



Trail Tales



January 1, 2015

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

December 7, 2014
by Joan Wolf



The meeting was held on Dec. 7, 2014 at the home of Tracy and Cheryle Bakewell. President Cliff Meier called the meeting to order at 5:15 pm. In the spirit of the season, the business meeting was to be short and sweet. Everyone wanted to focus on the important stuff—eating, visiting, and gifts.

GUESTS: Joe and Geraldine Barfoot, Brian Varner.

MEMBERS PRESENT: Cheryle and Tracy Bakewell, Travis Bakewell, Bill and Lisa Bonahoom, Crickett and Devin Cannady, Jennifer Chapin, Cathy and Jack Dickey, Leon Duggar, NaDeen Jackson, Ed and Lyn Kausche, Dennis and Laurie Mann, Cliff and Jeanne Meier, Bob and Carol Provance, Don Roy and Janie Shows, Chris Sears, Glenn and Rebagayle Vialpando, Don and Sarah Walker, Mark Werkmeister and Joanne Spivak, Joan Wolf, Tahoe Zahn.

SECRETARY'S REPORT – Joan Wolf. Meeting minutes from November were accepted as published. Thank you notes were received from Jeeps West and Heights Cumberland church for recent donations from NM4W.

TREASURER'S REPORT – Dixon Patrick. Dixon reported (via Cliff) that the treasury balance is \$1,655.66. Dixon noted that expenditures should be watched because little income is expected until membership dues are paid in July 2015.

VICE PRESIDENT'S REPORT – Leon Duggar. Leon gave a short rundown on how the points system works. There are several eligible new members but none present. Jack Dickey self-reported that he broke a knuckle at the Chile Challenge. Santa Claus did not assess a \$0.25 fine.

TRIP CHAIRMAN'S REPORT – Jeff Boggs (not present).

PAST EVENTS:

Dec 7 – Toys for Tots Drive, Rio Rancho Elks Lodge. Several members brought toys per Jennifer C.

UPCOMING EVENTS:

Dec 13 – Annual Christmas Tree Run – Walatowa Visitors Center at 9:00 am (arrive at 8:40 for coffee or hot chocolate from the Raptor Starbucks). Tree cutting permits can be bought at Walatowa .

Dec 14 – Gordy’s Hill – Jeff Boggs will lead a moderate run. Meet at the gas station, Exit 156, Lemitar.

2015 runs, keep checking the website for more.

Feb 21-22, Chloride Canyon (Tor C area), Jennifer Chapin.

May 6-15, Moab and Green River, Utah, Cliff Meier.

Be a Trip Leader—the more trail rides, the more fun

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT – Jack Dickey. No report.

PROGRAM CHAIRMAN’S REPORT – Jennifer Chapin. No report.

HISTORIAN’S REPORT – Frank G. Whiston. Frank was not present.

WEBMASTER’S REPORT – Don Roy. Don and Frank continue to work on the Trails section of NM4W.org. Don reported that the web hosting company is doing an upgrade on Dec 9 and there may be brief outages.

EDITOR’S REPORT – Phil Rodacy. Phil was not present

4WD HARDWARE CLUB REWARDS PROGRAM – Frank G. Whiston. Frank was not present.

OLD BUSINESS:

- **Jeeps West reciprocation.** Don Roy said that the Gallup club will discuss event ideas at their December meeting.

NEW BUSINESS:

- **None.**

The Bakewell’s were wonderful hosts. There was even a separate room where the kids watched movies.

MEETING ADJOURNED at 5:25 pm.

**check out the calendar on
the web site – it is
continually updated and
has all of the contact
information you need!**



President's Report

By Cliff Meier

Well, the New Year has arrived, Happy New Year everyone!

Be sure to come to the January meeting. There will be discussions on several important potential changes coming to the club. The first is changing the club's fiscal year to a calendar year basis which could make planning easier. This change would result in changes to the timing of the clubs elections, dues collection, awards program, Standard Operating Procedures (SOPs), etc. To make this change, the club's By-Laws would have to be changed. I want to make sure every member has a chance voice their opinion of such a change and to make sure we fully understand its impact, both positive and negative. Any changes to the By-Laws or SOPs will require a majority vote of the regular members.

The second discussion will cover setting up an Event/Run Planning Committee to assist the Trails Coordinator with scheduling trail runs and events in 2015. If implemented, we will be looking for committee volunteers. A cross section of old and new members will be needed to make sure our planned runs and events meet everyone's expectations.

In past year's attempts have been made to get feedback from members on how to improve the club. Nothing much has ever came of these efforts; very little feedback was received. This time, I am not going to set up a formal process, but if you have any suggestions please e-mail them to me at sarmeier@yahoo.com or call me at 505-281-3704. Any suggestions/comments will be kept confidential.

Lastly, I am working to set up a Farmington (Choke Cherry Canyon) run either over Memorial Day weekend or in late August. In addition making this a club member event, I am working to make it a combined event with Jeeps West from Gallup. Jeeps West is the club that has hosted NM4W several times in the past at an outstanding event in the Gallup area. There will more information later this month or in February.

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



Vice President's Soap Box

By Leon Dugger

There is no Vice President's report this month.



Director of Environmental Affairs

By Jack Dickey

There is no Environmental Affair report this month.



2014 in Review

By Frank Whiston

As the club historian, I thought that it would be interesting to take a look at what happened in 2014. It turned out to be a pretty good year! The club had 30 rides and 10 events, three of which were to Colorado and two to Utah. NM4W members participated in 6 "other meetings" consisting of NMOHVA meetings, a 4x4 101 session, and several land use meetings. Of course, the club also had the standard 12 monthly club meetings.

In terms of membership, the club has 73 members (66 full and 7 associate). In 2014 we voted in 20 new members and we had 13 who did not pay their dues for a net increase of 7 members over 2013. We have 28 prospective members in guest status who have participated in club functions, but have not earned enough points to join yet. We also have 54 applicants for 2014 that have not showed up to any club functions to date.

I also created a collage using a picture from each 2014 gallery summarizing the club's activities for the year. The collage is on the following page.





6th Annual Toys For Tots Show and Shine

By Jeff Boggs

On Sunday 12/7/14 a car show was held at the Elks Lodge in Rio Rancho, NM. The day was real nice and a lot of cars and trucks, of all kinds, started showing up to help the Marines collect toys for kids. With Christmas right around the corner, this event gets toys to kids so they can have a happy holiday time.



Several NM4W vehicles entered the Show and Shine Car event and other members showed up to check out the vehicles. Additional pictures are on the club website.

Lots of toys, music, food at the Elks Lodge, and lots of raffle prizes, attracted lots of folks. We all hung out and checked out 4x4's, VW's, Mustangs, custom cars, rat rods, a nice Chevy Impala, and some military trucks. NMOHVA was there, and Jeff handed out NM4W cards and talked up our 4x4 club.

The raffle scored prizes for Jennifer, Mark, and Jeff.

Thanks to the NM Off Road League, the Marines, and the Elks Lodge for putting this together, and thanks to club members who donated toys and continued our Club's community outreach support.



2014 Toys For Tots By Jennifer Chapin

I had the opportunity to participate in a couple of ways with Toys for Tots this year. First was the event in Rio Rancho where Jeff Boggs, KW & Bobbie Moore, Joseph Barfoot, Glenn & Rebagayle Vialpando, Richard & Hellen Zarobsky, and Mark Berguland attended. It was a 4x4 Show with some Military trucks and the VW club was there too. The High Desert Wheelers Jeep club was there too. They had collected a large trailer full of toys this year and held a raffle where lots of people won some great prizes. The winner of the 50/50 donated the winnings to Toys for Tots.



The second event was that my company Xerox in Albuquerque sponsors Toys for Tots in four ways. First with a cash donation, then by employee's donating toys, and lastly by helping the Marines shop for Toys at local business'. We also have employee's help at the distribution center. This year when we went shopping with the Marines they did not have a truck available so my Raptor to rescue, after shopping for \$ 3,000+ in toys we filled the back of my Raptor so I could drop them off at the collection center. The group then went and filled a mini-van with another \$ 3,000 worth of toys. Who says you don't need a Raptor?



2014 Christmas Tree Run By Jennifer Chapin

We all met at Walatowa Visitors Center, for Starbucks coffee, eggnog, and homemade cookies (Thanks Joan Wolfe). VT came out with his new black Blazer; the club seems to be getting some more full size rigs in the mix now. It was a nice group of 10 rigs we went through the Gilman Tunnels and then past the tent rocks exploring 611 and some other roads in the area that had many opportunities for Christmas trees. Only two of our members got trees but everyone seemed to enjoy exploring. There was one flat tire along the way, but this is what happens when people follow me.





Some Philanthropic Opportunities in the 4-Wheeling Community By Jennifer Chapin



<http://www.4w2h.org>

Off-roading is an exhilarating experience and to combine it with hosting our American heroes only makes it better. Once you see this hidden world you'll never go back. Most of us in the military are used to roughing it and riding in off-road HMMWVs so this familiarity along with the comradery from the off-road community makes this experience one of a kind.

The wounded veterans who have returned from combat are not the same as they were before they deployed. Some are missing limbs, some have been shot, and others have hearing or sight problems, or are experiencing post-traumatic stress at extreme levels. They have been in a hospital for long periods of time, away from friends, family and life.

4 Wheel to Heal wants to take these veterans out, once they're healed enough to do so, and get them back out into the rhythm of life and show them a good time. We want to get their minds off the hospital, off worrying about what's next and get them focusing on the fact that life is just as good as it was before their injuries.

We were established as a group in July 2011 and formalized our organization February 6, 2012.

If you are interested in helping our cause, please contact us as info@4w2h.org. We are looking for volunteers to help at events and to spread the word, drivers who can take these veterans on the trails during events, and others. Check out our board members and current volunteers, talk to them and discover what you could do for these wounded heroes who have given so much to their country.



Topless for TATAs

- We have raised money for The American Cancer Society as well as the Breast Cancer Research Foundation. Currently, all of the proceeds are donated directly to the Breast Cancer Research Foundation (BCRF). In 2012 we donated over \$15K and in 2013 we donated over \$26K to cancer research to assist researchers and doctors in finding a cure. Please contact Carol Edwards at BCRF for additional information about how you can help. She can be reached at 646-497-2600 or **DONATE NOW!**

Our goal is to raise awareness for Breast Cancer while enjoying a safe day offroading. Every year, we make more friends and restore the relationships that have formed in the past. This event has truly become a must attend event on the East Coast. Every year the event gets bigger and better and everyone looks forward to what the future years bring.

Our Staff

Topless for TATAs is a charitable organization, run entirely by volunteers. These kind souls devote their time and effort to bringing you all things TATAS. From slinging swag to guiding trails, these people are the life blood of what we do! Feel free to reach out to us by filling out the [Contact Us](#) form.



Link to UFWDA Articles By Frank Whiston

Frank wrote a great article about the Chile Challenge, and Jennifer Chapin wrote one about the Food Drive. Both articles are in the UFWDA Voice. Click on the following link.


<http://ufwda.bmetrack.com/c/v?e=6091DD&c=48E9&l=2173A2D&email=x24%2FcJTO9bv5Gd3%2B5CzedVY%2BIHJcUgtp&relid=509BECB>



Want a Military Humvee? By Jennifer Chapin

Want a Military Humvee? Now you can buy one!



Article and Picture by **TRUCKYEAH!** 

Starting December 17, 2014 the general public will be able to buy trucks from a surplus of "as many as 4,000 Army Humvees" being shifted out of government service. Bidding starts at \$10,000, and the 20-year-old-trucks look like they're in good shape with low miles. The first lot of 25 trucks will be auctioned tomorrow out of Hill Air Force base in Utah. You can check out the listings, place a bid, and see how they sell [right here](#) from your computer. If you miss this round don't worry, there are about 3,975 more military Humvees in the pipeline *that could be yours!*

Inconveniently, the "completely demilitarized" Humvees auctioned on GovPlanet.com will come with no title. And they're legally declared "for off-road use only" meaning you can't get license plates.

One more thing; you'll have to present the sellers with a note describing your intended uses for each retired war machine you buy. Even though the trucks have been stripped of any military accouterments (including armor) Uncle Sam is still keen to keep the riff-raff and maniac vigilantes from going nuts with these things I guess.

Here's [the complete list of "conditions,"](#) which is a little intimidating.

But how cool is [this](#) 1991 AM General M1038 Humvee HMMWV Hard Top Cargo Body with 23,938 miles?!

It's gut-wrenchingly titillating to cruise through the listings ([click here to see all the Humvees, cranes, forklifts, and other treasures for sale](#)) and imagine the fun you could have at an off-road park, your uncle's back field, or in a Spec Humvee race series I just *wish* I could afford to organize.

This is the first time genuine military surplus Humvees have been offered to regular citizens. *Army Times* says that the Defense Logistics Agency (DLA) has finally won its petition to the longstanding policy that retired military trucks had to be scrapped or [parceled out to other government agencies](#). GovPlanet won the contract to handle distribution of the DLA's "rolling stock assets" (used army vehicles) over the next two years, valued at \$100 to \$140 million.

AM General, which has built more than 300,000 Humvees since the Army started using them in 1985, is reportedly not happy about this development. The company "opposes any use of these military vehicles by individuals or entities outside of the military context for which the vehicles are designed."

That might add some complications to calling customer service when your new Humvee breaks down, but I'm sure you'll find plenty of help once an owner's club is inevitably established.

So who's bidding and what are you putting down for "intended use?"



Want Lettering for Your Vehicle? By Jennifer Chapin



People have been asking about the Pink New Mexico 4-Wheelers lettering on my Raptor. You can design your own to your specific Jeep or truck. I have been using an online company for most of the lettering that I have done for others. You can pick your vehicle and window you want and design it with their tool to fit the way you want.

Check out Speedy Signs at:

<http://www.speedysigns.com/lettering/car-lettering>

If you prefer to have more color choices or use a local company in Albuquerque. I also use Fast Signs on Eubank. They are great to work with and you can just go in pick a font and color, then give them the length you want. (You window length) They will give you a quote before producing anything.

FASTSIGNS® Albuquerque. <http://www.fastsigns.com/104-northeast-albuquerque-nm> 1529 Eubank Blvd NE Suite F,

Albuquerque, NM, 87112 Phone 505-292-4444, FAX 505-292-4447 104@fastsigns.com

Pricing depends on size, so you can spend from \$ 20.00 to \$ 70.00, I have installed lettering on many trucks and trailers, if anyone would like help installing lettering just let me know. Jennifer

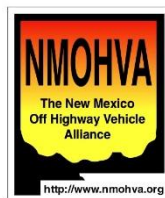
KEEP PUBLIC LANDS OPEN TO THE PUBLIC

NM4W Officers

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Trail Tales



February 1, 2015

Official Newsletter
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Meeting Minutes

January 8, 2015
by Joan Wolf



The meeting was held on January 8, 2015 at Heights Presbyterian Church. President Cliff Meier called the meeting to order at 7:00 pm.

GUESTS: Joe Barfoot, John Burke, Jimmy Lloyd, Michael Moyer, Ben Romero, Jonathan Van Patten, Mel Patterson, Joshua Perez, Shayne Swingle.

MEMBERS PRESENT: Tracy Bakewell, Travis Bakewell, Jeff Boggs, Devin Cannady, Ronnie Caton, Jennifer Chapin, Jack & Cathy Dickey, Leon Duggar, VT Huelskamp, Ed Kausche, Sandra McIntosh & Dave Plaster, Cliff & Jeanne Meier, KW Moore, Bob Norton, Eamonn O'Brien, Dixon Patrick, Bob & Carol Provance, Phil Rodacy, Don Roy, Chris Sears, Diego Serna, Bob Telepak, Andy Townes, Frank G. Whiston, Joan Wolf, Tahoe Zahn.

SECRETARY'S REPORT – Joan Wolf. Meeting minutes from December were accepted as published.

TREASURER'S REPORT – Dixon Patrick. Dixon reported \$1,695.37 in the club's treasury.

VICE PRESIDENT'S REPORT – Leon Duggar. Leon explained the points system; five points are required for member eligibility. There were two failed attempts to collect fines. Jack Dickey broke stuff at the Chile Challenge but he'd settled this at the December meeting. Jennifer Chapin said that Wolfie kept getting on the radio during the Christmas tree run saying, "that's a fine" but since Wolfie wasn't at the meeting to provide specifics, there were free passes for all.

TRIP CHAIRMAN'S REPORT – Jeff Boggs. There was discussion about forming a planning committee to plan out runs for the calendar year. The goal is to come up with a mix of easy, moderate, and hard runs. Committee volunteers: Jeff Boggs (Chair), Jennifer Chapin, Don Roy, Mark Wolf, and Tahoe Zahn. Jeff reminded everyone to check the website weekly for new and updated postings. Email Jeff if you want to lead a run or have ideas for the committee. After tonight's business meeting Frank Whiston will give an online demonstration of the new and improved "Trails" section of the website.

PAST EVENTS:

Dec 13 – Annual Christmas Tree Run – The group explored some new roads. Two people had tree permits; everyone enjoyed nice weather in the woods.

Dec 14 – Gordy's Hill – 13 vehicles, some went on moderate trails, others did hard.

UPCOMING EVENTS:

Jan 10 – Snow run at High Rolls. Dave Plaster extended an invitation to NM4W members to join Ruidoso, Alamogordo, and Las Cruces clubs on this run.

Feb 1 – Cedro Peak – Cliff Meier. Directions are on the website. Email Cliff if interested so you get weather and road condition updates.

Feb 15 – Sagebrush Flats (Santa Fe area) – Jennifer Chapin.

Feb 21-22, Chloride Canyon (Truth or Consequences area), Jennifer Chapin. Meet at the Chevron, north end of T or C both days (watch for construction detours). Going to a fire tower and through Monticello Canyon as well as Chloride.

Mar 14, 9:00 a.m. – NMOHVA Annual Meeting – Frank G. Whiston.

Mar 28 – Apr 5 – Easter Jeep Safari in Moab. Annual national event. Tons of Jeeps, tons of fun.

May 6-15, Moab and Green River, Utah, Cliff Meier. NM4W member Guy Conway knows these areas like the back of his hand. Participants will get a professional-guide experience with Guy.

May 23-24 (tentative) – Chokecherry Canyon, Farmington. In conjunction with Jeeps West.

2015 runs, keep checking the website for more.

Be a Trip Leader—contact an officer if you're a first-timer and want help

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT – Jack Dickey. Jack watches for activity that challenges access to public lands with our vehicles. He also tries to educate on being good stewards of the land. The Tread Lightly website has lots of good information.

PROGRAM CHAIRMAN'S REPORT – Jennifer Chapin. Jennifer held the 50/50 raffle. Half of the proceeds go to the winner; the club's half is donated to NMOHVA.

HISTORIAN'S REPORT – Frank G. Whiston. Frank compiled statistics for the January newsletter, i.e., number of members, number of runs. On another note, Cliff shared some history in the form of a NM Jeepherders license plate. A Florida man contacted Cliff about a recently-purchased Jeep with the Jeepherders license plate in it. Jeepherders was the original name (circa 1950's) of New Mexico 4-Wheelers. The original logo included a shepherd with a staff. The Jeepherder remains on the current NM logo as the little guy and his Jeep on a rock cliff looking over the vehicles below. Cliff is open to suggestions on what to do with the license plate.



WEBMASTER'S REPORT – Don Roy. Don said he took the month off. (That's his story but he's always working behind the scenes to keep the website current, eye-catching, and accessible.)

EDITOR'S REPORT – Phil Rodacy. Phil encourages trail leaders to write a short report for the newsletter. The article will serve as a record of what the club does. The current UFWDA Voice has articles by Frank Whiston about the Chile Challenge, Jennifer Chapin about the food drive, and Daniel Montano's Jeep is on the cover. Good publicity for New Mexico.

4WD HARDWARE CLUB REWARDS PROGRAM – Frank G. Whiston. Frank expects the 3% of sales disbursement to NM4W soon.

OLD BUSINESS:

- **Jeeps West reciprocation.** Cliff and Don Walker are working on an event in Farmington over Memorial Day. Stay tuned.
- **4x4101.** The planning committee may put this on the schedule; it's good outreach to new 4WD vehicle owners.
- **NMOHVA and 50/50 raffle.** Jeanne Meier noted that the allocation of the club's portion of the 50/50 raffle has been approved annually at this time of year. Motion was carried to continue contributing the club's share to NMOHVA.

NEW BUSINESS:

- **Bylaw change.** There had been discussion among the officers about changing the officer elections, dues, etc. from the July/August timeframe to January. No motion was brought forward.
- **New Members voted in:** Joe Barfoot, John Burke, and Jonathon Van Patten.
- **Winners**
 - 50/50 Raffle \$46: Tahoe Zahn
 - NMOHVA calendars: Ed Kausche, Joshua Perez
 - Xtreme Air Compressor 50% off certificate: KW Moore

Dixon Patrick was thanked for hosting the meeting.

MEETING ADJOURNED at 7:55 pm.

After adjournment, Frank G. Whiston gave a "tutorial" on the Trails section of the website. It has GPS files of Colorado, Utah, southern and northern New Mexico and more, to download. Frank included trail descriptions, trail ratings, vehicle needs, etc. Frank welcomes new input from club members. Don Roy also helped in this effort. Thanks, Frank and Don, awesome job!

**check out the calendar on the
web site – it is continually
updated and has all of the
contact information you need!**



President's Report

By Cliff Meier

An update on the Farmington (Choke Cherry Canyon) run with Jeeps West; it will be soon posted on the club calendar. The event will be held over Memorial Day weekend, May 22-25 with runs on Saturday and Sunday. Current plans are to headquarter out of the Mcgee Park/San Juan County Fairgrounds. The park has RV and camping sites and facilities for holding a dinner. We are looking at getting some local 4 wheelers to lead runs. There should be runs from easy/moderate and hard each day. Runs in Choke Cherry Canyon can be as hard as you want them! We are looking at a burger dinner with potluck side dishes Saturday night and maybe a pot luck Sunday night. These details still need to be worked out. Details on RV site reservations and costs will be in the calendar announcement. If you are planning on going, please sign up as soon as possible after the event is posted so we know how many to plan for.

The events/runs committee has been busy planning for this year. Be sure to keep your eye on the club calendar, new stuff is being posted almost daily. Also, if there is a run you would like, contact Jeff Boggs. The committee is always open to suggestions, and if you'd like to lead a run by all means contact Jeff.

One last thing. Jack Dickey, our Environmental Affairs Director, is looking for someone to help him. This is an excellent chance to learn what is happening to our 4 wheeling trails and to get involved in working to protect them.

See everyone at the meeting on Feb 12th.

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



Vice President's Soap Box

By Leon Dugger

There is no Vice President's report this month.



Director of Environmental Affairs

By Jack Dickey

There is no Environmental Affair report this month.



What will the new Wrangler look like?

Contributed by Jennifer Chapin

What's New for the 2017 Jeep? - Future Wrangler



[John Cappa](#) Former Editor, Four Wheeler

If you thought the only thing significant happening in 2017 was the inauguration of a new president, think again. Rumor has it that a new Jeep Wrangler is set to replace the current JK as a 2017 model in mid-to-late 2016. With Jeep currently able to sell pretty much every Wrangler that rolls off the assembly line—to the tune of nearly 13,000 a month in the US alone for 2013—you might think the company is reluctant to make significant changes. So far, Jeep peeps have been pretty tight-lipped about what features this new Wrangler might have. Unfortunately, it's still probably many months before we get a chance to see spy shots of the JK-replacement rolling around under a camo-wrap cover. Luckily, there is still time, and maybe some Jeep heads will read this very article and incorporate some of the features we want to see on the next Wrangler.

Solid Axles Out

As enthusiasts, of course, we all want to keep the solid axles under our beloved Wranglers. Solid axles are simple, durable, and allow the suspension to be easily modified. However, it's an antiquated design with some known flaws and assembly line difficulties that most of us overlook because of the many advantages. Word is that solid axles may not be in the plans for the 2017 Jeep. Don't act so surprised, we know for a fact that there were IFS test mules built during the design phases of both the TJ and JK. Don't take it so hard. The rumored IFS suspension would be a long-travel system, meaning the IFS Wrangler would likely handle bumps much better than its solid-axle counterpart. An IFS Wrangler would also provide more refined on- and off-road handling characteristics. These specific attributes would likely be at the cost of less low-speed articulation, the area where Jeep has been primarily focused for many years with its Rubicon model. It's said that, in order to maintain the same general off-road performance as the current solid axle design, the IFS system would need at least 12 inches of wheel travel. Imagine a pair of long lower A-arms that nearly meet in the middle of the Jeep, like on the Jeep Hurricane concept (pictured above).



We did bump into an especially interesting design possibility thought up many years ago by Jeep engineers. Some of the major drawbacks of IFS are the decreased ground clearance as the suspension

compresses and the limited angularity available with traditional CV halfshafts. The **2017 Jeep Wrangler** could be built with a sort of floating front differential that moves up and down with the lower A-arms as the suspension cycles, alleviating both of these known issues. It seems like the design introduces a lot more moving parts when you consider the steering, halfshafts, and driveshaft. All we know for sure is that if the new Wrangler has IFS, it won't be long before an aftermarket company offers a solid axle swap kit.

