curve, she's taking a Visual Basic programming class.

A major part of her life is being Mom to Daniel, age 13 and entering 8th grade, and Luke, age 11 and entering 6th grade. The boys aren't into four-wheeling as much as Mom is, but they all enjoy camping. The boys can't wait to drive, so maybe they'll come around to four-wheeling. Both boys love skateboarding and Luke is a juggling protégé.

One of Sandra's favorite pastimes is shooting. Her father was a gun collector and "I was reloading bullets before kindergarten," she laughs. Sandra doesn't hunt, but does a lot of indoor and outdoor target shooting. She loves anything outdoors—hiking, camping, four-wheeling.

Sandra also makes time for a social cause—ending domestic violence. She got interested in the movement after attending a conference in March. She's involved in the New Mexico initiative to crack down on stalkers and raise awareness about stalking.

Given the demands of motherhood and career, Sandra still expects to find time to participate in NM4W. "I don't have the time to hold office yet, but I will participate as much as I can by attending meetings and events," she declares.

Her favorite place to four-wheel? "I adore Moab and have been there three times for camping, hiking, and four wheeling," says Sandra. She enjoys three-day campouts and wants to explore Utah, northern California, and the Four Corners area. So the next time you see an unmodified Toyota truck with open differentials crawling up rocks and a petite, long brown-haired driver at the wheel, it's probably Sandra Ellaneous.

Tank Trap Trail

By Jeff & Lauri Rector

It may seem redundant to you that we would lead this trail again, after just having led it in May. But our youngest son, Jake, was coming to visit. We wanted to take him 4-wheeling and nothing was planned during his visit. So, we thought the best way to take care of that would be to lead a trail ourselves. This is the only trail we know beside the Rio Puerco, and we took him there the 1st time he came to visit. We also found out that he took my Jeep there, by himself, one day too!



We met at the Conoco on 528. Tom Hurt was also there, but not to go with us, just to get a burrito and a paper – is that anyway to start your Sunday? I didn't think that we would have too many people show up, since we had done this trail just 2 months ago. But, I was wrong; we did end up with a nice crowd of vehicles. Brad Opatz and his nephew Nathan, Glenn Bontly, Keith Chapin, Guy Conway (nice YJ), Mike Blohm (even though he didn't wake up in time to put on his rear shock), Bob Norton, and Don Miller. We had a lot of guests too – Scott Busche with his wife and 2 sons in his new Rubicon, Corey & Chad Ford in a full size Explorer with their friend Josh Walderon, John Orban in his '03 Wrangler, and Bill Mitchell and his daughter Anne in their Isuzu. There was a Toyota club that was meeting in the same parking lot and for some reason didn't have a good turn out or something and decided to join us. There was John Stewart and his Toyota RN66 (mini-truck is how he described it), Patrick Elliot in his Toyota Landcruiser and Rick Mitchell in his Toyota Pickup.



We made it to the trail in record time, and there was only 1 backtrackin' incident – but it only involved 3 cars. No one had any problems, except for Mike Blohm. It involved that shock that he didn't have time to put on that morning. Seems that with the coil springs, you need a shock – it holds the spring on. Well, on one of the obstacles, the spring "fell" off. This caused some commotion – the cowbell award was mentioned numerous times by Glenn Bontly!! But since Rich Capener held on to the cow bell for sooo long, no one could remember the procedure for awarding this trophy. Don Miller thought that it could only be passed on by the existing holder while on a trail ride, but Glenn wasn't really sure – especially since he got the bell from something he was doing all by himself. Be alert at the next meeting to see if someone brings this up. That nice red cowbell would look really spiffy on Mike's silver Rubicon – don't you agree.



If you want to know what our flatlander son thought of the 4-wheelin' out here – he said it was a lot of fun. But, it would be better if we all didn't stop and get out at every obstacle. He just doesn't understand yet about this being the time to talk to other people, watch their vehicles and how they work, and the heckling that you can do during this time. Maybe someday he will come to understand this part of wheelin'.

Silverton, Colorado Trip

By the Bontlys, Peeples, Millers, Rectors, & Wolfs

Trips just don't get much better than our recent stay in Silverton, Colorado! The weather was perfect-cool nights, temperate days, and even a little wet stuff falling for a spell each evening. It sure was a nice break from

the mid-summer Albuquerque heat! The wildflowers were blooming, scenery was gorgeous.



And the cream pie that Anita brought to the potluck was scrumptious! It was great fun hanging out with the group. The company and conversation around the campfire each evening was the best part. Chuck's storytelling gets better all the time. It was a relaxing, fun trip. The only downside—we had to return home.

Some of us left Albuquerque on Wednesday morning (16 Jul) and arrived at the Mineral Creek Camp Area that afternoon. Others arrived throughout the rest of the week, most camped, some stayed in town. Before the weekend was out, we had a total of 11 vehicles at one time or another. Participants included Chuck & Ethel May Peeples; Glenn & Susan Bontly; Brad, Jeanette, Bradley, & Kelly Opatz; Mark & Joan Wolf, Bobby & Susan Miller; Don & Karen Miller; Preston & Melissa Garner and Jane Bell; Jeff & Lauri Rector; Anita Ransom; and guests Jack & Karen Cutshall and Jeffrey Woodard.



Three Jeeps met at the Silverton Visitor's Center for our 9 am departure on Thursday morning. The trail for the day was Kendall Mountain, which ascended high up above the southern edge of Silverton. The view of the town below and the surrounding area was spectacular!

We explored practically every one of the offshoots on the trail. Along with some mine shafts and associated ruins, we found a 1930's vintage passenger bus (don't ask how they managed to get it up there!). We arrived back into Silverton early afternoon, allowing plenty of time for Glenn & Susan to take the Old Hundred Mine Tour just northeast of town. Several others from our group visited this mine throughout the week. An electric tram takes you 1,100 feet horizontally and 650 feet vertically into this once-operational gold and silver mine. Some of the equipment is still fully operational. Our tour guide, a crusty old miner of years long past, demonstrated how a couple of the pneumatic drills worked. Imagine operating a very large jack hammer in a small closet in your house—that's what it sounded like! All those who did the tour thought it was well worth it!



On Friday, we ran Poughkeepsie Gulch. Located between Silverton and Ouray, Poughkeepsie is one of the more challenging trails in the area—a solid "moderate" by my scale. Near the start of the trail, we stopped to play on a steep ledge climb, which favors long wheelbase vehicles. Of course, Jeff Rector showed us exactly how to tackle this ledge in his CJ-7 (showoff!). Don Miller would have made it also, had his front sway bar been disconnected. Bobby & Susan Miller would have made it also, if only they had a locker! (more on this later). Wolfie didn't even try. Instead, he drove past us, "flapping" his arms, and chanting "chicken on a toilet, chicken on a toilet". So we decided to give Wolfie's "poop-brown" Wagoneer a

new name—I bet you can guess what we named it! :o) Our next challenge was a long climb up a steep loose shale rock slope. Once on top, we came across a "local" in his Jeep YJ. BTW, this is probably a good place to mention that one of our guests, Jeffrey Woodard, was driving his bone-stock GMC Jimmy, with its factory street tires. The YJ driver asked if we knew what was just ahead. "Yes", says Chuck. Are you going OVER IT? "Yes", says Chuck. WITH THAT JIMMY?! "Yes!", says Chuck! *"Then I'm coming with you to watch!"*, said the YJ driver! Well, Jeffrey's Jimmy ended up needing a little help getting up the "easy" side, which was still quite a challenge. Susan Miller almost made it up the "hard" side; if only she had a locker! (do you see a trend developing here?).

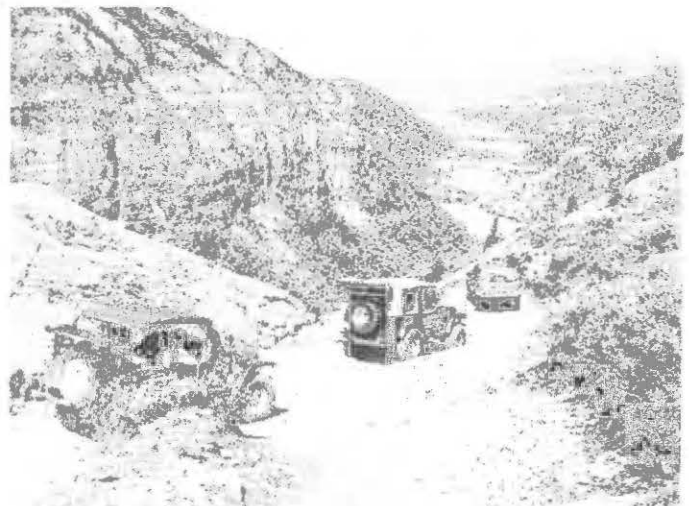


In fact, Jeff Rector even had a bit of trouble on the "hard" side. But as soon as Chuck started to swing a tow strap in front of him, Jeff miraculously found a good line up that ledge!



Towards the end of the trail, we came across a badly crushed and mangled mini pick-up truck; so badly crumpled that we couldn't hardly tell what make it was. I couldn't resist telling Susan Miller that this truck probably didn't have a locker! :o) The Hero of the Day had to be Jeffrey Woodard. Despite the odds against him, being a newbie 4-wheeler in a stock vehicle on a challenging trail, he did extremely well; kept with his game and never lost his cool.

On Saturday, a small group stayed in town for the annual Silverton Arts & Crafts Festival and to stroll through the shops down Main Street. Others went up the Buffalo Boy Tram Trail. Chuck lost his brakes after one of the front steel lines got snagged on his top sway bar disconnect pin. They patched the line and descended the mountain, visited Animas Forks ghost town and Bagley Mill, and then took the loop around Placer and Picayune Gulches. By this time it was raining and icy cold. Preston was having carb problems and Melissa had her opened umbrella wedged up against the door opening in a futile attempt to block the cold, driving rain. Wolfie was riding with Chuck (an oversight on Chuck's part, says Chuck). And then, with total disregard for his fellow off-roaders in their cold wet miserable states, Chuck started rolling up his window! Wolfie "nailed" him by announcing this serious breach of trail etiquette over the CB radio. Mr. Sheriff quickly swung to the left to verify the situation (I see a big fine coming at the next meeting!). Chuck said he's never seen Wolfie laugh so hard! The day ended with everyone gathering back at camp to indulge in a massive potluck dinner. From salads to deserts, and everything in between, no one went hungry that evening.



Because of his ailing brake line, Chuck bowed out of the Sunday ride (what a wuss). So Bobby & Susan Miller led us on the magnificent Black Bear Pass Trail, which is blessed with incredible scenery, an abundance of wildflowers, and a bit of a pucker factor on the aggressive descent into Telluride. It took us longer than expected because of the numerous photo ops we all took advantage of.



In my opinion, the switch-back decent on the north side of the pass wasn't nearly as bad as we had heard. Although the turns are tight (some requiring you to back up), the road is wide and stable. Bridal Veil Falls is visible from several different vantage points along a portion of this trail. I'd bet that it is one of the most photographed places in Colorado (pictured above).

Upon our arrival in Telluride, we had lunch at one of the local sandwich shops. Sort of pricy, but the food was plentiful and tasty. After lunch, we walked up and down the main drag for a bit before exiting to the northwest of town for the Ophir Pass Trail.



Ophir starts out through a heavily wooded area of Aspens. Then it breaks out above the tree line, climbs over the pass, and exits back out on US 550 for the short drive back into Silverton. Once again, our day ended with a good meal and lively conversation with friends around the campfire. I'm not positive, but I seem to remember Susan agreeing to let Bobby install a locker in her Jeep that evening!

There was talk about making this an annual NM4W event. What a great idea! This is an area that everyone can enjoy. Camping at Mineral Creek is free, although there are no formal facilities. However, there are at least 3 private campgrounds and several motels in town. There are also numerous excellent restaurants. All of the trails are "do-able" in a stock vehicle. Some of the shelf roads are a little scary. In fact, it's common for passengers to continually emphasize to their drivers the importance of keeping their eyes on the "road"! The scenery is incredible and the history fascinating. But since we will be hosting the Summer Quarterly 2004 around this time next year, we probably won't be able to make it to Silverton. So be sure to keep your calendar free for the 2nd or 3rd weekend in July of 2005!

Roadless Area Conservation Rule Permanently Frozen

By Carla Boucher, Attorney
United Four Wheel Drive Association

The Federal District Court, District of Wyoming issued a permanent injunction against the Clinton Inventoried Roadless Area Rule, stopping its implementation country wide, based on the courts findings in State of Wyoming v. USDA (U.S. Dept. of Agriculture).

The court found that the Forest Service violated the National Environmental Policy Act (NEPA) and the Wilderness Act. "Our biggest concern with the rule from the start was the creation of de facto wilderness", said Carla Boucher, attorney for United and an authority on the rule. The court determined that a decision to prohibit road construction essentially managed Roadless Areas as if they were Congressionally designated Wilderness. "This case sends a clear message to the agency that decisions that dictate Wilderness management and preclude multiple-use management for areas, not Congressionally designated as Wilderness, will not be tolerated", concluded Boucher.

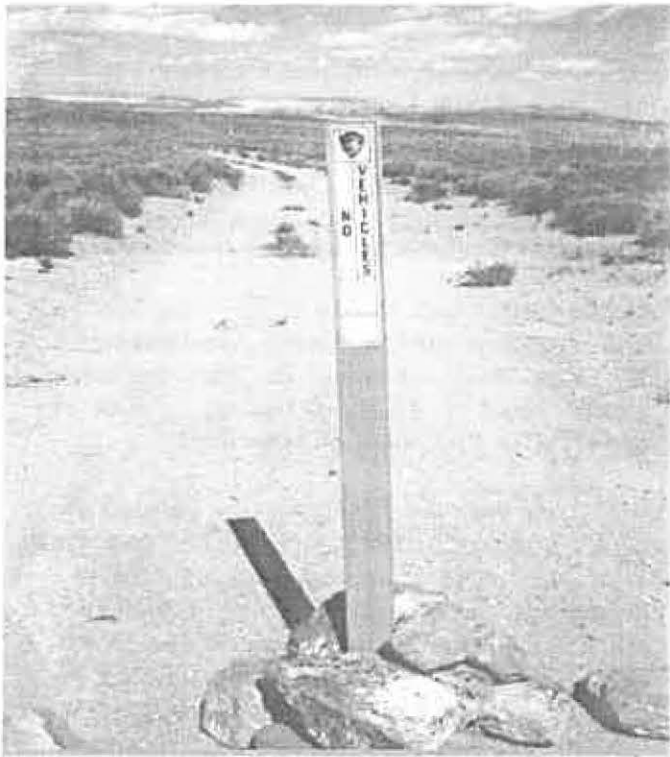
For further information, contact Carla Boucher at (757) 482-4474.

(Editor's note: I'm sure all of you have heard at least one of these sayings: "We are our own worst enemy" and "We have met the enemy, and they are us". Carla's press release above is a "win" for all OHV recreationists, but it is imperative that we continue to do our part in the never ending battle to keep our public lands open for all to enjoy. So pay close attention to this next article, which was originally written by Bob Norton for the Auge's 4x4 101 booklet.

Responsible Four-Wheeling

By Bob Norton

We've all seen the TV commercials showing Sport Utility Vehicles (SUVs) blasting across the landscapes, throwing mud into hikers, spraying rocks, and so on. Is this responsible 4-wheeling? Absolutely not! With the excellent capabilities of our 4WD vehicles and with prudent planning and driving, it's hardly necessary.



It's particularly rewarding for most of us to use out 4x4 vehicles to share with other families and friends remote, scenic, historical, cultural, and other special places. Plus, a little difficulty along the route driven adds to the excitement and adventure. The existing backcountry roads, routes, and trails really ought to remain open for our continued access and use.

Two things are working against keeping many 4x4 roads open as new management plans are being implemented for our public lands. First is the "closurists" agenda promulgated by an extreme minority of citizens. Inappropriately, the "closurists" call themselves environmentalists. But their wish is to greatly expand the elimination of motorized and mechanized recreational users from public lands. The "real" environmentalists and conservationists are the majority of Americans; those that favor a balanced, multiple-use, and environmentally responsible land management approach. The second element working to close roads are some Off-Highway Vehicle (OHV) users themselves! Indiscriminate vehicle tracks that branch off from existing routes are selfish or malicious. Such violations destroy the beauty of an area for all other responsible visitors. Damaged vegetation may take years to recover, perhaps not in your lifetime. Cross-country travel should only take place in appropriate areas designated as open for such use: OHV "play or special use areas".



Land managers for such agencies as the Bureau of Land Management (BLM) and the U.S. Forest Service (USFS) are charged with prudent management of many and varied resources under their jurisdictions. But when faced with increased resource damage due to irresponsible OHV abuse, the land managers now are prone to take the easy way out. And that is to merely limit or close roads and 4x4 trails.

Each of us 4x4 users must take the initiative to ensure that we keep out tire tracks on the existing roadways, plus adhere to proper camping etiquette. Educate our children and our neighbors' children on proper OHV use on public lands. (Such might filter upward to educate a few derelict OHV adults?) We will only be able to stave off significant further restrictions if we, the OHV community, minimize or eliminate abuse. The slogans

of a non-profit organization "TREAD LIGHTLY!" and the "Leave No Trace" program are most appropriate and serve as a guide as to how we should operate our 4-wheel drive vehicles. Drive as slow as necessary to tackle an obstacle. Speed and spinning tires may damage the roadway and may break the vehicle. (Another good deed is to haul out more trash than what you brought in to improve the beauty of our lands.)

Proper backcountry trail etiquette is important to preserve shared-use. 4x4 drivers should yield to all of the following users that are met on the trail, or who are approaching at a faster rate from the rear: motorcycles, ATV's, mountain bikes, hikers, and persons on horseback. When 4-wheeling in desert or dry areas, offer muscle powered recreationists you meet additional water if they need it.

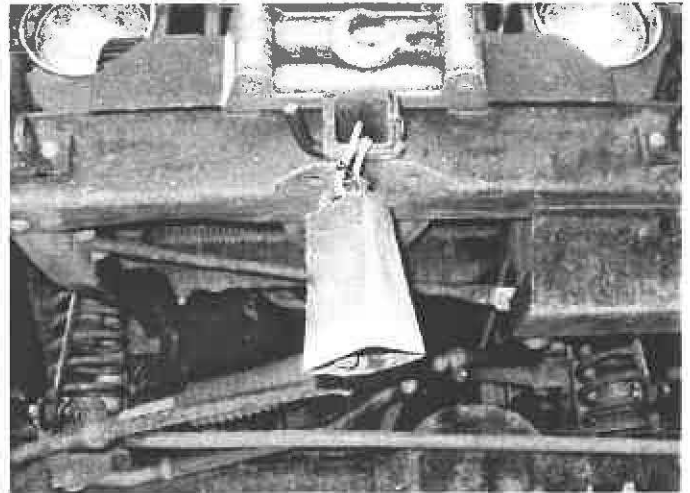


So what can you do as a newcomer (or even a veteran) 4-wheeler? Find out what the BLM and USFS are up to in areas that you like to visit. Let the appropriate Supervisor know that you are interested in traveling backcountry 4x4 routes in areas under their jurisdiction. Get on their mailing list to stay informed of management planning changes that will come up for public review. Write to your Senators and Congresspersons to support OHV use on public lands when major policy changes are proposed by Federal land management agencies. Join an active 4x4 club, such as the NM 4-Wheelers. Perhaps join other organizations, such as the "Blue Ribbon Coalition" or join Internet land access mailing lists to become better informed of current issues. Keep in mind, it's up to each of us to do our part to insure future access on backcountry roads that provide so much satisfaction for our families and friends. It's important to involved and informed in land management issues. But above all, recreate with your 4x4 vehicle in an environmentally responsible manner.

The Cowbell Award

By Glenn Bontly

For those of you who are relatively new to the NM 4-Wheelers, we have a cherished tradition within our club known as the "The Cowbell Award". This timeless treasure, appropriately displayed upon your vehicle, serves to alert other fellow 4-wheelers that you do not always make the best decisions in your off-road escapades and as a result, *might could us some responsible adult supervision!*



I am humbled to say that my Jeep has proudly worn the cowbell ever since this great honor was bestowed upon me back in January of this year. As a result, my fellow "Jeepers" have given me lots of needed TLC--others just give me funny looks. :o) I've heeded their advice and have changed my "evil 4-wheelin' ways!"

Actually, someone else finally did something dumb!

The date was July 13, 2003. We were deep into the clutches of the treacherous Tank Trap Trail. Mike Blohm was giving it his all in his "3-shock" Rubicon. Mike claims that removing one shock will greatly enhance your rear axle articulation.

What Mike failed to consider is that the shocks also hold the springs in place! While all twisted up on a large bolder, we heard the distinctive "TWANG" of Mike's rear spring dropping out of his Jeep and onto the rocks. What follows is the gruesome evidence (viewer discretion is advised--may not be suitable for 4-wheelers with weak stomachs):



Mike's "3-shock" set-up
Note the superior axle droop in Mike's "system"



Hey Dude, where's my spring?!



For Sale



Jeep YJ Rocker Panel Guards: One set of Durango off road rocker guards for sale. They are 3/16 steel powder coated Black and fit any year YJ without a body lift. They have minor wear and tear and come with all mounting hardware, \$160 OBO. Call Brandon at 505-994-8365 or e-mail rticul8_94yj@msn.com.

