



Trail Tales



Jan 1, 2005

The Official Newsletter of the New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

From Dec 11, 2004

by Joan Wolf



The December potluck/party/meeting was held at the beautiful Corrales home of Barbara and Jerry Marx. Members enjoyed a sit-down potluck, including ham, meatballs, and libations provided by Barbara and Jerry. Members brought all kinds of delicious appetizers, main dishes, salads, and desserts (all or which had the calories "shaken out", as Chuck would say).

Member families present: Baca (Paul-Baptiste, Eveliina and 8-week-old Kaisa), Bontly, Brady, Capener (Rich and Camille), Cline, Duggar, Kausche, Lavy, Marx, Miller (Tami and Darrin), Ohnesorg, Peeples, Rector, Sierra, Tanner, Thompson, Werkmeister (Mark and Debbie), Whiston (Frank and Donna), and Wolf.

Guests: Mike and Angela Cook (voted in as members under New Business).

After a long, leisurely gorgefest, the meeting was called to order at 7:50 p.m. by President Leon "Rocket J. Squirrel" Duggar. First order of business was a thank-you round of applause for our gracious hosts, Jerry and Barbara. Next was the motion and vote to dispense with reading last month's minutes.

In the spirit of the season, Sheriff Santa Rector had no infractions to report or fines to levy. At the request of Trip Chair Jason Lavy, trip reports followed.

Upcoming runs:

January 1, 2005, Sagebrush Flat. Wolfie will lead. Meet at the Conoco station at Hwys. 550 & 528 at 9:00 a.m. NM4W adopted this Santa Fe National Forest trail about five years ago. To fulfill this commitment, members are asked to bring trash bags and help with cleanup during the run. In the past, there hasn't been

much trash so let's keep it that way. If there's snow, it will be a moderate run. If dry, it will be easy.

February 23-26, Chile Challenge. Register by January 29th for earlybird rates. The Saturday evening raffle is the main source of income for SWFWDA, so sell tickets!!! Contact Leon to get your supply replenished. Glenn put a link for the event registration on the NM4W web site Schedule Page. He also posted the annual "Which Trails are You Planning to do at the Chile Challenge" list, also linked to the Schedule Page.

Past runs:

November 12-13, Caballo. Wolfie said it rained, rained some more, and then snowed on the way home. The slippery rocks made for a challenging run. Everyone was impressed that first-timer Debbie Cade and her son Ben in her TJ and relatively new member Nancy Crowley and Rod Martin in Nancy's trusty CJ-5 got through the trail unscathed.

November 27, Cedro Peak. Glenn led a smallish group up this scenic area in the Tijeras area. No problems, lots of mud, the play areas were fun.

November 27-28, Arizona. For a change of pace, several made the trek to the Phoenix area for warm weather and new trails. On Friday, six vehicles ran the Reno Pass Trail. In spite of being 50 miles from a city of 3+million people, no one was encountered on the trail. The Crown King trail on Saturday was a tougher trail with some serious rock crawling in places. It started out in saguaro cactus terrain and ended up at 6,000+ feet in the Ponderosa pines. We had a delicious lunch at the old ore mill that's been converted to a restaurant. Those attending were Lauri and Jeff Rector, Mark and Joan Wolf, Dan Colwell and family from Prescott Valley AZ, Mike and Alex Wolf from Peoria AZ, Kristy Ohnesorg, Mike Coe, and two German four-wheelers that Mike met in Moab.

December 4, Christmas Tree Run. Glenn said no one rolled over (unlike last year when someone's brother was driving a bit too fast, braked, and then rolled a

Grand Cherokee, no one was hurt). This year everyone enjoyed playing in 18-inches of snow. Pat and Sue managed to find even more snow on their return trip through the village of Ponderosa and had fun getting through it.

Historian Rich Capener requested pictures for the scrapbook. Other officers were unable to attend; there was no Treasurer report. Bob Norton stayed home to work on the quarterly Drive Lines newsletter. Jason Lavy was "volunteered" to submit an article on NM4W activities to Bob.

Old Business. Jerry Marx expects to place a t-shirt/sweatshirt order after January 1st, so get requests to him before then. So far, about six people have placed orders.

On behalf of the club, Jerry presented a check to All Faiths Receiving Home and Bill Cline did so for the Valencia County CYFD. Both groups were very grateful for the \$300 donations. It was suggested that the letters of acknowledgement be placed in the club scrapbook.

New business. Pat Brady said the corporation papers were not filed last year, so the club must pay a small fine and the \$15 fee. After officers sign the paperwork, Leon will send it in.

Robert Auge contacted Chuck about the club's willingness to help put on another 4x4 101 class at Auge's dealership in Belen. A vote will be taken at the January meeting. If the club decides to help, Pat will again do the engineering work on the obstacle course. There needs to be a strong turnout for the work party to build the course. The tentative date is April 16, 2005.

Mike and Angela Cook were voted in as new members. They drive a CJ-7 (Mike) and a TJ (Angela), are friends of Jack and Stella Sierra, and have attended several Chile Challenges.

Sue contacted the church (Heights Cumberland Presbyterian) about using a room for the January through April meetings. Marcia mentioned that Don Miller should be contacted to see if he'll be able to resume the Secretary duties in January. (Note: Just recently, Don emailed members that he WILL be resuming Club Secretary duties beginning in Feb!)

The meeting adjourned at 8:18 p.m.

**The Newest NM4-Wheeler
from Frank G. & Beth Whiston**



We are very excited to announce the arrival of our new baby girl! Kimberly Ann Whiston arrived at 9:52 AM MST on Sunday, December 19, 2004. She weighs 7 lbs, 5.6 oz. and is 20 inches long. She has what looks like brown hair and beautiful pink skin. Beth and Kimberly are doing very well; both are extremely exhausted. We look forward to her first Christmas.

**Reno Pass and
the Back Way to Crown King
Arizona
by Mark Wolf**

Friday morning, November 26th had 4 vehicles meet at the Cracker Barrel in north Phoenix at I-17 and Deer Valley Road. Joining me was Jeff & Lauri Rector, my brother Michael and his son Alex, and a friend and his son Dan Colwell and Bryce. We had some breakfast and headed across town. After stopping a couple of times to be sure we had enough fuel for the day, we headed north

on Beeline Highway to the turnoff to Bushnell Tanks. There we met Kristy Ohnesorg and Mike Coe (in Kristy's Jeep) and a couple from Utah named Sonia and Jocko (actually they're from Germany). We aired down our tires and headed east towards the start of the trail.

I was reading the Arizona Trails book while driving and missed the turn onto FS 524. After a short tour around an old water tank, we went back down the road about 1/4 mile and found the turnoff. The trail started out fine and got gradually better as the day went on. My brother had not been out in his 30" tired, but lifted, lockerless Cherokee for a long time, and this would be his day to remember how to go four wheeling. He followed my friend Dan, who has a well-prepped Cherokee himself and likes to exercise the suspension and rear locker. None of us could believe it when he started following Dan through the hard stuff and was actually making it! Even Sheriff Rector said, "What's he doing following him"? I finally got my brother to look for other ways along this trail, as it had some bypasses for the harder obstacles. These obstacles were actually nothing more than trail washouts.

All was going well, as the weather was great and the trail was hard enough, but not too difficult. It had its share of rocks, dirt, washouts, climbs, and scenery. Everyone made it to the top of the pass by 11:30 AM and we decided to have lunch. About the time I stopped, my brother said he had a problem. A quick "look see" determined that his left front spring had popped out of its holder. The little hold-down bracket had fallen off causing the spring to shift. While Mike went to look for the bracket, Sheriff Rector, myself, and Jocko worked to get the spring reseated on Mike's Cherokee. At that point we decided to reattach the sway bar to try and hold the spring in place. It worked, as the spring held all the way home.

After eating lunch, we headed down the other side of the pass towards Punkin Center. I came down the hill and decided to turn left onto what looked like an alternative route to the bottom. After following the route for quite a ways, I called back to the others that it looked ok. They all followed like lemmings! And, it turned out that this was a short trip to an abandoned mine. There was some off camber the last part of the trail and I heard more than one complaint. Even Sheriff's Rector's wife said "The Sheriff's wife is going to fine you". Gee! It was a nice side trip and the lean wasn't that much on the side of the cliff!

We finally made it down to the bottom and aired up our tires. Everyone really enjoyed the trail and we never

saw another vehicle all day. That's amazing for a trail so close to Phoenix!

The next morning we all met (same group of vehicles, except that Mike Coe drove his own Jeep and Dan's wife Nora and daughter Erin and my wife Joan also joined in) near Lake Pleasant, north of Phoenix, to head up to Crown King via the "back way". My meeting place was slightly off, as the roads had been rerouted since I was last there (maybe 15 years ago!). But, we all caught up with each other and headed into the trail. We stopped when the road turned to dirt and aired down our tires for another day of wheelin'. My brother Mike had fixed his Jeep the night before, so he got to take that sway bar loose, but not before we went a long ways on this "easy" trail.

This time it would be different! There were a lot of vehicles out this day! We aired down and headed for the trail. It started right away and we stopped for a bathroom break. One group caught up with us and waited to let us go ahead. We also decided to change channels on the ole CB, as others were using the same frequency. Mike suggested 16 (4X4) and that was a good one as no one seemed to be on it. We headed out; it didn't take us long to catch up with another group and the first obstacle. It was a hill with several moguls on it, and two vehicles ahead decided to turn around. That didn't hurt our feelings any! This trail is becoming much harder than the book describes! It must be because of all the use it gets!

Mike and Jeff tried the hardest line and made it look easy. Both days were great wheelin, as the rains earlier in the week had settled all of the dust and we loved it! We followed a group of three Jeeps for quite a ways before I went up a hill that was pretty steep and washed out. I waited for the others, and to my surprise, my brother had some problems. My friend Dan and Sheriff Rector helped him out by building a road, which allowed him to finally make it under his own power. You see, he had no tow hooks, so we couldn't pull him! Dan, Mike Coe, and Jeff all took a more difficult way and all three made it look easy. At this point, we passed up the three Jeeps that we had been following. It was very nice of them to let us go by.

We followed along the trail until we finally got to a wide open area near the creek. This looked like a nice place to take another break and let everyone catch up. It was actually lunch time, but all of us were anticipating a sandwich at the restaurant at the top that my brother Mike, Dan, and Mike Coe had all bragged about. After a short break, we got going again, and this time stopped at

Fort Misery. Fort Misery was an old cabin built by a guy named Al Francis, who hauled freight from Oro Belle (an old mining community) to Crown King and didn't like his job or home place. After this spot, we kept going until we reached the snowfall near the top of the mountain. We had several ATVs and motorcycles pass us, as this is a popular route. There were hard spots along the way, but no one had any major trouble.

After a short break and some "snow ball time", we headed for the restaurant. We finally made it at about 3:00PM. We all had something to eat and then headed down the mountain, east towards I-17. We made to I-17 at about 6:15PM and had to air up our tires and reconnect sway bars in the dark. Everyone said good-bye and declared what fun they had, and then we all headed our separate ways.

It was a very enjoyable holiday for me, as I got to see family, eat great food, go four wheelin' with some great friends and family, and drive my Jeep! As Kristy always says, "I love my Jeep"!! Hopefully, next year I can do this again! It was great weather for both days, and little to no dust made it even more fun to ride those trails. I will say that Charles Wells writes some great books that do an excellent job of describing the trails, routes, and turns. Thanks to him, we had fun!

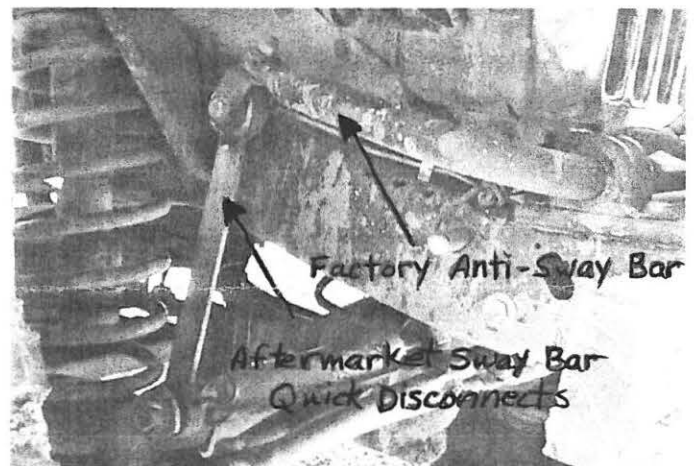
"Newbie Jeeper's" Guide to Off-Roading
Lesson 2: Trailhead Activities
by Glenn Bontly

You and 12 other vehicles have just driven several miles down the road on your way to the trailhead. Excitement ran through your veins as the howl of mud terrains roared over the asphalt. Lots of people who are way less fortunate than you (those driving little Hondas, Nissans, and other silly cars), gaze at you with envy as your convoy passes. Nearing the trailhead, the leader stops the group after making sure everyone is well clear of the main road. All of a sudden, there's a hubbub of activity, hissing tires, and other stuff going on. What are you supposed to do now?

Your fellow Jeepers are locking their hubs, disconnecting their front sway bars, and airing down their tires. Chances are, you won't need to lock your hubs. Most late model 4-wheel drive vehicles have automatic locking hubs, which automatically engage when you shift your transfer case into 4WD. However, some people install aftermarket conversions kits, which replace auto-locking hubs with the old-style manual-

locking type. Check your vehicle's owners manual if you are unsure which type of hubs you have.

The purpose of your front sway bar (actually, it's an *anti-sway* bar), is to increase the lateral stability of your vehicle during higher-speed turns on the road. You know how when you're traveling about 30 mph or so, and you make a hard right turn, the vehicle leans outside the turn to the left? The anti-sway bar's job is to minimize that body roll towards the outside of your turns. Here's what the factory anti-sway bar looks like under the front end of your Jeep TJ. It's normally bolted, via a thin vertical rod, to your front axle on both sides. However, this picture shows a set of Teraflex New-Generation Quick Disconnects installed. But why not just disconnect the sway bar and leave it disconnected? Cuz it will adversely affect your handling on the road, resulting in a significant high-speed roll-over hazard!



So why bother disconnecting the sway bar at all? While it increases your stability on the road, it also limits your axle "flexibility" (a.k.a., "articulation") on the trail. I'll discuss the importance of good flexibility later on. But for now, suffice it to say that many Jeepers install quick disconnects, which allows them to quickly and easily *disconnect* the sway bar for trail use, *and then reconnect again it for on-road use*.

Moving right along . . . airing down your tires provides several benefits. First and foremost, it produces a larger "footprint" on the ground, which will result in increased traction. On the other hand, it will also cause a "mushy" feel. This would create a dangerous situation at higher speeds on the road, but since you are going slow on the trail, it isn't usually a problem. Airing down also provides for a softer ride, and it reduces the probability of tire punctures by allowing the tire to "wrap" around sharp rocks and other debris. So how much air should you let out of your tires? That depends on the size &

width of your tires, and the weight of your vehicle. But as a *general* rule, I would recommend between 15 – 20 psi on a Jeep TJ with stock tires (215/75R15's). The larger the tire, the lower you can go. I usually run about 12 psi in my 35X12.50/15 Goodyear MT/R's. There are numerous different *ways* to air down; from depressing the valve stem with the head of a nail, to a myriad of fancy-schmancy automatic air-down gadgets that are available on the aftermarket.

The last thing that should happen before hitting the trail, is the **Drivers' Meeting**. A good Trail Leader should cover the following items:

- Name of the trail, its difficulty rating, and a brief discussion on what you will encounter on the trail
- CB channel; if you don't have a CB, position yourself near someone who does
- Identify novice drivers and position them near drivers with more experience
- Let the trail leader know if someone in the group gets stuck or otherwise has to stop
- Recovery procedures; the dangers of winching and recovery strap operations
- Potty breaks; boys to the left, girls to the right (or wherever the biggest bushes are!)
- Pack out *all* of your trash (including TP)
- No alcohol on the trail; not even for passengers
- All occupants should be wearing a seatbelt
- Keep the vehicle behind you in sight at *all* times
- Everyone is totally responsible for the safety of themselves, their passengers, and their vehicles
- Do *not* do anything that you don't feel comfortable doing
- Do *not* let anyone *talk you into* doing anything you don't feel comfortable doing
- Please "**Tread Lightly**" on both private and public lands!
 - Travel and create with minimum impact
 - Respect the environment and the rights of others
 - Educate yourself, plan, and prepare before you go
 - Allow for future use of the outdoors, leave it better than you found it
 - Discover the rewards of responsible recreation
- *And finally, have a wonderful time in the great outdoors with your fellow Jeepers!*



AX-5 Transmission: for a 92 YJ, 4-cyl, 5 speed. Call Keith at 505-379-6110.

Spare Tire: One BFG 30x9.5x15 tire. Call Cliff at 505-281-3704.

Spare Tire: 32x11.50x15, preferably m/s or all-terrain. Would consider trade or buy. Contact Carlos at 281-0994.



4.0 liter engine, out of 1988 Cherokee, high mileage (198k), \$250. AW4 four-speed automatic also high mileage (includes flexplate and converter), \$300. Package deal! Aforementioned engine and transmission together with complete wiring harness and computer, \$500. Swap the whole shebang into the vehicle of your choice! Also lots of other odds and ends from 1988 Cherokee Laredo. Gather an armload and make me a (really cheap) offer. Call Mark at 505-891-0296.

Jeep TJ Stuff: Bestop Trail Cover for 97-04 TJ, Spice color, like new \$60; '99 OEM Black Soft Top with both clear and tinted windows (sides and rear), excellent \$300; OEM security trunk \$40; TJ Steel Horse Rocker Guards with side steps, \$90. Call Brad at 505-858-0832.

Warn Rocker Guards for a TJ: \$125.00. Like new. Call Joe at 259-6252.

Tires & Wheels: Set of five (5) 31x10.50R15 Goodyear MT/R's mounted on US Wheel steel chrome modular wheels, \$650. Call Daniel at 505-715-1841 or 872-9843.

Off-Road Lights & Camping Stuff: Two pairs of off-road lights, both 100 watts: 1 pair KC- black, 1 pair Dick Cepek- chrome. \$20 per pair. Coleman single burner gas stove, \$20. Three-room tent and fly \$30. Call Glenn Capener at 505-344-2656.

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

The Christmas Tree Run

photos by Glenn Bontly



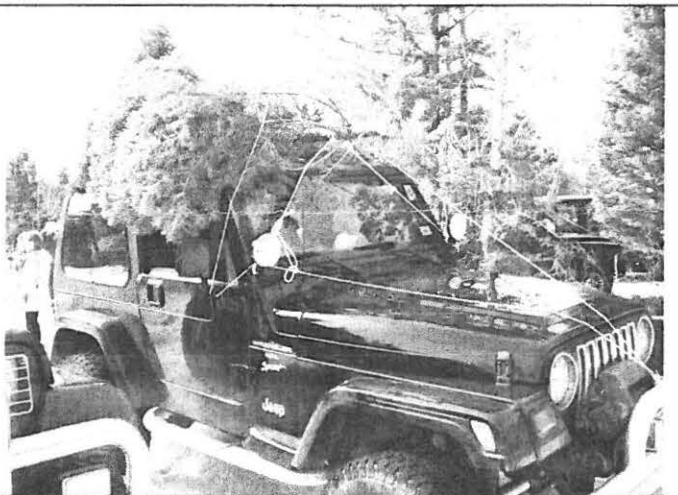
Jason & Sara found a beautiful tree



Carlie sleds down the road, with a little help from Dad



Lunch Time



Jerry & Barbara Marx' tree, ready for the trip home



We brought some of the cats. CJ & Dax threw up . . .



and Howard hid under the back seat the whole time!

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
Treasurer Susan Miller 350-1421 treasurer@nm4w.org	Program Chairman Jerry Marx 771-0982 program-chairman@nm4w.org	Historian Rich Capener 899-2367 historian@nm4w.org
Trip Chairman Jason Lavy 792-8035 trip-chairman@nm4w.org	Environmental Affairs Bob Norton 281-5315 environmental-affairs@nm4w.org	SWFWDA Delegate “Your Name Here” Please Volunteer!

Schedule of Events

Date:	Event:	Information:	Contact:
1 Jan	Sagebrush Flats Trail	Meet at 9 am at the Conoco Station at the intersection of Hwys 550 & 528	Mark Wolf 856-8539
13 Jan	Club Meeting	Heights Cumberland Church @ 7 pm	Leon Duggar 286-8136
10 Feb	Club Meeting	Heights Cumberland Church @ 7 pm	Leon Duggar 286-8136
23-26 Feb	SWFWDA Winter Qtly (aka, Chile Challenge)	Hosted by the Las Cruces Four Wheel Drive Club, at the Fairgrounds off of I-10	LC4WDC 505-589-4732

Trail Tales
21 Rattlesnake Ridge
Tijeras, NM 87059-7440





Trail Tales



Feb 1, 2005

The Official Newsletter of the New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

From Jan 13, 2005

by Susan Miller



The meeting was called to order by Sheriff and acting President, Jeff Rector soon after 7:00 pm.

Members Present: Glenn Bontly, Bill Cline, The Millers (Bobby), Jason Lavy, Daniel Juarez, Jerry Marx, Marcia Duggar, Bob Norton, The Tanners, Jeffery Woodard, The Wolfs, The Rectors, Tom Hurt, Erwin Greven, Cliff Meier, The Thompsons, Ryan Elkland, Frank G. Whiston, The Bradys (Pat), Mike Cook, Arne G, Stella Sierra, Nancy Crowley, The Markhams, Rich Capener, Joe Abbate & Glenn Capener. Present but did not sign in: Dave Trappett, his better half & 3-week old Jacob; Mark Werkmeister.

Guests: Craig Volcik (84 Toyota), Justin Simenson (05 Rubi), Mary Turpin & daughters (03 Rubi), Ken O'Niell (Toyota), Joe Donnelly (Reporter for TDR publication), David Marks (02 TJ), Phil Rodacy (03 Rubi), Steve Hemphill (97 Landcruiser) Willie Kaplan (94 YJ), Gary Markel (85 CJ-7).

Sheriff's Report – Sheriff Rector (and acting President for the evening) levied only one fine. He fined Wolfie \$.25 for a u-turn on the Caballo Lake trip. Apparently Glenn Bontly had to use his GPS to get them out.

Treasurer's Report - \$1,690.13 as of 1/11/05. The club post office box will be paid soon to the tune of \$68.00.

Trip Chairman – Past runs: Sagebrush Flats on New Year's Day. Upcoming runs: **Rio Puerco** on 2/5/05. Meet at 9 am at the Walgreen's on Southern and Unser. **Chile Challenge** in February down in Las Cruces. **BUY RAFFLE TICKETS; WIN GREAT PRIZES!!!!** **Third Annual Auge's 4x4 101** on April 16, 2005. Pat Brady will once again lead the construction crew. Contact Pat if you wish to volunteer to help set up the course. **Silverton, CO** trip September 17th thru 25th – Chuck &

Ethel May Peeples will be up there the entire week including the weekends before and after. This trip could be rescheduled if it conflicts with the SWFWDA Fall Quarterly. Marcia Duggar has tentatively planned a trip to **Hole-in-the-rock** in April. This run is considered moderate, but bad weather will “make it more interesting”.

Environment Chairman – Sadly, the fight to reopen trails in the Robledo Mountains is a dead issue at the moment. Several supporters bailed. However, the BLM now knows that 4-wheelers will continue to fight.

Historian – Rich received a CD containing pictures. He will get them printed and put in the scrapbooks. Send him pictures, etc. for the scrapbooks!!

Program Chairman – He will order shirts & hats next week. We have a few shirts and hats in stock.

Old Business:

Concerns about our name being on the highway clean-up sign were voiced. Tom Hurt volunteered to contact the State Highway Dept. (again) and ask that they remove the sign.

The corporation papers have been signed and mailed.

A few months ago a committee was formed to gather and map GPS data from club members. Marcia Duggar contacted the Tijeras BLM; they said there are no trails in the Sandias or Manzanos. However, they suggested the Zuni Mountains and areas around Mt. Taylor. Someone suggested contacting Jeeps West out of Gallup and the Jemez BLM.

New Business:

Mark Wolf received a motion from SWFWDA to raise the dues to SW by \$1.50 per club member and to continue to “stay ahead” of the United dues by \$.50. **There** was discussion as to what exactly the SWFWDA and United FWDA did for the clubs. After clarification, a motion was made, seconded, and passed to vote in

favor of the motion made by the SWFWDA. Club member's dues to NM4W will not increase at this time.

Jerry Marx read a letter from All Faith's Receiving Home thanking the club for their donation. The letter was forwarded to the Historian to be placed in a scrapbook.

A Get-Well card for Deb Werkmeister was circulated. She will have (or did) have surgery this month. GET WELL, DEB!

Marsha Duggar made new name tags for all the members. THANK YOU, MARSHA!!

Ken O'Niell & Steve Hemphill were voted in as new members.

Dave Trappett introduced his new 4-wheelin' buddy. Jacob was born December 24, 2004. Mark Werkmeister reported that Jim (Captain Spandex) & Nicole Werkmeister have a new member of their clan. Samuel (Spandex) Werkmeister was born January 4, 2005. Welcome Little Ones!

The 50/50 raffle was held. We had some extra give away items thanks to Auge's in Belen. The winners are as follows:

Frank G. Whiston - \$58.00 in the 50/50 drawing, a case of gear lube AND water spot remover (Frank should take his lucky self to the casino!)

Kevin Cox - water spot remover

Pat Brady - water spot remover

A silver and black baseball was given to Hannah & Alexandra Turpin for their superb help in drawing raffle tickets.

The meeting was adjourned at some point (although I don't know the exact time).

Thank you to Ethel May and Chuck Peeples for hosting the meeting! What a spread!!!

Member Spotlight:
Carlos & Laurye Tanner
by Joan Wolf

For the Tanners, four-wheeling at Canyon de Chelly last October was as awesome as their first time in 1995. The 1995 trip was in Carlos' stock '88 Cherokee, and was the Tanner's first off-road experience and first Jeep Jamboree. They were immediately hooked on the accessibility to special places that four-wheeling offered.



The Tanners have since done one Canadian and nine U.S. Jeep Jamborees. Their favorites are Canyon de Chelly for the spirituality, history, and archaeology, and British Columbia for the unmatched beauty. Other areas high on their list are Moab and the Pacific Northwest trail at the base of Mt. Ranier. At the Pacific NW trail, their vehicle width was measured to make certain it would fit between the trees!

The Tanner's route to New Mexico was circuitous. Carlos was born in Natchitoches, Louisiana. His Dad was a carpenter and they moved around a lot. After high school, Carlos attended Sam Houston State and earned degrees in Business and Industrial Psychology and later his MBA.

Carlos spent the first half of his career in Houston as Human Resources Director of Fluor Daniel, an international engineering/construction firm. In 1984, he joined Dillingham Construction in the San Francisco Bay area and served as Director of Corporate HR. That job was a lot of fun, but also involved long hours and extensive travel. In 2001, he and Laurye retired and moved to New Mexico. Carlos had worked at the Philmont Boy Scout Camp as a young man and was realizing his dream to live in New Mexico.

Laurye, born and raised in Houston, earned two degrees in Education from the University of Houston. During her career, she taught math at all grade levels and also consulted in math and taught writing skills to teachers throughout Texas.

The Tanners met at a dinner party arranged by Laurye's matchmaking former sister-in-law. Laurye accepted the dinner invitation only because her sister-in-law pleaded for help making the gumbo. That must have been some gumbo Laurye concocted, because it was the start of a nine year long-distance romance between Carlos in California and Laurye in Texas. They happily married in 1997.

The blended Tanner family consists of Laurye's 21 year-old son, Joseph, a student at UT-Arlington and Carlos' two adult children, Curtis and Christina. Curtis is a Wetlands Naturalist Scientist with the U.S. Fish and Wildlife in Olympia WA. Christina is a teacher in Denton TX and the mother of the two Tanner grandchildren, Elanor and Harry. Laurye also remains close to her 87-year old mother who lives in Texas. Her mother hailed from Louisiana Cajun country and instilled in Laurye an appreciation of all things Cajun, including gumbo.



Getting back to Jeeps, Carlos has owned and enjoyed three. The '88 Cherokee got him interested in off-roading, and the '98 Grand that he still drives has many Moab miles. He now takes his '99 Wrangler off road, and has added a 4" lift, 31" tires, ARB onboard air, front disconnects, and a CB radio. The next modification will be a slip yoke eliminator kit. Lockers are #1 on his wish list, followed by upgrading the rear axle and driveshaft. Laurye, the family's designated photographer, wants to figure out a hood-mounted seat for picture taking.

Besides digital photography, Laurye's hobbies include French flower beading, needlepoint, and cooking. She and Carlos both love making Thai, Cajun, and Southwest foods. They also enjoy ocean cruises and caring for their dogs (Beethoven and Sarah) and kittens (Albu, and her sister, Querque).

Carlos' interests include books, and woodworking in his shop. He has over 1,000 books, ranging from Southwest mysteries to Native Americana to histories. If his honey-do list allows, he wants to take up leather tooling.

Carlos and Laurye became NM4W members two years ago and learned about the club through the website. "We still use the NM4W and Glenn's webejeepin.com websites all the time," adds Carlos. They enjoy the NM4W club a lot, although they said it took awhile to get some of the inside jokes.

They want to increase their involvement by hosting a summer meeting at their home in the East Mountains and leading a trip. If anyone is interested in a Louisiana Arcadia trip (think swamps, jambalaya, Zydeco music), contact Laurye. Another trip they're contemplating is the Southern Ute Reservation in Colorado. On their way from Colorado to the SW4WDA Fall Quarterly in Farmington, they spotted a sign advertising four-wheeling at the Reservation. Carlos also may volunteer to help with public relations for the Southwest Four Wheel Drive Association. The Tanners see lots of potential for more four-wheeling and photography with NM4W, including any future trips to Canyon de Chelly!

Winching

web site link sent in by Bill Cline

For absolutely *everything* you could possibly ever want to know about winching, check out BillaVista's Recovery Bible at www.pirate4x4.com/tech/billavista/Recovery/index.html

Sagebrush Flats Happy New Year's Trail Ride

by Wolfie
(photos by Bob Norton)

An unbelievable 26 vehicles showed up at the Conoco on 528 to go wheeling on New Year's Day! We were joined at the trail head in Santa Fe by Four Wheeler Magazine Feature Editor Robin Stover with his father Richard(?) and lady friend Rhonda driving a 2005 Range

Rover (look for an article in Four Wheeler magazine sometime in the future).



Members were, Glenn Bontly (TJ), Chuck & Ethel May Peeples (TJ- Mary will not allow Chuck to bring his CJ-8), Paul & Mary Thompson (YJ), Mike Blohm and his lady friend Nicole Scott (ZJ), Jeff (CJ-7) and Lauri Rector (YJ), Tom Hurt (CJ-5), Christy Ohnesorg & Mike Coe (TJ), Eric Finch with friend Lisa (YJ), Jeffrey Woodard with friend Joe Jackson (GMC Jimmy), Robert Brady (YJ), Frank & Donna Whiston (TJ), Chris & Laura Johnson with their two children Stephyn and Bayleigh (CJ-5), Glenn Capener (TJ), Phil & Carol Kennicot (in their new Rubicon!), Bob Norton (the F-150!), Erwin and Jeannie Grevin (Tracker), Cliff and Jeanne Meier (Tracker), Jerry Marx & guest John Kneemeyer (TJ), Leon & Marcia Duggar (XJ), Mark Berglund (Rubicon), and of course me (Jeepster). Visitors were Clemente & Flo Abeyta (YJ), Deb Cade and her son Ben (TJ – Welcome back!), Craig Volcik & Daughter Lexi (Toyota truck), and Mary & Craig Turpin with friend Joe R. (Rubicon). We pulled out at about 9:05AM and headed for Santa Fe. The weather was beautiful and sunny. The snow had pretty much all melted, leaving only remnants in the shadows, once again, but with mud on the road this time. Lot's of it!!! The Four Wheeler crew met us there in Santa Fe with the 05' Range Rover.

After we all found a spot to air down our tires (way too much mud everywhere!), we got going. I decided that we would not run Tom's Hill this time, as there were too many vehicles. Instead, I headed for the trailhead and then on to the end of the trail to run it backwards. Unfortunately, I never go that way and discovered a locked gate! We turned around and headed down the trail towards the overlook to Los Alamos and Whiterock. It was a beautiful day, except for all that mud!! I had a lot on my Jeepster, but I think Sheriff Rector won the contest for "most dirty". We got to the overlook pretty

easily and Robin Stover took several pictures. We stopped for lunch for about an hour to gab a little and look at the sites. It was a great view. I tried to talk to all of the visitors as there were many, but am sure I missed few. Sorry, I tried, but I like to talk a lot (ask anyone who knows me!).



After about an hour, Robin and his passengers decided to go back to the rock garden and setup for some pictures. I got everyone headed out and got very close to the rock garden when I decided I had better wash off my windshield, as I couldn't see anything out of it. It took most of my water, but I got it clean enough to see out of anyway. We continued and Robin had setup with a tripod to get everyone's picture. He took several throughout the day and should have enough to complete his article.



We kept up a steady pace and stopped every once in a while to let everyone catch up. The end of the trail came pretty quickly and we got back to the air up spot. This time everyone parked along the side of the road to air up, as it was just too muddy to pull into the normal place. It

was about 3:00 PM. We then all parted company and headed home. I would like to thank those who came along to enjoy their day. No one had any problems that I'm aware of. It was a lot more fun than watching football or nursing a hang over! See you next year!

Is It A Stroke?
sent in by Mark Wolf

THIS COULD SAVE SOMEBODY'S LIFE!!

Sometimes symptoms of a stroke are difficult to identify. Unfortunately, the lack of awareness spells disaster. The stroke victim may suffer brain damage when people nearby fail to recognize the symptoms of a stroke. Now doctors say any bystander can recognize a possible stroke by performing this simple test:

- Ask the individual to smile
- Ask him or her to raise both arms
- Ask the person to speak a simple sentence

If he or she has trouble with any of these tasks, **call 911 immediately** and describe the symptoms to the dispatcher!

After discovering that a group of non-medical volunteers could identify facial weakness, arm weakness, and speech problems, researchers urged the general public to learn to ask the three questions. They presented their conclusions at the American Stroke Association's annual meeting last February. Widespread use of this test could result in prompt diagnosis and treatment of the stroke and minimize brain damage.

HEART ATTACK. Self HELP: A cardiologist says if everyone who gets this message shares it with 10 people, you can bet that at least one life will be saved. Read this... It could save your life!!

Let's say it's 6.15 pm and you're driving home (alone of course), after an unusually hard day on the job. You're really tired, upset, and frustrated. Suddenly you start experiencing severe pain in your chest that starts to radiate out into your arm and up into your jaw. You are only about five miles from the hospital nearest your home. Unfortunately you don't know if you'll be able to make it that far. You have been trained in CPR, but the guy that taught the course did not tell you how to perform it on yourself.

HOW TO SURVIVE A HEART ATTACK WHEN ALONE: Since many people are alone when they suffer

a heart attack, without help, the person whose heart is beating improperly and who begins to feel faint, has only about 10 seconds left before becoming unconscious. However, these victims can help themselves by coughing repeatedly and very vigorously. A deep breath should be taken before each cough, and the cough must be deep and prolonged, as when producing sputum from deep inside the chest.

A breath and a cough must be repeated about every two seconds without let-up until help arrives, or until the heart is felt to be beating normally again.

Deep breaths get oxygen into the lungs, and coughing movements squeeze the heart and keep the blood circulating. The squeezing pressure on the heart also helps it regain normal rhythm. In this way, heart attack victims can get to a hospital. Tell as many people as possible about this. It could save their lives!!

BE A FRIEND AND PLEASE SEND THIS ARTICLE
TO FRIENDS YOU WOULD NOT LIKE TO LOSE.

**From the Office of the
Director of Environmental Affairs**
by Bob Norton

Hi. Would you please pass this on to your association and club members in NM? Thanks, Carla Boucher, Attorney - United Four Wheel Drive Associations

Sent: Friday, January 14, 2005 7:47 PM
Subject: Western CPR Summit

Dear Potential Summit Participant:

We would like to make you aware of an important event concerning the restoration of western forests and watersheds. The Western Counties Partnership on Restoration (CPR) Summit will take place on Wednesday and Thursday, March 30 & 31, 2005 at the Convention Center in Ruidoso, NM.

The Western CPR Summit is designed to present approaches for implementing the President's Forest Health Initiative and the Western Governors' Association 10-Year Plan, and will include some 500 representatives from federal, state, local and tribal governments, industry, private landowners, public interest groups and academia from across the West. Special emphasis will be placed on building effective collaborative partnerships among all levels of

government and involving community action groups in designing and implementing restoration strategies.

The Summit will cover a wide range of topics related to forest and watershed restoration, and will provide an opportunity for information exchange on successes and lessons learned in planning, collaborative processes, and implementation. Further, this important summit will showcase the tremendous achievements that have been made across the West, and what we are poised to accomplish with national funding and policy support.

Invited speakers on the Summit Agenda will represent the offices of the President of the United States, the Secretary of Agriculture, and the Secretary of the Interior and the United States Congress. Please see the draft agenda below for more information on the Summit program. A website on the Summit will be available by February 1st and registration information as well as a final agenda will be sent to you at that time. For more information, please contact Otero County (505) 437-7427.

Registration for the Summit will begin on February 1st, and you will receive an invitation with registration information at that time. Until then, please MARK YOUR CALENDARS with the Summit dates: Wednesday and Thursday, March 30 & 31, 2005, Convention Center in Ruidoso, New Mexico. We look forward to seeing you there!

Arthur "Butch" Blazer, State Forester
Michael Nivison, Otero County Commissioner
Jose Martinez, Forest Supervisor, Lincoln Nat'l Forest

**Forwarded by: John Stewart, Director,
Environmental Affairs, United FWD Associations**

I received the following heart breaking news yesterday from Homer Van Zandt out of Las Cruces. Please read and ask any questions you have. A note of confidence to the Las Cruces Four Wheel Drive Club (LCFWDC) would be welcome as they worked hard to support South West Four Wheel Drive Association (SWFWDA) in this endeavor. Unfortunately, politics reared its ugly head and we lost! Hopefully, there will be another time. It is very important that we build our "war chest" of funding in the SWFWDA Land Action Fund for the next fight! There will be one, it's just a matter of time.

For those not familiar with this issue, it has been an ongoing legal fight to reverse a closure of many access routes in the Robledos Mountains of New Mexico. They

have been aided with support from the local county commissioners until this.....

Greetings, Folks:

I have spent the past two weeks talking to county commissioners and generally mucking around in slimy local politics and I am pretty well convinced that we are at the end of the road, at least for now. The question of rescinding the previous decision to assert public right-of-way status for the roads in the Robledos is on the agenda for the next Commission Meeting and, at this point, we do not have a single vote to continue. The two commissioners remaining in office who supported us before have decided that their best interests are elsewhere and all of them are scrambling to position themselves according to various agendas.

I will attend the meeting Jan 11 and make a statement in favor of going forward, but it will just be pro forma. I have conferred with Lee Peters and he can't suggest anything else we can do, other than maybe try again sometime in the future. Lee feels pretty bad about the situation because he has come to take the issue personally.

The only other avenues I can see are: 1) try to get the state to assert right-of-way (not likely - same problem as with the county), and 2) try to convince our congress members to act one way or the other on the wilderness question. I'm not sure we are ready to open that can of snakes, yet. Simply put, it looks like we have struck out. I'm sorry - we tried.

Homer R. Van Zandt

Response from: Mark Werkmeister, NM4-Wheelers

Sorry to hear that, but I can't say I'm surprised.

I have sat down several times to make a reply, but it is really difficult for me in this case. As an ardent supporter of this effort from the very beginning, I would have to say that I am disappointed in the outcome, disillusioned with our court system, and disgusted with the selfish "I want it all (and it makes me a lot of money)" mentality of our foes and their, often times unwitting, supporters.

On the other hand, there are some very positive things that have come out of the effort of the past years. 1) First and foremost, we have demonstrated to the BLM that we will not stand idly by and let them illegally close

roads and areas on a whim or under pressure to appease the greens. While they may have ultimately prevailed on this particular situation, I am sure they will consider more carefully the impacts of their actions in the future. We knew it was an uphill battle when we started, but gave it an effort that the BLM will not soon forget. 2) We proved that LCFWDC/SWFWDA can set an extremely high goal and reach it. How many of the members five years ago would have believed that the organizations could raise that much money to spend on a legal battle? Overall, the organization has been outstanding in response to this challenge.

Looking to the future, there are three things that we should work toward: 1) Do everything we can to build a solid, real relationship with our local land managers so that it is much more difficult for them to pull the types of shenanigans that the Las Cruces office pulled with us. 2) Continue to raise money for a war chest for the next needed legal challenge because this type of thing will continue in the future. Our demonstrated and credible ability to challenge the BLM in court will also continue to help keep them on the straight and narrow in the future. 3) Keep an eye toward the future and an ear to the ground for shifts and changes. As we have learned, politics plays a huge role in these decisions and even in the court cases. Politics is a very dynamic thing and if the commissioners or their stands change, we should be ready to try again when things swing in our favor.

Mark

Response from: Mark Wolf, President, Southwest Four Wheel Drive Association

Homer: I want to personally thank you and the LCFWDC for YEARS of hard work and persistence on this matter. I am very disappointed with the current outcome, but like everyone else, am not too surprised. I wish I knew who got to those Commissioners, but we'll never know. The "other side" has so much more money than we'll ever have and this state has a lot of people who get bought off due to its relatively small population. I would agree that we should continue to monitor the situation with the Commissioners and see if another opportunity may arise that would favor our views. I am truly sorry it came out this way.

Mark has a good point. We should continue to build our "war chest" to attack the next issue that should rear its ugly head. The current administration is more favorable to our needs than the previous, but that does nothing to deter those rich zealots that think it should all be their

way or none. The paper today had a small article about how GREENPEACE thinks the Arizona and New Mexico Mogollon ridge is the most pure forest land in the US. What does that mean? It means they are setting their sights on this state and Arizona to fight anything that would keep those areas from becoming "wild" again. The efforts we put forth will not be long forgotten. Our fight goes on!

Mark Wolf

**From: Liberty Matters - January 21, 2005
Enviros Told to Quit Litigating**

In the wake of the U.S. Department of Interior announcement last week that it will not list the Greater Sage grouse as an endangered or threatened species, Diane Hoppe, Colorado State Representative urged environmental groups to quit litigating and start conserving. "What are some of these so-called environmental groups bringing to the conservation table?" Ms. Hoppe asked . . . "Little beyond a never-ending stream of destructive and costly lawsuits." Jim Simms, Executive Vice President of Partnership for the West concurred and declared it an "extraordinary win for the West. The sad news is that those who pushed this listing petition forced the wasteful spending of millions of taxpayers' dollars at the federal and state levels that could otherwise have been spent helping sage grouse and preserving their habitat." Another positive ruling was handed down in Oregon this week when federal district Judge Michael Hogan, once again, ruled that the federal government violated the ESA by refusing to recognize that hatchery-raised coho salmon are genetically identical to wild coho salmon. By using the narrow definition of wild coho, the government justified its decision to cut off irrigation water to Klamath Basin farmers. "Our rivers and streams are teeming with salmon, yet the Klamath community was practically destroyed because of environmental politics run amok," said Pacific Legal Foundation (PLF) attorney, Russ Brooks.

ESA Reform or Reauthorization? Congress may attempt to reform and in so doing reauthorize the Endangered Species Act with a couple of proposals that are gaining support among House members. One would change how "critical habitat" is designated and the other would require the "best" scientific proof that a species is actually endangered or threatened before it can be listed. "Ninety percent of the species in the United States have habitat on private land. So, if we do not improve the law so that we embrace the private landowner to engage in

recovery efforts, we're going to have a very hard time improving that less than 1 percent recovery rate over the past 30 years," said Brian Kennedy, U. S. House Resource Committee Communication Director. While environmentalists warn reform efforts will "gut" the Act, that is highly unlikely as both its supporters and detractors well know. The Western Governors' Association, at its meeting in San Diego in December, called for changes to allow landowners to help recover species without the specter of lawsuits and loss of property rights as their reward. Colorado Governor Bill Owens, chairman of the Governors' Association, said the Act has been a dismal failure during its thirty-year existence. "More than 1,000 species have been listed under the Act but less than 1 percent has been successfully recovered," he said. Setting a very dangerous precedent, Congressman Richard Pombo (R-CA) and Senator Mike Crapo (R-ID) have advised a group of property rights advocates to "tone down" their language and replace words such as "property rights" with "conservation and recovery." This is necessary they claim to win the two fixes they propose while forgetting property rights are landowners only protection.