Three-Speed T-Case

The Jeep Rubicon is the most capable factory 4x4 offered to date. No one can argue that. True to its namesake, its proficiencies tend to be more skewed to the slower rockcrawling crowd. However, the current JK is a great platform for many terrain types. As such, we think the top-tier Rubicon model should be able to master more than just the rocky Rubicon. It could easily be awesome at everything. All it needs is one more speed in the transfer case. Currently, the Rubicon's 4:1 low range is too low for any sort of high-speed mud or dune running that requires wheel speed. It maxes out at about 25 mph. The standard 2.72:1 low range found in every other Wrangler derivative is a more well-rounded ratio. It's functional in the mud and sand, as well as on technical trails. Don't get us wrong, we don't want to give up the 4:1, and we don't want to give up the 2.72:1 either. So how about a combination compromise? Imagine a three-speed transfer case, able to shift on the fly with a 2.72:1 gear, a 1.5:1 gear, and a compounded 4.10:1 gear. This would give you all the gearing options needed to attack almost anything off-road. The 1.5:1 gear could be useful on-road around mountain and snow-covered roads and could even help compensate for the addition of larger-diameter tires.



Diesel Envy

With the 3.0-L EcoDiesel success in the Jeep Grand Cherokee and now the Ram 1500 under Chrysler's belt, it only makes sense to turn the Wrangler into an oil-burner too. The 240 hp and 420 lb-ft of the 3.0L EcoDiesel is probably a little too much to be considered for the small Jeep.

However, the VM Motori HR428 DOHC 2.8L pushing 161 hp and 310 lb-ft of torque or the A428 2.8L punching out 197 hp and 369 lb-ft of torque could be the perfect

match for the Wrangler. Or, rather than reinventing the wheel, how about offering a version of the same VM Motori 2.8L four-cylinder that everyone outside of North America enjoys. We already know it fits under the hood. This overseas-available Jeep CRD turbodiesel punches out 200 hp and 339 lb-ft of torque for automatic transmission models and 302 lb-ft for Wranglers with manual transmissions. Ultimately, we hope for at least one optional engine in 2017 Jeep.



Seat Retention

OK, fine, we get it. With a take-rate of only about 30 percent, the two-door Wrangler isn't as popular as the four-door Unlimited model. However, that's no reason to overlook the need for a rear fold-up seat detent. For eight model years, two-door Wrangler owners have had to deal with the flipped-up rear seat inadvertently folding back down and crushing things during hard acceleration. And speaking of rear seats, wouldn't it be cool if there was a rear-seat delete option for both the two- and four-door? We'd also like to see a much flatter floor on the four-door with the back seats folded forward.

Boost It

The number-two most asked question about the Wrangler is likely how to make more power, especially with the '07 to '11 Jeeps featuring the 202hp 3.8L V-6. The '12-up JKs with the Pentastar V-6 make 83 more horsepower, but more is always better right? For far too long, the Wrangler has not enjoyed any optional engines. We're sure that a version of the current Pentastar V-6 will make its way into the 2017 Jeep Wrangler. It's pretty well known that this engine can be easily modified and upgraded for a turbo with factory reliability. Imagine your Pentastar-powered JK punching out somewhere in the neighborhood of 350 hp with a factory warranty. Yes, please.



Air Under There

Aside from 12- and 120-volt power outlets, what's the one thing that almost every outdoor enthusiast can make use of? How about factory-offered on-board air? It could be used for filling tires after an off-road outing, inflating lake floaties and camp mattresses, and blowing the dust off of gear. If we had our way, there would be an optional central tire inflation system too, allowing the tires to be inflated or deflated on the fly from the comfort of the driver's seat. We think the on-board electric air pump output should be at least 3 cfm at 90 psi. A 2.5-gallon tank would be an added bonus.

Legal Locks

Beadlocks allow the tires to be run at lower pressures off-road for improved traction and a smoother ride without the worry of losing a tire bead, causing the tire to deflate quickly. The precedent for the OEs has been set, and Mopar has been dabbling with aftermarket DOT-compliant beadlocks for several years. Ford took the first leap of faith and began offering DOT-compliant beadlocks as an option on its Ford Raptor. The Ford wheels can be used as a traditional non-beadlocked wheel with an "accent" ring, or you can dismount the outer tire bead and clamp it in place with that same accent ring, technically making the assembly no longer suitable for street use. We've seen several prototype Mopar wheels with a similar design. It shouldn't be long before they surface on the Wrangler Rubicon and Moab models, although we suspect that the Ram Power Wagon will be the first Chrysler vehicle to get the optional factory beadlock treatment.



Swoopy

For years, Jeep has had the misguided belief that people want boxy based on the success of the '84 to '01 XJ Cherokee and all of the Wrangler models. Well guess what, the Commander was just as boxy and Jeep couldn't even give them away fast enough to keep the rotors from rusting at the shipping yard. It's all about the content, it can still be cool without being boxy. As sure as government fuel-mileage mandates increase, we think you'll see the 2017 Jeep Wrangler loose a bit of chub and gain a swoopier grille and overall body design in general. It might not be too far off of what you see here on the Jeep Hurricane concept introduced in 2005.



Fold-Down Free

We pretty much expect the fold-down windshield to disappear for 2017. Jeep has prepped us all for it since the introduction of the '07 Wrangler. The curved JK windshield frame looks like a banana sitting on the hood when folded down. In fact, it looks so silly that almost no one ever utilizes the feature, not to mention how difficult of a job it has become. At this point, all we can hope for is that the Wrangler will at least have a removable windshield frame that can be unbolted for trail use or easy repair/replacement if needed, but don't hold your breath for that. We're actually skeptical if the

new Wrangler will even have a removable top anymore. It's possible that it will be replaced with an extra-large sunroof, similar to what is found on the '15 Jeep Renegade. You can thank your friendly local government crash standards if so.



Sans Frame

The Jeep Wrangler is one of the last 4x4 SUV holdouts in the industry with a body-on-frame design. We'd love to believe it will stay that way, but from a manufacturing standpoint, the cons outweigh the pros. A modern-day Unitbody Jeep chassis can be built more rigidly, lighter, and for less money than a traditional ladder frame and body design. At the end of the day, the dollar could call the shots on this one. Aside from the possibility of a Unitbody, we also believe the next generation Wrangler will be significantly lighter and smaller. We expect Jeep to shrink the porky Wrangler and diet off somewhere in the neighborhood of 700-1,000 pounds. The lighter weight will in turn improve fuel economy, acceleration, braking, handling, and on- and off-road performance. A plus-side of going with the Unitbody design would be the ability to decrease the overall height and center of gravity compared to the outgoing model, yet retain the large wheel openings for tires that could potentially be larger than what is currently.



From: <http://www.fourwheeler.com/features/1408-whats-new-for-the-2017-jeep-future-wrangler/#ixzz3QPbVEXzf>
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From: <http://www.fourwheeler.com/features/1408-whats-new-for-the-2017-jeep-future-wrangler/#ixzz3QPAlZbgI>



2017 Ford Raptor Preview

Contributed by Jennifer Chapin (naturally)



The 2017 Ford F-150 Raptor – A First Look

By [Ford Social](#)

We set the bar high for factory-performance off-road trucks when we introduced the 2010 F-150 Raptor. And right out of the box, the Raptor showed the fierce side of the F-150! From its performance-tuned suspension system to its advanced off-road technology, Raptor was made for the desert. The wider body for enhanced stability, unique front bumper, and vented hood and fenders gave the truck an imposing stance both on road and off.

And now it's time for a first look at the next-generation 2017 Ford F-150 Raptor – to be unveiled at the 2015 North American International Auto Show (NAIAS) in Detroit. We've reengineered the F-150 Raptor to make it tougher, smarter, more capable and more efficient than ever. The 2017 is powered by an all-new high-output 3.5L EcoBoost® engine. This new engine gives the 2017 Raptor more horsepower and torque than the previous 411-horsepower, 434-lb-ft 6.2L V8 in the Raptor.

The new Raptor isn't just about power. The truck's iconic style is immediately recognizable. Following the lead of the all-new Ford F-150, the new Raptor utilizes high-strength, military-grade,

aluminum alloy in its body and bed, slashing over 500 lbs. of weight compared to 2014 Raptor. The weight savings and frame, purpose built for Raptor, improve both performance and capability. The next-generation Raptor is equipped with features allowing drivers to more easily navigate off road including standard larger FOX Racing Shox,[™] standard 17-inch BFGoodrich[®] All-Terrain T/A[®] KO2 tires designed specifically for Raptor, a new standard torque-on-demand transfer case to better manage power distribution between the front and rear wheels, and the standard all-new Terrain Management System[™] allowing drivers to easily optimize the driving dynamics of the Raptor to environmental conditions.

From its striking looks to its advanced technology, Raptor has always been on the cutting edge. Sticking to the Raptor recipe for success, the next-generation model will continue to be the leader in performance and style, with its unique fenders, signature front grille, standard dual exhaust, available new LED lighting, available 360-degree camera and available imposing tailgate.

Visit media.ford.com to see more photos of the Ford Raptor and learn more.

You can read more about the growing Ford Performance lineup of vehicles by [clicking here](#).

For the latest updates on the next-generation F-150 Raptor, [click here](#).

Raptor available fall 2016.

Preproduction model shown.

BFGoodrich[®] and T/A[®] are registered trademarks of Michelin North American Inc.

FOX Racing Shox[™] is a registered trademark of FOX Factory, Inc.



2016 FJ Cruiser

Contributed by Jennifer Chapin

Rounding out or look at the new vehicles.....

2016 Toyota FJ Cruiser Last Edition – The End is Near?

- by [Tim Esterdahl](#)

The Toyota FJ Cruiser has been a fan favorite for years even though it has been rumored to be discontinued for years. While it is anyone's guess when/if it will officially be abandoned, **the probable end is around 2017 when CAFE requirements take full effect.**



The FJ Cruiser has survived many rumors of its demise, is the end near?

When the first FJ Cruiser concept was unveiled in 2003 at the Detroit Auto Show, it received a lot of positive response from the media and potential buyers. There was so much positive feedback that Toyota ultimately decided to build the model. This passion for the vehicle is still really strong with many active fan clubs and forums like [FJCruiserForums.com](#) which has over 68,000 members and 2.4 million posts (at the time of this post).

The excitement for the FJ Cruiser has waned in the past few years from a high 56k+ vehicles sold in 2006 to just around 13k for the past 2 years. With declining sales and very few new features, the rumors of its demise are rampant. It is easy to see why.

Likely Demise

Like most things with Toyota, we won't really know when it is going to be discontinued until the very last moment. Our guess is that it will be killed in the USA in 2016 or 2018. The reasons to wait are:

- The big costs – R&D for the vehicle, testing, regulatory compliance, tooling, etc. – are all completed. There are no additional costs associated with producing the vehicle.
- It's generally profitable to sell a vehicle if you can make at least 20k of them, and at 40k of them you're doing just fine.
- It's a niche vehicle that younger consumers love. Toyota is always cognizant of attracting younger consumers.

However, it **will** be killed at some point, as the new CAFE/fuel economy rules will make it impossible for Toyota to keep selling the FJ without massive investment in weight reduction, powertrain, etc.

The CAFE requirements coming in 2016 for model year 2017 vehicles states that a vehicle must achieve a certain MPG for its footprint. With fuel economy estimates of 16/20/18 for the cruiser, it is tough to see it climbing into the mid-20s to meet CAFE requirements.

Still, that point could be years away. Toyota does earn a lot of "credits" from the sale of hybrid vehicles that they can apply to any of their trucks that don't meet the standard. If Toyota gets the Tacoma and Tundra up to the standard quickly, they may have enough spare credits lying around to keep on building FJs.

Of course, those credits can also be used to offset the Sequoia (likely to be killed soon as well) or Land Cruiser (never going to be killed).

The reality is that Toyota could probably keep building the FJ since it has such a strong fan base and the initial investment is paid off. However, it will probably be the CAFE requirements that really force Toyota's hand.

What do you think? **Should the FJ Cruiser continue or is it time?**



Since we're looking at new vehicles, we may want to also save gas!

Contributed by Jennifer Chapin

Recommendations from: 4-Wheel Parts

The 4x4 Enthusiast's Guide to Better Gas Mileage Everyone has their own ideas on how to save on gas these days. But then for off road enthusiasts, saving gas is an entirely different animal due to the nature of our vehicles. With this in mind, 4 Wheel Parts would like to present our take on saving gas, only tailored towards 4x4 and off road enthusiasts.

Truck, Jeep and SUV owners need to adopt a certain mindset. Our vehicles aren't some bubble-shaped hybrid (thankfully), and so it's unrealistic to expect to match these cars in fuel efficiency. Also, there is no magical way of boosting gas mileage by exorbitant numbers, and even if there were, it would likely require huge modifications so expensive that the savings wouldn't be worth it.

Instead, we like to approach saving gas with the perspective of improving efficiency and making the most out of what is available.

TopEngine-Related Gas Saving Tips: When modifying your engine for gas mileage improvements, the idea is to optimize the horsepower output to reduce how hard your engine has to work. Especially when it comes to modified rigs, items such as larger tires or a suspension lift can pile added burden onto your engine that forces your engine to work harder. In order to counteract this, certain engine enhancements can improve overall engine efficiency and have your engine putting forth less effort than it needs to. Power vs. Efficiency It sounds a bit confusing to say that parts like a custom exhaust, computer chip, or air intake system that are built to add speed and power can actually improve gas mileage. Consider the following examples: Case 1: A truck with large off road tires and a suspension lift is driving 60 mph on the highway. No engine modifications have been made. Case 2: The same truck is driving 60 mph on the highway, but sports a custom intake, exhaust, and a computer module. Naturally, Case 2 will get better gas mileage since it expends less effort to reach and maintain a speed of 60 mph given the upgraded tires and lift kits. Engine-Related Products to Consider: Custom Air Filters: A dirty air filter can result in as much as a 10% loss in gas mileage. Replacing a dirty air filter is a simple task that can be done at home. Also, custom air filters are affordable options that don't need replacing, and only require regular cleanings. Air Intake Kits: For lifted and modified rigs, the boost in performance from a custom intake system is a near-necessity. A custom intake keeps your engine running smooth for better MPG and performance. Exhausts and Headers: Custom exhausts and headers maximize the outward exhaust flow of your engine, thereby allowing it to run smoother, cleaner, and more efficiently all-around. Computer Module: A computer module tweaks a vehicle's onboard computer, adding an average of 50 horsepower, and increasing fuel economy up to 10 percent, all at the push of a button from handheld controllers. Computer Programmers: Computer programmers connect to a vehicle's diagnostic port and reprogram computer parameters for optimal efficiency, providing better horsepower, gas mileage, and even towing power.

TopTire and Suspension-Related Gas Saving: Tips Tires and suspension-related components have more of an indirect impact upon fuel economy. While there is very little you can modify to increase gas mileage, there's a lot that can hurt it. Being smart in lift kit upgrades and tire choices can save you gas mileage without much performance loss. Consider these factors to ensure you aren't losing precious MPG: Choosing the Right Tires All Terrain versus Mud Terrain tires; the decision can play a prominent role in fuel economy. All terrain tires are all-purpose tires for street driving plus strong handling in moderate off-road conditions. For casual off-roaders, all terrains offer better gas mileage, and more tread life. Mud terrain tires are for hardcore off-road enthusiasts. More aggressive tread increases rolling resistance to put more of the tire on the ground, which may be great off-road, but can also hurt gas mileage numbers. If you're the weekend off road type, then a set of middle-ground all terrains can suit your needs just fine, while more aggressive mud terrain tires aren't meant to even touch the pavement. Know the Right Way to Customize As if choosing the right lift kits and tires weren't complicated enough, altering these components potentially impacts a number of other factors that require tweaking and fine-tuning. A suspension lift alone can affect drive shaft length, steering geometry, brake lines, gear ratios, and overall weight, among other things. Pay attention to upgrades that go lift kits and better gas mileage will take care of itself. Tire and Suspension-Related Products to Consider Ring and Pinion Gears: Adding oversize tires without adjusting the gear ratio gives your vehicle a proven reduction in gas mileage. New ring and pinion gears can re-gear your vehicle to its proper, factory specifications. Leveling Kits: Vehicles that ride with an uneven stance can put added strain on the engine and unevenly wear the tires. Install a leveling kit for an even vehicle with optimal engine function and gas mileage. Hub Conversions: Hub conversion kits expand traction capabilities according to terrain while also helping you save gas by sparing your axles from extended use when they are not needed.

Top General Maintenance-Related Gas Saving Tips: A vehicle's engine has countless parts functioning together to keep your car running, and a number of them influence fuel economy. The

fuel pump, thermostat, oxygen sensor, fuel injection system, onboard computer, and many other devices all can have an impact on gas mileage. Regular, scheduled maintenance on your engine ensures optimum performance and gas mileage, and also prevents the need for costly repairs down the road. Here are some other factors to keep in mind to enhance your fuel economy: Use Synthetic or Synthetic Blend Motor Oil Synthetic motor oil provides much better viscosity performance and is better for your engine in general, particularly in high temperatures and from cold starts. Use the Right Kind of Gas Manufacturer suggested fuel grade provides the best gas mileage at the most practical cost. Using higher grade fuel may improve mileage slightly, but this increase is nominal compared to the extra money paid. A/C in Moderation An A/C system uses a compressor that is powered by an engine's drive belt; thus, the more air you use, the harder the compressor and engine have to work. A/C versus Open Windows Driving with open windows at high speeds can actually reduce gas mileage more than low setting A/C with the windows up due to the added wind resistance. For speeds 50 mph and below, open windows are fine, but above 50 mph, air-conditioning may be a better choice. Tire Inflation Under inflated tires creates a drag that reduces fuel economy and is potentially damaging to wheel alignment. Properly inflated tires are safer and will also last longer. Check Tire Alignment and Balancing A vehicle that isn't running straight requires additional force for propulsion. Make sure that your steering wheel is properly centered when driving straight, and rotate your tires regularly. Maintenance Related Products to Consider: Nitrogen Tire Service: Many shops these days offer nitrogen tire service. Nitrogen gas is a completely safe alternative that reduces leakage and seepage from your tires, thereby improving fuel economy and tire life. Fuel Catalysts: A fuel catalyst is a device that adds a permanent fuel treatment to your gas tank. Drivers can save at the pump immediately by using lower grade fuel that operates at premium grade levels. Fluids: Synthetic oils offer smoother performance and more mileage. Additionally, engine or fuel additives clean out fuel components, which can improve fuel efficiency and keep your engine running clean.

Top Vehicle Exterior-Related Gas Saving Tips: Remove Excess Weight Not all fuel economy issues stem from what goes on inside your vehicle. By paying close attention to the exterior parts of your vehicle, you may be surprised just how simple it can be to save gas. Remove Excess Weight Take off your winch if you don't plan on using it. Clean out your trunk or truck bed. The heavier your vehicle is, the more fuel it has to expend to propel you. It doesn't get much simpler than that. Manage Aerodynamics Foreign objects like roof racks on the exterior of your vehicle can cause additional wind resistance and drag, especially at high speeds. This is particularly crucial for trucks with open beds, where air travels into the bed and drags against the tailgate. Install a bed cover to maximize aerodynamics. The same goes for open-top Jeeps. Add a hard top or soft top (less weight) for reduced drag at high speeds. Vehicle Exterior-Related Products to Consider: Tonneau Covers: A truck bed cover can do wonders for both gas mileage and performance by eliminating wind resistance against your tailgate, and also offer a number of convenient features and utilities. Jeep Tops: Jeep soft or hard tops provide an enclosure that will deflect wind more aerodynamically versus open top or bikini top Jeeps, giving you improved fuel economy and a more comfortable driving experience.





Ultimate Off Road Race

Contributed by Jennifer Chapin



The event that started it all, the 8th running of the Griffin King of the Hammers presented by Nitto Tire will be the largest to date with an expanded Vendor show, and additional entertainment. The event will take place **Friday, February 6, 2015**. A full week of racing will start on Sunday, February 1st with the 3rd annual King of The Motos. 4 Wheel parts will host the Time Trials and Last Chance Qualifier and make daily deliveries of parts to the lake bed during the week of KOH. For more information visit:

http://ultra4racing.com/category/king_of_the_hammers/

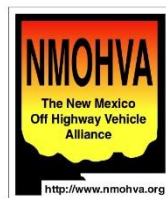
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Trail Tales



March 1, 2015

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

February 12, 2015
by Joan Wolf



The meeting was held on February 12, 2015 at Heights Presbyterian Church. President Cliff Meier called the meeting to order at 7:02 pm.

GUESTS: Paul Ness ('69 FJ), John Nolen (Wrangler), Ben Romero, Richard Steele (CJ7 and, as of 20 minutes ago, Bill Bonahoom's LJ), Shayne Swingle ('98 Cherokee).

MEMBERS PRESENT: Steve Andreson, Tracy Bakewell, Joe Barfoot, Jeff Boggs, Bill Bonahoom, Richard Brooks, Jennifer Chapin, Guy Conway, Jack & Cathy Dickey, Bill & Chris Dressler, Leon Duggar, NaDeen Jackson, Ed Kausche, Dennis & Laurie Mann, Cliff & Jeanne Meier, KW Moore, Bob Provance, Don Roy, Chris Sears, Andy Townes, Frank G. Whiston, Joan Wolf, Tahoe Zahn.

SECRETARY'S REPORT – Joan Wolf. Meeting minutes from January were accepted as published.

TREASURER'S REPORT – Dixon Patrick. Dixon reported via email that the treasury balance is \$1,984.66.

VICE PRESIDENT'S REPORT – Leon Duggar. Leon explained the points system; one point for meetings, two points for runs, etc. He also explained the \$0.25 fine system; intention is to keep people in line (obviously not working). Some runs were cancelled due to snow, no fines this month.

TRIP CHAIRMAN'S REPORT – Jeff Boggs. The planning committee is working hard to come up with new ideas (tech sessions, etc). Jeff covered a long list of runs and events; check the website for the entire list. Guests are encouraged to email the trip leader if attending.

PAST EVENTS:

Jan 17 – 4x4 Night at O'Neills – Mark Berglund is organizing monthly sessions for four-wheeling talk. Grab a drink and a bite to eat.

UPCOMING EVENTS:

Feb 15 – Sagebrush Flats (Santa Fe area) – Jennifer Chapin.

Feb 21-22 – Chloride Canyon (Truth or Consequences area) – Jennifer Chapin. Meet at the Chevron, north end of T or C both days (watch for construction detours). Chloride is an inhabited ghost town and has a fascinating museum.

Feb 21 – 4x4 Night at O'Neills – Mark Berglund.

Feb 27-28 – T or C Hard Run – Bill Bonahoom.

Mar 7, 8:30 a.m. – Tech Session “Death Wobble” – Mark Wolf. The staff at Desert Rat, 5401 San Mateo NE, will discuss causes, fixes, and prevention.

Mar 8 – Cimarron Mesa Exploratory – Jennifer Chapin. There are many canyons from hard to extreme on this BLM land.

Mar 12, 7:00 p.m. – Monthly meeting. Heights Presbyterian Church, meeting room is at southeast side of building.

Mar 14, 9:00 a.m. – NMOHVA Annual Meeting – Frank G. Whiston. REDW LLC, 7425 Jefferson NE. Everyone interested in motorized vehicle offroad travel is invited.

May 6-15, Moab and Green River, Utah, Cliff Meier. Guy Conway will lead a variety of trails.

May 22-24 – McGhee Park, Farmington. This will be a fun event with NM4W, Jeeps West from Gallup, and the Farmington Cliffhangers as trail guides. The Cliffhangers want to know how our vehicles are built so they pick appropriate trails in the Chokecherry Canyon area. Let Cliff know if you're attending and provide him with vehicle specs. Hamburger cookout at the Fairgrounds on Saturday night, bring a side dish.

Many more listings are on the website under Calendar.

Trip Leaders Wanted—check the website for “Leader Needed” runs

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT – Jack Dickey. Jack announced that the Cibola National Forest is accepting comments until April 3 on revisions to the Forest Plan. While the Forest Plan does not address travel management, the Cibola may propose adding ½ million acres as wilderness. While only Congress can authorize wilderness, if a forest calls an area wilderness in the Forest Plan they can start managing as wilderness. This could severely curtail motorized vehicle access. On another matter, Jack is looking for an Assistant to help with environmental affairs.

PROGRAM CHAIRMAN’S REPORT – Jennifer Chapin. Jennifer brought license plates and other products and sold tickets for the 50/50 raffle.

HISTORIAN’S REPORT – Frank G. Whiston. Frank added some trails including the Dome Road to the Jemez section of Trails on the website.