For a Jeep CJ-7: 2.5" lift kit and shocks, \$100. Call Preston at 505-286-4352 or cell 269-3350.

Brand New Tires: Set of five (5) 37x12.5x17 Goodyear MT/R's. They are brand new, never been on the ground, \$1000. Call Mark at 794-0899 or 891-0296, or e-mail mark.r.werkmeister@intel.com.

Jeep TJ Stuff: Front Dana 30 TJ housing with all associated TJ bracketry, use these brackets to build your own front end, \$100; Stock Front Axles for Dana 30 TJ, Great for Spares, \$75; Rancho 9000 In-Cab Remote Control, \$90; Dana 30 Differential Guard, \$50; TJ Steel Horse Rocker Guards with side steps, \$150; NV231 Slip Yoke Eliminator Kit, complete, bearings installed, gears and snap rings installed, ready to go, speedo gear, new NV231 oil pump, misc. NV231 parts, \$250; Heavy Duty Chain Binders (2) for Trailer Tie-Downs, \$40. Contact Brad at hueyci@earthlink.net.

Warn Internal Hub Kit for Jeep CJ: Complete and brand new in the box (I decided not to use it); \$225. Call Mark Wolf at 505-856-8539 or e-mail aesthchln@earthlink.net.

1985 Jeep CJ-7 Parts: Holley fuel injection, \$150; T-4 transmission, \$30; T-5 transmission, \$50; power steering pump box & brackets, \$75; 2" greasable front shackles, \$20; 2.5" heavy-duty extended rear shackles, \$10; gauges, bump stops, skid plates, driver's side canvas door, \$\$-cheap. Call Ken O'Niell at 505-890-0927 or 836-7239.

**For more Classified Ads,
 please visit our web site at
www.nm4w.org/wanted-for_sale.htm.**

Club Notes

Aluminum Cans: Our club saves and recycles aluminum cans. Money from the sale of cans goes into our club treasury. Please bring your aluminum cans to each meeting, and somebody will take them to the recycling center.

To Our Guests: If you attend a club meeting or event and provide us with your mailing address, we will send you three complimentary issues of *Trail Tales*. If you provide us with an e-mail address, you will also be added to the guest e-mail list. If you are interested in becoming a member of the New Mexico 4-Wheelers, please contact one of our officers for membership requirements, or visit our web site at www.nm4w.org/join-the-club.htm.

Trail Tales on the Web Site: In a continuing effort help save natural resources and to control costs, you are encouraged to read the Trail Tales newsletter on the Club Web Site in lieu of receiving a hard copy in the mail. Around the first of each month, the current issue of Trail Tales is posted at www.nm4w.org/newsletters.htm and an e-mail notification is sent to all club members. In addition, a minimum of 2 years of back issues of our newsletter is also available on the web site. So if you want to help "save some trees", please send an e-mail to TrailTales@nm4w.org stating that you do not need to receive the hard copy of the newsletter. Thanks for your participation in this program.

Submission Due Date: The *Trail Tales* is published on the first of each month. Submissions for each issue must be *received* by the Editor not later than the **25th of the prior month**. Submissions can be sent to TrailTales@nm4w.org, or Trail Tales, 21 Rattlesnake Ridge, Tijeras, NM 87059.

NM4W Officers

President Leon Duggar 286-8136 lduggar@msn.com	Vice-President Jeff Rector 228-6547 jeeps4us8495@yahoo.com	Secretary Don Miller 892-3925 djm@thuntek.net
Treasurer Susan Miller 771-8022 tiggersjeep@msn.com	Program Chairman Rich Capener 899-2367 red55jedi@yahoo.com	Historian Bobby Miller 771-8022 tiggersjeep@msn.com
Trip Chairman Chuck Peeples 866-1185 chuckpeepl@aol.com	Environmental Affairs Bob Norton 281-5315 n5epa@flash.net	SWFWDA Delegate "Your Name Here" Please Volunteer!

Schedule of Events

Date:	Event:	Information:	Contact:
Aug 1-2	SWFWDA Summer Quarterly	Avalanche Ranch OHV Area in the SE Colorado. Trails from "mild to wild".	Rock Garden Four Wheelers
Aug 9	Club Meeting	Potluck starts at 5 pm. Bring a dish to share, your lawn chair, and eating utensils.	C & EM Peeples 866-1185
Aug 16-17	Gallup Campout and Trail Ride	Camping at the "Wildlife Building". Trail easy to moderate. Cookout Saturday evening.	Mark Wolf 856-8539
Sep 6-7	Mt Blanca Trip	Stay tuned for more details.	M. Werkmeister
Sep 13	Club Meeting	Potluck starts at 5 pm. Bring a dish to share, your lawn chair, and eating utensils.	B & S Miller 350-1959
Sep 14	Cedro Peak Trail	Meet at 9 am at the Cibola Ranger Station on Hwy 337 (South 14) about a mile south of Tijeras	Glenn Bontly 286-4851
Sep 26-27	Red River Trip	Free camping in Red River, free fishing on 27 th , scenic (& free) trail rides (rated easy).	Tom Hurt 994-2515
Oct 9	Club Meeting	7 pm at Heights Cumberland Presbyterian Church near Academy and Moon, just east of Wyoming	Leon Duggar 286-8136
Oct 9-12	Hole in the Rock Trip	Travel to Utah on Thursday, trail ride "in" on Friday, back "out" on Saturday, home on Sunday	Chuck Peeples 866-1185
Oct 25-26	Caballo Lake Trip	Camping at the Riverside Camp Area (great bath houses!), trail ride on Saturday, home on Sunday	Mark Wolf 856-8539

Trail Tales
21 Rattlesnake Ridge
Tijeras, NM 87059-7440





Trail Tales



Sep 1, 2003

The Official Newsletter of the New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

From August 9, 2003

by Marcia Duggar



Leon Duggar called the meeting to order at 6:10 p.m. and asked for a motion to accept the minutes from the last meeting. Motion was made and passed.

Members Present: Leon and Marcia Duggar, Jeff and Lauri Rector, Anita Ransom, Susan and Bobby Miller, Sandra Ellaneous, Joan and Mark Wolf, Chris and Stephyn Johnson, Ed and Lyn Kausche, Glenn and Susan Bontly, Jason and Sara Lavy, Paul-Baptiste and Eveliina Baca, Tom Hurt, David Trappett and Julie Patterson, Rich Capener, Ryan Romero, Bob Norton, Bob Telepak, Preston and Melissa Garner, Ron Hyman, and Susan Probst.

Guests: The guest list included Corey and Chad Ford (Ford Explorer), Adam Collins (TJ), John Orban (TJ), Joseph Abbate (Wrangler AND Early Bronco), Shawn Kelso (CJ-5), Carlos Tanner (Wrangler and Grand Cherokee), Tommy Thomas, Robert Juarez (88 Wrangler), Bill & Marie Cline (TJ Wrangler), Kristy Ohnesorg (TJ), Greg Hill (Sandra Ellaneous' "sweetie"), Jack Cutshall, Scott Liesener, and Tim Romero.

The Treasurer, Susan Miller reported that we had money in the bank to the tune of \$2,879.54 plus \$200-\$300 in dues not deposited yet.

Trip Chairman, Chuck Peeples, asked Jeff Rector to report on the Tank Trap trail. Jeff said they had a good turnout and minimal U-turns. Glenn Bontly reported that the Silverton, CO trip went exceedingly well. They had 8-10 families each day with a campfire each night and a little rain. Newcomer Jeffrey Woodard made it through Poughkeepsie Gulch in a stock vehicle with only a little help. Glenn also reported on the SWFWDA Summer Quarterly event at Avalanche Ranch, CO. Glenn said the club was well represented. They had short trails but hard obstacles. Future trips include

Gallup with Jeeps West, August 16 - 17, led by Mark Wolf. Mark instructed us to bring a side dish or dessert. Jeeps West is hosting a cookout for this event so strong attendance is encouraged. Sept 6 will be the annual Mt. Blanca run, with Mark Wolf as lead. This is a hard trail with variable weather conditions. Red River is Sept 26-28 led by Tom Hurt, an easy run. Meet at 9 a.m. in the city park on Mallette Creed Road. Runs are undecided but Saturday is Free Fishing Day, no license required. Hole in the Rock, UT is October 9-12 led by Chuck Peeples, near Halls Crossing. This is not a hard-core trail but if your vehicle does not have lockers, you will need a strap at a few spots. It is an extremely historic and fun trail. Caballo Lake is October 25, led by Mark Wolf. This is a moderate-to-hard trail along old mining and stagecoach routes, including scenic Palomas Gap. We will be camping at the riverside camp area, at the south end of the lake with the usual potluck. Also mentioned was a local run September 14 up Cedro Peak led by Glenn Bontly. Meet at the Cibolo Ranger Station on South 14 (Hwy 337) at 9:00, easy-to-moderate trail. Bob Telepak added that he will be doing the Rubicon trail in California October 6-10 and will join the Hole in the Rock trail group if he is back in time and "not broke". Chuck said that he needs trail runs to put on the schedule. See Glenn's website at www.webejeepin.com/Trails_NM.htm for maps of trails in the area; Glenn offered to assist on any trail that he has posted the map for. Leon Duggar offered to lead a trip to Cimarron Mesa October 4-5. Meet at the Freightliner Dealership on the north side of I-40 at the Paseo de Volcan exit (# 149) at 8:00 am. This will be an overnight trail building and camp-out. Chuck restated that the club does not permit alcohol on the trail or on the highway.

Vice President Jeff Rector explained the point system. Then he levied several fines as follows. Tank Trap trail: Jeff Rector for environmental damage (something leaking) - 25 cents, and Mike Blohm for a lost rear coil and lost valve caps (again) - 50 cents. Silverton: Mark Wolf, flat tire - 25 cents, Chuck Peeples, brake line with union fitting, sway bar rubbed and the fitting came apart, environmental damage from brake fluid, 50 cents, Jeff Rector, environmental damage, 25 cents, Preston Garner,

no CB, 25 cents. Avalanche Ranch: Ralph Schultz, attempted murder with exploding U-joint, rag joint, winched off obstacle, fan through radiator and therefore environmental damage to top it all off, \$1.25, Glenn, lockers weren't working—forgot to reconnect ground wire, 25 cents, Mike Blohm's friend Robbie, the electrical engineering student, 25 cents for not asking Glenn "Is it grounded?", Keith in his Uni-mog, also lockers not working, 25 cents, and Jeff, you guessed it, environmental damage, 25 cents. Chuck was also fined for giving Jeff defective springs, and Leon, avid Bronco fanatic, was fined for being winched by a Jeep, 25 cents.

Environmental Affairs Director Bob Norton reported that the Moab Monticello Resource Management plan scoping is ongoing through December 30. He has contact info for getting input in and it is also on www.4x4now.com. The Blue Ribbon Coalition has filed petitions asking the US Supreme Court to clarify the functions of the local agencies. Since the eco-extremists are suing local agencies so often they are micro-managing them by tying them up in court. The question that the Blue Ribbon Coalition has asked is, does the district court manage the public land or does the local agency manage it?

Acting SWFWDA Delegate Marcia Duggar reported that our proposal to host the 2004 Summer Quarterly event was accepted at the Avalanche Ranch meeting. There was a committee formed to review the SOPs and By-Laws of SWFWDA and to propose modifications to same, headed by her and a few others. They will be looking at the quorum issue first and how to conduct business more often and how to allow new clubs in without running into the quorum obstacle. The SWFWDA website is being redesigned and should launch in August. The site will offer branded merchandise and will enable clubs to update their own rosters and info. An update was given on the Robledo lawsuit. The government recently met with our side and offered other trails if we agreed to closure of the original trails. SWFWDA declined and that has put us in a stalemate with the government. We are expecting a January 2004 court date. Of interest, a new club from Albuquerque was voted into SWFWDA, High Desert Rovers. New SWFWDA officers included our own Leon Duggar as Events Chairman, James Clarke as President, Joe Johnson as Vice President, Jerry Ward as Treasurer, Clint Strapp as Secretary, and Rowena Archer as Membership Secretary. Rowena has graciously agreed to one more year (her ninth) but has warned us to find a replacement. When James Clarke was questioned about dues possibly being raised to help out with the legal costs of the Robledo lawsuit, James firmly

announced that dues would not be raised until the organization was "mended" because it is "broken" now and needs mending. He also pointed out that land use funds are kept separate from the general funds, which dues are used for.

Program Chairman Rich Capener reported that a T-shirt order is in the works. He has gotten quotes from Zia Graphics for a navy or blue short-sleeved shirt with the logo on the back in negative (no color). Contact him to order one.

The first item of **Old Business** was Chuck's mention of Robert Auge's thanks for being made an honorary member, followed by discussion of the 2004 Summer Quarterly. He said he had no details on Fairplay, CO, but had some info on the Taylor Park, CO area west of Buena Vista and east of Gunnison. It has been used by the FMCA 4-Wheelers in the past (Family Motor Coach Association). There is a café and gas pumps, and cabins for rent. Trails in the area range from easy to hard. He is waiting for more info on this area.

Bob Norton is attending the SWFWDA Fall Quarterly in Clayton, OK and will represent the club there as SWFWDA Delegate.

Marcia reported that the committee that was formed at the last meeting to propose an amendment to the Standard Operating Procedures (SOP) with regards to reimbursement of registration fee to the SWFWDA Delegate has agreed on the wording and will report the proposed changes at the next meeting.

Marcia also reported that the second banner should be completed next week.

Under the heading of **New Business**, Bob Telepak asked the club to adopt a trail in Utah. The trail is called "Behind the Reef" and is the entrance to the southern end of the San Rafael Swell area. The club would commit to four workdays per year. It was moved, voted, and passed that Bob propose to the Pryce BLM agency that we adopt the trail.

Marcia mentioned the possibility of some joint runs with San Antonio Jeep Exclusive in the Big Bend, Texas area, and also with the Sandia Jeep Club. Big Bend would be Easter 2004. Contact her if interested.

Glenn Bontly proposed that the "Cowbell" be award to one of two nominees, Ralph Schultz or Mike Blohm. Mike wins for the biggest degree of human error.

Joe Abbate was voted in as the latest addition to the club's roster.

Historian Bobby Miller said he is starting a new book so please get photos to him.

The raffle pot totaled \$57, and the winning half went to Mark Wolf.

Member Spotlight: Preston & Melissa Garner

By Joan Wolf

Melissa and Preston are reunited high school sweethearts who now enjoy four-wheeling together. I know all you guys are saying "isn't that sweet?" Yes, it is, and you'll just have to keep reading to get to the gearhead stuff.



Melissa was in 6th grade when she and her Mom (Club Member and Greeter, Jane Bell) moved next door to Preston's family in Tulsa, OK. Melissa and Preston became friends during their growing-up years, but went separate ways after high school when Melissa moved back to her native New Mexico and Preston stayed in Tulsa. Then ten years ago they reunited in Albuquerque, married, and recently celebrated their tenth wedding anniversary.

The Garner's joined NM4W three years ago after learning about the club via an article by Mark Werkmeister in the 4WD & Sport Utility magazine. Don Miller was the first officer to respond to their inquiry for more info about NM4W. Fittingly, the first meeting they attended was at Mark and Deb Werkmeister's house, and their first run was led by Don Miller.

The Garners have owned their 1983 CJ-7 for three years. After some modifications, it features a 4" lift with a 3" body lift, Rancho RS5000 shocks, a 283 Chevy engine, Moser one-piece axle, 33" tires, and a WIP (work-in-progress) winch that was a freebie. Preston is getting used to the Lockrite rear locker that he bought from Robert Clark before Robert moved to California. Preston's wish list includes "buttons" (i.e., ARBs), a Rock Gear retractable top, new seats, and fuel injection.



The CJ may become a "Bessie" Jeep for Melissa and Jane when Preston retrieves a "built" 1973 Bronco from Oklahoma. After giving Pat Brady "Bronco" grief for three years, Preston says he is ready to eat crow when he becomes a Bronco owner!

Preston supports his hobby by working at Frank's Supply where he rents construction supply equipment ranging from lawn mowers to scaffolding to backhoes. After many years as a long-distance truck driver, Preston appreciates the 8-to-5, Monday thru Friday schedule. His truck driving took him to all of the lower 48 states. Melissa joined him on the road for a year and enjoyed seeing the countryside and being together 24/7. But after awhile she was ready to settle down again and pursue her career goals.

Melissa has 16 years experience in business administration and computers. She was recently laid off from her position as office administrator for a waste

management firm. She's taking this opportunity to find a position in human resources (her first choice) or entry level management. She has a Bachelor of Science degree from Oklahoma State University-Stillwater and recently earned her Master's degree from Webster University. So, if you know of any good jobs, drop Melissa a line at cj7garner@msn.com.

In their spare time, the Garners do yard work at their five-acre spread in Edgewood. They have no regrets about buying a house in the East Mountains even though their work takes them to Albuquerque daily. Preston says, "Wild horses couldn't drag me back to town." They've planted shrubs, grass, and a vegetable garden. Future home projects include a greenhouse and a shop/garage for vehicles/projects.

They stay involved with Preston's daughters Kari, age 16, and Kyndra, age 13, who live in Tulsa. Closer to home, they try to keep up with their three dogs: Jewell, Brooke, and McKenzie. Melissa enjoys spending time with her mom and her 89-year-young Grandma, Margie. She also likes scrapbooking.

The Garners have led runs in the Jemez Mountains and spearheaded the club's first participation in Adopt-A-Family this past Christmas. After taking the initiative to find a family through the Salvation Army, Melissa and Mary Thompson sponsored a Pampered Chef fundraiser. Melissa also encouraged club members to donate canned goods, money, and gifts for the family. She made sure that the family's entire wish list was fulfilled. The young boy in the family even got his request for a remote-control 4WD vehicle! Needless to say, the family was extremely touched by the NM4Wers' generosity.

Their first club run was Bland Canyon in the Jemez Mountains led by Don Miller. They kept up in their then-stock Jeep and Bland Canyon remains a favorite. Future runs they want to make in either the new Bronco or the CJ-7 are Mt. Blanca, and Black Bear Pass near Silverton.

The Garners enjoy the socialization aspect of NM4W, especially the laid-back atmosphere of the summer meetings at members' homes. They participated in their first "club overnighter" at the July 2003 Silverton event. They liked the run to Buffalo Boy Mine and remained good sports even after a cold afternoon rain shower nearly froze Melissa and Jane in the open Jeep. Melissa kept everything in perspective about the Silverton trip, "Ethel May makes the best coffee and we even had *ice cream* when camping!"



President's Report

By Leon Duggar

So much has happened in the past month. The club voted to adopt a trail in Utah. A few of us had a lot of fun at the Avalanche Ranch event. From what I hear, the Silverton run was big fun. And Marcia tells me that the Gallup ride with Jeeps West was exceedingly well put on (despite the fact that she didn't bring me any leftovers from the dinner they cooked, OR the breakfast). I am looking forward to runs at Cedro Peak, Cimarron Mesa, Hole in the Rock, and Red River. Make plans; space is filling up quickly for these exclusive events! Our club really does benefit from a wealth of knowledge about wheeling in the region, and it's great when you can take advantage of that.

Looking further down the road we will need volunteers for the SWFWDA Summer Quarterly. This is another chance to glean knowledge about the trails in southern Colorado from those that have "been there, done that" (Ralph/Rich/Jeff, try not to break anything!). Speaking of Jeff, I've got a box of diapers with your name on it. What size does that Jeep use?!

Best wishes to "Robert and Doreen plus 4" as they move to California. Thanks again for the shirt. I'm feeling like Tom Selleck from Magnum P.I. every time I put it on. See you at the next meeting.

SWFWDA Summer Quarterly at Avalanche Ranch

By Glenn Bontly

This year's SWFWDA Summer Quarterly event was hosted by the Rock Garden 4-Wheelers on 1 - 2 August at the Avalanche OHV Ranch, which literally lies on the border of New Mexico and Colorado, about 20 miles southeast of Durango. Wanting to get the absolute most out of the weekend, three Jeeps from the New Mexico 4-Wheelers arrived at the Ranch mid-afternoon on Thursday. Upon our arrival, no one was there! And I mean No One! Even the Ranch Managers, Steve & Jen Roumore, were out and about getting things ready for the weekend's events. Upon their return a short time later, we registered for camping and went to set up in our sites. The Ranch currently has a dozen or so "dry" camp sites nestled in the trees. They have plans to expand their camping facilities in the future, to include adding

“hook-ups”. But for now, they are still concentrating on building trails. All we did that evening was to cook our dinner and enjoy each other’s company around the campfire.

Friday morning, we got over to the registration table early in order to sign up for trails before all the “good ones” were taken. As it turns out, there were only about six vehicles present (all from the NM4-Wheelers, BTW), of the whopping 20-something that had pre-registered for the event. I’ve never attended a Spring or Fall Quarterly, so I don’t know what the typical attendance is. But this was by far the poorest showing for a Summer Quarterly in the 4 years that I’ve been attending! At least we didn’t have a problem getting the trails of our choice! In fact, you can easily ride a majority of the trails on the Ranch in a single day, which we did. One of those NM4-Wheelers in attendance was Keith Chapin; this was the first outing with his Unimog.



While at a rest stop on the trail, Kate commented to me that the ‘mog was WAY more roomy than the Suzi!