The Jeep Gladiator Concept Truck
sent in by Wolfie for you to "drool" over



Wanted

Spare Tire: 32x11.50x15, preferably m/s or all-terrain. Would consider trade or buy. Contact Carlos at 281-0994.



Early Bronco front axle: '75 Bronco Dana 44 (low pinion) with: '79 bronco disk brakes, '75 tie rod and drag link via BC Broncos adapters, large bore lincoln calipers and/or '79 bronco calipers, 3.50 gears, open diff, SS brake lines from Jeff's, less than 1000 miles on bearings. Ready to bolt up right now. Asking \$450 or best offer. Contact Joe at 505-884-1776.

4.0 liter engine, out of 1988 Cherokee, high mileage (198k), \$250. AW4 four-speed automatic also high mileage (includes flexplate and converter), \$300. Package deal! Aforementioned engine and transmission together with complete wiring harness and computer, \$500. Swap the whole shebang into the vehicle of your choice! Also lots of other odds and ends from 1988 Cherokee Laredo. Gather an armload and make me a (really cheap) offer. Call Mark at 505-891-0296.

Jeep TJ Stuff: Bestop Trail Cover for 97-04 TJ, Spice color, like new \$60; '99 OEM Black Soft Top with both clear and tinted windows (sides and rear), excellent \$300; OEM security trunk \$40; TJ Steel Horse Rocker Guards with side steps, \$90. Call Brad at 505-858-0832.

Warn Rocker Guards for a TJ: \$125.00. Like new. Call Joe at 259-6252.

Tires & Wheels: Set of five (5) 31x10.50R15 Goodyear MT/R's mounted on US Wheel steel chrome modular wheels, \$650. Call Daniel at 505-715-1841 or 872-9843.

Off-Road Lights & Camping Stuff: Two pairs of off-road lights, both 100 watts: 1 pair KC- black, 1 pair Dick Cepek- chrome. \$20 per pair. Coleman single burner gas stove, \$20. Three-room tent and fly \$30. Call Glenn Capener at 505-344-2656.

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
Treasurer Susan Miller 350-1421 treasurer@nm4w.org	Program Chairman Jerry Marx 771-0982 program-chairman@nm4w.org	Historian Rich Capener 899-2367 historian@nm4w.org
Trip Chairman Jason Lavy 792-8035 trip-chairman@nm4w.org	Environmental Affairs Bob Norton 281-5315 environmental-affairs@nm4w.org	SWFWDA Delegate "Your Name Here" Please Volunteer!

Schedule of Events

Date:	Event:	Information:	Contact:
5 Feb	Rio Puerco Trail	Meet at 9 am at the Walgreen's at the corner of Southern and Unser	Glenn Bontly 286-4851
10 Feb	Club Meeting	Heights Cumberland Church @ 7 pm (in the Senior High Room)	Leon Duggar 286-8136
23-26 Feb	SWFWDA Winter Qtly (aka, the Chile Challenge)	Hosted by the Las Cruces Four Wheel Drive Club, at the Fairgrounds off of I-10	LC4WDC 505-589-4732
10 Mar	Club Meeting	Heights Cumberland Church @ 7 pm (in the Senior High Room)	Leon Duggar 286-8136

Trail Tales
 21 Rattlesnake Ridge
 Tijeras, NM 87059-7440





Trail Tales



Mar 1, 2005

The Official Newsletter of the New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

From Feb 10, 2005

by Don Miller



The meeting, at Heights Cumberland Church, was brought to order at 7:05 PM by President Leon Duggar.

Members Present: The following family units were represented by at least one member; Abbate, Brady (Pat), Bontly, Chapin, Cline, Duggar, Greven, Hurt, Markham, Meier, Miller (Susan), Miller (Don), Ohnesorg, Peeples, Rector, Thompson, Trappett, Werkmeister (Mark), Whiston (Frank G), Wolf, and Woodard. If I didn't list you and you were there; you didn't sign in.

Guests: The Guest list included Mary Turpin, Justin Simenson, Tony Roybal, Gary Markel, Dave Marks, Mark & Maria Berglund, and the Kiester Family (Michael, Kathryn, Beau & Mac).

The indefatigable Mr. Wolf made a motion to have the minutes of the last meeting read, but the required majority could not be found. Once again.

The Sheriff and VP, Jeff explained the point system the NM4Wheelers utilize for assessing membership. This was mainly for the edification of the attending guests, although the monthly recitation also helps Jeff keep things straight in his mind. There were no fines of any consequence; Jeff did try to levy a fine against Leon for owning a Bronco and one for Glenn when he led the Rio Puerco trip through a large U-turn. But the U-turn was to test the turning radius of the vehicles following him.

The Treasurer, Susan Miller reported the bank balance as \$1,771.54.

The Historian, Bobby was absent.

Trip Chairman, Jason Lavy was absent. Glenn made a brief report on the Rio Puerco trip; 26 vehicles arrived to

take part. Great turnout! Chuck Peeples reported on the upcoming Auge Brothers Jeep 4x4 101 event, scheduled to take place April 16. He asked for volunteers to assist with building a bigger, longer, and more difficult course. Call Chuck.

Program Chairman Jerry Marx was absent.

Director of Environmental Affairs, Bob Norton was absent (wheeling in AZ).

Secretary Don Miller recorded the meeting.

Old Business: Marcia informed us of a trip update, regarding a date change. See the Members Only section on the website for details.

New Business: Mark Werkmeister had exciting news connected with a BLM managed area near Socorro. The easily accessible area has many trails in the process of being GPS'd and entered into the BLM database. He asked for club volunteers to work with the BLM in this unparalleled opportunity. The area is suitable for a mix of all off-highway use: motorcycles, ATV's, Jeeps, and even other 4X4's. A club event is to be scheduled; see the Members Only website for details. A motion was placed before the meeting to have interested members sign up on a BLM volunteer list; passed unanimously.

Leon informed us of a privately-owned Texas ranch that offers 4-wheeling events. The Y.O. Ranch website (www.yoranch.com). There are events scheduled for March 3-6 and July 1-3. Details on their website. Their website also offers cattle drives (to experience "what it was like to be a cowboy") as well as wildlife hunting and a Texas Longhorn Cattle Auction. Be a real cowboy, own your own!

The NM4Wheelers received a thank you letter from CYFC in connection with the Christmas club gifts to Valencia County Protective Services. The letter will be placed in the club history archives.

Don Miller, returning to active club secretary duties, came armed with gifts as a bribe to let him back into the

fold. Actually the gifts were from Tom Woods Custom Drive Shafts. Once again, Tom Woods generously donated three gift letters, one each for \$50, \$100, and \$150 dollars, good for Tom Woods services/products. This year Tom Woods also supplied hats, flashlights, and bumper stickers as well.

For the benefit of new members and guests, Tom Woods Custom Drive Shafts has a 4X4 Club Sponsorship program. His company gives clubs the gifts as his way of giving something back to the 4X4 community. He also gives discounts on purchases/services to the members of participating clubs. Full details are available on the Tom Woods website www.4xshaft.com

Leon read the extensive list of merchandise and services donated for the Las Cruces Quarterly. Leon made a motion to use the \$150 and \$100 gift letters for the Quarterly prizes and the other items for club member raffles/use. Passed unanimously.

Leon told a story about some Bronco owner and his trials and tribulations centered around an aftermarket axle housing.

Jeff led us in inducting Mary Turpin into the club. She had earned the points and we all agreed if she could put up with us we'd put up with her. All kidding aside Mary, a warm welcome to our club! A motion was also made to vote former member Miche Bove' back to the club as an associate member.

Leon adjourned the meeting at 7:48 PM. We enjoyed drinks and treats provided by the Thompsons. Many thanks to Paul and Mary!

Auge's 4x4 – 101 Needs Your Help by Pat Brady

I am planning two work days, 2 April and 9 April (both Saturdays), from 9 am till 3-4ish. This should allow us to enough time to build a track that will stand up to more than just one weekend of use. As usual, bring the tools needed -- shovels, hammers, drills, gloves . . . whatever. I will be surveying the area to generate some plans for groups to work on. I need everyone to be at both work days **and** at the **event** to pull this off. Thanks for your help.

Rio Puerco Trail Ride by Glenn Bontly

For many, winter is the perfect time to tackle all those vehicle repairs and modifications you didn't get around to during the busy summer months. As for me, I finally decided to fix my ailing front track bar. I especially wanted to get it done before the Chile Challenge, which for most of us is the big kickoff of the upcoming riding season. Of course, no one wants to get all the way down to Las Cruces only to find out that something isn't working just right. So a bunch of us headed out to the Rio Puerco on Saturday, 5 Feb, to test out our rigs before the big event. And I was happy to discover that the modification I make to my track bar solved the steering problems that had been plaguing me for so long!

Even though the weather was forecasted to be cold and raining, 26 vehicles met at the Walgreen's on the west side that morning. Member families included Bontly, Cox, Greven, Kausche, Kraushaar, Meier, Orban, Patrick, Sierra, Thompson, and Whiston ("G"). The guests slightly out numbered us, with Jerod DeLong (ZJ), Gary Markel (CJ-7), Phil Rodacy (TJ Rubicon), Mark Berglund (TJ), Jay Miles (Yukon), Justin Simenson (TJ Rubicon), Ryan Lovenstein (ZJ), Phillip Torrez (Toyota), Mary Turpin (TJ Rubicon), Gerard Hersch (Tacoma), Michael Kiester (K5 Blazer), and 4 others who didn't sign in (I hope I spelled everyone's name right).

About a quarter of the way into the trail, one of the vehicles near the rear blew a heater hose and turned back with three others. That left 22 vehicles for the remainder of the ride; still a pretty large group. This was especially evident during that section of the trail that I got lost and had to turn everybody around! (Please don't anyone tell Sheriff Rector that I got lost, even with my GPS!) One of the obstacles we conquered was the big sand hill; the one that requires lots of speed and momentum. The hill seemed particularly "sticky" this day and the majority of people made it up without much trouble.

We stopped for lunch at Snoopy Rock, and some of us "twisted up" our vehicles in the surrounding ditches to check things out. The climb up the nearby hill on the way out provided us with a few challenges, but everyone got through okay. We ended up back at the air-up spot at a very reasonable 2:45 that afternoon; not bad for such a large group. Not only did it NOT rain, but the sun peeked out early in the afternoon and warmed us up nicely. It was a good ride.

How to Fix a Wobbly Track Bar

by Glenn Bontly

For nearly a year, I've been plagued by a "wobbly" front track bar in my Jeep. The symptoms included knocking sounds on the trail, and very sloppy steering on the highway, which resulted in butt-clenching, hair-raising, white-knuckled drives to and from the trailhead! Leon told me it was probably my front track bar, and he was exactly right. After removing the track bar, I realized I could "wiggle" the bolts in their respective mounting holes. And even though I had previously tried to tighten them up really good, the track bar was still shifting under the load of the vehicle. I never realized that a perfectly precise fit of the track bar was so critical to the stability of the vehicle, but it is! There can't be ANY play in the system. On the axle side of the track bar, I tried to drill out the sleeve in the rubber bushing in order to use a larger bolt. But all I succeeded in doing was to heat up the sleeve to the point that the bushing was starting to melt. So instead, I welded a washer on either side of the axle mounting bracket in order to fit the existing bolt. This solved the problem on the axle side.

The frame side was a little more complex. After purchasing a new greasable bolt (the treads on the old one were all chewed up from the movement), I bought a short section of brass pipe at the hardware store. I drilled out the inside of the pipe so that the mounting bolt fit snugly within. Then I enlarged the hole in the frame mount to just barely accommodate the new brass "sleeve". After cutting the sleeve to the appropriate length, I carefully tapped it into the mounting hole in the frame. Finally, I put everything back together and torqued down the fasteners. Viola, no more wobbling! The big test was my drive across town to and from the Rio Puerco trail. I was able to comfortably drive at interstate speeds without any problems. And on the trail, the knocking sounds were gone.

From the Office of the Director of Environmental Affairs

by Bob Norton

Unfortunately, I missed the action at Las Cruces this year. The past week was just too busy catching up at work and at home after taking vacation at week earlier. New Mexico 4-Wheeler Dr. Bob Telepak and myself had traveled to southwestern Arizona for some 4-wheeling adventures. While there, my father joined us a couple of days with his Chevy 4x4 pick-up truck on some easy/moderate trails. The desert mountains were

amazingly green, with many wild flowers already in bloom! Of course, the wettest winter in decades may have some influence on that.

Check out the New Mexico BLM Recreation Website for some interesting browsing:
www.nm.blm.gov/recreation/recreation_home.htm

Perhaps you may be wondering how you might support 4x4 recreation. Have you considered serving on a Board of Director's position with the New Mexico 4-Wheelers, the Southwest Four Wheel Drive Association, or even the United Four Wheel Drive Association? Each will have opportunities to serve as elections come up. Following is the announcement of positions to be voted on at the Annual Meeting. BTW, as the SWFWDA Delegate to United FWDA's, I plan to attend the event in Montana this summer.

UNITED FWDA ANNOUNCES BOARD OF DIRECTORS POSITIONS AVAILABLE

The United Four Wheel Drive Associations, an International Organization, announces that several positions on its Board of Directors will be voted on at this year's Annual Meeting held in Big Sky, Montana, July 18-20, 2005. Those positions up for election are: Vice President, International Vice President, and Treasurer. Each of these positions is a two-year term.

"ELECTION OF OFFICERS - Nominees for office must have submitted a signed letter of interest and qualification to the current Board of Directors, sixty (60) days prior to an election or be present or accept a nomination from the floor at the meeting where the election is being held. Newly elected officers shall begin their term at the fall of the gavel ending the Annual Meeting at which they were elected." UFWDA S.O.P. Article V, Section 1. (This year 60 days prior to the Annual Meeting is May 19, 2005.)

Nominees shall be members in good standing of a good standing member State/Regional Association. (UFWDA Bylaws, Article 11, Section 1)

Anyone interested in running for office is strongly urged to send a Candidate's Statement for publication in the VOICE. You should list your qualifications, goals, ideas for that office, and what your direction of United would be. This will give the voting delegates and their member associations an opportunity to learn about the candidates before leaving for the Annual Meeting. All such statements should be sent to the United Office, 7135 S. PR Royal Springs Dr., Shelbyville, IN 46176.

NOW IS THE TIME to starting considering one of these positions!

**Four Wheel Drive:
A Necessity in the East Mountains**
by Glenn Bontly

I arrived home from work on Thursday evening and found a note on the table from Stephen. "Dad, we don't have any water", it said. Not again, I thought. So I jumped in the Jeep and headed down to our well house, which is clearly visible from our rear deck. But it takes about 15 minutes to drive down from our ridge, out to the service road, then east a few miles, and finally back north and further down into Sunset canyon. The well house is at the lower edge of our property line, perhaps 200 feet or so below the elevation of our house, sitting on the side of the hill. In order to drive right up to the well house, first the ground must be dry. And then I have to cross a 2-foot-deep by 4-foot-wide drainage ditch. The remainder of the slightly off-camber climb up the hill is gradual, but virtually impossible if it's wet. And this evening, it was wet! In fact, it was raining, and had been raining off and on for several days. In further fact, I later learned that this has been the most rainfall we've received during Jan/Feb in the past 70 years!

So I donned my hiking boots and grabbed my well-troubleshooting equipment, which consists of a portable air tank, an adjustable wrench, an air pressure gauge, and an electrical test meter. Under these conditions, hiking boots are critical to a successful operation. Cuz if your shoes aren't securely fastened, the sticky muck will suck them right off of your feet! This wasn't the first time I'd had to go down to service our 20-year-old well. But unlike previous service calls, the prognosis this time wasn't good. My tests had revealed that the pump had finally failed. I had a perfect opportunity to have the pump replaced the previous summer, but in my stubbornness, I wanted to get every last drop of water that pump could deliver before having to pluck down the big bucks it was going to cost to replace it.

The first "well" guy we called that evening said he wouldn't be able to come out for a week, maybe two. The second guy said maybe next week. We finally found someone who could come out the next day. So I took the day off of work on Friday and met with the repair crew late that morning, in the rain. As suspected, there was no way we were going to get their F-350 dually 4x4, with their well servicing crane, through that ditch and up the side of the hill that day and under these

conditions. So after apologizing for not being able to help me, he slapped me with a \$75 service call!

By the way, did I happen to mention that I was planning to leave for the Chile Challenge on Tuesday? I had been looking forward to this trip for months! So I evaluated my options. (1) I could stay home and take care of business while everyone else was having fun in Las Cruces. Nah, that idea sucked. (2) I could go have fun in Las Cruces and let SUSAN take care of business! We all know how well THAT would have gone over! (3) I could put Susan & Stephen up in a hotel for a week and take care of business AFTER the Chile Challenge. That would have been expensive, and I would have been thinking about it the whole time. (4) The only option I felt comfortable with was to take care of business before Tuesday!

Even if it had been dry and sunny during the middle of summer, the only way we were going to get that truck across the ditch and up to the well house was to build a road! So the first thing I did was to purchase a 20-foot section of culvert pipe in order to maintain proper drainage in the ditch. We then hooked up our little utility trailer to the Jeep and headed out to the rock and gravel yard in Edgewood. The Jeep/trailer combo will safely handle only one ton of cargo at a time, so we got our first load of crusher-fine and headed back to the construction site. That first ton of gravel barely put a dent in the project. I didn't want to chance getting the big white truck and the Jeep hauler trailer stuck on the narrow access road, so we kept using the Jeep and the small trailer. After only three more trips to the gravel yard, we had ourselves a pretty stable surface across the ditch. Before all was said and done, Susan, Stephen, and I threw 8,000 pounds of rock and gravel . . . one shovel at a time!



Unfortunately, the forecast was calling for more rain over the next several days, which still left us with the problem of getting the well truck (albeit a 4x4, but with street tires, of course) up the muddy hillside. Have you ever tried to live without water for just a couple of days? How 'bout a week? Or longer!? I'm not talking about drinking water; that's the easy part. But without water, you can't flush your toilets, take a shower, wash your dishes or clothes, and maybe not even heat your house! Our heating system used a boiler, and with no water to heat . . . well, you get the picture! The thought of this situation motivated us to come up with a quick solution. We ended up purchasing 9 sheets of particle board and proceeded to cut them long-ways. We used them to build two tracks up the 50 foot path to the well house.



The repair crew arrived late Monday morning. Just prior, I had positioned my Jeep at the top of the hill just in case we needed to use the winch. The guys shifted their truck into 4 Lo and slowly backed up the path. Some of the boards cracked from the weight and others started to slide out from underneath the wheels, but it worked! The truck was in position and the crew began lifting the tired pump from the 300 foot deep well. About 6 hours later, a new pump was transporting that precious liquid up from the ground and into our house. The first thing I did when I got back home was to take a long, hot shower! It's incredible what we take for granted! After dinner, I managed to get all my stuff packed and my equipment prepared for the long-awaited trip down to Las Cruces.



33rd Annual Phoenix 4-Wheelers Roundup
20 – 26 March 2005
sent in by Wolfie

Schedule of Trips & Activities

SUNDAY MARCH 20 – The Early Bird Run leaves camp from registration. Finish the day with the Sundowner Run.

MONDAY MARCH 21 – The Hassyampa Toad Run is a full day of family four wheeling to the river and back. The run leaves early a.m. and returns around dinner time. Monday evening is the Cactus Biter night run for the Can't Get Enough four wheeler.

TUESDAY MARCH 22 – The Rugged Review is a great trip for checking out more hills and trails. Join us Tuesday evening for the drive-in movie, cake walk, karaoke, and potluck supper.

WEDNESDAY MARCH 23 – Join us for the Heifer Trail where the women of our club lead this one for new,

inexperienced, and experienced drivers. Climb hills, waterfalls, and enjoy the view. Wednesday evening is Ladies Nite Out. The men of our club lead this one, with a surprise for all the women.

THURSDAY MARCH 24 – A day of chance is a hand for our Poker Run which leaves in the morning and Bingo Night in the evening.

FRIDAY MARCH 25 – Come participate in our Vehicle Games. This is a whole day of competitive events for kids of all ages. Vehicles must be registered to participate. There are viewing areas for spectators. Trophies are awarded Friday night to winners at the dance.

SATURDAY MARCH 26 – Today is your choice. The **ROUGH TRAIL** leaves the camp early and comes in later afternoon. Safety measures strongly enforced. Not recommended for long wheel base vehicles. The **FAMILY TRAIL** leaves the ranch after the "Rough Trail". Both are worth the trip. Join us this evening for the Phoenix Four Wheelers BBQ followed by Big Drawing.

For more information contact:
Denis Young
623-297-2578
dc21163@cox.net



Spare Tire: 32x11.50x15, preferably m/s or all-terrain. Would consider trade or buy. Contact Carlos at 281-0994.



Jeep TJ Stuff: Factory TJ Dana 30 axle assembly with 3.73 gears complete to the inner knuckles (3,200 miles on it), \$200. Five Goodyear Wrangler GSA's 30x9.50R15 with 3,200 miles on 4 (the spare has never touched the ground), \$300. Dana 44 Factory Limited slip and 3.73 ring and pinion (3,200 miles), \$75 (ring and pinion only = \$50; limited slip only = \$50). Dana 44 Open Carrier 3.92 ratio and up (2 months of run time), \$30. Reverse cut Dana 44 Ring and pinion 4.56 ratio (2 months of run time), \$60. Factory front and rear TJ bumpers complete with plastic ends, not a scratch on

them, \$50 each. Factory TJ coil springs and control arms (3,200 miles), \$150 (I will consider breaking these apart). Factory TJ spare tire mount \$10. Factory rear track bar (TJ), \$30. Factory front sway bar with links and hardware (TJ), \$50. Contact Frank at 505-292-1541.

1997 Toyota Landcruiser. FZJ80 with Factory Locking Differentials, Leather Interior, 3rd Row Seats, Toyota Alarm, Slee Bumpers, Hanna Sliders, OME (Old Man Emu, from Australia) heavy lift package, Slee heavy duty skid plate, and 5-305/70 R16 MT/R's with about 10k miles. It's been running full synthetic fluids throughout the driveline, except that American Toyota recently flushed the automatic transmission and flushed the power steering system with Toyota fluids, replacing the belts and checked the hoses while it was in. The seals in the front axle were also recently replaced. Recent exhaust work included a installing a Magnaflow (quiet) exhaust which has improved the responsiveness of the engine, and tucking the tailpipe up out of the way. It's been well cared for and has NO leaks. This is a world class 4wd in terms of ability, durability and reliability. It started life on a very large ranch near San Antonio, Texas as a touring vehicle on the (mostly) paved ranch roads. The second owner was a young woman who used it to commute to San Antonio from Austin to attend college and did not know what the locking differential switch did. Most of the miles were highway miles on I-35 between Austin and San Antonio. There is no rust on the vehicle, has never broken down on me, and is in excellent condition. Also have all 4 mud flaps, factory manuals, hubcaps, etc. 161k miles, \$17,500. Contact Steve at 505-379-8692, and visit the following sites for more information:

www.autotrader.com/fyc/vdp.jsp?car_id=172661951
http://sleeoffroad.com/for_sale/steve/steve.htm
<http://myweb.cableone.net/shemphill/80Pics.zip>

Early Bronco front axle: '75 Bronco Dana 44 (low pinion) with: '79 bronco disk brakes, '75 tie rod and drag link via BC Broncos adapters, large bore lincoln calipers and/or '79 bronco calipers, 3.50 gears, open diff, SS brake lines from Jeff's, less than 1000 miles on bearings. Ready to bolt up right now. Asking \$450 or best offer. Contact Joe at 505-884-1776.

4.0 liter engine, out of 1988 Cherokee, high mileage (198k), \$250. AW4 four-speed automatic also high mileage (includes flexplate and converter), \$300. Package deal! Aforementioned engine and transmission together with complete wiring harness and computer, \$500. Swap the whole shebang into the vehicle of your

choice! Also lots of other odds and ends from 1988 Cherokee Laredo. Gather an armload and make me a (really cheap) offer. Call Mark at 505-891-0296.

Jeep TJ Stuff: Bestop Trail Cover for 97-04 TJ, Spice color, like new \$60; '99 OEM Black Soft Top with both clear and tinted windows (sides and rear), excellent \$300; OEM security trunk \$40; TJ Steel Horse Rocker Guards with side steps, \$90. Call Brad at 505-858-0832.

Toyota Stuff: Rear axle assy, complete drum-to-drum, from 1984 Toyota truck. Needs new axle seals and probably new shoes, but otherwise fine. Has 4.10 gears and an open diff. \$200 each, 2 available. Toyota Truck 3rd Members, 2 for sale, complete. Open diffs/4.10 gears. \$75.00 each. 1984 Toyota Truck 22R engine intake manifold complete with perfectly functioning carburetor. Took it off to perform my EFI swap. \$100 o.b.o. Five white spoke steel "jackman" wheels, 15x8, 5 on 4.5 bolt pattern. Almost new condition, have no use for 'em. \$100 for all 5. Have TONS of other misc. Toyota parts laying around- for both IFS and straight axle trucks. Contact Ryan at 505-385-6546.

Warn Rocker Guards for a TJ: \$125.00. Like new. Call Joe at 259-6252.

Warn Rocker Guards for a TJ: \$60.00. Like new. Call Joe at 505-259-6252

Toyota Stuff: Rear axle assy, complete drum-to-drum, from 1984 Toyota truck. Needs new axle seals and probably new shoes, but otherwise fine. Has 4.10 gears and an open diff. \$200 each, 2 available. Toyota Truck 3rd Members, 2 for sale, complete. Open diffs/4.10 gears. \$75.00 each. 1984 Toyota Truck 22R engine intake manifold complete with perfectly functioning carburetor. Took it off to perform my EFI swap. \$100 o.b.o. Five white spoke steel "jackman" wheels, 15x8, 5 on 4.5 bolt pattern. Almost new condition, have no use for 'em. \$100 for all 5. Have TONS of other misc. Toyota parts laying around- for both IFS and straight axle trucks. Contact Ryan Eklund at 505-385-6546.

Tires & Wheels: Set of five (5) 31x10.50r15 Goodyear MT/R's mounted on US Wheel steel chrome modular wheels, \$650. Call Daniel at 505-715-1841 or 872-9843.

Off-Road Lights & Camping Stuff: Two pairs of off-road lights, both 100 watts: 1 pair KC- black, 1 pair Dick Cepek- chrome. \$20 per pair. Coleman single burner gas stove, \$20. Three-room tent and fly \$30. Call Glenn Capener at 505-344-2656

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

Photo Album
2005 Chile Challenge
by Glenn Bontly



Brad Opatz and Glenn Bontly on the new Cayenne Crawler Trail



**Jeff Rector in the
Pickle Barrel on Broad Canyon Hard**



**He made it up just fine . . .
with a little help from his friends**



**Paul Thompson & Brad Opatz
climbing out of the Cayenne Crawler Trail**



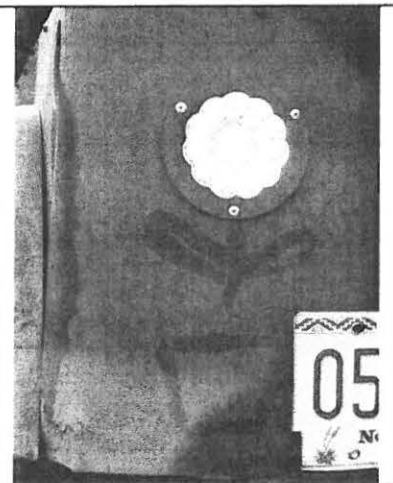
**Pat Brady fixed the track bar bracket
on this California Disco**



**Paul Thompson descends
one of Amatista's Ledges**



Rich Capener on the Amatista Trail



**Jeff gets in touch with his
feminine side with his
flower-shaped tail lights**

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 e-mail address, we will add you to our guest e-mail list to receive notices of future events as well as the monthly posting of the club newsletter, *The Trail Tales*, on the web site. 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.com.

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.com 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 editor@nm4w.com 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 editor@nm4w.com, or *Trail Tales*, 21 Rattlesnake Ridge, Tijeras, NM 87059.

NM4W Officers

President Leon Duggar 286-8136	Vice-President Jeff Rector 228-6547	Secretary Don Miller 892-3925
Treasurer Susan Miller 350-1421	Program Chairman Jerry Marx 771-0982	Historian Rich Capener 899-2367
Trip Chairman Jason Lavy 792-8035	Environmental Affairs Bob Norton 281-5315	SWFWDA Delegate "Your Name Here" Please Volunteer!

Schedule of Events

Date(s):	Event:	Information:	Contact:
Mar 10	Club Meeting	Heights Cumberland Church @ 7 pm (in the Senior High Room)	Leon Duggar 286-8136
Apr 2 <i>and</i> 9	Auge's Work Day	Meet in the lot to the right of Auge's Chrysler/Jeep at 9 am	Pat Brady 898-6449
Apr 14	Club Meeting	Heights Cumberland Church @ 7 pm (in the Senior High Room)	Leon Duggar 286-8136
Apr 16	Auge's 4x4 101	Begins at 9 am at Auge's Chrysler/Jeep Dealership in Belen	Chuck Peeples 866-1185
Apr 16 - 17	Special Event	See the web site Member's Only Page	Mark Werkmeister 891-0296
Apr 27 - May 1	Special Event	See the web site Member's Only Page	Marcia Duggar 286-8136

Trail Tales
21 Rattlesnake Ridge
Tijeras, NM 87059-7440





Trail Tales



Apr 1, 2005

The Official Newsletter of the New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

From Mar 10, 2005

by Lauri Rector



The meeting was held at Heights Cumberland Church. President Leon called the meeting to order promptly at 7:04 pm. Our gracious hosts for the evening were Pat & Sue Brady--thank you for the drinks and snacks!!! Mark Werkmeister made the motion to dispense with the reading of the minutes from the February meeting.

Member (and/or family units) Present: Joe Abbate, Glenn Bontly, Pat & Sue Brady, Rich Capener, Bill Cline, Mike Cook, Kevin Cox, Nancy Crowley, Ryan Eklund, Arne Gjerner, Steve Hemphill, Richard & Melinda Hunt, Tom Hurt, Bill Jacobs, Jeffrey Jacobson, Daniel Juarez, Leon & Marcia Duggar, Chet & Courtney Markham, Jerry Marx, Cliff Meier, Dixon Patrick, Chuck & Ethyl May Peeples, Jeff & Lauri Rector, Stella Sierra, Carlos & Laurye Tanner, Bob Telepak, Paul & Mary Thompson, Dave Trappett, Craig & Mary Turpin, Mark Werkmeister, Whistons (All of them), and Mark Wolf.

Guests Present: Gary Markel – '85 CJ7; Eric Capener (Cupcake's nephew) – '05 Rubi; Jay Penn '85 Toyota; Justin Simenson '05 Rubi; Tony Royball '73 Ford; Phil Rodacy – '03 Rubi; Bryan Gauntt '84 Toyota; Cody & Molly Dimmitt – '02 TJ; Robert Hohlfelder – Sidekick.

Sheriff – Jeff Rector: Leon again made Jeff explain the points. Again we got to listen to Jeff whine about having to do it. And Jeff still doesn't know why we do points. With the occurrence of the Chile Challenge since the last meeting, there were lots of fines: Jack Sierra forgot his keys—he could start his Jeep okay, but couldn't unlock gas cap or the storage box with his welding equipment (and of course Mike Cook needed welding the 1st day). And then on Friday, Jack broke a U-Joint & knocked out his ball joints (good thing he has a late curfew--it was 11:30 before he got back to the fairgrounds). Mike Cook broke his front spring hangar.

Mark Werkmeister's license plate on "The Itch" expired 10/03 (thank you Donna for pointing that out). Also, Mark "got lost" while leading Habenero Falls (Glenn presented him with a little compass, since Glenn knows from experience that a GPS doesn't always keep you from getting lost). Finally, he had a leak in his tranny cooler hose on Friday. Frank Whiston's license plate expired in 2004, but he does have the new sticker in his glove box (thank you again Donna). Pat Brady (yes, Pat Brady) broke a shackle. Paul Thompson had one too many beers (or maybe he just drank one too fast) and ended up falling down out of his chair and onto the his trailer deck. Rich Capener's track bar came loose. Wolfie lost some of his nuts (on the rear tires of his truck that is). Glenn Bontly lost a side marker light; doesn't know where or when, so that's called littering. Jeff admitted that he had just a few problems: frame cracked, bent tie rod, lost a brake hose, and did quite a bit of body damage (including his dash board!). Thanks to all of the people that kept Jeff posted of what was going on at the Chile Challenge.

Treasurer – Susan Miller: Lauri Rector reported for Susan a balance is \$1,630.04 as of 3/9/05.

Historian: Rich Capener: Asked for pictures.

Trip Chairman – Jason Lavy: Mark Wolf filled in for him. Winter Quarterly – very wet!!! Good turnout by the NM4W's. Leon & Marcia Duggar and their helpers all did a very good job with the raffle. Ticket sales were down. Jennifer Werkmeister sold \$600+ tickets alone to the people in line for the dinners on Friday and Saturday night. Wolfie wants to know how Marcia won the winch. Pat was pulling names and Jeff was pulling the prizes. How much did she have to pay them???

Spring Quarterly will be hosted by Texas A&M Off-Road and is set for April 15, 16 & 17 in Katemcy Rocks in Mason, TX (about 2 hrs west of Austin).

Summer Quarterly will hosted by a new member of SWFWDA & will held at the Superlift Park in Hot Springs, AR. Date to be set somewhere around 7/4/05.

Look for details forthcoming soon after the Spring quarterly.

Fall Quarterly will be hosted by FWD-FWD. Details have not been set.

Glenn Bontly will lead the Tank Trap on March 12, 2005. Meet at the Conoco at 550 & 528 at 9:00 am. Bring the usual stuff.

Auge's 4X4 101 – Work days are set for April 2nd and April 9th. Pat Brady needs a good turn out for both work days. Bring shovels, hammers, gloves. Starts at 9:00 am. Two tracks will be built this year and will be somewhat more permanent than in the past. Actual event is set for April 16th. Chuck had fliers for members to take to pass out to local 4X4 shops. He would like for the person that has the club banner to be sure to bring it. He'd also like for the club members to put a parts list on their vehicle while it is at Augies. Augies is providing large rocks, backhoe, skid loader, water, railroad ties & rebar for the courses. He is also having someone come in & cook hot dogs for lunch on the day of the event.

After Auge's is done and cleaned up, Mark Werkmeister is leading a trip to Gordy's Hill down in Socorro. We will have a pot luck dinner at the staging area Saturday evening and then on Sunday, he will lead a run showing us the features of the area & possible future trails. This will be an easy-to-moderate run, just so that we can get a look at the area. First work days will be sometime in May, dates TBD. Bring gloves, pry bars, tree trimming utensils and water. Directions are on the members only page.

Please refer to the members only page for other runs in April & September.

Bob Telepak mentioned that the AZ desert (south of Phoenix) is in full bloom for the next 2-3 weeks. Best show in many years due to the very wet winter they have had. It would be worth it to go.

Environmental Affairs – Bob Norton: Wolfie filled in for him. Look at the BLM website. We need to send letters to let them know the trails that we want to keep open.

Secretary – Don Miller: Lauri Rector filled in for Don this evening. Can you tell?

Program Director – Jerry Marx: New club clothing was in for the specific orders. Additional items were also being sold: T-Shirts for \$9, Long Sleeve T's for

\$14, hats for \$15, sweatshirts for \$17. XXL sizes are \$2 more than the price shown here for the item. Jerry also explained the 50/50 raffle. I think Pat Brady won???

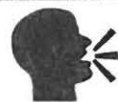
Old Business: None

New Business: Pat Brady received a letter from 4WD Hardware; they want to set up an account that would pay us cash money at the end of the year. Participants would receive a 10% discount on catalog items except tires and rims. The club would receive a rebate at the end of the year based on the amount that participating club members spend. A list of club members would have to be provided to them. Volunteers would be needed to manage this. Need to think about this before the next meeting.

Glenn Bontly brought up a good fund raising idea. He got this idea from a calendar that was on the "free stuff" table at the Chile Challenge. It was called the "Obnoxious Weed" calendar. He would like for our club to put together a calendar named "Obnoxious People". He suggests that Pat Brady's picture could be on the cover.

No new members were voted in. It isn't because there aren't any guests that aren't eligible yet. Or, that the eligible guests were not present at the meeting. No, it was because I just didn't print out the guest list for us to know who had enough points. I really apologize to these guests for this, but I did save you some on dues. Jeff really is a much better VP than what I make him out to be.

Leon managed to adjourn the meeting without having to have his own little whining session. He's maturing so nicely. But, I don't know what time it was when it was adjourned – sometime before 11:00 pm I think.



President's Report

By Leon Duggar

Hello all. Well, it has been a long time since I have submitted a Presidents Report to Glenn, and I apologize. We have had a lot of runs and a lot of fun in the past few months. The Chile Challenge was a big hit this year. Over \$9,100 raised in the raffle. I need to thank every one that help with the raffle: Marcia, Jeff and Lauri Rector, Glenn, Rich, Pat and Sue, Dave, Mark and Jennifer Werkmeister (Jennifer sold over 650 tickets at the event). THANK ALL OF YOU FOR YOUR HELP!! I am looking forward to the Augies 4x4 101

event, a trip down to Socorro, and a run to just north of Arizona, (see the members only page). We have a lot of runs planned for this spring and I hope to see all of you out there.

Member Spotlight:
Cliff and Jeanne Meier
by Joan Wolf



Like many four-wheelers, Cliff Meier loves the backcountry and uses his 4WD vehicle to access it. But unlike most four-wheelers, he also accesses the backcountry astride his horse. As part of the Backcountry Horsemen, he and others perform public service work for the Forest Service and BLM. They clear hiking trails in wilderness areas and perform special projects for the agencies. Once they even disassembled and packed out a WWII practice bomb that was found in the Sandia Wilderness Area by a hiker.

Cliff and Jeanne (pronounced Jeannie) Meier became NM4W members in March 2004. They learned about the current incarnation of the group from the Internet. Cliff knew there was a club in Albuquerque because in the early 1980's (when he owned a Scout) he attended a 4WD club meeting at a bank building on Eubank. However, that group talked mostly about having fun breaking stuff, so Cliff never went back. He and Jeanne both appreciate that the current-day NM4W club is family-oriented and offers many levels of four-wheeling.

Cliff and Jeanne met when attending New Mexico State University in Las Cruces. Jeanne was raised in Deming, but also lived in Mexico City and Celaya, Mexico as a child. After Mexico, the family moved to Arkansas and then to Roswell, where she graduated high school. Cliff was born in Sioux City, Iowa, but moved around a lot since his father was career Air Force.

After graduating NMSU (Jeanne in Economics and Cliff in Mechanical Engineering), Cliff went into the Air Force. He helped launch test rockets and was stationed in Florida, California, Utah, and Kirtland AFB. After 20 years in the Air Force, he retired with the rank of Lt Col and became a government contractor. He's been a Project Manager at Honeywell for six years and works on various military avionics involving cockpit displays and auto-pilot systems.

Jeanne works for a company named ACS as a COBOL Computer Programmer. "I'm obsolete and trying to keep employed until my retirement," says Jeanne. Her current assignment is working with Blue Cross Blue Shield of NM programs. She enjoyed being a stay-at-home mother when their two sons were growing up. She's also done clerical and real estate work. She and Cliff both hope to retire in spring 2006.

Their family includes two sons, Ron (and wife K'lyn), who live in Durango, and Chris (and wife Annette), who live in Albuquerque. Their oldest grandson, Brett, 13, has accompanied them on several four-wheeling trips. He likes the hard trails, but also seems to enjoy just being a kid in the outdoors. Their other grandchildren are Madalen (age 4), Gavin (age 2½), and 18-month old Breken.

Jeanne's favorite pastime is being Grandma. She also enjoys computer games (especially Free Cell), yard work, reading, and traveling. B.F. (Before Horses), Cliff did auto-cross and restored European sports cars. He also enjoys reading adventure tales and four-wheeling magazines (aren't these the same thing?). Together, the Meiers attend plays and four-wheeling events. And there's always something to tend to on their seven-acre spread in the East Mountains, including horses, Misty and LF. While Cliff has ridden horses for 20 years, Jeanne is content to feed and pet.

In addition to Backcountry Horsemen, Cliff volunteers with the Bernalillo County Mounted Search & Rescue and the State Search and Rescue. He and Erwin Grevan also serve on the Torrance County Sheriff's Department Reserve. Their role has evolved from directing traffic to serving as regular enforcement officers, weapons and all.

Their shifts are usually Tuesdays from 6-10 pm and Saturdays from 6-12 pm.



Cliff has modified his 2002 Tracker with a 2" suspension lift, 2" body lift, ARB locker in the rear, 30" BFG All-Terrains ("big tires for a Tracker" notes Cliff), rocker rails, and 5.12 gears. Since the Tracker is his daily driver, Cliff feels done with the modifications. Anything more would require the radical step of cutting up the body, something he's reluctant to do.

Cliff's favorite trail is Imogene Pass in southern Colorado, while Jeanne is partial to the 3-D trail in Moab. Jeanne, Cliff, and Brett will attend the 2005 Moab Easter Jeep Safari, their third consecutive year for that big event. Closer to home, Cliff enjoyed the Box Canyon Trail at the 2005 Chile Challenge and looks forward to the new trails at the Socorro BLM land. He's content to run moderate trails because "they're comparable to a hard trail for a Jeep."

Jeanne doesn't like heights or shelf roads, so Imogene Pass is out of the question. She clarifies that the problem is not shelf roads themselves, but rather **STOPPING ON SHELF ROADS!!!** At the November Caballo run, she was maintaining her composure, until the group stopped in the middle of the Palomas Gap to look and gab. It sounds as if my dearly beloved husband, Mark (the trail leader), would've been dead meat if she'd gotten a hold of him.

Cliff and Jeanne have also enjoyed four-wheeling runs to the Jemez and the Santa Fe National Forest. Cliff hopes someone will lead La Bajada Hill, so he can learn the route and perhaps lead it himself. So whether it's via horseback or Tracker, Cliff is always ready to head to the backcountry. And if there aren't drop-offs, Jeanne will be there too.

The Chile Challenge

by Ryan Eklund

I'll just sum up my experience at this years Chile Challenge by saying I had a BLAST! I brought along my fiancée, Betsy, as well as our friends Brian and his fiancée Sarah. We opted to camp out at the local Holiday Inn, rather than try to keep dry at the fairgrounds. We still had plenty of time to meet people and swap stories, but next year we hope to stay where the party's at, so to speak.

Brian and I spent the better part of last spring building his rig, a black 1984 Toyota Extra Cab pickup, and this was his truck's first major outing. We'd done some day trips, but nothing as far away or as fun as the Chile Challenge. We set up his truck pretty much the same as mine, with lockers front and rear, dual transfer cases, and crossover steering. We bobbed the bed of his truck 12", and added some homebuilt bumpers and sliders just before the event. Brian's truck still has the original (read: worn out) 200,000 mile engine in it, as we didn't have time to build his new hotrod 22RE and complete the fuel injection swap on his rig. We were both worried about the engine, but it proved its Toyota reliability by getting him home without any trouble.



This was my second time to the event, and I was attending with high hopes after last year's electrical gremlins in my rig. I had just completed the fuel injection conversion on my truck before last year's event, and hadn't worked all the kinks out before hitting the road. After having to drive my rig to Las Cruces last year, and battling intermittent misfiring problems the

whole weekend, I decided to invest in a trailer and tow rig. I managed to find a really clean '92 Ford F250 diesel, and bought a nice 16' trailer to haul my Toy on. With a tow rig at my disposal, I decided it was time to get some "big boy" tires and ditched my old 33's in favor of a set of 37" MT/R's. With the new upgrades to my truck, I was thrilled to leave work behind for a few days and go have some fun.