WEBMASTER’S REPORT – Don Roy. Don has the ability to make 3-5 minute videos on how to use the website, i.e., how to use the Trails tab or how to change photos on your Profile page (what's it called?). Send him ideas. At Tahoe's suggestion, Don will change “For Sale” to “Classified” and fix the calendar so that you can view without logging in.

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

PROMOTIONS PROGRAMS – Frank G. Whiston

- **4WD Hardware Club Rewards.** The 2014 disbursement to NM4W was \$15 (prior year was approximately \$75). Frank will send in the most recent opt-ins, two names.

- **ExtremeTerrain.com.** They contacted Frank about offering a 5% discount if the club signs up; no member names needed. Comments were that 5% isn't a big enough discount, online prices are often cheaper, and the company can be aggressive. No action taken. Frank will ask if they can offer the club a bigger discount.

OLD BUSINESS:

- **Jeeps West reciprocation.** In a long-awaited thank-you for hosting NM4W in the Gallup area several times, NM4W will host Jeeps West in Farmington, May 22-24. See Calendar for details.
- **Tech Sessions.** The first tech session will be March 7 at Desert Rat on "death wobble". This is a great opportunity to learn from the experts who deal with repairs. A future tech session may be GPS mapping. Space will be limited so watch and sign up early.

NEW BUSINESS:

- **Budget.** We aren't broke but there are budget concerns. There is \$1,900 in the bank and \$1,300 in anticipated expenses, leaving \$600 to last until July when dues are paid. The officers will report in more detail at the March meeting. Proposals may include raising dues, discontinuing the donation of 50/50 proceeds to NMOHVA, and making merchandise sales available online so that the club doesn't have to sustain an inventory. Bob Provance was assured that we don't need to pick up cans along the road.
- **Event funding.** There was discussion about authorizing funding for the Memorial Weekend event in Farmington and the June 6 club picnic. (These expenses are included in Cliff's \$1,300 spending forecast.). Motions were approved for:
 - \$250 to cover the Farmington Fairground, hamburger cookout, and other expenses
 - \$175 for picnic food
- **Meeting hosts for summer**
 - May 2—Rebagayle & Glen Vialpando
 - June 6—picnic at Oak Flats Picnic Ground
 - July—Marcia & Leon Duggar (date tbd)
 - August—need volunteer
 - September 12—Chris & Bill Dressler
- **New Members voted in:** None.
- **Winners**
 - 50/50 Raffle \$53: The winner was first-time visitor, Richard Steele. Richard graciously declined his share and requested it be turned back to the club.
 - Stainless Steel Exhaust certificate: Jeff Boggs
 - Xtreme Air Compressor certificate: Ed Kausche

Leon Duggar was thanked for hosting the meeting.

MEETING ADJOURNED at 8:15 pm.

check out the calendar on the web site - it is continually updated and has all of the contact information you need!



President's Report

By Cliff Meier

The March 12 club meeting will be an important one for as many members to attend as possible. By the time you read this you should have received an e-mail with several proposals that the club's Officers/Board of Directors will present to the membership for approval. These proposals are the result of the need to improve the health of the club's treasury as briefly discussed during the February meeting. The proposals range from a moderate dues increase (dues have not been increased for over 20 years), adjustments to the annual awards structure and several other smaller changes. The bottom line is that we are spending more than we are taking in and something has to be done to reverse this trend before a serious financial situation develops, so please attend the meeting.

I am going to try an added approach for the announcement of "Member Only" runs and events to make sure all guests that have submitted an application and who are earning points toward membership are informed of the details of these runs/events. I will send out an e-mail to the guests monthly with the run/event details and the contact for each. I'll start out this month with the Moab/Green River and Farmington events. One word of caution, if you are interested in Moab/Green River make your RV park/motel reservation ASAP, this is a popular time there and accommodations can be scarce.

I would like to take time to thank Jennifer for a great run in Truth or Consequences. If you missed it, we had two days off super runs. Hopefully we can make this an annual event.

A reminder, after a guest has been voted in as a member they still need to pay their dues before being moved to member status.

Lastly, as I mention a couple of months ago, it is not too early to start thinking about the club officer elections in July. It is not the club's intent to have the same officers year after year, new blood and ideas are needed to keep the club moving forward. So, please consider running for an officer position.

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



Vice President's Soap Box

By Leon Dugger

There is no Vice President's report this month.



Director of Environmental Affairs

By Jack Dickey

Jack is looking for an Assistant to help with environmental affairs. If you can spare some time to help with this important work, please contact Jack or any of the club officers.



Four Wheeling in the Snow Safely

Contributed by Frank Whiston

From: <http://treadlightly.org/featured-articles/four-wheeling-in-the-snow-safely/>

GO ROMPING IN THE SNOW By 4x4 Coach and Tread Lightly! Master Tread Trainer, Tom Severin



Rotate the vehicles to keep a "fresh" vehicle in the lead at all times. Photo courtesy Four Wheel Drive Sport Utility Magazine

With the snow we've been getting in the mountains lately, a lot of four-wheelers are itching to fire up their vehicles and go plowing through the white stuff. Whether over Cajon Pass, through Big Bear area, or just to Grandma's house, driving off road in snow is a lot of fun. Winter driving offers its own set of challenges; the following tips will help ensure your trip is a pleasant one.

Prepare

First off, be sure the road or trail you have in mind is open. Contact the appropriate land management agency if you aren't sure.

As with all four-wheeling, remember the buddy system. That is, always go out with at least one other vehicle. It's fairly easy to get stuck in snow, and the cold just compounds any difficulties you may experience. More on that later.

Make sure you pack survival gear along with food and water. Remember that it gets dark early this time of year, and storms can hit in a hurry. Check the forecast before leaving. You don't want to get caught in the mountains during a blizzard. Also, cold weather reduces the output of your battery. Replace it if it's more than five years old. Consider installing a dual battery system as well. That way you'll have a back-up, as well as a source of power in case you need to use the winch.



Pack your vehicle accordingly. The basics include a snow shovel, air jack and tire chains, if you have them. Brightly colored equipment is really useful in a snowy environment. An ice scraper/window brush and recovery equipment are a must, also. You'll want some communications equipment, as well. Pack ham radio gear if you have it. If not, consider getting licensed. The exam isn't that difficult and gear is

reasonably priced. If you don't care to go that route, look into a satellite phone. Cell phones rarely work in the outback, so don't count on one.

Make sure your headlights, tail lights, fog lamps, and license plate are clear of snow. As the old saying goes, you want to see and be seen.

Upon Arrival

Upon arriving, spend a few moments surveying the trail and surrounding terrain. One of the biggest problems with snow is that it covers ruts, ditches, and rocks. If you've driven the trail before, try to recall where the rough spots are, and avoid them. Don't try to drive over them, as you risk getting stuck or damaging your vehicle.



Chains are great for driving in snow. They give you better traction and braking all around, and better steering up front. If you have just one set, place them on the back. Chains up front allow you to chew through deep snow, but the added braking capability could cause fish tailing. This happens a lot while going downhill on a slippery slope.

Air down your tires to a standard off-road level. For a 31-in. tire, that would be in the 18 to 15 psi range. Start off in single file as you normally do. The lead vehicle will blaze the trail, but often becomes stuck. Plus, the underbody usually gets

packed with snow, so the vehicle doesn't run well. Be prepared to pull out that vehicle, but also rotate the vehicles to keep a "fresh" vehicle in the lead at all times.

Getting Stuck

If you get stuck, try rocking the vehicle. You can usually gain a few inches each time, which often is enough to get you onto better ground. Avoid spinning the tires if possible. That just melts the snow underneath, which quickly freezes. Then you're in worse shape than when you started.

If you're still unable to drive out, use a recovery strap to pull your vehicle out. But be careful: The strap is under tremendous stress. Make sure no one is standing between either vehicle. If that strap breaks, it'll crack the person in the head, and your trip is over. A Pull Pal® also works well in these situations.

More Snow Driving Tips

Remember to drive slowly. As mentioned above, snow covers all blemishes in the trail. If the snow is firm enough you may actually drive on top. But more likely, you'll cut through, and expose your vehicle to rocks and other hazards below.



Even with chains, your vehicle behaves quite differently in snow. Stopping and cornering are more difficult and braking distances are greater. Drive slower than normal and keep a safe distance between the vehicles. 4WD doesn't offer any better braking than 2WD, despite what you may think. If you find yourself sliding one way, turn with it, but also apply some power and stay off the brakes. The 4WD traction will help pull you out of it.

Use gentle acceleration whenever climbing a hill. Quick acceleration can cause the tires to spin, which results in an icy trail. Speaking of hills, assess the trail before descending, and make sure it's safe to drive. Can you get back up if you had to? If not, and that's the only way out, take a different route.

Here's hoping your next romp through the snow is a safe and enjoyable one.

Tom Severin, 4x4 Coach and Master Tread Trainer, teaches 4WD owners how to confidently and safely use their vehicles to the fullest extent in difficult terrain and adverse driving conditions. Visit www.4x4training.com to develop or improve your driving skill.



Since We're Talking About Snow....

Contributed by Phil Rodacy





Program Chair Report

By Jennifer Chapin

We still have merchandise. The inventory list on the website is up to date. Please check it out. There have been requests for long sleeve shirts. I will have information at the club meeting about ordering them.

Also, New Mexico 4-Wheelers is now accepting credit cards. We are utilizing Square, with iPhone, iPad, and Android devices. Many small and mobile businesses use this service. If you have ever signed with your finder on a mobile device it is likely Square. It is very secure and you can choose to have your receipt sent to you via email.



50/50 Raffle is still cash only please. Remember if you purchase tickets and you are wearing some New Mexico 4-Wheelers gear you will receive 1 additional **free** ticket.

Tickets

1 for \$ 1.00

6 for \$ 5.00

12 for \$ 10.00

25 for \$ 20.00



Chloride Canyon Weekend

By Jennifer Chapin

We had 17 rigs on Saturday for the trip to Chloride where we had a little time at the museum and gift shop. Also it was the air down spot. However the group had to wait for some who forgot to air down. We hit the trail and stopped at some caves and petroglyphs along the way. Then we attempted to get to the fire tower lookout near the end of the trail. A few people got stuck in the snow it was wet heavy snow that was 2feet deep in places along the switch back road. After winching a Jeep to get a Raptor out it was getting dark. We were at the air up spot in the dark. Most people did not get back to town until 8:30PM. The day really included some history of New Mexico, Sunny rocky roads, muddy areas, snow areas, night run and winching 101 class for some. A long day for everyone. Some of us had dinner together while others rested up or went on to other activities. Come to the meeting to hear more stories and the list of fines for some.



Chloride, New Mexico







The start of Monticello Canyon.





Monticello Canyon Road, parts of this road are all water.



Exiting Monticello Canyon



Yep, Its Still Winter!

Contributed by Phil Rodacy



Parked Jeep Leaves Behind Ice Sculpture

This unusual ice formation in the shape of a Jeep's grill was spotted in the parking lot of the Vidant Medical Center in Greenville, N.C. on Feb 17. An eyewitness believes the vehicle's owner warmed up the engine, and the imprint remained after the driver backed out of the parking space. The ice was attached to the curb.

<http://www.nbcnews.com/news/us-news/parked-jeep-leaves-behind-ice-sculpture-n309031>



Thinking About a CO2 Tire Inflation System?

By Cliff Meier

About a year ago I decided to get a CO2 system for inflating my tires after a run. I won't get into the reasons other than its much faster than a small compressor but at a cost. I started looking at the systems that are available. Top of the line was an American made Power Tank system, powertank.com, 10 pound tank, regulator, hose and tire inflator with a gauge, a little costly, over \$400. Too much for my budget! I then looked Chinese made systems sold on-line and by a local 4X4 shop. These systems had all the same components as the Power Tank system had plus a carrying case. These systems cost about \$250. Sounded good to me so I bought one locally. Other folks have bought this system and have had good luck with it but not me. After having it filled for the first time one of the fittings leaked and then the regulator itself started to leak. At that point I returned it and got my money back. What to do next? I read on one of the Jeep forums about building your own system, buying the major components on-line and from local home improvement stores. I decided to try this. I bought an aluminum 10 pound tank from Beverage Factory.com. The model number was BF C 10 and cost with shipping \$105. Next I ordered a CO2 regulator from Weldingsupply.com. The regulator was a Western RP Preset CO2 with a 125# spring which cost \$50 with shipping. The next component was the hose. CO2 gets very cold as the tire is inflated, I tried an ARB hose I already had but it seemed to get a little brittle from the cold so I decided to buy Power Tank's hose which cost about \$60. Locally Tractor Supply has hoses for about \$30 or less. Lastly the final part of the basic system was a tire inflator with a gauge from Home Depot, \$15.00. Total cost for the system at this point was \$230. In addition to being about \$20 cheaper than the Chinese system, my whole system was American made. Here is a picture of the system mounted in my Jeep.



One last part that I ordered was a tank mount, \$80, and roll bar clamps, \$60, from Power Tank. I would have had to order the tank mount and roll bar clamps for the Chinese system also, they were not included in the \$250 system. They had one listed but it was back ordered without any estimated delivery date other than maybe 6 or more months! So far I have been very satisfied with the system even though getting it filled takes some planning because currently there is a 2-5 day turnaround time. It costs about \$14 to fill it and it should fill over 40 33" tires from 16 psi to 28 psi. I have emptied the tank once but lost track of how many tires I filled!



Sage Brush Mesa Trip

By Jennifer Chapin

We had 9+ rigs on the trip. We ran loop backwards from the way it is usually run. About $\frac{3}{4}$ of the way through we came upon a coyote in a trap stuck to a tree next to the road. There of course is some controversy about coyotes in New Mexico. This area is not close to people's homes and it was not injured badly enough to dispatch the coyote.

A few of us decided to pin the coyote down without hurting it and release it from the trap. It took my hand on a log to pin the coyote between the tree and the ground. With another hand on the trap with tools and Chris with tools while Cliff pulled the coyote's paw from the trap. There were a group of people standing behind us at a distance when everyone told me they were ready I stepped back quickly and released the coyote. The animal was able to get up and run off. Hopefully it will heal up and continue to thrive in the area.

This is a wild animal that was injured. This was a very dangerous situation that we put ourselves in to try to help this animal. It is not recommended to attempt this type of rescue. New Mexico Game and Fish strongly requests that if you come upon a situation like this to contact them and they will proceed with proper care and legal authority. Whether you agree with hunting and trapping or not. It is important to understand the laws in New Mexico since we are using the forest where these activities happen. I turned the trap into New Mexico Game & Fish. They are in process of investigating with the trap, pictures and GPS coordinates of the location.



Traps must be at least 25 yards from any road, which this trap was about 3 feet off the road. They are required to have a tag that identifies the owner of the trap. (However we may or may not be able to readily see the tag).

Also, that removing or otherwise tampering with traps or any other "interference" with trappers, hunters, and fishermen, is ILLEGAL.

This situation has a positive outcome for those of us involved and the coyote, but this is really an example of what not to do.

Please call New Mexico Game and Fish (888) 248-6866



Anxious to go Camping?

Contributed by Phil Rodacy

This one may be available.....

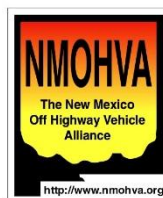


KEEP PUBLIC LANDS OPEN TO THE PUBLIC

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Trail Tales



April 1, 2015

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

March 12, 2015
by Joan Wolf



The meeting was held on March 12, 2015 at Heights Presbyterian Church. President Cliff Meier called the meeting to order at 7:03 p.m.

GUESTS: James Buck ('04 Rubicon), Paul Ness ('69 FJ), John Nolen ('08 Wrangler), Mel Patterson (Toyota Tacoma), Ben Romero, Rich Steele ('06 LJ).

MEMBERS PRESENT: Steve Andreson, Tracy Bakewell, Travis Bakewell, Jeff Boggs, Bill Bonahoom, Richard Brooks, Ronnie Caton, Jennifer Chapin, Jack & Cathy Dickey, Bill & Chris Dressler, Leon Duggar, Ed Kausche, Dennis & Laurie Mann, Cliff & Jeanne Meier, KW Moore, Eamonn O'Brien, Dave Plaster, Bob & Carol Provance, Phil & Illene Rodacy, Don Roy, Karen Savage, Chris Sears, Mike & Linda Sells, Diego Serna, Ken Tinker, Glenn & Rebagayle Vialpando, Donnie Walker, Frank G. Whiston, Mark & Joan Wolf, Tahoe Zahn.

SECRETARY'S REPORT – Joan Wolf. Meeting minutes from February were accepted as published.

TREASURER'S REPORT – Dixon Patrick. Dixon reported via email that the treasury balance is \$2,104.23. Cliff estimated approximately \$900 of payments are expected through the end of this fiscal year such as picnic and Farmington Event costs, web hosting cost, and annual awards. Report accepted.

VICE PRESIDENT'S REPORT – Leon Duggar. Leon explained the points system (one point for meetings, two points for runs, etc.) and the \$0.25 fine system. Jennifer was fined for getting her Raptor stuck in the snow at Chloride, getting KW's Jeep stuck in the snow, prompting some tricky winching, and getting the group back to town at 8:30 pm (messing up dinnertime and bedtime for some). KW was fined \$0.75 for getting himself stuck and Jennifer more stuck. Wolfie was fined for agreeing to be tail gunner but showing up in the middle of the pack. At T or C Hard, Jon Van Patten was fined for a busted tranny, then catching something on fire, then a bad O2 sensor. Steve Andreson got nailed with a grease splat. Jack Dickey self-reported getting stuck but was absolved because it was a hard trail, not fineable. Bill Bonahoom was fined \$0.25 for running over his little girl's plastic potty and \$0.25 for the visual.

TRIP CHAIRMAN'S REPORT – Jeff Boggs. There are two Mt. Blanca runs this year. Silverton dates are Aug. 20-22. Plans are to send a run/trip article each month to NMOHVA, from our newsletter to theirs. Want to inform motorcycle and ATV riders what we do.

PAST EVENTS:

Feb 15 – Sagebrush Flats – Jennifer Chapin. Ran it backwards, 12-15 vehicles, wild coyote experience.

Feb 21-22 – Chloride & Monticello Canyons – Jennifer Chapin. Snow, mud, flowing creeks, darkness, a little of everything. Great turnout, 17 vehicles.

Feb 27-28 – T or C Hard – Bill Bonahoom. 6 members, 4 guests. Turned out to be extreme, not hard. Everyone got out clean.

Mar 7 – Tech Session “Death Wobble” – Mark Wolf. 11 attendees. Derrin Owen explained the causes and fixes, followed by Q&A’s.

UPCOMING EVENTS:

Mar 14 – NMOHVA Annual Meeting – Frank G. Whiston.

Mar 15 – Cabezon Peak Ride – Jeff Boggs.

Apr 4 – Jemez Opening Weekend Run – Jennifer Chapin. Some gates to the Santa Fe National Forest open today. Will be going north of La Cueva.

Apr 9, 7:00 p.m. – Monthly Meeting, Heights Presbyterian Church.

Apr 11 – Manzano Mountains – Cliff Meier. Meet at the Cibola NF Ranger Station, south Hwy 337, Tijeras.

May 6-15, Moab and Green River, Utah, Cliff Meier. Guy Conway will lead a variety of trails.

May 22-24 – McGhee Park, Farmington. Let Cliff know how your vehicle is built and he’ll pass info on to the Farmington Cliffhangers. They want to pick good trails for us and Jeeps West. Bring a side dish for the hamburger cookout at the Fairgrounds on Saturday night.

**Trip Leaders Wanted—check the website
for “Leader Needed” runs**

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT – Jack Dickey. Jack reminded everyone to be good stewards of the land we enjoy so much—pick up trash, carry kitty litter or peat moss for oil spills.

PROGRAM CHAIRMAN’S REPORT – Jennifer Chapin. Jennifer is waiting for a t-shirt quote. The 50/50 raffle raised \$91 for the club tonight.

HISTORIAN’S REPORT – Frank G. Whiston. Frank added tracks for Mt. Blanca to the Trails section of the website. Frank is preparing a profile of our club for the United Four Wheel Drive Association’s newsletter and he’d appreciate input.

WEBMASTER’S REPORT – Don Roy. Members can now see their points accumulation for the current and past year in their Profile. Don fixed a calendar synchronization feature.

EDITOR’S REPORT – Phil Rodacy. Send trip write-ups, photos, technical articles to Phil.

PROMOTIONS PROGRAMS – Frank G. Whiston

- **4WD Hardware Club Rewards.** Guy Conway noticed that not all club-member purchases had been tracked. As a result of Frank chasing down the discrepancy, the 2014 disbursement to NM4W will be \$336 not \$15 as reported last month.

OLD BUSINESS:

Budget. Prior to tonight's meeting Cliff sent a proposal about raising dues from \$35 to \$45 out to members. The Board of Directors (club officers) is making the proposal due to concerns that the club's projected year-end balance of \$600 is too low. The changes should result in a cushion of approximately \$2,000 in the bank with \$700 of that from the dues increase. \$45/yr is in the ballpark with other club dues: Las Cruces 4WD \$35, Tucson Roughriders \$40, Mile Hi Jeep \$60. Cliff presented detailed budget numbers and responded to these comments sent in by members.

- **What is the club money being spent on?** The largest expenses are memberships to other 4WD organizations: United Four Wheel Drive Association, Southwest Four Wheel Drive Association, New Mexico Off Highway Vehicle Alliance, and Blue Ribbon Coalition. Other expenses are donations to the food drive and the church (for the meeting room), food for the club picnic and Christmas party, upfront costs of club merchandise, website fees, and the post office box.
- **Why doesn't the club hold fundraising events like car clubs do?** Car clubs sponsor car shows, charge fees, and make money. Car show activities aren't compatible with what our four-wheeling club is about. If we used runs as fund raisers and charged folks to come, then we would have to have insurance, permits, etc. These costs could easily be more than a fund raiser could generate.
- **Does the club have an annual, formal budget?** Historically, no, but it will now.
- **The same people win the awards (Most Points, etc.) every year.** There are some proposed changes but it comes down to willingness to participate.
- **Motions** (these items require changes to the SOP's, Standard Operating Procedures)
 - **Motion made and seconded to raise annual dues from \$35 to \$45 for Regular members and from \$17.50 to 22.50 for Associate members.**
Discussion. This would be a good, test-the-water step. It's not expected that members will drop out since the increase is modest. There was a suggestion to raise the dues to \$50. Response was that members can make donations if they want to pay more than \$45. The dues increase would be effective with the new fiscal year starting August 1, 2015.
Motion passed.
 - 2. **Motion made and seconded to discontinue donating the club's portion of the 50/50 raffle to NMOHVA beginning April 1, 2015.**
Discussion. A bigger donation will make more notice than the relatively small monthly donations. We can continue to support NMOHVA by sending donations at the end of the fiscal year or as-needed.
Motion passed.
 - 3. **Motion made and seconded to eliminate the annual random drawing cash award.**
Discussion. This award was instituted a few years ago as a way for all members who participate to be able to win something. Every point earned for leading a run, attending a run, etc. resulted in one chance. Some people like this award; others don't think it's a good use of funds. This award will be eliminated immediately and not awarded this year.
Motion passed.
 - 4. **Motion made and seconded to eliminate the \$100 award for Most Trails Led and replace it with a \$10 dues discount to anyone leading 4 or more trips per year.**

Discussion. This would start immediately. The \$100 will not be awarded this year and members who led 4 or more trips will get a \$10 discount on dues for the fiscal year beginning August 1, 2015.

Motion passed.

- **Meeting hosts for summer**
 - May 2—Rebagayle & Glen Vialpando
 - June 6—picnic at Oak Flats Picnic Ground
 - July—Marcia & Leon Duggar
 - August—Sandy McIntosh & Dave Plaster
 - September 12—Chris & Bill Dressler
- **Tech Sessions.** Wolfie's request for reimbursement of \$20.96 for breakfast for the March 7 tech session was approved. On-trail welding was suggested as a topic. Send other ideas to Wolfie or Jennifer Chapin.

NEW BUSINESS

- **New Members voted in:** Paul Ness, Mel Patterson, Ben Romero, John Nolen.
- **50/50 Raffle Winner:** Jeff Boggs, \$91 (Jeff donated his winnings back to the club.)

Jeanne & Cliff Meier were thanked for hosting the meeting.

MEETING ADJOURNED at 8:21 p.m.

**check out the calendar on the web
site - it is continually updated and
has all of the contact information
you need!**



President's Report

By Cliff Meier

I sent an e-mail to everyone last month stressing the importance of attending the March meeting where recommendations were to be presented for approval that would improve the club's finances and changes to the awards program. A summary of the approved recommendations is below. For more detailed information please read the meeting minutes which are included in this month's newsletter which is posted on the club website.

1. Increase the annual full membership dues from \$35 per year to \$45. Dues for associate members was increased to \$ 22.50 per year. Effective with the new fiscal year starting August 1.
2. The donation to NMOHVA from the 50/50 raffle was discontinued beginning April 1.
3. The random drawing \$100 award presented during the annual picnic was discontinued, this is implemented immediately.