Not long after we hit the first trail of the day, I realized that my lockers weren’t working. Having returned to camp mid-afternoon, I decided to do some troubleshooting instead of going out again. To make a long story short, I disassembled a significant portion of my Jeep (at least it seemed that way to me). As it turns out, I had recently done some work under my hood and had failed to reconnect the ground wire! Notwithstanding, I blame Mike Blohm’s ROTC buddy, Robbie for not being able to go trail riding that afternoon. Robbie is a Senior at Embry Riddle University, studying Electrical Engineering. Robbie should have *immediately* recommended that I check the ground wire! That’s basic electronics, for crying out loud! I’m sure glad Sheriff Rector gave him a fine! This was also the day that Ralph tried to “kill” us by blowing up one of his U-joints! He and Leon spend their lunch hour replacing the left front axle, while the rest of us watched and ate, in true NM4W fashion.



Meanwhile, Jeff played on some big rocks.



After an hour and Jeff still hadn’t made it over the rocks, we recommended he try again another day. But not

before he bent his left rear leaf spring. The one that Chuck had just "sold" to him (for free). Hey Jeff, did you get a warranty on that spring!?

Saturday morning, the SW Quarterly Meeting was conducted under the big tent. Despite the low turnout for the overall event, there was actually a quorum present for the meeting. After the morning's business, we set out to do some more trail riding. As an added attraction, we got the opportunity to watch the Women's Pro-Rock Competition on the Side Winder trail throughout the day. This was my first experience with such an event. I couldn't help but to notice that many of the male spotters (likely boyfriends or husbands) often lost patience with their female counterparts in the cockpit. Between the pressure from their spotters, the challenges of the course itself, and the constant presence of spectators, many of the ladies were visibly stressed, to say the least. Seems to me like this would take much of the fun out of "Jeeping", but I guess others thrive under these conditions. Nonetheless, I enjoyed my afternoon watching the action.

The weather was pretty hot each day. Unlike the high mountains of Colorado, the Ranch is situated at only 6,600 feet in elevation. Luckily for us, it cooled off nicely in the evenings. An hour or so before dinner on Saturday, however, it began to rain. What made this situation worse was the fact that we were out on the trail, with a very broken Bronco! BTW, that would be Ralph again. Hey Ralph, did Pat give you a warranty on that thing?



Anyway, we managed to extract Ralph and his crippled steed from their rocky perch and towed them back to camp without further incident. The rain made a terrific mess with the mud. We had dinner outside, under the big tent, and many of us were cold and wet (and muddy).

But the food was plentiful and very tasty. They even offered us "seconds"; and our hosts provided us with homemade desert! I was stuffed! The raffle immediately followed dinner. A benefit of the small turnout was that everything flowed very smoothly throughout the weekend. Instead of having to follow a strict schedule, we just started each activity when everyone was ready. After one last night around our campfire, we headed for home Sunday morning. It was a very relaxing weekend. The trails were fun, really fun. And as always, the company and camaraderie was terrific!

Zuni Mountains Run with Jeeps West of Gallup

By Mark Wolf

Saturday, August 16th saw 10 vehicles from the NM4W group gather at the John T. Smith Wildlife Building in the Zuni Mountains for some unbelievable fun and food. Members attending were: Marcia Duggar, Anita Ransom, Lauri & Jeff Rector, Donna and Frank Whiston, Ethel May and Chuck Peeples, Susan and Bobby Miller, Joe Abbate and friend Will Reutzel, Glenn Bontly, Joan and myself, and guest Kristy Ohnesorg (driving a TJ - with enough points now to join!). All of us gathered Friday evening with the Rectors arriving latest. After a little conversation those of us who arrived late were in bed by 10:30PM. Most of the others had gone to bed about 9:00PM when a light rain shower had chased them to their motorhomes/campers. The night sky was filled with stars when I crawled in bed and it was wonderfully cool for a change!



no pick-up

The next morning at about 6:30AM, some Yahoo (from the NM4W group) started beating a pan with a steel spoon yelling "Breakfast is ready"!! No one expected this, so few were actually ready when he started yelling. We got up to a breakfast that was unbelievable! Hot bacon, eggs, coffee, pancakes, orange juice, milk, and sausage! Wow! This is going to be a great weekend!

However, there was a slight infraction made by one of our members. Something about an outdoor outhouse (without walls!) that was located next to a "proposed" utility hookup. I hope Sheriff Rector caught that "red tag" violation.



After everyone had their fill of the great meal, we all lined up for a great and scenic trail run that lasted all day. Jim Todt (and friend Shelly Kassmeir), the Trail Leader, took us on a trail that was very scenic and very fun. The Jeeps West group had a total of 8 vehicles starting out and most all of them followed our group. They were a great bunch to wheel with. Jim took us east of County Road 50 for about 3 miles and then turned on this Forest Road that led to a rock-pile hill and some deep ruts. Kristy got a little sideways and slightly detained for a brief moment, but freed herself and was ecstatic at her abilities! She said that was a challenge for her driving skills and she did fine!

As most appeared at the top of the hill, a call came from the CB that some of the Jeeps West people were having trouble. It seems that the one and only YJ had both of his driveshafts turning, BUT none of his wheels turning! Oops! That don't sound good. They towed him to the top of the hill and temporarily abandoned his vehicle for a later rescue. Meanwhile, let's get on with it! Oops! Another vehicle had carburetor problems. Seems it was running rich and coughing a lot. They finally got it running and he made it without help. Like most of us

have found out, carburetors are rotten for this sport! (OK! Maybe we're just spoiled by Fuel Injection!)

We then turned onto another Forest Road (503) and headed towards Foster Canyon. It was a beautiful canyon with a really neat road leading down into it. The old "S-H Waggy" tried to burn down again, but after disconnecting the wiring harness leading to the turn signals, everything was fine. The road was lined with trees and rocks, with aspen trees appearing in the bottom. Tight turns awaited us as we negotiated the canyon bottom. However, we all came through unscathed and finally made it to our lunch spot. It was labeled "Cadillac Pond" as there was an old Cadillac shell setting there from the 1910-1919 era. (Ed.—I wasn't sure exactly what type of car it was, but I'm positive it didn't have a locker!) The lunch spot was great as there were cows and old cabins around. After lunch, a few people went over to play on some ledges. Mostly "big dogs" played, but there was Marcia with her very slightly modified XJ in line to do what the rest of the expensive rigs were trying. She went up the first ledge on the first try and surprised all of them! Glenn bent a lower control arm and a tie rod while trying. The ladies said he didn't make it because he refused one of Anita's homemade oatmeal cookies for lunch! And Jeff...well, let's just say he needs to keep paying "environmental damage" charges until he gets the leaks fixed. Frank Whiston also tried his Bronco and left some paint of the rocks (Well...it sure wasn't on his fender and rocker panel anymore!), but no major damage. After about an hour or so of this fun, we headed out again to finish the trail.

We went by "Gold Fish Pond", but it was starting to rain and the weather was a little chilly. We all got out, but returned to the vehicles quickly and got going again. The next thing we know, there's a call that Marcia is turning off the trail and everyone's afraid she'll get lost. They call to her over the CB to return to the trail, but the temptation is too strong. Right there along the trail is another branch road that had a large mud puddle in it and her Pennsylvania blood couldn't resist. After a couple of blasts through the puddle, she got back in line with a big smile on her face. However, at every puddle that girl came to she had to blast through to splash as much mud and water as possible. Maybe there are rednecks in Pennsylvania! Her Dad ought to be proud!

We finally made it back to camp about 3:30 PM and the fixins were started. The Jeeps West hospitality was awesome! Those folks had hamburgers (handmade patties), hotdogs, potato salad, coleslaw, green chili/chicken stew, three kinds of beans, and carrot cake

for dinner. The NM4W group placed their potluck plates at the table and there was more than enough food for everyone. They even had bottled water and cold soda pop available through the weekend for everyone to help themselves. This meal was unbelievable! We were overwhelmed! Anita made one of her famous desserts and it was more than delicious!

While the Jeeps West group was fixing dinner, here came a local band playing guitars, harmonica, banjo, and bass guitar! This took it over the top! We were flabbergasted! We never expected this kind of hospitality! It was awesome! But wait, it wasn't over! Out came some prizes donated by both local sponsors and the Jeeps West Club! Raffle tickets were handed out free and everyone got two tickets. Several of us won something. I don't know what to say! (Wolfie without something to say?! You're kidding!) I love going to places I've never been before, and the Zuni Mountains are truly beautiful!

If you missed this run, you missed an opportunity of a lifetime! We cannot even begin to thank the Jeeps West Club enough for their hospitality. I am truly humbled by their excellent treatment of guests! This, folks, is what four wheeling camaraderie is all about! I just hope we can show them what we're capable of when it comes our turn! There was mention this should turn into an annual event and much agreement was expressed. Hopefully, our Trip Leader will begin to set this up for next year! Thanks again to the Jeeps West members and to all who came on behalf of the New Mexico 4 Wheelers! For those who missed out, next time believe me when I say this is going to be a "big deal" and we need a good showing.



From the Office of the Director of Environmental Affairs

Bob Norton

Congress is at recess now, so many of the politicians are busy meeting their constituents at various meetings and outings. If you get a chance to participate at any of these meetings, let them know how much motorized recreational access on public lands means to you and your family.

The act that addresses Healthy Forests is on hold until Congress convenes again.

<http://agriculture.house.gov/h.r.1904sec-by-sec.pdf>



The President and many in the House of Representatives have endorsed this legislation . . . the Senate holds the final important "hand" as to its adoption, I am certain. (Unfortunately, support for-or-against tends to follow Party lines, including our own New Mexico members of Congress.) As the West has been under such onslaughts by wildfires the past couple/three years, you can perhaps understand why those of us that live and recreate in rural areas in or near expanses of forests are concerned about forest health and prudent thinning, harvesting, and maintenance. As motorized recreationists, this act is critically important to us. Not that it would open up vast new areas for our use (as that is unlikely), but that it would be very instrumental in keeping open the existing routes in the back-country that we so much enjoy. Alas these, the existing routes that we have been seeing closed, en-masse in recent times.



As one of the members of the New Mexico 4-Wheelers that has visited the Behind the Reef Road in the San Rafael Swell in Utah a number of times, I am very pleased that our club has agreed to ask the BLM that we be allowed to "Adopt" this trail. Muchos Gracias!!!

The photos herein show the section of the trail that requires annual maintenance due to erosion, some results of a past work project, 'wheeling up the spectacularly scenic trail, and some of the incredible rock formations observed further along this trail. Perhaps many of you can participate in a future "club" run to this fantastic region.

Note the balanced rock in front of and to the left of my Cherokee in the picture below. Well, this is adjacent to the start of the Little Wild Horse Trail, of which is now temporarily (?) closed by the BLM.



It just happens that my very own Ford F-150, with camper, spent over a week parked in the pull out just beyond . . . something to do with loosing keys (without spares) in Little Wild Horse Canyon!!! Oh, and this was followed by being stopped by the Utah Highway Patrol

in Dr. Bob's overloaded CJ-5 (because of me and MY STUFF) after dark on the return to Moab. (An opportunity to warm up, actually. Do all CJ's have a permanently OPEN vent on the passenger side that pipes arctic air inward?) So while the officer was not appreciative of being blinded by the bright lights, he was relieved that the driver was not DUI, and perhaps amused by our predicament in fact.

The return trip days later to recover the stranded pick-up truck did not fare much better as the front radius arm snapped while trying to negotiate the infamous "Ber Rock" that had nearly pinched off the Behind the Reef Trail at one time. Ahh, the stories to tell . . . perhaps with Dr. Bob and myself around a NM4W's campfire someday!!!



Best Regards and Happy 4-Wheeling!



Spare tire: I'm in need of a decent used 33X12.50X15 tire for another spare. Seems the ole "Poop brown" Waggy is hard on tires when I go wheelin. Two spares are required. I have a wheel, just need a tire. Let me know if you have what I need. Call Mark Wolf at 505-856-8539 or e-mail aesthchln@earthlink.net.

Bucket seats, preferably from a Toyota truck or 4-Runner. Contact Jason Martinez at 505-892-9411 or e-mail jayromi@msn.com.

For Jeep YJ: Passenger side front spring plate and U-bolt. Contact Bill Jacobs at wriacobs@aol.com.



Dana 30 Gears: I have a good set of 3.73 gears for a standard rotation Dana 30 axle for sale. I'll take \$75. Call Mark Wolf at 505-856-8539 or e-mail aesthchln@earthlink.net.

Miscellaneous Stuff: Rollaway toolbox \$100, Dana 44 front and rear axles \$400 for both, NP203 T-case \$100, Full size Chevy fender flares (4) \$100. For pics and more information, click on <http://mywebpages.comcast.net/brian4x4/forsale/forsaleindex.html>. Contact Brian at 505-255-4155 or email brian4x4@comcast.net.

For a Jeep CJ-7: 2.5" lift kit and shocks, \$100. Call Preston at 505-286-4352 or cell 269-3350.

Brand New Tires: Set of five (5) 37x12.5x17 Goodyear MT/R's. They are brand new, never been on the ground. \$1000. Call Mark at 794-0899 or 891-0296, or e-mail mark.r.werkmeister@intel.com.

Jeep TJ Stuff: Rancho 9000 In-Cab Remote Control, \$90; TJ Steel Horse Rocker Guards with side steps, \$150; NV231 Slip Yoke Eliminator Kit, complete, bearings installed, gears and snap rings installed, ready to go, speedo gear, new NV231 oil pump, misc. NV231 parts, \$250; Heavy Duty Chain Binders (2) for Trailer Tie-Downs, \$40. Contact Brad at hueyci@earthlink.net.

"Pull Pal" Winch Anchor: For a photo and price, visit

http://www.hunt4steve.com/forsale_wanted.htm.

Contact Steve at 505-670-0138 or e-mail Hunt4Steve@yahoo.com.

1985 Jeep CJ-7 Parts: Holley fuel injection, \$150; T-4 transmission, \$30; T-5 transmission, \$50; power steering pump box & brackets, \$75; 2"

greasable front shackles, \$20; 2.5" heavy-duty extended rear shackles, \$10; gauges, bump stops, skid plates, driver's side canvas door, \$\$-cheap. Call Ken O'Niell at 505-890-0927 or 836-7239.

Misc Vehicle Parts: 1983 Jeep CJ-5 frame, \$20; 1988 Suzuki Samurai stock transercase, \$75; 1994 Dana 44 factory limited slip with 4.30 gears, \$75; 1998 Toyota rear diff, complete with electric locker, \$450. Call Ken O'Niell at 505-890-0927 or 836-7239.

Toyota Tires & Wheels: NEW 33x12.50 Daytona Timberline A/T tires mounted and balanced on 4 new chrome modular wheels. Toyota (and others) 6 bolt pattern. Need to sell quick to help pay for the M/Ts I got. First \$350.00 gets them. Contact Chris at 505-994-0373 or e-mail cp@lsplegal.com.

Jeep Tires & Wheels: Five (5) 245/75R16 Goodyear Wrangler MT/Rs (31x10.50) from a 2003 TJ Rubicon (tires only, not the rims). Four of them have less than 2300 miles on them and the spare has never been used. Asking \$550 for the set of five. I also have three (3) 31x10.50R15 Mickey Thompson Baja Claw Radials (tires only, no rims). Two of them have maybe 5K to 7K left on them and the other one has been only driven less than 10 miles on it. Asking \$130 for all three. Contact Mike Blohm at 505-453-0557 or e-mail sabre028@yahoo.com.

Toyota Stuff: Downey front 3" lift springs for 79-85 Toy p/u or 4-Runner; make offer. All Pro Off Road low-profile single case skid plate / cross member for 85-95 4 cyl Toyota, like new condition \$100. Rancho torque rod kit, 85 Toy power steering pump, drag link, steering arms, and HD tie rod, make offer. Contact Jason Martinez at 505-892-9411 or e-mail jayromi@msn.com.

**For more Classified Ads,
please visit our web site at
www.nm4w.org/wanted-for-sale.htm.**

Club Notes

Aluminum Cans: Our club saves and recycles aluminum cans. Money from the sale of cans goes into our club treasury. Please bring your aluminum cans to each meeting, and somebody will take them to the recycling center.

To Our Guests: If you attend a club meeting or event and provide us with your mailing address, we will send you three complimentary issues of *Trail Tales*. If you provide us with an e-mail address, you will also be added to the guest e-mail list. If you are interested in becoming a member of the New Mexico 4-Wheelers, please contact one of our officers for membership requirements, or visit our web site at www.nm4w.org/join-the-club.htm.

Trail Tales on the Web Site: In a continuing effort help save natural resources and to control costs, you are encouraged to read the Trail Tales newsletter on the Club Web Site in lieu of receiving a hard copy in the mail. Around the first of each month, the current issue of Trail Tales is posted at www.nm4w.org/newsletters.htm and an e-mail notification is sent to all club members. In addition, a minimum of 2 years of back issues of our newsletter is also available on the web site. So if you want to help "save some trees", please send an e-mail to TrailTales@nm4w.org stating that you do not need to receive the hard copy of the newsletter. Thanks for your participation in this program.

Submission Due Date: The *Trail Tales* is published on the first of each month. Submissions for each issue must be *received* by the Editor not later than the **25th of the prior month**. Submissions can be sent to TrailTales@nm4w.org, or Trail Tales, 21 Rattlesnake Ridge, Tijeras, NM 87059.

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Treasurer Susan Miller 771-8022 tiggersjeep@msn.com	Program Chairman Rich Capener 899-2367 red55jedi@yahoo.com	Historian Bobby Miller 771-8022 tiggersjeep@msn.com
Trip Chairman Chuck Peebles 866-1185 chuckpeepl@aol.com	Environmental Affairs Bob Norton 281-5315 n5epa@flash.net	SWFWDA Delegate "Your Name Here" Please Volunteer!

Schedule of Events

Date:	Event:	Information:	Contact:
Sep 6-7	Mt Blanca Trip	Meet at the trailhead off of Colorado 160 at 9:00 am on Saturday morning. Call for directions.	Mark Wolf 856-8539
Sep 13	Club Meeting	Potluck starts at 5 pm. Bring a dish to share, your lawn chair, and eating utensils.	B & S Miller 350-1959
Sep 14	Cedro Peak Trail	Meet at 9 am at the Cibola Ranger Station on Hwy 337 (South 14) about a mile south of Tijeras	Glenn Bontly 286-4851
Sep 26-28	Red River Trip	Free camping in Red River, free fishing on 27 th , scenic (& free) trail rides (rated easy).	Tom Hurt 994-2515
Oct 4-5	Cimarron Mesa	Meet at the Freightliner Dealer at I-40 & Paseo del Volcan (exit #149) at 8 am Saturday morning.	Leon Duggar 286-8136
Oct 9	Club Meeting	7 pm at Heights Cumberland Presbyterian Church near Academy and Moon, just east of Wyoming	Leon Duggar 286-8136
Oct 9-12	Hole in the Rock Trip	Travel to Utah on Thursday, trail ride "in" on Friday, back "out" on Saturday, home on Sunday	Chuck Peeples 866-1185
Oct 25-26	Caballo Lake Trip	Camping at the Riverside Camp Area (great bath houses!), trail ride on Saturday, home on Sunday	Mark Wolf 856-8539

Trail Tales
21 Rattlesnake Ridge
Tijeras, NM 87059-7440





Trail Tales



Oct 1, 2003

The Official Newsletter of the New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

From September 13, 2003
by Don Miller



The last potluck meeting was hosted by Bobby and Susan Miller at their home. Leon Duggar called the meeting to order at 6:02 PM, asked the guests present to introduce themselves, and then described the points system. The reading of the minutes of the last meetings was voted on and dispensed with.

Members Present: Joseph Abbate, Paul-Baptiste & Eveliina Baca, Mike Blohm, Glenn & Susan Bontly, Leon & Marcia Duggar, Sandra Ellaneous, Eric Finch, Berrett & Deborah Harrison, Tom Hurt, Chris & Laura Johnson, Ed Kausche, Jason & Sara Lavy, Chad & Courtney Markham, Bobby & Susan Miller, Don & Karen Miller, Chuck & Ethel May Peeples, Anita Ransom, Jeff & Lauri Rector, Paul & Mary Thompson, Dave Trappett, Frank & Donna Whiston, Mark & Joan Wolf, Jack & Stella Sierra.

Guests:

The Guest list included John Orban, Shawn Kelso, Robert Brady, Andrew Lord, Brandon Adrian, Greg Hill, Jerry Marx, Daniel & Robert Juarez, Shawn & Jill Williams, Grant & Mary Miller.

The Sheriff and VP, Jeff Rector levied his monthly fine against himself for . . . environmental damage (his leaky Jeep). Jeff & Lauri also displayed the new points board for the year August 2003 thru July 2004.

The Treasurer, Susan Miller reported that we had \$3,139.41 in the bank, but there were still some expenses to be paid.

Trip Chairman, Mark Wolf, reported on last month's Gallup trip. It was a great trip and the host club, Jeeps West, did a spectacular job. Anyone who missed the trip missed one of the best ever. They plan on doing this event annually so watch for next year. The Mt. Blanca trip was flawed by cool and wet weather, however everyone made it up and down without serious incident.

We were reminded of the Cedro Peak trip scheduled for the next day. Planned trips to Red River, Cimarron Mesa, Hole in the Rock, and Lake Caballo were discussed. Mike Blohm also has a trip to Tank Trap planned for Oct. 19. Please see the Events calendar for more information.