We were only in Las Cruces for Friday and Saturday, but were blessed with decent weather and good trails. Friday we ran Off Broadway with too many Jeeps, and Saturday we ran Broad Canyon. Saturday's more "diverse" group of vehicles proved to be much more entertaining than all the Jeeps on Friday, and we were all treated to Jeff Rector's body damage on the trail. I even managed to tip my truck to the passenger side on Broad Canyon while driving over a small rock formation. I guess those 4.5" backspaced wheels will have to go, they're just too narrow!



Aside from discovering the shortcomings of my cheapo Discount Tires steel wheels, and a little body damage for both myself and Brian, there were no major breaks or problems this year. I guess we weren't wheeling hard enough, but there's always next year. I look forward to the coming year's events with the club and hope to see everyone on the trail this summer. Mark Werkmeister's

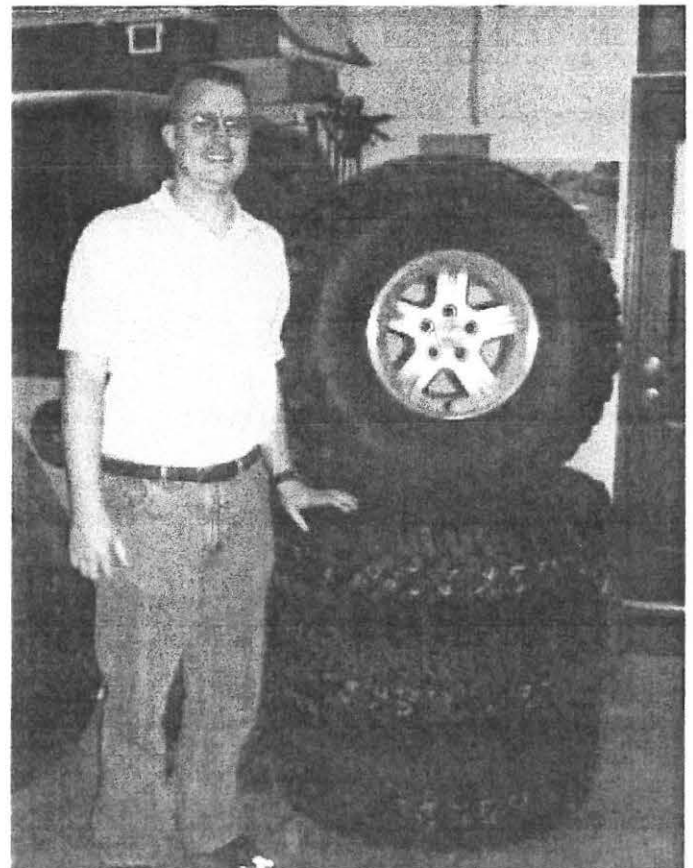
prospects with the Gordy's Hill area sound promising and hopefully we can help develop that into a great place to go wheeling.

Big Winnings at the Chile Challenge Raffle
by Frank G. Whiston

Mr. Weaver,

I am pleased to contact you as the winner of the BF Goodrich tire certificate at this year's Chile Challenge. This could not have happened at a better time for me, as I am currently in the process of lifting my Jeep and was going to buy bigger tires anyway. I wanted to take a moment to express my gratitude for your support of events like the Chile Challenge. Although I have personally benefited from your support as the certificate winner, it reaches further. SWFWDA raffles generate funds to make these events possible, as well as keeping trails open. This is key to keeping motorized recreation going.

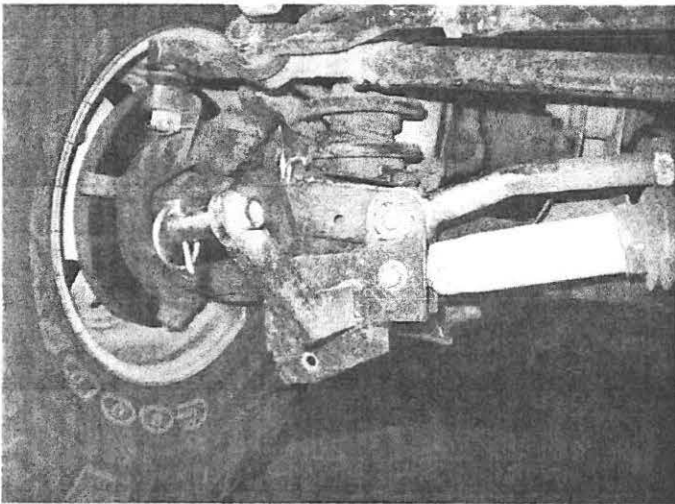
Thank you,
Frank G. Whiston
Albuquerque, NM



Tank Trap Trail by Glenn Bontly

To the best of my knowledge, it's been nearly 2 years since we've been on the Tank Trap Trail. The reason is because portions of the trail appeared to traverse a "closed" area on the Santa Fe National Forest map. I recently purchased a new map, however, and the "closed" area is now less restrictive than on my old map. I carefully plotted the GPS points that I had previously saved for this trail, and confirmed that the entire trail is now on unrestricted land! So I promptly scheduled a ride for Saturday, 12 Mar.

I remember once when Jeff & Lauri led this trail, that we had trouble finding the trailhead. So Friday afternoon, the day before the ride, the weather was so nice, I decided to take the afternoon off from work to see if I could pinpoint the trailhead, thereby saving me from another humiliating fine for getting lost (again). :o) Anyway, after lunch, I headed up to Santa Fe and off onto the dirt roads that lead back to the trail. After a short time bouncing around on the badly rutted road, my steering started feeling sloppy. But it couldn't be that damn track bar again; I just finished fixing it! After pounding through another few potholes, I realized that the Jeep's heading wasn't necessarily corresponding to my steering inputs. So I figured this would be a good time to stop to see what was going on.



I immediately noticed that the axle end of the track bar/steering stabilizer bracket was just sort of dangling. The bracket had literally torn apart from the axle. Not having an on-board welder, or any other means of fixing the breakage, all I could think about was having to call Paul Thompson again to come rescue me. No longer

worried about being fined at this point, I was starting to hear the dull clanking of a cowbell in my head.

Contemplating my various repair options (duct tape, bailing wire, or ratchet straps), I started trying to figure how to get out of another bad situation I had gotten myself into. I ended up pulling the bracket as tight as I could against its former mounting location and securing it with a couple of ratchet straps. It worked, but only if I maintained a speed of less than 10 or 15 mph. Anything higher resulted in a violent death wobble. At that speed, it would have taken me 4 - 6 hours to get home. That would have been okay, but after talking to Susan, we decided that she would hook up the trailer to the big white truck, and come retrieve me and the broken Jeep.

Susan has only driven the BWT a couple of times, but she's never had to hook up the trailer or tow anything. So after telling her where to find the correct receiver hitch, I explained that she would now have to try to back the big beast up exactly underneath the trailer tongue with no one there to help guide her! After plugging in the lights and brakes, she was on her way up Highway 14, periodically reminding herself to "turn wide".

While waiting for my rescuer to arrive, I thought about having to send out a short-notice e-mail to cancel the ride. But I knew not everyone would get the word, and then I'd get another fine for the trail leader not showing up for his ride. This was quickly turning into a "lose-lose" situation for me. Perhaps someone else who was planning to go on the ride was familiar enough with the trail to lead it in my place. And then I remember Marcia telling me that she might go. So I called to see if she would be willing to "co-lead" the ride with me the next day. Yes! Problem solved. Susan & I successfully recovered back to the house at a reasonable hour that evening.

Saturday morning, 12 vehicles met at the Conoco Station: Marcia Duggar, Rich & Eric Capener (in Eric's brand new 2005 "Impact Orange" Rubicon), Bill Cline, Eric Finch, Ed & Lyn Kausche, Jerry & Barbara Marx, Patrick Dixon, Paul & Mary Thompson, and guests Gary Markel, Don Tyler, and Charlie Downing. I led everyone up to Santa Fe, parked my truck in a safe location, and then jumped into Marcia's passenger seat with my GPS. After airing down, we made our way all the way out and up to the trailhead; found it with no problems (after everything I went through the day before). We dropped down into the streambed and surveyed the first obstacle. The water tank was especially deep after all the rain we'd received during the past couple of months. In order to enter the trail, you

have to drive up and over a very off-camber section of rock, around the tank. For me, at least, this is a terrifying experience. And I have the stains on my seat covers to prove it! Everyone helped to get all the vehicles through with minimal trouble.



The day turned out to be excellent! The temps were in the low 70's, the sun shone on us all day long, and there was no wind! We slowly crept along the trail, which is basically a series of large rocks, but complicated on this particular trip by the large bodies of water we found throughout the trail. There was a lot of banging and crunching of skid plates, as well as several uses of winches and straps. It took us almost 6 hours to drive the 2-mile trail, but in the end, we all made it through with no significant damage. Thank you, Marcia, for chauffeuring me around all day. I had a good time even though I didn't have my Jeep!

Tank-Trap-Tripped

by Eric Finch

Jeep YJ, 4.5" lift, 33's

When Glenn announced we were going to do Tank trap, I remembered last time we drove that trail and that it was a lot of fun. So Saturday morning, I kissed my honey bye and left to meet up with the group. The drive out didn't seem to bad, though my jeep began having carb trouble that morning.

We left the Conoco Station a little after 9 am, and I found that my CB had died sometime since I'd last used it. But with the 12 Jeeps that were in the group, it was easy to follow. We hit the air-down location after about an hour, and I proceeded to air down to 13½ psi in the front and 15 in the rear. I also noted that I'd forgotten to put my onboard air tank back in the Jeep the night

before. We headed out to the trailhead, which was a little dusty, but warm. That was nice, considering the cold winter we'd just come through. After a short while, we approached the first major obstacle, the Dam. The Dam had a couple deep puddles before it, and rocks and mud on the left side, where the only crossing is available. We lined up and watched Glenn and Paul Thompson spot people over the rocks. When crossing the Dam, you have to drive up a rocky slope that's around 20 degrees off-camber, slanted to the right and above a deep fetid pool of nasty green stagnant water collected at the base of the dam. Needless to say, the last thing you want to do is roll or slide off these rocks! After watching a few Jeeps expertly tackle this obstacle, it was my turn.



I jumped back in my Jeep, romped through the shallow pools, and began up the rocks. I had been having trouble with my idle all morning and this was no exception (seems the last time I had driven this trail, I had the same trouble). My engine kept stalling while trying to climb, and the stops and starts I made kept sliding my Jeep more and more toward the edge, but between the spotters and the 4 guys hanging on to keep me from rolling off, they got me through. That's one obstacle that gets your heart racing and blood pumping every time. The guys with lockers definitely had an easier time.

From there, we proceeded over quite a lot of rocks to a place where there was a large pool of water (which was about 2 ft deep). Little did I know there was a huge rock rolling about just under the surface. It seemed each Jeep that went through found that rock in a different position. After the pool, there was a rocky slope, but after I'd

Building an Unlimited—Part 1

by Frank G. Whiston

passed, I'd watched for the Jeep behind me, and ... watched... Knowing the guy in the blue Jeep had lockers, I began to wonder why he was taking so long, so I hopped out and walked back to see. I found them playing to the right of where I had ascended on an area that could almost be described at a crevasse. You could almost change your oil in that pit they were straddling. I watched as they maneuvered over it, only slightly crushing the metal on their passenger side rocker panel. Ironically, he had rocker protection on his driver side, but not the passenger side. Shortly after he made it through, we were all on our way to the next obstacle, a rocky field known as the Rock Garden. There was a Jeep Cherokee already high centered and we had to use its winch to get it pulled out. Most people took a different route, but this time when it was my turn, I came up on the path others with lockers had gone. I dropped my front tire off the rocks into the water, because I wasn't watching my spotter like I was supposed to. I got high centered myself and had to be strapped off the rocks by one of the guys who just drove through the water.



All in all, aside from my stupid carb trouble, we had a great day. I even got sun burnt, mildly, but still. Next time I drive the Tank Trap, I hope to have my new axles and lockers installed, and should be much more prepared.

Jeep Humor

sent in by Mary Turpin

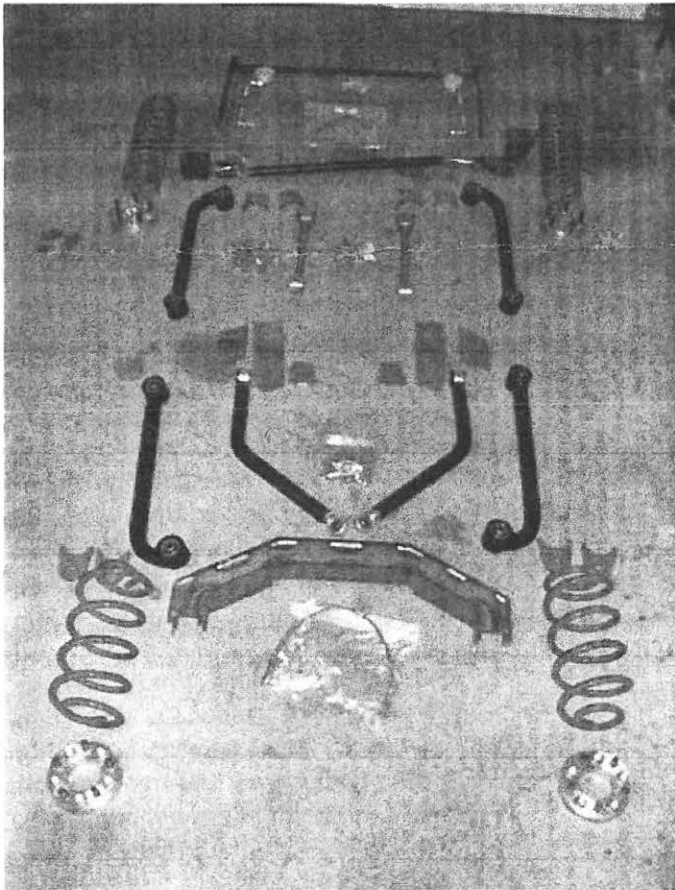
A man bought his wife a beautiful diamond ring for her birthday. His friend said, "I thought she wanted one of those 4-wheel drive vehicles." "She did," replied the husband, "but where in the world was I going to find a fake Jeep!"



Now the gears start turning as to how to enhance its capabilities. My game plan was to add the body protection before I did performance enhancements that would allow me to get into a position to do body damage. I thought to myself that they make everything that you can imagine for these things. That became more of a problem for me than I had imagined--TOO MANY CHOICES! I had not really paid that much attention to Jeeps in the past to see what others had done to theirs. I spent a month alone deciding which aftermarket front bumper to buy. I had to be able to use a tow bar with it.

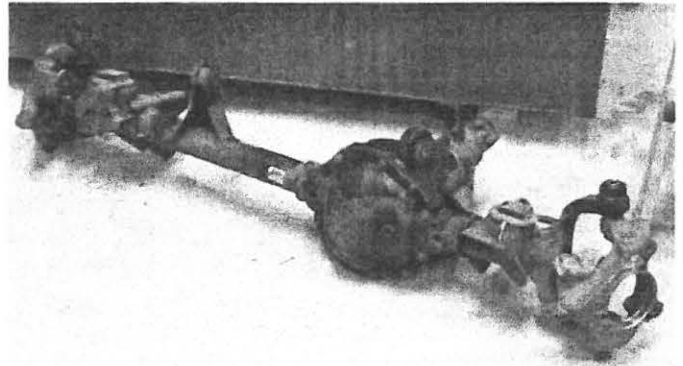
The family took a trip to the Jemez Mountains over the Memorial Day holiday. We toured the Indian ruins up near Holiday Mesa and I got hung up on a whoop-de-do that my Dad went right over in his stock '01 TJ. Ok, the wheelbase and factory low stature had to be fixed! As a short-term fix, I bought adjustable coil spacers, because I figured that I could retain them when I decided to get more lift.

Now it was already July and the baby was well on her way. We attended MHJC's All-4-Fun in Georgetown Colorado. We took the Ranger, because I had just spent the winter building a tube bed and wanted to do some of the harder trails that they had to offer. Chances were that it would be the last time we would be at this type of event where the Ranger could accommodate us. I was able to check out all kinds of Jeeps at the event. I finally decided on a bumper, tire carrier, and rocker guards upon return from that trip.



Ok, so all of the protection stuff is out of the way, now I start thinking about suspension and drive train. I had decided that I wanted some sort of long arm suspension. So far, what manufacturers had to offer in long arm kits for the Unlimited appeared to be quick modifications to the standard TJ kits. The picture shows what I came up with for suspension. This requires a lot of fabrication

work, but I feel that it should suit my desires. It consists of Currie J arms front and rear, triangulated rear upper control arms, and Skyjacker coil springs. With a lift of over 4", I knew that driveline modifications could be required. I also had plans of installing a Klune-V 4:1 gear reduction box between the transmission and the factory transfer case. This would definitely require new drive shafts. Rather than changing the driveline twice, I decided that it would be most cost effective to do all of this at the same time. The Klune-V is 6 1/2" long, and the slip yolk eliminator is 4" shorter than factory, so my rear driveshaft will have to be about 2 1/2" shorter. This should not be a problem, since I have 10 more inches than a standard TJ.



All of the parts are in and I am getting started on installing it and a guy offers me a high pinion Dana 44 front axle assembly to me. This is more like the axle that comes on the Rubicon's, but the way that the gears are cut in this design, it is actually stronger than the Rubicon low pinion Dana 44. He made me a deal that I could not refuse, so now I have another dimension to this project. It did not have the gear ratio that I wanted, and the stock gears are too tall, so now I needed to do the gears and lockers at this time as well. Well, this vehicle is living up to the acronym that is its name...JEEP...Just Empty Every Pocket! At this point I ordered Detroit Electrac selectable lockers and 4.88 gears for both differentials.

Stay tuned for the next write up on the install of all of this stuff.

Snowbound in the East Mountains

by Bob Norton

Turns out I needed my rest, setting on my behind Monday & Tuesday while the NM State Police thought it best to lock in/out all East Mountain Residents (plus travelers) from the I-40/Old Route 66 Travelways. Finally mobile, Wednesday morning just a few miles

from home, the upper radiator hose split wide open in a 4 inch long slit. A few hours later, after hitch hiking and help from workplace personnel, hose replacement, and other measures: overheating was not resolved (It is a real BITCH, excuse the language, to get coolant into all but the latest model Cherokee XJ's, BTW). Limping into town, driving a bit/coasting downhill a lot, it was later realized that fluids were leaking from a point in the radiator.

Thursday started not much better. I hiked down the hill in the cold to the borrowed company Chevy HD Van parked just off the county road. (The XJ was left inside the store for safekeeping awaiting resolution of the overheating and leak problems). Surprise, a rear tire was flat on the van. Some time required to remove snow, lower the spare tire, raise the vehicle, fight off the overly tight mega number of wheel bolts (8, 10, dunno did not count the number... just too many in any case). Finally, ready to head to town, nearly another 30 minutes was required to move the van from its parking spot some 12-15 feet of slippery surface onto the county road. Talk about crappy traction. I ache so much just thinking about the nearly 1¼ hours from start to finish of the process to finally get underway this morning!

Later, the Cherokee made it to a radiator shop where the verdict was a split in the radiator. So, some 300 plus dollars later, the Cherokee now sports a new radiator (all metal, none of that plastic end cap crap), a new thermostat just for maintenance sake, and a new long over due serpentine belt. These costs not including the new upper hose and fluids put in Wednesday.

A lesson here... either top off your 4x4 whenever required with the now available 50/50 anti-freeze/water mixtures, rather than water.... or be sure to pull a hose (required in the XJ) or the radiator cap before winter and check the coolant's lowest temperature value. Such neglect has cost me this week when the cooling system froze up due to unexpected cold weather. Moriarty claimed to register 13 degrees below zero Wednesday morning, dunno what it reached here. But too cold in any case.

From the Editor by Glenn Bontly

Wow!! I want to THANK everyone for the overwhelming response I received from my request for input for this month's issue! I even got a President's Report from Leon!!! ;o) Anyway, even after shrinking the font just a little bit, I still couldn't fit everything. So

if you submitted something and it didn't make it to print this month, *it will be top priority for next month!!*



1987 Jeep Cherokee, 5 speed, 4.0 liter, PS, PB, AC, factory D44 rear, factory Off-Road package, Rancho 5000's, 235 BFG AT's, alloy wheels. 200k miles, but mostly highway. Everything works. \$2,500. Contact Mark at 505-891-0296.

Jeep TJ Stuff: Factory TJ Dana 30 axle assembly with 3.73 gears complete to the inner knuckles (3,200 miles on it), \$200. Five Goodyear Wrangler GSA's 30x9.50R15 with 3,200 miles on 4 (the spare has never touched the ground), \$300. Dana 44 Factory Limited slip and 3.73 ring and pinion (3,200 miles), \$75 (ring and pinion only = \$50; limited slip only = \$50). Dana 44 Open Carrier 3.92 ratio and up (2 months of run time), \$30. Reverse cut Dana 44 Ring and pinion 4.56 ratio (2 months of run time), \$60. Factory front and rear TJ bumpers complete with plastic ends, not a scratch on them, \$50 each. Factory TJ coil springs and control arms (3,200 miles), \$150 (I will consider breaking these apart). Factory TJ spare tire mount \$10. Factory rear track bar (TJ), \$30. Factory front sway bar with links and hardware (TJ), \$50. Contact Frank at 505-292-1541.

Early Bronco front axle: '75 Bronco Dana 44 (low pinion) with: '79 bronco disk brakes, '75 tie rod and drag link via BC Broncos adapters, large bore lincoln calipers and/or '79 bronco calipers, 3.50 gears, open diff, SS brake lines from Jeff's, less than 1000 miles on bearings. Ready to bolt up right now. Asking \$450 or best offer. Contact Joe at 505-884-1776.

4.0 liter engine, out of 1988 Cherokee, high mileage (198k), \$250. AW4 four-speed automatic also high mileage (includes flexplate and converter), \$300. Package deal! Aforementioned engine and transmission together with complete wiring harness and computer, \$500. Swap the whole shebang into the vehicle of your choice! Also lots of other odds and ends from 1988 Cherokee Laredo. Gather an armload and make me a (really cheap) offer. Call Mark at 505-891-0296.

**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 e-mail address, we will add you to our guest e-mail list to receive notices of future events as well as the monthly posting of the club newsletter, *The Trail Tales*, on the web site. 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
Treasurer Susan Miller 350-1421 treasurer@nm4w.org	Program Chairman Jerry Marx 771-0982 program-chairman@nm4w.org	Historian Rich Capener 899-2367 historian@nm4w.org
Trip Chairman Jason Lavy 792-8035 trip-chairman@nm4w.org	Environmental Affairs Bob Norton 281-5315 environmental-affairs@nm4w.org	SWFWDA Delegate "Your Name Here" Please Volunteer!

Schedule of Events

Date(s):	Event:	Information:	Contact:
Apr 2 <i>and</i> Apr 9	Auge's Work Day	Meet in the lot to the right of Auge's Chrysler/Jeep at 9 am	Pat Brady 898-6449
Apr 14	Club Meeting	Heights Cumberland Church @ 7 pm (in the Senior High Room)	Leon Duggar 286-8136
Apr 16	Auge's 4x4 101	Begins at 9 am at Auge's Chrysler/Jeep Dealership in Belen	Chuck Peeples 866-1185
Apr 16 - 17	Special Event	See the web site Member's Only Page	Mark Werkmeister 891-0296
Apr 27 - May 1	Special Event	See the web site Member's Only Page	Marcia Duggar 286-8136

Trail Tales
21 Rattlesnake Ridge
Tijeras, NM 87059-7440





Trail Tales



May 1, 2005

The Official Newsletter of the New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

From Apr 14, 2005

by Don Miller



President Leon Duggar counted down the seconds and opened the meeting, held at Heights Cumberland Church at precisely 7 pm MDT.

Members Present: The following family units were represented by at least one member; Abbate, Bontly, Brady (Pat & Sue), Capener (Rich), Cline, Coe, Crowley, Duggar, Greven, Gjerning, Juarez, Markham, Marx, Meier, Miller (Bobby & Susan), Miller (Don), Norton, Ohnesorg, O’Niell, Peeples, Rector, Tanner, Telepak, Thompson, Trappett, Werkmeister (Mark), Whiston (Frank G. & Beth), Wolf, and Woodard. If I didn’t list you & you were there; you didn’t sign in.

Guests: Phil & Ilene Rodacy, Eric Capener, Larry Koblinski, Justin Simenson, Mark & Maria Berglund & family, Kenneth & Debbie Stanley, Bill Adelman, and Joe Donnelly.

The unflagging Mr. Wolf made a motion to have the minutes of the last meeting read, but the required majority could not be found anywhere.

After prompting from President Leon, our beloved Sheriff and VP, Jeff explained the point system the NM4Wheelers utilize for assessing membership potential. This was mainly for the tutoring of the attending guests. There were no fines of any consequence.

The Treasurer, Susan Miller reported the bank balance as \$1,046.55.

The Historian, Rich announced he had a club photo album available for perusal by members and guests. Photos from the Chili Challenge were featured.

Trip Chairman, Jason Lavy honored the assembled masses with his appearance. Asked how his Grand Cherokee was doing, Jason admitted it had “flopped over”. He will be allowed to retain possession of the cowbell. Jason stated he was thinking of a Moab trip around May 13-15. Contact him if interested.

Jason reported there had been a couple successful work parties held for the Auge Boys 4x4-101 event. The club trip to Gordy’s Hill, the day after Auge’s, was discussed. This is to be known as the “Orientation Tour”. The work party at Gordy’s Hill has been moved to May 14–15. Other New Mexico clubs have been invited to participate.

Bob Telepak is planning a Behind the Reef trip for Fall. See the members trip list.

Contact Marcia Duggar if you are interested in the Hole in the Rock trip.

The clubs annual assault on Mt. Blanca is planned for the weekend after Labor Day Weekend. Contact Mark Werkmeister.

Chuck Peeples had special news about the upcoming weekend Auge Boys 4x4-101. The course for this year is supposed to be superb, with a very challenging obstacle. The local Belen Boy Scouts will be grilling hot dogs. Displays of equipment and speakers on the proper care and feeding of your 4x4 are featured. Chuck had a sample of the Auge Boys promotional mailer. Sanitation facilities will be available; however, it

was not determined for certain whether or not the Porta-Bronco would be making an appearance.

Bob Telepak spoke for **Bob Norton, Director of Environmental Affairs**. He reported that the Price Utah BLM office is leading the pack when it comes to restrictive off-highway vehicles practices. The club-sponsored adopt-a-trail, the Behind the Reef trail, may be in danger of closure. USA-ALL (Utah Shared Access Alliance) does a credible job at helping to preserve access. Their website may be found at www.usa-all.com or their new (work in progress site) at www.usaall.org.

Program Chairman Jerry Marx announced he has a new supply of club shirts, hats, and things. The evenings raffle included Tom Woods hats, flashlights, and stickers, as well as the usual splitting of the pot with the grand winner.

Secretary Don Miller recorded the meeting.

Old Business: There was a brief discussion regarding the 4WD Hardware club offer/incentive/payback plan. As there was no motion in favor of the club signing up, the matter became roadkill.

New Business: The summer pot luck socials begin next month. The volunteer hosts are as follows:

May: Keith & Connie Chapin

June: Bobby & Susan Miller

July: Leon & Marcia Duggar

August: Chuck & Ethyl May Peoples

September: Carlos & Laurie Tanner

Jeff led us in inducting Mark & Maria Berglund and family into the club. Justin Simenson was also voted in as a full member.

Leon thanked the Wolfs for sponsoring the fine goodies served after the meeting. Leon adjourned the meeting at 7:57 pm.

Tent Rock Day Trip

by Justin Simenson

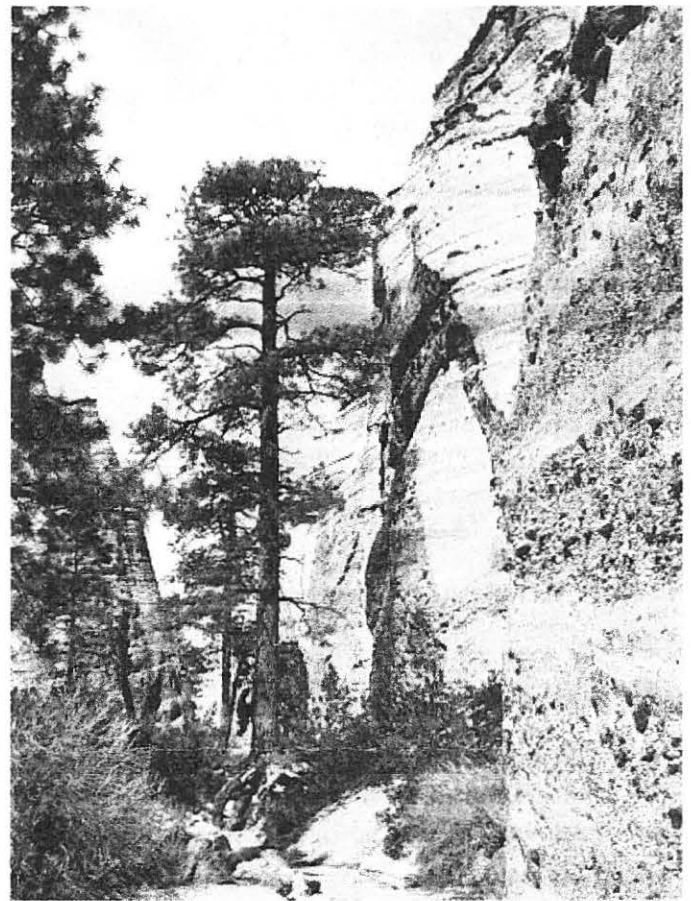
I first heard of the Kasha-Katuwe Tent Rocks National Monument quite a while ago, but it wasn't

until about a month ago that I thought of taking the hour and a half drive up there. The day was March 13th, a Sunday morning. I woke up and watched the news, "chance of showers in the afternoon" was the forecast; I had taken the hard top off of my Rubicon the day before, for the summer, so I decided that with a chance of showers I should put on my soft top. Before I continue, I should say to all who don't know this, this is my first Jeep and I have only had it about 6 months. I got together all of the soft top parts and laid them out in my garage. As I looked at the mounts that attach to the roll bar, I realized I had forgotten what they looked like before I took them off, so instead of being bull headed and just making things fit, I decided to actually follow the instructions that came with the Jeep. After a quick glance, I was sure I knew what to do. The easy part was attaching the mounts and then attaching the soft top to the mounts; after that, the actual fun began. Being my first time to put on a soft top, as well as the first time for the new soft top to be installed, made the whole ordeal interesting. My fiancé, Nina, was "helping" by reading the instructions, one step ahead of what I was actually doing. While I tried to stretch the top out and latch the front clips to the windshield, I decided to pull my Rubicon out into the sun to warm up the material. I told myself to give it about 5 minutes to get warm, but I was getting impatient with it and kept on working. My stubbornness paid off because I was able to attach the front latches. I then moved to the back corners. This is where I learned that the little plastic strip at the bottom of the soft top, the piece that goes under the lip, is a tight fit. After attaching that, the side windows were easy. That's when Nina informed me that I was supposed to take that plastic strip out partially for the back window... Is that just a funny little Jeep joke? To have the newbie struggle to put that little plastic strip in, then tell him a couple minutes later to take it out? After all that, I did get the soft top on, and I will think twice before taking it off again.

With our lunch in the cooler and the soft top on and secure, we left Rio Rancho. The drive to the Cochiti exit was surprisingly shorter than I remembered. From there, we headed toward Cochiti Lake. Just past the spillway, there is a sign that points south to Cochiti Pueblo and the Tent Rocks.



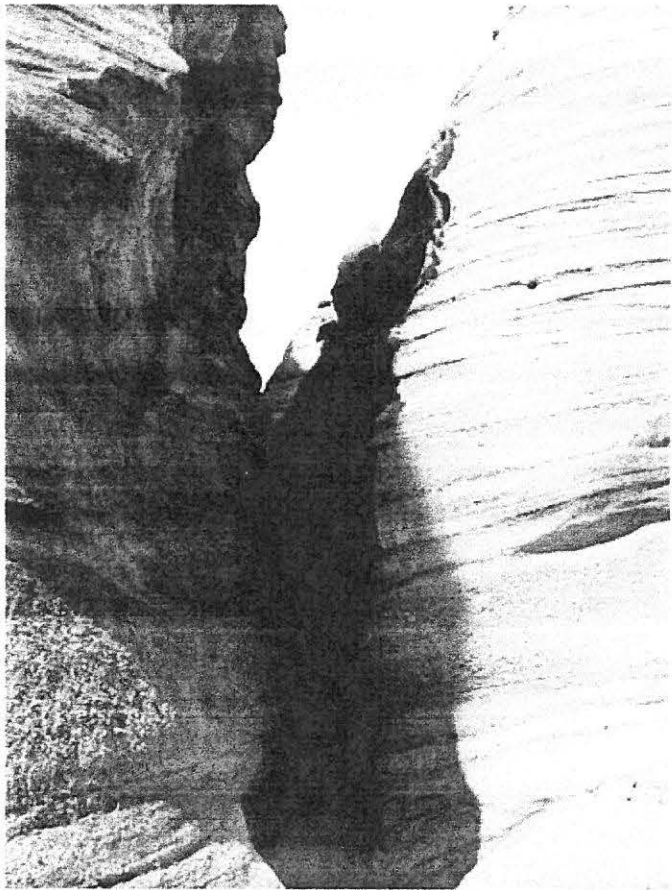
which was about a mile long. We found the trail well marked and the views spectacular.



In the Pueblo is another well-placed sign that points you back east. The pavement ends and a graded road takes you to the trailhead and parking area. I had read that the road was really bad, but I found it exceptional for a gravel road. There is a \$5.00 fee, but at the trailhead, there are a handful of well-spaced shelters, with concrete picnic tables along with bathrooms. The drive to the trailhead was about an hour and a half from Rio Rancho, which included stopping for gas. I talked with the forest ranger and he told me to head up the road about 3.5 miles to the overlook. I took his advice and headed up there. The road is less maintained past the trailhead, but is still good. About a mile or so from the trailhead, the road crosses a stream. The ranger said that it hadn't run water in twenty years or so. The overlook is at the top of a hill and looks over the national monument.

There is a cave in the side of the rock face about six feet above the path, halfway along the loop trail. When I climbed inside, I found it to be 6 foot high by 10 feet deep by 15 feet wide. It had a little "window" and the opening framed the back of the Sandias perfectly. When we came to the Slot Canyon, we decided to check it out, and it paid off. The path got narrow in a few places, but the rock formations in there were amazing. We went only part of the way up when we decided to turn around and head back. As soon as we got back to the Jeep, the rain started. The hike was perfect for picture taking, and even though the parking lot was packed, we only passed a handful of people on the trails. The level of hiking is about a "2", on a scale between 1 and 5. The rock formations are easy to see and are all over the place in the area.

When we got back down to the trailhead, people were packing the parking lot. There are two different trails to hike, the Loop and the Slot Canyon. The Slot Canyon trail is an off-shoot from the Loop trail. We decided to hike up the loop,



All in all, the day was perfect. I learned how to put my soft top on, took some pictures, and we received more moisture. Little did I know that the day after I put my soft top on, I would be driving in 6 to 8 inches of snow!

If you want more information on The Kasha-Katuwe Tent Rocks National Monument, visit their website at:

www.nm.blm.gov/recreation/albuquerque/kasha_katuwe.htm

The Price of Gas by Don Miller

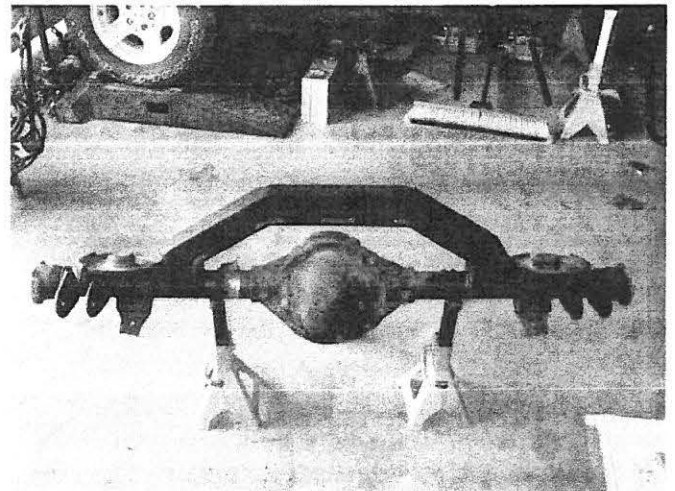
I get really annoyed every time the TV or print news media does another scary sounding story exclaiming that gasoline prices have hit an all time high. It seems that very few of the reporting agencies have any basic understanding of economics. We all know that virtually everything rises in price/cost over a period of time. We know

that effect as inflation. The rate of inflation is reflected in the CPI; the Consumer Price Index.

I'm old enough to remember 35 cent a gallon gasoline. Wouldn't we all like that. But to be fair and accurate, the rise in the CPI (inflation) must be taken into account. That 1969 35 cent gallon of gas actually cost \$1.77 in today's dollars. The real, adjusted for inflation, all time high for gas in the USA occurred in 1980-81. In today's dollars, that price works out to about \$2.80 per gallon. That's the national average price; there are regional variances. Comparing today's gas prices to those from the early 80's it is also interesting to note that the inflation-adjusted taxes on gasoline is now 43 cents per gallon, while back in 1981 it was 29 cents a gallon (once again the figures are a national average).

If you really want to complain about something, how about this. The price of beer, adjusted for inflation, has increased 27% more than gasoline since 1982!

Building an Unlimited—Part 2 by Frank G. Whiston

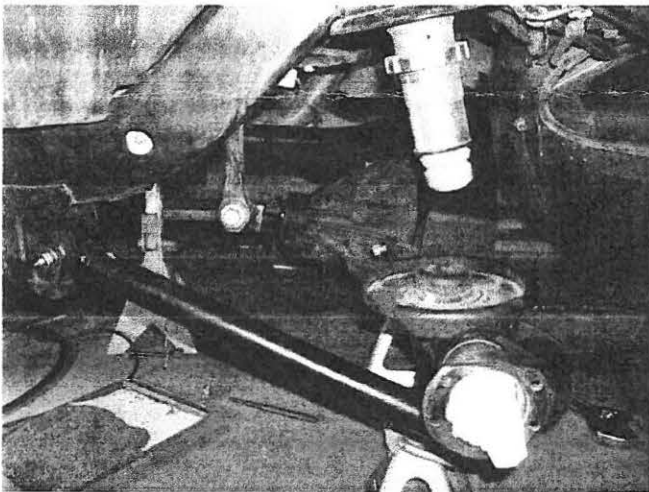


I already had the suspension components arriving via UPS and local shops, when I decided to purchase the high pinion Dana 44 front axle assembly. With the J-arms, I would have to remove the housings to grind off the factory brackets anyway, so that was a good time to do the gears and locker. Early one Friday morning, I set the rear of the Jeep on jack stands and began to remove the

axle. Chet Markham came over to help out. It was nice to have some additional muscle to move that thing around. After a lot of grinding and pounding, I had the factory control arm and track bar mounts removed. There is no turning back now, as all of these brackets were mangled beyond recognition before I was done. Soon after, I removed the necessary brackets from the replacement front axle as well.

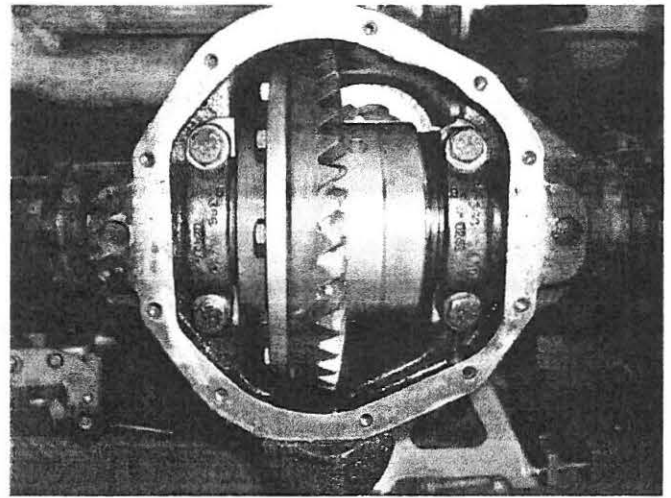
I had detailed instructions on how to install the truss for the triangulated upper arms, because this was one of the few components that actually came as a kit. That is where I started.

I tack welded it on for a trial fit just in case. While I had the axle back under the Jeep, I took the opportunity for a trial fit on the lower control arms. I then tack welded the brackets for the lower control arms and bolted them up so that I could cycle the suspension to see if there were any issues. It all looked good, so I welded them on permanently.

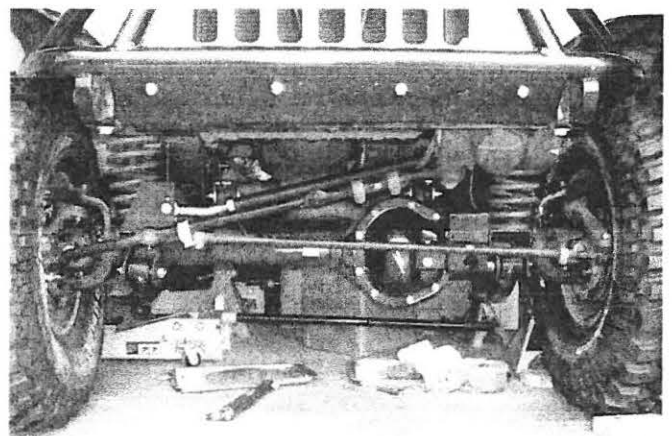


At this point the 4.88 gears and Detroit Electric lockers had come in, so I decided to switch to this task. I had done this chore on my truck years ago and helped a few friends along the way, so I figured it shouldn't be too hard. Even after buying special tools to make the job easier, it was still a bear to get the gears set up. You must get bearing preload, backlash, and pinion depth to spec within a few thousandths of an inch for it to work properly. This took many iterations and I had to assemble and disassemble many times. I was glad to have my dad (Frank R.) there to help. The Detroit Electric did

not add any difficulty to this part of the assembly; all of the unique stuff comes into play when installing the differential cover. I was very relieved to have this chore done on both axles.



Now I decided to assemble the rear axle, so that I could move the jack stands up to the front. This is exciting; I can begin to see what the end result is going to look like. Now I can move on to removing the front axle. Once the original one was out, I put the Dana 44 under the Jeep, attached by the upper control arms, and began to look at how to attach the j-arms. I used some wood that I had laying around to mock up the brackets that I would need to make. After many measurements, I decided that I had it right and had a friend make some metal brackets for me to weld on. The axle then came back out, so that I could remove the factory track bar bracket from the frame. More grinding and pounding was required. Man, the factory meant for this thing to stay there!



Once it was off, I bolted the Dana 44 up again, including the new adjustable track bar, to locate the new frame bracket. Then I welded the new bracket in place. At this point, I could cut the track bar to length and weld the eye for the Johnny Joint to the end. Finally, I assembled the front axle and the Jeep is supporting its own weight again. Stay tuned for the install of the Klune-V and slip yolk eliminator.



**From the Office of the
Director of Environmental Affairs**
by Bob Norton

This excerpt is from the Salt Lake Tribune of April 22. A Bill number has not yet been assigned. As some lands in previous wilderness bills are now being considered separately, the actual amount of lands that SUWA wants off-limits is 10% greater. As a stand-alone bill, it is unlikely that it would make it through this Congress. Of course, there is always the threat of burying such legislation within another bill. I will let you know if we need to raise the alarm at some time in the future.

Bob Norton, Dir. Of Environmental Affairs

Excerpt:

The Red Rock Wilderness Act is back before Congress - this time with a bigger list of backers. Rep. Maurice Hinchey, D-N.Y. and Sen. Dick Durbin, D-Ill., on Thursday

reintroduced legislation that calls for 9.5 million acres of pristine canyon country in southern Utah to be preserved, prohibiting activities such as mining, gas and oil exploration and off-highway vehicle use.