4. The Most Trails Led Award was changed from \$100 to a \$10 dues discount for all members that led 4 or more runs. This change is implemented immediately.

As the weather is becoming summer like our run schedule, from easy to hard, is available on the club website calendar. It looks like it will be a busy summer. Check out the calendar and join us on the trail! Also, as summer approaches, the club meetings switch to member's homes. These are always great meetings beginning with a potluck. Everyone, members guests, etc. are invited. The calendar will have directions to the meeting locations.

LEAD a RUN - THE TRIP LEADER IS IN CONTROL



Vice President's Soap Box

By Leon Dugger

There is no Vice President's report this month.



Director of Environmental Affairs

By Jack Dickey

Jack is looking for an Assistant to help with environmental affairs. If you can spare some time to help with this important work, please contact Jack or any of the club officers.



4x4 101 TECH Session #1 Death Wobble

By Mark Wolf

On Saturday, March 7th, 10 people met at Desert Rat Off Road Centers to hear a message and some truths about Death Wobble (DW). Mr. Derren Owen, Manager of the Store led our training session. He even utilized his own vehicle to demonstrate the methods for checking your suspension parts that could lead to DW. He noted that 85-90% of the time DW is related to the track bar and its mounts, especially on TJs and XJs.

Derren went on to say that the new Jeep JKs seem to be wrought with this issue more than other Jeeps (or non-Jeeps), but it is not always related to the track bar. He has seen bad ball joints anywhere from 5,000 miles to 30,000 miles. He theorizes Chrysler has a bad supplier of the ball joints they use in their factory built vehicles. However, he did show us how to check for these issues and determine if more research is needed or if an “expert” is necessary to make a final determination.

Derren also made the group aware that not only the coil spring vehicles have this issue. Jack Dickey noted that King Pin Dana 60 axles can have it too. Frank Whiston brought up that independent suspension systems can also have the issue if the tie-rods are allowed to wear beyond their capability of keeping things tight. The group noted that the issue is one that plagues us 4 Wheelers and we all need to be aware of the symptoms so we know what to do next and where to look.

Derren did a great job of explaining these problems and making us aware of where to look and how to check for worn suspension system parts in general. Keeping our vehicles in top shape is what we are about, especially when we use them much harder than they were intended. Keeping aware of these issues and making modifications to our vehicles to limit the effects of things like big tires, lockers, off-set wheels, and even use can make the vehicle much safer to drive. We need to make sure that our vehicles are in top shape as we never know when we may actually “*NEED*” 4WD to go help save someone. The experience of making repairs is also very useful when on a ride and something goes wrong. You never know when you may be called on to make repairs to a visitor’s vehicle to allow everyone to return home quicker from some ride we’re are on.

Thanks to everyone who attended. Look for more of these “Tech Sessions” to be held in the future. Frank Whiston has one coming up this summer sometime and Jennifer is working on one about “lift kits” for popular vehicles. We look forward to seeing you there! You may learn something!



Cabazon Peak Ride

By Jeff Boggs

Cabazon Peak is surrounded by dirt and if you drive on dirt when it is dry it turns into dust. This happened to us last Sunday. It was dusty, except when Andy Townes got stuck in the mud.

Well, let's start at the beginning. We met in San Ysidro, NM. 20 vehicles showed up and one guy, in a Jeep, stopped to see what was up. He was on his way to Durango, CO, and pulled in to see what we were all doing. He thought we were cool, and wants to join, so I gave him one of the NM4W cards.

We drove up Hwy 550 15 miles and turned off toward Cabazon Peak, an old defunct volcano.

Finding a good place to air down, we were on dusty dirt roads.



We were on "School Bus Road", so named for several old yellow school buses parked off the road. We think the ranchers use them to store ranch stuff. Anyway they add to the strangeness of the area. Mesas, canyons, sandstone and lava, oh, and dust.

Yes, if you were not leading this caravan, you got a big helping of dust. Out here, around Cabazon, it is either dusty roads or muddy roads.

Luckily, we got off on some slower, rougher roads and the dust level dropped off. We worked our way down into a nice canyon with sandstone mesas on both sides. On a sandstone lined arroyo area, we stopped for lunch. Some of us drove into the arroyo and had some rocks to drive on. We found some interesting ledges and slowly worked our way down to the end, and we turned around to come back up the arroyo. What looked like packed wet sand, turned into mud and that swallowed Andy Townes' Jeep, so much so that Bill Bonahoom had to pull him backwards, to more stable ground. Clint Hobart, a new prospective member, had to remove his anti sway bar from his 4x4, since it got damaged on a rock. We all made it back to the road and out we went.



We drove back to better roads and some folks headed back toward Hwy 550, while some went to Guadalupe Ghost town. The longer days made this extra drive possible. Got some good pictures of the old two story adobe hotel and then turned around and headed back to pavement. We aired up near Hwy 550 and called it a day.

Seems like everyone had fun, even in the dust. No breakdowns, nice day, and we got out of town, which what our club does. Thanks to all for a great trip, and special thanks to Cliff and Gavin for closing the gates.



=====

THINKING ABOUT GOING ON A RIDE, BUT NOT
SURE IF YOU CAN HANDLE THE TRAIL?
CALL THE TRIP LEADER AND COME OUT FOR SOME
FUN!





T or C Hard Run

By Bill Bonahoom

On Feb 26 -29 the NM4Wheelers traveled down south to Elephant Butte NM. This was listed as a hard ride and best suited for vehicles with two lockers and 35" minimum tall tires. Trails like this really test the preparedness of both man and machine and will expose any substandard parts in a hurry. We had six club rigs, and four guest rigs including Jeff Jacobson who is a previous club member. The club members present for this trip were Steve Anderson and Karen Savage, Jack and Cathy Dickey, Dennis and Laurie Mann, Andy and Rhonda Townes, Jon Van Patten, and Bill and Lisa Bonahoom.



Group Photo below Elephant Butte Dam

On Friday morning while Albuquerque was getting hammered in the biggest snow storm of the last several years we were in short leaves and lathered in sunscreen lotion down near Garfield NM. First up was an extreme trail from the 2014 Chile Challenge (CC) named Brandon's Challenge. Its only 0.7 miles long but took us pretty much all day to get through it, and the trail claimed many a victim. The fun started immediately as you began the decent down into the canyon floor via a hairy boulder section and it does not let up one bit till the end. On the first of the harder obstacle we lost a tranny cooler which got smashed on a rock, no biggie bypassed it, but then the next victim up broke a front turning u-joint with a broken metal piece sailing through the air and nailing his spotter in the chest

standing a good 10-15 feet away...Ouch. (Pulled the axle thinking we had a spare shaft but no luck so his day was done but not to worry, with a trip to Las Cruces for a replacement axle assembly he would be ready to go again for Saturday.) Then a bit further up the canyon a power steering hose pulled loose and made a really neat flame thrower shooting fire both under the jeep well out of the hood louvers. I think the passenger got out so fast she took 4 steps and her feet never touched the ground. Fortunately nothing got burnt and we could all laugh about it. A few minutes later the hose was back on and we were moving again. The rest of the weekend was run without any mechanical issues. There were several cases throughout the day where a winch was required and then we got to the exit of Brandon's Challenge, which is a fun 5-6 ft high vertical waterfall that everyone was able to make it up no problems with some careful spotting. It was late in the day but we decided we had just enough time to run the Narrows which is listed as a hard + run, but we sailed through it and it felt like a walk in the park after Brandon's.



Jon on Brandon's Challenge Exit

On Saturday we stayed closer to Elephant Butte and ran Pick and Shovel which is right below the dam. This trail is 1.8 miles long and has an extremely tough first section which followed by some easier going followed by a great exit with two distinct and very different lines, one line for the brave and one line for the insane. Fortunately there was a bypass to the exit as it was massive, even though the bypass itself did require some winching as I understand. We were off the trail around 4 giving ample time for everyone to get cleaned up for dinner.



Jack on 3 wheels on Pick and Shovel



Steve owning the obstacle on Pick and Shovel

Saturday evening I hosted a New Orleans style boil. The pot was packed with corn, taters, sausage, shrimp, crab, lobster, and who knows what other goodies. We started off with

some great crab cakes and margaritas and we all ate until we could eat no more, then we ate some more. We reflected on the weekend and had a great time. I heard comments from everyone in the group that this was the hardest trails that they had probably ever run and that they were very glad they made the trip. I think this was probably the most fun I have had wheeling as well. We had a great group of folks, all of which were more than willing to pitch in and help their fellow wheeler.



New Orleans Style Boil Dinner



This Month's Specials

By Jennifer Chapin



4in Round Stickers \$ 1.50 each



For collectors, we have limited quantities \$ 1.50 each



For collectors, we have limited quantities \$ 1.50 each



Fun Signs

Contributed by Jennifer Chapin



KEEP PUBLIC LANDS OPEN TO THE PUBLIC

NM4W Officers

<p>President Cliff Meier 281-3704 pr@nm4w.org</p>	<p>Vice-President Leon Duggar 235-8988 vp@nm4w.org</p>	<p>Secretary Joan Wolf 856-8539 se@nm4w.org</p>
<p>Treasurer Dixon Patrick 271-9133 tr@nm4w.org</p>	<p>Program Chairman Jennifer Chapin 305-333-3375 pc@nm4w.org</p>	<p>Historian Frank G. Whiston 280-7922 hi@nm4w.org</p>
<p>Trip Chairman Jeff Boggs 867-5848 tc@nm4w.org</p>	<p>Environmental Affairs Jack Dickey 505-861-0526 de@nm4w.org</p>	<p>SWFWDA Delegate Bob Norton 281-5315 n5epa@flash.net</p>

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





Trail Tales



May 1, 2015

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

April 9, 2015
by Joan Wolf



The meeting was held on April 9, 2015 at Heights Presbyterian Church. President Cliff Meier called the meeting to order at 7:02 p.m.

GUESTS: Randal Cannady, (TJ & JK), Mike Hahn ('12 JK), Brandon Moss ('13 JK), Rich Steele (LJ & CJ).

MEMBERS PRESENT: Jeff Boggs, Bill Bonahoom, Richard Brooks, Devin Cannady, Ronnie Caton, Jennifer Chapin, Craig Courtright, Jack & Cathy Dickey, Bill & Chris Dressler, Leon Duggar, Ed Kausche, Dennis & Laurie Mann, Cliff & Jeanne Meier, KW Moore, Paul Ness, John Nolen, Eamonn O'Brien, Bob & Carol Provance, Gordon Rowley, Don Roy, Chris Sears, Mike & Linda Sells, Diego Serna, Andy & Rhonda Townes, Glenn Vialpando, Frank R. & Donna Whiston, Mark & Joan Wolf, Tahoe Zahn.

SECRETARY'S REPORT – Joan Wolf. Meeting minutes from March were accepted as published.

TREASURER'S REPORT – Dixon Patrick. Dixon sent in a report of \$2,663.69 as the bank balance. Report accepted.

VICE PRESIDENT'S REPORT – Leon Duggar. VP Leon explained the points system. He recommends checking your points periodically. Contact him if there are discrepancies. Sheriff Leon and deputies leveraged \$0.25 fines for indiscretions on the trail. At the April 4 Jemez run, Jennifer Chapin was fined for leading her group to closed Forest Service gates. Three vehicles got stuck so that became the lunch spot. On the Cabezon trip, Andy Townes was fined for getting stuck and Devin Cannady was fined for working on swaybar disconnects with a sledge hammer until Jeff Boggs pointed out that only a gentle tap for realignment was needed. Bill Bonahoom was fined for missing a road. Glenn Vialpando scared his spotter and Andy Townes "stood his Jeep up." On some run where snow was present, Jennifer C. got stuck and needed winching (sorry, Jennifer and snow, I couldn't keep track of what happened where). Dennis Mann was fined for finding the only muddy, difficult crossing; winching was required.

TRIP CHAIRMAN'S REPORT – Jeff Boggs. Check the website for write-ups and photos of past events and the latest info on upcoming events.

PAST EVENTS:

Mar 14 – NMOHVA Annual Meeting. Cliff explained that the goal of NMOHVA is to advocate for keeping public lands trails open for ATV, motorcycles, and 4WD vehicle recreationists. Several NM4W members attended the annual meeting.

Mar 15 – Cabezon Peak Ride – Jeff Boggs. 20 vehicles, nice scenery, some opportunities to get stuck on rocks and in mud.

Apr 4 – Jemez Opening Weekend Run – Jennifer Chapin. See the VP's report.

UPCOMING EVENTS:

Apr 11 – Manzano's South – Cliff Meier.

May 6-15, Moab and Green River, Utah, Cliff Meier. Guy Conway will lead a variety of trails.

May 22-24 – McGhee Park, Farmington. Let Cliff know how your vehicle is built so the Cliffhangers can pick out appropriate trails. Good response so far making this a "regional" event. Bring a side dish for the hamburger cookout at the Fairgrounds on Saturday night. Sign up on club website so the appropriate amount of meat can be purchased.

Be a Trip Leader and Get a Discount on Dues!

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT – Jack Dickey. No report.

PROGRAM CHAIRMAN'S REPORT – Jennifer Chapin. Jennifer sold club merchandise and tickets for the 50/50 raffle.

HISTORIAN'S REPORT – Frank G. Whiston. Frank was absent.

WEBMASTER'S REPORT – Don Roy. Don moved the website to a new, improved hosting company. Members will not see the changes but it will be a more robust host. Cliff encouraged members to visit the site, read the newsletter and articles, and view great photos.

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

PROMOTIONS PROGRAMS – Frank G. Whiston. Frank was absent.

OLD BUSINESS:

- Cliff reminded members of officer elections in July. The offices of President, Secretary, Trip Chair, Environmental Chair (and maybe more) will be open.

NEW BUSINESS

- This was the last meeting for Members Dennis and Laurie Mann as Dennis's job in Albuquerque is ending and they're moving back to Las Vegas, Nevada. Dennis and Laurie especially enjoyed the hard and extreme trails they ran with NM4W. They invite us to check out Hump & Bump and Utah events that their Las Vegas club supports.
- **New Members voted in:** Randal Cannady and Brandon Moss.
- **Raffle Winners:** Frank R. Whiston, \$48, 50/50.
T-shirt winners: Ed Kausche, Jack Dickey, and Dennis Mann

Diego Serna was thanked for hosting the meeting. Chips and queso were a nice treat.

MEETING ADJOURNED at 7:42 p.m.

**check out the calendar on the web
site - it is continually updated and
has all of the contact information
you need!**



President's Report

By Cliff Meier

The club has been really active lately; 5 runs and 2 special events in April. The summer will not be any less active, with numerous runs and events already planned but several run leaders are still needed for a Jemez run in June, a Cedro Peak run in August (what about making this night run?) and a leader for a Riley Ghost town run in September. It's easy and fun to lead a run and in addition, if it's dusty, you are in the front out of the dust! In addition to the runs, we have started a series of tech sessions; the second was on lifts and other general vehicle questions. This session was hosted by 4 Wheel Parts who did an excellent job. There is poll on the website under the calendar tab asking for more tech session subjects.

Also on the website is a notice on the possible closure of the Sierra and Socorro county roads through Monticello Canyon which is near Truth or Consequences. In the past the club has had an annual run through this canyon. The road runs through the canyon, making numerous stream crossings and exiting through a narrow notch at the western entrance. The canyon and run is a one of a kind in NM. A few bad apples, which are being partly identified as "off road" people have not been respecting the private property that borders both sides of the road and have been littering/illegal dumping along the road. If we want to help keep the canyon open, please go to the club website and either call or e-mail the Sierra and Socorro County Managers and Commissioners. Also, plea

se think of ways we as a club could possibly help, such as regular clean up runs, like adopt a trail, etc.

As a continuing reminder, I am looking for a few good members to run for office next year. The election is held annually at the July meeting. Check the SOPs for the duties of the positions. If you are interested, e-mail me at sarmeier@yahoo.com.

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



Vice President's Soap Box

By Leon Dugger

There is no Vice President's report this month.



Director of Environmental Affairs

By Jack Dickey

Jack is still looking for an Assistant to help with environmental affairs. If you can spare some time to help with this important work, please contact Jack or any of the club officers.



4x4 101 TECH Session #2 Death Wobble

By Jennifer Chapin

All about Lifting your Jeep and 4x4

On Tuesday the 21st we had another tech session, this time at 4-Wheel Parts in Albuquerque. They showed us 4 different Jeeps including a 2014 JK and answered everyone's questions. We learned about the different components and suspension geometries. It was an informative hour and a half in the shop with them.

Thanks to Jason and Robert at 4-Wheel Parts Albuquerque. (505) 883-0338





Wanted Ideas

What tech sessions would you like to see?

We would like to continue to with our tech sessions. We are planning on having one all about tires. Please share any ideas you have with us. Thanks

NM4W Events Committee

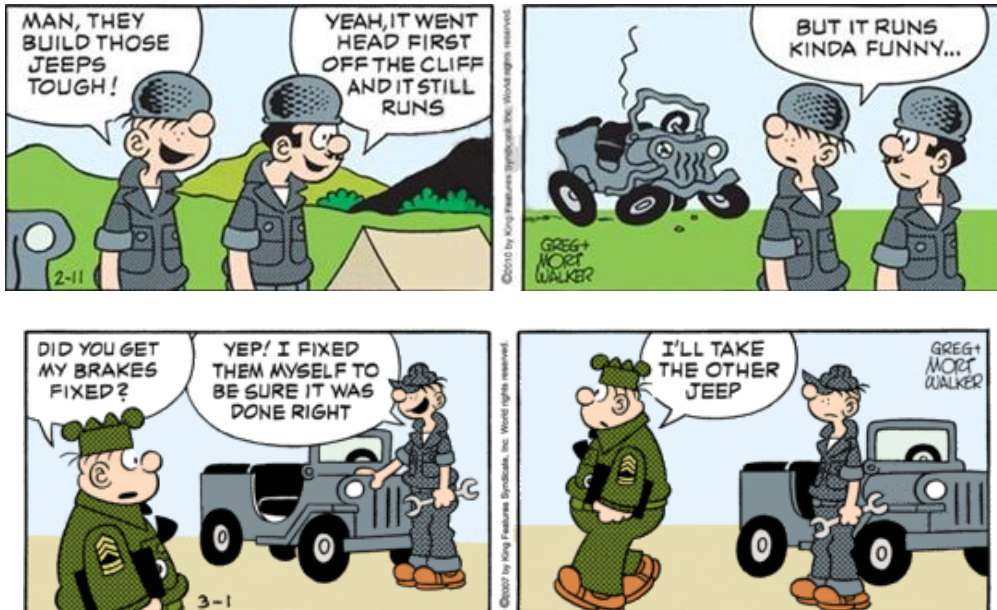
Mark Wolfe

Don Roy

Tahoe Zahn

Jennifer Chapin

What do you want to learn about? Submit your suggestions in the Website Tech Session Poll.



Jeep

Bantam Jeep Festival

Contributed By Jennifer Chapin



The 2015 Bantam Jeep Heritage Festival is celebrating the 75th birthday of the world's original Jeep during the 5th annual event on June 12-14. To observe this milestone, the 2015 Friends of the Festival print prominently features the Bantam Reconnaissance Car (BRC) that was built by Butler's American Bantam Car Company in 1940.

Artist George Gaadt created the limited edition print by drawing blueprint-style illustrations of the BRC. The side view depicts a very preliminary sketch of the vehicle while the front view features a more refined drawing. The colorful angled view showcases a detailed illustration of the completed BRC.

The BRC drawings are accompanied by illustrated versions of the American Bantam Car Company's vibrant red logo and a portrait of the company's president, Frank Fenn. The license plate mounted on the BRC's front bumper is also prominently featured and accompanied by text that explains the content on the plate. Similar to an authentic blueprint, the print features an information block.

"Since this is the 75th birthday of the BRC and the last print in the Friends of the Festival series, I wanted this piece to do more than feature the BRC. I wanted it to tell a story," said Gaadt, who also created the 2012 print.

The bottom of the four-color process lithographs includes the words "American Bantam Car Company" along with the Festival's logo which is foil embossed in gold using a high definition brass die. Only 100 of the 16x20

prints are available. They will be signed and numbered by the artist. The entire project was coordinated by Terry Hagen of the Associated Artists of Butler County.

Prints cost \$100 each (plus \$4 shipping and handling) and include a certificate of authenticity. They can be purchased in the [Online Store](#).

The Friends of the Festival series began in 2011, and the 2015 print will be the final piece produced. Previous prints will also be available in the online store while supplies last.

Call the Butler County Tourism & Convention Bureau at 724-234-2291 for more information or email info@BantamJeepFestival.com

75 Years of Jeeps: Will you represent your Jeep's year in the Parade?



We will be featuring one Jeep for each of the 75 years (1940-2015) in our Guinness World Records Parade. These 75 selected Jeeps will lead the Parade and park together in a designated lot at the north end of the Invasion. The selected 75

Jeeps that participate will be given a certificate of participation. Here are a few things to remember when registering your Jeep to represent a year:

- You must be registered by March 31 to be considered. You will be contacted via email by April 30 if your Jeep is selected.
- To be considered, you MUST participate in the Jeep Parade / Jeep Invasion.
- Nominate your Jeep by uploading a photo during [online registration](#). We will use this photo for marketing purposes.
- Our Festival Planning Committee will determine which of the nominated Jeeps will represent each year.
- You MUST be able to arrive at Butler County Community College between 11-1 on Friday, June 12.

For more information on the Jeep Parade/Jeep Invasion, click [here](#).

<http://www.bantamjeepfestival.com>



Mt Blanca Update

By Keith Jurey

I have recently updated the information on the Blanca Peak trip on August 29th. There is some new information I am working on regarding new rules expected for trail travel in Colorado. There is information on the CO website that does not match what we were expected to adhere to last summer and I have made several attempts to reach the proper people by phone to address them.

Trips are limited to 10 vehicles in a group and Leon and I have the ability to handle this assuming we will have over 10 for the trip. Also there was an expectation on the OHV permits that is the open item I am working on.

The Trip posting has my cell # at the bottom & anyone may call me who wants to clarify anything or visit with Leon.

Additional updates will be posted as I get clarification regarding the permit issue on the Trip posting.

Thank You,
Keith Jurey

=====

THINKING ABOUT GOING ON A RIDE, BUT NOT
SURE IF YOU CAN HANDLE THE TRAIL?
CALL THE TRIP LEADER AND COME OUT FOR SOME
FUN!



Gordy's Hill Extreme Run

By Bill Bonahoom

On April 4 the NM4Wheelers traveled down south to Gordy's Hill for Dennis and Laurie Mann's farewell ride before they head back home to Las Vegas, NV. They had been to Gordy's before but there was one particular trail (Coyote Hills) that had not yet been tackled and on their to-do list. The morning started with a huge breakfast at the Lemitar truck stop for some. By the time I got there those eating were done and it looked as if they had barely made a dent in the plates, with lots of food left over. This run was listed as a hard ride and best suited for vehicles with two lockers and 35" minimum tall tires and a working winch.

The gate keeper to the trail is a 10ft tall nearly vertical waterfall of which unfortunately everyone except the trail leader had to winch up. I guess maybe that puts Coyote Hills into the extreme category by the clubs trail rating system, and I would say that designation is on par with the other entry level extreme trails across the county. My hats off to everyone as we had no significant incidents and zero breakage, thanks for your preparedness.

We had six club rigs present for this run, Steve Anderson and Karen Savage, Dennis and Laurie Mann, Andy and Rhonda Townes, Jon Van Patten, Glenn and Reba Vialpando, and Bill Bonahoom and Devin Cannady riding along.

Coyote Hills is full of large boulders, diff catchers, and tire slicers, but is best known for its many waterfalls that need to be conquered. Glenn in his Long Arm TJ on 35s was behind me in my XJ Thing-y all day and knew to take the opposite line from what ever I did. However on the last obstacle I took the easy line, got to the top of this 15 ft high slab rock, parked, and came down to spot. I found Glenn on the hard line, popping a wheelie with his front tires both 5 ft off the ground. He quickly clutched in and returned safe and sound from orbit. We then had just enough time left to make a quick run up Doug's Dilemma which was a cake walk after Coyote Hills. We were back to the parking lot around 5 with everything in one piece and some nice memories. Dennis and Laurie have headed back home now, they are great folks with lots of enthusiasm, they will be missed but no doubt we will see them on the trails again.



Top of Doug's Dilemma



Glenn on Coyote Hills Entrance



Andy on Coyote Hills Entrance



Dennis on Coyote Hills Entrance

More pictures can be seen on the club web site.



Jemez Spring Opener

April 4, 2015

By Jennifer Chapin

Our Group met at Walatowa Visitor Center in Jemez, NM. We traveled up Highway 4 until La Cueva, NM, then took Highway 126 to Forest Road 506, which had a locked gate, then kept going to Forest Road 144, which again had a locked gate. We then found Forest Road 17 open and tried to travel up that until there was some deep snow and ice that some of us got stuck in. It turned into the dusty, muddy, and snow run. However, too many locked gates. I had talked to the Forest Service and they assured me that the gates would be open. I think most people had a good day out in the woods even though we had to make some turnarounds. We then finished up and headed to Cuba to all go home.