SWFWDA Delegate Marcia Duggar was present and announced that the SWFWDA By-Laws are being looked at for possible revision.

Program Chairman Rich Capener ran the raffle. Ed Kausche was the lucky winner of \$34. Club T-shirts are available for \$10. A motion was made and passed authorizing the purchase of a dozen club hats. These will be available for purchase as soon as they are received.

The Historian, Bobby Miller, told us there were new albums in the works and donations of pictures were welcome.

Director of Environmental Affairs Bob Norton was absent, probably having way too much fun off in the rocks somewhere.

Secretary Don Miller recorded the meeting.

Under Old Business:

Chuck Peeples reported that there was no definite news yet on the Summer 2004 Quarterly. This was due to delays in getting responses from the people

in Colorado. The tentative dates are July 29 thru Aug 1, 2004. The location will be either Taylor Park or Fairplay, Colorado.

Marcia Duggar spoke on the revision of the NM4Wheeler by-laws (as suggested by the committee of Glenn Bontly, Don Miller, and herself) regarding the section on delegates to the SWFWDA. A motion was made to accept the revision; the motion passed. The revised SOP's will be (are) posted on the NM4W website.

New Business:

Two new members were voted in: John Orban and Jerry Marx. There are a couple of others with the requisite 5 points, however they were not present at the meeting.

Joan Wolf presented Leon Duggar with a handsome plaque for being selected as NM 4-Wheeler of the past year.

After a reminder that the meeting schedule will revert to the fall and winter timetable of the first Thursday evening each month at Heights Cumberland Church, Leon closed the meeting at 6:55 PM.



President's Report

By Leon Duggar

The time has come; we need to make a decision as to the location of the Summer Quarterly for 2004. We have only weeks to decide on a place. Any input from the club will be helpful. Regardless of the location, we will need trail help to pull off the event flawlessly, so think about Southern CO. Say to yourself, "I see myself in Southern Colorado next summer." Cimarron Mesa is also coming up soon. I give you my personal guarantee that you will have a good time at our local playground.

Well, we have added another member to the family. It is 7000+lb. I don't have a tape measure long enough to measure it. And the whine...oh the whine! There's nothing like the sound of a turbo diesel. Marcia has named it "Scully," any of you X-Files fans will understand. Yes it is 4x4. With a

Dana 60 front, and a Dana 70 rear . . . cool, which contributes to it's (her) 7000lb gvw. Every time I get into it, I find something new . . . shift on the fly, AC (now that is cool!) ABS, what the &@\$# is ABS? We don't need no stinking ABS!! Power windows! When will anyone make power windows for my soft doors on the Bronco? And more ft.-lbs. of torque than the Bronco and the Jeep combined, with a 3000 rpm read line; that is about 500 rpm's less than your average small engine. No, I won't be taking it off road, but the trips to all the "cool" trails will be more comfortable and cheaper. And I won't spill Marcia's coffee. So, to sum things up . . . we have the Bronco, the Jeep (for the times when I am not working on the The Bronco) the Honda CRX (a.k.a.: "the index ramp"), and "Scully" (a '97 Dodge 2500 turbo diesel). Anybody have any spare time to help me change the oil on which vehicle???? See you see you soon!

Member Spotlight: Paul-Baptiste & Eveliina Baca

By Joan Wolf



Four wheeling in Finland? Eveliina Baca's mission is to find out before her next visit home. The Baca's spent their first married years in Finland, but weren't into 4-wheeling. They've since caught the

bug and plan to check out the 4-wheeling scene in Finland someday.

How did an Albuquerque, NM boy and a Petäjavesi, Finland girl meet up? Through the all-American (or so I thought) institution--the 4-H club. Paul-Baptiste grew up in the Northeast Heights and belonged to 4-H throughout his childhood. At age 19, he went to Finland through the 4-H's International Exchange Program.

Meanwhile, Eveliina grew up on a horse farm and was active in 4-H horse and sewing programs. They met at a Finnish 4-H Club and became friends. When Paul-Baptiste's six-month exchange program ended, he returned to New Mexico. The two 4-Her's became pen pals for three years, graduated to phone calls, and eventually visits back and forth.

During Eveliina's first trip to New Mexico in 1995 they became engaged. Paul-Baptiste soon quit his job and headed for Finland. They were married in a quaint, 1700's-era Finnish Church. His family and good friend/NM4W member Eric Finch traveled to Finland for the event. After Eveliina graduated from college a year later, they moved to Albuquerque. They consider both Finland and New Mexico "home", with Albuquerque being "permanent until they move back."

What is Finland like? Well, the town where they married sounds idyllic. Petäjavesi (means Pine-tree Water) is surrounded by farms and some of Finland's 188,000 lakes. Paul-Baptiste says, "To a boy from New Mexico, Finland is like a story-book paradise. I never realized there were so many variations of GREEN. Seventy percent of Finland's land area is covered with forests (mainly pines and spruce). It is a wonderful place filled with wonderful people."

After marriage, the Baca's lived in Jyväskylä, a lakeside university town of 80,000 residents. Eveliina completed her degree in Social Counseling and Paul-Baptiste studied the Finnish language, taught art classes, and painted. Eveliina reports that Paul-Baptiste mastered the notoriously difficult Finnish language very well. She had studied English since 3rd grade and hasn't had language problems in the U.S.

Eveliina loves living in New Mexico and has grown fond of the scenery, western riding, state fairs, and rodeos. What's different? New Mexico is much warmer than Finland! Eveliina works as Assistant Director of an Albuquerque pre-school. Her time is divided between administrative duties such as enrollment and the classroom. She enjoys being with boisterous pre-schoolers and then retreating to the computer for some quiet time.

Paul-Baptiste (his first name is hyphenated and he prefers to be called Paul-Baptiste, many call him PB, and he'll certainly answer to Paul) is a Graphics Designer with Gannett Fleming. He makes the engineering/planning firm's proposals and presentations look good. He also prepares architectural renderings for public works projects such as the Louisiana Pedestrian Bridge over I-40.

The Baca's like to head off in their red 2002 Jeep TJ for long weekends of camping, hiking, biking, and wheeling. Their good friends Jason and Sara Lavy introduced them to off-roading a few years ago. The early stuff they did seemed "huge" until they upgraded from a '98 TJ to the '02 and tackled more advanced trails at the Chili Challenge and Avalanche Ranch.



Their "baby" TJ's only modification is a 2-inch suspension lift. They expect it to "grow up" starting with more lift and bigger tires. The TJ has taken them to the Moab Easter Jeep Safari and NM4W runs including the Christmas Tree Run, Sagebrush Flats, and Cedro Peak. They especially enjoyed a

Jemez run that was supposed to be easy but ended up “hard” because of snow and ice.

Their two older dogs (a Pomeranian named Pippen and a mutt named Dinki) love Jeeping. As for six-month old puppy, Topsy, Paul-Baptiste says, “We’re working on not vomiting”.



The Baca’s manage to squeeze in time for other interests. Eveliina loves western riding and anything horse-related. She sometimes helps an outfitter friend by packing supplies to elk-hunting camps in the Pecos. Eveliina also enjoys sewing, scrap-booking, wreath-making, and knitting.

A self-taught and gifted artist, Paul-Baptiste does airbrush paintings of cloudscapes, landscapes, and portraits for enjoyment. He took a TVI welding class with Jason Lavy and Eric Finch (his class-project rear bumper is sitting in the garage). Paul-Baptiste enjoyed the welding class so much that he may integrate welding with his other artwork.

Future off-roading plans? “Doing more of it!” exclaims Paul-Baptiste. They want to try trails in Arizona, northern California, and other areas they haven’t traveled. The Baca’s thoroughly enjoy being part of NM 4-Wheelers and appreciate the club’s warm welcome. “We like learning the nuances of four wheeling. Members are helpful, but not condescending”, notes Paul-Baptiste, “and they’re fun to hang out with.”

NM4W is glad to have this young, worldly couple as members. The Baca’s have more stories about Finland than space here allows, so feel free to ask them. PB said something about doorknobs vs. door handles, salmiaki, and cloudberries. And maybe someday we’ll see a windshield sticker that says “Se on Jeeppi juttu, et ymmärtäisi.” Translation: “It’s a Jeep thing, you wouldn’t understand.”

**From the Office of the
Director of Environmental Affairs**

Bob Norton

Greetings all. Well, I did not feel like venturing too far during this past weekend, so I decided to take advantage of the National Public Lands Day designation on September 20th. That is, FREE entrance/use of all nationally-managed public lands. So, I decided to make the journey to the top of our nearest mountain and make a long-overdue visit to Sandia Crest.

While I knew that it was closed, I lamented over the closure of a half-mile or so stretch of 4x4 trail that the NM4W’s used to “run” near the top of the mountain. It had several challenging spots. Now memorialized by a large parking lot at one end, fenced off by a long row of huge limestone boulders, trace evidence of this route still exists . . . now off limits to most vehicular access. Yes, a bittersweet celebration of Public Lands Day for me . . . “public” only for a select few, it seems.

Yet I left the mountain satisfied and refreshed due to the views . . . and amazement of how many other folks were taking advantage of this day. Much traffic. And a surprise, as well.

The surprise? A major skateboarding event! A bunch of "gonzos" from throughout the Rocky Mountain Region willing to race down the mountain on small boards adorned with roller skate wheels... and NO BRAKES!!! Twists-and-Turns, 40 MPH, only a hay bail between the roadway and cliff-edge! Gotta admit, this was a real HOOT to watch. Some Amateur (Ham) Radio acquaintances were providing communications. The Sheriff Deputies would alternate vehicular traffic going up and down the mountain with multiple race heats. What a novel "Multiple-Use" of our National Forests!



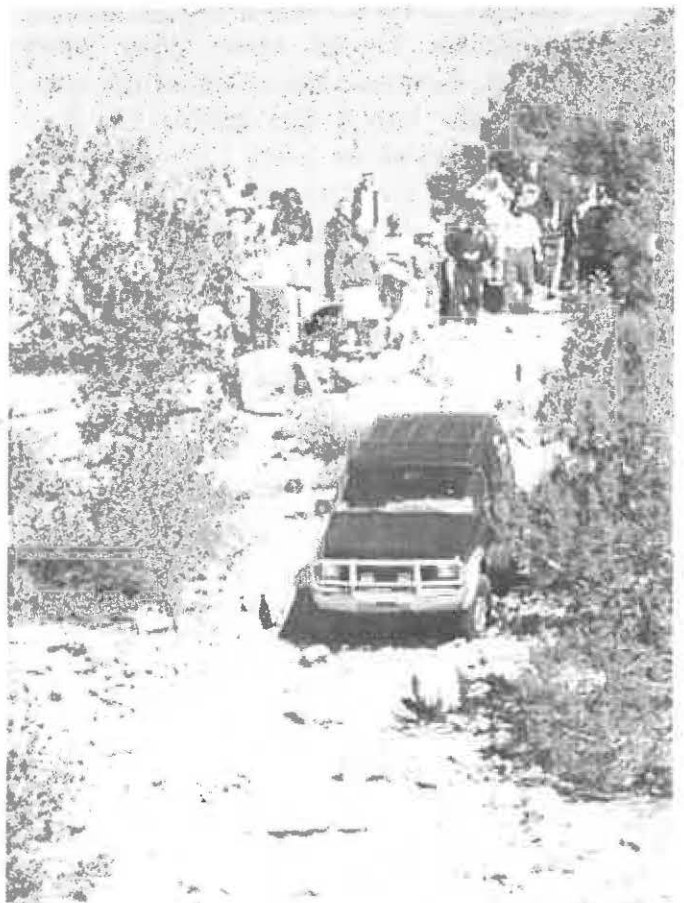
By the way, I also scouted out (& GPS'd) most of the overlooks of White Canyon and Frijoles Canyon along the Rio Grande west of Santa Fe this past month. Not sure if the NM4W's have done many, or all of these in the past. In any case, very nice scenery (portions of the 2 waterfalls in Frijoles Canyon may be visible from this mesa with binoculars during wetter seasons, I believe.) The topographical map showed one route that continued all the way from the cliff edge down to the river. Alas, in a hundred yards or so over the edge, it pooped out to a hiking trail only . . . even mountain biking might be hazardous now on this route, IMO. I suppose that this was indeed a traversable trail by military Willy's Jeeps in the 1940's and into the 1950's when Los Alamos National Laboratory's highest security was an issue. (This might be a fine lunch stop on a club run, BTW, allowing ample time for any interested to make the possibly strenuous hike down to the river, and back.) Yes, I am volunteering to lead such a run this Fall/early Winter, if there is any interest. Mostly "easy", I did

find what may be potentially moderately-hard options, if the high-tension power lines are followed. Dry, scratchy vegetation exists on the trails I drove, so be advised. Wax prolifically beforehand if you have a yet "unmodified" vehicle paint-job!

Cedro Peak Trail Ride

By Glenn Bontly

Wow--what a perfect day we had for the Cedro Peak Trail ride on Sunday, 14 Sep. The sun was shinning, there was a nice breeze, and it wasn't too hot or too cold. *And what a turnout!* Preston & Melissa were one of the last ones to arrive, and weren't even able to find a place to park in the Ranger Station parking lot. We had 27 vehicles and over 40 people. Despite the large number, the ride went smoothly and no one broke anything! This was, no doubt, due to the extraordinary leadership provided by the trail guide! ;o)



Five of us tackled the "big hill" on this ride: Mike Blohm, Don Miller, Marcia Duggar, Chuck Peeples, and myself. Except for a little tug on one portion of the hill (I won't say for who, but her initials are MD), everyone made it up under their own power. It was a good day to conquer the hill!



Unlike our last visit to this trail in the early spring this year, the trail was dry this day. Riding this trail when it's wet only serves to deepen the ruts, making is more dangerous to the many other users (horseback riders, mountain bikers, etc) of this area. Besides, you *know* how I hate getting my Jeep dirty! ;o) We stopped for lunch near the top of Cedro Peak, where the road is gated. At this location, there's a terrific view of the Village of Tijeras and the I-40/Hwy 337/North 14 area down below. Some people hiked the final half-mile or so up to the top, where there are several radio towers. We hung out in this area for about an hour, and still finished the trail around 2:30-ish.

Cedro Peak has always been a popular trail, especially for novices. The trail is rated "easy", but there are still several places that offer some challenges. There's a variety of terrain, lots of trees and shade, and the weather is always at least 10 degrees cooler than in the city—a nice break from the summer heat. Thanks to all who joined us on this ride. I had an excellent time!

Bingaman, Domenici, Udall, & Wilson Introduce Measure to Designate Wilderness Area in Sandoval County

Sent in by Bob Norton

From Congresswoman Wilson's Web Page

WASHINGTON - U.S. Senators Jeff Bingaman and Pete Domenici, along with Representatives Tom Udall and Heather Wilson, today introduced legislation that would create a new wilderness area on federal Bureau of Land Management Land in Sandoval County.

The proposal to designate the 11,000-acre site just south of San Ysidro -- known as Ojito -- as a wilderness area was first put forth by then-Interior Secretary Manuel Lujan Jr. in 1991. The Ojito Wilderness Act, introduced today in both the U.S. Senate and the House of Representatives, recognizes that the area's dramatic landforms and rock structures, multicolored badlands, and rare plants are worthy of permanent protection. The measure has broad local support, including the endorsement of the local Sandoval County Commission, the Bernalillo County Commission, the Albuquerque City Council, Governor Richardson, many of the Pueblos, and several environmental groups.

"This area's rugged terrain offers a rewarding challenge to hikers, backpackers, photographers, and others who are looking for solitude, inspiration, and quiet recreation. It shelters ancient Puebloan ruins and endangered plants, and it offers a pristine view of one of the most impressive geological sites in the country. There's no question that we should recognize this area and protect its unique gifts," said Bingaman, the top Democrat on the Senate Energy and Natural Resources Committee.

"I believe the time has come for this bill to take action now to offer permanent protection for this area. All parties have worked out issues that will allow us to highlight the ecological and cultural significance of this remote area. And the bill takes into account continued public access to the area, which is important," said Domenici, chairman of the Senate Energy and Natural Resources Committee.

“The effort to secure permanent protection for the Ojito area and the surrounding wild lands has finally achieved the broad-based support necessary to move forward,” Udall said. “Developing this legislation has been a long road, and I am gratified with today’s introduction of this bill in the House and Senate. This remarkable landscape varies from high desert mesas to endless rugged canyons, and contains significant archaeological and paleontological sites. Securing this wilderness designation would be the first in New Mexico in over 15 years and I can think of few other areas worthy of this distinction.”

This is a project that my predecessor, Manual Lujan, worked on as our nation’s Secretary of the Interior,” Wilson said. “At the time, he recommended that Congress designate the Ojito Wilderness. I commend the Pueblo for working with the county, the BLM, and the state land office to develop legislation that is broadly supported.”

The Ojito area has been preserved as a Wilderness Study Area since 1991, pending congressional action to formally designate the area as wilderness. Enactment of the Ojito Wilderness Act would add these 11,000 acres to the National Wilderness Preservation System, which protects wild areas that have “outstanding opportunities for solitude or a primitive and unconfined type of recreation.” The area will remain open to hiking, backpacking, horseback riding, and rock climbing, as well as grazing and scenic, scientific, educational, conservation, and historical uses. But it also will remain protected from development, including commercial enterprises, road building, and mining, as well as off road vehicle use.

The Ojito Wilderness Act also would add protections to lands buffering the proposed Ojito Wilderness that are largely surrounded by the Pueblo of Zia. The Pueblo will be allowed to purchase these lands for public open space, so long as they remain open to the public for continued recreational, scenic, scientific, educational, paleontological, and conservation uses, and so long as their natural characteristics are preserved. In doing so, the Pueblo will be able to unite the two separate parts of its Reservation with aboriginal

lands that have important religious, cultural, and historical value to the Pueblo.

The bill will be referred to the Senate Energy and Natural Resources Committee and the House Resources Committee.

If enacted, Ojito would be the first new wilderness designation in New Mexico in 15 years, and only the fourth wilderness area in the State to be managed by the Bureau of Land Management.

(I asked Bob what the “purpose” of this message to us was. He said that it is for our information only—it’s pretty much a “done deal” since all of the NM Congresspersons are together on this one. —ed)

Getting Un-Stuck

by Pat Brady

(reprinted from Auge’s 4x4 101 Handout)

So you’re stuck . . . what do you do first . . . STOP DIGGING HOLES WITH YOUR TIRES!

- Get out, look around, and assess the situation.
- Go back the way you came and “go around”.
- Call your buddy on the CB to help pull you out.
- Oh wait, you went wheeling by yourself! Now what?

At this point, you will need to think carefully as to what you are going to do next. You have a few choices: winch, come-along, High-Lift jack, traction aids, standard jack . . . and if all else fails, START WALKING!

Winch: Usually this is the fastest way out of the problem, but if there isn’t anything to hook the winch cable to . . . well, you get the picture.

Come-Along: This is just a low cost winch with limited reach and limited pulling power. You could work slowly and get out, but the same problem exists as with a winch, in that you need an anchor point.

High-Lift Jack: This tool can be used two ways. First as a jack to lift your vehicle up, so you can stuff rocks, tree parts, or dirt into the holes that your tires dug in order to aid in your escape. This tool can also be used as a come-along. Like the come-along, it also has limited reach, but can be used to pull 7,000 lbs quite easily. If you intend to use it this way, you will need tow straps and/or cables to assemble the jack for this use. But here again, you still need that anchor point!

Traction Aids: Turn on the locker. Most people will drive around with 4-wheel drive engaged, but without the locking differential turned on. You will be surprised at how many times I've seen people forget to turn on the locker. This is another reason to get out and look around; you might notice that only two tires are digging holes.

Standard Jack: These will work, but you need to work carefully to jack up the vehicle and stuff rocks or something under the tires. These jacks are limited in how high they can lift a vehicle, and because they have a small base, they can become unstable on soft or uneven ground. Use them with caution!

Start Walking: If this is the only choice you have left, you should do a few things first. Kick yourself for not going with a buddy and for being too cheap to buy a High-Lift jack. And then *hope* that it isn't too long of a walk home!

**United Four Wheel Drive Association
Director of Environmental Affairs**

Sent by Bob Norton

It has been a very busy three months since United Convention in Flagstaff and it is time for an update. The United Board of Directors will be meeting in Moab, UT on Oct 11, 2003. The North American XJ Association is hosting their annual convention in Moab during that time. United will be participating in the convention activities. Nationwide, Forest Service and BLM are updating their land management plans. Needless to say, some of the more complex and larger plans are in the western states. One of the largest land management plans to

date is the West Mojave (WEMO) Plan being compiled by the California BLM Desert District.

In July, OHV recreation advocates and mining interests met to develop a strategy to address the complexity of the WEMO plan. Over the next six weeks, the WEMO plan was reviewed by team members; each concentrating on certain areas of the plan.

I compiled the individual comments into a master document and with the assistance of Julie Allen of the San Diego Off Road Coalition a final comment document of 81 pages was submitted to BLM. The final document was signed by 20 people representing 28 organizations that have a vested interest in access to desert areas.

In August, Representative Pombo, Chairman of the House Resources Committee, held one of his many field hearings in San Diego. Each hearing focuses on different topics; this hearing was about the Southern California Deserts. I was involved with preparing testimony presented at the hearing by Roy Denner of the Off Road Business Association (ORBA).