Hinchey and Durbin's legislation, this time trotted out with 151 co-sponsors - including 13 members of the Senate, is the latest version of a bill that then-Utah Democratic Rep. Wayne Owens introduced in 1989.

The Red Rock Wilderness Act's 9.5 million-acre footprint is based on surveys done by volunteers with the Utah Wilderness Coalition, which claims that the Bureau of Land Management ignored vast tracts of wilderness-quality lands in its original 3.2 million-acre inventory.

"It is absolutely imperative that we safeguard these 9.5 million acres of beautiful, pristine open space in Utah and keep them in their natural state in perpetuity," Hinchey said in a statement. "So much of our nation's open space has been developed upon, which is why it is so important that we preserve the precious few acres of wilderness we have."

Scott Groene, Executive Director of the Southern Utah Wilderness Alliance, called the reintroduction of the Red Rock Wilderness Act a small, but significant step forward. "Sure, the reality is that it is difficult to move this legislation in this Congress," said Groene. "But we have made steady progress in terms of increasing the amount of ground that has some form of protection administratively and legally, at the same time we're building support for the legislation. "This is the payoff of a grass-roots campaign that has built credibility and has support across the country as well as Utah," he added.

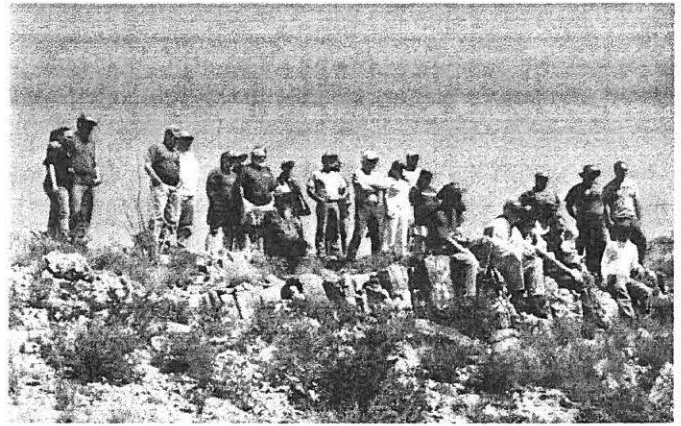
Gordy's Hill Orientation Run
by Mark Werkmeister

The New Mexico 4 Wheelers made their first visit to the Gordy's Hill OHV Area as a club on the weekend of April 16-17. The purpose of the trip

was to introduce the club to the varied four wheeling opportunities within the area. Gordy's Hill is located just northeast of Socorro, NM. The proposed boundaries of the OHV area encompass around 6,000 acres of rolling hills, twisting arroyos, scenic vistas, and rocky canyons. We had a total of 21 vehicles on the Sunday run, including four trucks from the New Mexico Tech Off Road Club. About half of the club members came down after the Auge's 4x4 101 event on Saturday afternoon, with the rest joining us on Sunday morning. Those that came down on Saturday afternoon participated in a potluck dinner. We had an uninvited guest for the potluck, about four hours of rain! (Don't say that I didn't warn you at the meeting the Thursday before!). Luckily, the Brady's camper is equipped with awnings that were just large enough to cover most of us.



Sunday morning dawned bright and clear and we arranged ourselves into a line just before 9:00 am. During the driver's meeting, Mark introduced Mike Bilbo, Outdoor Recreation Planner – Socorro Office BLM, and briefly described the area. We mounted up and headed up Arroyo de la Parida for the day's first and most challenging trail section. The Lower Waterfall rock crawling area has a bypass, but about half of the attending vehicles managed to find their way into and through the water carved rocks of the play area.



We managed to initiate at least one brand new Rubicon to the joys and perils of rock crawling as it collected its first undercarriage scratches and offered up a few bumper tips as tribute to the challenging rocks.



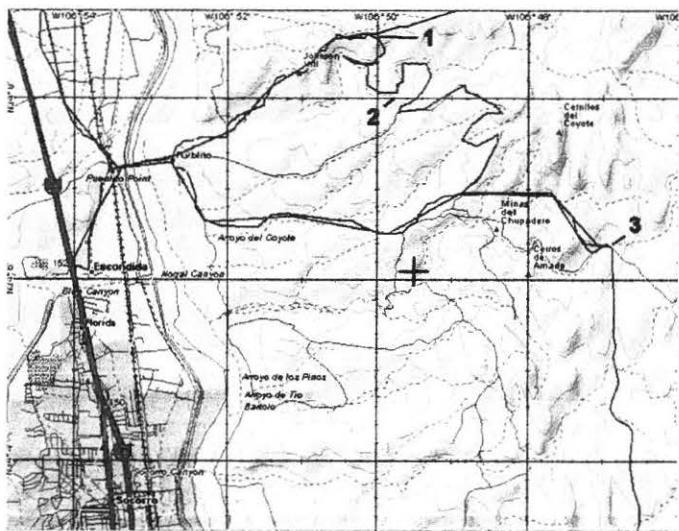
We continued up the canyon, climbed up and out of the arroyo, dropped down to cross Coyote Canyon, and stopped for lunch at Ojo de Amado. Some checked out the virgin rocks upstream of the spring, while others toured the small ruin located there. After lunch, the club was "treated" to the joys of The Causeway, a steep drop into Amado Canyon. The looks on some of the faces indicated that they thought it was a little bit more than a moderate trail, but the traction was excellent and everyone made it

down into the canyon. Most of the attendees hiked down Amado Canyon a short way to check out the more extreme terrain in the lower canyon. We called it a day and headed back to camp to pack up before getting hit with another afternoon thunderstorm.

I want to thank everyone who attended this "orientation" tour and remind everyone of the work party scheduled at Gordy's Hill on the weekend of May 14-15.



More Exploration of Gordy's Hill
by Steve Hemphill



It was a good day. There were three Landcruiser FZJ80's: Evan Ashcraft, David O'Niell, and me; and Matt Soden in his 1st gen ('87) 4Runner. We went up to the north portion of the area first (planning on briefly checking it out and then going south), and followed an old trail from what appeared to be the

northern boundary ridge road "WSMR Route 18" down to the arroyo bed ("1" on the map, <http://tinyurl.com/63dv6>). The native material is good for climbing when aired down. We followed the small arroyo down to its confluence with the main arroyo, where we ran into David-I-forget-his-last-name, that has the light blue bobbed locked Tacoma with 37's, but he was on an ATV instead, having previously obligated himself that day to go out with his dad, brother-in-law, and a couple of others. They headed upstream in the main arroyo. We started downstream, and just before we headed up a trail to the south out of the arroyo, David-with-the-Tacoma-on-the-ATV caught back up with us, and told us there were some rock obstacles upstream. We turned around and headed for them ("2" on the map, <http://tinyurl.com/3lctq>). There were a variety of potential obstacles, up to hard. Kind of a small area though. Matt was going to try the direct through-the-arroyo obstacle, but we talked him out of it, as a retrieval could have been difficult with just the wagons. We took the bypass, with David in the lead - around another obstacle that Matt took, and up the arroyo until we intercepted an exit to the south. We climbed out into what I believe was the race course (<http://dchieftain.com/sports/44636-09-22-04.html>), which we followed to the south, winding around and up and down through ~ 2000 whoop-de-doo's, until we hit the main road (Mark Werkmeister told me the southern area would be better - but now we know what's up north there anyway). Just before the main road, we ran into some mountain bikers who confirmed that the best 4x4 rock crawling etc. place was to the southeast. So, when we hit the main road, we took a left into the hills. We were then transiting on the Quebradas backcountry byway:

www.nm.blm.gov/recreation/socorro/quebradas_byway.htm

We followed an interesting load - a guy hauling short telephone pole sections. When he turned off ("3" on the map, <http://tinyurl.com/5b7u6>), I stopped and wanted to find out what he knew about the area, since a guy hauling shortened telephone poles up there must know what he was doing (?!). After about a minute, I knew this guy had way more information than I could ingest, so I called the other guys up to talk with him as well and soak up info.

Turns out the guy has an '81 Toyota pickup rock crawler he's putting a dozer blade on to make more 12' roads out there on land they bought. It was none other than Carlos LoPopolo, New Mexico historian and jefe of the Conquistador DNA horse project, www.nmhp.org. There are many interesting aspects of their project. Should be a good website to peruse.

Anyway, he told us (like I said, much more than I can relate) about some rock crawling areas around there, which sound fairly numerous. After helping him unload his telephone poles, we turned around and went back - it was getting cloudy and we had things happening in Alb.

Some good areas will be within 3 or 4 miles of "3". Looks very promising.

Club Elections are Coming by Don Miller

The club annual election of officers is scheduled to be held at the July meeting. Officer positions of the New Mexico 4-Wheelers include: President, Vice-President, Program Chairman, Trip Chairman, Director of Environmental Affairs, Secretary, Treasurer, Historian, and SWFWDA Delegate. Any voting member in good standing may be nominated and elected. You can volunteer (self-nominate) yourself. A nominee must be present to accept the nomination, or have filed a letter (e-mail okay) of intent with the secretary.

Just in case you are willing to take on one of the prestigious (read that as unpaid) officer positions, but aren't sure just what you might have to do, the descriptions of each position are listed on the club web site at www.nm4w.org/SOPs.htm.



Steering Components, Fuel Tank, Tranny: Redneck RAM steering box and 1.5 inch hydraulic ram. List \$775 new for this set. Minimally used, \$450. AGR HD steering box for Jeep, \$350. Metal

reinforced racing Toyota fuel tank, crash/impact resistant, \$100. Toyota 1988 G52 5-speed transmission, excellent condition, \$300. Ford Expedition or F-150 front tow hooks, \$30 pair, new. Contact Cory Ford at 505-249-5627 or 505-299-8313.

1968 Jeepster Commando Pickup: rebuilt V-6, Saginaw PS conversion, rebuilt 3-spd trans, Dana 20 transfer case, Dana 30 widetrack front end with 4.27 gears and a Detroit Tru-Trac, rear Dana 44 with 4.27 gears, ARB locker and Dutchman axles, Dyna-Trac high clearance rear U-bolt kit and front U-bolt skid plates, on-board air system (VIAIR, with tank), Optima battery, Ramsey REP 9000 winch, KC 100w Daylighters, 33X10.50X15 BFG Mud-terrains on 15 X 7 white spokes (less than 5K miles), custom front and rear bumpers (rear bumper mounted swinging spare tire carrier), custom rocker guards, custom bed mounted tool/storage box, 4" ALCAN spring lift and 1" body lift. This is a non-rusted California vehicle with minimal body damage (from rear bumper) that can be easily restored to original condition. I will give all stock parts I have to new owner. Asking \$7,000. Contact Wolfie at 505-856-8539.

1997 Toyota Landcruiser. FZJ80 with Factory Locking Differentials, Leather Interior, 3rd Row Seats, Toyota Alarm, Snee Bumpers, Hanna Sliders, OME (Old Man Emu, from Australia) heavy lift package, Snee heavy duty skid plate, and 5-305/70 R16 MT/R's with about 10k miles. It's been running full synthetic fluids throughout the driveline, except that American Toyota recently flushed the automatic transmission and flushed the power steering system with Toyota fluids, replacing the belts and checked the hoses while it was in. The seals in the front axle were also recently replaced. Recent exhaust work included a installing a Magnaflow (quiet) exhaust which has improved the responsiveness of the engine, and tucking the tailpipe up out of the way. It's been well cared for and has NO leaks. This is a world class 4wd in terms of ability, durability, and reliability. It started life on a very large ranch near San Antonio, Texas as a touring vehicle on the (mostly) paved ranch roads. The second owner was a young woman who used it to commute to San Antonio from Austin to attend college and did not know what the locking

differential switch did. Most of the miles were highway miles on I-35 between Austin and San Antonio. There is no rust on the vehicle, has never broken down on me, and is in excellent condition. Also have all 4 mud flaps, factory manuals, hubcaps, etc. 161k miles, \$16,800. Contact Steve Hemphill at 505-379-8692.

www.autotrader.com/fyc/vdp.jsp?car_id=172661951

http://sleeeoffroad.com/for_sale/steve/steve.htm

<http://myweb.cableone.net/shemphill/80Pics.zip>

Jeep TJ Stuff: Factory TJ Dana 30 axle assembly with 3.73 gears complete to the inner knuckles (3,200 miles on it), \$200. Five Goodyear Wrangler GSA's 30x9.50R15 with 3,200 miles on 4 (the spare has never touched the ground), \$300. Dana 44 Factory Limited slip and 3.73 ring and pinion (3,200 miles), \$75 (ring and pinion only = \$50; limited slip only = \$50). Dana 44 Open Carrier 3.92 ratio and up (2 months of run time), \$30. Reverse cut Dana 44 Ring and pinion 4.56 ratio (2 months of run time), \$60. Factory front and rear TJ bumpers complete with plastic ends, not a scratch on them, \$50 each. Factory TJ coil springs and control arms (3,200 miles), \$150 (I will consider breaking these apart). Factory TJ spare tire mount \$10. Factory rear track bar (TJ), \$30. Factory front sway bar with links and hardware (TJ), \$50. Contact Frank at 505-292-1541.

Early Bronco front axle: '75 Bronco Dana 44 (low pinion) with: '79 bronco disk brakes, '75 tie rod and drag link via BC Broncos adapters, large bore Lincoln calipers and/or '79 bronco calipers, 3.50 gears, open diff, SS brake lines from Jeff's, less than 1,000 miles on bearings. Ready to bolt up right now. Asking \$450 or best offer. Contact Joe at 505-884-1776.

4.0 liter engine, out of 1988 Cherokee, high mileage (198k), \$250. AW4 four-speed automatic also high mileage (includes flexplate and converter), \$300. Package deal! Aforementioned engine and transmission together with complete wiring harness and computer, \$500. Swap the whole shebang into the vehicle of your choice!

Also lots of other odds and ends from 1988 Cherokee Laredo. Gather an armload and make me a (really cheap) offer. Call Mark at 505-891-0296.

Jeep TJ Stuff: Bestop Trail Cover for 97-04 TJ, Spice color, like new \$60. OEM security trunk, \$40. Contact Brad at 505- 858-0832.

Toyota Stuff: '78 Jeep J10 front Dana 44 axle complete hub-to-hub, passenger side drop, 3.50 gears open diff, 63" wide, good condition, \$200. (I bought it for a project that didn't pan out and I'd like to just get what I paid for it). Five chrome mode rims, 15x8" 5 on 5.5" pattern, 3-3/4" back spacing, all in good condition with steel valve stems, \$100 for all. Toyota '85 rear axle housing complete, 4.10 ratio, with spare 4.10 gears. '85 Toyota power steering box, drag link, steering arms, HD tie rod, HD torque arm. Downey 3" rear leaf springs for '87 and earlier Toy. 3" Downey front leaf springs for '85 earlier Toyota. Three 15x10 black steel rims, 6 on 5.5" pattern, 4" back spacing. Make offer. Rear drive shaft for XJ with 4" lift and slip yoke already eliminated, built by six states, nearly new. Less than 2k on it before I rolled the XJ. Make offer. Call Jason at 259-5068.

Toyota Stuff: Rear axle assy, complete drum-to-drum, from 1984 Toyota truck. Needs new axle seals and probably new shoes, but otherwise fine. Has 4.10 gears and an open diff. \$200 each, 2 available. Toyota Truck 3rd Members, 2 for sale, complete. Open diffs/4.10 gears. \$75.00 each. 1984 Toyota Truck 22R engine intake manifold complete with perfectly functioning carburetor. Took it off to perform my EFI swap. \$100 o.b.o. Five white spoke steel "jackman" wheels, 15x8, 5 on 4.5 bolt pattern. Almost new condition, have no use for 'em. \$100 for all 5. Have TONS of other misc. Toyota parts laying around- for both IFS and straight axle trucks. Contact Ryan Eklund at 505-385-6546.

**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 e-mail address, we will add you to our guest e-mail list to receive notices of future events as well as the monthly posting of the club newsletter, *The Trail Tales*, on the web site. 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
Treasurer Susan Miller 350-1421 treasurer@nm4w.org	Program Chairman Jerry Marx 771-0982 program-chairman@nm4w.org	Historian Rich Capener 899-2367 historian@nm4w.org
Trip Chairman Jason Lavy 792-8035 trip-chairman@nm4w.org	Environmental Affairs Bob Norton 281-5315 environmental-affairs@nm4w.org	SWFWDA Delegate "Your Name Here" Please Volunteer!

Schedule of Events

Date(s):	Event:	Information:	Contact:
May 14-15	Special Event	Contact Mark Werkmeister at	505-891-0296
May 21	Club Meeting	5 pm at Keith & Connie Chapin's house	505-899-0730
Jun 4	Club Meeting	5 pm at Bobby & Susan Miller's house	505-350-1421
Jun 24-26	Summer Quarterly	Hot Springs, AR	www.lrc4x4.com
Jul 9	Club Meeting	5 pm at Leon & Marcia Duggar's house	505-281-8136

Trail Tales
 21 Rattlesnake Ridge
 Tijeras, NM 87059-7440





Trail Tales



June 1, 2005

The Official Newsletter of the New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

From May 21, 2005

by Lauri Rector



President Leon Duggar called the meeting to order at roughly 6:13 pm. It was held at the home of Keith & Connie Chapin.

Members Present: Bontly, Brady, Chapin, Coe, Cox, Duggar, Kausche, Lavy, Markham, Marx, Meier, Norton, Ohnesorg, O'Neill, Opatz, Rector, Whiston Sr., and Wolf.

Guests in Attendance: Heath Hislop – '86 Suzuki Samari, Michael Kiester and family – '81 CJ5 and '88 Chevy K5, Gary Markel – '85 CJ7.

Vice President (and Sherriff) – Jeff Rector – Fines from Gordy's Hill Work Weekend – Mark Werkmeister for referring to the trail as "scenic". Mark Wolf for hitting the Sherriff in the arm with a sledge hammer. Sue Brady for jinxing Jeff on the step that he made for our new trailer – she called it a "shin buster" and that is exactly what he did. At the club meeting, Chuck Peeples for his suggestion that maybe the Sherriff should fine himself for not being able to step up on the step he had made himself.

Treasurer – Susan Miller – was not at the meeting

Historian - Rich Capener – also missing in action

Trip Chairman – Jason Lavy – Went over the past trips. Auge's 4X4 101 – Chuck Peeples – more people than last year – went very well – good course. Some people used the course on Sunday while Auge's was closed. So, the railroad ties have now been picked up and put back into Chuck's

landscaping. Gordy's Hill – there have been 2 runs there.

Gordy's Hill – Mark Werkmeister was not there to talk on it, so Pat gave a short report. We did an Orientation Run with a very good turnout. And a Work Day, with poor turnout, but made good progress on 2 trails anyway.

Hole in the Rock – Marcia Duggar was not there, but Leon talked about it. Cold, rain threatening – 2 vehicles.

Upcoming Events – Jemez Memorial Day Weekend Campout. Near Porter's Landing – usual spot. Paul Thompson has volunteered to lead a trail. Since he was not present, Chuck suggested that Paul organize a formal trash clean up with prizes for the winners, a 4X4 golf course tournament, mountain tennis, a lady's run, and two potluck dinners. It was voted and agreed that this would be great for Paul to do this for our club. Chuck said that there will be an ice cream social (which Jeff has assumed to mean that Chuck is bringing ice cream and all the fixings for everyone).

Also this Memorial Day Weekend, Dr. Bob is leading some trails in Moab. Will decide which trails when the attendees have a chance to discuss which ones they want to run.

Summer Quarterly will be in Hot Springs AR at the Superlift Park. June 24th – 26th. Please see Leon if you are interested in photos, CD's, brochures, or raffle tickets (was not told what they were raffling off).

Glenn Bontly will lead a ride to Cedro Peak on Saturday, 11 June.

Lauri wants to lead La Ventana again. Could be July or so. Keep an eye on the event schedule.

Jason Lavy will lead a trip to Hopewell Lake on July 30th and 31st. Should be cool as it is about 10,000 foot altitude. It is near the NM/CO border – in NM.

Director of Environment Affairs – Bob Norton – United is having a lobby day in DC in July. They will be supporting a lobbyist on our behalf. CA & the SW will be represented as regard to roadless areas. Bob will again be the SWFWDA delegate at United's annual convention. It's a sacrifice, but someone has to go! (it's in Montana this year)

Program Chairman – Jerry Marx – Has a special on Sweatshirts (it was 95 degrees outside when he announced this sale). Sales have been good, enough to pay back about 2/3 of the money used to place the order. He has a Custom Drive Line hat to put in the raffle.

Secretary – Don Miller – was not present.

Old Business - None

New Business – Chuck & Ethel May are putting together a booklet, similar to what is passed out at Auge's 4X4 101 that can be given to new members. They will give one to Leon to review. Leon suggested they have about 20 made up.

Mark Werkmeister had Pat Brady bring up a motion and discussion for NM4W to adopt all of the 4 Wheel Drive trails in Gordy's Hill area – in conjunction with other clubs in the Socorro area. We would need club members to participate on the workdays. We do not want to ignore it like we did Cimarron Mesa. We need to have play time assigned on the same weekends that we have work to do. We may be able to get BLM approval for us to host a quarterly there. If you want a particular type of trail to be there (i.e., easy, moderate, hard), you need to go out there and volunteer to be lead vehicle – the trail will then be built for your vehicle to drive it. BLM is very much pro-OHV there. Our responsibility would be to maintain the trails. Building them is short-term. It will be 4 or 5 years

before Inventory of Roads will be completed by the BLM. It was voted in with no one voting against it.

Officers mentioned for nomination: President – Mark Werkmeister, Vice President – Jeff Rector, Secretary – Lauri Rector. More nominations to be taken at the June meeting. Elections will take place in the July meeting.

Guests voted in as members: Jerry Markel (and family) and Michael Kiester (and family).

**Member Spotlight:
Nancy Crowley**
by Joan Wolf



People buy 4WD vehicles for different reasons. For Nancy Crowley, buying a Jeep two years ago fulfilled a childhood fantasy. Nancy explains, "I always wanted a Jeep, even as a kid," then adds, "although it wasn't a rational thing for me to buy one." Rational or not, she did her homework before buying--Web research, discussions with suppliers, and inspection of ten Jeeps advertised in the Auto Trader. She wanted an older Jeep so that she could do tune-ups, and the Jeep needed to be in good shape but not "cherry". She envisioned using it in some rough places. Eventually Nancy found a red 1979 CJ-5 in Rio Rancho that fit the bill.

Like any good Jeep owner, she's made several modifications over the past two years. The mods include replacing the rear axle, new front locking hubs, new top, winch, electric fuel pump, new paint,

lower gears in the transfer case, ARB air lockers and most recently, 31" Goodyear MT/R's. Nancy is pleased to have learned how to do tune-ups herself. Next up is a custom bumper to hold a hi-lift jack and gas can. Someday she'd like an internal roll cage.



Nancy admits to not being interested in "extreme" four-wheeling or rock climbing. For her, the Jeep offers a means to see different countryside. An avid hiker and backpacker, she's been to many out-of-the-way places in the Gila, San Pedro Wilderness, and Manzanos. However, she's enjoyed seeing new country with NM4W via Lauri Rector's run to La Ventana in the Jemez and Gordy's Hill near Socorro. Nancy's favorite four-wheeling to date was the 2004 Jeep Jamboree in Red River. She liked the beautiful scenery and the meals, guides and assistance with carburetor problems. In early June, Nancy will do a Jeep Jamboree in Canyon de Chelly.

All this outdoorsy, untamed stuff (including gun interests described below) may seem unlikely for a Bronx, New York native who attended college in New Hampshire. But once this city girl found her way to the country, she stayed. After receiving her Bachelors in Electrical Engineering from the University of New Hampshire, she fulfilled her ROTC commitment by joining the Air Force. Besides New Mexico, her 20-year career took her to Ohio, Texas, and Florida. Nancy enjoyed each place for what it offered. She earned a Masters and Ph.D. in Computer Science from AFIT (Air Force Institute of Technology) in Dayton and was a

Computer Specialist for embedded computers in aircraft and satellites. Her favorite assignment was in Panama City, Florida where she flew in the back seat of fighter aircraft to monitor tests that her group had designed.

Nancy arrived in Albuquerque 14 years ago for the first of two stints at Kirtland AFB. After retiring from the Air Force, Nancy joined the Lovelace Respiratory Research Institute as a Computer Programmer. She develops software for the Institute and makes it available with a web browser. Although no doubt a skilled programmer, Nancy concedes "I love skiing and could be a ski bum!"

Besides hiking, backpacking, and skiing, another favorite pastime is competitive shooting. She does what is called practical pistol. It involves shooting complex stages under time pressure. She shoots at the Zia Range and is an NRA-certified instructor. The interest in shooting and self-defense arose when she started irrigating ditches at night at her Los Lunas property.

Nancy and her significant other, Rod (who's retired from the Air Force and Raytheon) maintain a 4-acre "ranchette" in Los Lunas. Their menagerie includes dog Zeus, four cats and a horse. Nancy just completed a solar workshop for women. That training will help her reach another goal—building a solar cabin on property north of Magdalena.

A one-year NM4W member, Nancy learned about the club from the Web. Her reasons for joining were "to go out with others and learn how to drive." She feels everyone has been kind and supportive. Due to commitments that take her out of town most weekends, she regrets not making it to many summer potluck meetings.

As far as club participation, Nancy's willing to help Glenn with the website if needed and will lead a trip once she's more comfortable about where to go. She wants to keep driving her CJ and exploring, and would like to see the club offer more moderate runs. She'd love to do Moab "with someone in my league." It seems like this Bronx, NY transplant can join just about any league she puts her mind to.

Gordy's Hill Work Party Weekend by Mark Werkmeister



The New Mexico 4 Wheelers and New Mexico Tech Off-Road Club (NMTORC) met for a work project weekend at Gordy's Hill OHV area on May 14th and 15th. The local Socorro club attendance was affected by the school holding commencement exercises that same weekend, but the NMTORC members that were able to attend were enthusiastic and involved.



We had a total of eleven vehicles and fifteen people participating for all or part of the weekend. We left the staging area at 9:00 am and accessed the work area in Amado Canyon via the south boundary road. We spent all morning working in the vicinity of the fun known as Pucker Falls.

By noon, everyone was dragging a bit, so we broke for lunch and rested. Afterwards, we headed up a side canyon of Amado Canyon (this tributary is aptly known as Squeeze Canyon) and very slowly worked our way through. The last three hundred yards are quite challenging and we had our only mechanical failure of the weekend when a birfield gave up and moved on to the next life. The exit is just wide enough for a "jeep-width" vehicle to pass through and the solid rock walls are high enough to guarantee body damage if one gets off the correct line. After wiggling through, the group was exhausted and most headed back to camp for some refreshments. Mark, Pat, and Sue took a very scenic route back to camp, doing a little exploring of the north half of the area. If you want to play on some major whoop-de-do's for many miles, ask Pat to retrace the route for you! And then run!



Sunday morning, we once again left camp at 9:00 am and headed into the bottom end of Amado Canyon. Working our way back up toward Pucker Falls, the group enjoyed the "playground" aspect of the eroded conglomerate rock below the Falls.

Pucker Falls turns out to be well named as the precipitous drop on the driver's side combined with a sharp left-hand turn at the top of the climb tends to gather up the seat covers as you cling to the ledge and try to defy gravity. By the time we got everyone to the top of the Falls two hours later, we were running out of time for some participants and decided to call it a day.

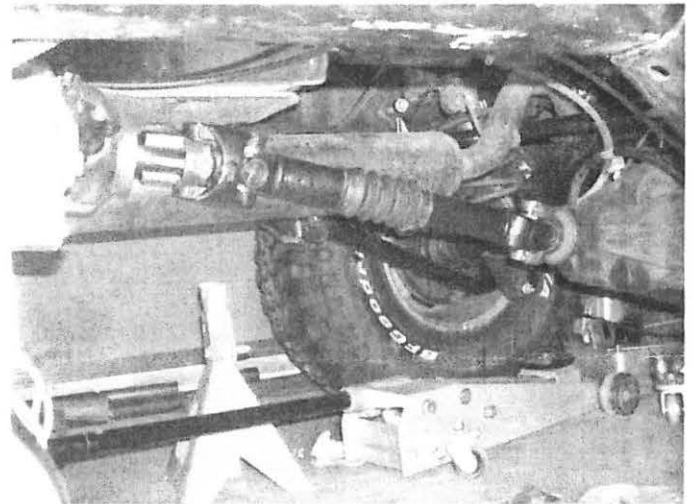


I would like to thank everyone who made it down for the weekend. The trails we worked certainly fall on the upper end of the "challenge" scale and we will try to continue to work a variety of trails for different skill and equipment levels. Come on out and join us for the next one. If we get enough people, we can let people work the level of trail that interests each of them.

Building an Unlimited—Part 3 by Frank G. Whiston

Ahhh! I can see the light at the end of the tunnel on this project. The new tires are mounted and installed and the Jeep is supporting its own weight again. I spent the first day removing the NP 231 transfer case and installing the Advanced Adapters Slip Yolk Eliminator (SYE). The instructions indicated that the install could be done in place, but removing the case is recommended. The case had

to come out for the Klune-V, so the SYE was done on the bench as recommended. I had to remove the transmission mount in order to access one of the nuts that hold the NP 231 in place. I also had to make a run to purchase a set of stubby wrenches. Clearance was tight getting to all of the nuts. Once the transfer case was on the bench, the SYE install went very smoothly. The hardest part was working with all of the snap rings. It is a good thing that the kit came with new ones, because I trashed the originals during disassembly. I got the case all sealed up and swapped the speedometer gear to the correct tooth count for the new gear and tire combination.



The next day, I worked on fitting the Klune-V. An additional mounting bracket was supplied to bear some of the weight of the added case. I used a rubber mount from a Chevrolet transmission to tie the bracket to the belly pan. I also had to fabricate a foot into the belly pan to mate to. A floating output shaft is included with the Klune-V and the end play needed to be set between the Klune-V and the NP 231. I set it up and had about .375" of play. The proper amount is between .050" and .200". Shim material was supplied that required shortening to fit the specific application. Mine was rather short due to the fact that no adapter was required to fit up to the NP 231. Once all of this was figured out, I mated the Klune-V to the transfer case. Next, the Klune-V/NP 231 assembly was installed to the transmission. I then had to lengthen the factory transfer case linkage by the overall length of the Klune-V. I used 3/8 ID tubing and welded it in the center of the factory linkage arm that I cut in half. I

also routed the cable shifter for the Klune-V through the floorboard. The shift lever is mounted under the driver's seat for easy access without getting in the way of things. With all of this installed, I made measurements to order the new drive shafts.

The drive shafts arrived and I bolted them up. Then I proceeded to install the belly pan and found that the transfer case hit it since it is no longer in the factory location. I cut some notches and added a plate to reinforce the cuts and all was well. With the belly pan installed, I was ready to pull the Jeep out of the garage under its own power! What a relief! I could not wait, so I did a quick flex test using the poor old Ranger.



The Hole-in-the-Rock Trail by Marcia Duggar

It was a truly wonderful trip, and although we missed having fellow club members along, the fact that April 29 was our 5th wedding anniversary and it was just the two of us and the dog made it even more special. We left Wednesday, headed out with our mini-fleet, Leon in the Dodge Ram towing the Bronco on a trailer, and me and the dog in my faithful Cherokee. The weather report was iffy, with possible rain, but we both had time off, which doesn't happen often, so we were committed.

I'd found the right software the night before to enable our GPS 60 CS to talk to the TOPO! software over the USB cable and had transferred

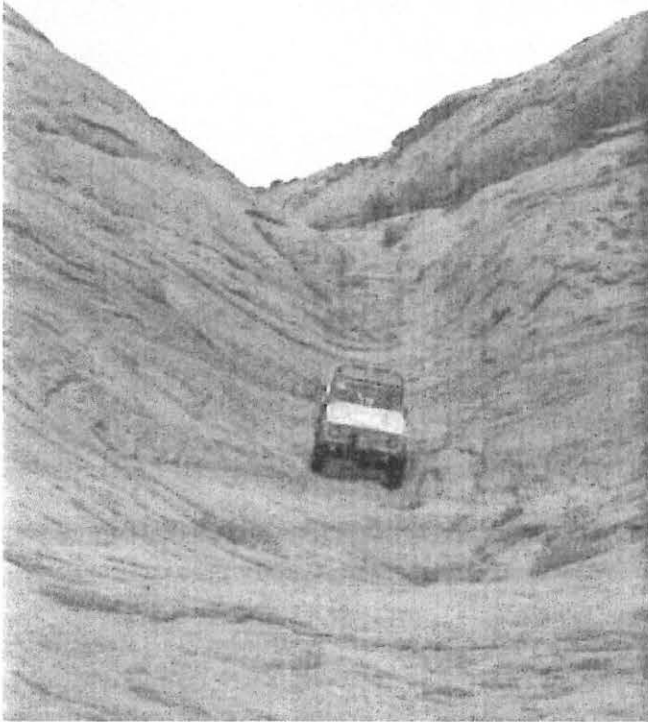
waypoints from Bob Telepak's tracks, and manually entered some from Glenn Bontly's tracks (before we figured out the fix).

We headed up through Shiprock, and when I turned right to go north, I knew it didn't quite feel right, but I wasn't about to let Leon know (sorry, dear, no way to communicate between vehicles). I was trusting the GPS totally at this point, but the further north I went, it felt like I was headed to Moab so I checked the way the GPS was taking us and it LOOKED okay on the map. I turned west, south of Ute Mountain and headed to Aneth and Montezuma Valley. Not the best road for towing, as it turns out (I could picture Leon cursing behind me), with lots of twists and dips, but the Dodge made it just fine and we saw some spectacular scenery along the way. Down to Halls Crossing with wonderful skylines, Comb Ridge in bright sunshine with dark clouds behind it. Camped for the night. Got showers the next morning (only \$2 and a good bargain; I would recommend this even if not camping there) and left the truck and trailer near the campground with permission.



We headed out to find the half-track vehicle. It took a little bit to get the correct dirt road. The trail is a nice introduction to the rock surface at that point. Since we had three days, we really took our time, stopping often as I got accustomed to following the GPS waypoints, which were wonderfully close together. I felt like I was just threading a series of needles. We made steady progress through the trail, and the rain seemed to move around us. At one point, it looked threatening and gave us incentive to make it to the Chute before

it hit. We camped near there the first night, without seeing anyone else on the trail the entire first day.



The second day, we drove the rest of the way to Cottonwood Canyon and hiked pretty far down into the canyon itself, marveling at the roadwork still visible. The trail becomes harder to follow in the wetlands and the dog was beginning to doubt my sanity, since it was mid-day and quite warm. We turned around and climbed back out, totally in awe of the pioneers that had gone that way 125 years before us.



We returned back to Grey Mesa and drove down to the Rincon trail, one I'd not been on before. The

Rincon is a place where the river at one time carved out a large bend through cliffs that are now (I'm guessing) 800 to 1000 feet tall. I was a little concerned about the size of some the rocks we were driving over since they seemed loose, although the trail was plenty wide. The fact that my Cherokee does not have lockers was rattling around in my head, and I was going to be mightily annoyed if Leon had to strap me back up that trail the next morning. The dramatic scenery drove that thought from my head though. Our timing was perfect and we settled into our campsite for a panoramic view of the sandstone cliffs lit by the late afternoon sun like it was nature's drive-in. We were actually a little put out to see headlights coming down the trail at one point. We'd gotten used to having the whole vista to ourselves. But they drove on by, a bunch of TJ's, and we soon forgot them.



The next morning Leon led with the Bronco and we clambered up the hill with no problems. The sandstone uplift that we had seen the previous afternoon now looked totally different in the morning light, with brilliant colors. The rocks made us feel like ants winding our way between them, on what was a nicely challenging trail. We got back to the "T" on Grey Mesa and headed back on our original track. We met one YJ coming up a dugway with a Cherokee diesel engine in it, from Europe. Sounded odd. Leon used the Bronco as an anchor for it to winch up over a tough spot and they were on their way. We also saw some other ATV's and one really pretty turquoise blue uncut Bronco on the return trip. We finished the trail by taking the "shortcut" to come out by the airport (the only airport I know of with more boats than planes

sitting around). Then back to Hall's Crossing campground for a relaxing and congratulatory evening of Utah-lite beer. Neither vehicle needed any assistance doing this moderately hard trail, and as yet, no known parts were broken.

The next day we drove to Goose Necks State Park (geologists best example of an "entrenched meander") to admire what the river had done there. Did we mention you drive down the Moki Dugway road to get there? (a gravel road that descends 1,000 feet with lots of switchbacks, lots of fun to tow on) Then over to Bluff for fuel and down to Shiprock (the right way this time), Blake's in Bloomfield (we had stopped there on the way up; Dela, the dog, prefers their fries) and home.

For some reason, not clear to me yet, leading this trip, even if it was just the three of us, was important to me. You have to make a lot of judgment calls out there on the rock, even with the GPS. The rocks curve so dramatically that you're getting out and looking ahead quite often to make sure you're not headed over a cliff that you can't see over the nose of your vehicle. It's a true test of your confidence, especially when it's over three days. I'm looking forward to doing something like this again, because I think it makes you grow, and it's a wonderful way to share all that natural beauty with others.

Socorro Volunteers Make a Difference

from the 4 May 05 Issue of the

El Defensor Chieftain

sent in by Mark Werkmeister

Submitted to El Defensor Chieftain
By the Bureau of Land Management

The national "Making a Difference" volunteer award will be presented to the BLM Socorro Off-Highway Vehicle program in a ceremony Wednesday, May 11, in Washington, D.C. The award-winning program is made up of several OHV groups.

The group consists of 72 volunteers from the New Mexico OHV Alliance, National Vending Racing,

Team R & S of Albuquerque, Hick's Body Shop, New Mexico 4-Wheelers of Albuquerque, New Mexico Tech University Off-Road Club, Spoke-N-Word, and Wes Willis Financial of San Acacia.

Gordy Hicks (Hick's Body Shop) will represent the Socorro Field Office OHV Program at the award ceremony. Also planning to attend is Joanne Spivack, president of the New Mexico Off-Highway Vehicle Alliance, a BLM partner.

The BLM needed an inventory and map for all roads and trails in Gordy's Hill Off-Highway Vehicle Area, overlooking the Rio Grande Valley and Bosque. The OHV volunteers commenced an exhaustive road inventory, resulting in identification of at least 120 existing and potential routes, numerous public visitor use contacts, and discovery of unauthorized OHV intrusions by unknown persons into two wilderness study areas.

Since beginning the project, volunteers have ridden or walked more than 300 miles detailing, flagging and using Global Positioning System technology to accomplish the task. In addition to inventory, some individuals have made additional contributions. Jeff Porter (Team R&S) built and installed a prototype ATV/dirt bike cattle guard, with more planned throughout the area. Hicks also fabricated special brackets for holding a GPS unit on dirt bike and ATV handlebars and donated them to the BLM. OHV Program volunteers have helped educate visitors on the unique natural, cultural and recreational resources of this highly scenic locale. The group has also contributed many hours to site design, visitor-use data collection, photo monitoring, boundary marking and assessment of OHV impacts at sensitive sites such as springs and cultural sites. Group members have served as instructors at annual volunteer training sessions and are skilled in the principles of both the "Leave No Trace" and "Tread Lightly!" programs.

The BLM estimates that, in 2004, more than 7,000 people visited Gordy's Hill. Thanks to the efforts of this OHV volunteer group, the BLM is seeing vast improvements in recreationists' awareness of the public lands as well as visitor understanding of ethical outdoor behavior.

For more information about volunteering, go to your nearest BLM office or go online to www.blm.gov/volunteer/.



Hi-Lift Jack & Camping Stuff: 4-foot Hi-Lift Jack, \$25. Front seat from an '82 CJ-7, \$20. Camping stove, \$15. Lantern with carrying case, \$15. Call Glenn Capener at 505-344-2656.

Steering Components, Fuel Tank, Tranny: Redneck RAM steering box and 1.5 inch hydraulic ram. List \$775 new for this set. Minimally used, \$450. AGR HD steering box for Jeep, \$350. Metal reinforced racing Toyota fuel tank, crash/impact resistant, \$100. Toyota 1988 G52 5-speed transmission, excellent condition, \$300. Ford Expedition or F-150 front tow hooks, \$30 pair, new. Contact Cory Ford at 505-249-5627 or 505-299-8313.

1997 Toyota Landcruiser. FZJ80 with Factory Locking Differentials, Leather Interior, 3rd Row Seats, Toyota Alarm, Snee Bumpers, Hanna Sliders, OME (Old Man Emu, from Australia) heavy lift package, Snee heavy duty skid plate, and 5-305/70 R16 MT/R's with about 10k miles. It's been running full synthetic fluids throughout the driveline, except that American Toyota recently flushed the automatic transmission and flushed the power steering system with Toyota fluids, replacing the belts and checked the hoses while it was in. The seals in the front axle were also recently replaced. Recent exhaust work included a installing a Magnaflow (quiet) exhaust which has improved the responsiveness of the engine, and tucking the tailpipe up out of the way. It's been well cared for and has NO leaks. This is a world class 4wd in terms of ability, durability, and reliability. It started life on a very large ranch near San Antonio, Texas as a touring vehicle on the (mostly) paved ranch roads. The second owner was a young woman who used it to commute to San Antonio from Austin to attend college and did not know what the locking differential switch did. Most of the miles were

highway miles on I-35 between Austin and San Antonio. There is no rust on the vehicle, has never broken down on me, and is in excellent condition. Also have all 4 mud flaps, factory manuals, hubcaps, etc. 161k miles, \$16,800. Contact Steve Hemphill at 505-379-8692.

www.autotrader.com/fyc/vdp.jsp?car_id=172661951

http://sleeoffroad.com/for_sale/steve/steve.htm

<http://myweb.cableone.net/shemphill/80Pics.zip>

Early Bronco front axle: '75 Bronco Dana 44 (low pinion) with: '79 bronco disk brakes, '75 tie rod and drag link via BC Broncos adapters, large bore Lincoln calipers and/or '79 bronco calipers, 3.50 gears, open diff, SS brake lines from Jeff's, less than 1,000 miles on bearings. Ready to bolt up right now. Asking \$450 or best offer. Contact Joe at 505-884-1776.

4.0 liter engine, out of 1988 Cherokee, high mileage (198k), \$250. AW4 four-speed automatic also high mileage (includes flexplate and converter), \$300. Package deal! Aforementioned engine and transmission together with complete wiring harness and computer, \$500. Swap the whole shebang into the vehicle of your choice! Also lots of other odds and ends from 1988 Cherokee Laredo. Gather an armload and make me a (really cheap) offer. Call Mark at 505-891-0296.

Jeep TJ Stuff: Bestop Trail Cover for 97-04 TJ, Spice color, like new \$60. OEM security trunk, \$40. Contact Brad at 505- 858-0832.

Toyota Stuff: '78 Jeep J10 front Dana 44 axle complete hub-to-hub, passenger side drop, 3.50 gears open diff, 63" wide, good condition, \$200. (I bought it for a project that didn't pan out and I'd like to just get what I paid for it). Five chrome mode rims, 15x8" 5 on 5.5" pattern, 3-3/4" back spacing, all in good condition with steel valve stems, \$100 for all. Toyota '85 rear axle housing complete, 4.10 ratio, with spare 4.10 gears. '85 Toyota power steering box, drag link, steering arms, HD tie rod, HD torque arm. Downey 3" rear leaf springs for '87 and earlier Toy. 3" Downey front leaf springs for '85 earlier Toyota. Three 15x10 black steel

rims, 6 on 5.5" pattern, 4" back spacing. Make offer. Rear drive shaft for XJ with 4" lift and slip yoke already eliminated, built by six states, nearly new. Less than 2k on it before I rolled the XJ. Make offer. Call Jason at 259-5068.

Warn Rocker Guards for a TJ, \$60.00. Like new. Call Joe at 259-6252.

More Toyota Stuff: Rear axle assy, complete drum-to-drum, from 1984 Toyota truck. Needs new axle seals and probably new shoes, but otherwise fine. Has 4.10 gears and an open diff. \$200 each, 2 available. Toyota Truck 3rd Members, 2 for sale, complete. Open diffs/4.10 gears. \$75.00 each.