Looking for Somewhere to take your Kids?

Contributed by Phil Rodacy

They all like to go Jeeping!



Introduce someone new to the world of off-roading



Jemez Run

April 26, 2015
By Cliff Meier

On April 26, 11 hardy, some say they lacked common sense, folks in 9 vehicles showed up for a run in the Jemez. We had 8 members, 2 guests/applicants and one visitor. The sunny April run became a typical New Mexico weather event. We experienced weather from rain to snow. The group gathered at the Walatowa Visitor Center at 9:00am and after airing down. We departed at about



9:30am. The day turned out to be not for the faint hearted. We aired down in the rain and proceeded to Peggy Mesa where the trail became muddy which quickly turned our tires from normal size to tall and wide rollers. The rain turned to snow as we topped out on top of the mesa. The trail was mostly clear except for several sections that had about 2-3 inches of the white stuff. Continuing the effort to find less traveled road that are on the Forest Service Travel Management Plan, our fearless leader selected a much less used route up the mesa. This all went well until we started to come off the mesa, slipping and sliding. The road at

that point really became less traveled, the light snow cover made trail finding a real challenge at times. Some trail clearing was needed so the wider/higher vehicles could make it through. The FS MVUM, down loaded on the leader's GPS saved the day. But even with that he still missed two snow covered turns and had to back track a little, after the first time he declared the run was exploratory! Lunch was a short stand up affair; the weather was not really appealing for sitting around. Even with the challenging weather and road conditions there were very few problems, with only a loss of a CB antenna, darn those low hanging tree limbs! After dropping off the mesa the group looped around back to Porter Landing and then back to Walatowa.





Miscellaneous

By Jennifer Chapin

Do you think I had any traction?



Real Road signs in New Mexico

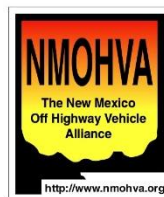


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Trail Tales



June 1, 2015

Official Newsletter
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Meeting Minutes

May 2, 2015
by Joan Wolf



The meeting was held on May 2, 2015 at the home of Glenn and Rebagayle Vialpando. President Cliff Meier called the meeting to order at 6:08 p.m.

GUESTS: Hank & Peg Kugelman (TJ), David Shafer (Wrangler).

MEMBERS PRESENT: Tracy & Cheryle Bakewell, Travis Bakewell, John & Cindy Burke, Devin & Crickett Cannady, Ronnie Caton, Jennifer Chapin, Craig Courtright & Vicki Medlin, Jack & Cathy Dickey, Ed & Lyn Kausche, Cliff & Jeanne Meier, Ben Romero, Don Roy, Chris Sears, Glenn & Rebagayle Vialpando, Frank G. & Beth Whiston, Frank R. & Donna Whiston, Mark & Joan Wolf, Tahoe Zahn.

SECRETARY'S REPORT – Joan Wolf. Meeting minutes from April were accepted as published.

TREASURER'S REPORT – Dixon Patrick. Dixon was absent but subsequently sent in a club treasury report of \$2,573.84.

VICE PRESIDENT'S REPORT – Leon Duggar. Leon was absent so Cliff explained the points system. Since there was no container for the fines, Cliff did not have to pay \$0.25 for the Manzano run (getting stuck in the only rut within 50 miles). Dixon was absent so could not pay \$0.25 for a wrong turn on the Big Footprint run. Jennifer Chapin had no fines, the first such occurrence in recent memory.

TRIP CHAIRMAN'S REPORT – Jeff Boggs. Jeff was absent so various members gave trip reports.

PAST EVENTS:

Apr 11 – Manzano's South – Cliff Meier. 15 vehicles, scenic easy run. Perfect outing for new members and visitors.

Apr 18 – Big Footprint Ruins – Dixon Patrick. Crazy weather day. Several inches of snow in the morning but melted by day's end.

Apr 21 – Tech Session at 4Wheel Parts. Topic was lift kits.

Apr 26 – Jemez Ride – Cliff Meier. Weather was nasty but 10 vehicles showed up.

UPCOMING EVENTS:

May 3 – Jemez Coyote Canyon – Jennifer Chapin.

May 6-15, Moab and Green River, Utah – Cliff Meier. Guy Conway will lead a variety of trails.

May 22-24 – McGhee Park, Farmington. This is turning into a “regional” event including Jeeps West, NM4W, and the Farmington Cliffhangers.

June 6, Annual Picnic and Meeting – Joan Wolf. Arrive 4:00-5:00, eat around 5:00. Club will provide hamburgers, hot dogs, buns, condiments, drinks, and paper products. Bring a dish to share and a lawn chair to follow the shade. Location is Oak Flat Picnic Ground, Hwy 14, approx. 9 miles south of Tijeras.

Check the website for many more rides and events!

DIRECTOR OF ENVIRONMENTALS AFFAIRS REPORT – Jack Dickey. Jack said that road closure issues at Monticello Canyon (T or C area) are in the news. Some local residents have reported problems with illegal dumping which unfortunately gets blamed on 4-wheelers.

Frank G. Whiston noted that the long-awaited NMOHVA vs. Santa Fe National Forest appeal date is May 6. Both sides will be allowed 15 minutes for oral arguments. The judge’s decision could take six months.

PROGRAM CHAIRMAN’S REPORT – Jennifer Chapin. New t-shirts are coming. Jennifer sold tickets for the 50/50 raffle and a Jeep plaque crafted by Cathy Dickey.

HISTORIAN’S REPORT – Frank G. Whiston. Frank thanked everyone for the many photos that have been posted.

WEBMASTER’S REPORT – Don Roy. Don fixed a few website bugs over the past month.

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

Be a Trip Leader and Get a Discount on Dues!

PROMOTIONS PROGRAMS – Frank G. Whiston. Frank explained how the 4WD Hardware Club Rewards Program works. Make a checkmark in your profile to opt in.

OLD BUSINESS:

- **Officer elections** will be held in July. Nominate yourself or someone else.

NEW BUSINESS

- **4-Wheeler of the Year.** Vote online or at the June 6 picnic for the person who has made significant contributions to four-wheeling over the past year.
- **New Members voted in:** None.
- **Raffle Winners:** Mark Wolf, \$25, 50/50.
Frank R. Whiston, Jeep plaque made by Cathy Dickey.

Glenn and Rebagayle were thanked for hosting the meeting.

MEETING ADJOURNED at 6:40 p.m.

check out the calendar on the web site - it is continually updated and has all of the contact information you need!



President's Report

By Cliff Meier

The club has been really active lately, 6 runs, and 1 special event in May. Two overnight runs, the Annual Moab and Green River run and the first Farmington Thank You run for Jeeps West. Reports on these runs and event will be in this and next month's newsletters.

The poll to select the NM4W of the year is still open on the website. There will also be an election can at the picnic for voting if you haven't voted on the website. Please take this seriously, no votes for Mickey Mouse as in past years! This is an important recognition for the club member who really stepped up and contributed this year to the overall all 4X4 sport and the club.

Also on the website is a notice on the possible closure of the Sierra and Socorro county roads through Monticello Canyon which is near Truth or Consequences. A letter has been prepared by the Las Cruces club for their club and ours to sign that emphasizes the importance of Monticello Canyon to the off road community. The letter offers several solutions to the problems the local ranchers have raised to justify the closure. Several of the solutions will include club members to commit to assist in possible cleanup, damage repair and other activities. I sent out a copy of the draft letter to all club members which we will discuss as a club during the meeting at the June picnic.

As a continuing reminder, I am still looking for a few good members to run for office next year. So far I have very little response. The club will not continue to be strong unless more members volunteer for these important leadership positions. If folks continue to "sit on their hands" when asked to be part of the club's management team, then future runs could be trips to the mall. The election is held annually at the July meeting. Check the SOPs for the duties of the positions. If you are interested, e-mail me at sarmeier@yahoo.com.

Dues are coming up next month for renewal. Check the website for the PayPal option to pay, you can pay at the picnic/meeting or send Dixon a check. Dixon's address is in the website's Member List. The dues this year are \$45 for Regular Members and \$22.50 for Associate Members unless you have lead 4 or more trails then they are \$35 or \$12.50.

See everyone at the picnic!

LEAD A RUN - THE TRIP LEADER IS IN CONTROL



Vice President's Soap Box

By Leon Dugger

There is no Vice President's report this month.



Director of Environmental Affairs

By Jack Dickey

Jack is still looking for an Assistant to help with environmental affairs. If you can spare some time to help with this important work, please contact Jack or any of the club officers.



Topless Day Run

By Bill Bonahoom

On May 16 the NM4Wheelers met at the gas station at Santo Domingo for the not so topless; topless day run up the old Rt 66 La Badaja hill and then over to Santa Fe Blow hole. Typically in mid May in NM you would expect mid 80s and abundant sun shine. Well, not this time. I think it was mid 50s and rain, sleet, hail, and even snow in the high county.

We had 11 vehicles show up to brave the elements, and we left the gas station promptly at 9:30 to try and beat out the looming rain to the air down spot. I think everyone but yours truly was aired down, back in the vehicle, and ready to roll before the rain hit. As we started up La Bajada hill I heard a distress call on the radio that one of our guests had slid off the trail and was stuck in a ditch. Quick work with the winch had the group rolling again. Once on top of La Bajada the clouds broke proving some very scenic views of the Cochiti valley, then on-ward and mud-ward we went to blow hole.



It was slow going but the group made steady progress until we were almost there and another distress call was made. This time all I heard was something about stuck and no tire... What? By the time the front of the pack got turned around and back down the hill I saw a winch hooked up to two jeeps pulling JW's Grand Cherokee up out of the rut missing the front tire. The wheel was there just no tire, it was still stuck on the side of the road totally camouflaged in mud. A few minutes later we had the spare mounted and ready to move. I must say remainder of the pack was a bit nervous

about trying JW's hill, most went around that spot but all did good and that was our only mechanical problem all day.



A few minutes later we were walking (sliding/slipping/falling in my case) down the path to Blow Hole, which is an old lava tube, probably 30' in diameter and from what I have been told 200-300 ft straight down. Leaving Blow Hole was a bit white knuckled the first 300 ft with the slippery roads as you have to go down a decent hill with some trees, turns and ledges to navigate but was done without incident. After wards though we found at least 3 of us suck in ruts and needing the end of a tow strap. Yes, one of them was even me.





I think everyone had a good time on Saturday but then came Sunday, which was no fun at all trying to clean the mud off everything. I know I worked on cleaning mine for 6 hours and still have mud inside and underneath. Several great one-liners were posted on the club website:

Frank: It is very clear why Adobe is such a popular construction media in Santa Fe!

Eammon: That stuff is impressively STICKY!

JW: Still trying to get the mud off the tire so it can be remounted.

Thanks to the diehard folks who came out to attend the not so topless, topless day mud run! This club is great because of the people in it. And I must say this is a run I won't forget for a long time. More pictures can be seen at: http://nm4w.org/galleries/?pa_id=6149680140791640977



Farmington 2015 Run

By Cliff Meier

Our long overdue event to host the Gallup Jeeps West club was held May 22-25. NM4W had 17 vehicles attend with several friends and Jeeps West had 4 vehicles. The local Farmington club, Cliff Hangers, led by Rick Jenkins, provided trail leaders. The event was headquartered at the San Juan County McGee Park which was located next to the casino. The event started with a meet and greet that was held at Brown's Springs in Choke Cherry Canyon or the Glade. In addition meeting and greeting there several demonstrations of rock



crawling. Rick had brought back to life Harold Off's white and pink rock crawler jeep after it had sat idle for 1.5 years following Harold's death and had it at the meet and greet. Several of us, including yours truly, were given rides in it which was a special treat!

The next morning the group met at the entrance to the Glades to form into groups depending on the how difficult at run you wanted to go on and to air down. There was an easy, easy/moderate, moderate/hard and hard run.

Most selected the easy run to get a feeling how difficult the Gale's trails were, but several jumped directly to the harder trails. There was quite a large group at the air down point. We had other Cliff Hanger members and non-club members, mostly the harder trails, and lots of local rock crawlers.



The day's run went without any incidents with the exception of a broken tie rod end was quickly fixed after a trip into town for the part, an advantage to having a parts store close by! There were some attention getting moments. A BBQ was held Saturday evening at the county park where in spite of rainy weather a good time was had by all. Sunday morning the weather was not cooperating at the park, it was cold and rainy. Several members decided to stay in camp or come home but others decided to go to the

of

for

that

gathering point. On the way it started to really rain in town but when we arrived the rain had stopped and the rest of the day was clear. There were about half as many vehicles on the runs, most on the easy and easy/moderate trails. One nice thing about the



Glades area you can find runs at any difficulty level you want and all the runs include play areas that even make an easy run as challenging as you want. On Sunday we even got help, more watched, a broken rock crawler get rescued.



Monday morning everyone packed up and returned home. I would like to thanks Don Walker, Rick Jenkins, and the Cliff hangers trail leaders for their support because without it the event would not have happened! Be sure to visit the club website picture album to see many more pictures.



Moab / Green River Run

By Cliff Meier



On May 6 thru the 16th, the Annual Moab/Green River, UT run was held. Overall there were 11 vehicles with 19 club members; some stayed both for Moab and Green River and several only one location or the other. As in past years, Guy Conway did a tremendous job leading the group at both Moab and Green River.

On Thursday Morning we met in front of Guy's motorhome in the Canyonlands RV Park in Moab, the starting point each day, for a run south of Moab on Jack's Traxs, a trail that was opened

a couple of years ago. The trail wound up and down mesas with outstanding views. The second day we explored one of my favorite trails, 3D, that runs through sand washes and up to an absolutely stunning view point above a maze of canyons with differing colors.

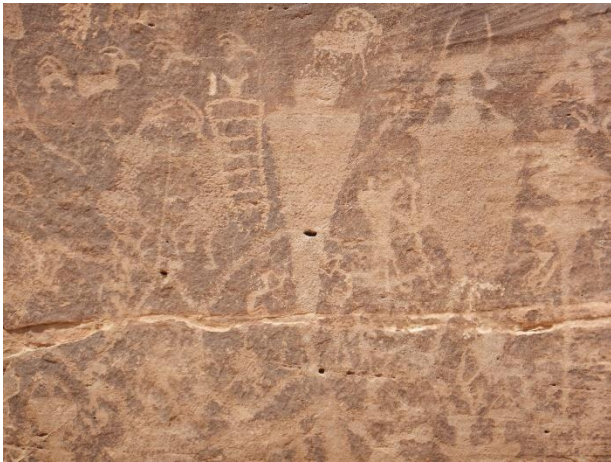
The last day in Moab Guy lead us on a run through the Secret Spire area with a side trip to the Spring Canyon overlook of the Green River, north of Island in the Sky. This area was really remote.

That's where the challenge of the week raised its ugly head. My trusty TJ decided it did not like to pull over to let a mountain bike by. When I tried to continue the TJ didn't want to go, did I say this was really, really remote! After changing crank position sensor, didn't help, Ed strapped me 39 miles back into Moab. This was not fun, especially the 6-7 miles steep downhill into Moab on the highway! The next day, Mother's Day, the group was scheduled to move to Green River so we decided to leave the TJ in Moab and come back Monday morning and take it to a repair shop.



Sunday morning most of the group went to the Red Cliff Lodge, one of Jeanne's favorite places for brunch. In addition to a great brunch you can sit on the deck and watch rafters on the Colorado. Unfortunately this year it was cold and misting so we sat inside, better luck next year! After brunch some of the group returned home and the rest of us continued to Green River, about 50 miles north where we set up camp at the Shady Acres RV Park for the next phase of our adventure.

The Green River area is full of awesome canyons, valleys, lava dikes, cliffs and many Indian pictographs and petroglyphs. On Monday the group went exploring while Don Walker and I went back to Moab to deal with my broken TJ. To make a long story short, it was the fuel pump and I retrieved it fixed early Wednesday morning and then we started off west on the Interstate 70 but Wolfie started to have Jeep problems and it started to rain hard! We all decided all this was a sign and returned to Green River for a rainy day. Most of us visited Green River's river museum that afternoon and then just kicked back. Thursday we explored the Black Dragon Wash and Buckhorn Wash areas where there exceptional rock art. After looking at the rock art we continued on to Utah's Little Grand Canyon.



On Friday we went to Eagle Canyon where the Interstate crosses about 300 feet above the canyon floor. After the canyon we explored an area where a railroad construction had been started but discontinued when a better location was discovered. In this area we stopped by the remains of some rock cabins that the Chinese railroad construction workers lived.

We had originally planned to leave for home on Saturday but several of us stayed an extra day. We told Guy this was his day so he

could explore an area where he had gone before, so we followed him into unknown territory. Guy's wife joined us on Saturday which was a real treat. They had originally planned to move to Ouray, CO but something about 28 degree weather there influenced them to stay in Green River! A trip to Green River without mentioning Ray's Bar and Restaurant would be a sin! Ray's had outstanding cheese burgers and apple pie! The steaks weren't too shabby either. The Meier's had planned to eat there a couple of times but ended up there every night as did most of the rest of the group.



Plans are being made for next year's runs. Guy had Jeanne make a list of new areas to visit so if you can put it in your next year's plans for the first part of May. Check out the website picture album for more pictures.

THINKING ABOUT GOING ON A RIDE,
BUT NOT SURE IF YOU CAN HANDLE
THE TRAIL?
CALL THE TRIP LEADER AND COME OUT
FOR SOME FUN!



Ride to Coyote Canyon

By Jennifer Chapin

May 4th 2015



View from up top West side of Coyote Canyon

We had 13 rigs; most of them were guests and new people that had not been out with us before. It is a ride out to Coyote canyon, so we headed north on Forest Road 144, then to FR 316 which took

us through one canyon after the next, The roads were washed out in places and still had some snow in many places. Then FR 316 was a nice gravel road. We made a loop back and climbed up FR 458 which was really washed out and had many short steep hill climbs, some with large boulders. All the stock rigs made it through with no problems. The last part was some really tight switch backs where we had to drive on the rock. Not too difficult but extremely beautiful. When you make it to the top you have this great view of Coyote Canyon to the east. All along this trek we saw many single track trails and roads that are not on the travel management map. However, there are still many roads for us to explore this summer. Check out the Santa Fe National Forest MVUM map, West Side North half.

Old Jemez Mountains Photo



Figure 4. Rio Grande trestle soon after its construction in early 1923. Of standard AT&SF design, this structure was built of piles driven into the bed of the river. The embankment on the far side of the river shows the grade as the track begins its climb into the hills on the west side of the Rio Grande behind the camera. *(Photo By M. E. Hanna. Albuquerque Public Library collection)*



Air Down Your Tires

Contributed By Frank Whiston

Why You Should Air Down



Airing down off road serves multiple purposes, which include:

- Increased comfort of ride-
- Better traction on ALL surfaces-
- and the most important, Decreased ground pressure on the terrain-

When you decrease the ground pressure it not only allows you to essentially float across the surface, it helps to save the trail from excessive damage

"Air Down to HELP Preserve the Trails"



Tilt-Meter App for your phone

Contributed By Jennifer Chapin

Phone & Tablet Apps

[iTunes for Mac + PC](#)

Tiltometer – Off Road Gyro Clinometer



To buy and download this app search for Off Road Gyro Clinometer by Steven Eppler. It should be in iTunes.

The link is:

<https://itunes.apple.com/us/app/tiltometer-off-road-gyro-clinometer/id425306235?mt=8>

Description

Tiltometer is a clinometer (also known as an inclinometer) for your iOS device. It is the most accurate you can get because it uses the gyroscope if available, in all orientations!

If you want to know just how steep that hill is, this is the app for you. Great for any off road journey in your 4x4 truck or car.

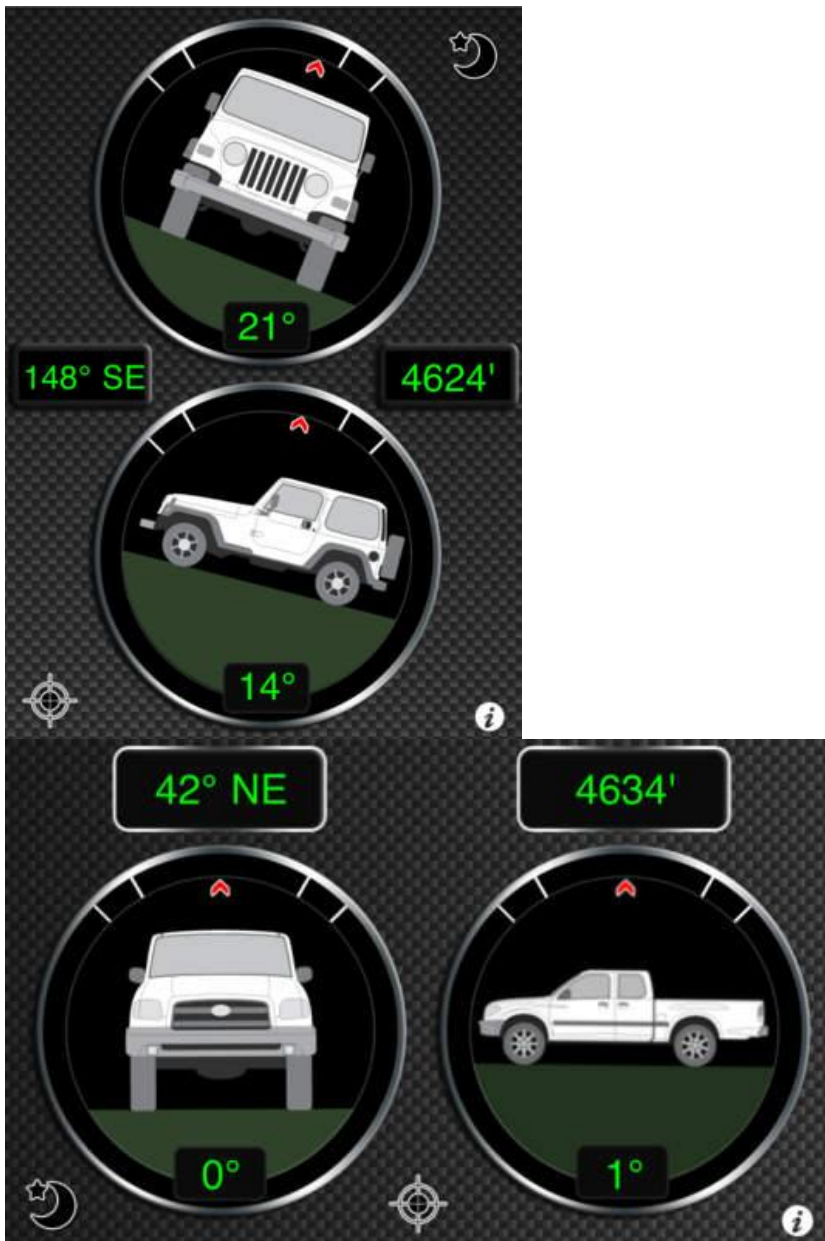
Features include:

- Both gyro and accelerometer support
- Works in all orientations
- Automatic calibration on startup
- Night mode
- Custom alarms
- Custom backgrounds
- Audio alert preference
- Select between the following vehicles: **Jeep Wrangler**, Toyota Tacoma, T100, and

FJ, Hummer H1 and H2, BMW X5, Ford and Chevy trucks, and a lot more!

It will also display the compass reading (if available) and your current elevation if a valid GPS fix is obtained.

iPhone Screenshot





Trail 4x4 old version (google play)

TrailADV
- February 26, 2013
Transportation




Information

Sound alarm
Turn on/off sound alarm.

Calibrate
Mount phone in your car and then press this button to calibrate inclinometer.

Settings
Adjust warnings and alarm, choose a car and (un)lock the screen rotation.



Settings

Roll warning 20°

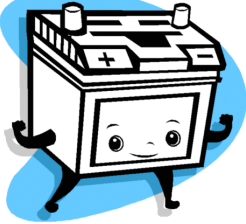
Roll alarm 30°

Pitch warning 20°

Pitch alarm 35°

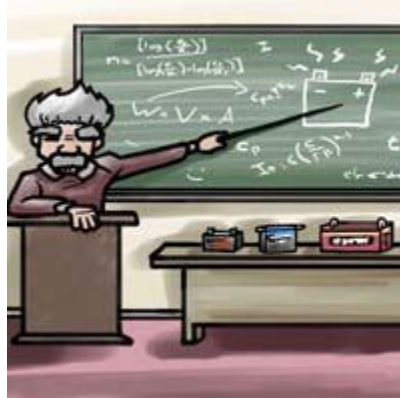
Choose your car
Land Rover Discovery LR3 2005





Battery Basics: A Layman's Guide to Batteries

Contributed by Jennifer Chapin



If you have done any research on how batteries work or what you should [look for when selecting a battery](#), you are probably buried in information, some of which is conflicting. At BatteryStuff, we aim to clear that up a bit. You have most likely heard the term K.I.S.S. (Keep It Simple, Stupid). I am going to attempt to explain how lead acid batteries work and what they need without burying you with a bunch of needless technical data. I have found that battery data will vary somewhat from manufacturer to manufacturer, so I will do my best to boil that data down. This means I may generalize a bit, while staying true to purpose.