Another Congressional Resources Committee Field Hearing was held in September in Lake Arrowhead, CA. The subject of this hearing was "Forest Health". With the assistance of ORBA, we were able to have recreation interests testimony presented at the hearing by Americans For Forest Access (AFFA).

My involvement with these two congressional hearings has been very educational, interesting, and rewarding. Recreation interests are lucky to have a very supportive friend in Representative Pombo, R-Tracy, CA.

During this busy time frame, other events have been happening. Recreationists in Florida received word they are facing a forest-wide ban on night time travel. A formal decision of the travel restrictions is due in October. United submitted comments in opposition to the night travel restrictions and an alert was sent for others to submit their letters in opposition to the restriction.

The California BLM Desert District announced that it would begin user fee collection at four OHV areas and increase user fees at another area. Due to intense opposition from recreation groups businesses (CORVA, United, ASA, AMA District 37 and ORBA), the new fee collection has been scaled back in size and postponed. User fees will be increased for the Imperial Sand Dunes Recreation Area. The basic user fee will be \$30 per week with higher fees on holiday weekends. An annual pass is available.

One resident of the southwest deserts (Utah, Nevada, California, and Arizona), the Desert Tortoise, has become a focal species for money spent and access denied. In the ten years since the tortoise was listed as endangered and a recovery plan developed, over \$100 million has been spent. Motorized access to tortoise management areas has been restricted. The tortoise still continue to decline and more access restrictions are proposed as the "solution". A GAO report was highly critical of the recovery plan. User groups, including the Utah Shared Access Alliance and ORBA, filed notice of intent to sue Fish and Wildlife and BLM over lack of implementing the Desert Tortoise Recovery Plan.

A Management Oversight Group has been reviewing the Desert Tortoise Recovery Plan and will submit recommendations for corrections based on new data available. The WEMO Plan is slanted heavily toward Desert Tortoise protection. Other management plans in Arizona, Nevada, and Utah are being developed with an expected slant toward recovery of the tortoise. I have begun working with ORBA to attend the numerous meetings on tortoise to ensure recreation interests are represented.

For several months, I have been working with a group called Environmental Common Sense Coalition. (ECSC) This group, along with the California State Grange, has embarked upon a project with the mutual goal of affecting Endangered Species Act reforms. We are comprised of agricultural groups, Off Highway Vehicle (OHV) and recreation interests, private property rights groups, State Legislators, mining organizations and public policy institutes throughout the Western United States. Two members of this group met with Representative

Pombo this week in his Washington, DC office. I have a seat on the Executive Board of this group representing OHV recreation interests.

Also this month, I was privileged to represent United during a telephone conference call. This was the first of several meetings leading up to a Forum on Recreation hosted by Kathleen Clark, BLM Director that will be held in late January 2004 in Las Vegas. The Forum will be invitation-only and will include a diverse group of recreation leaders, key BLM officials and various partners, including representatives of local and state governments (wildlife, recreation, transportation and tourism).

On the political front, Brian Hawthorne and I joined about 80 other government, recreation (including the BlueRibbon Coalition), and industry representatives for a one-day conference in Denver. This conference, Partnership for the West, featured a variety of speakers and was focused on developing a consensus on major issues facing the western states. This group has the support of the House of Representatives Western Caucus. While the major focus was on issues facing the western states, some of the identified issues such as regulatory reform (ESA reform) and energy policy have an impact on all states.

September activities were capped with two days at the California BLM Desert District Advisory Council meeting in Ridgecrest. Many BLM and Forest Service offices host District or Regional Advisory Council meetings. These councils are composed of representatives of recreation, industry, environment, and public-at-large. If anyone has the opportunity, I encourage you to attend these meetings. The agendas cover a range of topics; many of interest to recreationists. You will have the opportunity to express your views during a public comment period.

In between meetings, I continue to submit comments for a variety of management plans nation wide. I would like to see recreation interests represented in the many management plans being developed by federal and state land managers. If you have a critical issue of interest to your local recreation opportunity, United is available. Carla

and I need your assistance in identifying issues of concern for recreation. We have numerous resources that can be used as necessary.

John Stewart
Natural Resource Consultant
California Association of 4 Wheel Drive Clubs
<http://www.ca4wdc.com>

Director, Environmental Affairs
United Four Wheel Drive Associations
<http://www.ufwda.org>

Recreation Access and Conservation Editor
<http://www.4x4wire.com>

Bucket seats, preferably from a Toyota truck or 4-Runner. Contact Jason Martinez at 505-892-9411 or e-mail jayromi@msn.com.
For Jeep YJ: Passenger side front spring plate and U-bolt. Contact Bill Jacobs at wrjacobs@aol.com.

	For Sale	
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1983 Jeep CJ-7: 4" lift, 33x12.50 tires, 10" wheels, 1 piece rear axle with lock right locker, Tuffy console, 4-speed transmission, Chevy 283 V-8, hard top, bikini top, and tonneau cover, \$5,000 OBO. Call Preston at 505-286-4352 or cell 505-269-3350, or e-mail cj7garner@msn.com.

Brand New Tires: Set of five (5) 37x12.5x17 Goodyear MT/R's. They are brand new, never been on the ground. \$1000. Call Mark at 794-0899 or 891-0296, or e-mail mark.r.werkmeister@intel.com.

**For more Classified Ads,
please visit our web site at
www.nm4w.org/wanted-for-sale.htm.**

	Wanted	
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For a 1978 Jeep CJ-5: a set of front hubs; any brand. Keith 505-899-0730 or rosie16@outdrs.net.

CJ Dana 30 front end, with disc brakes complete. Prefer wide track, but may take other. Gears are of no concern. Call Wolfie at 505-856-8539 or e-mail at Aesthchln@earthlink.net.

"NM4Wheelers will drive *anything!*"

Pictures by Joan Wolf



Chuck Peeples at the Log Slider
Jemez Mountains, June 2003

"I wonder if there's a *locker* available for this model?"



Glenn Bontly at Cadillac Pond
Zuni Mountains, August 2003

Club Notes

Aluminum Cans: Our club saves and recycles aluminum cans. Money from the sale of cans goes into our club treasury. Please bring your aluminum cans to each meeting, and somebody will take them to the recycling center.

To Our Guests: If you attend a club meeting or event and provide us with your mailing address, we will send you three complimentary issues of *Trail Tales*. If you provide us with an e-mail address, you will also be added to the guest e-mail list. If you are interested in becoming a member of the New Mexico 4-Wheelers, please contact one of our officers for membership requirements, or visit our web site at www.nm4w.org/join-the-club.htm.

Trail Tales on the Web Site: In a continuing effort help save natural resources and to control costs, you are encouraged to read the Trail Tales newsletter on the Club Web Site in lieu of receiving a hard copy in the mail. Around the first of each month, the current issue of Trail Tales is posted at www.nm4w.org/newsletters.htm and an e-mail notification is sent to all club members. In addition, a minimum of 2 years of back issues of our newsletter is also available on the web site. So if you want to help "save some trees", please send an e-mail to TrailTales@nm4w.org stating that you do not need to receive the hard copy of the newsletter. Thanks for your participation in this program.

Submission Due Date: The *Trail Tales* is published on the first of each month. Submissions for each issue must be *received* by the Editor not later than the **25th of the prior month**. Submissions can be sent to TrailTales@nm4w.org, or Trail Tales, 21 Rattlesnake Ridge, Tijeras, NM 87059.

NM4W Officers

President Leon Duggar 286-8136 lduggar@msn.com	Vice-President Jeff Rector 228-6547 jeeps4us8495@yahoo.com	Secretary Don Miller 892-3925 djm@thuntek.net
Treasurer Susan Miller 771-8022 tiggersjeep@msn.com	Program Chairman Rich Capener 899-2367 red55jedi@yahoo.com	Historian Bobby Miller 771-8022 tiggersjeep@msn.com
Trip Chairman Chuck Peeples 866-1185 chuckpeepl@aol.com	Environmental Affairs Bob Norton 281-5315 n5epa@flash.net	SWFWDA Delegate "Your Name Here" Please Volunteer!

Schedule of Events

Date:	Event:	Information:	Contact:
Oct 4-5	Cimarron Mesa	Meet at the Freightliner Dealer at I-40 & Paseo del Volcan (exit #149) at 8 am Saturday morning.	Leon Duggar 286-8136
Oct 9	Club Meeting	7 pm at Heights Cumberland Presbyterian Church near Academy and Moon, just east of Wyoming	Leon Duggar 286-8136
Oct 9-12	Hole in the Rock Trip	Travel to Utah on Thursday, trail ride "in" on Friday, back "out" on Saturday, home on Sunday	Chuck Peeples 866-1185
Oct 25-26	Caballo Lake Trip	Camping at the Riverside Camp Area (great bath houses!), trail ride on Saturday, home on Sunday	Mark Wolf 856-8539
Nov 8	Cerro Pelado Ride (in the Jemez)	Meet at the Conoco Station at the intersection of Hwys 550 & 528 at 9 am.	Sandra Ellaneous 296-0334
Nov 13	Club Meeting	7 pm at Heights Cumberland Presbyterian Church near Academy and Moon, just east of Wyoming	Leon Duggar 286-8136
Nov 22	Tank Trap Trail	Meet at the Conoco Station at the intersection of Hwys 550 & 528 at 9 am.	Mike Blohm 823-9404
Dec 6	Christmas Tree Run	Meet at the Conoco Station at the intersection of Hwys 550 & 528 at 9 am.	TBD
Dec 13	Holiday Party	Potluck starts at 5 pm, followed by club meeting, followed by gift exchange.	Location TBD

Trail Tales
21 Rattlesnake Ridge
Tijeras, NM 87059-7440





Trail Tales



Nov 1, 2003

The Official Newsletter of the New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

From October 9, 2003

by Don Miller



The first winter season meeting was held at the Heights Cumberland Presbyterian Church. Leon opened the meeting at 7:07 PM. The reading of the minutes of the last meetings was voted on and dispensed with.

Members Present: Glenn Capener, Rich Capener, Leon Duggar, Sandra Ellaneous, Preston Garner, Tom Hurt, Laura Johnson, Bobby and Susan Miller, Don Miller, John Orban, Jeff and Lauri Rector, Dave Trappett, Frank Whiston, and Mark Wolf.

Guests: Jake Foster, Brandon Adrian, Robert Brady, Bill Cline, Cory and Chad Ford, Joe Beaver, Daniel and Robert Juarez, Kristy Ohnesorg, and Shawn Kelso.

The Sheriff and VP, Jeff Rector fined himself. And realizing that "living dangerously" holds a certain fascination for him, Jeff also fined his wife Lauri for being on the Cedro Peak run without a CB. We all hope to see Jeff on future runs. Jeff & Lauri also displayed the new points board for the year August 2003 thru July 2004.

The Treasurer, Susan Miller reported that we had \$3,096.88 in the bank, but there were still some expenses to be paid.

Trip Chairman, Mark Wolf, recapped the planned future trail rides. See the Events schedule for details. Sandra Ellaneous has added a Jemez trip for Saturday, November 8. Mike Blohm has a trip planned to revisit Tank Trap on November 22nd.

The NM4Wheelers semi annual Trash Pickup is scheduled for November 15. Please try to make it out for this worthwhile event.

The Yard Sale is to be held November 1 at Chris Johnson's in Rio Rancho.

Auge Bros Dodge / Jeep wants to hold a second Jeep 101 (102?) event in spring 2004. We suggested a mid-April date. This will be run by Robert Auge to see if a mid-April date will work into their business plans.

Lastly, Preston Garner will be leading a trip to someplace in the Jemez, Sunday, November 2.

There was no SWFWDA delegate.

Program Chairman Rich Capener ran the raffle.

The Historian, Bobby Miller, made a plea for more pictures! Without pictures to post in the albums he has nothing to do.

Director of Environmental Affairs was absent.

Secretary Don Miller recorded the meeting.

Old Business: The location for the Summer 2004 SWFWDA Quarterly must be decided upon soon. A motion was made by Mark Wolf to use the Park County Fairgrounds in Fairplay, CO. The motion was passed unanimously. We are going to need volunteers to assist in the planning. Leon noted that since the SWFWDA has been slow to react; slow to publish the newsletter, promoting the event will actually fall mainly on the shoulders of the NM4Wheelers.

New Business: Four new members were voted in. They are Robert & Daniel Juarez, Bill Cline, Kristy Ohnesorg, and Jeffrey Woodard.

A meeting location is needed for the Christmas party. A note was made to check with Mark Werkmeister to see if he would like to host the event. A second possibility would be the Rectors workshop.

Leon closed the meeting at 7:42 PM



President's Report

By Leon Duggar

Hello all. The ball is rolling on the on the Summer Quarterly for 2004. We will need trail leaders and tail gunners for the event. If you like Colorado, if you like wheeling, if you like wheeling in Colorado, then get your name on the list for trail leader/tail gunner. Don't delay, space is limited.

We need to plan another trip to Cimarron Mesa . . . when it's not raining! I can't speak for Brad Opatz, but I think I knocked off 200 lbs of dried mud from the Bronco! I had a good time; though my craving for mud is fulfilled for the next . . . say . . . 50 years!

There are a lot of fun events to look forward to in the next few months . . . the Christmas tree run, the Christmas party, and having Pat say "NO, WATCH ME, DON'T LOOK AT THE ROCK"! The reemergence of "The Blue Whale", Las Cruces, and the Summer Quarterly. Get out your calendars, and start planning to use all that vacation time. See you at the next meeting.

Member Spotlight:

Mike Blohm

By Joan Wolf



Military blood runs in the Blohm family. Mike's father was career Air Force and in December 2003 Mike will earn his degree from UNM in Political Science. He'll then be commissioned as a 2nd Lieutenant in the Air

Force and will leave Albuquerque for Goodfellow Air Force Base, Texas. At Goodfellow he'll attend intelligence officer school for one year and then, well, in the military you never know.

Growing up as an Air Force "brat", Mike has already seen a lot of the world. He was born in West Germany ("back when it was West Germany", Mike notes) and lived in Las Vegas (Nevada), Florida, and Virginia before his father transferred to Kirtland AFB. Even though Mike liked Florida's Fort Walton Beach area, he likes remote places even better. When he goes on active duty, he hopes to be stationed at an Air Force base in the Arctic so he can do Arctic four-wheeling. He got a taste of that craziness when he visited Iceland and heard that the locals go ice wheeling!

It's been two years since Mike found NM4W on the web and attended his first club run. He's not sure how he got interested in 4-wheeling. His father introduced Mike and his younger brother to the outdoors at young ages, but Dad wasn't into off-roading. Mike suspects he got interested after seeing videos and vehicles.

Mike also belongs to the New Mexico Virtual Jeep Club, an online message-board format group. There are approximately 100 registered members in NMVJ (www.nmvjc.org). The group has two runs in Moab and recently Abiquiu. Mike sees an advantage in being in two clubs, "You get to wheel twice as much."

He loves his 2003 Jeep Rubicon and says it's perfect for his lifestyle. Already he's added a 3-1/2" lift, 33" tires, an aftermarket bumper and tire carrier, front roll cage, and a heavy-duty steering system. Future modifications (as the checkbook allows) may include 37" tires, a 5-1/2" long-arm kit, 4.88 gear ratio, axles, armor, and onboard air.



Besides carrying 19 semester hours at UNM and working as a supervisor at Subway, Mike finds time for other interests. He's into paintball, flying gliders and sailplanes, computer games (flight simulations and war strategy), and anything outdoors. He enjoys hiking, camping, and skiing. His most rewarding, and physically challenging, experience has been hiking and ice climbing Mendenhall Glacier in Alaska.

As far as four-wheeling, a memorable run was Tank Trap, for which he was awarded the cowbell. This came about because the bushings had broken on the Rubicon's shocks and he removed them to fix the shocks. He was going to put them back for Tank Trap, but his alarm clock didn't go off. Since time was short, Mike thought three shocks were enough. Well, they weren't and with the fourth shock being gone, it allowed the coil spring to come out of its mounts and fall onto the rocks.

This made Jeff Rector happy because he could fine someone besides himself, and Glenn Bontly was glad to pawn off the cowbell. So the cowbell has been dangling from the Rubicon's front bumper for a few months now. That cowbell can't go to Texas with the soon-to-be 2nd Lieutenant, so watch your bumpers! The NM4Wer's wish Mike the best in his military career.

**From the Office of the
Director of Environmental Affairs
Bob Norton**

Bush Administration Directive to the BLM

On September 29, 2003 guidelines were issued by the Bush administration. Bureau of Land Management (BLM) state offices were directed to implement an agreement that Interior Secretary Gale Norton and Utah Gov. Mike Leavitt made in April to resolve a lawsuit that Utah had filed against the department. This settlement rescinds the potential and, in some cases, the current de-facto wilderness management that had been in place for 3 million acres in Utah, plus millions of additional acres across the West.

The BLM can still preserve pristine and natural qualities of lands through a planning process for each parcel, but such must be weighed equally with potential mining, grazing, timber, and recreational uses. Local land managers would solicit input from residents in the region during such a process.

A wilderness designation prohibits motorized recreation and permanent development of the land, such as the building of roads, power lines, and pipelines. The 1964 Wilderness Act is meant to preserve pristine lands "untrammelled by man" and is, by law, limited to lands identified as potential wilderness prior to 1993. However, the Clinton administration had applied a "non-impairment" designation also to include lands studied for "possible inclusion" in wilderness areas such as those from the 1996 wilderness "re-inventory" in Utah. The new Administration policies do not apply to 89 million acres of BLM managed land in Alaska or 22 million acres of land identified for potential wilderness prior to 1993. Yet, 155 million acres in 10 states will be subject to these latest land-use directives.

Senator Bingaman holds up Congressional Bill

Bingaman is one of 2 Senators that are key in holding up passage of the bi-partisan supported: Healthy Forests Restoration Act (HR-1904). Some of you may have heard the ads running on the radio this week blasting this stall tactic. See <http://www.landsense.us> for information on this bill.

This bill will legitimize and fund thinning our National Forests to create needed fuel breaks and to lessen fuel loads in an effort to minimize impacts due to wildfires. Additionally, such "maintenance" of the forests will improve wildlife habitat. The extreme so-called environmental groups are only interested in what they call "community protection zones" and choose to let the bulk of the forest lands "fend for themselves" naturally, even if millions of acres would burn as a result.

**BLM Clarifies Guidelines for Travel Management:
*Flexibility added to OHV route designations in limited
areas (October 6, 2003)***

The Bureau of Land Management (BLM) has issued nationwide planning guidance that allows its field-level staff more time to complete route designations in areas identified as limited. Current guidance requires route designations to be in place before completion of the plan. The instruction memorandum and related information are on the BLM Website at www.blm.gov.

In every plan, the BLM designates areas as open, limited and closed to off-highway vehicle travel. In open areas, off-highway vehicles can travel anywhere. In closed areas, no motorized activity is allowed. In limited areas, off-highway vehicles can travel only on designated routes.

"This is a common sense approach that will better serve the public," said Ed Shepard, BLM's Assistant Director for Renewable Resources and Planning. "With this flexibility, our offices can complete their resource management plans, which address many issues, in a reasonable amount of time. Then the field staffs can concentrate on selection of road and trail systems, and give the public more opportunity to be involved in the designations."

BLM offices try to complete resource management plans within three to five years, depending on complexity. The completion of an entire resource management plan may be delayed for many years, or it may never be completed if conflicts over route designations in limited areas cannot be readily resolved. In almost every resource management planning effort, reaching a decision on designation of off-highway vehicle routes within the planning area is controversial, complex, or hampered by lack of resource data, conflicts in planning schedules, or budget shortages.

The requirement that all designations for open, limited, and closed areas be completed during the resource management plan process has not changed. However, instead of requiring that all route-specific road and trail selections in limited areas be completed during the resource management plan process, the new guidance specifies that where route designations cannot be completed within the planning process, they can be completed during the plan's implementation phase. The guidance strongly recommends they be completed within five years.

The additional time allows the public to be more involved in the selection and resolution of routes, and the BLM to ensure that specific OHV route designations provide for appropriate access, motorized recreation opportunities, and protection of natural and cultural resources.

The BLM, an agency of the U.S. Department of the Interior, manages more land — 261 million surface acres — than any other Federal agency, in 12 Western States, including Alaska. With a budget of about \$1.9 billion and some 10,000 full-time, permanent employees, the Bureau also administers 700 million acres of subsurface mineral estate throughout the nation. The BLM's multiple-use mission is to sustain the health and productivity of the public lands for the use and enjoyment of present and future generations. This is accomplished by managing such activities as outdoor recreation, livestock grazing, mineral development, and

energy production, and by conserving natural, historical, cultural, and other resources on the public lands.

Mt. Blanca Trip

6 – 7 Sep 2003

By Mark Wolf

(I'd like everyone to know that Wolfie provided this article to me well before the deadline for the October Issue of the Trail Tales (i.e., last month's issue). I acknowledged receipt of the article and placed it in the appropriate folder on my computer . . . and then I promptly forgot to include it in the newsletter! Upon explaining my faux pas to Wolfie, he exclaimed, "Its hell getting old, isn't it". So without further ado, here's this year's Mt. Blanca trip report, by Mark Wolf! —ed.)