1984 Toyota Truck 22R engine intake manifold complete with perfectly functioning carburetor. Took it off to perform my EFI swap. \$100 o.b.o. Five white spoke steel "jackman" wheels, 15x8, 5 on 4.5 bolt pattern. Almost new condition, have no use for 'em. \$100 for all 5. Have TONS of other misc. Toyota parts laying around- for both IFS and straight axle trucks. Contact Ryan Eklund at 505-385-6546.

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

Memorial Day Weekend Campout

We just returned from our annual Memorial Day Weekend Campout in the Jemez. Next month's Trail Tales will have a full report. But in the meantime, here are a few pictures from the trip (by Thompson and Bontly):



We had to clear several fallen trees from the trail.



Lunchtime by a stream.



What would a trip to the Jemez be without a visit to the Log Skidder?



The weather really wasn't that bad; just a little rain shower each evening to settle the dust.

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 e-mail address, we will add you to our guest e-mail list to receive notices of future events as well as the monthly posting of the club newsletter, The Trail Tales, on the web site. 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
Treasurer Susan Miller 350-1421 treasurer@nm4w.org	Program Chairman Jerry Marx 771-0982 program-chairman@nm4w.org	Historian Rich Capener 899-2367 historian@nm4w.org
Trip Chairman Jason Lavy 792-8035 trip-chairman@nm4w.org	Environmental Affairs Bob Norton 281-5315 environmental-affairs@nm4w.org	SWFWDA Delegate "Your Name Here" Please Volunteer!

Schedule of Events

Date(s):	Event:	Information:	Contact:
Jun 4	Club Meeting	5 pm at Bobby & Susan Miller's house	505-350-1421
Jun 11	Cedro Peak Trail	9 am at the Sandia Ranger Station	505-286-4851
Jun 24-26	Summer Quarterly	Hot Springs, AR	www.lrc4x4.com
Jul 9	Club Meeting	5 pm at Leon & Marcia Duggar's house	505-281-8136
Aug 20	Club Meeting	5 pm at Chuck & Ethyl May Peeples'	505-866-1185

Trail Tales
 21 Rattlesnake Ridge
 Tijeras, NM 87059-7440





Trail Tales



July 1, 2005

The Official Newsletter of the New Mexico 4-Wheelers

www.nm4w.org

"Porta-Bronco" Receives National Acclaim!
from the United's VOICE--Summer Issue 2005

Meeting Minutes
From June 4, 2005
by Don Miller



President Leon Duggar opened the meeting at 6:18 pm.

Members Present: The following family units were represented by at least one member: Rector, Peeples, Sierra, Simenson, Meier, Greven, Duggar, Tanner, Werkmeister (Mark/Deb), Bontly, Miller (Bobby/Susan), Wolf, Thompson, Kelso, Eklund, Juarez, Baca, Lavy, Kaushe, Hurt, and Miller (Don).

Guests: The guest attendance list I have is blank, and so is my memory from the evening. If you were there as a guest, my apologies.

Not only did **Mr. Wolf** not make any motion to have the minutes from the last meeting read, but **Sheriff Rector** had no fines to assess. Jeff did review the points award schedule, however.

The Treasurer, Susan Miller, reported the bank balance as \$1,341.32.

The Historian, Rich Capener, was absent, but was represented by one of the club photo albums.

The Trip Chairman, Jason Lavy, made a brief report regarding the club day at Gordy's Hill. The Peeples shared some excellent ice cream. Glenn announced a trip planned for Cedro Peak. Chuck reminded the huddled masses of the Silverton, CO trip for September 17-23.

The Director of Environmental Affairs, Bob Norton, was absent. Mark Werkmeister testified that there was a planned upcoming meeting with the BLM regarding Gordy's Hill routes. Work on the trails may be given a rest over the hot summer.

Mark Wolf gave us a stand-in performance for **Program Chairman, Jerry Marx**, and reminded us of the shirts, etc. for sale. Wolfie ran a credible raffle.

"Leon Duggar. 2004-05 Southwest Four Wheel Drive Association's Event's Chairman and the New Mexico 4-Wheeler's President, left just long enough during the SWFWDA Summer Meeting at Fairplay, CO, for some mischievous 4-Wheelers to outfit his rig with the latest in RV accommodations. Leon appeared at the April 16th New Mexico 4-Wheelers 4x4 101 training event held in conjunction with Auge's Jeep dealership in Belen, NM, with the Bronco. He was parked just a few meters away from the lone "porta-pottie", participating in the winch and Hi-Lift demonstrations. Conspirators longed for a repeat "camper" installation. But, not to be this day: Leon would not let his Bronco out-of site! There WILL be another day and ANOTHER "porta-pottie". Leon's life will never be the same!!"

The Secretary, Don Miller, recorded the meeting.

Old Business: Chuck reported that the New Member 4X4 101 booklets were nearing completion. Thanks to all who have contributed labor and ideas.

New Business: The Club Election of Officers is scheduled for the next (July) meeting. Those nominated and/or volunteering are: President--Mark Werkmeister, Vice President--Jeff Rector, Historian--Laurie Tanner, Treasurer--Paul Thompson, Secretary--Lauri Rector, Environmental--Bob Norton, Program Chairman--Leon Duggar, Trip Chairman--Jason Lavy. There is still time right until the July meeting for more nominees and volunteers.

Leon reminded us that he is the Events Chairman for SWFWDA (Southwest Four Wheel Drive Association). He asked for ideas and help for something akin to a 4X4 101 event to be scheduled at the Chili Challenge 2006. All ideas, questions, and help will be greatly appreciated. This would be an "extra" for the event and sponsored by the NM4Wheelers.

4 Wheel Parts is opening a store in Albuquerque with a grand opening event on 6/18. Everyone was invited to show up and show off their Jeeps. Bronco's etc. would be accepted on a space available basis.

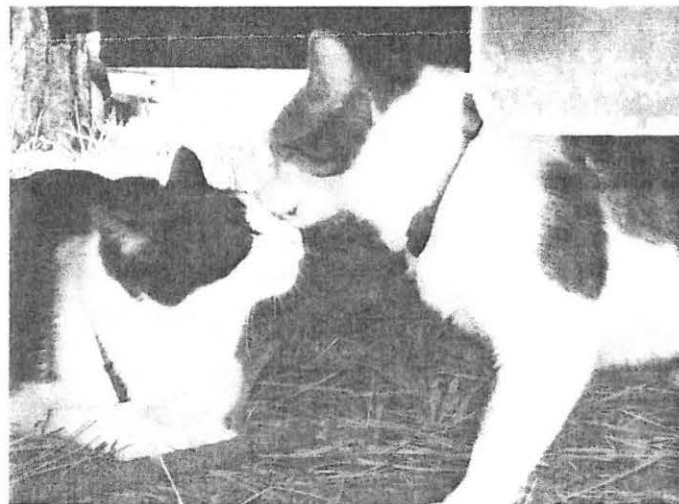
The meeting was adjourned at 6:51 pm.

Memorial Day Weekend Campout by Glenn Bontly

It all started less than two weeks before the event. Paul Thompson sent an e-mail to the club officers volunteering to "lead a trail" if anyone wanted to go to the Jemez for the weekend. Well, I don't know about you, but I know how to read between the lines! So I immediately posted to the web site schedule page, "Paul Thompson to Host NM4W Annual Memorial Day Weekend Campout Extravaganza"! And then at the club meeting on 21 May, Chuck informed everyone that Paul was planning a 4x4 Golf Tournament, Horseshoe Toss, Treasure Hunt, Poker Run, Trash Pick-Up, Mountain Tennis, a Lady's Only Ride, two Potluck Dinners, and an Ice Cream Social—Whoo Hoo!! Of course, Paul wasn't at the meeting to "clarify" otherwise; but that HIS problem, not OURS!

Actually, it didn't really matter much to me what the plan was for the weekend, I just wanted to get out of

town for a little while. And Paul *promised* me that the weather wasn't going to be cold like it was last year. So I packed up the camper, loaded the Jeep on the trailer, and left early Friday morning to meet Paul and Mary for our trek up to the mountains. Susan didn't come, but she talked me into bringing Howard and Dax (two of our cats). In hindsight, I'm not sure that was such a good idea, but we all did our best. Actually, the only real problems occurred during that miserable 6-mile stretch of washboard road leading into Porter Landing. After Dax threw-up on the rear seat, he proceeded to poop on my briefcase on the floor of the front seat. Then he spent the rest of the trip slobbering profusely. Every time he whipped his head around, he would fling a big slimy wad of slobber across the cab. Gross! Howard, on the other hand, was back in the camper . . . and he wanted out! He knew where the door was, but he didn't know how to open it. So he climbed up the screen . . . all the way to the ceiling! I now know from experience, that if you hang a 15-pound cat on a screen door, and then violently bounce the whole assembly up and down, the screen is going to suffer serious damage! But after we arrived at camp, it didn't take the cats very long to settle down (or for me to clean up their mess). Whew . . . what a trip!



Howard (right) comforts Dax after their wild ride.

Chuck & Ethyl May had arrived the night before and were out for a walk when we arrived. Instead of the truck camper, they brought their beautiful new 25-foot 5th wheel. I always thought that Chuck was just kidded when he whined about his Lance being a few inches smaller than mine. Well that son of a gun. Now I'm gonna have to go out and look for me a 26-foot 5th wheel!

Paul & Chuck went out exploring that afternoon, Mary and Ethyl May visited together, and I just relaxed after a short, but busy week at work. Later that evening, new club members Gary & Jennifer Markel and family joined us, as did Bill Cline and the Rectors. Jeff and Lauri brought their new mobile condominium with them, complete with deluxe living accommodations and combination covered veranda/parking garage. Jeff treated us to some entertainment while trying to find a level area to park their "estate". After enjoying some time around the campfire, we all retired for the evening.

Saturday morning, Frank & Donna Whiston joined us just for the day. Paul led us on a very scenic trail through the dense forest. All that rain we received during the past few months was very evident. We stopped and had lunch by a swiftly flowing stream. The trail was pretty exciting, in my opinion. I was expecting to be on a well-maintained forest road all day, but the trail we rode was actually a lot of fun. We hit a few places where trees had fallen across the trail, but Jeff's new chainsaw made short work of clearing the way ahead for us. Upon our return, former club members Preston & Melissa Garner, and Jane Bell, joined us for the potluck dinner. As always, there was MUCH good food to eat, and none of us were shy about getting our fill! We spent the rest of the evening sitting around the campfire telling lies. During this time, we experienced a short rain shower. After the fourth drop had fallen, most of us desert dwellers had either run for cover in our campers, or retrieved umbrellas. It was a sorry sight! What a bunch of wusses.



For Sunday's ride, Paul asked me if I would lead us on the Log Skidder trail. I reminded him that since he was in charge of the entire event, he would have to assume responsibility of any fines the Sheriff tried to impose upon me for anything I did while in the lead position.

Actually, Paul led us to the Log Skidder, and I took over after that. As usual, we spent a fair amount of time examining the old piece of machinery and taking pictures. As in years past, we noted how freely the front pinion shaft and axle still turned. And how with a few "minor" repairs and a little lubrication, we could probably get the thing operational again. In the end, we headed back down the mountain, satisfied that the Log Skidder would probably still be there for further examination next year. That evening, after a somewhat smaller dinner than the previous night, we enjoyed ice cream and all the fixin's, thanks to the Peeples and Thompsons. Once again, another brief rain shower disrupted our campfire and sent everyone running in different directions for cover and/or umbrellas. But it ended just as quickly as it had started.

Overall, it was a really nice weekend! The weather was very pleasant, the area wasn't over crowded, and it was great just to get away and spend this time among such good friends.



Note the precise, dry circle on the ground beneath this moisture-averse "desert dweller", desperately trying to protect herself from the light drizzle.

(Sorry Mary, I didn't want to post this picture! Paul made me! -ed.)

Another Memorial Day Weekend Outing

by Jason Lavy
photos by Dr. Bob

28 May 05—Beef Basin and Elephant Hill

Saturday morning was an early start for everyone. Sara and I had to get a little earlier start due to some driveline issues, so we left about 30 minutes before the rest of the group. We met up with the group at Newspaper Rock around 7:30 am near the Canyonlands entrance. There were 7 vehicles with Bob Telepak (XJ), Bob Norton (XJ), Mike Hartshorne and his 81 year old mother Lorraine (XJ), Larry Massey (XJ), Bob & Carla DeGroft (TJ), Larry & Carol Koblinski (Rubicon Unlimited), and us in our ZJ. After everyone had collected their stuff and taken photos of Newspaper Rock, we proceeded to the trail head.

Our first obstacle was a small stream crossing. Apparently, the stream normally has little water, but this time it was about 2 feet deep. No one had a problem crossing it and we were moving quickly. Most of the morning was a fairly easy forest road that went from the valley to a mountainous area. We took a short side trail to the Big Pocket Overlook. The view is pretty amazing and everyone stopped for photos. For the most part, we did not have any problems until we got close to Beef Basin. One Cherokee decided to bust a brake line and we had to do a quick trail repair. After we got the line pinched off, we were able to continue to Beef Basin.

On the way to Beef Basin, we went through Ruin Park. There are many Indian ruins, including a couple of towers and an old farm house. It is amazing how well preserved the ruins are. We were able to eat lunch at one of the more impressive tower ruins before proceeding on.



We entered Canyonlands from the south entrance, which is just a gate that has to be opened and closed, and Bob Telepak led us to one of the more interesting hikes I've been on. The Joint Trail in Chesler Park was through a very narrow set of canyons, more like "cracks". At one point, most of us had to scoot sideways, because of the tight fit. After the hike, we proceeded to leave Canyonlands. On our way out, we made a short detour to look at Impossible Hill, one of the more treacherous trails in the Moab area. I must go back sometime to drive it! Because of time, we opted not to do the side trail to the Confluence Overlook where the Green and Colorado Rivers join.



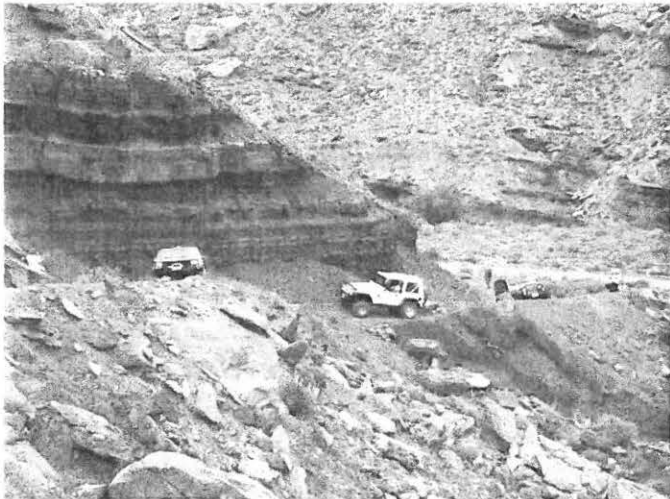
We proceeded up the canyon towards our most formidable challenge of the day. I had heard of Elephant Hill many times, but had not had the opportunity to actually drive it, but today that was going to change. Elephant Hill is steep and has a few switchbacks to the top, one of which you back up in order to be positioned for the next switchback. I have to admit, I was a little disappointed because they have had to stabilize a lot of the hill with asphalt, but it was still very enjoyable.

We finally rolled into Moab around 9:00 pm that night. That's right, 14 hours later. We met at Dr. Bob's house for a quick bite to eat and discussion of our next day's activities. All in all, the Beef Basin-Elephant Hill trip was very enjoyable. We had a little rain, but nothing that ruined the trail.

29 May 05—Behind the Reef

This morning we did not have to get up as early, and had planned a little shorter day than the previous. There were 6 vehicles with Bob Telepak (XJ), Bob Norton (XJ), Larry Massey (XJ), Bob & Carla DeGroft (TJ), Larry & Carol Koblinski (Rubicon Unlimited), and us in

our ZJ. Behind the Reef is one of the trails that we have adopted, and Sara and I looked forward to running it for that reason.



The trip started with a 50-mile trip to the trail head. Riding in an open-top Jeep, with the morning temps in the 50's, made for a cool ride. We headed north out of Moab to I-70. From there we ran west for about 20 miles, and then turned south on Highway 24. We followed the Reef south for 15 or so miles before turning into the Reef. At this point, we could air down and head for the trail head. Over all, the trail is fairly easy to moderate, but the entrance to the trail can be a little tricky with a nice off camber spot. It acts like a gate keeper to help keep people that shouldn't be there out.

After the trail start, the trail is some nice two-track. You can see that the small 4 wheelers have been on this trail quite a bit. There are a few dug ways (Utah-speak for switch backs) that can be a little nerve wracking for a novice wheeler, and there are also a couple of climbs that could give anyone trouble, but with a little momentum and steady throttle, they are actually quite easy.

The last "obstacle" is a hill climb that is narrow and has a rather nice drop off on the left side. After a little rock stacking and moving, we all proceeded to go up. A few people were unsure about the climb out, but no one had much trouble getting up. After the climb, we went to an overlook and took in the views of the valley before heading out.

On the way out, we followed a valley for a few miles. Dr Bob had told us stories of wild horses racing the Jeeps. Unfortunately, he forgot to arrange the racing for that day, but we did see a small herd of wild horses in the distance. After looking through the binoculars, we

decided that we should head to the highway. Unknown to us, Dr. Bob had another treat for the group. On our last turn to the highway, there was another small herd with a young foal not 100 feet from the road.

After snapping a few shots, the group split up with a few of us heading up Black Dragon Canyon before hitting Green River for some grub. Black Dragon Canyon is a deep narrow canyon that leads to a few petroglyphs. It was a nice 45 minute detour, so we would not be eating too early. We finished around 6:00 pm, a little earlier than the night before.



Jeep Jamboree—June 2005
Canyon de Chelly
by Nancy Crowley

After the fun I had on the Jeep Jamboree to Red River last Fall, I decide to sign Rod and I up for another one – this time at Canyon de Chelly. I could not go with the club last year, so this was a good opportunity. The trip was rated as rather easy, so I figured I would be able to just relax and enjoy the scenery. Boy, was I wrong!

There were 55 Jeeps on this trip. There are two main canyons and the Jeeps were broken into two groups. My group did Canyon de Chelly the first day and Canyon del Muerte (I hope that is spelled right) the second day. Each half was broken into groups of 5 vehicles, since there had to be one Navajo guide per every 5 vehicles, and each group of vehicles had to be spaced 10 minutes apart.

I should have gotten the hint that this may be much different than I thought when I saw a Jeep stuck in the river as I was going to the rendezvous point. There was

LOTS of water! With all the snow this winter, the canyons were full.

Things went pretty well the first day. No one in our group got stuck and we made it through everything okay. We crossed a lot of water, but it was livable – we probably did about 50 water crossings that day. We made lots of stops as the guide talked about all the sights. The weather was perfect – in the 70's and partly cloudy. When we got back that night, we heard talk about how the other canyon was. It seems that it had lots more water, mud, and steep ascents.

We set out the next day – another perfect weather day. However, we were in water for a long time before we hit dry land. To sum it up – we did 142 water crossings that day and most were considerably deeper than those of the day before. One time, the hood of my Jeep dipped under the water and there was water coming in the floorboards. Also, after all those Jeeps went through it the day before, there was a lot of mud and deep ruts. I had to be strapped out 4 times and I almost tipped over once. There were deep ruts on the steep bank coming out of the river so I was directed to the side of the ruts. Unfortunately, my left tires fell into the rut anyway and my right tires were high on the side, so off I went to my left side. Rod and I hung at a 45 degree angle for a while before we were rescued – we didn't dare move! I think the picture tells it all.



One good thing was that the little red Jeep ran like a champ for the 2 days, although I must admit, my heart was in my throat many times.

The next morning, I went out to see the Jeep and I saw thick white goo coming out of my rear axle. I had no idea what was going on and then I was told I had gotten water in my rear differential. Well, I had no idea you could get water in differentials. I have had quite an education since then and I realized I did not have any breather hoses on either differential. Thank goodness I trailered it, so no permanent damage was done. As of this writing, the Jeep is sitting in the garage with both differential covers off and the goo draining into buckets. I am going to run hoses from the holes up as high as I can, so hopefully this never happens again. I also sprung another leak – it seems an axle seal went. I am going to try to fix this myself and hopefully learn a lot in the process. Thanks to everyone that helped me with this – especially Tom Hurt and Wolfie. It seems like every time I take the Jeep out, I learn something else I should have known, and I have some more money and time to put into it. Maybe someday I will figure it all out... Nah! 😊

Cedro Peak Trail Ride

by Glenn Bontly

(photos by Glenn & Justin)

I've led the Cedro Peak Trail numerous times during the past few years, and there's usually been upwards of 20 vehicles that participate. So I was surprised to have only 8 vehicles show up on such a beautiful June day. But that's okay, cuz we encountered quite a bit of other traffic on the trail in the way of mountain bikers. It also surprised me that most of them were actually cordial, exchanging greeting with us. There are a lot of Greenies in the East Mountains, and we usually get sneers from most of the non-motorized types on this trail. Anyway, Jeff & Lauri came, each in their own Jeep. Justin Simenson and fiancée Nina brought their two dogs, Nestle and Dropper. "Mr. and Mrs. Kiester" and kids were in their full-size Blazer. Marcia brought along a friend, Leonor. And we had two guests: Dave and kids in his TJ; and Wynn in a really nice Scrambler. Chuck was thinking about coming and bringing his Scrambler. Good thing he changed his mind, cuz he would have been terribly embarrassed! Wynn's Scrambler never broke down once! ;o)



Shortly after starting the trail, we arrived at the Big Hill. This was Jeff's first time to Cedro Peak and he was anxious to see what the big deal was with this supposed hard obstacle on an easy trail--I suggested to him that it was harder than it looked. Four of us made the steep descent, not knowing if we would be able to make it back up. I went first, followed by Jeff, then Marcia, and lastly Dave. On the way back up, I managed to get precariously sideways, and way too tippy for my comfort. Out came my winch cable for a safe recovery. Jeff found the hill to be very challenging, but after trying a couple of different lines, he finally made it up (*naturally*).



Marcia and Dave both gave it a really good try, but wisely took the cable before breaking their Jeeps. As I pulled back onto the main trail, I noticed Lauri closing in behind me; but she was looking pretty rough around the edges, and then I realized it was Jeff driving Lauri's Jeep. There's a small ledge that you must climb when leaving the Big Hill area, and Lauri didn't have her Jeep in 4Lo, so the engine kept stalling. But Jeff went to her rescue. Lauri (now in Jeff's Jeep) was a few vehicles back. I was planning to "set her up", but Jeff called for a stop to swap vehicles before I had a chance to follow through. Here's how it would have played out:

Glenn (over the CB): "There's another optional hard obstacle coming up; easy to the left, hard to the right." "Jeff, where are you going? You should probably take the easy route in Lauri's Jeep." Jeff? Are you sure you want to do that?!" "Jeff? Oh no! Jeff, are you alright?! Man, Lauri is gonna be PISSED!" :o)

The Big Hill is actually easier to climb when the ground is a little wet. But when the Big Hill is a *little* wet, Tablazon Canyon is practically underwater! And I was very happy not to have to slip 'n slide those couple of miles through the mud! As we climbed out of the canyon and back into the woods, I wondered whether Mr. Kiester's big Blazer was going to fit through the trees, but I know I saw him at lunch, so he must have made it. Speaking of lunch, we stopped at our normal spot, near the top of the peak, and enjoyed the beautiful overlook of Tijeras down below.



The last optional obstacle is the steps near the end of the trail. As Justin & Nina approached, Nestle caught a glimpse of some of the other Jeeps climbing the ledge.

He jumped out of the Jeep and told Justin, "if this is the kind of \$hit you're gonna do, I think I'll just walk!" After Justin *convinced* Nestle to get back into the Jeep, he proceeded to climb the ledge anyway.

With such a small group, we finished the ride pretty early, around 2 pm. Marcia commented that finishing too early wasn't necessarily a good thing, cuz she would have to go home and do chores. I don't know about Marcia, but I just goofed off for the rest of the day!



I think Leonor had a good time!



Hi-Lift Jack & Camping Stuff: 4-foot Hi-Lift Jack, \$25. Front seat from an '82 CJ-7, \$20. Camping stove, \$15. Lantern with carrying case, \$15. Call Glenn Capener at 505-344-2656.

Steering Components, Fuel Tank, Tranny: Redneck RAM steering box and 1.5 inch hydraulic ram. List \$775 new for this set. Minimally used, \$450. AGR HD steering box for Jeep, \$350. Metal reinforced racing Toyota fuel tank, crash/impact resistant, \$100. Toyota 1988 G52 5-speed

transmission, excellent condition, \$300. Ford Expedition or F-150 front tow hooks, \$30 pair, new. Contact Cory Ford at 505-249-5627 or 505-299-8313.

Jeep TJ Stuff: Bestop Trail Cover for 97-04 TJ, Spice color, like new \$60. OEM security trunk, \$40. Contact Brad at 505- 858-0832.

Toyota Stuff: '78 Jeep J10 front Dana 44 axle complete hub-to-hub, passenger side drop, 3.50 gears open diff, 63" wide, good condition, \$200. (I bought it for a project that didn't pan out and I'd like to just get what I paid for it). Five chrome mode rims, 15x8" 5 on 5.5" pattern, 3-3/4" back spacing, all in good condition with steel valve stems, \$100 for all. Toyota '85 rear axle housing complete, 4.10 ratio, with spare 4.10 gears. '85 Toyota power steering box, drag link, steering arms, HD tie rod, HD torque arm. Downey 3" rear leaf springs for '87 and earlier Toy. 3" Downey front leaf springs for '85 earlier Toyota. Three 15x10 black steel rims, 6 on 5.5" pattern, 4" back spacing. Make offer. Rear drive shaft for XJ with 4" lift and slip yoke already eliminated, built by six states, nearly new. Less than 2k on it before I rolled the XJ. Make offer. Call Jason at 259-5068.

More Toyota Stuff: Rear axle assy, complete drum-to-drum, from 1984 Toyota truck. Needs new axle seals and probably new shoes, but otherwise fine. Has 4.10 gears and an open diff. \$200 each, 2 available. Toyota Truck 3rd Members, 2 for sale, complete. Open diffs/4.10 gears. \$75.00 each. 1984 Toyota Truck 22R engine intake manifold complete with perfectly functioning carburetor. Took it off to perform my EFI swap. \$100 o.b.o. Five white spoke steel "jackman" wheels, 15x8, 5 on 4.5 bolt pattern. Almost new condition, have no use for 'em. \$100 for all 5. Have TONS of other misc. Toyota parts laying around- for both IFS and straight axle trucks. Contact Ryan Eklund at 505-385-6546.

**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 e-mail address, we will add you to our guest e-mail list to receive notices of future events as well as the monthly posting of the club newsletter, *The Trail Tales*, on the web site. 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
Treasurer Susan Miller 350-1421 treasurer@nm4w.org	Program Chairman Jerry Marx 771-0982 program-chairman@nm4w.org	Historian Rich Capener 899-2367 historian@nm4w.org
Trip Chairman Jason Lavy 792-8035 trip-chairman@nm4w.org	Environmental Affairs Bob Norton 281-5315 environmental-affairs@nm4w.org	SWFWDA Delegate “Your Name Here” Please Volunteer!

Schedule of Events

Date(s):	Event:	Information:	Contact:
Jul 2-4	Salida, CO Trip	Meet 9 am Sat & Sun	505-891-8517
Jul 9	Club Meeting	5 pm at Leon & Marcia Duggar's house	505-281-8136
Jul 16	La Ventana Trail	9 am at the Conoco at 550 & 528	505-891-8517
Aug 20	Club Meeting	5 pm at Chuck & Ethyl May Peeples'	505-866-1185
Sep 10	Club Meeting	5 pm at Carlos & Laurye Tanner's	505-281-0994

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Trail Tales



August 1, 2005

The Official Newsletter of the New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

From July 9, 2005

by Lauri Rector



This month's meeting was held at the lovely home of our hosts, Leon and Marcia Duggar. This year the weather was absolutely beautiful and there were no coats or sweaters pulled out and no one sat in the garage.

Members Present: One or more family members in attendance – Baca, Brady, Bontly, Capener, Coe, Crowley, Duggar, Greven, Kelso, Lavy, Meier, Miller, Ohnesorg, Rector, Tanner, Thompson, Whiston (Sr.), Whiston (Jr.), and Wolf.

Guest Present: Ron Hyman – Samurai.

President Leon promptly started the meeting at 6:31 pm. He immediately put a motion on the floor to dispense with the reading of the minutes of the June meeting, and someone got to second it before the very diligent Wolfie and Brady got to say that were against the motion. But, the rest of us prevailed and the motion went through and the minutes were not read (which was really good as I did not have them with me and was busy typing the minutes for the current meeting).

Vice President – Jeff Rector: Fines levied for this past month:

Marcia, for denting her door while trying to get back up the Big Hill on Cedro Peak – but it was unfortunate that no one was on that side to tell her that she was into the tree – (but she did admit after the meeting that she does like the character that it adds to her XJ).

Jeff had the nerve to fine his wife (me) for not knowing how to drive her own Jeep. I didn't have it in 4-low and didn't realize it. The engine kept on dying on me. He had to drive my Jeep to figure that out for me (I just can't understand why that's finable – it's a fun Jeep to drive).

Leon suggested Glenn be fined for coyote baiting – bringing his cats to the Jemez. Leon only knew that Glenn brought the cats because of the gay cat picture in last month's Trail Tails.

Rich (another one of our outstanding members that thinks its better in a Bronco) suggested Leon be fined for giving Broncos a bad reputation for hauling port-a-lets. Rich said that he now has people asking him when he's going to equip his Bronco with one.

Secretary – Susan Miller: \$1,460.41 balance. Dues are due 8/1/05 and delinquent on 9/1/05. On 1 Sep 05, if you are not on the "paid-up" list, you will be dropped from the newsletter and web site mailing lists, and you must re-earn 5 points and be voted in as a new member again (which could be really risky for some us).

Historian – Rich Capener: Did not have anything to report, except for the fact that he was actually in attendance at a meeting.

Trip Chairman – Jason Lavy: Cedro Peak was recently run and led by Glenn Bontly. Glenn reported that he reported everything in his article in last month's Trail Tails.

I (Lauri) led a 4th of July run to the Salida/Buena Vista area of Colorado. Jeff spoke about the trip, since I was typing meeting minutes. Since we did not have either Chinaman's Gulch or Mt. Antero on the GPS, and we left our books and

maps at home, Glenn was nice enough to lead us on both trails. We stayed at the Gunsmoke Truck Stop on Friday night, which made camping "different"; the sound of semi's all night is just wrong when you're camping.

It was at this time that Glenn presented Jeff with a bumper sticker – "HONK IF PARTS FALL OFF" because at the meeting spot for Cedro Peak, Jeff shared with him that his fender had fallen off that morning while he was giving it a once over before we left the house for the trail ride. Jeff likes it; it will put it on his Jeep.

There was a Jemez Run with the Tanners, Wolfs, and Capeners recently. I'm sorry that I don't know any more about it, I think that I decided to take a short nap and rest up for the rest of the meeting.

I will be leading La Ventana on Saturday, July 16th. Meet at the Conoco at 550 and 528 at 9 am. Bring lots of water and an umbrella or something in case you'd like to have some shade during a break.

Jason will lead Hopewell Lake, July 30-31. He will have maps. It is west of Tres Piedres. Easy trail – there could be harder stuff, but he's not sure. Jason will put directions on web site.

Marcia is going to Ouray, Colorado next weekend; will be all easy trails. Her friend wants to take her new Pathfinder there.

Mt. Blanca run will be cancelled for its normal weekend after Labor Day. National Public Lands Day at Gordy's Hill will be on that day and we need a really good club turn out. Work day is schedule for Sep 10th and we get to play on the 11th. Easy & moderate trails need to get tracks on them. All types of off-road enthusiasts and clubs are expected to be there. Jeff's sign will be erected – we now have cement and Wolfie will bring a post hole digger. Anybody that wants to do Mt. Blanca is encouraged to lead it, but will need to pick another weekend. This also conflicts with the September meeting. Several options were discussed: a) hold it at the camping area at the Gordy's Hill event, b) talk to Chuck to see if his Silverton trip is really to start on Sept 17th, or if it would be okay to have the

meeting then and the people going to Silverton would come the next day.

Wolfie will lead a run in Jemez on July 23rd. It will be an easy run. Meet at Conoco at 550/528 at 9am. Someone of us were discussing that it would be nice to go ahead and camp that night, but I did not hear where there could be an alternate meeting place for those camping or needing to drop off camping gear (or estates).

Environmental -- Bob Norton: Was absent.

Program Chairman – Jerry Marx: Was absent, but Leon filled in for him – he then remembered to get the tickets out the garage and yes, Marcia did make him keep them in the garage. Hats & t-shirts for sale (in the garage). Pat Brady sold tickets for us during the meeting. Mary Thompson won the 50/50 raffle. She just needs to win a "few" more raffles and she'll have her new Rubicon paid off in no time at all.

Secretary – Lauri filled in for Don. I brought my new lap top computer, just in case. And it worked out pretty good typing up the notes, rather than writing them out.

Old Business: Paul had letters from Auges - \$50 discount for parts & merchandise for people that worked 4X4 101. Delay on new member's package due to Chuck's illness.

New Business: Wolfie attended Summer Quarterly in Hot Springs, AR at the Super Lift Off-Road Park. The weather was good for it being on the "east coast". The humidity was low, shady trails – not as bad as he thought it would be. The trails were not long, so they could run 1 or 2 in the morning, come back for lunch and go out and run a few more in the afternoon. Only 2 mud holes and they may have been man made. Only 30 registrants, but they did have a quorum. Which is really amazing, since even at the Chile Challenge, we have a hard time with this and there are 10 times the registrants? The raffle had a lot of stuff. We missed out on not buying tickets when Leon had them. The Little Rock club will host the '06 Spring Quarterly. NM4W volunteered to host '06 Summer Quarterly.

Mark asked for a volunteer to head this up, but no one took the bait.

I'm not sure when it was announced, but I thought that this would be a good place to put it in the minutes. With Chuck's approval, Paul announced that his cancer has returned and that he is fighting it. We all want Chuck to know that the whole club has him in their thoughts, and prayers will be for him to be able to fight the good fight. We all want you back Chuck.

Vote for 4-wheeler of the year was mentioned. Wolfie nominated the Rectors. Pat said that the procedure is that the vote is taken at the July meeting and then announced when the award is given at the August meeting.

Leon read over names of nominees for officers.

President: Mark Werkmeister
Vice President: Jeff Rector
Treasurer: Paul Thompson
Secretary: Lauri Rector
Environmental: Bob Norton
Historian: Laurye Tanner
Program Chairman: Leon Duggar
Trip Chairman – Jason Lavy

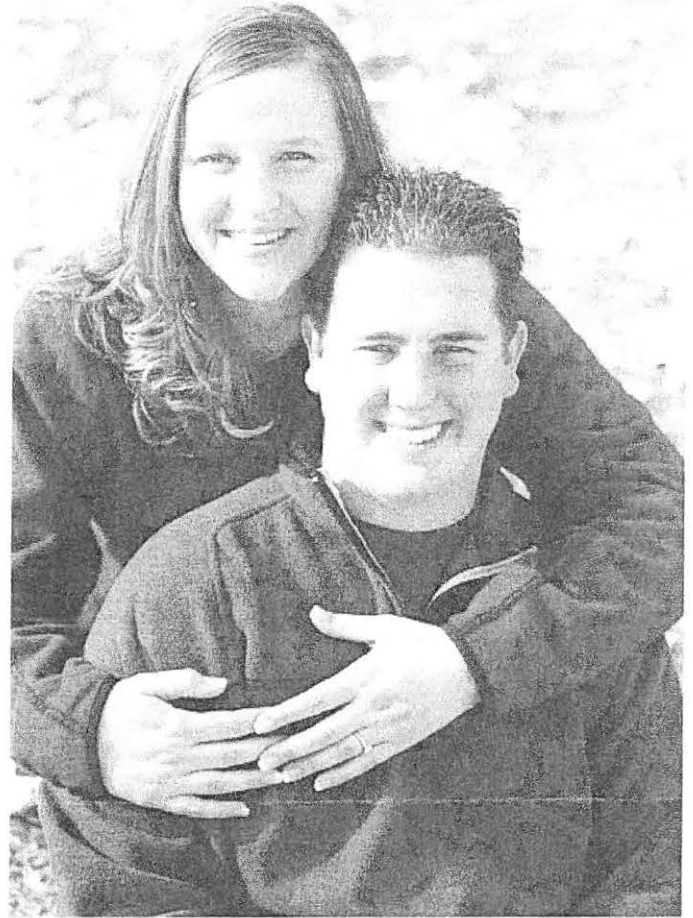
All were voted in by acclamation.

Big thanks to the Duggars for hosting the meeting and having good weather this time.

Meeting was adjourned at 7:22 PM.

Member Spotlight:
Ryan Eklund
by Joan Wolf

Ryan Eklund is excused from the August 20th NM4W meeting—it's his wedding day! According to Ryan, "I'm pretty sure Betsy has plans for me that evening and would be all upset if I ditched her for a 4WD meeting." He and Betsy Leitch will be married at the UNM Alumni Chapel after four years of courtship. Betsy starts grad school at UNM the following Monday, so a honeymoon trip may be postponed until December.



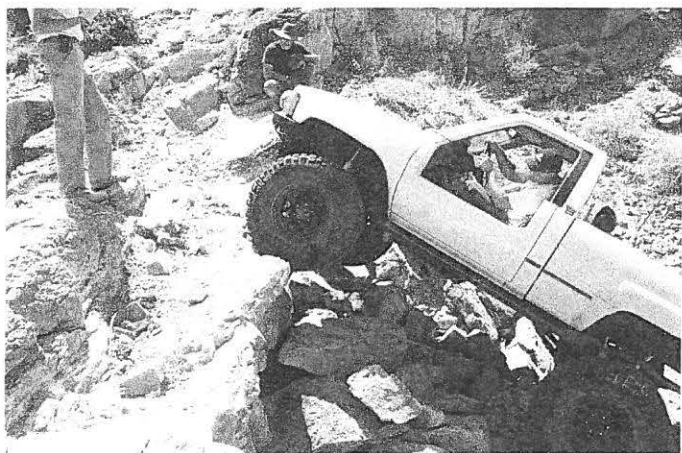
Ryan joined NM4W two years ago after hearing about the club from Jim Werkmeister and Brandon Roby. They're all avid bicyclists and met at Albuquerque Bicycle Center where Ryan and Brandon worked, and Jim shopped. At the time, the three multitasked at bicycling and four-wheeling, but currently only Ryan is involved with four-wheeling.

Cycling (mountain and road) still remains a favorite sport of Ryan's. After enduring a fairly bad spill, he gave up competition, and now cycles only for recreation. A favorite road bike trip starts from his Tramway/Copper home, joins Route 66, climbs to Sandia Crest and ends ~40 miles later back at home (yes, he pedals the bike and doesn't drive the Toyota!) On the mountain bike, he likes to play in the Sandia Mountain foothills.

Born and raised in Albuquerque, four-wheeling became an interest when Ryan was a student at

Manzano High School and often admired his neighbor's 4WD vehicle. Ryan bought his white 1994 Toyota pickup seven years ago from his uncle who'd purchased it new and bone stock. Known to hold dollars tightly, his uncle wanted the cheapest thing available, thus, no A/C, radio, or other "frou-frou" items.

Uncle shakes his head at the many modifications Ryan has made: half doors, dual transfer cases, fuel injection, suspension lift, and lockers. Ryan did all the work himself, including installing the gears and fabricating lots of pieces (such as fuel injection harnesses). The 'Yota isn't quite done, although the 37" tires will remain else the truck won't fit in the garage.



Ryan got his do-it-yourself attitude from his father and grandfather, both of whom made and fixed everything themselves. Sometimes they make projects harder than necessary, but "part of the fun is building things" Ryan notes. His job as a Service Technician (aka Mechanic) at Karl Malone Toyota would seem to help his Toyota projects, but Ryan fixed up his rig before he even started working there. A four-year employee at Karl Malone, Ryan started as a service writer but prefers working in the shop and away from the public.

Ryan has passed six of the eight courses required to be ASE Master Certified. He looks forward to finishing the courses and also becoming eligible to work on Toyota's hybrid vehicle line (that requires five years service). Another goal is to finish his last year of business courses at UNM.

Betsy works at the UNM Bureau of Business and Economic Research, and will soon begin her Masters Degree in Accounting. A Roswell native, Betsy enjoys camping and four-wheeling, although she "prefers to *walk* through the hairy stuff."

Ryan's favorite trail is Mt. Blanca, which he's done three times. Each time he got further up the mountain in his Toyota. On Trip #1, he parked at Jaws 1 and hiked the rest. On Trip #2, he almost got to Lake Como. And on Trip #3, he and the Toyota reached the end of the Mt. Blanca 4WD trail.

His least favorite trail has been Dona Ana Mountain "Hard" in Las Cruces. Ryan explains, "I really don't like that off-camber-on-the-side-of-a-mountain stuff, especially in my tippy old 'Yota.'" Some trails he hopes to drive in the future are the Rubicon for the scenery, and several trails in Colorado: Power House Road, Carnage Canyon, and Chinaman's Gulch.

Ryan enjoys the NM4W group because everyone shares their favorite trails and it avails the "big deals" like the Chile Challenge, as well as local, easy runs. He likes that four-wheeling lends itself to combinations with other activities such as fishing, hiking, and of course cycling.

Congratulations, Ryan and Betsy, we wish you all the best and hope to see you at the September 10th meeting--when the wedding excuse won't fly.

Club Dues Are Due NOW!

by Glenn Bontly

Just in case you missed it in the minutes above, please pay your dues for the 2005/2006 Club FY to the new Treasurer, Paul Thompson, **not later than 31 Aug 05**. The amount for most members is \$30. We have a couple of associate members who live out of town (i.e., Santa Fe or further away), but for the remaining 99% of the membership, your dues are \$30. Make checks payable to NM4W (cash okay too, but I'm pretty sure Paul doesn't take credit cards). You can pay your dues at a trail ride, club meeting, or mail it to P.O. Box 90154; Albuquerque, NM 87199-0154.

Fourth of July Trip

by Lauri Rector

This was pretty much a last minute thing. Jeff and I wanted to go 4-wheeling; we just didn't want to do it by ourselves. And, no, we weren't scared of those awkward silent moments. We just feel that we don't know our way around all that well yet and may not be able to find our way out of a paper bag.

So, at lunch at the Cedro Peak run, we asked if anyone had plans to go 4-wheeling and if we could tag along. Well, we couldn't just get that lucky. But, several people thought that it would be a good idea to go up to Salida/Buena Vista, and maybe I could put something together. So, Jeff looked at his books on Colorado trails, which he found didn't have Chinaman's Gulch, but we did know it started near Carnage Canyon and I had that on my GPS. And then decided that Mt. Antero or Tin Cup would be the other trail we would run. On Monday morning, Jeff put in a request for a vacation day for the Friday before the trip, but I found out that a team member at work already was going to be out that day and I couldn't take the day off. At lunch on the same day, I found that I couldn't find any available camping on the internet. Everything was all booked up. So my efforts for leading our 1st over-night trip were quickly turning sour on me.

With only a week to go, I finally asked Glenn to post on the web-site that the meeting spot would be at a truck stop near Chinaman's Gulch and to put down directions to it. I did not know the name of it. Glenn found the name of it and called, and they said we could spend the night there. We had a few people show interest, but no one would commit.

We pulled into the truck stop at 11:00 on Friday night. Glenn was already there and actually waited up for us. The only thing eventful about our trip was that, just about the time that we got to Poncha Springs, we realized we left our Colorado trail books at home.

The truck stop was a "lovely" space to camp. There was at least one semi running all night long. The parking lot was well lit, which caused us to park at the very back of the lot. This made the all night

bathroom about a 100 mile hike. But, we weren't at work, we weren't at home doing chores, the mountains were beautiful, and the temps were very close to perfect – so life was good.

(The truck stop is located right next door to the "Twin Peaks Liquor Store", whose slogan is (and I'm not making this up) "liquor between the peaks". I thought that was pretty clever of them. -ed.)