The commercial use of the lead acid battery is over 100 years old. The same chemical principal that is being used to store energy is basically the same as our Great Grandparents may have used.

If you can grasp the basics you will have fewer battery problems and will gain greater battery performance, reliability, and longevity. I suggest you read the entire tutorial, however I have indexed all the information for a quick read and easy reference.

A battery is like a piggy bank. If you keep taking out and putting nothing back you soon will have nothing. Present day chassis battery power requirements are huge. Consider today's vehicle and all the electrical devices that must be supplied. All these electronics require a source of reliable power, and poor battery condition can cause expensive electronic component failure. Did you know that the average auto has 11 pounds of wire in the electrical system? Look at RVs and boats with all the electrical gadgets that require power. It was not long ago when trailers or motor homes had only a single 12-volt house battery. Today it is standard to have [two or more house batteries](#) powering [inverters](#) up to 4000 watts.

Average battery life has become shorter as energy requirements have increased. Life span depends

on usage; 6 months to 48 months, yet only 30% of all batteries actually reach the 48-month mark. You can extend your battery life by hooking it up to a [solar charger](#) during the off months.

A Few Basics



The Lead Acid battery is made up of plates, lead, and lead oxide (various other elements are used to change density, hardness, porosity, etc.) with a 35% sulfuric acid and 65% water solution. This solution is called electrolyte, which causes a chemical reaction that produce electrons. When you test a battery with a [hydrometer](#), you are measuring the amount of sulfuric acid in the electrolyte. If your reading is low, that means the chemistry that makes electrons is lacking. So where did the sulfur go? It is resting on the battery plates and when you recharge the battery, the sulfur returns to the electrolyte.

1. [Safety](#)
2. [Battery types, Deep Cycle and Starting](#)
3. [Wet Cell, Gel-Cell and Absorbed Glass Mat \(AGM\)](#)
4. [CCA, CA, AH and RC; what's that all about?](#)
5. [Battery Maintenance](#)
6. [Battery Testing](#)
7. [Selecting and Buying a New Battery](#)
8. [Battery Life and Performance](#)
9. [Battery Charging](#)
10. [Battery Do's](#)
11. [Battery Don'ts](#)

1. We must think *safety* when we are working around and with batteries. Remove all jewelry. After all you don't want to melt your watchband while you are wearing the watch. The hydrogen gas that batteries make when charging is very explosive. We have seen several instances of batteries blowing up and drenching everything in sulfuric acid. That is no fun, and would have been a good time to use those safety goggles that are hanging on the wall. Heck, just break out your disco outfit. Polyester is not affected by Sulfuric Acid, but anything with cotton will be eaten up. If you do not feel the need to make a fashion statement just wear junk clothes, after all Polyester is still out of style. When doing electrical work on vehicles it is best to disconnect the ground cable. Just remember you are messing with corrosive acid, explosive gases and 100's amps of electrical current.

2. Basically there are **two types of lead acid batteries** (along with 3 sub categories); The two main types are Starting (cranking), and Deep Cycle (marine/golf cart). The **starting battery (SLI starting lights ignition)** is designed to deliver quick bursts of energy (such as starting engines) and therefore has a greater plate count. The plates are thinner and have somewhat different material composition. The **deep cycle battery** has less instant energy, but greater long-term energy delivery. Deep cycle batteries have thicker plates and can survive a number of discharge cycles. Starting batteries should not be used for deep cycle applications because the thinner plates are more prone to warping and pitting when discharged. The so-called **Dual Purpose Battery** is a compromise between the two types of batteries, though it is better to be more specific if possible.

3. Wet Cell (flooded), Gel Cell, and Absorbed Glass Mat (AGM) are various versions of the lead acid battery. The **Wet cell** comes in two styles; Serviceable and Maintenance free. Both are filled with electrolyte and are basically the same. I prefer one that I can add water to and check the specific gravity of the electrolyte with a hydrometer. The **Gel Cell** and the **AGM** batteries are specialty batteries that typically cost twice as much as a premium wet cell. However they store very well and do not tend to sulfate or degrade as easily as wet cell. There is little chance of a hydrogen gas explosion or corrosion when using these batteries; these are the safest lead acid batteries you can use. Gel Cell and some AGM batteries may [require a special charging rate](#). If you want the best, most versatile type, consideration should be given to the AGM battery for applications such as Marine, RV, Solar, Audio, Power Sports and Stand-By Power just to name a few. If you don't use or operate your equipment daily, [AGM batteries will hold their charge](#) better than other types. If you must depend on top-notch battery performance, spend the extra money. Gel Cell batteries still are being sold but AGM batteries are replacing them in most applications. There is a some common confusion regarding AGM batteries because different manufactures call them by different names; some of the more common names are "sealed regulated valve", "dry cell", "non spillable", and "Valve Regulated Lead Acid" batteries. In most cases AGM batteries will give greater life span and greater cycle life than a wet cell battery.

SPECIAL NOTE about Gel Batteries: It is very common for individuals to use the term GEL CELL when referring to sealed, maintenance free batteries, much like one would use Kleenex when referring to facial tissue or "Xerox machine" when referring to a copy machine. Be very careful when [specifying a gel cell battery charger](#), many times we are told by customer they are requiring a charger for a Gel Cell battery and in fact the battery is not a Gel Cell.



AGM: The Absorbed Glass Matt construction allows the electrolyte to be suspended in close proximity with the plates active material. In theory, this enhances both the discharge and recharge efficiency. Common manufacturer applications include high performance engine starting, power sports, deep cycle, solar and storage battery. The larger AGM batteries we sell are typically good [deep cycle batteries and they deliver their best life performance if recharged](#) before allowed to drop below the 50% discharge rate. The [Scorpion motorcycle batteries](#) we carry are a nice upgrade from your stock flooded battery, and the [Odyssey branded batteries](#) are fantastic for holding their static charge over long periods of non use. When Deep Cycle AGM batteries are discharged to a rate of no less than 60% the cycle life will be 300 plus cycles.

GEL: The Gel Cell is similar to the AGM style because the electrolyte is suspended, but different because technically the AGM battery is still considered to be a wet cell. The electrolyte in a Gel Cell has a silica additive that causes it to set up or stiffen. The recharge voltage on this type of cell is lower than the other styles of lead acid battery. This is probably the most sensitive cell in terms of adverse reactions to over-voltage charging. Gel Batteries are best used in VERY DEEP cycle application and may last a bit longer in hot weather applications. If the incorrect [battery charger](#) is used on a Gel Cell battery poor performance and premature failure is certain.

4. CCA, CA, AH and RC. What are these all about? These are the standards that most battery companies use to rate the output and capacity of a battery.

Cold cranking amps (**CCA**) is a measurement of the number of amps a battery can deliver at 0 ° F for 30 seconds and not drop below 7.2 volts. So a high CCA battery rating is especially important in starting battery applications, and in cold weather. This measurement is not particularly important in Deep cycle batteries, though it is the most commonly 'known' battery measurement.

CA is cranking amps measured at 32 degrees F. This rating is also called marine cranking amps (**MCA**). Hot cranking **amps (HCA)** is seldom used any longer but is measured at 80 ° F.

Reserve Capacity (**RC**) is a very important rating. This is the number of minutes a fully charged battery at 80 ° F will discharge 25 amps until the battery drops below 10.5 volts.

An amp hour (**AH**) is a rating usually found on deep cycle batteries. The standard rating is an Amp rating taken for 20 Hours. What this means, say for a 100 AH rated battery is this: Draw from the battery for 20 hours and it will provide a total of 100 amp-hours. That translates to about 5 amps an hour. $5 \times 20 = 100$. However, it's very important to know that the total time of discharge and load applied is not a linear relationship. As your load increases, your realized capacity decreases. This means if you discharged that same 100 AH battery by a 100 amp load, it **will not** give you one hour of runtime. On the contrary, the perceived capacity of the battery will be that of 64 Amp Hours.

5. Battery Maintenance is an important issue. The battery should be cleaned using a baking soda and water solution; a couple of table spoons to a pint of water. Cable connections need to be cleaned and tightened as battery problems are often caused by dirty and loose connections. A serviceable battery needs to have the fluid level checked. Use only mineral free water, Distilled is best as all impurities have been removed, and there is nothing left that could contaminate your cells. Don't overfill battery cells especially in warmer weather because the natural fluid expansion in hot weather can push excess electrolytes from the battery. To [prevent corrosion](#) of cables on top post batteries use a small bead of silicone sealer at the base of the post and place a felt battery washer over it. Coat the washer with high temperature grease or petroleum jelly (Vaseline), then place cable on the post and tighten. Coat the exposed cable end with the grease. Most folks don't know that just the gases from the battery condensing on metal parts cause most corrosion.



6. *Battery Testing* can be done in more than one way. The most accurate method is measurement of specific gravity and battery voltage. To measure specific gravity buy a temperature compensating hydrometer, to measure voltage use a [digital D.C. Voltmeter](#). A [quality load tester](#) may be a good purchase if you need to test sealed batteries.

For any of these methods, you must first fully charge the battery and then remove the surface charge. If the battery has been sitting at least several hours (I prefer at least 12 hours) you may begin testing. To remove surface charge the battery must be discharged for several minutes. Using a headlight (high beam) will do the trick. After turning off the light you are ready to test the battery.

State of Charge Specific Gravity Voltage

		12V	6V
100%	1.265	12.7	6.3
75%	1.225	12.4	6.2
50%	1.190	12.2	6.1
25%	1.155	12.0	6.0
Discharged	1.120	11.9	6.0

Load testing is yet another way of testing a battery. Load test removes amps from a battery much like starting an engine would. A load tester can be purchased at most auto parts stores. Some battery companies label their battery with the amp load for testing. This number is usually 1/2 of the CCA rating. For instance, a 500CCA battery would load test at 250 amps for 15 seconds. A load test can only be performed if the battery is near or at full charge.

The results of your testing should be as follows:

Hydrometer readings should not vary more than .05 differences between cells.

Digital Voltmeters should read as the voltage is shown in this document. The sealed AGM and Gel-Cell battery voltage (full charged) will be slightly higher in the 12.8 to 12.9 ranges. If you have voltage readings in the 10.5 volts range on a charged battery, that typically indicates a shorted cell.

If you have a maintenance free wet cell, the only ways to test are voltmeter and load test. Any of the maintenance free type batteries that have a built in hydrometer (black/green window) will tell you the condition of 1 cell of 6. You may get a good reading from 1 cell but have a problem with other cells in the battery.

When in doubt about battery testing, call the battery manufacturer. Many batteries sold today have a toll free number to call for help.

7. Selecting a Battery - When buying a new battery I suggest you purchase a battery with the greatest reserve capacity or amp hour rating possible. Of course the physical size, cable hook up, and terminal type must be a consideration. You may want to consider a Gel Cell or an Absorbed Glass Mat (AGM) rather than a Wet Cell if the application is in a harsher environment or the battery is not going to receive regular maintenance and charging.

Be sure to purchase the correct type of battery for the job it must do. Remember that engine starting batteries and deep cycle batteries are different. **Freshness** of a new battery is very important. The longer a battery sits and is not re-charged the more damaging sulfation build up there may be on the plates. Most batteries have a date of manufacture code on them. The month is indicated by a letter 'A' being January and a number '4' being 2004. C4 would tell us the battery was manufactured in March 2004. Remember the fresher the better. The letter "i" is not used because it can be confused with #1.

Battery warranties are figured in the favor of battery manufactures. Let's say you buy a 60-month warranty battery and it lives 41 months. The warranty is pro-rated so when taking the months used against the full retail price of the battery you end up paying about the same money as if you purchased the battery at the sale price. This makes the manufacturer happy. What makes me happy is to exceed the warranty. Let me assure you it can be done.

8. Battery life and performance - Average battery life has become shorter as energy requirements have increased. Two phrases I hear most often are "**my battery won't take a charge, and my battery won't hold a charge**". Only 30% of batteries sold today reach the 48-month mark. In fact 80% of all battery failure is related to [sulfation build-up](#). This build up occurs when the sulfur molecules in the electrolyte (battery acid) become so deeply discharged that they begin to coat the battery's lead plates. Before long the plates become so coated that the battery dies. The causes of sulfation are numerous. Let me list some for you.

- Batteries sit too long between charges. As little as 24 hours in hot weather and several days in cooler weather.
- Battery is stored without some type of energy input.
- "Deep cycling" an engine starting battery. Remember these batteries can't stand deep discharge.
- Undercharging of a battery to only 90% of capacity will allow sulfation of the battery using the 10% of battery chemistry not reactivated by the incompleting charging cycle.
- Heat of 100 plus F., increases internal discharge. As temperatures increase so does internal discharge. A new fully charged battery left sitting 24 hours a day at 110 degrees F for 30 days would most likely not start an engine.
- Low electrolyte level - battery plates exposed to air will immediately sulfate.
- Incorrect charging levels and settings. Most cheap battery chargers can do more harm than good. See the section on battery charging.
- Cold weather is also hard on the battery. The chemistry does not make the same amount of energy as a warm battery. A deeply discharged battery can freeze solid in sub zero weather.
- Parasitic drain is a load put on a battery with the key off. More info on parasitic drain will follow in this document.

There are ways to greatly increase battery life and performance. All the products we sell are targeted to improve performance and battery life.



An example: Let's say you have "toys"; **an ATV, classic car, antique car, boat, Harley, etc.** You most likely don't use these toys 365 days a year as you do your car. Many of these toys are seasonal so they are stored. What happens to the batteries? Most batteries that supply energy to power our toys only last 2 seasons. You must keep these batteries from sulfating or buy new ones. We sell [products to prevent and reverse sulfation](#). The [PulseTech](#) products are patented electronic devices that reverse and prevent sulfation. Also [Battery Equaliser](#), a chemical battery additive, has

proven itself very effective in improving battery life and performance. Other devices such as [Solar Trickle Chargers](#) are a great option for battery maintenance.

Parasitic drain is a load put on a battery with the key off. Most vehicles have clocks, engine management computers, alarm systems, etc. In the case of a boat you may have an automatic bilge pump, radio, GPS, etc. These devices may all be operating without the engine running. You may have parasitic loads caused by a short in the electrical system. If you are always having dead battery problems most likely the parasitic drain is excessive. The constant low or dead battery caused by excessive parasitic energy drain will dramatically shorten battery life. If this is a problem you are having, check out the [Priority Start and Marine Priority Start to prevent dead batteries before they happen](#). This special computer switch will turn off your engine start battery before all the starting energy is drained. This technology will prevent you from deep cycling your starting battery.



9. *Battery Charging* - Remember you must put back the energy you use immediately. If you don't the battery sulfates and that affects performance and longevity. The alternator is a battery charger. It works well if the battery is not deeply discharged. The alternator tends to overcharge batteries that are very low and the overcharge can damage batteries. In fact an engine starting battery on average has only about 10 deep cycles available when recharged by an alternator. Batteries like to be charged in a certain way, especially when they have been deeply discharged. This type of charging is called 3 step regulated charging. Please note that only special [SMART BATTERY CHARGERS](#) using computer technology can perform 3 step charging techniques. You don't find these types of chargers in parts stores and Wal-Marts. The first step is **bulk charging** where up to 80% of the battery energy capacity is replaced by the charger at the maximum voltage and current amp rating of the charger. When the battery voltage reaches 14.4 volts this begins the **absorption charge** step. This is where the voltage is held at a constant 14.4 volts and the current (amps) declines until the battery is 98% charged. Next comes the **Float Step**. This is a regulated voltage of not more than 13.4 volts and usually less than 1 amp of current. This in time will bring the battery to 100% charged or close to it. The float charge will not boil or heat batteries but will maintain the batteries at 100% readiness and prevent cycling during long term inactivity. Some Gel Cell and AGM batteries may require special settings or chargers.

10. *Battery Do's*

- Think Safety First.
- Do read entire tutorial
- Do regular inspection and maintenance especially in hot weather.
- Do recharge batteries immediately after discharge.
- Do buy the highest RC reserve capacity or AH amp hour battery that will fit your configuration.

-

11. Battery Don'ts

- Don't forget safety first.
- Don't add new electrolyte (acid).
- Don't use unregulated high output battery chargers to charge batteries.
- Don't place your equipment and toys into storage without some type of device to keep the battery charged.
- Don't disconnect battery cables while the engine is running (your battery acts as a filter).
- Don't put off recharging batteries.
- Don't add tap water as it may contain minerals that will contaminate the electrolyte.
- Don't discharge a battery any deeper than you possibly have to.
- Don't let a battery get hot to the touch and boil violently when charging.
- Don't mix size and types of batteries.

KEEP PUBLIC LANDS OPEN TO THE PUBLIC

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Trail Tales



July 1, 2015

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

June 6, 2015
by Joan Wolf



The meeting was held on June 6, 2015 at the Oak Flat Picnic Ground, Cibola National Forest. President Cliff Meier called the meeting to order at 5:55 p.m.

GUESTS: Tom Coston, Jim Dow, Pete Finlay, Stephanie Granfors, Hank & Peg Kugelmann, John Ortega, David Shafer, Rich Steele, Don Tyler, Laura Wilson.

MEMBERS PRESENT: Tracy Bakewell, Travis Bakewell, Joe & Geri Barfoot, Bill Bonahoom, Richard Brooks, Ronnie & Yi-Jiun Caton, Jack & Cathy Dickey, Leon & Marcia Duggar, Cliff & Jeanne Meier, KW & Bobbie Moore, Dixon Patrick, Bob & Carol Provance, Don Roy & Janie Shows, Chris Sears, Mike & Linda Sells, Diego & Lysle Serna, Shayne & Ellie Swingle, Andy & Rhonda Townes, Jon Van Patten, Frank G. Whiston, Frank R. & Donna Whiston, Mark & Joan Wolf, Tahoe Zahn.

SECRETARY'S REPORT – Joan Wolf. The minutes from the May 2, 2015 meeting were accepted as written.

TREASURER'S REPORT – Dixon Patrick. The treasury balance is \$2,043.31. Recent payouts included membership dues to NMOHVA, \$100, and to Blue Ribbon Coalition, \$100.

VICE PRESIDENT'S REPORT – Leon Duggar. Leon explained how members and guests can earn points. Then Sheriff Leon launched onto the fines, resulting in a long line at the \$0.25 fine jar. Farmington infractions: Diego Serna broke a CB antenna; Don Roy had body damage; Devin Cannady had a spring hanger fly off the frame, and Travis Bakewell went the wrong way. Green River: Jeanne Meier kept the group out until 7:30 p.m. when Guy would've been back in town by 5:30; Cliff and Wolfie had mechanical issues but on the plus side they supported the local auto-repair shops. Topless run: Bill Bonahoom got stuck in the mud; Ronnie Caton got high-centered; KW's tire came off the rim in a mud bog. Jennifer Chapin was absent but still managed to get fined for getting stuck, taking the group to a closed gate in the Jemez, and losing an antenna. KW paid her fines; Jennifer has a clean slate.

TRIP CHAIRMAN'S REPORT – Jeff Boggs. Jeff was absent so members gave trip reports.

PAST EVENTS:

May 3 – Jemez Coyote Canyon – Jennifer Chapin. There was mud and a locked gate but still a fun day.

May 6-15, Moab and Green River, Utah – Cliff Meier. 5-10 vehicles at both the Moab and Green River legs. Great scenery at some out-of-the-way places. Jeanne kept a wish list of trails for next year. Guy Conway has graciously volunteered to lead again in May 2016.

May 22-24 – McGhee Park, Farmington. Great turnout of 30 NM4W members, 4 Jeeps West vehicles, and a “bunch” of Farmington Cliffhangers who showed up to run with the out-of-towners. The Farmington definition of easy/moderate is subject to debate but everyone had a good time.

UPCOMING EVENTS:

June 14, Flag Day Run in the Jemez – Jeff Boggs.

June 21, Father’s Day Run in the Jemez – Jennifer Chapin.

July 18, Meeting/potluck at the Duggars, 5:00 p.m.

Check the website for tech sessions (on GPS and tire repairs) as well as runs from easy to hard!

DIRECTOR OF ENVIRONMENTALS AFFAIRS REPORT – Jack Dickey. No report.

PROGRAM CHAIRMAN’S REPORT – Jennifer Chapin. Jennifer was absent.

HISTORIAN’S REPORT – Frank G. Whiston. Frank came across old videos on YouTube of the Albuquerque JeepHerders, great scenes of 4-wheeling 50 years ago. Frank created a Gallery for technical videos and images, e.g., lockers. Send videos to Frank to upload.

WEBMASTER’S REPORT – Don Roy. In the past month, >50% of members have logged on to the club website. On another subject, photos can now be uploaded directly to the Gallery section of the club website. The change is due to technical issues on the Google side of the Google/Picasa system. Officers will create folders in the Gallery as runs and events occur. Don welcomes feedback on how the Gallery uploading works for members.

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

Be a Trip Leader and Get a Discount on Dues!

PROMOTIONS PROGRAMS – Frank G. Whiston. Frank explained how to opt-in for the 4WD Hardware Club Rewards Program. He’ll check into why Joe Barfoot hasn’t received his rewards card.

OLD BUSINESS:

- **Dues** become due on July 1. If not paid by August 31, must start over accumulating points for membership. Amounts are \$45 for regular members, \$22.50 for associate members. Pay via Paypal or check.
- **Officer elections** in July. (NOTE: Bobbi Moore has volunteered for Secretary. Need nominees for President, Trip Chair, and other positions.)

NEW BUSINESS

- **Monticello Canyon.** Citing vandalism and littering, some local ranchers have petitioned Sierra and Socorro Counties to vacate the road (close it to all except them). Cliff circulated via email a letter drafted for signatures by the Las Cruces 4WD Club, NMOHVA, and

NM4W. The letter points out that the road is used by our groups and others from around the country and brings money to the counties. The letter also says indirectly that we'll help with cleanup or whatever the locals need. Cliff's concerns about the letter: (1) If NM4W forms a work party, there needs to be many members involved, not just a few, and, (2) The letter supports the point that the internet is spreading publicity and bringing in outsiders. After further discussion, a motion was made to authorize Cliff, NM4W President, to sign the letter. This commits us to helping with cleanup or whatever. Motion was seconded, voted on, and approved.

- **New Members voted in:** Jim Dow and Rich Steele.
- **Raffle Winners:** No raffle tonight.

Picnic organizers and helpers were thanked. The set-up, clean-up helpers were Jeanne Meier, Geri Barfoot, Linda Sells, Carol Provance, and Joan Wolf. The BBQ cooks were Mark Wolf, Bob Provance, Tracy Bakewell, Cliff Meier, and Leon Duggar.

MEETING ADJOURNED at 7:10 p.m.

**check out the calendar on
the web site - it is
continually updated and
has all of the contact
information you need!**



President's Report

By Cliff Meier

As the club's fiscal year draws to a close the end of July several important things happen. First, it is time to pay your 2015/2016 dues. Check the website for the PayPal option to pay, you can pay at the picnic/meeting or send Dixon a check. Dixon's address is in the website's Member List. The dues this year are \$45 for Regular Members and \$22.50 for Associate Members unless you have lead 4 or more trails then they are \$35 or \$12.50.

The second item to note is the election at the July meeting for next year's officers. We have volunteers for all the positions except for the club's Trail Coordinator. Please consider volunteering for this important and fun position.

Lastly, it is time for me to step down as president to allow for someone with new ideas to step up. It has been a real privilege to be your president and I want to thank everyone for their support. Please give the next president your continued support so the club can continue to grow.

LEAD A RUN - THE TRIP LEADER IS IN CONTROL



Vice President's Soap Box

By Leon Dugger

There is no Vice President's report this month.



Director of Environmental Affairs

By Jack Dickey

There is no Environmental Affairs report this month.



THANKS TO EVERYONE

By Jennifer Chapin

Thanks to all the club members and guests For helping clean up the trails we use.

New Mexico 4-Wheelers members and guests have picked up lots of trash this last year in throughout New Mexico and in other states such as Arizona, Colorado, and Utah.

Thanks to everyone each time we are out on the trails to those who actively pick up trash and recycling items.

Beer Bottles

Beer Cans

Soda Cans

Tires and Pieces of tires

Inner fender well plastics

Miscellaneous trash





2015 Summer Picnic

By Joan Wolf

We had perfect weather for the picnic/meeting on June 6. No wind, no rain, cool temperatures. The adults relaxed and the kids ran around in the pine trees of the Oak Flats Picnic Ground.

Approximately 57 members and guests enjoyed burgers, hot dogs, and many delicious side dishes.

Thanks to the cooks: Bob Provance, Tracy Bakewell, Leon Duggar, Cliff Meier, and Mark Wolf (or my flunkie as he calls himself). And special thanks to the women who helped set out the food and clean up: Geri Barfoot, Linda Sells, Carol Provance, and Jeanne Meier.