I hadn't been up to Mt. Blanca for four or five years and when Mark Werkmeister asked me to lead the run, I thought why not? If I can find a ride, I'll lead it gladly. So, lead it I did, from the passenger seat that is! When five vehicles met Saturday morning September 6th to head up to Como Lake on Mt. Blanca, I was ready for the task. These five were Rich Capener (my ride to the top, thanks Rich!) in his trusty Bronco, Ed Kausche and friend Jerry Marks in Ed's TJ, Jeff Rector and John Orban in Jeff's CJ7, Keith Chapin and his friend (sorry, I missed the name) and Keith's two dogs in his Samurai, and Pat & Sue Brady in the LE Mazda with their pooch (yes! They have returned!). Out of these well equipped vehicles there were no less than 7 people and four vehicles that had never been up this trail. It was going to be fun! We got out on the trail at about 9:15 AM (Jeff just got there at 9:00AM) after everyone had aired down their tires and prepared themselves for the ride up. The weather looked pretty nice when we started, but more on that later.

All the way to Jaws 1 there were no incidents, other than Keith reporting a malfunction of his fuel system. Seems whatever it was, it cleared itself and away we went. Keith was happy that the new fuel injected engine he just finished putting in the Sammy was going to work. Getting over Jaws 1 was fun. The exposed granite rock appears to be higher (read lower gravel all around the sides of the rock) and the hill steeper. But, only Keith made it look hard. He worked that Samurai hard and refused to give up. He finally made it almost on his own before he got impaled on the rock with his undercarriage. Jeff gave him a little tug and over he went. On to Jaws 2! Wait a minute! Where did all of these exposed rocks come from between Jaws 1 and 2?

It keeps you awake, that's for sure! Only a few mistakes were made, but no tow ropes were used and everyone made it up to Jaws 2.

Jaws 2 had had some work done to it since the last time I went up there. Someone (most likely a club) had put some steel stakes into the bottom hillside and laid logs down to help hold all of the rock stacking necessary to make the obstacle. It worked and only a few rocks had to be moved to insure the LE Mazda would not hang up on the undercarriage. Everyone made it look easy! This is going to be an easy run!

Jaws 2 ½ keeps getting harder all the time. Although the traditional line is the still the best, the LE Mazda choose the right side to make sure the long vehicle would not hang up. Pat knows that truck pretty well, so no problems. On to Jaws 3!

Wow! Jaws 3 looks steeper, but no less easier either. The LE Mazda went around the bypass and the rest of the vehicles went right up the middle. Well, except for Keith that is! His narrow vehicle decided to take it a little more to the left than everyone else. Is he crazy, he'll never... He made it!! Wow! The Sammy, with street type off-road tires, did it easier than anyone expected. He drove right through the obstacle like he knew exactly what he was doing! He impressed us all. The weather was starting to get a little cloudy, but still pretty fair. We all headed for Como Lake and arrived a few minutes later to set up camp. I think it was about 2:30PM when we got there. There, we found three others that had gone up the day/night before. Mark Werkmeister had driven up in "Too Long" the day before because he wanted to hike up to one of the "fourteeners" there. With him were Jason and Romi Martinez in their Toy truck with their two dogs, and Brandon Roby with friend Ryan Eklund in Ryan's Toy truck. All of them decided to hike a mountain and so they did. Only Brandon went up two peaks that day. Youth...it is enviable!

I got the group together and headed up to Jaws 4 and the Blue Lakes about 3:30 PM so that everyone would benefit from seeing everything there is to see there. Jaws 4 is as much fun as I remember it and going across that little stream at the southeast side of Lake Como makes for interesting traction (or loss there of is more like it!). Those rocks are really tough when there is no traction. But everyone went up and on to the Blue Lakes. We all got to the lakes and got out for a little talk and sightseeing. The weather started to chill a bit and it was getting late. So we loaded up and headed back to camp. When we got back there, we concentrated on

preparing dinner and eating. After that, we all got together and started a fire. We had a little conversation around the fire until it started raining. At about 9:00 PM, most had already gone to bed for the night. I think everyone was out by 10:00 PM.

It started raining at about 1:00AM (so I'm told) and didn't quit until about 5 or 6. But, at 3:50AM, a thunderous noise awoke most of the sleeping beauties. It was a rock slide and it was close, I thought! What to do? Nothing, until I hear sheet metal (I thought). In a few minutes it was all over and the night went quite once again. At about 6:00 AM I couldn't sleep anymore and got up. It had quit raining, but everything was wet. Oh, well. That's Mt. Blanca for you. Unfortunately, it started raining at 7:00 AM and didn't quit by the time we were ready to go. Everyone packed up their wet belongings (except Keith and his buddies as they stayed in one of the little huts there) to leave by 8:30 AM. I guess it was 8:45 AM when we started down to the mountain to catch up with Mark Werkmeister and Ryan/Brandon. We caught them at Jaws 1 as Mark said he it was a little scary with all of the wet rocks and he wanted to help.

Each vehicle worked its way down the mountain without incident and stopped at Jaws 1. Here we worked the vehicles carefully and got them down one-by-one. The second vehicle was Mr. Brady, but before we could get him down, a fellow on an ATV decided he would go through and get out of our way. Just as he started to go over the bottom of Jaws 1, the ATV reared up and over he went sideways, heading down into the gully. Oh no! That's not good. He landed on his back on the first roll and got off the vehicle. Fortunately, he wasn't hurt other than pride and wallet! Mark immediately got Mr. Brady through as we were gonna need a winch to get that thing up out of the gully. Pat worked the LE carefully and down he went. Next up was Ed Kausche and he came down carefully also. We let him get over the Jaws and then set up to winch the little ATV up out of the gully.

Winch it we did and got it right up. It was terminal (broken lower control arm) and the ATV would have to be hauled out. The NM4Ws did it again. They all gave up space to load the ATV on Sue's (and Pat's) truck, Pat & Sue's gear in Ryan's truck, and Mark and Pat hauled the two people from the ATV down. The guy was very grateful and lucky at the same time. No more incidents and pretty soon we were at the bottom, unloading the ATV, airing up our tires, loading our vehicles on trailers and saying our goodbyes. It was another great run and I was sure glad to be there. Thanks to the courtesy and commitment to the NM4Ws for all of their kindness and

camaraderie in making this a fun trip. BUT, I have to admit, I need a new weather guide. I didn't like all of the rain/cold either. See you next year!

Update of NM4W's Adopted Trail in Utah

by Bob Telepak

Those of you who came to the August club meeting know that we voted to adopt a trail in the San Rafael Swell region of southeastern Utah. The trail is called the "Behind the Reef Trail". It has 2 fairly difficult (for stock vehicles) dug ways that are subject to a lot of seasonal water damage.

One is the dug way on the far east end of the trail near Chute Canyon, and the other is the dug way at the north end of the Upper Little Wildhorse Canyon. This latter dug way was closed several months ago by the Price, Utah BLM office.

For this project, our club is teamed with the Castle Country OHV Club, an ATV club from Price. They are functionally the lead organization since they are from the same city the BLM office is in. They put great pressure on the Price BLM to re-open the Upper Little Wildhorse Trail, and do repair work on it.

The BLM finally relented under their pressure and agreed to it! The work date was Saturday, Oct 18th. With such short notice, we could only muster 3 NM4W members and their vehicles to make the long round trip to Utah. We felt it was critical to participate actively in this first work party to "seal the deal" with the BLM, especially over the trail that was closed and now re-opened.

Bob Telepak, Arne Gjerner, and Mark Werkmeister met the Castle Country OHV folks at 8 AM that morning. There were about 12 ATV members who participated, and a "recreational planner" from the BLM to oversee the work.

Our group and 4 ATV'ers first concentrated on the Chute Canyon dug way. It has a tight off-camber turn near the bottom that constantly gets washed out by spring and summer rains. The BLM would not allow us to do a proper fix by installing a culvert. Instead, we built a rather large water diversion bar and trench uphill to divert water away from the curve. We also used Arne's winch to move a very large rock away from the apex of the turn. It needs to be moved even further,

maybe with 2 winches, but that will be a project for the future.

We then proceeded to the Upper Little Wildhorse dug way. The ATV club members had made a water diversion bar and filled in some of the really big holes on the hill with rocks. This is a moderately steep hill with a fairly long, narrow area you are perched on and have to straddle, followed by several climbs over large, and sometimes loose, rocks. The ATV club had done a good job and we all went right up the hill without stopping. No additional work was required.

That evening the ATV club invited us to a Dutch-oven dinner at their campground. Even the BLM man attended! The food and camaraderie was truly great! We met and worked with a great bunch of people and made our presence felt far away from New Mexico. We got to meet Dick Brass, a quite famous and colorful dirt biker who has developed numerous trails in the area.

There will be future work parties. We will advertise them on the club website and in the newsletter. The San Rafael Swell is a really super part of Utah, spectacularly beautiful, truly great trails, and really worth working for to keep open. Hope we can get more of you to attend future work parties and experience this wonderful area.

A Note from Jane Bell

sent in by daughter-in-law Melissa,
cuz even though Jane now has an e-mail address
"she isn't quite in the computer age yet"

I just wanted to thank you for the lovely get well card and the "hugs and kisses" jar that you all signed and gave me during my recovery from surgery in August. I am doing good and appreciated all your get well wishes. Special thanks to Chuck and Ethel May for thinking of me. Thanks again.
--Jane Bell

SWFWDA Report

by Bob Norton

I represented the New Mexico 4-Wheelers at the SWFWDA Fall Quarterly Meeting held at Clayton, Oklahoma on October 11th. At first, not enough clubs were in attendance to declare a quorum. However, a "crew" went out to shake the trees (or Jeeps) to see what might fall out. Sure enough, several other clubs at the

Oktober Trailfest were found and the meeting room soon filled up. A quorum was then declared. (BTW, a committee chaired by NM4W's Marcia Duggar is studying the quorum issue at this time.)

Our Association's new Vice-President, Joe Johnson, was introduced. Then Rowena Archer, Membership Secretary, reported that the SWFWDA has 35 member clubs and 1,773 total memberships.

As the SWFWDA Delegate to United, I gave a brief report on the annual United Land Use Conference and United's Annual Meeting held in Flagstaff, AZ. The detailed reports that I submitted to the 4WDrive Lines did not appear in the last issue, so it will be re-submitted for the next issue. Because of that, I only touched on a few of the highlights at this Quarterly Meeting. A comment was made that the Board of Directors of United is looking at the process of how commissions are paid for obtaining corporate donations. This because the Delegates at the Annual Meeting became concerned about some apparent inconsistencies.

I did report that plans are underway for a Washington, DC Initiative Day by a diverse group of OHV and public lands access advocates. John Stewart (United's Director of Environmental Affairs), Brian Hawthorne (United V-P & Executive Director of the Utah Shared Access Alliance), Bill Dart (Executive Director of BlueRibbon Coalition), and Roy Denner (Pres. & CEO of the Off-Road Business Association (ORBA)), are spear-heading this effort. ORBA currently has contacts in Washington through their own lobbyist and will be instrumental in setting up appointments with key individuals. It is hoped that as many member associations of United as possible will be able to send a representative to Washington when this "blitz" actually takes place. The date has not yet been set, so more on this will be shared later.

Of course, the next SWFWDA Summer Quarterly will be hosted by the New Mexico 4-Wheelers in Colorado. What had to be decided at the Clayton meeting was the next Spring Quarterly. Surprise, 2 clubs had prepared proposals! The Texas A&M Off-Road club is planning to hold the "Texas Club Challenge" next spring at a location known as "Contempsie" (sp?). They suggested that the Spring Quarterly could be held in conjunction with this event. The downside, the event would be limited to 100 vehicles and there is no camping on-site at this time. Only some local accommodations exist. Heartland Off-Road of Garden City, KS holds their "Kansas Krunch" each spring and requested that the Spring Quarterly be held in conjunction with it next

year. They use a privately-owned "badlands" recreational area for 4-wheeling fun near Shields, KS. There are opportunities for fishing and golfing here also. I attended the "Kansas Krunch" several years ago when Heartland Off-Road hosted the SWFWDA quarterly meeting. I had a great time there BTW, and even managed to break things during one of the challenging competitions that they had for those of us so inclined. Recognizing the sincerity of Heartland club's proposal, due to their very large contingent in attendance at Clayton, a huge majority of the clubs then voted to hold next spring's SWFWDA meeting in Kansas. (Texas A&M was encouraged to consider hosting an upcoming fall or spring meeting.) It would be great if the New Mexico 4-Wheelers make a huge showing at the "Kansas Krunch"; the drive to and fro is really not too bad either.

The SWFWDA has a new look website up and running now. Check it out: <http://www.swfwda.org>. Incidentally, it has been requested that someone from each member club register for the Discussion Forum (Leon, myself, others?).

The Hole-In-The-Rock Trail by Lamont Crabtree & Glenn Bontly

History of Hole in the Rock, Utah from

www.onlineutah.com/hole-in-the-rockhistory.shtml

In the spring of 1880, a direct supply and access road connecting southwestern and southeastern Utah was completed. Known as the Hole-In-The-Rock Trail, its direct penetration through the Colorado River gorge and surrounding topography shortened distances over alternative routes by up to hundreds of miles. Built by Mormon pioneers answering a mission call to colonize the southeastern section of the territory, the trail provided a crucial link for one year before the most rugged stretches were bypassed with the opening of Hall's Crossing.

The mission which resulted in the trail's construction was initiated by the Church of Jesus Christ of Latter-day Saints to secure peaceful relations with the Indians and to open the area to further colonization. After four months of exploring for a feasible route to their intended destination, the pioneers selected a direct route from Escalante. Although it was the least explored of all the possible routes, it was by far the shortest.

As winter approached at the end of November 1879, 250 men, women, and children, with 80 wagons and 1,000 head of cattle, found themselves up against terribly broken, seemingly impassable terrain. The settlers had been en route for more than two weeks when they reached the 1,200-foot-deep Colorado River gorge, sixty-five miles southeast of Escalante.

For six weeks, the men labored on a wagon road down the sandstone cliffs to the Colorado River. Built by chiseling and blasting a path through a steep crevice named the Hole-in-the-Rock, their road stands today as a testament of pioneer ingenuity and determination. Construction consisted of cutting away a 40-foot drop-off at the top of the crevice, moving huge boulders, leveling high spots, filling depressions, and widening crevice walls. To avoid the steep grades near the bottom of the Hole-in-the-Rock, the pioneers tacked their road onto the face of the north wall of the crevice. The tacked-on road was supported by oak stakes secured into holes drilled into the crevice wall at two-foot intervals.

After driving the wagons through the Hole-in-the-Rock and ferrying across the 300-foot-wide river, the emigrants proceeded east out of the river gorge. On 6 April 1880, after another ten weeks of grueling labor in harsh winter conditions, the missionaries reached a sandy bottomland along the banks of the San Juan River where they established Bluff City.

The hundred miles of road built after descending the Hole-in-the-Rock crossed some of the most rugged terrain in North America. Deep ravines and washes were crossed, trails down thousand-foot drop-offs blasted, deserts traversed, paths through thick cedar forests cut, and steep cliffs ascended. Many grades required seven spans of horses to pull the heavily laden wagons, and the worst stretches could be identified by the blood and matted hair from the forelegs of the struggling teams.

In all, the trek took six months. Food supplies were depleted, and teams had been worn to the point of exhaustion. Two babies were born en route and, miraculously, no one had died. The pioneers had toiled under the most trying of circumstances in a harsh land. Most significantly, their ordeal forged them into a self-reliant colony ready for the formidable tasks of nurturing peace with the Indians, controlling the lawless who sought refuge in the area, irrigating with the unruly San Juan River, and eking out a living from the sun-baked land.

See: David E. Miller, *Hole-In-The-Rock* (1959); and Cornelia Adams Perkins, Marian Gardner Nielson, and Lenora Butt Jones, *Saga of San Juan* (1968).

— Lamont Crabtree

The Hole in the Rock Trail—Present Day By Glenn Bontly

In October 2003, eleven “4-wheeling pioneers” from the New Mexico driving seven highly-capable, modern-day vehicles, retraced a portion of the treacherous journey as made by the 250+ Mormons over 200 years ago, known as the Hole-In-The-Rock Trail. Participants included Chuck Peeples, Marcia Duggar, Paul & Scott Thompson, Don & Bonnie Tyler, Chet & Steve Markham, Mike Blohm & Robbie, and myself. We met at Hall’s Crossing Marina on Thursday evening, which would be our final opportunity to stock up on enough fuel and provisions (i.e., food and beer) to last us the next 2 full days! We spend the night, some of us on just a bed roll beneath the stars, at the “half-track” near the trailhead.



Friday morning, we set out on our big adventure. Chuck led us deep into the trail, through dirt, sand, and slick rock. I want to take this opportunity now to say that Chuck did an outstanding job as our trail leader! I know this cuz I led us back out the next day. And even with my GPS, I still had a hard time keeping us on course.

It took us significantly longer to reach our destination that first day than we had anticipated. This was primarily due to our many photo-opportunity stops along the way. Like most other areas of southern Utah, the scenery was awesome. The trail itself, which I would rate as a solid “moderate”, included numerous obstacles throughout, mostly very steep descents on the sticky slick rock. We finally made it to camp early that

evening. From the mesa, we could see down into the Colorado River gorge, and the "hole in the rock" just across the river. Unfortunately, there wasn't enough time make the hike down. According to Chuck, the hike is harder than it looks, and it would be better to add a third day to this trip in order to make the hike and to visit the Rincon as well. Everyone enjoyed grilling their dinner that evening (some has "tube" steaks, others "round" steaks, and still others "real" steaks). We were also able to have a campfire. But many of us hit the hay early after a long, hard day on the trail. Although a bit windy at this location, the weather was nice throughout the night.



Having tracked the route on my GPS the day before, Chuck asked me if I would lead us back out on Saturday. Since Friday was such a long day, we tried to get an earlier start and to maintain a quicker pace for the trek out.



We arrived back at the marina mid-afternoon to gas up and restock our supplies. After that, some went on to

Moab for some more Utah wheelin' and others headed for home. The rest of us drove a couple of hours back towards Bluff and spent the final evening at the Goosenecks State Park. It was a terrific weekend, but I was dead-tired when I got home on Sunday evening. It was really nice to spend a little time with Don & Bonnie Tyler of Las Vegas, NV (now associate members)! And Mike and Robbie were, uh . . . entertaining! ;o) Although they DID bring plenty of "real food" this time! The Hole in the Rock trail is 28 miles one way and takes a full day to traverse. No breakdowns; and no "stucks" either! It was a great trip.

Request for Letters of Support for a New Trail

Sent in by Mark Werkmeister

This is a request for a short note of support for a "new" trail in southern Colorado. The trail is called the "Stone Quarry Trail", but you have probably heard it referred to as "Travis' Trail". The Stone Quarry Trail is located west of Monte Vista, just off of Highway 160. The trail is primarily hard-to-extreme, but in a lot of ways is like Chokecherry Canyon in Farmington in that there are almost always bypasses or easier routes around the very difficult sections. We have had numerous stock vehicles follow along as we ran along the trail. This makes it an excellent area for mixed groups of skill levels and vehicle modifications. This area/trail would be an excellent club outing if this area gets approved. The area has been in use for quite a while, but Jim and Nancy Bailey and the club from Alamosa are seeking to get the area more formally approved so that it lasts.

Some points to make in your letter:

- You are a four wheeler who appreciates a variety of terrain
- You are a member of the New Mexico 4 Wheelers
- You support the development of additional trail opportunities for all skill levels
- You support the writing of a grant request to add signage, route definition, etc.

If you are interested in actually visiting the area, by all means tell them!

The letter should be addressed to:

Mr. Mark Marshall
Outdoor Recreation Planner
Bureau of Land Management
1803 W. Highway 160
Monte Vista, CO 81144

Jim and Nancy Bailey are collecting the letters of support and will be giving all of them to the BLM at the same time. So please send the letters to Jim and Nancy at:

The Picture Place
2431 Main St
Alamosa, CO 81101-4273



For a 1978 Jeep CJ-5: a set of front hubs; any brand. Call Keith at 505-899-0730 or e-mail rosie16@outdrs.net.

SM 420 or T-18 (Ford 2wd only) transmission. Call Wolfie at 505-856-8539 or e-mail at Aesthchln@earthlink.net.



Jeep CJ Stuff: T5 five-speed transmission--condition unknown, but supposedly had 44k miles on it when pulled from CJ-7, \$250. D300 transfer case--this t-case was in Project Too Long for several years--it was completely rebuilt when installed in the Scrambler and includes Tera 4:1 three gear set--I had no issues with it whatsoever in spite of the extreme use it was subjected to in Too Long, \$500. Steel CJ Hood--great condition, \$100 (new one is \$220). Steel CJ Windshield Frame--needs new glass, \$50 (new one is \$140). Matched set of new steel replacement fenders, \$100 (catalog lists them at \$150 each). Steel CJ Grille--one small dent, \$75 (new one is \$300). Call Mark at 505-794-

0899 or 505-891-0296 or e-mail mark.r.werkmeister@intel.com.

1983 Jeep CJ-7: 4" lift, 33x12.50 tires, 10" wheels, 1 piece rear axle with lock right locker, Tuffy console, 4-speed transmission, Chevy 283 V-8, hard top, bikini top, and tonneau cover, \$5,000 OBO. Call Preston at 505-286-4352 or cell 505-269-3350, or e-mail cj7garner@msn.com.

Brand New Tires: Set of five (5) 37x12.5x17 Goodyear MT/R's. They are brand new, never been on the ground, \$1,000. Call Mark at 505-794-0899 or 505-891-0296, or e-mail mark.r.werkmeister@intel.com.