On Saturday, we ran Chinaman's Gulch. Glenn offered to lead us. Things started out good until Jeff realized he could see a trail of something leaking on the trail. He could see it in his rear view mirror, but not in the front, so he pulled over. He then realized that it was ahead of him, so it could be Glenn's Jeep marking its spot (Jeeps don't leak, they mark their spot!!!!). But after Glenn bent down and thoroughly checked his rig, we could see that it was ahead of his Jeep too. So, we were good to go and continue the trail ride. We had to take the short cut, because the scenic part goes onto private land and that part of the trail has now been closed off. Jeff and Glenn had a lot of fun playing on some of the obstacles. I was able to get some very good pictures of them. Glenn had me get some photos of him as well – I think he's tired of looking at so many pictures of Jeff.



At lunch we stopped near the mines. The trail to the mines has been closed to Jeeps, but is still open to bike, ATVs, and hikers. A "Friends of the Four-Mile Area" came up the trail as we were getting out of our rigs. We had a very nice conversation with him. This group doesn't support any one sport –

their main focus is to try to keep everyone happy and keep as many trails open as possible. What a novel idea; of all of us working together!!!

We had fun watching a Wrangler and a Toyota Truck get over the next obstacle. Then they had fun watching us. Glenn made it look very easy, even if he did go up on the easiest spot – the Toyota had to work really hard at it. Jeff also struggled, but no rocks were moved and no highways were built for him to get up.

After we got done with the trail, we stopped at the KOA to see if they had any camp sites. I got my Value Kard out and was ready – but no such luck; they had “no room at the Inn” for Glenn and our estate. So, we went back to “camp” and I got the number for Mt. Princeton RV Park. Yeah!!!! They had 2 pull through sites – right next to each other!!! They had to rearrange some reservations, but didn’t physically move any other campers. We had water, electric, cable, and telephone hooks-ups available. New bathrooms with showers were about 30 feet away. We were camping now! We were all tired, so we chose to go out to dinner and call it an early evening with no camp fire.

The next day was just as beautiful as the day before. We started out for Mt. Antero by 9:15; fueled up and headed out. The San Isabel National Forest was busy on this day. A lot of people were out to enjoy the long holiday weekend. We met several people coming down the mountain as we were heading up – was the trail open we wondered???

One of the people on the way down was Mark Werkmeister. He told us that there was a snow bank near the top and if we hurry, we can help shovel. So on we went, off to Baldwin Lake (oh no, would we be too late to help shovel?). The trail to the lake is closed to all but hikers. But, we went farther on up the trail and we could look down on the lake, while getting snowed on – yes, you get snowed on every time in Colorado. Then we headed back to the turn for Mt Antero where you cross what is know as Baldwin Creek. We stopped and had lunch before crossing the creek. Other than a lot of people coming down, we went up the mountain just fine. The views were breathtaking (well a little nauseous if you suffer any from

altitude sickness), the wild flowers were blooming, and everything was so green (well some white spots).



We finally made it to the snow bank, but to our disappointment (no, really); they had already cleared the trail. Once we passed through it, it really started feeling like winter out there, but it was OK, it’s suppose to at those altitudes (we topped out around 13,000 feet). When we were getting near the top, we came across a vehicle parked in the middle of the road. The people said that there was another snow bank near the top and we may not be able to get through. We decided that we loop back around and head on back down the mountain, we had gone high enough.

Since it was so early in the afternoon, we all agreed we needed a little more before heading back to camp. So, we made the stop in St Elmo so that I could feed the Chipmunks. This is something that you need to do if you have never done it before. We then went on and took a look around at the Mary Murphy Mine. This type of activity is not near as much fun when Chuck isn’t there giving a documentary on what we are looking at.

Back at camp, we decided to have a pot-luck. Glenn decided that he would donate his brats and we decided to donate our beans. It was a very good meal. And we know that because some other camper’s dog got loose and came and visited us, and it liked everything we fed it.

South Central Colorado is a very beautiful part of the country. It is also very cool this time of year. It was really good to go there again. I want to thank Glenn for all of his help and encouragement!!! It was a "fantabulous" weekend!!

La Ventana Trail Ride—16 Jul 2005

by Lauri Rector

(photos by Laurye Tanner)

The day started out as hot as I was afraid it would be. But, it really was a nice ride there; nice to be out in the fresh air. With the rain the night before and the bright sunshine, the colors were beautiful.

We had about 15 vehicles, including my beloved gunner – Jeff. Practically every other vehicle in the group was a Rubicon. Phil & Carol Kennicot, in their less than new Rubi; Chet & Courtney Markham in a Rubi; Laurye & Carlos Tanner in a TJ; Jeff Woodward and co-pilot Joe Jacobson in his Jimmy with a new Ethan locker; Frank & Donna Whiston in their TJ; Clint Hobart (guest) in his Blazer; Phil Rodacy (guest) was in his Rubi; Justin Simenson in his Rubi; Wolfie; Frank G., Beth & Kimberly Whiston in their Unlimited; Paul Thompson, breaking in Mary's new Rubi; and Cliff, Jeannie & Bret Meier, and Erwin & Jeannie Greven who are both in Wranglers now (I think they must now understand the Jeep thing).

I had my driver meeting promptly at 9 am, before we left the Conoco. Then we were soon on our way for the 48 mile ride to La Ventana.

Last year when I lead this trail, it was very green from the heavier than normal spring snows and rain. Well, this year, it was just plain over grown. Lots of stuff was growing up in the middle of the trail. There were also a lot of rocks in the trail too. But it was all good....until I came upon a big (as relative to my tires) boulder taking up about ½ the trail. This would have been a nice challenge, except that it was just after the last switchback to the top of the mesa. And it was on the wrong side of the trail – it was going to cause me (well everyone else too – but I was only concerned about myself at that moment) to go to the outside of the trail, with the driver's side looking right over the drop off. Wolfie was

behind me. He got out and immediately determined I could make it – no problem. He was nice enough to spot me, as well as Frank G., but I didn't listen too well – I just couldn't keep from turning my wheel towards the inside of the trail. But luckily, my right rear fender flare didn't get too scratched up from rubbing on the rock.



As I continued on to the top of the mesa, someone got on the CB and said that they didn't see Jeff behind them anymore. As I got to the top of the trail and could see that everyone was making real good progress at getting around the boulder that was the size of a Hummer, I got on the CB to see if anyone had seen Jeff yet. And when the reply came back that they hadn't, I got worried. So I told everyone we were going to stop until I could find out what my gunner was up to. Finally Jeff got on the CB and said that his Jeep wouldn't stay running and he was working on it. Cliff and Erwin went back to see if they could help. I moved everyone up a little farther on the trail where, luckily, I found a lot of Junipers. Good for a 10-100, but not a lot of help with the shade. Sure wish Rich had his Bronco there. *(Okay, sorry, that was just a cheap shot by the editor, who wasn't even on the ride, but was reminiscing about a La Ventana ride a few years ago when Rich's Bronco broke down and we all waited for his Dad to come rescue him and we were using the Bronco to shade us from the hot sun and Camille commented that at least the Bronco "was good for something". Remember that, Rich? –ed).* Finally Jeff got it running and they all joined up with us again.

Next on the trail was to make the turn off to go out to the overlook. This should not have been a problem with me having a GPS. But, my tracks were not there on this trail. I can't read the way point #'s on the screen with my contacts in, and with everything all over grown, I missed the turn off. I realized this as we got to the part of the trail where we start going back down off of the mesa. And, then I missed the turn off again. But thanks to Frank G., I only had two other vehicles that had to u-turn with me. Frank recognized the spot where I had said "Uh-Oh" the 1st time I went by. Don't worry, the Sheriff witnessed both of them.



I made it to the overlook – even with the trail being very hard to find at times. I was surprised that after waiting for Jeff to make his trail repairs and my 2 u-turns, we were able to make it there by 12:30. Some people were still able to find a little shade. The breeze was blowing very nice up there and it wasn't too unbearable. And Laurye showed up with her spray bottle/fan doohickey that she brought with her – she was very nice to share.

We then headed back on the trail and had a very nice ride down the mesa and over to the waterfall area. Jeff went ahead to see if the gate was locked. It's a good thing, because we goofed on our pre-run the week before. We just went out to check gates to be sure we could get onto the trail. But, when we went to check the last gate on the trail, we went way too far and passed the trail when it comes out onto the road we were on. So, we were able to do a loop run after all.

The waterfall was a whole other experience. When I'm trail leader, you're risking a lot just following my vehicle on the trail. It's another thing to follow me when I'm on foot. I will take the hardest, most difficult way through the woods each and every time. I'll be darned if everyone didn't follow me like lemmings. I stepped in mud clear up to my calf and was lucky to bring my shoe out with my foot. And two steps after that, I fell through some dead branches and fell into a branch. Poor Frank Whiston had a dead limb break on him as he tried to step on it. He did a good save though. All of the young boys and the young-at-heart boys just had to climb the waterfall. Unfortunately, we did not see that three of them went on beyond the falls and went for a hike. We realized this after we got back to our vehicles and Jeff Woodward said that his co-pilot was nowhere around. The temperature difference was about 20 degrees. But, we were just too hot & tired to walk back to the falls and sit there and wait where it was cooler. We had fun standing around and talking (we seem to be really good at that) for about 30 minutes.

We finally got back on the trail and tried to enjoy just being out and riding for the last leg. Jeff suggested that we go about 40 mph like he did when he went to check on the gate – he said that it would be more fun that way. No way, it's a long way down to the creek and I think it would have just been a lot of puckering, not fun. So after a slower & safer speed, we made it to the end of the trail and aired up and called it a day.

BLM Volunteer Day—17 Jul 2005

By Lauri Rector

Mark Werkmeister sent an e-mail to the club members on or around the 14th giving us the information on the awards ceremony. He was not going to make it and needed someone to fill in for him and accept the award for our club. We had no plans, except for the usual chores that we are constantly looking for excuses to get out of doing. And what better excuse than to meet some of the people that have also been helping out at Gordy's Hill, and use it with something different than a 4X4 vehicle. I was also tempted by the shade of the Cottonwood grove.

The NM4W's were assigned to bring Chips and Dips for the pot-luck. Since we had just bought the makings for Guacamole, we knew it was destiny for us to go in Mark's place. The home of Wes Willis was very nice. The back yard was huge and had lots of Cottonwoods as promised, and grass too!!! Wes had taken Nick and Jimmy for a bike ride that morning at Gordy's. They looked to be very tired, but all were very friendly. Wes' wife, Becky, had invited her brother and his wife over to help and share in the food.

Jake and his friend, from NM Tech 4-Wheelers, brought there assigned plates, napkins and silverware. And the drinks showed up, as well as the deserts. Mike Bilbo had maps with him of Gordy's Hill. One from many months ago and one that is fairly recent. There have been a lot of trails mapped in that period. All of the different groups were standing around the maps and looking at the trails they had been on, and many stories were told and shared by all. It was nice to have different recreationists standing around together, enjoying hearing about the others' fun while using the area.

After we were done eating and just too stuffed to move, Mike began handing out the awards. 1st award was to Gordy and then Wes. Next was NM4W. Then I was busy with my camera and all the rest of the awards were presented. But Mike wasn't done. He had a Public Lands book for each group, each with a hand written note signed by Kathleen Clarke.

I do apologize for not making better notes for the names of the groups and the people that were in attendance. On top of that, I lost the pictures that I took! I now know that I have to save the pictures that I download to the computer.

**A Run to the Jemez Mountains
July 23, 2005
By Mark Wolf**

Eleven hearty souls showed up at the Conoco on a bright sunny Saturday to join me for a leisurely and scenic drive to the southern end of the Jemez Mountains. Phil & Carol Kennicott in their

Rubicon, Justin Simenson in his Rubicon, Nancy Crowley and Rod Martin in her CJ-5, Jeff and Lauri Rector in their respective Jeeps, Pat & Sue Brady in her Mazda LE (Ladies Edition) pickup, Carlos Tanner in his TJ and a guest, Nick Lowrie in his Sahara TJ, and me in my Jeepster. Nine vehicles in all were ready for a fun day of driving through the cool woods. We headed out at 9:10 AM and went straight to the turn off to Peggy Mesa to drop off Nancy's truck and trailer along FR 376. From there we headed to the turn to Holiday Mesa. Well, kind of anyway. Yours truly missed the turn, but Pat Brady caught it and we got turned around. That helped me get that fine that Sheriff Rector was so anxiously awaiting to asses after me broadcasting a picture from last week's run of his Jeep leaking gasoline onto the ground that I so thoughtfully decided to broadcast over the e-mail to all members! Oh well, can't win them all!



We headed up to Holiday Mesa, with no problems whatsoever. The brush is a little over grown these days, but we were all too lazy to get out and trim it. Maybe next time. We stopped at the top and rested a little. Some have never gone this way before and were really impressed with this climb. It provides spectacular views of the valley southwest of Holiday Mesa.

From there, we headed north (actually northwest) towards Cebollita Mesa, through some beautiful meadow areas that provided much color and contrast. We had traveled by some Indian Ruins several times, and one in particular caught our "expert ruins locator's" attention (Sue Brady). Sue

volunteered with the BLM for five years with a seasoned Archaeologist and got to be pretty good at locating ruins. It was near lunch time anyway, so we stopped to have a look around.

After an hour-long lunch, we all decided to go. Well, most everyone. Sue said we just got there and we needed to spend at least half a day to see this ruin. Unfortunately, we wanted to get to Virgin Mesa next. Sue gave in and away we went just in time to have a couple of lightning cracks hit about 3 feet from us (at least it seemed that way!). Within three minutes, the heavy rain and hail started. I hadn't seen this kind of storm in quite a while. It rained pretty heavily, but we kept going, driving through what looked like rivers and snow! It was actually accumulations of hail. Wow! Jeff and Lauri had their typical open top Jeeps and they were getting a little wet. They never complained though, until much later when we finally drove out of the rain. That's when Lauri started getting cold. I loaned her my rain coat and along with her heater, she was fine.



We made it to the turn off to Virgin Mesa thanks to Phil's trusty GPS and maps. This road had large puddles of what looked like snow! Some were 8" deep! The rain was doing some good and we had NO DUST! The weather had cooled the air substantially and we were all starting to think about

Albuquerque and the hot weather we would eventually return to. Bummer!

I had never been to Virgin Mesa before, so this was all new to me. We saw remnants of last year's fire. The trees were devastated, but the grass and flowers had returned and it was very colorful. We traveled south over the mesa on FR 607. We eventually turned onto FR 609 and checked out another set of ruins. These were almost as large as the Giant Footprint ruins on Holiday Mesa. After spending a half hour there (yes, Susie wanted to stay longer again, but popular opinion was leaning towards home and food!). It was 3:30 PM and we turned around for the way out. We had to check out a side route that was scenic and would join up with FR 607 later. One wrong turn (No fine! This was an exploratory run!) caused Phil to loose a tire somehow. We all jumped in quickly to change his tire and got going again. We eventually made it back to the north end of FR 376 at about 5:30 PM. After airing up our tires and sending Nancy back down FR 376 towards her truck and trailer, we headed to SR 126 and south on SR 4. It was a great run with fun people and I believe everyone enjoyed themselves. I wish to thank those that attended. See you next time! We missed you Tom.

Thanks Lauri

by Glenn Bontly

You probably noticed that Lauri Rector wrote most of this month's newsletter. In addition to the meeting minutes from the July meeting, she contributed 3 other articles. Thanks, Lauri!



For Sale



No free space for printed ads this month.

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 e-mail address, we will add you to our guest e-mail list to receive notices of future events as well as the monthly posting of the club newsletter, The Trail Tales, on the web site. 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 Mark Werkmeister 891-0296 president@nm4w.org	Vice-President Jeff Rector 228-6547 vice-president@nm4w.org	Secretary Lauri Rector 228-6547 secretary@nm4w.org
Treasurer Paul Thompson 293-8390 treasurer@nm4w.org	Program Chairman Leon Duggar 286-8136 program-chairman@nm4w.org	Historian Laurye Tanner 281-0994 historian@nm4w.org
Trip Chairman Jason Lavy 792-8035 trip-chairman@nm4w.org	Environmental Affairs Bob Norton 281-5315 environmental-affairs@nm4w.org	SWFWDA Delegate "Your Name Here" Please Volunteer!

Schedule of Events

Date(s):	Event:	Information:	Contact:
Aug 20	Club Meeting	5 pm at Chuck & Ethyl May Peeples'	505-866-1185
Sep 10-11	Gordy's Hill	Call Mark Werkmeister	505-891-0296
Sep 17	Club Meeting	5 pm at Carlos & Laurye Tanner's	505-281-0994
Sep 18-25	Silverton, CO Trip	Camping at Mineral Springs	505-866-1185
Sep 23-25	Red River Trip	Call Tom Hurt	505-994-2515

Trail Tales
 21 Rattlesnake Ridge
 Tijeras, NM 87059-7440





Trail Tales



September 1, 2005 The Official Newsletter of the New Mexico 4-Wheelers www.nm4w.org

Meeting Minutes

From August 20, 2005
by Lauri Rector



The meeting was held at the exquisite home of Paul & Mary Thompson (and Paul has had a long list of honey-dos in the last couple of years – no wonder he retired).

Jeff Rector was acting president for the absent Mark Werkmeister. Jeff called the meeting to order at 6:45 pm.

Jeff neglected to have the Secretary read the meeting minutes. This oversight went unnoticed by Mark Wolf, who desperately tries each month to get the minutes read.

Guests joining us this month: Phil & Ilene Rodacy, '03 Rubi; Dan Pritchard, '92 Wrangler & '91 Cherokee; Jordan Souza (4-day new resident of NM), '03 Wrangler; and Eric Capener, '05 Rubi.

Members Present (at least 1 family unit member); Baca, Bontly, Bove', Capener (G), Capener (R), Duggar, Finch, Greven, Hurt, Kausche, Lavy, Meier, Miller, Ohnesorg, O'Neill, Patrick, Peeples, Rector, Sierra, Simenson, Tanner, Thompson, Turpin, Whiston (F), Whiston (FG), and Wolf.

Vice-President's Report (Jeff Rector) – no fines to levy. Several people (that should have been fined) questioned this, and then just kept quiet (Wolfie was one of them).

Secretary's Report (Lauri Rector) – I had nothing to report, I was not prepared. I thought that taking notes for the minutes was going to be all I was responsible for.

Treasurer's Report (Paul Thompson) - We thought that Paul was absent at first, then realized that we were at his house and he had grilled a lot of hamburgers and hot dogs for us, so he must be there somewhere! Just then, Mary walked out the back door. She said that Paul had been talking to Susan Miller. Then she realized that Susan wasn't anywhere around either. She did a quick turn on her heels while muttering something that they must be alone together. But, they weren't too far, Paul showed up about 2 seconds later. He reported a balance of \$1,460.41. Which our astute acting President announced was the exact same balance as last month. Is our newly voted in Treasurer slacking – or is he embezzling funds to pay for Mary's new Rubicon? ;o) Paul fessed up that there is a deposit that he needs to make.

Historian's Report (Laurye Tanner) – has all pictures on the web in an account she set up in Snapfish. She'll keep on adding pictures until it's full, and then find a way to archive them. See information on getting to the web-site elsewhere in this issue. Send her digital pictures at 72 dpi resolution. Be sure to note on the email to her as to what run it is and who took the pictures. She brought in a CD slide show of the more recent trail rides. It was playing on Paul's TV (and Mary's) and a very nice addition to a club meeting. She is also offering, for a small "donation" to the club, to "Photoshop" your pictures for you (larger tires, slimmer waistline, Wolfie in a thong!, whatever you want). Also, the subject of the picture can have the picture removed from the web site with a donation that meets whatever the historian requires for this service. Donation amounts required will depend on the picture and how embarrassing of a situation you managed to get yourself into.

Trail Chairman's Report (Jason Lavy) – Wolfie led a trail in the Jemez Mountains. It rained and

there was a hail storm. It was very pretty. There were 8-9 vehicles. They took the trail to Stable Mesa and then over to Virgin Mesa.

Lauri talked about the La Ventana trail ride that she led the week before Wolfie's run in the Jemez. Please read last months Trail Tales for details.

Jason Lavy talked about the trail he led in northern New Mexico, near Hopewell Lake. It was all forest roads, but very scenic.

Upcoming trail rides – On Sunday, August 21st Tom's going back to the Jemez to work on the same trail that he had impromptu run last Saturday – meet at Conoco at 9 am.

On Saturday, August 27th, Dixon Patrick will lead Tank Trap. Meet at 9 am at the Conoco at 550 and 528.

Jason will lead trails in the Moab area on Labor Day Weekend. These will be a little harder trails. Please see the Members Only page on the web-site for the specifics on this run.

Frank G. is leading a run in Conejos in Colorado on Labor Day Weekend. There will be 2 trail rides and both are easy. One will follow the Cumbres and Tultec railroad on the Colorado side, and the other will be at the La Jara Reservoir north of Conejos. Camping will be at the Conejos River Campground on the 3rd, 4th, & 5th. On the 6th they will relocate to the Great Sand Dunes National Park and run the Medano Pass Road on the 7th.

The weekend following Labor Day is Gordy's Hill on Sept 10th & 11th, which is National Public Lands Day. Work day on Saturday & then a play day for Sunday. Trails that will be run/built will depend on who shows up (Please email Mark Werkmeister if you are planning to go, he's trying to get a head count).

Chuck Peebles and Paul Thompson are co-hosting the Silverton trip from September 18th to the 25th; you can get details on the Member's Only page. Please be sure to let Chuck or Paul know if you'll be going and what days you will be there and if you have a particular trail that you want to run (they are

going to try to accommodate you, if at all possible). They have 10 vehicles signed up already.

Tom Hurt is leading his annual trip to Red River on September 23rd to 25th. He'll be going up on the 23rd and you're welcome to join him. Goose Lake on Saturday the 24th and this is the free fishing day, so bring your gear. Sunday the 25th, he'll do Greenie Peak. Meet each morning at Mallette Creek Park at 9:00am.

SWFWDA Fall Quarterly is October 14th – 16th in Clayton, OK. Mark described the trails, but I made horrible notes (and I don't see it posted to the event schedule) – maybe next month I will do better and you can get an idea of what they are like.

Environmental Report (Bob Norton) – Bob was absent, but Wolfie had something to say (and who is surprised?). He went to a seminar conducted by the Albuquerque office of the BLM. The subject was that they are revising recreational trail plans next year. We need to start mapping and recording trails here and there and everywhere as much as possible in the next year. Ask for a GPS for Christmas – good basic one cost about \$100.

Program Chairman's Report (Leon Duggar) – he's taking this position like a fish does to water. He was peddling t-shirts, hats, stickers, and 50/50 raffle tickets. He was also able to snag us some extra goodies for the raffle; \$50 gift certificates (one each) from 4-Wheel Parts Wholesales and Tom Wood's Drive Shafts. Good job Leon!!!

Old Business – Wolfie (who rarely has anything to say) had a very big and nice THANK YOU to last year's officers. Tom Hurt mentioned that he had lots of spam going to the email address for all of the club members. Several other people say that they are getting it too (if this hasn't happened before the last 2 months, it could be a member that is new to the internet – Jeff Rector). Chuck Peebles said that Auge's is having their Sandia Showdown sponsored by the Turbo Diesel Register (TDR) magazine. Joe Donnelly put a real nice write up on our 4X4 101 in the latest TRD Issue. Wolfie said that Cibola Search & Rescue wants some basic 4X4 training from us. He & Pat Brady are working on this. In turn, we would like for them to do some training for

us. Date is set for October 15th, tentatively at Montessa Park, south of the airport. He needs volunteers. He went on to say that he wants training for accidents and medical emergencies, but nothing intense enough that we would have to be certified. What we do will be very similar to the 4X4 101, but more in depth and more demonstrations.

New Business: The 2005 4-Wheeler of the Year Award was presented to Jeff and Lauri Rector. We were not asked to give a speech like they do for an Emmy or something. But, we would like to express to the club that we are honored to be voted for this by the club members. We joined the club so that we could go 4-wheeling in New Mexico, that's why we moved out here. And we got that and a lot of it from the club. But, we also got a lot more, a lot of friends and good people to go 4-wheeling with. Thank you!!!! And the award is a very handsome plaque that Jeff will be proud to display in his garage (which several club members helped him build). And if he doesn't want it out there, I will find a prominent spot for it in the house.

Phil and Ilene Rodacy were voted in as new members.

Members with the Most Points Award – The Vice President is responsible (which he promptly delegated this responsibility to his wife) for keeping track of which voting members attend what event, club meeting, or any other activity that you can earn points for. Well, oddly enough, we earned the most points this year (please see remarks above for the 4-Wheeler of the Year Award – we didn't move here to do chores around the house). We won the \$50 gift certificate to Desert Rat. A special thank you Laurye for asking Jeff to explain the points, since no one had done it during the Vice-President's Report.

Volunteer Day. Jeff and I attended this function in Socorro, since Mark Werkmeister was not able to attend. This was where the Socorro office of the BLM recognized the efforts of volunteers in their area. NM4W's were awarded a framed certificate and a book that was signed by (some woman, according to Jeff); a big-wig in the BLM. There was some debate as to who should keep the

certificate, so it went to the Historian 1st and then she felt maybe we should have it. We're holding on to it until Mark Werkmeister says whether or not he wants it. He walked and mapped a lot of the trails and put forth a great effort on behalf of the club – we just helped roll rocks.

Meeting adjourned at 7:22 pm.

50/50 Raffle winners:

- Rich Capener – 4X4 Parts Wholesalers \$50 gift certificate
- Dan Pritchard - Tom Wood's Drive Shaft \$50 gift certificate
- Kristi Ohnesorg – ½ of the pot - \$49.00



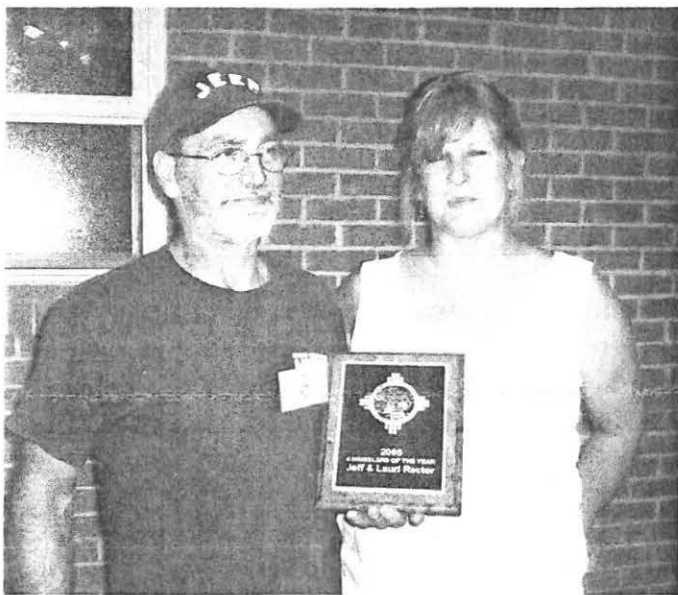
President's Report
By Mark Werkmeister

Greetings from your "new" and, absent so far, President! I apologize for missing the meeting at the Thompson's and will apologize in advance for also missing the September meeting. My schedule got booked up early this year and I didn't know I was going to be serving in this position when I told my wife that I would take her to Silverton for our anniversary next month. It looks like it will be a busy month for the club also! Labor Day weekend is always busy with a broad variety of 4WD activities, including some members heading to Moab. The following weekend is the activities at Gordy's Hill OHV Area near Socorro. Saturday, September 10th, is the National Public Lands Day work day sponsored by the BLM. I hope to see a good turnout from our club in supporting this work. Saturday evening, we will have the opportunity to rub shoulders and enjoy some camaraderie with some of the other area 4WD clubs and other motorized users. Sunday (the 11th), we plan on each of the user groups to informally run trails at Gordy's Hill, which should also be fun now that the weather has cooled off somewhat. The next weekend is the September meeting at the Tanners with many departing for Silverton the following day. Southwestern Colorado is always superb this time of year! And if that isn't enough 4-wheeling for the month, you can hit the New Mexico version

of the fall colors in Red River the following weekend.

All of this four wheeling is one of the reasons why our club has stayed so strong for so many years. We remember that four wheeling is FUN and hit the trails on a regular basis. We can use some volunteers for leading runs through the cooler months. Share your favorite trails with the club!

NM4-Wheeler of the Year
by Joan Wolf



Jeff and Lauri Rector were chosen by fellow club members as the 2005 Four Wheelers of the Year at the August 20 meeting. The Rectors have been club members for 3-1/2 years and their participation has grown every year.

They have served as officers, led numerous runs, hosted meetings, and turned out for **workdays** as well as fun runs. In addition, Jeff designed and fabricated the steel sign for Gordy's Hill, and Lauri regularly contributes to the Trail Tales and has filled in as Secretary on numerous occasions (and this was before the laptop). Now starting his third year as Sheriff, Jeff takes his responsibilities very seriously. He has assessed such fines as \$0.25 for Paul Thompson not being able to blow out the candles on his birthday cake and \$0.25 to himself for running over his own cooler.

As further evidence of their participation, the Rectors also received the 2005 Points Award, a \$50 Desert Rat gift certificate. They earned the most points for leading/attending runs, meetings, overnight trips, etc. The Rectors represent the best of NM4W. They're enthusiastic about the sport, willing to volunteer, loyal friends, and fun to be around (except when it's rainy and cold and Lauri is freezing in Jeff's topless, sideless Jeep).

The Rectors join this formidable list of past winners:

2004 Chuck Peeples
2003 Leon Duggar
2002 Glenn Bontly
2001 Pat Brady
2000 Mark Wolf
1999 Mark Wolf
1998 Bob Telepak
1997 Charlie Wilson
1996 Mark Werkmeister

Congratulations, Jeff and Lauri!

Pictures on the Internet
by Laurye Tanner--Historian

If you want to view slideshows of different runs the club has been on and one of our meetings; go to <http://www.snapfish.com/share/p=65201124594653827/l=57539096/cobrandOid=1000111/otsc=SYE/otsi=SALB>

If you do not want to personally register with Snapfish, you can use nm4wphotos@earthlink.net as your login, and jeepers as your password.

Do not order pictures using the above login and password, however, or your credit card information will be available for others to use.

Please e-mail me at lauryetanner@earthlink.net, or give me a CD of any pictures you have taken. Please let me know the name of the event and who took the pictures. If you know how, please format

the pictures at 72 dpi resolution before you send them. Let me know if you need help with this.

The 39th Annual All-4-Fun by Frank G. Whiston

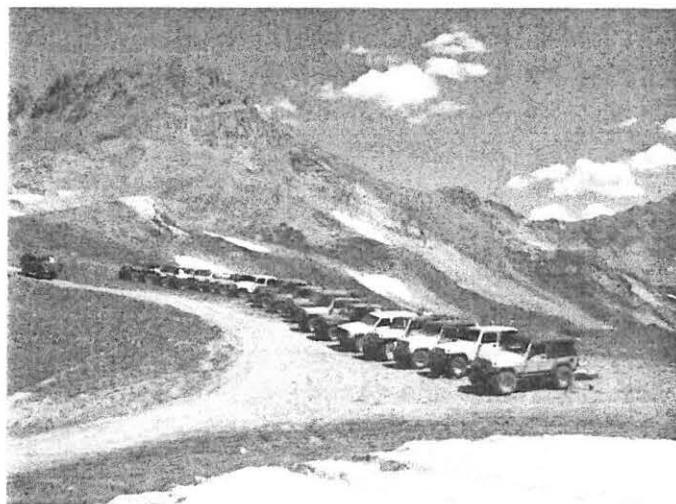
The 39th annual All-4-Fun week was hosted by the Mile High Jeep Club (MHJC) out of Denver, CO in Gunnison CO July 23rd-30th. NM4W'er's present included Paul and Mary Thompson, Frank R., Donna, Frank G., Beth, and Kimberly Whiston. Saturday was spent registering and settling into camp at the Gunnison fair grounds. That evening, an orientation meeting was held and the next day's trips were posted for signup.



We all wanted to go see the Crystal Mill near Marble. This was going to be a long day and MHJC was short handed, so Frank R. led a group that included many friends from as far as Illinois that we have made over the years from attending this event. Schofield pass was snowed in, so we had to run a lot of highway to get there. After getting through Marble, we hit the dirt and were bouncing over the typical Colorado trail gravel. The Mill was as beautiful as I remembered it from past visits. From there we idled through the ghost town of Crystal and completed the loop around Lead King Basin. The wildflowers were spectacular compared to the drought stricken years that we have had recently.

Monday, the group split. The senior Whistons along with the Thompsons went up Cement Creek, while we attempted Italian Creek with some other

friends. Our trip was a bit of a bust. After lunch, Kevin Ball of Albuquerque broke his Currie steering on top of the mountain just before we got to the fun shelf road. Luckily, there was a friend on the run (that I had met at an All-4-Fun many years ago, when we were both just pushing our Tonka trucks around camp) who had a spare steering set back at camp. I got to know that trail really well that day. We got Kevin down off the mountain before dark and he treated me to a nice dinner afterward. MHJC had an area appreciation night where local businesses donated prizes. Beth and I won two free meals at the W Café.

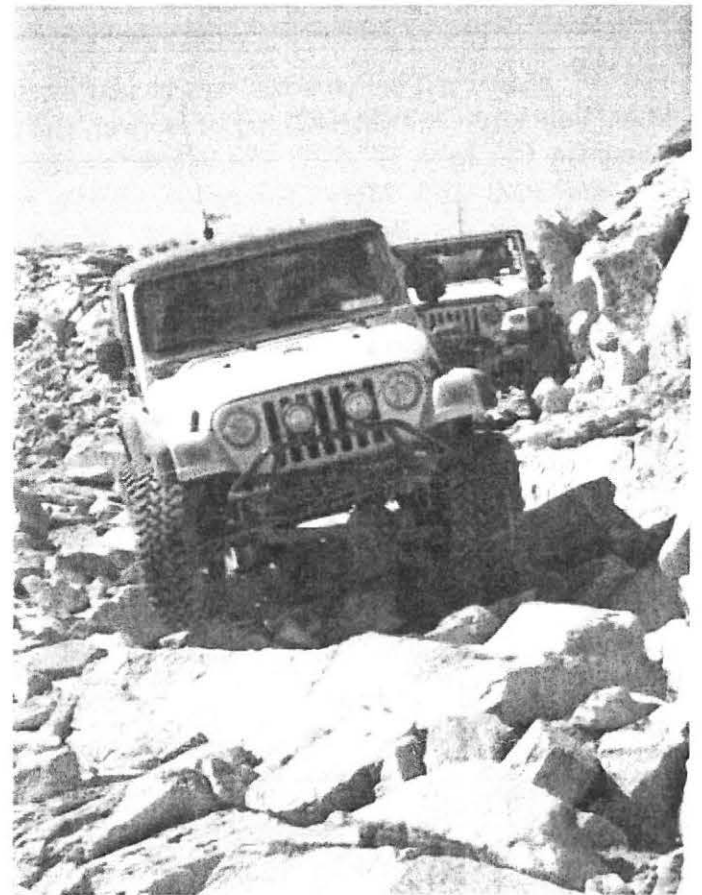


Tuesday, the group split again. The senior Whistons along with the Thompsons went to the Alpine Tunnel, then over Hancock and Tincup passes. We slept in and started Pearl Pass with another family. We quickly caught up with the club run and decided to head back down and look around in Crested Butte, since most of us had not been there before. That night, Bestop sponsored an ice cream social and there was a bird show for entertainment.

Wednesday, we all decided to go out for Breakfast. We planned to go to the W Café, but their stove was broken and they were closed for the day. After driving all over Gunnison, we finally ended up at McDonalds. Then we found a spot along US 50 to view the Jeep parade through town. The day was reserved for vendor displays, kids' games, a show and shine, and Barbeque dinner. We found a jeep there that was almost Kimberly's size.



on to the east. That night, Warn grilled hamburgers and hotdogs and had a live band. They also had door prizes. Frank R. won a 3700# trailer winch...Lucky guy!



Thursday, the Group got back together and ran up Pearl Pass. Snow stopped us from completing the pass. We got within a ¼ mile of the summit and knowingly had to turn back. The views were beautiful and the weather was perfect. I lead three vehicles to the first snow bank that blocked the trail, which was only about 100 yards past the lunch spot. That night was the door prizes and Children's Hospital Raffle. Every registered driver went home with something.

Saturday was here already. That morning everyone broke camp, the Senior Whistons went north while the rest of us headed toward home. A good time was had by all.



Friday, Frank R. volunteered to be an official Trail Leader and took us on Italian Creek. This time, we completed the trip without incident. The shelf road was fun. I got to see how the slow crawl of my new Klune-V worked. After the shelf road, we climbed up American Flag Mountain for the awesome view of Taylor Park below, and the Collegiate Mountains

Quote of the Month

by Glenn Bontly

I don't know if this will become a regular feature for the newsletter each month, but I recently received an e-mail from one of our members (who shall remain nameless out of fear that his wife might *hurt* me) and just *had* to share with you what he had to say:

"I'd *like* to go on the ride, but my *wife* has already planned my day for me."

BlueRibbon Coalition Recreational Code of Ethics

from www.sharetrails.org

1. I will respect the rights of all recreationists to enjoy the beauty of the outdoors. I will respect public and private property.
2. I will park considerately, taking no more space than needed, without blocking other vehicles, and without impeding access to trails.
3. I will keep to the right when meeting another recreationist. I will yield the right-of-way to traffic moving uphill.
4. I will slow down and use caution when approaching or overtaking another recreationist.
5. I will respect designated areas, trail-use signs, and established trails.
6. When stopping, I will not block the trail.
7. I will not disturb wildlife. I will avoid areas posted for the protection of feeding wildlife.
8. I will pack out everything that I pack in, and will not litter.
9. I realize that my destination, objective, and travel speed should be determined by my equipment, ability, the terrain, weather, and the

traffic on the trail. In case of an emergency, I will volunteer assistance.

10. I will not interfere with or harass others. I recognize that people judge all trail users by my actions.

11. As a motorized trail user, I will pull off the trail and stop my engine when encountering horse back riders.



For Sale



- **'79 T-150 and Dana 20**, \$250 complete. Was working great when pulled to put in automatic. Also, excellent AMC bellhousing for T-150 or NP-435, \$100. Contact Wolfie at 505-856-8539.
- **Trailer**: 16' steel deck trailer with dove tail and ramps. It has two 3500-pound axles with electric brakes on one axle, \$1,750. Contact Guy Conway at 505-362-1132 (cell) or 505-344-6096 (work).
- **TJ Stuff**: Rubicon express 5.5" long arm kit complete with shocks, springs, bar pin eliminators, extended sway bar links and flat bottom belly-pan, \$1300 OBO. Complete Dana 30 with ARB and a Dana 35 open carrier for TJ's with 4.56 gears, \$700 OBO. Dana 60 rear housing custom built by Wagoner Machine shop- Dynatrac lo-pinion center section, 9" axle tubes and Dana 70 8-lug spindles and hubs. Estimated mounting width (WMS-WMS) of 65", \$500 OBO. Contact Dave Trappett at 505-615-5942.
- **Hi-Lift Jack & Camping Stuff**: 4-foot Hi-Lift Jack, \$25. Front seat from an '82 CJ-7, \$20. Camping stove, \$15. Lantern with carrying case, \$15. Contact Glenn Capener at 505-344-2656.
- **Steering, Fuel Tank, Tranny**: Redneck RAM steering box, \$250. Metal reinforced racing Toyota fuel tank, crash/impact resistant, \$100. Toyota 1988 G52 5-speed transmission, excellent condition, \$300. Ford Expedition or F-150 front

tow hooks, \$30 pair, new. Contact Corey Ford at 505-249-5627 or 505-299-8313.

- **1997 Toyota Landcruiser.** FZJ80 with Factory Locking Differentials, Leather Interior, 3rd Row Seats, Toyota Alarm, Snee Bumpers, Hanna Sliders, OME (Old Man Emu, from Australia) heavy lift package, Snee heavy duty skid plate, and 5-305/70 R16 MT/R's with about 10k miles. It's been running full synthetic fluids throughout the driveline, except that American Toyota recently flushed the automatic transmission and flushed the power steering system with Toyota fluids, replacing the belts and checked the hoses while it was in. The seals in the front axle were also recently replaced. Recent exhaust work included a installing a Magnaflow (quiet) exhaust which has improved the responsiveness of the engine, and tucking the tailpipe up out of the way. It's been well cared for and has NO leaks. This is a world class 4wd in terms of ability, durability and reliability. It started life on a very large ranch near San Antonio, Texas as a touring vehicle on the (mostly) paved ranch roads. The second owner was a young woman who used it to commute to San Antonio from Austin to attend college and did not know what the locking differential switch did. Most of the miles were highway miles on I-35 between Austin and San Antonio. There is no rust on the vehicle, has never broken down on me, and is in excellent condition. Also have all 4 mud flaps, factory manuals, hubcaps, etc. 161k miles, \$16,800. Contact Steve Hemphill at 505-379-8692.

<http://myweb.cableone.net/shemphill/80Pics.zip>

- **4.0 liter engine,** out of 1988 Cherokee, high mileage (198k), \$250. AW4 four-speed automatic also high mileage (includes flexplate and converter), \$300. Package deal! Aforementioned engine and transmission together with complete wiring harness and computer, \$500. Swap the whole shebang into the vehicle of your choice! Also lots of other odds and ends from 1988 Cherokee Laredo. Gather an armload and make me a (really cheap) offer. Contact Mark at 505-891-0296.

- **Jeep TJ Stuff:** Bestop Trail Cover for 97-04 TJ, Spice color, like new \$60; OEM security trunk \$40. Contact Brad at 505-858-0832.

- **Toyota Stuff:** '78 Jeep J10 front Dana 44 axle complete hub-to-hub, passenger side drop, 3.50 gears open diff, 63" wide, good condition, \$200. (I bought it for a project that didn't pan out and I'd like to just get what I paid for it). Five chrome mode rims, 15x8" 5 on 5.5" pattern, 3-3/4" back spacing. All in good condition with steel valve stems. \$100 for all. Toyota '85 rear axle housing complete, 4.10 ratio, with spare 4.10 gears. '85 Toyota power steering box, drag link, steering arms, HD tie rod, HD torque arm. Downey 3" rear leaf springs for '87 and earlier Toy. 3" Downey front leaf springs for '85 earlier Toyota. Three 15x10 black steel rims, 6 on 5.5" pattern, 4" back spacing. Make offer. Rear drive shaft for XJ with 4" lift and slip yoke already eliminated, built by six states, nearly new. Less than 2k on it before I rolled the XJ. Make offer. Contact Jason at 505-259-5068.

- **Toyota Stuff:** Rear axle assy, complete drum-to-drum, from 1984 Toyota truck. Needs new axle seals and probably new shoes, but otherwise fine. Has 4.10 gears and an open diff. \$200 each, 2 available. Toyota Truck 3rd Members, 2 for sale, complete. Open diffs/4.10 gears. \$75.00 each. 1984 Toyota Truck 22R engine intake manifold complete with perfectly functioning carburetor. Took it off to perform my EFI swap. \$100 o.b.o. Five white spoke steel "jackman" wheels, 15x8, 5 on 4.5 bolt pattern. Almost new condition, have no use for 'em. \$100 for all 5. Have TONS of other misc. Toyota parts laying around- for both IFS and straight axle trucks. Contact Ryan Eklund at 505-385-6546.

- **Tires & Wheels:** Set of five (5) 31x10.50R15 Goodyear MT/R's mounted on US Wheel steel chrome modular wheels, \$650. Call Daniel at 505-715-1841 or 872-9843.

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

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NM4W Officers

President Mark Werkmeister 891-0296 president@nm4w.org	Vice-President Jeff Rector 228-6547 vice-president@nm4w.org	Secretary Lauri Rector 228-6547 secretary@nm4w.org
Treasurer Paul Thompson 293-8390 treasurer@nm4w.org	Program Chairman Leon Duggar 286-8136 program-chairman@nm4w.org	Historian Laurye Tanner 281-0994 historian@nm4w.org
Trip Chairman Jason Lavy 792-8035 trip-chairman@nm4w.org	Environmental Affairs Bob Norton 281-5315 environmental-affairs@nm4w.org	SWFWDA Delegate "Your Name Here" Please Volunteer!