Flag Day Ride Santa Fe National Forest

By Jeff Boggs

Flag Day is a great day to do a 4x4 trip into our nearby Santa Fe Nat. Forest. We got together early on Sunday morning, 8:00 am, in the parking lot of the Walatowa Visitors Center, on Hwy 4, in the Jemez Mts. Special thanks to all who drove a long way to join us. Some came from the east mountains, Belen, and Los Lunas to spend the day checking out the green, green Jemez Mts. Yes, the Jemez Mts got extra rain this spring and it is lush, with green everywhere, and very little dust. It has been several years since I have seen the Jemez Mts this green and wet, especially in June!!

I counted 22 vehicles, when we left the parking lot. But before we left, Jeff supplied each vehicle with an American Flag. These were secured with tape to each 4x4. We were quite the parade, all day.

CB radios relayed frequent messages from front to back. This was a big group, but we stayed together most of the day. We drove up past Fenton Lake, hwy 126, north. Aired down, and took FR 117, north, and soon found mud puddles along this route. This led us to FR 315B. I had never been on this FR; it continues north and is very much like lower FR 117, muddy in spots but less used. Some climbs put us up in aspen tree tops, growing up from the valley, to our left. I highly recommend this route. It took us to FR 315, a major FR east and west. We were looking for FR 316B, FR 316BA, on the MVUM. Jennifer spotted it. I missed it, because it is a little used 2 track, behind a closed, but not posted or locked gate. I drove up it a 1/4 mile and called for the rest of the group to come on in. This is on the MVUM, but it soon stopped. I will need to find the north end of this one. The map shows that it comes off of FR 103 as 316B. It may need some clearing.



I announced that this part of the ride was exploratory, possibly saving me a 25 cent fine. But regardless, we all had to turn around and go back to 315. We turned right and found a great place for lunch. Kids and dogs ran around and folks sat in chairs

and on blankets. Food and drink, and lots of talk. We then took off heading west on FR315, headed for FR 103, but Donnie Walker's Jeep would not turn over. Battery cables came out, but still nothing. Finally, John Cannon spotted the nut on the starter was loose, and Donnie put a 7/16 inch wrench to it and that is all it took, VRRROOOM!!!, went the 6 cylinder. and off we went.

FR 103 is a good gravel dirt road, going generally north/ south. We took 316 east, headed for the Coyote Canyon campground. We passed that and made a left turn , west on FR 458. This a great rugged washed out road that climbs up to a mesa top, with wonderful switchbacks near the top. Bill Reed had his CJ running well, but said he stalled it on a steep pitch. The carb did not like it and the CJ played the stubborn mule for awhile. Bill got pulled to a flat spot and he added some gas and the CJ finally started up. We all made it to the top. Great views into Coyote Canyon from here. There are many roads around here, and if you want to explore them, you will have to drive up FR 126, then FR 103, to get up there faster. This will give you time to check them out. We started heading back south on FR 311, but turned north on FR 311LA, FR311C. Seldom used, but nice. I had to clear dead fall sometimes, and thanks to Lauri Rector, Paul Mariscal, and Donald Tyler for helping with the heavy lifting.



Cliff Meier called on the CB that he had somehow jammed a tree limb in his wheel well and he had to remove his wheel to get it out. Cliff, how did you manage that, after 13 4x4's had already drove over it??? Cliff will have a great story to tell at our next meeting.

FR 311C is overgrown with oak, and it could use some widening. We got back to FR 103 and headed back. We aired up on FR 103, and some took off to head home. Good thing we aired up there and not back on the pavement , because the rain really hit and we were in rain storms, and some hail all the way back to Walatowa.

A great trip, and we need more rides up in this area. There are many legal roads up there and we must drive them or some will disappear. These are what is left for us to explore, and keep open. Please check these and other roads in the more northern part of the Jemez Mts. Many more choices and very seldom used. Thanks to everybody for working together and all the new faces. We have many newer members and they are excited to get out there. What we need to see are more of our longer term members to be involved in day rides. I know everybody gets busy, but summer is short, and as I say, GET OUT OF TOWN!!! You will love it.

See ya on another ride soon.

Thinking about going on a ride, but not
sure if you can handle the trail?
Call the trip leader and come out for some
fun!



SIT AROUND OR GO ON A RIDE? YOUR CHOICE!

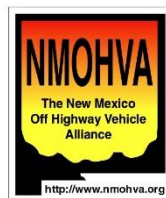
KEEP PUBLIC LANDS OPEN TO THE PUBLIC

NM4W Officers

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<p>Treasurer Dixon Patrick 271-9133 tr@nm4w.org</p>	<p>Program Chairman Jennifer Chapin 305-333-3375 pc@nm4w.org</p>	<p>Historian Frank G. Whiston 280-7922 hi@nm4w.org</p>
<p>Trip Chairman Jeff Boggs 867-5848 tc@nm4w.org</p>	<p>Environmental Affairs Jack Dickey 505-861-0526 de@nm4w.org</p>	<p>SWFWDA Delegate Bob Norton 281-5315 n5epa@flash.net</p>

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Trail Tales



August 1, 2015

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

July 18, 2015
by Joan Wolf



The meeting was held on July 18, 2015 at the home of Marcia and Leon Duggar. President Cliff Meier called the meeting to order at 6:28 p.m.

GUESTS: Tom & Debbie Coston, Neville Fridge ('99 Land Cruiser), Clint & Tracy Hobart, Hank & Peg Kugelman, David Phillips.

MEMBERS PRESENT: Bill Bonahoom, Devin & Crickett Cannady, Jennifer Chapin, Jack & Cathy Dickey, Jim Dow, Bill & Chris Dressler, Leon & Marcia Duggar, NaDeen Jackson, Sandy McIntosh & Dave Plaster, Cliff & Jeanne Meier, KW & Bobbie Moore, Bob Norton, Eamonn O'Brien, Dixon Patrick, Phil & Illene Rodacy, Don Roy, Chris Sears, Diego Serna, Richard Steele & Beth Provost, Donnie Walker, Frank G. & Beth Whiston, Mark & Joan Wolf.

SECRETARY'S REPORT – Joan Wolf. The minutes from the June 6, 2015 meeting were accepted as written.

TREASURER'S REPORT – Dixon Patrick. Dixon reported a treasury balance of \$2,338.28. Dues are coming in. Treasurer's report was accepted.

VICE PRESIDENT'S REPORT – Leon Duggar. After explaining the points system, Sheriff Leon summarized the fines. KW broke a bumper on the Ice Cream run and Cliff fought a battle with a small log/large stick on the Flag Day run. Something Devin did on a previous run was rehashed and there was the usual discussion of something Jennifer may or may not have done. As his last official executive action, President Cliff pardoned those with fines.

TRIP CHAIRMAN'S REPORT – Jeff Boggs. Jeff was absent so members gave trip reports.

PAST EVENTS:

June 14, Flag Day Run in the Jemez – Jeff Boggs brought flags for each vehicle; the lineup was an impressive sight. .

June 21, Father's Day Run in the Jemez – Jennifer Chapin led the group on the Dome Road.

June 27, GPS Tech Session – Frank demonstrated how to download maps and put new tracks on the website. Thanks to the “field trip”, the Cedro Peak area is now fully documented.

July 5, Ice Cream Run in the Jemez – Jennifer brought ice cream so that's all that mattered.

July 11, Tire Repair Tech Session – The session was successful—no one set themselves on fire and there were no 911 calls. Bill Bonahoom showed how to break beads off and make other tire repairs. A suggested topic for the next tech session is hi-lift jacks.

UPCOMING EVENTS:

July 25, Summer Run in the Jemez – Mark Wolf.

July 25-29, Chalk Creek CO – Andy Townes. Probably Iron Chest, Tincup, and other runs near Buena Vista.

July 26, Mark's Casa Jeep Jam. This is a 4WD vehicle show, giveaways, food, and a NMOHVA display.

July 30-Aug 2, Mt. Blanca CO – Frank G. Whiston. The same-day run to Mt Blanca will probably be Friday. Possibly Medano Pass on Saturday.

Aug. 1, Jemez Sunset Trail Ride – Jennifer Chapin. The run starts at 6 p.m.; it will be a full moon.

Aug. 8, Meeting/potluck at the home of Sandy McIntosh & Dave Plaster, 5 p.m.

Check the website for more runs and events.

DIRECTOR OF ENVIRONMENTALS AFFAIRS REPORT – Jack Dickey. Jack gave a Monticello Canyon update. The Sierra County Commission voted to overturn their previous vote to close the road (after Friends of the Monticello Box filed a suit against their decision). Socorro County had voted to close the Socorro County end of the road, though that must be approved by the State DFA. Friends of Monticello Box have filed a petition with the NM Supreme Court against Socorro County. In the meantime the road is open.

PROGRAM CHAIRMAN'S REPORT – Jennifer Chapin. Jennifer sold T-shirts and 50/50 raffle tickets.

HISTORIAN'S REPORT – Frank G. Whiston. Frank reminded that photos now go directly to the Gallery section of the club website. After each run, Frank sets up an album and sends the link to attendees for ease in uploading photos. Contact Frank if you need an album created.

WEBMASTER'S REPORT – Don Roy. Everything is running smoothly, no changes this past month. Devin and Don discussed calendars--ical.ical and ical.php. Don will look into it (whatever "it" is).

EDITOR'S REPORT – Phil Rodacy. Phil thanked Jennifer for sending articles every month. Trip reports and general interest items are welcomed.

Be a Trip Leader and Never Eat Dust Again!

PROMOTIONS PROGRAMS – Frank G. Whiston. Frank explained how to participate in the 4WD Hardware Club Rewards.

OLD BUSINESS:

- **4-Wheeler of the Year.** Votes were cast by club members to honor one of their own. And the winner----Jennifer Chapin! Jennifer led a ton of runs and participated in almost everything over the past year.
- **Dues.** If not paid by August 31, one must start over accumulating points for membership.

NEW BUSINESS

- **Officer elections.** Officers that agreed to serve another term were: Leon Duggar (VP), Jack Dickey (Environmental Chair), Frank G. Whiston (Historian), and Bob Norton (SWFWDA Delegate). Members volunteering to fill vacant slots were: Mark Wolf (President), Bobbie Moore (Secretary), Bill Bonahoom (Treasurer), Jennifer Chapin (Trip Chair), and Diego Serna (Program Chair). Motion was made and the officer slate was approved by acclamation.

President—Mark Wolf

Vice President—Leon Duggar

Secretary—Bobbie Moore

Treasurer—Bill Bonahoom

Trip Chair—Jennifer Chapin

Environmental Chair—Jack Dickey

Program Chair—Diego Serna

Historian—Frank G. Whiston

SWFWDA Delegate—Bob Norton

A round of applause was given to the outgoing officers.

- **New Members voted in:** Tom Coston, Clint Hobart, Hank Kugelman, Dave Phillips.
- **Raffle Winner:** Bill Bonahoom won the 50/50 raffle and donated his share (\$35) back to the club.

Marcia and Leon were thanked for hosting the meeting.

MEETING ADJOURNED at 7:08 p.m.

**check out the calendar
on the web site - it is
continually updated and
has all of the contact
information you need!**



President's Report

By Mark Wolf

Hello from your newly elected President. Thank you all for the confidence vote (or railroad, I'm not sure which it is!). I will try to do my best, but this is a club of members not a President and his staff. We need everyone to pitch in to help. If everyone would lead ONE trail per year we would have some 60-70 trails to drive on. We need **ALL LEVELS** of trails. There is a broad level of desire throughout our membership which affords something for everyone. Easy to Extreme trails are what we are about! Mostly...getting out and four wheeling! That's why we own these expensive vehicles and work on them so much! I'm glad we have a broad diversity of "wheelers" among us.

Jack Dickey decided to maintain his presence with the Environment Chairman position and this is a tough position. I know - I have been there. He needs as much help as possible and a Committee to work these issues is a good way to help him out. Please volunteer. More people helping with this effort makes it easier on everyone. None of us like to talk about it or hear it, but it is imperative we keep informed or we will wake up one day with a 4WD vehicle of no use.

I need a volunteer to work the Event's planning Committee as I will be busy with the Presidency now. Besides, I don't want to affect the outcome of the events put on the calendar. Please volunteer.

See you on the trail!

LEAD A RUN - THE TRIP LEADER IS IN CONTROL



Vice President's Soap Box

By Leon Dugger

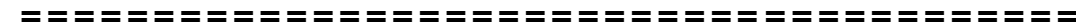
There is no Vice President's report this month.



Director of Environmental Affairs

By Jack Dickey

There is no Environmental Affairs report this month.



The 2015 Chile Challenge will take place October 14 - 17 at the Caballo Lake State Park Riverside Campground. Same week, same great location, same great trails with some new ones thrown into the mix.

75 Days Left to Register

<http://www.chilechallenge.org>



Jennifer Chapin, 4-Wheeler of the Year

By Joan Wolf

Jennifer Chapin, the Energizer bunny of NM4W, was named 2015's 4-Wheeler of the Year at the July meeting. Jennifer set up overnight trips, served as Program Chair, maintained the Southwest Four Wheel Drive Association's website, and participated in almost every club activity held. Jennifer's most energetic endeavor was leading many, many Jemez runs. "I love to go four-wheeling," Jen explains, "so I just keep posting runs."

Jennifer enjoys being on the newly-formed NM4W Planning Committee. The committee started up the tech sessions and has worked hard to fill up the club calendar. Jen also works behind-the-scenes. She's helping the Las Cruces FWD Club plan the Chile Challenge and she always fills her Raptor with food for the Food Drive. Jennifer was selected by fellow club members in recognition of her tireless efforts for NM4W and the larger four-wheeling community. As Cliff Meier exclaimed, "Well deserved!"

Past 4-Wheelers of the Year

2014 Don Roy
2013 Jennifer Chapin
2012 Jeff Boggs
2011 Dixon Patrick
2010 Jeanne Meier
2009 Cliff Meier
2008 Frank G. Whiston
2007 Mark Werkmeister
2006 Glenn Bontly
2005 Lauri and Jeff Rector
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





A Run to the Jemez

By Mark Wolf

Saturday, July 25th saw 12 vehicles gather at the Walatowa Visitor Center on Highway 4 at 9:00 AM to take a little drive through the woods for a little adventure. Little did they know it would be an adventure for sure! I had put on the website that we would meet at 8:30 and pull out at 9:00, but I was running a little late. Although I did make it before 9:00 AM I caught a lot of flack over being late. Fine #1 for the day I guess.

When Joan and I got there we found Matt Wheeler, Jennifer Chapin, Tom Coston, Richard Brooks, John Nolen and his Father, Shayne, Ellie and Veira Swingle, Chris Sears, KW and Bobbie Moore, Don Tyler, Donnie Walker, and Neville Fridge all ready to go. After a brief "say hello" session I called a driver's meeting together to outline my intent for the day. It was simple, head into the Jemez along Route 376 and then turn onto 534 and onto 535 from there. We would travel to the north side of the Girl Scout Ranch and hopefully onto the northern section of the Jemez. Well, well, how things can change when a wrong turn is taken due to a lack of being in the area for over 10 years. Old age has set in! I hate that!

We went through the Gilman tunnels and then stopped to air down the tires. From there we went on to FR 535 and turned north. So far Jennifer is doing fine (I mean she has gathered no fines!). We traveled along FR 535 and it was obvious that the rains had washed lots of soil away from the rocks exposing several rocks. Also, the rains had allowed the flora and fauna to grow profusely and at times it was like driving through a tunnel! I am glad the rains have made it so lush up there. It was about time!



We got to the end of 535 and made the first wrong turn of the day. It was no big deal, but it got me away from my intent and the rest of the day turned into an adventure. We continued to a lunch spot and the trail was fun, but a little rocky at times. I believe at one point that Jennifer was a little behind due to her pulling a log out of her inner fender well. Does that sound like

something she learned from our last President? It couldn't be a fine could it? No others had any problems that I was made aware of (they are so gun-shy about these little fines!!), so we continued to an open spot that looked like a perfect spot for lunch. After lunch, we headed north (I think) and turned onto another route that eventually led us to where we had lunch 1 hour ago. Great! A loop I wasn't looking for! This is where Chris Sears decided to turn back the way we came as he had an engagement that evening that he didn't want to miss. We told him goodbye and wished him well.

We turned back where we had gone a little earlier and took another route. It was FR 17. We traveled on 17 until we got to FR 20. However, along the way there were numerous episodes of trail clearing, including moving logs/trees, cutting brush and dragging a dead, leaning log out of the way. Jennifer's 7'1" truck couldn't quite squeeze under it. About $\frac{3}{4}$ mile from FR 20 we came upon FR 20I and that is where Matt Wheeler decided to turn towards Los Alamos and head home. We gave him specific instructions, but he had more electronic gadgets in his Jeep than a Best Buy store so I'm sure he made it fine. It took quite awhile to get to FR 20, but we did it. We got a little separated towards the end, but a quick call on the CB got us all together again. It is always important to keep an eye on the guy behind you to help prevent this. I have done it too, but it is important for your fellow wheeler. And those water bars!! I am glad Jennifer never got stuck on one! She had every opportunity for sure!

From there, we headed towards the old Highway 44 road and eventually out to Highway 550. We had stopped for airing up our tires just after turning off of FR 20 and that is where we all said our goodbyes. It was a long day as we made it to the air up spot about 5:30 PM. Oh! I forgot about the wrong turn we sent Shayne and Ellie on, but that was easily fixed and Don led the group out to 550.

This was a great run! We had people from 2 to 92 years young and all enjoyed the run. Several thought my description of "easy" was wrong as they thought the "moderate" category would be more fitting. I believe this was an easy run, but I admit that due to the rains this year it straddled the ridge between easy and moderate. I am glad everyone got out fine and no one had major problems. I had a wonderful day in the Jemez and I hope everyone else did too. Thanks to all for coming along for our adventure. And...KW didn't blow another tire!!! But, Richard needs to tell us why he had to change his britches part way through the trail. Something about a "blow out" I heard?



Ice Cream Run

By Jennifer Chapin

July 5th 2015

We left Walatowa Visitors Center on time 9:30AM, headed back on Hwy 4 to Hwy 290 North then stopped at a campsite to air down. We headed up FR10 to FR270 to Cerro Pelado fire tower. We climbed almost 4,000ft in elevation up to 10,225ft. It was comfortable up there but everyone still wanted ice cream. We had vanilla and chocolate with choice of caramel, chocolate, or dark chocolate syrup. On the way down the plan was to check out some of the campsites so we were able to climb some nice hills and see some great areas to camp in. Then I tried to find the North end of FR266 which is FR270B and had multiple turn a rounds without finding it. We then headed back out FR10. I think we may have found a new tradition for summer time in New Mexico while out 4-Wheeling. Thanks to all that attended.



New Year

Be a **NEW** Trail Leader

Do you want to get out Wheeling? If so plan a trip to go explore and find some trails. Look at the paper or pdf versions of (MVUM) Motor Vehicle usage maps for the Santa Fe National Forest or other forest's in our area and/or check out Google earth.

You can always check out the trails and gps tracks on our website under the "Trails" tab. In addition there are many other club members that can be a resource too. Remember we go out in a group and it's not a bad thing to get lost or find a trail that suddenly ends we can always turn around and explore more.

The best part of being a trail leader is you can chose the time and place we go and don't be afraid to ask other members for assistance along the way we are all out to have a great day off the beaten path.

Please feel free to contact the Trip Chair or any member of the trip committee and we will get your trail ride on the calendar for you. You just need a date and time to get started, and then you can fill in the details.



Thinking about going on a ride, but not
sure if you can handle the trail?
Call the trip leader and come out for
some fun!





Report Illegal Dumping

By Jennifer Chapin

Illegal Dumping in Dona Anna County

FREE APP ALLOWS SMARTPHONE USERS TO REPORT ILLEGAL DUMPING

Doña Ana County residents can now discreetly and anonymously report illegal dump sites thanks to the launch of a new smartphone app.

“No Throw” is now available on both the iOS and Android market. The free app, developed by Byteware, allows users to keep Doña Ana County beautiful by snapping a photo of an illegal dump site. After a few short steps, the photo and location of the dump site is reported to Doña Ana County Codes Enforcement officials using the phone’s GPS location.

To download the app, enter “Doña Ana County” in the app store search bar. As always, illegal dumping can also be reported by calling 1-877-NO-THROW.

Reporters seeking more information or interviews may call Doña Ana County Sheriff's Department Public Information Communication Specialist Kelly Jameson at (575) 386-4302 or after hours at (575) 635-7168.

<https://www.donaanacounty.org/content/free-app-allows-smartphone-users-report-illegal-dumping>



Tech Session Report On-Trail Tire Repair

By Bill Bonahoom

On July 11th 2015, 21 members and guests of the NM4 Wheelers congregated at the Bonahoom's house to learn a little about tire repair. If you have driven off road for long you have likely experienced (or know someone who has) a tire failure while on the trail in the middle of no-where. Hopefully most of the time you have a spare that holds air and fits but what happens when you don't. With just a few extra tools and select parts many of these can be remedied out on the trail. This Tech Session covered the basic tools and supplies required along with a hands on demonstration of the techniques required (and one to avoid) to get your tire inflated so that you can get back on the road.

We addressed:

- High lift jack usage and how to lubricate a rusty jack with water. (And even showed what happens when the handle gets away from you... thank goodness my head was not in the way)
- Strapping the axle to limit suspension travel
- Breaking the bead using the jack and replacing a valve stem
- We also fully un-mounted and re-mounting the tire using pry bars and tire spoons. Not an easy task on a 10 ply tire but we were able to get it done.
- Reseating a bead via:
 - We tried using a 12V portable compressor like what would be carried for airing tires up with no luck. This included wrapping some heavy duty cargo tie downs around the tire. A CO2 power tank or shop air would have been no problem though.
 - Before the Tech Session I tried butane lighter fluid but it evaporated too quickly and is not a good choice.
 - During the Tech Session we used starter fluid a couple different times and it worked great. Also the starter fluid (or brake cleaner) can be shot like a flame thrower to ignite the vapors in the tire while standing at a safe distance.
 - At the tech session we did not try brake cleaner to seat the bead, however I did go back and try it and it does work, not as cleanly as the starter fluid but in a pinch don't hesitate to use it.
- Plugging a hole/cut
- Dynamic tire balancing using RV antifreeze. Below is a good reference to keep for how much antifreeze to use. I would add about 20% more than what this chart asks for due to the difference in density between the antifreeze and ceramic tire beads. <http://www.innovativebalancing.com/BigTirechart.htm>

After we finished playing with fire we sat around told stories and had a BBQ. We were not sure ahead of time if we were going to grill on the tire experiment gone bad and still burning or the BBQ but figured the burgers would taste better without the stink of the tire and opted for the BBQ.



Thanks to all who came. I suspect everyone walked away with a little more knowledge from the tech session, I know I did.

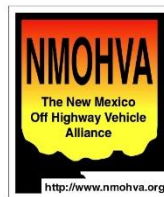
More pictures and videos can be seen on club web site.

KEEP PUBLIC LANDS OPEN TO THE PUBLIC

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Trail Tales



September 1, 2015

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

August 8, 2015
by Bobbie Moore



The meeting was held on August 8, 2015 at the home of Sandy McIntosh & Dave Plaster.

President Mark Wolf called meeting to order at 6:02p.m.

GUESTS: Gary Spreacker, Larry Sigler

MEMBERS PRESENT: Cheryle Bakewell, Tracy Bakewell, Travis Bakewell, Bill Bonahoom, Lisa Bonahoom, Crickett Cannady, Devin Cannady, Ronnie Caton, Jennifer Chapin Jack & Cathy Dickey, Leon & Marcia Duggar, Cliff & Jeanne Meier, Bobbie Moore, Shayne Halter, Dixon Patrick, Don Roy, Chris Sears, Shayne Swingle, Andy & Rhonda Townes, Frank G. & Beth Whiston, Mark & Joan Wolf, NaDeen Jackson, Henry&Margaret Kugelman, Sandra McIntosh, David Plaster, and Donnie Walker

SECRETARY'S REPORT –Bobbie Moore The minutes from the July 2015 meeting were corrected. Bill won \$70 instead of \$45 in raffle that was donated back to club.

TREASURER'S REPORT –Bill Bonahoom The treasury balance is \$3,845.10.

VICE PRESIDENT'S REPORT – Leon Duggar. Leon explained how members and guests can earn points. He also explained how to become an Associate member. Then Sheriff Leon launched onto the fines, resulting in \$0.25 fines for the jar. Gordon the gate keeper broke a pitman arm, Bill was seen changing a tire in a no parking zone, Ron's jeep was spotted parked on a yellow line, Frank broke a bolt; explained it was an easy fix. Cliff took members on the same scenic trail twice as in wrong turn. It was also questioned if leaving blue paint on an Aspen is environmental damage. Jennifer was the noisy one with a log in her wheel well.