Jeep TJ Stuff: Rancho 9000 In-Cab Remote Control, \$90; TJ Steel Horse Rocker Guards with side steps, \$150; NV231 Slip Yoke Eliminator Kit, complete, bearings installed, gears and snap rings installed, ready to go, speedo gear, new NV231 oil pump, misc. NV231 parts, \$250; Heavy Duty Chain Binders (2) for Trailer Tie-Downs, \$40. Contact Brad at hueyci@earthlink.net.

Jeep Tires & Wheels: Five (5) 245/75R16 Goodyear Wrangler MT/Rs (31x10.50) from a 2003 TJ Rubicon (tires only, not the rims). Four of them have less than 2300 miles on them and the spare has never been used. Asking \$550 for the set of five. I also have three (3) 31x10.50R15 Mickey Thompson Baja Claw Radials (tires only, no rims). Two of them have maybe 5K to 7K left on them and the other one has been only driven less than 10 miles on it. Asking \$130 for all three. Contact Mike Blohm at 505-453-0557 or e-mail sabre028@yahoo.com.

Toyota Stuff: Downey front 3" lift springs for 79-85 Toy p/u or 4-Runner; make offer. Rancho torque rod kit, 85 Toy power steering pump, drag link, steering arms, and HD tie rod, make offer. Contact Jason Martinez at 505-892-9411 or e-mail jayromi@msn.com.

For more Classified Ads,
please visit our web site at
www.nm4w.org/wanted-for_sale.htm.

Club Notes

Aluminum Cans: Our club saves and recycles aluminum cans. Money from the sale of cans goes into our club treasury. Please bring your aluminum cans to each meeting, and somebody will take them to the recycling center.

To Our Guests: If you attend a club meeting or event and provide us with your mailing address, we will send you three complimentary issues of *Trail Tales*. If you provide us with an e-mail address, you will also be added to the guest e-mail list. If you are interested in becoming a member of the New Mexico 4-Wheelers, please contact one of our officers for membership requirements, or visit our web site at www.nm4w.org/join-the-club.htm.

Trail Tales on the Web Site: In a continuing effort help save natural resources and to control costs, you are encouraged to read the Trail Tales newsletter on the Club Web Site in lieu of receiving a hard copy in the mail. Around the first of each month, the current issue of Trail Tales is posted at www.nm4w.org/newsletters.htm and an e-mail notification is sent to all club members. In addition, a minimum of 2 years of back issues of our newsletter is also available on the web site. So if you want to help "save some trees", please send an e-mail to TrailTales@nm4w.org stating that you do not need to receive the hard copy of the newsletter. Thanks for your participation in this program.

Submission Due Date: The *Trail Tales* is published on the first of each month. Submissions for each issue must be *received* by the Editor not later than the **25th** of the prior month. Submissions can be sent to TrailTales@nm4w.org, or Trail Tales, 21 Rattlesnake Ridge, Tijeras, NM 87059.

NM4W Officers

President Leon Duggar 286-8136 lduggar@msn.com	Vice-President Jeff Rector 228-6547 jeeps4us8495@yahoo.com	Secretary Don Miller 892-3925 djm@thuntek.net
Treasurer Susan Miller 771-8022 tiggersjeep@msn.com	Program Chairman Rich Capener 899-2367 red55jedi@yahoo.com	Historian Bobby Miller 771-8022 tiggersjeep@msn.com
Trip Chairman Chuck Peeples 866-1185 chuckpeepl@aol.com	Environmental Affairs Bob Norton 281-5315 n5epa@flash.net	SWFWDA Delegate "Your Name Here" Please Volunteer!

Schedule of Events

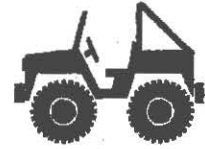
Date:	Event:	Information:	Contact:
Nov 1	Annual 4WD & Camping Yard Sale	At Chris & Laura Johnson's house in Rio Rancho, at 217 Southern Blvd SW.	Chris Johnson 896-1459
Nov 2	Jemez Trail Ride	Meet at the Conoco Station at the intersection of Hwys 550 & 528 at 9 am.	Preston Garner 286-4352
Nov 8	Cerro Pelado Ride (in the Jemez)	Meet at the Conoco Station at the intersection of Hwys 550 & 528 at 9 am.	Sandra Ellaneous 296-0334
Nov 13	Club Meeting	7 pm at Heights Cumberland Presbyterian Church near Academy and Moon, just east of Wyoming	Leon Duggar 286-8136
Nov 15	Semi-annual Highway Trash Pick-up	Meet at the Park 'n Ride at 9 am at the SW corner of I-25 & Hwy 550 (exit #242) in Bernalillo	Lauri Rector 228-6547
Nov 22	Tank Trap Trail	Meet at the Conoco Station at the intersection of Hwys 550 & 528 at 9 am.	Mike Blohm 823-9404
Dec 6	Christmas Tree Run	Meet at the Conoco Station at the intersection of Hwys 550 & 528 at 9 am.	TBD
Dec 13	Holiday Party	Potluck starts at 5 pm, followed by club meeting, followed by gift exchange.	Location TBD

Trail Tales
21 Rattlesnake Ridge
Tijeras, NM 87059-7440





Trail Tales



Dec 1, 2003

The Official Newsletter of the New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

From November 13, 2003
by Don Miller



The meeting was held at the Heights Cumberland Presbyterian Church. Leon opened the meeting at 7:00 PM. A motion to dispense with the reading of the minutes of the last meeting was made by Pat Brady. Motion passed with dissent from Wolfie.

Members Present: Jane Bell, Glenn Bontly, Pat and Sue Brady, Bill and Marie Cline, Monica Debevec, Leon and Marcia Duggar, Sandra Ellaneous, Preston Garner, Bill Jacobs, Daniel and Robert Juarez, Jason and Sara Lavy, Chet Markham, Jerry Marx, Don Miller, Kristy Ohnesorg, Brad and Jeanette Opatz, Chuck and Ethel May Peeples, Jeff and Lauri Rector, Paul and Mary Thompson, Frank Whiston, Mark and Joan Wolf.

Guests: The Guest list included Brandon Adrian and friend, Robert Brady, Rich and Melinda Hunt, Sean Griffith, Steve Hemphill, Ken O'Neill, and Melvin Maxwell.

The Sheriff and VP, Jeff Rector presented his list of fines from the Caballo Lake trip. He fined Mike Blohm for not having a strap as a part of his vehicle equipment; Keith Chapin for a leak, and Bill Cline for something . . . my scribble was indecipherable. Then came poor Chuck Peeples' turn for a near endless list of infractions. Chuck disintegrated one of his trail tires on the trip down. A major automatic transmission fluid leak from a failed line splice on the trail, a center bolt broke in a spring pack, his failure to lock his hubs, and running out of gasoline rounded out his trail problems. To add insult to injury, while grilling his dinner, his steak somehow flipped onto the ground. Jeff didn't have any fines for himself this month.

The Treasurer, Susan Miller, and Historian, Bobby Miller, were absent. They were believed to be relaxing on the sunny beaches of Hawaii celebrating their 15th

Anniversary. *Before they departed,* the club had a reported bank balance of \$2,771.53.

Trip Chairman, Chuck Peeples, asked Marcia to give a report on the Hole in the Rock trip, and Mark Wolf to report on Caballo Lake. Wolfie also reported the Yard Sale turnout to be poor. Chuck then had trail leader Preston Garner report on his Jemez trip, and Sandra Ellaneous report on *her* Jemez trip the week after.

Chuck reminded the meeting of the NM4Wheelers semiannual Trash Pickup, scheduled for 15 Nov.

Chuck reported that 17 Apr 2004 has been set as the date for the 2nd Annual Auge Brothers "4X4 101" Event.

The SWFWDA Summer Quarterly will be hosted by the NM4Wheelers in Fairplay, CO 29 Jul through 1 Aug 2004.

Wolfie will be leading his annual New Year's Day Sagebrush Flats Loop trail ride! Meet at the Conoco Station at the intersection of 550 & 528 at 9 AM.

Pat & Sue Brady were present. They gave us an interesting report on their summer-long trip to Alaska. Even the dreaded Alaskan gnats (no-see-ums) and the presence of nearly continuous daylight could not diminish the good times they experienced.

There was no SWFWDA delegate.

Program Chairman Rich Capener was absent, so we did not hold the usual raffle.

Director of Environmental Affairs was absent.

Secretary Don Miller recorded the meeting.

Old Business: Leon reminded those present that the Summer Quarterly will require trail leaders and tail gunners, as well as other volunteers from the membership to ensure a success. The operating committee is comprised of: Mark Wolf, Mark

Werkmeister, Leon and Marcia Duggar, Preston Garner, and Chuck Peeples.

New Business: The 6 Dec Christmas Tree run will be led by Lauri Rector. Permits will be available beginning 25 Nov at Ranger stations throughout the state. Our run will be to the Jemez with permits to be purchased on the way up at the Walatowa Visitor Center.

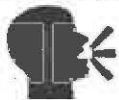
The Holiday Party will be 13 Dec at Anita Ransom's home in Belen, time set to commence at 5 PM. The gift exchange was explained to members. A motion was made and passed to collect toys for the Toys for Tots program on a volunteer basis; gifts to be collected at the Holiday Party.

Don Miller reported that a CB antenna tuning event is going to be planned with the help of Bob Telepak. The date will be announced later.

New members were voted in: Robert Brady, Rich and Melinda Hunt, and Brandon Adrian.

Don Miller explained a 4x4 club sponsorship plan that Tom Wood's Drive Shafts has. Unfortunately he (me) had come unprepared and did not have complete data. The matter was tabled for further discussion, probably at the January meeting. An explanation of the program will be found elsewhere in this newsletter.

Leon closed the meeting at 8:12 PM.



President's Report

By Leon Duggar

Hello all. I hope this finds you with a Happy Thanksgiving behind you, and a Merry Christmas before you. I am looking forward to the Holiday party, and, well . . . the completion of my latest endeavor . . . installing an NP 203 range box between my NP 435 and my Dana 20. Let me clarify some of the misunderstandings, definitions, and confusion that I encountered along my path to enlightenment. "EASY TO FIND" is a phrase that means that it is not in this state or time zone. No, you must look for the furthest island off the Carolinas to find what you are looking for. Next, "EVERYTHING IS INCLUDED"; except the low range gear, bearing retainer, thrust washer, 20 or so loose roller bearings, assorted snap rings, bolts, Lock-tite, etc. "EASY TO ASSEMBLE" means "how many friends do you have?" That's about three short. "BOLTS RIGHT IN" means "somebody done stole them

'magic' bolts, 'cuz they ain't in that there kit." "DETAILED INSTRUCTIONS INCLUDED"; lets just say that they're about as detailed as Bush's plan to win the war against terrorism. Run a photocopied paper through a fax after it has been in the washing machine at least twice . . . you get the idea. Enough of this, I could go on all night. I look forward to seeing all of you at the Holiday Party and on the trail . . . if I ever get this double t-case finished.

Member Spotlight: Phil & Carol Kennicott

By Joan Wolf



It was great catching up with the Kennicotts at the October Palomas Gap run. We haven't seen enough of them in recent years--but for a good reason. Since Phil's retirement six years ago, they've been enjoying the travelin', snowbirdin' lifestyle. But for many years Carol, Phil, and Nairobi (their standard poodle) were familiar faces on club runs. They led runs to Cedro Peak and organized a summer picnic at the Cibola National Forest's group camping area on South Highway 14. And for three-plus years, they teamed as club Secretary and Trail Tales editor. They did a great job of handling those critically important jobs that keep the club organized and visible.

After Phil retired from his position as Information Scientist at Sandia National Labs, the Kennicotts hit the road with their 40-foot motorhome, towing the TJ. They soon hooked up with the FMCA's (Family Motor Coach Association) Four-Wheeling Chapter and have since had a ball wheeling in California, North Carolina, Utah, Arizona, British Columbia, and more. Always willing to assist, they became editors of "Trail Dust News", the newsletter of the FMCA Four-Wheeling Chapter. They

keep their writing, editing, and computer skills up-to-date by putting out a 40-page newsletter four times a year to a mailing list of 300 four-wheelers.

Given the breadth of their four-wheeling adventures, they still rate Palomas Gap as one of their all-time favorites (other faves are Poison Spider Mesa in Moab and Roller Coaster near Florence Junction, AZ). What draws them to four wheeling? "You depend on yourself and there's something to learn every time you go out," says Phil. On the Palomas Gap run, for example, Phil was intrigued by how the winch was used to stabilize a broken spring's center pin and allowed Chuck Peeples to drive his Scrambler back to camp. Even though Chuck could probably have passed on the experience, it was an opportunity for the group to troubleshoot an unusual situation and come up with a creative solution.

The Kennicotts teal 1998 TJ has taken them over trails rated from easy to hard. The TJ modifications include 3" Teraflex lift, 4:1 transfer case, air lockers fore and aft, full floating axles (so the motorhome can flat tow the Jeep), and 33x9.50 tires (narrower than what most people use). Future modifications? Phil says, "We're trying not to" and Carol adds, "If we won the lottery, we'd get a Rubicon."

Like clockwork, when it gets cold the Kennicotts leave their solar home in Sandia Park for their RV timeshare in the Phoenix suburb of Surprise. They enjoy the RV resort's amenities including seven swimming pools, hot tubs, and square dancing. A favorite winter pastime is jewelry making. Phil is the rock cutter and polisher and Carol is the silversmith. Carol also plays violin with the Sun City Chamber Orchestra. Phil loves maps and spends as much time as possible looking at and making maps. An admitted GPS freak, on the Palomas Gap run Phil used his GPS (and memory) to guide the group to a river crossing that shaved time off the long run.

The Kennicotts relish time spent with their four children and seven grandchildren. Their three daughters live in Albuquerque. Helen is the mother of five and will soon earn her PhD in Chemical Engineering from UNM. Karen has two children and is a pediatrician. Youngest daughter, Lisa, is a Computer Scientist at Sandia Labs. Their son, Philip, is the Cultural Critic for the Washington Post and lives in Washington, DC. This past summer the family helped Carol and Phil celebrate their 50th wedding anniversary!

Though both are native westerners (Carol grew up in Salt Lake City and Phil in rural Idaho), they spent many years in New York State. After serving as a Navy pilot,

Phil joined General Electric Research and Development in Schenectady, NY. While in New York, Carol earned her degree in English from SUNY-Albany and was a stay-at-home mom. They were avid sail boaters for many years. But after Phil took a job at Sandia and they moved to New Mexico, Jeeping proved more practical. To learn more about four wheeling, they sought out a group of like-minded folks and were referred to the Sandia Jeep Club. But the SJC turned them down for membership because they drove a Pathfinder! The SJC suggested the NM4W and they joined in 1990. The only current members that they remember from the early days are the Bradys and the Werkmeisters.

When home in Albuquerque, the Kennicotts serve as docents at the New Mexico Museum of Natural History. Carol's specialty is showing the snakes, tarantulas, and bunnies to children. She remembers one time when the boa constrictor must've gotten scared because it started constricting. She calmly got the head snake handler to loosen the snake from her arm!

The Kennicotts next big adventure is a rail trip through Copper Canyon, Mexico. The host guide, Tracks to Adventure, provides the train and loads the motorhomes onto flatcars. By day the group can sightsee from the comfort of their motorhomes. At night, the train stops for the group to have dinner, socialize, and enjoy the area famous for its primitive cultures, birding, and sightseeing. They travel five days by rail and then are ferried over to Baja.

From July 13-20, 2004, the Kennicotts are organizing an FMCA rally to be held near Burley, Idaho. Phil will lead 4WD runs over trails that he horse backed on as a child. Any interested NM4Wer is welcome to join them in the beautiful state of Idaho (ckennicott@att.net).

It's always a treat to run with the Kennicotts because they generously share their knowledge of the outdoors. Carol knows just about every bird and flower there is (or will look it up in her always-handly field books). Phil is well-versed in geology and mining. We're glad the Kennicotts stay in touch and hope to see more of them in 2004. They're one more example of the special folks that make NM4Wers a special group.

**From the Office of the
Director of Environmental Affairs**
Bob Norton

News from the House Agriculture Committee,
November 21, 2003, <http://agriculture.house.gov>,

Washington, DC: The House today voted overwhelmingly to approve the Healthy Forest Restoration Act. Congressman Bob Goodlatte, Chairman of the House Agriculture Committee and Chairman of the House conferees, today applauded final House passage, by a vote of 286-140, saying this is a critical first step towards fixing what is wrong with the management of our public lands.

"After lots of hard work we are sending this historic legislation to the President's desk. This is the first significant forestry legislation to pass Congress in a generation," Goodlatte said. "This bill creates the first real relief from bureaucratic gridlock after over eight years of legislative effort. Final passage sends the unmistakable message that the Congress favors results over process, and that achieving forest management that protects our communities, our watersheds, and the lives of countless people, outweighs partisan wrangling."

"The good news is that both bills seek to address the issues that have tied the hands of our forest managers; NEPA analysis that drags on for months; administrative appeals that spring up at the last minute; and court actions that stall projects for so long that areas proposed for treatment frequently are destroyed by fires long before the judicial process concludes," Goodlatte continued.

There are over 190 million acres of forests and rangelands which remain at risk of catastrophic wildfires, insect and disease, a landmass larger than New England. This bill takes the modest step of addressing the hazardous conditions on only 20 million acres of this total.

"The Healthy Forest Restoration Act will give federal land managers the opportunity to restore our forests to a more natural balance, while maintaining important environmental requirements," Ranking Member Charlie Stenholm said. "I commend Chairman Goodlatte for his bipartisanship and leadership on this important issue."

The legislation takes an innovative approach to forest health on private forest lands, creating new programs to detect and suppress such forest pests as hemlock woolly adelgid and the emerald ash borer. It also creates two new programs to help family forest owners manage their forests to protect watersheds and to help protect wildlife on private lands. Both programs use a non-regulatory, incentive-based approach to promote conservation, rather than a top-down, one-size fits all regulatory approach. The final version of the legislation excluded

five entire titles, and fifteen unrelated provisions that had been added in the original Senate legislation.

The Society of American Foresters praised this bill for giving new tools to forest managers to protect our forests. The National Volunteer Fire Council praised it for reducing the degree of threat faced by their members when they are on the fire line. The International Association of Fire Chiefs, along with professional wildlife managers, sportsmen, and serious conservation groups all support this bill.

Goodlatte applauded President Bush for his leadership in bringing this about and encouraged him to continue to exert leadership in this field to ensure that Federal land managers act aggressively to implement this program as quickly as possible.

He went on to pledge vigilant oversight in the Agriculture Committee to ensure that the Forest Service acts quickly to implement this program.

The Newest NM4-Wheeler

Submitted by Lauri Rector

Ron & Susan Hyman had a baby girl on Wednesday, November 19th. Angela Faye weighed in at 6 lbs, 8 oz and was 19 1/2" long. Mother and daughter are both doing fine and are at home now. Ron also survived this event. His 1st comment to me was he was getting a Jeep; the baby was not going to ride in the Sammy.

Caballo Mtn / Palomas Gap Run

25-26 Oct 2003

By Mark Wolf

Friday evening, October 24th saw some 14 vehicles arrive for the assault on the Caballo Mountain trail near Truth or Consequences. After briefly visiting with those who arrived earlier, we all headed off to bed for an early morning rendezvous for the trail run. We lined up at 7:30 AM to get an early start because there was some good food to be had when we returned. Two guests, Marcus Kraushaar and Daniel & Robert Juarez decided to join us. This was Marcus' first run with the club, but Daniel (and brother Robert) have been regularly attending since finding out about us on the website). Members attending were: Chuck Peeples, Glenn Bontly, Tom Hurt, Keith Chapin (and dogs), Paul & Mary Thompson, Sandra Ellaneous and her boys (Luke and Daniel), Kristy Ohnesorg, Bill Cline, Jeff & Lauri

Rector, Phil & Carol Kennicott (really! Can you believe it?!), Mike Blohm, and Joan and I.

We awoke to brisk temperatures and the sound of birds in the air. The Caballo reservoir is a stopping off point for several species of birds migrating as they head south for the winter. We headed out at 8:10AM leaving the campground and heading west, then south to get to the road that leads around to the other side of the dam. It took us about 30 minutes to meander through fields of bright red chile peppers, onions, and cotton to reach the other side. Once we reached the other side, we all stopped and aired down our tires for the day ahead. Tom Hurt took the rear and was our "Tail End Charlie" for this trip.

We headed off to the east to get to the trail head, which is about 3 miles from the dam. Once we reached it, we all turned left and headed to the northeast, following along the trail. The trail winds through the desert until it finally dumps into a wash and continues to the northeast. Once you reach the spot where it turns out of the wash, there's an immediate washed out part of the trail that causes some air under the tires and heavy leaning to the right side. You can't roll over here as the bank is too tall on the bottom side preventing you from having a bad day. We reached a hilltop where we could watch the others traverse this little spot, when all of a sudden we heard this voice say "Wow! These lockers ARE cool!". Yes, Sandra had experienced her first use of a selectable locker and decided she really liked it. Keith was not far behind her and when I watched him come through the spot, he looked like he got a lot of air under his tires. But, with Keith being the quiet type, we never heard a word. After all of the vehicles got through there, Tom signaled to me that we should get going. I fired the Wagoneer up and headed out.