Schedule of Events

Date(s):	Event:	For More Information:	Phone:
Sep 3-5	Moab, UT Trip	Call Jason Lavy	505-792-8035
Sep 3-7	Conejos, CO Trip	Call Frank G. Whiston	505-292-1541
Sep 10-11	Gordy's Hill	Call Mark Werkmeister	505-891-0296
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 21 Rattlesnake Ridge
 Tijeras, NM 87059-7440





Trail Tales



October 1, 2005

The Official Newsletter of the New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

From September 17, 2005
by Lauri Rector



Jeff started the meeting at 6:38 pm. Carlos and Laurye Tanner were our gracious hosts. We all enjoyed dinner on their deck with awesome views of the East Mountains.

Jeff remembered the meeting minutes this time. Much discussion abound, everyone was so excited!!!! Mark Wolf got as far as getting it to vote, but alas, all was silent. Then by a miracle, a voice in the crowd motioned for dispensing the reading of the minutes, and then another voice seconded the motion. Jeff was on his toes and immediately asked for a vote and it was unanimous—no reading of the minutes this month!

Guests: Heath Hislop – '86 Samurai (and like most Sami's – it's in the works). Bryan & Sarah Gauntt – '84 Toyota

Members Present: Abbate, Baca, Bontly, Brady, Chapin, Duggar, Eklund, Greven, Juarez, Kausche, Kelso, Lavy, Meier, Norton, Ohnesorg/Coe, Rector, Rodacy, Simenson, Tanner, Whiston, Wolf

Vice President's Report – Jeff Rector: The only fines were for a member that was not present. Motion was carried to table the sentencing until the next meeting; cuz it's not as funny if you can't see their face and hear their whining . . .er, I mean comments.

Secretary's Report – Lauri Rector: 1 meeting minutes down and 11 to go.

Treasurer's Report – Paul Thompson (absent): gave balance in an e-mail that he sent out to several people, but none of us remembered what it was.

Historian's Report – Laurye Tanner: She has been working on pictures that are about a year old. She had a nice DVD playing on her TV for everyone to watch at the meeting. Please remember to send her pictures of runs. Reduce any pictures you e-mail to her to 500 pixels. Please say who took the pictures and what the trail/event is. When Laurye tried to take a picture of some people at the meeting, they turned their heads. Watch the Snapfish site for pictures of these individuals in thongs!

Trip Chairman Chairman's Report – Jason Lavy: Dixon Patrick led Tank Trap, he was absent and did not speak about it. Jason said that there were about 8 vehicles, a good trip, and no breakage.

Jason Lavy led trails in Moab over Labor Day Weekend. Jeff broke down on a short run to Gemini Bridges on Friday afternoon. Broke a leaf in the front left spring. No fines were assessed because he was not leading the trail and he was able to drive back to camp. It also allowed the women to sleep in the next morning while he was fixing it before we hit the trails again. We ran Behind the Rocks on the 1st day and Hell's Revenge on the 2nd day.

Frank G. (as in the younger one) Whiston lead Conejos, also over Labor Day Weekend. On the 1st day the trail chased the train. Went to La Jara Reservoir the next day where they found more roads closed, but they made it to the reservoir. The Whistons traveled on to the Great Sand Dunes the next day and went up to the pass.

National Public Lands Day was the weekend following Labor Day. Our Club, NM Tech, and a Virtual Jeep Club participated in helping the BLM put up signs and pick up trash. Turnout was lower than expected, but a lot of work got done.

September 23rd to 25th Tom Hurt will be leading Red River. He wasn't there to talk about it, though. From the web site - the 23rd is optional. The 24th will be a run to Goose Lake to take advantage of the free fishing day. The 25th will be quick run up to Greenie Peak.

Paul Thompson and Chuck Peeples will be leading trails in Silverton from the 18th to the 26th. They will be easy trails; Poughkeepsie Gulch will be moderate. Carlos & Laurye Tanner are doing Gumbo & Rice for dinner for everyone on Thursday night.

October 14th to 15th - SWFWDA Fall Quarterly meeting in Clayton, Oklahoma, hosted by FWD-FWD. Mild to wild trails. And if it rains, it will be muddy. Should be a good trip

Glenn Bontly will lead Caballo Lake October 22nd - 23rd. Weather should be much better this year; it is a whole month earlier. See event schedule for details.

Mark Wolf was contacted by Cibola Search & Rescue (S&R) for us to give them basic 4x4 training. Date has been set for Oct 8th at 9:00am. It will be held in the field where our course is at Auge's. Need a minimum of 12 people. There was a raise of hands and it looked like there will be 8. Pat Brady and Mark wanted those who will volunteer to go up and talk to one of them; they want the volunteer's cell phone number so they can call them if they don't show up. We will be training and demonstrating to the search & rescue on various aspects of 4 wheeling and the equipment that is used sometimes. He & Pat have been working on this and have worked on our 4X4 101 pamphlet. It should be done by noon or 1:00. We're hoping in return that the S&R guys will train us on some stuff. They can't certify us on anything. It will be like CPR and basic 1st Aid. Maybe we can do this training/demo with other organizations. Don't need to drive your 4X4; they will be having them use

their vehicles and equipment so they can get use to them.

Environmental Chairman's Report - Bob Norton: Good news/Bad News/Good News (OK, we'll try to follow along) Good News: Appeals court ruling that reversed a ruling in Utah. The ruling gave back control to the state and city of roads. District court agreed that the local & state have jurisdiction. BLM and wilderness groups must get a handshake before doing anything. Now for the bad news: Federal court upheld ruling that Salt Creek Canyon (Needles District) National Park was not wrong in closing roads to motorized vehicles. And then more Good News (OK, good beats bad 2 out of 3 - that's not too bad): Adena Cook is a Blue Ribbon consultant that has gotten on the national review board concerning Roadless areas. This is a committee of 12 that is involved in reviewing plans for declaring areas roadless, and providing recommendations on these forest areas being declared roadless. This committee has until December to name roads that they recommend to be closed. Governor Bill Richardson is working with the enviro-extremist groups and will likely be pushing to add further restrictions to considerable so-called Roadless Areas in the Gila National Forest. That would effectively increase the size of the huge Wilderness that already exists in the Gila.

Bob went to Montana to the United Four Wheel Drive convention in July. Effective in 2007 - dues will be a full \$5 higher for each club member. So they can keep afloat, keep moving, and keep an advocate on board and interested. They are reorganizing membership and types of memberships.

Program Chairman's Report - Leon Duggar: T-shirts and stickers are available to buy after the meeting. Die cast dash plaques with NM4W logo were found in the briefcase and are for sale. In fact, Leon would probably even sell the briefcase for the right price! \$80 in the 50/50 drawing. Tom Woods hats, flashlights, and bumper stickers to be raffled also.

Old Business: Wolfie was asked if he had old business - he only had new stuff.

New Business: Jeff ordered Wolfie to “stand up and state his cause” – Joan told Jeff to have Mark stand up because he’d been sitting all day. Wolfie’s item was not related to 4 wheel drives. But, since he hadn’t talked since the Trip Chairman’s Report, he thought that he’s speak about the liberals and Senate Bill 1046, which states that the Pledge of Allegiance can’t be said in schools - write your Senator and tell them what you think. Wolfie will e-mail or post the information on the web. And then he thanked us for listening.

Wolfie also discussed the section of the SOPs that states that Associate Membership has a restriction that you must live more than 30 miles from the Big I. Wolfie felt that this limit should be expanded due to growth in Rio Rancho. He would like to see the SPOs revised to a new limit of 50 miles. He made a motion and Jeff 2nd it. Wolfie will pen the changes and send them to the President and Vice President for review. I recommended that the word “radius” be used, to clarify how the distance is measured. Associate Membership was also explained for the benefit of newer members. Associate Membership is for those that live far away, but still wanted to be in touch with the club. An Associate Member can’t vote and pays a lower dues amount than a Voting Member. Motion amended that we would get it typed up, reviewed by the board, and presented at next meeting.

Pat Brady proposed that we raise the dues for next year by \$5. This would help offset the new dues for next year to SWFDA. Before we voted, there was some discussion on what tonight’s new members would have to pay (the old or the new amount). We will also need to update the Pro/Rata dues schedule for new members being voted in during the year. It was decided that we would vote on this next month.

Mark Werkmeister still had some extra hot air in him, so he reminded everyone of the e-mail he sent out regarding the NM4W and the New Mexico Off-Highway Vehicle Association (NMOHVA) wanting to present Mike Bilbo of the Socorro BLM office with something to show our appreciation for all of his work with off-roaders of all kinds to open up roads, such as Gordy's Hill and other places. The cost would be split between the 2 clubs and could be as much as \$75. If you’re not a member

NMOHVA– become one. They are not well organized and need help. Bilbo contacted NMOHVA first and Mark is on the board and that is how our club got involved this time. Gordy’s Hill area is cooling down and becoming more comfortable. Should be really good about the 1st of January. NMOHVA has strong support with New Mexico government. The difference between NMOHVA and SWFWDA and United is that NMOHVA is more state orientated and SWFWDA & United are more of a national or US regional focused. Rick with R&S Kawasaki was influential in getting ATV laws changed to be more reasonable.

Glenn Bontly said that rumors were going around at Gordy’s Hill event that Cedro Peak trails are being torn up and there is talk that they will be closing those trails. Marcia Duggar tried to talk to the Sandia Rangers awhile ago and they told her to go away. The rumors were that it was big vehicles from a local club. There are 2 other local clubs and some virtual clubs. Marcia said that she will go and try to talk to Sandia Rangers again.

SWFWDA is updating its list of supporting businesses. It will include those businesses donating to the raffle at the SWFWDA Winter Quarterly Meeting in Las Cruces. If you patronize these business, please let them know that you are a member of NM4W and the SWFWDA.

New members voted in: Bryan and Sarah Gauntt. Welcome to the NM4W!!!!

Laurye Tanner is thinking about the Summer Quarterly that we will be hosting next year. She threw out an idea for us to do an 18 month calendar to sell at the Quarterly as a fund raiser for the club. She spoke to someone at Auge’s at the 4X4 101 event and they would sponsor the calendar. We would need to provide the photos and we could also do advertising on the calendars as well. Not just extreme 4-wheeling photos. Let her know which month the picture was taken in, she would like to put it on the corresponding month for the calendar. Multiple pictures submitted for any month would be voted on in on the web-site or at a meeting.

Frank G – would like for us to be thinking about what we will do as a club for Christmas. Please bring your ideas forward at next months meeting.

Marcia Duggar said that she was going through old notes and found where we were supposed to do something with the Air Force in September. Mark said that the person who brought it up told him that it was not going to occur.

Meeting was adjourned. Time was not noted by the Secretary (should we impeach her?)

The big winners of the evening were: Phil Rodacy (50/50), Ed Kausche (flashlight), and Keith Chapin (hat).



President's Report
By Mark Werkmeister

Greetings from the shop, er, the desk of the President! Thanks once again to Jeff (and Lauri) for covering for me at the September meeting. While they have proven it is indeed feasible and perhaps even desirable for me to stay away, I do plan on attending the next meeting. I suppose I will need to construct a "Shut up Pat" sign first....

A big thank you to everyone who participated in the National Public Lands Day (NPLD) activities at Gordy's Hill. We had a large number of people from our club show up and everyone put in a hard six hours of trash clean-up, sign installation, and Wilderness Study Area (WSA) boundary posting. We were accompanied by several members of the New Mexico Tech Off-Road Club as well. In fact, there was only 1 person at the NPLD that wasn't a four wheeler or a BLM employee. I don't think that fact was lost on the BLM either! The world is run by those who show up (and those who work at it) and hopefully our deep involvement in the projects at Gordy's Hill is rewarded by the creation of a world class four wheeling playground.

Deb & I managed to slip up to Silverton last weekend for three days to celebrate our anniversary (we had spent our first anniversary camping out of the long-gone CJ5 and checking out the fall colors

in Colorado). There were almost no golden aspens when we arrived on Saturday, but by the time we left on Monday, the color change was in full swing. I am sure that the club members who were lucky enough to go this last week managed to hit the area right at the peak of the season. And judging by what is going on at the top of Sandia, the folks journeying to Red River probably caught some beautiful sights also.

This month is a busy one with the SWFWDA Fall Quarterly and club's annual trip to Caballo Lake. Don't forget that our meetings change over to the 2nd Thursday of the month back at the church. I hope to see you all there!

Member Spotlight:
Dixon Patrick
by Joan Wolf



Eight years of mountain biking in Moab led Dixon Patrick to buy a Jeep. An avid mountain biker, he and co-workers covered many trails during annual biking trips to Moab. Three years ago, he rented a

Jeep to show his wife Moab. It was such fun that he came back to Albuquerque and bought a '97 TJ.

After acquiring the Jeep, he learned about NM4W from webejeepin.com and joined NM4W about one year ago. Dixon recently led his first club run and it was on a favorite trail, Tank Trap. The run went smoothly, except for one person breaking a tire bead. As he learns more about four-wheeling and area trails, Dixon hopes to lead more runs. One goal is to return to Moab and do Poison Spider to Golden Spike to Goldbar Rim. This takes 12 hours by bicycle--he hopes it will be quicker by Jeep.



He's built the TJ to handle tough trails, "I basically plagiarized Glenn Bontly's TJ", he explains, "I didn't want to break." His white TJ has a 3" Teraflex lift, 33" tires, a slip yoke eliminator, Tom Woods driveshafts, Kilby onboard air, Durango bumpers and rocker guards, a Tomken engine skid, ARBs front and rear with 4.56 gears, and a Currie 9" high pinion rear axle. He did the lift last, which is backwards from how most gearheads do it—but it worked. And his wish list? Dana 44 front axle.

It's a good thing his wife, Zelda, enjoys riding and driving the Jeep. In addition to Moab, they enjoy traveling to Durango, Silverton, and Red River. Their daughters are Samantha, 20, a TVI student and Brenda, 17, a senior at Eldorado High School. Samantha is lukewarm to four-wheeling but Brenda likes it and is becoming a good off-road driver.

To help support these activities, Dixon works as a Systems Engineer at Sandia National Lab's in the

Navy Program. He's a Project Leader in Systems Integration and commutes to work by bicycle—12 miles one-way! (That's all I could get out of him, so he must work on Top Secret stuff).

Dixon came to Albuquerque 17 years ago from Atlanta, Georgia, where he was born and raised. Besides family, work, and biking, other current pastimes include camping and competitive shooting. Dixon used to trap and hunt for bear in Alaska during a stint at Eielson Air Force Base outside of Fairbanks. "Alaska is the real outdoors," he says. But now that he's in New Mexico, he's happy to enjoy the outdoors by bicycle and Jeep. He likes the friendliness and expertise of NM4W members and has recommended the club to others. Welcome, Dixon, and we're glad you found the club.

Labor Day in the Conejos River Valley

by Frank G. Whiston

Over Labor Day weekend, we went to south central Colorado to explore the back roads around the Conejos river valley. It had been many years since I had been in the area and felt it was time to re-visit. Cliff & Jeanne Meier, and Erwin & Jeannie Greven both joined us in their TJ's. We all arrived at the Conejos River Campground Friday night.



Saturday, we headed out from the campground to explore the back roads along the Cumbres and Toltec train route. It had been many years since I had taken this route, so by discussion on the CB radio, we designated it an "exploratory trip" to

avoid any fines for wrong turns. Just two miles down Highway 17, we hit the dirt. We first drove by Buckhorn Siding. This is an area where there are tracks for the train to back up and off the main route. It lies just inside New Mexico along the border of the Carson and Rio Grande National Forests. From there, we followed the tracks to the west toward the mid-point of the train route at Osier, Colorado. Along the way, we pulled off the road a couple of times to take in the spectacular views of the canyon and the Rio De Los Pinõs below. We got to Osier about thirty minutes before the first train was to arrive at the lunch spot. We looked around at the section house and water tower, and then we all headed to the concession building. Cliff and Erwin discovered that they would be serving an all-you-can-eat lunch, so we waited for the trains and so they could take part in the feast. Good thing that they got in line before the 400 some people arrived on the trains from Chama and Antonito. From Osier, we crossed the Rio De Los Pinõs and skirted around the Cruces Wilderness to Lagunitas. We had light rain most of this time. We passed many hunting camps and were amazed by how many people dragged their RV's over at least 30 miles of rough road to make camp. Continuing around the Wilderness area, we finally reached the Rio De Los Pinõs, again near San Miguel. We climbed back out of the valley and took a direct route back to the Conejos due to the late hour.



Sunday, we went north of the Conejos valley in mind of reaching the La Jara reservoir. Just a short jog across Highway 17, we hit the dirt and climbed out of the valley. We followed Forest Road 101

along the ridge top and took a short side road to a beautiful overlook of the Conejos Valley. From there, we continued on toward Hidden Lake. We left FR 101 to get to the lake and found a "road-closed-to-motor-vehicles-sign" about ¼ mile past it. Things had changed since I had been there last. We went back to FR 101 and continued along. The trail went back and forth between State and National Forest property, through many cattle guards and gates. We reached one intersection and were unsure of where we were on the map, so we went to the Meier's GPS and used the waypoints to find our location on the forest map. Left headed towards a dry lake, which sounded like it might be a nice lunch spot, so away we went. Not long and we hit another one of those dreaded signs: "No Motor Vehicles". Still no lake, so we back tracked and went back into the State land to found a lunch spot in the trees. After lunch, we came across a couple of local motorcycle riders that had come down from La Jara reservoir. After visiting with with them, I felt confident with their route and we went the way that they had come. At that point, the trail did not see much traffic and was not shown on my map. When the trail hit the large open grassy meadows, it was a little hard to follow. We spotted a section marker and used it to get our bearing again. Soon we were on more traveled trails and began to see the wonderful white arrow that marks designated routes. The pace picked up and before long we made it to the reservoir. It was getting late again, so we decided to take the gravel road out to Centro, and then back to camp on the pavement.



That evening, the Meiers offered up their grill, so we all made hamburgers for dinner. Beth and I shared some garden tomatoes and fresh roasted green chile. The Meiers also had a campfire both evenings. We all enjoyed the beautiful weather and good company.

Monday morning the Meiers and the Grevens headed home☺. Beth, Kimberly, and I stayed and had a relaxing day in the Conejos valley. Tuesday we broke camp and went to the Great Sand Dunes National Park. We set up camp and played in the sand. Wednesday, we went up to the top of the Medano pass road and back. Thursday, we drove to Crestone, Colorado. This is where my grandparents lived when they were starting a family. It was fun to think about my family history and experience the beauty of the area. That afternoon, we took a hike to Zapata Falls. Friday, we returned to Albuquerque.

National Public Lands Day at Gordy's Hill

by Mark Werkmeister

Photos courtesy of Alex Hines and Mike Bilbo



Four wheeler volunteers listen to safety orientation by Mike Bilbo, Recreation Officer for the Socorro office of the BLM.

Saturday, September 10th, marked the celebration of National Public Lands Day at the Gordy's Hill Off-Highway Vehicle (OHV) area. The event was hosted by the Socorro office of the Bureau of Land Management (BLM). The New Mexico 4 Wheelers were represented by 20 members and guests (in

fifteen vehicles) and were joined by members of the New Mexico Tech Off Road Club out of nearby Socorro. After a short safety briefing and orientation, the participants split into four work groups. Three of the groups headed down the three major roads that pass through or adjacent to the OHV area to erect directional signs and post Wilderness Study Area (WSA) boundary markers. After the signs were all posted, the groups policed the ditches along the three graded roads and managed to pick up a full ton of trash! The fourth group stayed back at the staging area and erected the new steel "welcome" sign provided by the New Mexico 4 Wheelers. Putting post holes down through several feet of river rock and pouring cement two miles from the nearest water is never an easy thing to do.



Volunteers and the BLM plan the activities at Gordy's Hill OHV area for National Public Lands Day.

The day wound down with a potluck dinner and a community campfire for those lucky enough to be able to stay down and spend the night. The following Sunday, members of the two clubs (twelve vehicles strong!) headed off for the trails and cleared and traversed another new trail (Hidden Valley). The group then split with one group playing in the rocks of Upper Amado Canyon and the other working to insert a permanent winching point above Pucker Falls. They reported that the heavy rains of recent weeks had eroded some of the ramp at Pucker Falls, and added substantial

difficulty to the ledges above the Falls. Sounds like a return trip is order!

The New Mexico 4 Wheelers and friends have now invested well over one thousand hours into the development of Gordy's Hill. The Resource Management Plan that officially designates the trails within the OHV area is due for public review late this fall. Keep watch for notices on how to make comments and ensure that this great new four wheeling opportunity is developed to its maximum potential!



In addition to posting boundary and directional signs, the four wheelers picked up over a ton of trash from the roadsides.



Group photo of some of the many four wheelers from the New Mexico 4 Wheelers and New Mexico Tech Off Road Club that participated in the National Public Lands Day event at Gordy's Hill OHV area.

Tank Trap Trail

by Dixon Patrick

Coming up on my first year as a member, I figured it was time to lead a run somewhere. I pondered all the "what ifs" of things that could happen to others on the trail. Fact is, all the rides I have been on had more help than any single person would ever need. So "which trail" was the big question, my favorite so far was Tank Trap. Glenn had led it in March, so I figured it would be easy to find and not much way to get lost. Also, I figured out that to stay out of the dust, you got to be in the lead.



My first goal was not to get lost; following what others have done before me, I went to find the trailhead in advance. With the price of gas, I did not want to lose any funding to the Sheriff finding out I had to U-Turn. I must note, finding the trailhead before a run is a good thing; going alone, a bad thing. On a run, I always have food, parts, etc, but this was a quick run to the trail head and I did not pack all that stuff. Remember what happen to Glenn when he simply went to find the trail head in March? Well no problems, but the potential sure was there and I was reminded of it, and it got me thinking, where is that cowbell from last year?

So Saturday 27 Aug, 9 vehicles met at the Conoco Station, Brad Opatz, Glenn Bontly, Jason Lavy, Dixon Patrick; and visitors Dan Pritchard, Heath Hislop, Keith Chapin, Eric Capener, Tony Roybal and James Randolph. Everyone drove up to Santa Fe, just above the airport. After airing down, we

made our way all the way out and up to the trailhead. While airing down, I took a look at the range of vehicles. At one extreme, we had Jason in his chopped '96 ZJ Grand Cherokee that he had rolled on another run. He promised that all of the ugly parts had been removed, but we're not quite sure. At the other end of the spectrum was Keith Chapin's Suzuki call "Short Bus"; not sure of the model but it looked like a small school bus, maybe it takes people to 4X4 School.



The trailhead on Glenn's map is where the trail ends, makes a loop, but I think the real start is the Dam that is the Tank Trap itself. The Tank Trap part of the run may not be the hardest obstacle, but the exposure sure makes it the scariest; the 20 deg off camber actually feels like 40 deg.



Being the end of the summer, the water was down quite a bit and Glenn noted an alternate route to the

right of the normal starting point. It is normally under water and would not have been much fun earlier in the year. Well, several people tried it, but no one made it. It didn't look that bad, but this one rock was just perfectly placed to hang up everyone. The short wheel base guys got stopped, and even the long Grand was subdued. You just got to know when to move on. Everyone used the typical route, and all the vehicles got through with minimal trouble.

We made it past the dam and dropped into the streambed. The day was perfect, temps in the 70's and a little overcast, it did rain for a few minutes, but no one noticed. We crept along the rocky streambed, which lets you avoid areas of concern or add to your difficulty level as you like. Everyone that had been before noted that it was different; we guessed that the large amount of water earlier in the year must of moved stuff around. It took us about 4 hours to drive the 2-mile trail and I think we had one winch use.



At one of the many optional obstacles, all but two went left. On the right was a narrow and deep mini canyon. If you slipped off one side, it would be body damage above the rocker panels. Well guess who gave it a go, the impressive Jason "I don't need to pick a line" Cherokee made it without a problem. Then to our surprise, the Short Bus was in the gates; we had to stop and watch this. That little thing crawls like a bug with little effort; it buzzed on through. We crossed several pools of water and rock gardens.

A short while later, we were at the last major obstacle; yea, it's the one at the end of a wide area. We had our first breakage; well I am not sure if it would be called breakage if you do not replace parts. One of the Rubicons lost a bead and the tire went flat. It was amazing as everyone made suggestions on what to do and the best plan was executed promptly. The tire was reseated and aired up while still on the vehicle. I bet Richard Petty never got that kind of service.



We finished the day earlier than I was thinking we would, and as we were packing up to leave, we got the idea to find La Bajada on the way back. Dan Pritchard and I were the only takers; using our GPS and maps we finally found the north end of the trail. We took the road north of the airport, traveled southwest, turned right to get up on a hill, and then south following the power lines. I will have to get GPS coordinates for future runs as an optional add on run. Going down La Bajada was like going back in time; I was thinking, it's hard to complain about how bumpy it is when you think about the old cars and wagons that had made this hill. And then looking to the left, you can see I-25 and cars going 75 MPH. What will transportation be like in another 100 years?

Quote of the Month

by Glenn Bontly

This month's quote occurred at the National Public Lands Day at Gordy's Hill a few weekends ago. To set the stage, Jeff and Lauri were assigned to work

in separate groups. Jeff was part of the "sign" crew, and Lauri helped post WSA signs and pick up trash in Paul Thompson's group. I was also assigned to Paul's group. Shortly before we departed for our various work locations, the following short dialog transpired between me and Lauri:

Lauri: "Glenn, do you have room in your cooler for my sandwich?"

Glenn: "Sure, Lauri. Do you need a ride also?"

Lauri: "No, *I'm* riding with *Paul* in his new *Rubicon*."

Pictures on the Internet

by Laurye Tanner--Historian

New site address for the club pictures. It will change every time I add new slideshows.

<http://www.snapfish.com/share/p=486261127740185602/l=61390021/cobrandOid=1000111/otsc=SYE/otssi=SALB>

There are now 11 slide shows to view. Remember if you do not want to personally register with Snapfish, you can use **nm4wphotos@earthlink.net** as your login, and **jeepers** as your password.

Do not order pictures using the above login and password, however, or your credit card information will be available for others to use.

Please e-mail me at lauryetanner@earthlink.net, or give me a CD of the pictures you have taken. Please let me know the name of the event and who took the pictures. Please resize your pictures to a 5" by 7", or around 500 by 500 pixels, before you e-mail it to me. That will really help me in the downloading time onto my computer. Remember to save your originals and do a **Save As** on the pictures you plan to send to me.

At the October meeting, I will be bringing up a motion to make an NM4W calendar to sell at the 2006 Summer Quarterly next year. Be thinking about what pictures you would like to see in this calendar.

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 e-mail address, we will add you to our guest e-mail list to receive notices of future events as well as the monthly posting of the club newsletter, The Trail Tales, on the web site. 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.

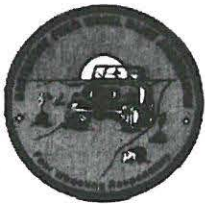
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Trip Chairman Jason Lavy 792-8035 trip-chairman@nm4w.org	Environmental Affairs Bob Norton 281-5315 environmental-affairs@nm4w.org	SWFWDA Delegate "Your Name Here" Please Volunteer!

Schedule of Events

Date(s):	Event:	For More Information:	Phone:
Oct 8	Search & Rescue 4x4 Training	Call Mark Wolf	505-856-8539
Oct 13	Club Meeting	Call Mark Werkmeister	505-891-0296
Oct 22 - 23	Caballo Lake Trip	Call Glenn Bontly	505-249-1127
Nov 10	Club Meeting	Call Mark Werkmeister	505-891-0296

Trail Tales
 21 Rattlesnake Ridge
 Tijeras, NM 87059-7440





Trail Tales



November 1, 2005

The Official Newsletter of the New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

From October 13, 2005

by Lauri Rector



Meeting was held in room 407 in the Heights Presbyterian Church. Mark Werkmeister called the meeting to order at 7:00 sharp.

Guests: We had many!!! Welcome to all of them!!!!

Steve & Danette Collins – '05 Rubi
Ed & Robin Redman – Isuzu Trooper
Jack & Dolly Newcomb – '05 Unlimited
Robert Gill – '93 Jeep Cherokee
Heath Hislop – '86 Sami

Members Present: Berglund, Bontly, Bove, Brady, Chapin, Duggar, Eklund, Gjerner, Greven, Hurt, Kennicott, Lavy, Markham, Meier, Don Miller, Norton, Patrick, Rodacy, Tanner, Turpin, Whiston (Frank G & Frank R), Wolf.

Secretary's Report – Lauri Rector: It was immediately moved & seconded to dispense of the reading of the minutes of the September meeting.

Treasurer's Report – Paul Thompson (not present – but all of us printed and brought his email with us so that we could report on the balance): Current balance is \$2,393.42 and does not include raffle money from September meeting. It was asked if the payment of SWFWDA dues had been paid, which should be about \$700. It was agreed that they have most likely not been paid. But, Paul should have the proper forms and the list of members so that he can send them in with the check by the end of October.

Vice President's Report – Jeff Rector: Fines for Laurye Tanner – she promised us Gumbo on Thursday of the Silverton trip and she didn't show up and many "went hungry" that night. 25 cents per person was suggested for the fine. The sheriff fined himself for oil pressure line that broke and leaked oil all over. Mary's fines are being held until she's present. He explained

the points system again. He has forgotten the purpose of the points – but the president explained it.

Trip Chairman's Report – Jason Lavy: Tom ran Red River; 14 vehicles on Saturday to Goose Lake and 13 vehicles on Sunday to Greenie Peak. No breakdowns, no fines. Fall colors were pretty good and there were a few deer.

Wolfie and Bontly talked about the Silverton trip since Peeples and Thompson were not present. This trip covered 2 weekends, plus the weekdays in between. Wolfie was there for the first half of the run and the 1st weekend was nice weather, clear, but cold. Wolfie missed the rain, but then came back to pick it up when the weather nicened again. He and Joan visited relatives that live in Colorado. Bontly was there for the last half of the run and he reported rain for 2 days and sunny for 2 days – it was cold. Black Bear was good. Paul helped out a lot with leading the trails. Chuck pushed himself way too hard on this trip. Chuck's daughter came up for both weekends in a row. Tanner's were not able to make the trip, but appreciated the cake, and the phone call to Carlos to "sing" Happy Birthday, which may have contributed to his trip to the Emergency Room for high blood pressure the next day. ;o)

Cibola Search & Rescue (CSAR) 4X4 training – Wolfie & Pat Brady put this program together. Seven members of Cibola Search & Rescue showed up. The event was over early in the day. See article elsewhere in this issue for more details. The NM4W had the CSAR participants do a lot of the demonstrations themselves so that they would learn. Then Pat showed off and climbed a tree with his Jeep. Thank you to Desert Rat for the high lift jack and tow strap they donated for us to use in the demonstrations. And to Auge's for letting us use their property for this training event (we would have had to buy insurance to use the Cibola Forest land).

Mary & Craig Turpin ran an impromptu trail ride to the Rio Puerco with the some balloonists that were in town for the Balloon Fiesta. The balloonists were French Canadian and most of the attendees were from the local virtual clubs (you can check their discussion boards for

more details?). One of the balloonists was heard talking about God and being protected. That's what most of us would be saying being up in the air in a wicker basket suspended by fabric filled with hot air! Their horizons were broadened by the Rio Puerco obstacles. They want to go up in a balloon at the Puerco next year. Word is spreading among the balloonists and this could be bigger next year. All drivers had the opportunity to go up in a balloon before the run.

Fall Quarterly starts tomorrow. So, if you're at the meeting tonight, you most likely aren't going.

Glenn is leading the Caballo Lake run on October 22nd. He is trying to get them to open the back area of the camp area. They will be leaving the campgrounds at 8:00 am for an early start for a long trail and a long day.

Werkmeister is leading a work weekend run November 12th & 13th at Gordy's Hill. Bring all of your work tools, gloves, and water. He will determine which trails are worked on, depending on what vehicles show up.

Mark Wolf will lead Sage Brush Flats on November 19th. This is normally our New Year's Day run. It's what keeps the old folks from drinking too much or trying to stay awake to bring in the New Year.

Mark Wolf wants to do something New Years at Gordy's Hill. I'm thinking that a bonfire and a few beers and ringing in the New Year at 9 pm and then going to bed could be fun. There should be more details to follow.

Tom Hurt volunteered to lead the annual Christmas Tree Run on December 3rd.

Director Environmental Affairs Report – Bob Norton: He will not be attending the Fall Quarterly in Clayton this year due to gas prices and the cost of motels (he did go to Montana this summer and no one can argue the cost of gas right now). He said that Clint will send pictures and articles from Clayton. World Wide access issues – Permits required in Africa and New Zealand. The French will prohibit 4X4 on streets and on any road that 2 wheel drive can go on.

Colorado access news; this is just starting so we need to be sure and participate. Grand Mesa, Uncompaghrie, and Gunnison areas – the word is out that anti-access groups are pushing wilderness alliance core reserves to not allow mechanized and motorized vehicles in the areas. Forest Service considering parts of their plans. GMUG planning team has 5 management themes that are being

looked at. Theme 5 is their back-country theme for trail constructions and timber harvesters.

Theme 3 is being called their recreation theme. Go to Blue Ribbon web-site www.sharetrails.org – link on their home page to read all about it. These are the major areas of the best scenic four-wheeling in Colorado. So, if you enjoy Colorado, you need to get involved (at this point, we are not sure that the Tanners like to go to Colorado – they *could* have driven their truck up there and brought the Gumbo to us). When it is done, it will be the guidelines on how we recreate.

Jason Lavy spoke on the Moab BLM. They are reviewing their 5-year permit options. First option will leave all open for permit and Arch Canyon & Hotel Rock will be added. In the second option, a whole lot of trails would be closed. The third option is that no permit be offered. This option means that there would be no Easter Jeep Safari. Jason has a letter that we could use, modify, or use as a template. If you use his letter or write your own, get it in by the end of the month. Bob Norton also has information on this.

Last month, United motioned and agreed to raise dues by \$5 per person starting in 2007 – which will affect the dues we pay in 2006 as a club. SWFWDA dues structure also changed due to United's dues increase. Some clubs don't understand what United does for them. United has a good legal staff that represents us. February 22–25 is the SWFWDA Winter Quarterly meeting in Las Cruces (a.k.a., the Chile Challenge). This is a good event. Maybe it won't rain this year.

Program Chairman's Report – Leon Duggar: He has found another gift Certificate – 4- Wheel Parts \$25 gift certificate. He has dash plaques, patches, hats, and t-shirts for sale after the meeting. Raffle tickets – 6 for \$5 or \$1 a piece. This is still the same whether you buy \$10 or \$20 worth of tickets – some people just can't grasp that concept. We need to order more shirts as Wolfie has bought all the XXXXXL sizes. He has a pricing chart so that you can put in an order if you want to.

Historian's Report – Laurye Tanner: See Laurye's article elsewhere in this issue for the current link to snap fish. She brought a slide show of pictures of Silverton. Send her your pictures – call her 1st if you email a lot of them or don't know how to make them smaller.

Webmaster & Newsletter Editor – Glenn Bontly: Has nothing to report.

Old Business: Laurye Tanner: Would still like to get a calendar made up and sold at summer quarterly in '06. Several people said this is a good idea and that they would be willing to buy one. She has talked to Auge's and they will help, she wants to make sure that the club wants to do it. Leon will make calls to see if we can get sponsors. Sidekick does a calendar like this. Leon thinks that we can do something like that. Manufactures are inundated with calls for sponsorship and hard to get help. Maybe we can get enough help from local business.

Mark Werkmeister: Need volunteer to head up the committee for summer quarterly. All you need to do is make sure that things get lined up, such as caterers, port-o-lets, etc. You should have committee people that will actually do all of the work. Please consider as to whether or not you could do this for the club.

Leon Duggar: Last month it was reported that Cedro Peak was being torn up. It's not Cedro Peak, it's a firewood cutting area and it was ATVs and such. Marcia talked to the Rangers and they know who did it and they knew it was not us. Perception is big part of things. If you see any body tearing things up (it was Wolfie) it needs to be reported. Stop in and say Hi to your Rangers and BLM people, let them know who you are.

New Business: A late arriving guest: Robert Gill, has a Jeep Cherokee – being built.

Wolfie needed to offer something more to the meeting - Officers do a lot for the club and some people have been around for a lot of years doing work behind the scenes. Wolfie wanted to give Sue Brady a big THANK YOU for setting up reserving the room at the church for our winter club meetings. Thank you Wolfie for bringing this up so that we can also show our appreciation!!!!

Carlos Tanner found out on a web site about a play called Four Wheel-Drive – a play about masculinity. It plays on Friday, November 4th and Saturday, November 5th at 8 pm; and Sunday, November 5th at 10 am and 2 pm at the Kimo Theatre. Maybe we will get a group together for the Saturday showing and have dinner before the play begins.

Volunteers to host meetings at the church:
Jason & Sara Lavy – November '05
Craig & Mary Turpin – January '06
Keith Chapin – February '06
Cliff & Jeanne Meier – March '06
Mark & Joan Wolf – April '06

Phil & Ilene Rodacy have graciously offered to host our holiday party in their home on December 10th. Let's all try to be on our best behavior that evening.

Mark Werkmeister had a prospective Associate Member – Kevin Cutler. Mark Wolf motioned that he be voted in as an associate member and it was seconded. No discussion needed. Kevin resides in Houston, Texas.

Jim Huff in Las Cruces has volunteered to lead us on trails if anyone is interested. Just contact Tom Hurt and he'll contact Jim.

Meeting adjourned at 7:48 pm.

Winner of the 50/50 raffle and the gift certificate was Heath Hislop. We'd have a problem with that, but he had a whole bunch of tickets.



President's Report By Mark Werkmeister

Greetings from Minnesota! Yes, that place where they think ice fishing is great winter sport and eat deep fried cheese curds. I am up here for a week of training amongst more lakes, trees, and brightly leaved hard woods than I have seen in almost twenty years. It is good to get away from New Mexico once in a while. It reminds me of just how different places can be and how appreciative I am of where I live. Sometimes it is good to step back to reflect on where you are and consider just how lucky we are.

I feel the same way about the New Mexico Four Wheelers. I have been a member of our club for many years now. In fact, I don't even know how many years, but do know that my daughter who is now driving was a toddler when we first attended a meeting. Looking back on where the club has been and *how* the club has been for all those years is worthy of, at least, occasional reflection and feelings of appreciation. Here are a few thoughts:

I remember how friendly people were at that first meeting and first run that we attended. It made me feel comfortable almost immediately and was a large factor in encouraging us to return again and again. Have fun with your old friends because they are important, but take the time to meet the guests and "new" members. Share your fun with them, encourage their participation,

listen to their ideas, and welcome them to the larger family of NM4W.

Our club works because we all love four wheeling and don't let petty politics get in the way of having fun together. A lot of clubs have a lot of fun, but many also get sidetracked by the almost inevitable squabbling that tends to happen anytime you put of diverse group of people together. I don't know if we are just lucky, or if it is because our club makes a conscious effort to remember why we are together and tries to keep the "politics" in perspective. Whatever the reason, don't change it, because it WORKS!!! I can't think of another single 4WD club that has been as free of the divisive issues, words, and deeds as our club has been.

Our club has been, and continues to be, composed of great people. Not just great four wheelers, but great people...people who really do behave like they care about the club and each other. If you are very lucky, you can find that kind of behavior in other organizations and institutions, but it isn't really very common. I feel really fortunate to have found it in our four wheeling club. One only has to look around at the short histories or long, sad storied of other clubs to know that we have something different and special in the New Mexico Four Wheelers. Don't forget to thank each other for it at least occasionally.

See you at the next meeting!

Mark

PS--Just what *is* a deep fried cheese curd?

Silverton, Days 1 - 3 by Joan Wolf

The bright blue skies and gorgeous fall colors couldn't have been better during the three days of Silverton that Mark and I attended. The only thing better than the great outdoors was Carol Kennicott's warm berry cobbler delivered to the South Mineral Creek campground on Tuesday night!

On Monday, eight vehicles headed over Ophir Pass. It was easy-to-moderate wheeling, and we were fortunate to have no wind at the top of the pass. After the requisite photo ops, we continued west through "Old Ophir". After much of the town was wiped out by avalanche years ago, the "New Ophir" settlement was built in a more sheltered area.

Even though it had been several years since traveling these roads, trail leader Paul Thompson remembered several neat places, including the Ames Generating Station. This was the world's first AC generating power plant; it even pre-dated the Niagara Falls plant. Paul also took us to a hidden waterfall that was a short hike from the road. There was quite a bit of cascading water, considering this was the dry season. We enjoyed a leisurely drive back to camp on Last Dollar Highway, where we gawked at trophy homes, massive rockslides, and more brilliant fall colors.

Tuesday's equally enjoyable run was to Kendall Mountain just south of Silverton. This trail offers great views of Molas Lake, Hwy 550, the town of Silverton, and high peaks everywhere you look. Chuck and his friend Doty shared the history(?) of how a railroad car ended halfway up Kendall Mountain; the engineer had a long night at the bar and got lost. After taking in the views from Kendall, some of us took a side trip to Deer Park. There we oohed and aahed over more stands of bright yellow and orange aspens and enjoyed lunch at the famous school bus.

On Wednesday, Mark and I headed on to Montrose and Basalt to visit family and friends. Sounds like we got out of Dodge just before the wet weather hit. We thoroughly enjoyed our few days of camping, sightseeing, and hanging out with the NM4W gang. Thanks to Chuck for getting this on our calendar a year ago and to Paul, Mary, Chuck, and Ethel May for setting the stage for terrific runs, meals, and camaraderie.

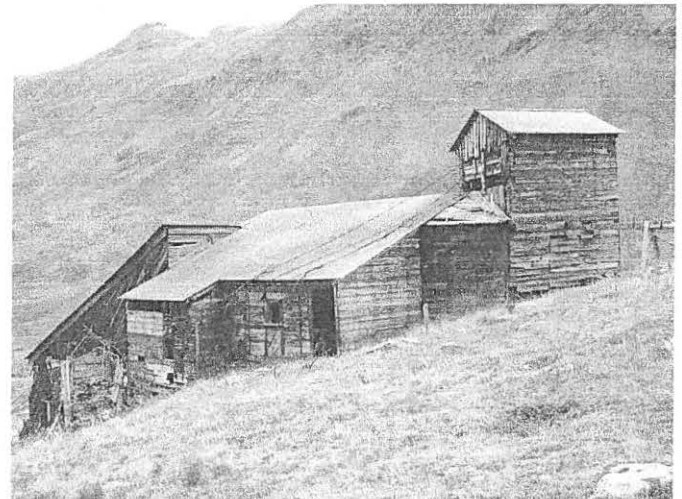
Silverton Fall Colors by Paul Thompson

This year's trip to the Silverton area was planned and anticipated for over a year – ever since Chuck Peeples suggested in July of last year to schedule a visit timed to catch the fall colors in the San Juan Mountains. His idea was to spend a week or more at the South Mineral Springs campground, and host club members and guests for whatever days their schedules would allow them to attend. The event came off as planned during the week of September 18 through 25. Members attending for all or part of the week were Chuck & Ethel May Peeples, Mark & Joan Wolf, Paul & Mary Thompson, Phil & Carol Kennicott, Jeff & Lauri Rector, Justin & Nina Simenson, Nancy Crowley & Rod Martin, Glenn Bontly, and Guy Conway. In addition, the Peeples hosted guests Jimmie & Debbie Farrell, and Dody & June Roberts.

We started the week on Monday with an easy drive over Ophir Pass, along the south fork of San Miguel River and Last Dollar Road, and across Dallas Divide to Ouray. We made stops at the Historic Ames Power Plant and a secluded waterfall on Wilson Creek, ate lunch overlooking scenic Wilson Mesa, and paused for an ice cream cone in Ouray before heading back to our campsite over Red Mountain pass.



obstacle for most drivers. Jeff was the exception, as he chose a difficult line and made it look relatively easy. Everyone else took the “easy” route and climbed the ledge, which still proved challenging. We proceeded to Lake Como for lunch and then traversed Hurricane Pass. At this point, some vehicles returned to camp through Gladstone. The rest of us descended Corkscrew Gulch, where Guy Conway pointed out an easy-to-miss side trail to an old pipeline and suspension bridge across Red Mountain Creek.



Tuesday took us up on Kendel Mountain with its spectacular views of the town of Silverton and the surrounding area. We proceeded to nearby Deer Park for a relaxing stop for lunch. After returning to Silverton, a smaller group added a side trip to the site of Buffalo Boy mine and tram house before returning to camp.

The finale for the week came on Saturday with the ever popular Black Bear / Imogene Pass loop. The steps and switchbacks on Black Bear, combined with the waterfalls and vistas of Telluride below, made this trip a memorable one for everyone from veteran to first-timer. During our final rest stop after descending from Imogene Pass, we were treated to a close encounter with several White-Tail deer that approached our location with little acknowledgement of our presence. It was a fitting end to an enjoyable week exploring the high country of the San Juan Mountains.

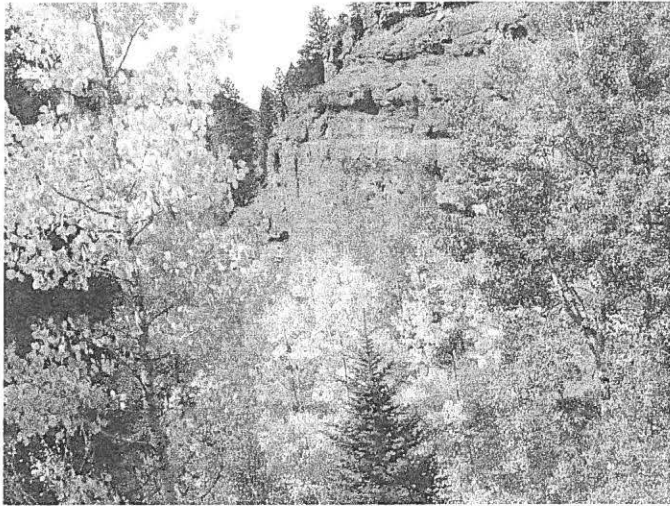
Phil Kennicott led on Wednesday through Gladstone, Hurricane Pass, California Gulch, and Placer Gulch to the Sound Democrat Mill. We took our time touring the partially restored mill with its preserved jaw crusher, stamp battery, and Wilfley tables. Part of the group headed down to Animas Forks and back to Silverton, while the remaining vehicles proceeded into Picayune Gulch for lunch, and on to Maggie Gulch to visit another well preserved stamp mill.



It rained Wednesday night and Thursday, so some of our group stayed close to camp for the day. But a few hardy souls braved the weather by first driving to Ouray for breakfast! When the skies cleared a little, we made an excursion into Governor Basin. The rain and clouds made for some enjoyable scenery, but few opportunities to explore, so we made an early retreat to shopping in Ouray and Silverton.

Friday was our day to take on the challenge of Poughkeepsie Gulch. The preceding day's rains made the famed stair steps a slightly tougher-than-normal

In all, it was a hugely successful week of good company, great wheeling, and fantastic scenery. The timing was perfect, as the fall colors were just starting when we arrived and progressed to full splendor by the end of the week.



Red River Trip by Frank G. Whiston

Tom Hurt organized his annual trip to Red River on September 23-25, 2005. Friday the 23rd was mostly used for travel to Red River. Tom camped at his usual spot in Mallette canyon, and most of the group joined him there. Beth, Kimberly, and I stayed in a RV park in town, while a few others stayed in motels. The turnout was good and we had a lot of guests. Attendance was as follows: Trail Leader: Tom Hurt, 1976 CJ-5. Members: Whiston, Frank, Beth, & Kimberly, 2004 TJ Unlimited; Greven, Erwin & Jeannie, 1998 TJ; Meier, Cliff & Jeanne with their Grandson, 1998 TJ; Woodard, Jeffery, 2000 GMC Jimmy. Guests: Hurt, Andy, 1970 CJ-6, Rio Rancho NM; Wendler, Chuck & Isela, 2005 TJ, Santa Teresa NM; Huff, Jim & Nancy, 1993 XJ, Mesilla Park NM; Newcomb, Jack & Dolly, 2005 TJ Unlimited, Abq NM; Redman, Roger & Karen, 1999 Trooper, Placitas NM; Solnitzky, Bill, 1998 ZJ, Rio Rancho NM; Adams, Mike & LaVada, 2003 TJ, McAlester OK; Miller, Wingo, 1997 TJ, McAlester OK; Sparkman, Dave & Jaime, 1989 YJ, Rio Rancho NM. Other Guest Passengers: Hurt, Jimmy, 1971 C101 Jeep (in the works), Rio Rancho NM; Stephenson, Bill, Abq NM; Lance Byron, Abq NM.

Saturday, 14 vehicles lined up at the Mallette Creek Park for the Goose Lake trip on free fishing day. Tom held a driver's meeting, everyone aired down, then we all went

through town to the trail head. Tom got on the radio and suggested a line to the right across the river, to stay in more shallow water. At the driver's meeting, Tom passed out leaflets that he had gathered that pointed out some history corresponding to numbered markers along side the trail. We worked our way up the narrow trail, passing old mines and weathered structures along the way. Most of the aspen trees were brilliant yellow. Lucky for us, the only traffic that we had to contend with were ATVs. At about the half way point, Tom found a place that we could get all 14 vehicles off the trail for a 10-100 and to look at some old cabins. Once everyone got their rest, we headed on up the trail where it got a little more rocky. All the stock vehicles had to watch their line a little more closely to avoid scraping the undercarriage or hanging up on a diff. We finally reached the lake where it was windy and cold. Tom and a few others drug out their poles, but had no success. Others ate lunch and hiked around to take in the beautiful scenery. The group kind of split up on the way down so that we could take a short side trip to one of the area mines. Tom told us about it and how tight the area was. It was definitely a good call to not bring 14 vehicles there at once.



That evening, most of us gathered at the park for a potluck dinner. The weather cooperated and it was a

wonderful evening. The food was excellent and it was fun getting to know all of the new guests in attendance.

Sunday, the group met at the park again for a run to Greenie Peak. The group was a little smaller that day and Tom promised that it would not be so rocky. As we gained altitude, the aspens were brilliant gold. I think that this area was at its peak for color. Once we got to the top of the mountain, we stopped to take in the near 360° view. Once again, it was very windy, but the sun was out and it did not seem quite as cold as it was at Goose Lake the day before. From there, we continued to a couple of mines and looped back to the trail that we came up on. Once we got back to town, most of us packed up and headed home. Thanks again Tom, for another wonderful trip.



Cibola Search & Rescue Training
by Mark Wolf

Saturday, October 8th found 11 NM4W members gathered for some 4X4 training for seven Cibola Search & Rescue (CSAR) personnel. Members present were Joe Abbate, Pat Brady, Marcia Duggar, Ed Kausche, Phil & Carol Kennicott, Chuck Peeples, Jeff Rector, Phil Rodacy, Justin Simenson, and me. I had been contacted in August by one of the CSAR members, through Derren Owen of Desert Rat Off-Road, to perform some training. I immediately contacted Pat Brady to help me come up with a training agenda. After a few iterations, we finalized it.

I then sent Sam Williamson of CSAR the agenda for review. He sent it to his group and we then decided upon a date that worked for all of us. October seemed to be the best month and October 8th landed as the best day for us all. I had also contacted Robert Auge of AUGE's

to ask him if he could use his property for the training. Without hesitation, Robert agreed and also offered to make some copies of the 4X4 101 training booklets that were used for the training. This was a big help! Desert Rat Off-Road donated a Hi-Lift jack accessory kit and a tow strap to use for the training. Wow! With all of this help it was hard to be unsuccessful!

The NM4W members led discussions for various topics and answered questions as they went along. The group seemed to be very interested and offered up some personal experiences and also asked some good questions. We then went through some basic, necessary tools when going off road. We showed them the portable air compressor, tow straps, and the Hi-Lift jack. Ed talked about winches and showed them the differences between synthetic ropes and steel cables. Marcia talked about skid plates and showed them what rocker panel protection is all about. Joe gave a talk about cooling, communications, and gears. Phil Kennicott gave a talk about fire extinguishers, pull straps, and transfer cases. Then it was on to the demonstrations. For this, Pat asked the CSAR members to volunteer to perform the demonstrations themselves or use their vehicles for the demonstrations.



First there was a Hi-Lift jack demonstration using the jack as a winch for both straight pulls as well as side pulls when a vehicle finds itself off the edge of the roadway. Pat showed them how to connect their vehicle to the jack and how to work the jack slowly until the vehicle worked itself back onto the roadway. Most members (both CSAR AND NM4W) found it be very enlightening! Pat then had them try a few tire placement tricks. These included tire placement when driving over an obstacle, clearing an obstacle, and driving through a ditch.

I think that all who attended gained some knowledge about the sport and began to appreciate the things that a lot of us take for granted. We four wheelers tend to get jaded by our experiences and vehicle modifications. It's nice that someone who uses their vehicles for a broader range of general conditions can appreciate what our vehicles are capable of. Of course, Pat just had to show off his vehicle's capability by crawling up a tree! Thank goodness it was private property!

Look for volunteer information forthcoming to assist this group in their future efforts. Hopefully, they never have to come looking for one of us!

Caballo Lake Trip by Glenn Bontly



What a totally awesome trip we had down to Caballo the weekend of 22 – 23 Oct. Unlike last year (when we went in mid-November and got rained on, sleeted on, snowed on, and blown around by Artic-like winds), the weather this year was absolutely perfect (lows in the 40s, highs around 80, a light breeze, and lots of sunshine). We had 14 full-size people, one miniature person (Kimberly), and one large dog (Della) riding in 8 vehicles. Frank & Beth brought their 2 cats, but they (the cats) stayed in the motorhome all weekend. Everyone arrived sometime on Friday. The Whiston Families got there first and were able to get the Camp Host to open up the private area in the back of the park for us. Other participants included the Thompsons, Grevens, Meier (just Cliff), Duggars, guests Steve and Danette Collins (in their TJ Rubicon), and myself. Cliff told everyone that Jeanne was sick, but we think she just didn't want to drive over Palomas Gap again! Steve and Danette arrived late and stayed in a motel the first night. But on Saturday night, they camped with the rest of us. They simply threw their sleeping bags on a pair of really

nice cots and slept under the stars! Reminded me of the Hole in the Rock trip from a couple of years ago.



I warned everyone in advance that it was gonna be a long day. Standard departure time is 8 am for this trail, and everyone was ready precisely on time, even Kimberly. The air down spot is on the other side of Caballo Dam. Unfortunately, the Government saw fit to close the dam to vehicular traffic, due to the high risk of terrorist attacks and the threat to our national security, of course. So we took the long way around. Throughout the day, being the good leader that I am, I introduced the group to several new roads and points of interest along the trail. Then we . . .



Okay, I'm pretty sure they aren't going to let me get away with this. The truth be known, even though I've been on this trail for the past 3 years in a row, this was the first time I've led it. It's normally about 80+ miles round trip and it's not an easy trail to lead, as I found out; Wolfie does WAY better than I ever will on this

one. Despite the fact that I made half a dozen wrong turns, and abandoned the entire group at one point and got myself totally lost for nearly 30 minutes, I partially redeemed myself by finding a "local" who was able to show us a shortcut back across the river (a good 10 miles south of T or C), and got everyone back to camp at a record-setting 4 pm! Mary Thompson thought I should receive a little credit for being a "male person who asked for directions", but Deputy Sheriff Leon suggested that I bring my checkbook to the next meeting anyway.

The funnest part of the trail for me is near the beginning, crawling through the rock-filled canyon. I suggested for a future trip that we spend the first half the day crawling up the canyon, have lunch, and then crawl back down. Unlike last year, the trail was totally dry this time. No problems, no breakage, no need even for a strap.



Our Saturday evening potluck was terrific. We had a good variety of food, and lots of it (as usual). I have to brag a little bit here. I brought homemade Posole and Red Chile (that a friend taught me to make), and got several compliments on it! :o) We spent the remainder of the evening around the campfire. We reminisced about past trips to this trail. The most memorable was 2 years ago, a trip I'm sure Chuck Peeples will never forget. We remembered him blowing a trailer tire on the way down, having tranny problems not too far into the trail, breaking a front leaf spring on the shelf road down from Palomas Gap, running out of gas on the way back to the camp area, and finally "flipping" his steak off of his BBQ grill and onto the ground! Chuck took the "dirty" steak into his camper, and came back out shortly after with 2 hot dogs. There was TOTAL silence! And then last year. We had a newbie on the trail in a stock TJ on her FIRST trail ride. The weather made for a very challenging trail, even for the experienced drivers in well-equipped vehicles. She was in WAY over her

head! And when we stopped for lunch, and most of us were freezing while we munched on our cold sandwiches, Daniel and Martin Juarez pulled out a huge BBQ grill and proceeded to cook up for themselves some burgers and dogs!

I really enjoyed the weekend, but I'm hoping next year that Wolfie will be available to lead the trail!

Quote of the Month

by Glenn Bontly

If you were at the October Club Meeting, you already know that the Tanners were planning to bring Gumbo to Silverton, but were not able to make the trip due to a myriad of mechanical problems. It was either Wednesday or Thursday that Laurye called and left a frantic message on my cell phone. I called her back later that day . . .

Laurye: Glenn, it doesn't look like we are going to make it to Silverton. The Jeep brakes went out and it's in the shop right now. I don't know what's wrong or when it will be fixed. And there are problems with the trailer; Carlos has been working on it, but I just don't know. We are so frustrated; we were so looking forward to this trip.

Glenn: That's terrible, Laurye. But do you know of anyone else coming up that can bring us the Gumbo?!

Actually . . . Laurye was the one who asked ME if I knew of anyone who was coming up with whom SHE could send the Gumbo! This is one of the things that Mark is talking about in his President's Report. Despite the crappy day the Tanners were having, they were concerned that they were somehow letting us down. The fact is, we missed you guys way more than the Gumbo . . . except maybe for Jeff. ;o)

Pictures on the Internet

by Laurye Tanner--Historian

For those of you new to the club or those of you who are just cruising our web site; we have slide shows of our runs on the Internet. The new web site address for the club pictures:

www.snapfish.com/share/p=209201129853142045/l=64064901/cobrandOid=1000111/otsc=SYE/otsi=SALB

It will change every time I add new sideshows. There are now 14 slide shows to view. If you do not want to personally register with Snapfish, you can use nm4wphotos@earthlink.net as your login, and jeepers as your password.

For those who are taking pictures on our trips, please e-mail me at laurytanner@earthlink.net, or give me a CD of the pictures you have taken. Please let me know the name of the event and who took the pictures. Remember to save your originals.

Aluminum Cans by Tom Hurt

I have taken over the collecting of the aluminum cans for the club. Bring your aluminum cans (CRUSHED) and any other aluminum to the meetings, or bring them by U-Joints Inc., or my house. I will take them to the recyclers and collect the money. They give more money for crushed cans, and more money the more weight you have.

Tom Hurt
Home: 994-2515
Work: 345-2666



For Sale



• **For sale or parting out:** 1972 Jeepster Commando, 304 V-8, Dana 44, Dana 30 front, good frame, decent hard top, T-150 trans and Dana 20 transfer case with bell housing, other parts. \$500 for the whole thing or negotiated price for pieces. Also, 1968 Commando front (Dana 27A) and rear (Dana 30) diffs, 3.73 gears, cheap! Call Wolfie at 505-856-8539.

• **Trailer:** 16' steel deck trailer with dove tail and ramps. It has two 3500-pound axles with electric brakes on one axle, \$1,750. Contact Guy Conway at 505-362-1132 (cell) or 505-344-6096 (work).

• **TJ Stuff:** Rubicon express 5.5" long arm kit complete with shocks, springs, bar pin eliminators, extended sway bar links and flat bottom belly-pan, \$1300 OBO. Complete Dana 30 with ARB and a Dana 35 open carrier for TJ's with 4.56 gears, \$700 OBO. Dana 60 rear housing custom built by Wagoner Machine shop- Dynatrac lo-pinion center section, 9" axle tubes and Dana 70 8-lug spindles and hubs. Estimated

mounting width (WMS-WMS) of 65", \$500 OBO. Contact Dave Trappett at 505-615-5942.

• **Hi-Lift Jack & Camping Stuff:** 4-foot Hi-Lift Jack, \$25. Front seat from an '82 CJ-7, \$20. Camping stove, \$15. Lantern with carrying case, \$15. Contact Glenn Capener at 505-344-2656.

• **Steering, Fuel Tank, Tranny:** Redneck RAM steering box, \$250. Metal reinforced racing Toyota fuel tank, crash/impact resistant, \$100. Toyota 1988 G52 5-speed transmission, excellent condition, \$300. Ford Expedition or F-150 front tow hooks, \$30 pair, new. Contact Corey Ford at 505-249-5627 or 505-299-8313.

• **4.0 liter engine,** out of 1988 Cherokee, high mileage (198k), \$250. AW4 four-speed automatic also high mileage (includes flexplate and converter), \$300. Package deal! Aforementioned engine and transmission together with complete wiring harness and computer, \$500. Swap the whole shebang into the vehicle of your choice! Also lots of other odds and ends from 1988 Cherokee Laredo. Gather an armload and make me a (really cheap) offer. Contact Mark at 505-891-0296.

• **Jeep TJ Stuff:** Bestop Trail Cover for 97-04 TJ, Spice color, like new \$60; OEM security trunk \$40. Contact Brad at 505-858-0832.

• **Toyota Stuff:** '78 Jeep J10 front Dana 44 axle complete hub-to-hub, passenger side drop, 3.50 gears open diff, 63" wide, good condition, \$200. (I bought it for a project that didn't pan out and I'd like to just get what I paid for it). Five chrome mode rims, 15x8" 5 on 5.5" pattern, 3-3/4" back spacing. All in good condition with steel valve stems. \$100 for all. Toyota '85 rear axle housing complete, 4.10 ratio, with spare 4.10 gears. '85 Toyota power steering box, drag link, steering arms, HD tie rod, HD torque arm. Downey 3" rear leaf springs for '87 and earlier Toy. 3" Downey front leaf springs for '85 earlier Toyota. Three 15x10 black steel rims, 6 on 5.5" pattern, 4" back spacing. Make offer. Rear drive shaft for XJ with 4" lift and slip yoke already eliminated, built by six states, nearly new. Less than 2k on it before I rolled the XJ. Make offer. Contact Jason at 505-259-5068.

**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 (CRUSHED) 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 e-mail address, we will add you to our guest e-mail list to receive notices of future events as well as the monthly posting of the club newsletter, The Trail Tales, on the web site. 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 Mark Werkmeister 891-0296 president@nm4w.org	Vice-President Jeff Rector 228-6547 vice-president@nm4w.org	Secretary Lauri Rector 228-6547 secretary@nm4w.org
Treasurer Paul Thompson 293-8390 treasurer@nm4w.org	Program Chairman Leon Duggar 286-8136 program-chairman@nm4w.org	Historian Laurye Tanner 281-0994 historian@nm4w.org
Trip Chairman Jason Lavy 792-8035 trip-chairman@nm4w.org	Environmental Affairs Bob Norton 281-5315 environmental-affairs@nm4w.org	SWFWDA Delegate “Your Name Here” Please Volunteer!

Schedule of Events

Date(s):	Event:	For More Information:	Phone:
Nov 10	Club Meeting	Call Mark Werkmeister	505-891-0296
Nov 12 - 13	Gordy's Hill Trip	Call Mark Werkmeister	505-891-0296
Nov 19	Sagebrush Flats Trail	Call Mark Wolf	505-856-8539
Dec 3	Christmas Tree Run	Call Tom Hurt	505-994-2515
Dec 10	Holiday Party/Meeting	Call Phil & Ilene Rodacy	505-293-2668
Dec 30 - Jan 2	Gordy's Hill Trip	Call Mark Wolf	505-856-8539

Trail Tales
 21 Rattlesnake Ridge
 Tijeras, NM 87059-7440





Trail Tales



December 1, 2005

The Official Newsletter of the New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

From November 10, 2005

by Lauri Rector



The meeting was held in room 407 in the Heights Cumberland Presbyterian Church. Jason & Sara Lavy were our hosts and provided some wonderful snacks for after the meeting. Mark Werkmeister called the meeting to order at 7:03 pm.

Guests: Robert Gill-'93 Cherokee, Ron Hyman-Samurai, Steve & Danette Collins-Rubicon, Heath Hislop-Samurai, Jordan Sousa-'03 Wrangler, Jerry Moran-'05 Rubicon, Chris and Andrea Michel-???

Members Present: Abbate, Baca, Bontly, Brady, Chapin, Duggar, Eklund, Mr. Kiester, Lavy, Marx, Meier, Coe/Ohnesorg, Rector, Rodacy, Simenson, Tanner, Thompson, Werkmeister, Whiston Sr., Whiston Jr., and Wolf.

Secretary's Report – Lauri Rector: I had the meeting minutes all queued up in the computer and started reading them, but Laurye shut me down. She called for a motion to dispense of the reading of the minutes and it was immediately seconded and passed. I asked late arriving members and guests to be sure to sign the sign-in sheets.

Treasurer's Report – Paul Thompson: Reported that we had a balance of \$2,415.99.

Vice President's Report – Jeff Rector: Fines: Glenn Bontly – got lost while leading the Caballo Lake run. In fact, he lost the whole group. 50 cents for that, but 25 cent credit for finding a shortcut across river. Jeff obediently read the list of what earns points – you can read them from the SOPs. He also explained why guests have to earn points before they can be voted in; it has to do with giving

a guest a chance to get to know us and for us to get to know them.

Trip Chairman's Report – Jason Lavy: Glenn Bontly led Caballo Lake; good weather – all day for the run and for the pot-luck that evening. They were able to get the back part of campground, thanks to the Whistons. Glenn stated that he found lots of new roads and off shoots (read: HE WAS LOST!), as well as a shortcut through the river. They made it back to camp in record time.

Mark Werkmeister is leading a work party at Gordy's Hill this weekend. Runs will be both on Saturday and Sunday and will leave at 9 am from the staging area (see web site or call Mark or Glenn). Laurye Tanner is again teasing us with her Gumbo (which this time we will not get excited about until she actually sets the pot on the table). Pot luck will be around 6 or so Saturday evening. Bring plates (OK, and a bowl just in case Laurye does come through with the Gumbo this time), utensils, drinks, and a dish to share. Bring gloves, shovels, prunners, and water for the trail building. We may be able to play on Sunday. This will be as much fun as you can have with your clothes on.

Mark Wolf will lead Sagebrush Flats on Saturday, November 19th – meet at the Conoco at 550 and 528. May stop elsewhere for cheaper gas. Bring trash bags as this will be a trail clean up run. Mark usually leads this run on New Year's Day, but is running it early this year due to plans for doing a run to Gordy's Hill on New Year's Weekend. Details to follow at the December meeting and on the website.

Tom Hurt volunteered to lead the club's annual Christmas Tree run on Saturday December 3rd. Meet at 550 and 528 at the Conoco at 9 am.

The annual holiday party and December meeting will be held on Saturday, December 10th at 5 pm at Phil and Ilene Rodacy's home. Directions are on web site on the member's only page. If you don't have access to the member's only page and wish to attend, please send an e-mail to the webmaster to request directions.

And then some of our retired members had to rub our face in some of the non-club runs that they recently did:

Frank Whiston led Behind the Reef last week with some friends from Utah. They had to build the road up some on the 1st corner. They ran the trail beyond the start of Upper Little Wild Horse (which is usually where we turn off in the middle of Behind the Reef), Hidden Splendor mine where they saw wild sheep and wild horses, Copper Globe, and Red's Canyon. They ran Eagle Canyon the next day and saw Antelope. They also hiked the slot canyon in Little Horse and did Goblin Canyon. They also spent time on several of the trails in the Moab area.

Carlos Tanner did a Jeep Jamboree in Moab. He and his son did Hells Revenge & Poison Spider. They were also able to go on their own and did Elephant Hill.

Heath Hislop (hey, he's not retired!!!!) went to Super Crawl and brought in some free stuff for the raffle. He highly recommends that we go to one of these events if we ever get a chance.

Director of Environmental Affairs Report – Bob Norton: absent. No one else had any information to give.

Program Chairman's Report – Leon Duggar: He has T shirts for sale, 50/50 raffle tickets, hats, stickers, sweat shirts, and dash plaques.

Historian's Report – Laurye Tanner: She needs pictures. She hasn't received any since Silverton. She's trying to figure out how to do digital movies. She brought in a slide show and a video clip if it will work.

Old Business: Mike Coe asked about if we changed the mileage for Associate Membership and asked why the Associate Member dues are so cheap. Usually clubs will charge the same price as voting membership.

New Business: 4 Wheel Parts sent a letter to Mark Werkmeister making an offer to us to join their club program. Club program benefits: 5% off for point of purchase. 2% rebate of club purchases which is paid to the club quarterly, club cards for each members, they will provide food and beverage and meeting space for a club meeting, support for club events (donate door prizes and stuff for events), link from their website to our club website, listing of club events on their web site and a free magazine.

In return for these benefits, the NM4Ws would provide them with a complete list of names, addresses, and email addresses. We must put a link on our website to their website. Provide them with any membership changes.

They sent us some t-shirts and hitch plugs that will be put in the raffle tonight. And they provided us with some copies of Dirt Sport Magazine.

Frank Whiston motioned that we participate, stating that a majority of us are already are on their mailing list so there's really no additional liability. Jerry Marx brought up that we are a well know New Mexico 4-wheeling group and that if we do it for one business, we should do it for all. It was also brought up that we have turned down many businesses as a club in the past. Mark said that 4 Wheel Parts is a national chain and is well known nationally, but not well known locally. Mike Coe said that has bought wheels from them and service wasn't all that great, but they usually get things worked out in the long run. It was asked where they were located and someone responded that their show room was at Menaul and Vassar. Mr. Kiester has never been happy with their service. They have higher prices, not the most knowledgeable sales people, and he felt more comfortable with Auto Zone than them. Leon Duggar mentioned Desert Rat and the discount that they give club members and they do not expect anything in return from us. Some brought up that Desert Rat has always done well by the club and that these two businesses are

direct competitors – is that fair to Desert Rat? Someone else asked if the 5% discount is on top of their sale price? Mike Coe responded by saying that he’s been told they only honor one discount. Ron Hyman offered that he did not like his experience with them during their grand opening and he does not feel that we should endorse them on our web site. Can club members who are not interested be removed from list that we give them? Mark doesn’t think they will do that. It was voted down – not one hand raised in favor (Leon helped Mark count hands).

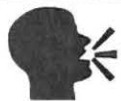
Voted in as new members were Steve and Danette Collins, Jordan Sousa, and Heath Hislop. Welcome!!!

Meeting adjourned at 7:46 pm

Winners of the raffle:

- Hitch plug & t-shirt – Jerry Marx
- Black t-shirt – Jeff Rector
- Hitch plug & t-shirt – Ryan Eklund
- Red ball cap - Carlos Tanner
- Hitch plug & t-shirt – Paul Thompson
- Hitch plug & t-shirt – Werkmeister (*sike)
- \$120 in pot - \$60 to winner – Robert Gill

*Leon goofed. He realized, after Mark’s ticket was drawn, that he did not have another Hitch plug & t-shirt to give away. So, Mark not only did not win that, he also didn’t win the pot.



President’s Report By Mark Werkmeister

First of all, I would like to thank the New Mexico 4 Wheelers for all the thoughts, prayers, and support that you have shown Jennifer and I and our families over the past two weeks. It meant a lot to us and we really appreciate it.

Happy holidays to everyone! The end of the year is drawing near and the club will mark this month with two long-standing traditions: The tree-cutting run and the annual holiday party. Barring any major snow, the tree-cutting run should be an easy, fun trek up into the Jemez to harvest some trees.

The annual holiday party and its details are up on the web site. No one ever goes away hungry from one of these famous food fests! So put on the red and white hats, loosen up your belts, and join the fun.

It is not too early to start thinking about the organization of the 2006 SWFWDA Summer Quarterly that our club has agreed to host. We need ideas on where, when, etc., and a core group of people who will take on the responsibilities of fleshing out the details. Thanks in advance for your support.

Mark

Member Spotlight: Phil & Ilene Rodacy by Joan Wolf



For some, the “Jeep Thing” doesn’t disappear, it just takes a break. Phil Rodacy is a case in point. In 1970 he bought a 1965 CJ-5 and drove it for seven years. Then school, family, work, and several 4WD trucks happened. After 30 years, Phil bought another Jeep (a 2003 Rubicon) and “It’s a Jeep thing, you wouldn’t understand” is back.

Phil and Ilene Rodacy learned about NM4W from the Web and have been members for several months. We must not have embarrassed ourselves too much, because they are hosting the club Christmas party this year (Saturday, Dec. 10, 5:00 p.m.) at their Four Hills home.

Both Ilene and Phil were born and raised in Pueblo, Colorado. They met during college while working at a fast food restaurant and have been happily married for 29 years. Their daughter, Melissa, teaches Language Arts at a South Valley middle school. Though she's smaller than many of the students, Melissa loves teaching and hasn't experienced discipline problems. Phil said she's small, but tough—and most importantly, she relates well to the kids.

The Rodacys moved to Albuquerque 28 years ago after Phil finished undergraduate school at USC and was hired at Sandia National Labs. As a Chemist at Sandia, Phil currently works on humanitarian demining and explosives detection projects. His group is most famous for training honeybees to find explosives. "Their sense of smell appears to be better than dogs," says Phil. In January he'll make his third trip to Russia for work (Russia in January, how delightful).

Before being a stay-at-home parent, Ilene worked in medical transcription and insurance. She says her favorite hobby is "going to the St. James Tea Room." A tea nut, she has a teacup collection, throws tea parties, and even reads about the history of tea. She also loves antiques and many in their home came from their grandparents.

Besides family and work, Phil spends time keeping up the yard and house. He's self-taught in woodworking, metalworking, and welding, and is very handy around the house. He even makes birds out of shovels for yard decorations.

As a kid growing up in Colorado, Phil went on many off-road trails with family and friends. "Mt. Antero was a day trip," laughs Phil, and it remains a favorite trail. Back in the 1960's, he said they didn't know the names of most trails, they just asked around and went where the locals suggested.

Phil bought his 2003 Rubicon when it was a year old, with only 263 miles. Besides scratches, Phil has added a winch and skid plates. He'll get bigger tires and a 4" lift when the stock tires wear out. So far, he's taken the Rubi on several local trails, the Red River Jeep Jamboree, and to Silverton. He

really liked Imogene Pass and wants to try Black Bear.



Ilene calls herself a "scenic Jeeper" and passed up Imogene for shopping in Ouray. Their cairn terrier, Bailey, doesn't seem keen on four-wheeling. On his first time out, Bailey threw up in the Jeep and then "wet" on Mary Thompson's shoe at a 10-100 stop. (Melissa said, at least Mary wasn't wearing sandals.)

The Rodacys think NM4W'ers are a fun group, though they acknowledge it'll take awhile to get to know people. Phil is impressed that NM4W does trail building and maintenance, as well as trail running. It's generous of the Rodacys to host the December meeting/party; hope everyone can take them up on the invitation.

Another Gordy's Hill Trip by Glenn Bontly

I've been down to Gordy's Hill OHV Area (near Socorro) several times now, and it's become one of my favorite playgrounds. It's relatively close, it's easy to get to, the camping area can accommodate everything from tents to large motor homes, we can have camp fires, I can fly my little airplanes (as long as I stay away from those damn power lines!), and of course, there's a wide variety of trail (from easy, all the way to extreme).

While thinking about how I was going to fill up the upcoming long Thanksgiving Holiday weekend, I decided to announce "Another Gordy's Hill Trip" for anyone else wanting to ride some trails on

Friday or Saturday. After work the Wednesday prior, I loaded the camper on the truck and the Jeep on the trailer, and packed some food, drink, and warm clothes. Thanksgiving morning, I headed down to Los Lunas to spend the day with some friends from my airplane club, Pat & Jan Montano and their family. We filled our bellies, enjoyed each other's company, watched a couple of movies, and then retired to bed for the evening.

I arrived at Gordy's Hill midday on Friday, shortly before the Rectors. After setting up camp, we were joined by guests, Doug and Eric in Doug's TJ. That afternoon, we drove east via "Whoop Dee Doo Hell" (which Jeff believes is about 50 miles long) and then drove up Coyote Canyon. Although challenging, our three well-built Jeeps made easy work of the "hard" trail. That evening, we had our usual campfire, around which we all huddled closely in order to stave off the chilly night air.

Saturday morning was cold, but sunny. Joining us for the day's trails were my guest Pat Montano, Leon & Marcia Duggar, Joe Abbate and fiancée Crystal, and Jake Scarbrough and some of his NM Tech buddies. We took the Quebradas Scenic Byway to the southeast quadrant of the park. Our first trail was Hidden Valley (moderate). A couple of vehicles had a little trouble getting up the wall, but everyone eventually made it (except for Joe Abbate, who took the bypass in his 39.5" Super Swamper IROK-shod Bronco. What's up with that, Joe?). Here's Leon and Marcia climbing up the wall:



Straight off of Hidden Valley, we drove half way through Upper Amado Canyon. I think it's along this trail that we came across the really tall waterfall. A few vehicles attempted the climb, but no one made it. Jeff gave us the best "show", catching air several times:



Half way up Upper Amado Canyon, we branched off to the left onto Cat Fight (hard). This trail was driven for the first time only 2 weeks before, led by Pat Brady. It got its name from the way our arms looked after spending a couple of hours trimming and cutting the numerous thorn bushes that riddled the trail! Cat Fight contains several technical areas and some of the lesser-built vehicles were really starting to have problems. Smartly, they exited between the lower and upper halves of the trail. But not before we came across a particularly nasty obstacle around which we had to create a bypass. Two weeks prior, Pat had a bit of trouble getting his Jeep through this section. I tried a different line, and it seemed to be a little easier. Evidently, I had forgotten this fact and took the same route Pat tried, and got myself into a real bind. Luckily, we were able to get another vehicle positioned above in order for me to winch myself out.

Somewhere along Cat Fight, Joe relinquished control of his Bronco to Crystal, who did remarkably well for a new driver on such a challenging trail. Here are a few pics of Crystal at the helm:



**Crystal stopped briefly to pose,
and then continued over the obstacle**



Motioning her head towards the passenger seat,
I'm pretty sure I heard Crystal say to Joe,

**“Are you coming honey?
Or are you just going to stand there?”**

Meanwhile, Joe ponders whether or not
he will ever be allowed to drive again!

So far, we had managed a day and a half of moderate and hard trails without any damage or breakage. Well, actually, Jake smashed one of his headlights. But his truck is so ugly to begin with, you couldn't really notice the new damage unless someone specifically pointed it out to you!

Since the weather was forecasted to turn to crap on Sunday, we decided to quit while we were ahead.

So we all packed up and headed home that evening after another great trip to Gordy's Hill.



Jake's Junk

Trail Etiquette

by Todd Zeiss

Indiana Four Wheel Drive Association
(from *United's Voice*, 2005 Winter Issue)

*(As stated in the title box above, this article appeared in the most recent issue of *United's Voice*, official publication of the United Four Wheel Drive Association. I'm glad I had room in this month's Trail Tales to reprint it, cuz I think we can all benefit from a refresher course on proper trail etiquette from time to time. On a recent trip to Gordy's Hill, I witnessed a few instances of poor etiquette on the part of a couple of people, and it definitely detracted from the enjoyment of the group as a whole. Not only is it important that we follow these guidelines, but to also teach and/or remind other. —ed.)*

Some trail rides just aren't as much fun as others. Tempers were running high and everyone seemed edgy. Was it just a bad day, or could the trouble have been avoided?

This article is not about “how to be prepared for a run” or “safety practices”. While these are very important, they could each be an article by themselves, so it will be a given that all drivers are well equipped and safety minded. The intent here is to establish some guidelines to insure that everyone has a good time. And that is the point of going off road, right?

So with that in mind, read on . . .

1) Be on time. If it has been agreed to meet at a certain time, don't be late! The last thing everybody wants to do is wait "just a little bit longer" while you sign in, air down, and get disconnected. We all know that it is sometimes unavoidable, but don't make everyone wait just because you decided at the last minute to stop at McDonald's for breakfast!

2) Driver's meeting. It is always a good idea to make sure that all drivers are well informed. Everyone should know what to expect on the trail, what CB channel to be on, who they will be driving with, etc. Besides, it's a good way to kill time while you're all waiting on the knucklehead who's late!

3) Communication. Everyone likes to joke around on the CB once in a while, but there is a time and a place for it. While a group is attempting an obstacle, is NOT the right time! Just because you finished it already, doesn't mean that the person a few vehicles back isn't waiting to hear "all clear". And it's hard to warn someone of potential danger while someone has decided that everyone on the channel just MUST hear the song that he's listening to!

4) Watch your back. Always, always, always keep the vehicle behind you in your sight! If you don't see the person behind you . . . STOP! This way no one gets lost. It is very easy for a group to get separated out in the woods and it's not a good feeling to come up over an obstacle and find that your friends have left you. If you are about to round a corner or cross a hill, take a few seconds to make sure the person behind you knows where you're going. If you stop to wait for them, the driver in front of you should stop, and so on up the line.

5) Be patient. We all know that this is not a fast-paced hobby. Be prepared to wait! Wait on that newbie to struggle with a mud pit. Wait on the "big dogs" that want to take a few minutes and climb on those boulders. Give the newbie some advice if you can, and watch those big dogs for a while. You might just learn something!

6) Give everybody some room (I). Don't follow too closely to the vehicle in front of you. It is to your advantage to stay far enough back that you can see under the vehicle in front of you. Watch the tires and diffs. It will help you decide what line to take over the obstacles. (And what lines NOT to take!) You will also avoid being splattered by mud and a possible cracked windshield!

7) Give everybody some room (II). If you have already passed an obstacle and want to get out and help others through (or just laugh when they get stuck), make sure that you park far enough ahead that ALL the vehicles in the group will have room to park. It's not fun to finally make it to the top of that steep hill (or whatever) and find that you have nowhere to go!

8) Get strapped. Everyone gets stuck sometime. When it happens, it is common courtesy that YOUR tow strap should be the one to get muddy while pulling you out. Also, if possible, get out and hook it up yourself. If not, you owe the person with the muddy shoes a big thank-you after the run!

9) Only one spotter please. Sometimes when a crowd is gathered around to watch someone attempt an obstacle, it is tempting to yell out advice. Unfortunately, it can be very confusing to the driver to have several people yelling out at once! Select just ONE (experienced) person to be the spotter. The rest of the crowd can handle the "oohs" and "ahs" (and take pictures).

10) Tread lightly. Respect the environment! For most of us, part of going four wheeling is experiencing nature. Take nothing but pictures, and leave nothing but tracks. If you bring food and drinks in with you, make sure that it all comes out with you (including your cigarette butts!). And if you see trash on the trail, take a minute to pick it up. Trashing the environment reflects poorly on all of us!

The list could go on, but the gist of it is "treat everyone the way you expect to be treated". And that's good advice both on and off the trail!

Quote of the Month

by Glenn Bontly

This month's quote was submitted by Mark & Joan Wolf from the Hotel Rock Trail led by Frank Whiston. The trail presented some off-camber, mega-rocks right from the get-go. At that time, Miss Mary voiced her opinion about the situation:

"Oh crap, it's going to be one of those days!"

You see, Mary thought the whole trail was going to be that way. Much to her surprise, it wasn't!

From the Editor
by Glenn Bontly

As we come to the end of another year, I would like to say Thanks to all of you, my friends. Publishing the Trail Tales each month has been a real pleasure for me. I am grateful to everyone who took the time to write articles and send in pictures. Thanks to those of you who opened up your homes to all of us for the summer meetings and the annual holiday party, and to everyone for bringing such terrific food to these and all of our other potluck events. Thanks to the numerous people who led trails this past year, and for sharing your experiences with others through your newsletter write-ups. Thanks to those of you who brought along a guest in order that they might experience the thrill of our great hobby. And to everyone who offered up a seat to someone who wanted to share in the fun, but didn't have an appropriate trail vehicle. It's been a really good year and I look forward to another in 2006, starting with our first (annual?) New Year's Weekend trip down to Gordy's Hill!



For Sale



- **1997 Jeep Wrangler (TJ) Sahara**, White with Spice hardtop, 4.0L Auto, AC, PB, PS, AM/FM/CD, 68K miles. Extras: 3" Tera Flex lift, 33" BFG All Terrain, Currie-built Ford rear axle with high pinion, 4:88 gears, ARB lockers F&R, full skid pans end to end, Durango bumpers and rocker skids, Winch plate, Deep trans pan, Dual Optima Batteries, Kilby on board air with tank, CB radio, \$12,500. Call Dixon Patrick at 505-401-0344.

- **For sale or parting out:** 1972 Jeepster Commando, 304 V-8, Dana 44, Dana 30 front, good frame, decent hard top, T-150 trans and Dana 20 transfer case with bell housing, other parts. \$500 for the whole thing or negotiated price for pieces. Also, 1968 Commando front (Dana 27A) and rear (Dana 30) diffs, 3.73 gears, cheap! Call Wolfie at 505-856-8539.

- **TJ Stuff:** Rubicon express 5.5" long arm kit complete with shocks, springs, bar pin eliminators, extended sway bar links and flat bottom belly-pan, \$1300 OBO. Complete Dana 30 with ARB and a Dana 35 open carrier for TJ's with 4.56 gears, \$700 OBO. Dana 60 rear housing custom built by Wagoner Machine shop- Dynatrac lo-pinion center section, 9" axle tubes and Dana 70 8-lug spindles and hubs. Estimated mounting width (WMS-WMS) of 65", \$500 OBO. Contact Dave Trappett at 505-615-5942.

- **Hi-Lift Jack & Camping Stuff:** 4-foot Hi-Lift Jack, \$25. Front seat from an '82 CJ-7, \$20. Camping stove, \$15. Lantern with carrying case, \$15. Contact Glenn Capener at 505-344-2656.

- **Steering, Fuel Tank, Tranny:** Redneck RAM steering box, \$250. Metal reinforced racing Toyota fuel tank, crash/impact resistant, \$100. Toyota 1988 G52 5-speed transmission, excellent condition, \$300. Ford Expedition or F-150 front tow hooks, \$30 pair, new. Contact Corey Ford at 505-249-5627 or 505-299-8313.

- **4.0 liter engine**, out of 1988 Cherokee, high mileage (198k), \$250. AW4 four-speed automatic also high mileage (includes flexplate and converter), \$300. Package deal! Aforementioned engine and transmission together with complete wiring harness and computer, \$500. Swap the whole shebang into the vehicle of your choice! Also lots of other odds and ends from 1988 Cherokee Laredo. Gather an armload and make me a (really cheap) offer. Contact Mark at 505-891-0296.

- **Jeep TJ Stuff:** Bestop Trail Cover for 97-04 TJ, Spice color, like new \$60; OEM security trunk \$40. Contact Brad at 505-858-0832.

**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 (CRUSHED) 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 e-mail address, we will add you to our guest e-mail list to receive notices of future events as well as the monthly posting of the club newsletter, The Trail Tales, on the web site. 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 Mark Werkmeister 891-0296 president@nm4w.org	Vice-President Jeff Rector 228-6547 vice-president@nm4w.org	Secretary Lauri Rector 228-6547 secretary@nm4w.org
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Trip Chairman Jason Lavy 792-8035 trip-chairman@nm4w.org	Environmental Affairs Bob Norton 281-5315 environmental-affairs@nm4w.org	SWFWDA Delegate "Your Name Here" Please Volunteer!

Schedule of Events

Date(s):	Event:	For More Information:	Phone:
Dec 3	Christmas Tree Run	Call Tom Hurt	505-994-2515
Dec 10	Holiday Party/Meeting	Call Phil & Ilene Rodacy	505-293-2668
Dec 30 – Jan 2	Gordy's Hill Trip	Call Mark Wolf	505-856-8539
Jan 12	Club Meeting	Call Mark Werkmeister	505-891-0296
Feb 9	Club Meeting	Call Mark Werkmeister	505-891-0296
Feb 22 – 25	Chile Challenge	www.lascrucesfourwheeldriveclub.com	n/a

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