We shortly reached the canyon bottom and started the drive up. A couple of people, namely Chuck Peeples, decided to try this difficult option and a few others wanted to join him. Chuck had lots of problems and we eventually got him off of the rock. He was disappointed, but not ready for what lay ahead for him that day. Let's just say he should have "stayed home and mowed the yard!" Jeff Rector, Glenn Bontly, Mike Blohm, Keith Chapin, Paul Thompson and Sandra Ellaneous eventually made it over the rock. Keith had to have a little help as his tires just wouldn't bite that day. Sandra was in her "new" 85 Toyota 4-Runner with all of the goodies and finessed her way up this difficult ledge like a pro. She held her cool when the going got tough and made it through with no problems. She can teach us all a lesson of keeping your cool when there are lots of people staring at you, you have a new vehicle you're not that familiar with, and your experience level has not brought you through spots like this before. We continued on and found other spots where difficulty was great and a few tried them all. Most, however, took the established route and shied away from the difficult parts. Mike Blohm somehow got lost and headed into a difficult part that others with near stock vehicles could not get through. I walked back to help Tom get them sorted out and headed in the right direction. Mike and Keith continued on the way they were going and the rest took the trail.



As morning developed, it became warmer and warmer. When we stopped for lunch at about 11:30AM, we all made sure we were in the sun to remain warm. Kristy popped out her picnic table, Mary Thompson put down her red-checkered table cloth, and all got out our food of choice. Tom called and said that Keith had a flat tire and would be there in a minute after they changed it. He arrived after just a few minutes and we took a half hour lunch break.



We then started our rigs again and headed out. The trail turns into a graded road leading to this ridgeline that eventually heads to the towers above Caballo Reservoir. We were headed up the steep part of the trail to the ridgeline, when someone yelled out that Chuck was losing a lot of red stuff. We stopped and checked it out, found that he was losing transmission fluid due to a separated line. We all looked through our rigs to find sufficient parts to put him back together and ended up putting four quarts of transmission fluid (at \$20 a quart!) in his rig to bring it back to full again. That was the second time Chuck had trouble. While we were fixing that problem, we came to understand that our illustrious Vice President, Jeff Rector had a flat tire. He fixed it quick and we were once again on our way to the top of the ridgeline and the communication towers. When we got there the wind was howling and the temperatures were slightly cool. With that, we decided it was time to go and got back in our rigs to continue towards Palomas Gap.



The next part of the trail was long, leading us through what looked like a mixture of cow pastures and desert. It was easy and no wrong turns kept us on track. As we headed down the trail, Chuck relayed his vehicle would not run less than 2500 RPM. We had no fix for that one and he continued, wrangling with it the whole way. With that high of RPM and the fact that he had a 4:1 low range, his brakes were ineffective at times. However, he finessed it along and pretty soon we were at the entrance to Palomas Gap. This "Gap" is an early stagecoach and trading route between the Rio Grande River and to the east. It was nearly 4:00PM and time to get off this mountain as Carol said it is dangerous at night on that part of the trail. Once we all got through it, no one would have argued with her. We stopped again to look at the scenery down in the canyon when Tom called and said that Daniel had a flat tire. He helped him fix it and they were quickly on their way. Once they all caught up, we started down the other side towards the Rio Grande River. We were nearing almost the last hill when Chuck called again and relayed he had another problem. I stopped the Wagoneer and walked back to find that his center pin on the front-left spring had sheared off and the axle had walked back into the fender. Well, we put Chuck's brand new Mile Marker winch to use and pulled the axle back into place once we loosened the U-bolts. When it was in its proper place, we tightened the U-bolts and left the hook of the winch attached to the steering knuckle to make sure his axle didn't walk back again. This was the fourth time poor Chuck was having difficulties.

We eventually all made it off of the mountain and headed out towards the river to take the long road north to the crossing point. No more problems were encountered and we made it to the river crossing. Thanks to Phil Kennicott, we found a real river crossing that was doable thanks to little to no river flow this day. This took valuable minutes off our route and once we were on the other side of the river and on a County road, we all stopped to air up our tires. Chuck decided he would head out before everyone was done as he wanted to make it back to camp as soon as possible. This would also allow everyone to catch him in case he had more problems. He also noted that he thought he was low on gasoline, but had a five gallon container with him so no problem. I caught him about 4 miles south of town. I passed him up as it looked like he was doing fine. I guess a few minutes later, he ran out of gas. When Jeff Rector stopped to help him refuel, Chuck complained about a vibration and Jeff just decided to check the hubs. Sure enough, Chuck had forgotten to disengage them when he started down the road. After they got fuel in his

Jeep and unlocked the hubs, he was on his way back to camp.



When we arrived back at camp, there were a few tents blown down, but not much else. Sandra decided with the boys and the blown down tent, she would just head back to town. Mike, Daniel and Keith all decided to follow, but the rest of us stayed for some potluck fixins. The weather turned nasty as we were starting to cook, but that didn't deter us. Food was a priority and we were determined to make sure we got our share. Everyone cooked their main dish and put their shared dish out for all to enjoy. There was plenty of food and no one went hungry. Chuck was cooking his steak (seems fitting after a long hard day) when he decided to turn it over to brown the other side and flipped it right onto the ground. By this time, we all decided that Chuck had had enough and that we better not harass him about that one. He took it in stride though and went inside his camper for some hotdogs. He got them cooked without further incident and ate his share. We all talked for awhile during and after our meal. It was about 9:00 PM when most said goodnight as the wind was strong and the slight rain had chilled things off a bunch. We headed our separate ways, some to enjoy the warm showers and some to enjoy the warm bed.

We awoke the next morning to clear skies and cold temperatures. Joan decided to interview Phil and Carol for this month's Member Spotlight (seeing how we rarely see them anymore) so I made sure the heater was operating efficiently, giving them a nice warm spot to sit for their interview. She finished just as Tom, Kristy, and Jeff and Lauri were ready to go to town and get some breakfast. We quickly loaded up and headed to town for our last meal of the event. Chuck headed out early to be ahead of everyone in case he had any more problems. (Chuck had blown a tire on the way down to Caballo,

but didn't know it for several miles. This caused his trailer fender to partially separate from the trailer. When Chuck finally got it stopped, some poor Farmer pulled over behind him after 10 minutes to tell him that he had been chasing him for miles to tell him of this problem, but couldn't catch him. But, that's another story in itself!) Paul and Mary and Glenn also headed out. The rest of us went to T or C and had breakfast. We then said our goodbyes and headed back to Albuquerque. This is a great trail and I hope some who have never tried it before get a chance to traverse it some day. You will enjoy it.

Jemez Trail Ride

2 Nov 2003

by Preston & Melissa Garner

Preston, being a man of "many" words, had this to say about his run to the Jemez: We met on Saturday, November 2, 2003 at our regular meeting spot. We had 12 vehicles show for my run--several members and several new faces. We drove up into the Jemez Mountains, down some dusty and dirty roads. We ran one of my favorite roads, Pipeline Road. It seems to get "better" with each year of snowfall and rain. Next year I should probably rate it as moderate-to-hard; we'll have to see. Anyway, everyone had a good time and I'll do it again next year. Thanks to all those who showed up and to my wife for making sure everyone got signed in!

Tom Woods Club Sponsorship Program

By Don Miller

As noted in the minutes of the 13 Nov meeting, *Tom Wood's Custom Drive Shafts* has a Club Sponsorship Program. Listed below is the official Tom Wood's Custom Drive Shafts 4-Wheel Drive Club Sponsorship Program information.

Intent:

- Promote the sport of 4-wheeling
- Give back to the 4-wheeling community
- Develop and establish ongoing relationships with groups & customers
- Benefit club members by way of product discounts
- Annual support of clubs & events by way of raffle prizes

What Tom Wood asks from the NM4W:

- Mailing list stating organization name, with a complete listing of all members names and addresses. This will be used to verify club member status for discounts. And to occasionally mail promotional material. This can be sent in either a printed form or via e-mail.
- A link from your club web site (if applicable) to ours.

What Tom Wood will provide to us:

- Gift certificates for your club, redeemable at Tom Wood's Custom Drive Shafts. To be used at your club's discretion, the intended use would be raffle prizes, etc.
- Club Member discount of \$20.00 on any drive shaft purchased from Tom Wood's Custom Drive Shafts Inc. One discount per drive shaft (i.e., order two and receive a \$40.00 discount). This discount is not be used in conjunction with any other discount or promotion. Membership will be verified with the club membership roster.
- Reciprocal link from our web site to yours.

I have been in contact with Tom Wood and have answers to a couple of my own questions. I questioned the frequency of "occasional" promotional mailings and e-mailings, as well as the amounts of the gift certificates and their frequency. Here is Tom's reply...

"I couldn't tell you the frequency of the occasional mailings. Not because I don't want to, but because I haven't done any yet. I have had this program in place for almost a year now and have not done any solicitations. It may never happen, but you never know. I would just like to have this option available in the future. Keep in mind that I don't even require mailing addresses, just name & town for verification purposes. The value of the gift certificates are 1 each \$200.00, \$100.00, & \$50.00. These are given annually with updated membership rosters.

Thank You,
Tom Wood"

Regarding the need for a link from our website to Tom Wood's, there is no specific placement required, just a link from wherever any other links may be.

As members, what are your thoughts on the issue of taking advantage of the Tom Wood's Club Sponsorship Program? I believe we should place the matter before the membership for more discussion at the January

meeting. If you feel strongly about this, one way or the other, you should be present and make your views known. Personally, I believe that the plan is basically a good one.

I would propose that members be automatically included and that we allow members to opt out of participation. A member opting out would remain excluded from any personal benefits that could arise from the plan until the beginning of the next NM4W fiscal year (August 1) when said member could decide to be included in the plan for the next fiscal year.

I believe that if the membership votes to accept the Tom Wood's program we should use the three gift certificates for the club fiscal year, August 2003 thru July 2004 as prizes to be awarded at the Summer 2004 Quarterly we are sponsoring in Fairplay, CO. This would be voted on as a separate matter.

If the club members were to vote to accept the Tom Wood program, *Tom Wood's Custom Drive Shafts* would then become a Sustaining member under Article III, section E of the By-Laws:

Sustaining membership shall be available to such individuals or business firms who wish to make a donation of money, merchandise, services, or equipment to this Corporation. A plaque or certificate, suitable for display, will be presented to such Sustaining Members.

The discussion about accepting or rejecting the *Tom Wood's Custom Drive Shafts Club Sponsorship Program* brings forth several other questions, mostly hinging around the website. One question at the November meeting regarded how we, as a club, make decisions about who gets listed with a link; as in "if we list Tom Woods, what do we say to others who ask for a link?" I believe the Sustaining membership classification as stated above can be used to define who gets listed.

Another concern was brought up regarding the fact that one of our club members works for U-Joints Inc. here in Albuquerque. Would the Tom Woods program harm the local drive shaft business? There was some discussion and the consensus seemed to be that there should not be a problem. Tom Wood's does some things that U-Joints Inc. does not do, and U-Joints Inc. does things for us (and others) that would be unlikely to be received from Tom Woods.

Highway Trash Pick-Up

by Lauri Rector

This would be a good time to recognize all of those that were able to make the effort on that very chilly Saturday morning. But, I left my sign up sheet in Jeff's truck, so I'm going by memory, which has gone to the dogs in my old age.

We had a large turn out of our relatively new club members, including Bill Cline, Sandra Ellaneous, Rich Hunt, Robert & Daniel Juarez (and Daniel's friend Phil Casias-Villalva—what a way to spend your vacation time), Jerry & Barbara Marx, Kristy Ohnesborg, and John Orban. We also had a not-so-active member with us—Jason and Hiromi Martinez, as well as the regulars for this duty—Rich Capener, Chuck & Ethel May Peeples, and Mark Wolf.

Again, the State shorted us on the supplies that we needed. We only had enough trash bags to pick up on one side. John Orban was nice enough to bring some extras with him and we used a lot of them. And this time, the State only had 4 vests left when I went to pick up our stuff during lunch on the Friday. Almost everyone that attended got my e-mail and donned brightly colored clothes.

We have a very large, growing, and active club. There should be a larger turn out than 18 people, which is about the average turnout for this event. The State should also be able to provide the vests and trash bags better than what they have been. Between these two things, expect our Trip Chairman Chuck Peeples, to discuss this at the January meeting. If anyone has any thoughts or ideas on how to make this more successful, please be ready to speak up.

Tank Trap Trail

by Mike Blohm

This was my second attempt to lead a trail run for the NM4W. Some of you may remember my attempt last year when the transmission on my ZJ gave up the ghost. It would not be a repeat event. On Saturday morning we all met at the regular spot at 528 and 550. It was a little windy and brisk, but it seemed like almost perfect wheeling weather. For this run we had 12 vehicles that included: Myself (Mike Blohm) and my girlfriend, Nicole, in my '03 TJ Rubicon; Bill Cline in his '02 TJ with passenger Jeff Cork; Don Walker in his '82 CJ-5 and passenger Kyle Medders (spelling?) (they both

drove down from Farmington); Ed and Lyn Kausche in their '98 TJ; Jake and Stacey Foster in their '03 TJ Rubicon; Byron Carlson and his two kids in his '97 FJ80; Brandon Adsian and his friend in Brandon's '91 XJ; Brad Opatz Sr. and Brad Jr. in his '98 TJ; Guy Conway in his '91 YJ; John Orban in his '03 TJ; Andrew Schwebke (spelling?) in his '76 CJ; and Don Miller in his XJ as the tail gunner. We started out at about a quarter past 8 and were all aired down and on the Tank Trap before 10. I stopped just at the beginning of the dam to let everyone bathe in the whole scene and explained to everyone that this was the only creepy off camber part of the trail. I was the only person to have difficulty on this obstacle. Coming off of the obstacle, I punctured the sidewall on my front passenger MT/R. I changed my tire while Don Miller spotted everyone else over the "dam" obstacle without incident. The next major obstacle was the Trident (I don't know if it has a name or not but that's what I'm gonna call it). The Trident has the option of taking a "by-pass" to the left, a moderate "S-turn" technical middle, or a hardcore, 50-point-turn, technical option to the right. The fun vehicles to watch go through were Brandon and Guy. Brandon launched his '91 XJ through the center of the Trident taking a little body damage, but giving everyone a good show. Guy got totally screwed by the right option on the Trident. Getting almost through the right part, we all heard the all-too-familiar pop of a U-joint on his front driver side. Then the dreaded clink-ca-chunk-clank-clank-clank. It also took with it the ears of his axles. D'oh!!! He also managed to chip his wheel enough to FUBAR its bead. Luckily, through the miracle of manual locking hubs, all Guy had to do was disengage that end of the axle. We all chipped in and helped him swap out tires, and broke for lunch (no pun intended). We then got to the fun sand hill where you can raise a tire in the air for good photo ops. Some were able to raise a tire, some weren't. I got almost side ways doing it and took some body damage on one of my corners. I deserved it because I didn't like the flex I got on the first try so I backed up and tried it again. D'oh! Brad went through and showed everyone how it's done properly. The next major event was at the last boulder at the end of the rock field. Brandon had to get strapped over the last part and took some damage to his front bumper. As always, Brandon shrugged it off. Andrew had some difficulty when he taco-ed both his draglink and tie rod on the rock. It started to flurry as this was happening too. Jake Foster used his winch to help get Andrew through the obstacle and then used the winch to help straighten out the steering components as best we could. Jake offered to trailer Andrew's CJ home since it was not highway worthy, and Stacey would drive the Rubicon home. Now that is what four-wheeling is all

about! We all got back to the air up point without incident. Although cold and tired, everyone had a great time. We made new friends and hope to see everyone on the trails again soon. Keep the rubber side down.



For a 1978 Jeep CJ-5: a set of front hubs; any brand. Call Keith at 505-899-0730 or e-mail rosiel6@outdrs.net.

SM 420 or T-18 (Ford 2wd only) transmission: Call Wolfie at 505-856-8539 or e-mail at Aesthchln@earthlink.net.



1993 Jeep 4.0 HO motor / 5 speed manual / transfer case complete: from fan to transfer case, and from oil pan to computer with wiring harness. 94K on motor, motor passed last emission with flying colors. New clutch and pressure plate installed in April this year. \$1,500.00 Contact Pat at 505-898-6449 or e-mail Patdbrady@aol.com.

Four Uniroyal Laredo Mud and Snow Tires: 31x10.50x15". They have 9,000 miles on them, evenly worn with lots of tread left. Asking \$100 for the set. Contact Bill at 505-890-6806 or e-mail wriacobs@aol.com.

Superchips 1705 MAX Micro Tuner for Ford 7.3L Powerstroke Engines: Results in increases of up to +80 h.p. and +160 ft/lbs of torque. Will also read your Diagnostic Trouble Codes (i.e., your

Check Engine Light error codes). Sells for \$350+ new. Asking \$250. Contact Glenn at 505-286-4851 or e-mail glenn@webejeepin.com.

Drop-In Truck Bed Liner: Brand new! Removed from a 2003 Dodge 3500 long bed. I presume it will fit in any late-model long bed Dodge, but I'm not sure. Cost \$250 from the dealer. Asking \$150 o.b.o. Call Glenn at 505-286-4851 or e-mail glenn@webejeepin.com.

Jeep CJ Stuff: T5 five-speed transmission--condition unknown, but supposedly had 44k miles on it when pulled from CJ-7, \$250. D300 transfer case--this t-case was in Project Too Long for several years--it was completely rebuilt when installed in the Scrambler and includes Tera 4:1 three gear set--I had no issues with it whatsoever in spite of the extreme use it was subjected to in Too Long, \$500. Steel CJ Hood--great condition, \$100 (new one is \$220). Steel CJ Windshield Frame--needs new glass, \$50 (new one is \$140). Matched set of new steel replacement fenders, \$100 (catalog lists them at \$150 *each*). Steel CJ Grille--one small dent, \$75 (new one is \$300). Call Mark at 505-794-0899 or 505-891-0296 or e-mail mark.r.werkmeister@intel.com.

1983 Jeep CJ-7: 4" lift, 33x12.50 tires, 10" wheels, 1 piece rear axle with lock right locker, Tuffy console, 4-speed transmission, Chevy 283 V-8, hard top, bikini top, and tonneau cover, \$5,000 OBO. Call Preston at 505-286-4352 or cell 505-269-3350, or e-mail cj7garner@msn.com.

**For more Classified Ads,
please visit our web site at
www.nm4w.org/wanted-for-sale.htm.**

Club Notes

Aluminum Cans: Our club saves and recycles aluminum cans. Money from the sale of cans goes into our club treasury. Please bring your aluminum cans to each meeting, and somebody will take them to the recycling center.

To Our Guests: If you attend a club meeting or event and provide us with your mailing address, we will send you three complimentary issues of *Trail Tales*. If you provide us with an e-mail address, you will also be added to the guest e-mail list. If you are interested in becoming a member of the New Mexico 4-Wheelers, please contact one of our officers for membership requirements, or visit our web site at www.nm4w.org/join-the-club.htm.

Trail Tales on the Web Site: In a continuing effort help save natural resources and to control costs, you are encouraged to read the Trail Tales newsletter on the Club Web Site in lieu of receiving a hard copy in the mail. Around the first of each month, the current issue of Trail Tales is posted at www.nm4w.org/newsletters.htm and an e-mail notification is sent to all club members. In addition, a minimum of 2 years of back issues of our newsletter is also available on the web site. So if you want to help "save some trees", please send an e-mail to TrailTales@nm4w.org stating that you do not need to receive the hard copy of the newsletter. Thanks for your participation in this program.

Submission Due Date: The *Trail Tales* is published on the first of each month. Submissions for each issue must be *received* by the Editor not later than the 25th of the prior month. Submissions can be sent to TrailTales@nm4w.org, or Trail Tales, 21 Rattlesnake Ridge, Tijeras, NM 87059.

NM4W Officers

President Leon Duggar 286-8136 president@nm4w.org	Vice-President Jeff Rector 228-6547 vice-president@nm4w.org	Secretary Don Miller 892-3925 secretary@nm4w.org
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Schedule of Events

Date:	Event:	Information:	Contact:
Dec 6	Christmas Tree Run	Meet at the Conoco Station at the intersection of Hwys 550 & 528 at 9 am.	Jeff & Lauri Rector 228-6547
Dec 13	Holiday Party	Potluck starts at 5 pm, followed by club meeting, followed by gift exchange.	Anita Ransom 864-3146
Jan 1	Sagebrush Flats Trail	Meet at the Conoco Station at the intersection of Hwys 550 & 528 at 9 am.	Mark Wolf 856-8539
Jan 8	Club Meeting	7 pm at Heights Cumberland Presbyterian Church (east of Wyoming at Moon)	Leon Duggar 286-8136
Feb 12	Club Meeting	7 pm at Heights Cumberland Presbyterian Church (east of Wyoming at Moon)	Leon Duggar 286-8136
Feb 25-28	Chile Challenge	Wednesday through Saturday at the Las Cruces County Fairgrounds	Las Cruces Four Wheel Drive Club
Apr 17	Auge's "4x4 101" Event	Auge's Chrysler/Dodge/Jeep dealership at 650 E. River Road in Belen	Robert Auge 864-4482
Jul 29 - Aug 1	SWFWDA Summer Quarterly	Park County Fairgrounds in Fairplay, CO	Leon Duggar 286-8136

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