TRIP CHAIRMAN'S REPORT – Jennifer Chapin explained that there is a need for more trail leaders. There are lots of rides on the calendar. If you need help or have never been on a trail contact Jennifer and she will help you in whatever you need.

PAST EVENTS:

Mt. Blanca -- 8 vehicles showed up. Had a little snow, comment made about wipers working on the outside but not the inside. 37' or bigger tires were a big help. Holy Cross, Iron Chest, Grizzly Lake, Blanca and Medano Pass were great trails. On Holy Cross there were big boulders and big river crossings. Iron Chest

mill mine turned out to be a very cool trail. A guy from the campground joined in the fun with a JK with a hydro throttle. Grizzly Lake and Gate Keeper turned out to be challenging.

UPCOMING EVENTS:

August 15 Cedro Peak

August 15 Daisy Mae Run-Mile Hi Jeep Club--Jennifer Chapin

August-20 Silverton Colorado --Mark Wolf

August 29-31 Mt. Blanca on trail camping--Keith Jurey

August 30-- Jemez Sunday Run-Jennifer

Sept.4-7 Labor Day ride and camp--Walatowa Visitor Center

Sept. Labor Day Jeep Safari--Red Rocks 4 wheelers--Moab UT

Sept.19 Dona Anna County Cleanup Day--TBD

Sept.20 Riley Ghost Town Run --Belen

Sept.20 4 Corners 4x4 Show and Shine--Farmington

Sept.24-26 National Public Lands Day--Glade Run recreation area--Farmington

Sept.26 Full Size Run --Ohkay Casino Resort Hotel

!

DIRECTOR OF ENVIRONMENTALS AFFAIRS REPORT – Jack Dickey. Jack reminded everyone that when in high country areas be careful when and where you turn around. It is a very fragile environment and use as small an area as possible.

PROGRAM CHAIRMAN’S REPORT – Diego Serna was absent

HISTORIAN’S REPORT – Frank G. Whiston. He is uploading the pictures from the “All For Fun” run. Thought maybe it was limited to members only for viewing.

WEBMASTER’S REPORT – Don Roy. Reported that the planning committee was a good idea as there have been 653 people attend 39 events. Cliff volunteered to replace Mark on that committee. Don also asked that you tell him if you see something that is not working on the web so he can check it and fix.

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

Be a Trip Leader and Get a Discount on Dues!

PROMOTIONS PROGRAMS – Frank G. Whiston. Frank explained how to opt-in for the 4WD Hardware Club Rewards Program.

OLD BUSINESS: Dues If you have not paid your dues yet, please do before Sept. 1 as that is when the year starts over.

NEW MEMBERS. There were no new members present to be voted in. You have to be present to be voted on.

NEW BUSINESS Host are needed for upcoming meetings.

Nov.—Jennifer Chapin

December Christmas party and meeting—Cheryle, Tracy and Travis Bakewell

Jan.—Cliff & Jeanne Meier

Feb.—Frank& Beth Whiston

March—Leon& Marsha Duggar

Frank brought up the issue with United 4 Wheel Drive dues. The club pays for the club only; each individual pays for their own.

Raffle Winners: \$48 was won by Bobbie in the 50/50 and returned to the club. The Trails book was won by Frank.

A big Thank you to Sandy and Dave for being our hostess and host.

MEETING ADJOURNED at 7:06 p.m.

Be a Trip Leader and Never Eat Dust Again!

Check out the calendar on
the web site – it is
continually updated and
has all of the contact
information you need!



President's Report

By Mark Wolf

Month two of the Presidency and things are moving along quickly! I just came back from a great run to Silverton, CO where we had 15 vehicles on Friday and 16 on Saturday! I was surprised to see so many, but glad they all came along. Some had never been to Silverton before and I believe they enjoyed it thoroughly. The recent negative publicity that Silverton had over the mine pollution of Cement Creek did not hamper anything. I asked a couple of the Shop owners about the issue and they told me there are enough curious onlookers to prevent any lack of train riders or visitors to the area. I am glad for that as Silverton is a great place. We really liked the 40-59 degree temps after a hot summer in Albuquerque. Thanks to everyone who came along.

The Board of Directors needs to hear your comments. If you have anything suggestions, comments, etc. please send them to me or anyone on the Board. I intend to have Board meetings every quarter to keep everyone up on events or whatever.

We did not get the reply we were looking for on UFWDA, but I think Frank was going to pursue the issue. In the meantime, PLEASE join UFWDA as an individual member! They are our voice in Congress.

I look forward to the year and hope everyone else does too. Last count on renewing memberships noted only 12 members who have not paid their dues. However, some are late in getting this in, so maybe we'll have most of them renew at the last minute. I am proud to say that we have a strong membership and am thankful for that. See you on the trail!

LEAD a RUN - THE TRIP LEADER IS IN CONTROL



Vice President's Soap Box

By Leon Dugger

There is no Vice President's report this month.



Director of Environmental Affairs

By Jack Dickey

There is no Environmental Affairs report this month.



San Juan Mountains Silverton, CO

By Mark Wolf

On Friday, August 21th I met several members and guests at the Silverton Visitor's Center at 8:00 AM for a run over the famous "Alpine Loop" (which encompasses both Engineer's and Cinnamon Passes) to Lake City, Colorado. I had never done these trails in all my years of going to Silverton and was glad one of our new members suggested this. Tracy and Cheryle Bakewell had two of their friends and neighbors come along with us and one drove a full size Suburban. This was the perfect trail for this vehicle AND the fact that I would be leading 15 vehicles over the trail today. Although it had some rough spots, it was fairly easy compared to some I have been over. Anyway, we got going about 8:20 AM (because we had to wait for Tracy!) We stopped at the turn to Engineer's Pass to let some more air out of our tires as the section of road from Silverton to Animas Forks was pretty

rough. It gets most of the traffic in this area and therefore ruts and washboards are pretty common. After a few minutes we were on our way. Unfortunately, one of our guests had an unusual problem. One of their valve cores stuck open and thanks to Don Walker, it took only a few minutes to find a new valve core and get that bad one replaced. They adjusted the air to proper pressure and away they went. We only had to wait a few minutes for the repair; it wasn't a bad thing as it gave us more time to enjoy the countryside.

We saw rather chunky marmots several times along the way and that was neat. Some others saw Rocky Mountain Sheep and domestic sheep as well.

Once we got going again we met very little traffic and were on top of Engineer's Pass in no time. At 12,800 feet it definitely feels like you're "on top of the world" (as 92 year-old Robert Nolen says – whom had never been there before). We took a few pictures and then moved along. We got to Lake City about 12:30 PM and stopped at the City Park for lunch. It was a nice park and people kind of gathered together to chat and eat. A few got done early and went on a short shopping trip. I want to thank Robert and Karen Gill for their score at one of the Shops – "The Artists Collective". Robert and Karen were told by the Shop Owner to give the *Historic Alpine Loop* license plate to the trip leader. I am completely thrilled that they did that! That was nice of them. I will cherish it forever!

After lunch we loaded up again and got back on the road. I kind of pushed this trip along to make sure we were back in Silverton at a reasonable hour. Things there close early at times and we didn't want anyone to miss out on a decent meal. We drove along San Cristobal Lake on our way to Cinnamon Pass and wow! What a beautiful lake! The remainder of the trip was uneventful until we reached the top of the pass (12,640 feet). When we stopped it began sleeting/snowing! While it only lasted for a few minutes, it gave a little taste of what was to come over the winter. I think about those miners and how they persevered. They were awesome Americans!

We didn't stay long on the pass and instead continued to Animas Forks to look around awhile. A few went on to Silverton for various reasons and the rest of us did the same after about 30 minutes at Animas Forks. We arrived back in town at about 5:00 PM, so everyone got a good meal and a good night's rest to go out and do it again.

The next day we met at 9:00 AM at the Visitor's Center and this time there were 16 vehicles along for the ride. Joan has a cousin (Keith) who lives in Montrose, CO and he and his wife Debbie came along with us both because they had never been there and to visit a little while. Once again, I held a driver's meeting and explained that we would probably be back in Silverton at about lunchtime. This would be a short trip after yesterday's 65 mile run. Everyone needed to do a little shopping and play tourist for a while.

We headed towards Howardsville and made a right turn onto the Stoney Pass Road. Just after the Old Hundred Mine, we stopped to gaze at the Boarding House perched high on the mountainside. It took me a little while to spot it, but I eventually found it and everyone took a look through binoculars. This boarding house is located at 12,500' on the side of the mountain and has been partially restored by the Historical Society. Thanks to them for keeping this heritage site alive! We then went on to the Buffalo Boy Mine and tram house.

The road up to the Buffalo Boy is very steep, but no one had a problem. The wind was blowing a little, so the visit was kept short. However, most got to see the remnants and look around awhile. We then decided to head back down. Ronnie Caton and his wife Sue decided to go run Stoney Pass

when they got part way down, so they headed out first. Five vehicles joined Ronnie for the Stoney Pass jaunt. The rest of us headed back to Silverton, arriving in town by 1:00 PM, just in time for a rain shower.

All-in-all it was a great weekend. No vehicle catastrophes, no accidents, and nice cool weather to enjoy. We really enjoyed leading this trip and thank everyone who came along with us. It was a great group of people!! We like Silverton very much!



Black Bear Pass to Close?

Contributed by Jennifer Chapin



by Christophe Noel
Published on August 2nd, 2015

Black Bear Pass is one of the most scenic and challenging trails in all of southwestern Colorado, and by its very nature draws thousands of visitors every season. Travelers come from around the world to ply its switchbacks overhanging the picturesque town of Telluride in everything from rented Jeeps to Hummers. As is the case nearly every year, some of those vehicles never complete the trail in one piece. Despite signs signaling the route's inherent dangers, accidents are rife.

This weekend included one more incident as a couple from Florida rolled their vehicle causing a dispatch of rescue resources and the closure of the road for several hours. The couple escaped with non-life-threatening injuries, but this latest event may have been the straw to break the camel's back. San Miguel County Sheriff Bill Masters is calling for a permanent closure of Black Bear Pass to all motorized vehicles.

“At this time of year we are seeing hundreds of vehicles traveling on this extremely hazardous terrain. It’s not safe, and it’s not safe for our community when all of our resources are tied up for an incident like this.” – Sheriff Masters.

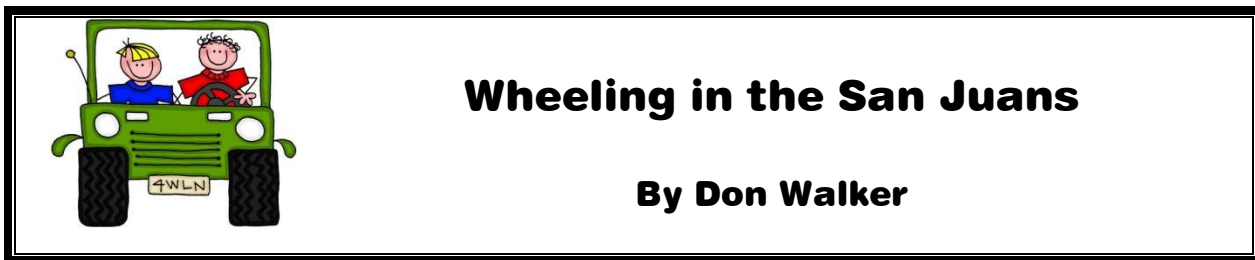
Reports say the couple from Florida arrived at the trail’s famous “steps,” and decided to turn around. While navigating around a rock in the trail, the driver said the embankment gave way and the vehicle slid off the road before rolling several times, coming to rest on its roof. More than twenty responders from the local Search and Rescue team as well as EMS, Fire and Sheriff Deputies were on the scene to conduct the 90-minute extraction of the injured parties. Lined up behind the scene were more than 100 vehicles.

This call to close the pass comes on the heels of Sheriff Masters recent comments about other stresses placed on the community and it’s limited resources. In May he spoke out against increased abuses to local camping areas and the massive amounts of trash collecting in the pristine outlying areas around the town. With visitations to the area increasing with each year, something will have to give.

Special thanks goes to Overland International’s Sinuhe Xavier for bringing this important story to our attention.

Sheriff Calls for the Closure of Black Bear Pass to Motor Vehicles

Published by Christophe Noel on August 2nd, 2015



Arrived in Silverton CO early afternoon, checked in at the Silverton Lakes Campground, from there headed over the OHV staging area to unload the Jeep and drop the trailer. KW Spotted me and come over and gave me a hand getting the Jeep off and trailer parked - Thanks KW. Got the camper parked in its spot and started to walk around to see who else was present, found Wolfe and the Bakewells and a few other that I didn’t remember their names, bad about name so I still can’t tell you who they were. Later that evening Bakewells, their friends from Rio Rancho and I went to dinner in Silverton, food at the Grumpy’s Restaurant was good! After dinner a few gathered at Bakewells camp to chat before bed time and the coolness chased is inside as the run on Friday would start at 8 AM not the customary 9 AM of most runs.

Friday dawned bright and clear but frost on the windshields to start the day! Just before 8 AM the group began to gather. I started counting rigs and we were getting close to the expected number, ah the last of them showed up and all 15 were there. However some who we will not name had not filled up with gas and had to run and fuel up. A good laugh was had their expense being that when they had arrive Tracy had found a screw in one of his tow vehicle's tire and had gone to the service station to have it repair and Cheryle had followed in case they had to leave the truck for a while the night before and neither had thought to fuel up.

Shortly after they returned a divers meeting was held, last runs to the port-a-potty were completed and we were off for the day's adventure. Heading north out of Silverton we pass the Mayflower mill (which offer tours), the turn off the Old One Hundred Mine (more on it later) and the old town of Eureka and what is left of the mill. On up the hill we pass near the old town of Animas Forks as we turn right to head to the Engineer Pass trail and the Alpine Loop. We arrived at Engineers Pass in due time.





And down the hill, term hill use loosely in this case, went to Lake City CO.



Arrived at Lake City and stopped at the City Park for lunch before heading over to Cinnamon Pass for the run back to Silverton. At the way back up the “hill” we encountered a few light rain showers and a couple of vehicles that we had met on their way to Engineers Pass and we were coming down. Now they were coming down Cinnamon Pass as we were going up. And again in due time we

were at the top of Cinnamon Pass.



And down we went toward Animas Forks.



Again in due time we arrived in Animas Forks



It was here that Wolfe ended the official run and some folks wander around for a while and check things out. Others went on down the trail back to Silverton and some branched off to run a side trail. Again I joined a group for dinner in Silverton at the Handlebar Restaurant.

Saturday morning again dawned clear and bright and found again scraping our windshield before the 9am start time for the days run to Buffalo Boy Mine Tram house. We passed by the Old One Hundred Mine and paused along the road to check out the Old One Hundred Mine boarding house perched high up the side of the hill at about 12,000 plus feet! After looking through field glasses, giving everyone a chance to see it we moved on UP the trail. This section of the trail

contains a few shelf roads and some sharp switch back until it open in a high valley and you arrive at the tram house.





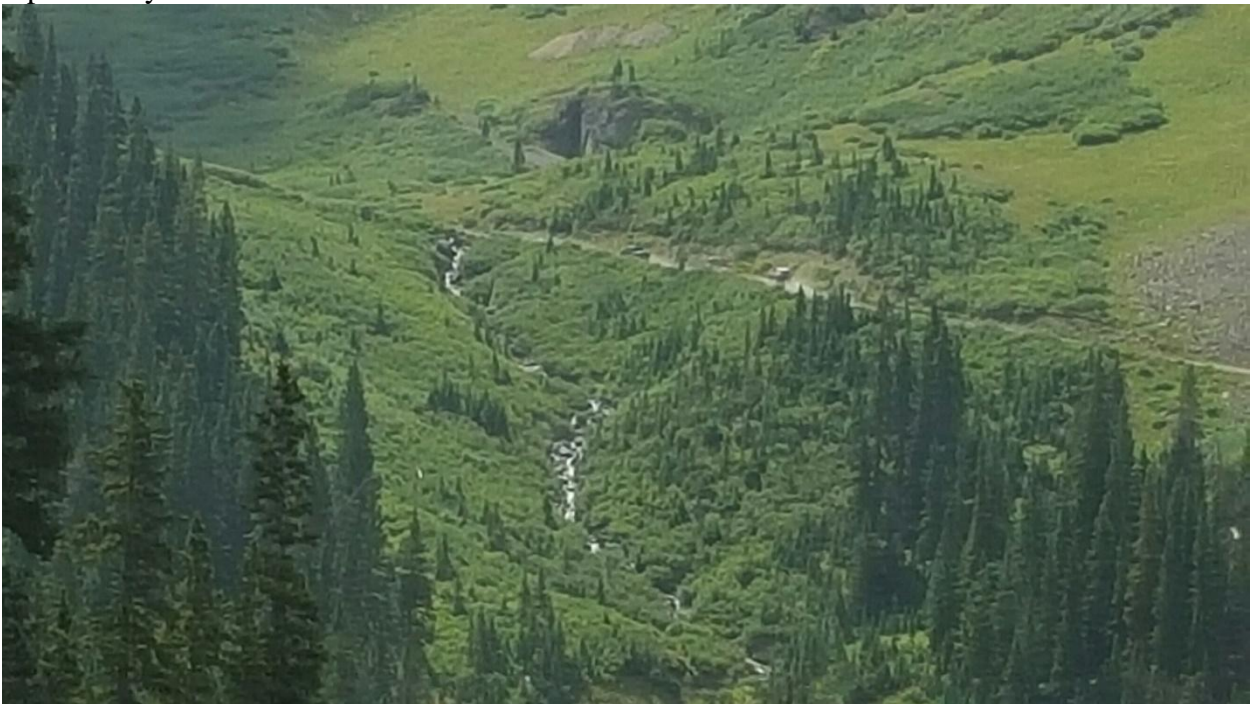
The trams form here crossed the high valley and over the ridge to the next valley and down to the Animas Valley.



On the way back down you can see towers in the next valley.



Being that this trail take off from the Stony Pass trail some of the rigs decide to take a trip up to the top of Stony Pass.



The rest of us continued down and a few of decided to stop at the Old One Hundred Mine to do their mine tour. It takes about an hour to do and is very interesting. They give you a hard hat and a rain coat, load you in a mine train and go about a 1/3 of a mile in the mountain where you leave the train and walk a short loop through the mine as they show you different things the miners used and did while work the mine. Then its back on the mine trail for the trip out. I won't spoil your tour of the mine so the next time you are in Silverton you can go enjoy it for yourself.

After we end our tour the Bakewells and I returned to Silverton by way of road 22 that runs right along the Animas River down to Silverton.





Again that night a group gathered for dinner in Silverton at the Pig Pitts also known as the Pink Pig as the gentleman that owns it owns the Pink Pig in the Phoenix area. Plans were made to have breakfast the next morning for those that want to.

Sunday morning brought another nice day as we prepared to return home. On my way home as I approached Durango I encountered the Durango and Silverton Train heading for Silverton.



I believe a good time was had by all!!!!



Buena Vista Trip

By Eamonn O

Andy Townes organized a multi-day trip to Buena Vista, CO, July 26-29, a week before Franks Blanca Peak run, to run some of the harder trails in the area.

Based out of the Chalk Creek Campground in Nathrop, CO, Andy and his wife Rhonda (and dog Bailey) in their Wrangler were joined by Gordon and Connie Rowley (and their dogs Blue and Bebe Girl) in their LJ, Eamonn and Tadhg O'Brien (no dogs!) in their XJ, and recently moved to back to their home in Las Vegas, NV, NM4W members Dennis and Laurie Mann (and their dogs Taz and Sheba) in their LJ. Jack and Cathy Dickey based themselves out of the KOA in nearby Johnsonville in their Chevy K5 Blazer.

Day 1- Chinaman Gulch

The group met up on Saturday, July 25th (with Jack and Cathy arriving on Sunday, the 26th) and set out Sunday morning to run Chinaman Gulch (generally rated 6 out of 10). A slight detour on the way to the trailhead saw us arrive at the same time 3 buggies were unloading to head up Carnage Canyon. After following them up to the gate-keeper, and watching them scramble through it, the locked-diff members of the group (everyone but Eamonn and Tadhg!) debated giving it a go. After a few minutes debate, we headed off to the Chinaman trailhead and proceeded up the steep bumpy entrance and the rest of that trail.

A slight detour (it is still unknown whether it was intentional or not!) led the group to the top of Carnage Canyon for a quick 10100. Curious to see what the rest of Carnage looked like, Dennis and Gordon scrambled down the canyon, where they met up with the 3 buggies, assisted with rectifying a rollover, and then scrambled back up to watch another group tackle the top obstacle, a "required" winch-out that they completed without winching. Back on the trail, the group completed the trail without only minor rock stacking required to help the open-diff XJ up an obstacle.

After completing Chinaman, the group returned to the Carnage Canyon gate-keeper to ponder a run. After a little finagling, and some yeoman-like stacking by Gordon, Dennis managed to unlock the line through the obstacle, which had Andy and Gordon following close behind while the XJ parked at the bottom. With non-driver's following on foot, the three worked their way up to the next major obstacle (the V-Notch). After briefly contemplating giving it a good, co-pilots over-ruled drivers and the threesome set about returning to the bottom (no easy feat that required using lockers on the way down, and saw more than a couple high-centerings!).

Eager to crack open the beer cooler, Gordon "raced" ahead and attempted to descend the gate-keeper solo, resulting in a broken pitman arm that left the LJ stuck halfway down without steering. Thanks to some manual steering of the wheels by Dennis and Andy, and some winching from Eamonn's left behind vehicle, the group managed to get the broken vehicle down and clear the obstacle for the others to descend. A quick trip back to the campground brought Andy towing his trailer to help the injured vehicle home for a late dinner by all.

Day 2 - Holy Cross City

Day 2 began with an early morning wake up to head an hour up the road through Leadville to run Holy Cross City (the hardest run of the trip, generally rated 9 out of 10). With Gordon heading to Denver to pick up a

replacement pitman arm, the group was joined by Jack and Cathy, as well as their friends Wade and Wade Jr. in their Blazer, and Scott, in his Chevy 2500 4 door full size long-bed.

After airing down and meeting up with Scott at the trailhead, we headed up the narrow opening. The fully locked vehicles were able to make it up all of the larger obstacles, sometimes with multiple attempts, while the open vehicles (Eamonn and Wade) required occasional use of the winch to make it up a couple of the more difficult ones. The most difficult obstacle of the day, French Creek, required travelling up a 100 yards of creek before overcoming a boulder field with wet tires. Multiple lines were tried and most met with success, though once again the winch was put to use. The rest of the trip up to the abandon Holy Cross City was relatively uneventful, other than Wade breaking his hydro assist steering.

Following lunch, a quick inspection of the hardest obstacle on the trail, Cleveland Rock, left few even interested in attempting it, especially after talking to the group that had just finished getting their whole group to the top after nearly two hours. We stuck around long enough to watch one of them descend Cleveland Rock, many convinced that they were about to witness an endo.

The return down the trail was relatively uneventful, with only occasional body damage being inflicted, and the breaking of a front shock rod on Eamonn's XJ. After dinner in Leadville, the group bid farewell to Scott and headed back to camp.

Day 3 - Iron Chest Mine

Day 3 was a later start and a mellower trail. Once again, we were joined by Jack and Cathy's friend Wade for Iron Chest (generally rated 8 out of 10) up to an abandoned mine at 12,000 feet. Gordon and Connie returned, with a new pitman arm, and finding no replacement available in town, Eamonn and Tadhg opted to run without a shock, relying on the spring alone. In addition, we were joined by two gentleman that Jack and Cathy met at the campground the night before; a father and son Wrangler where the younger Jack drove via hydraulics owing to a car accident that left him a virtual quadriplegic. In town for All-4-Fun the following week, they had tried the trail the day before, but turned around early on as they did not feel comfortable attempting it solo.

The opening to the trail is a long, large boulder field requiring careful wheel placement, large tires, and lots of lift. After clearing the boulder field, a picturesque Aspen bower led to a narrow, occasionally off camber shelf road that finally arrived at the mine. The scenery was great, and the whole group completed the trail with no incidents to speak of.

Afterwards, everyone headed over to explore the nearby ghost town of St. Elmo before returning to camp for S'mores. Thank you Laurie Mann, they were delicious!

Day 4 - Grizzly Lake

The final trail of Andy's trip was more mellow, but still proved exciting. With no guests, the group was small for Grizzly Lake (generally rated 6 out of 10) but still fun. The trail can be a little tricky to find, as it begins among a number of houses with several "Private Property" signs on both sides of the trailhead, but once you find it, the fun gets started quickly.

A small creek crossing leads directly to the first obstacle that required a little lining up for the locked vehicles to find the line, and a rock or two for the XJ. With only two real climbing obstacles, and lots of bypasses, Grizzly Lake earns its rating from the extremely narrow and loose shelf road that must be traversed. Everyone found the edge of the road thanks to the tinkling of rocks cascading from under their tires over the edge! But being the only ones at the picturesque valley, with a lake in the middle and cirque at the far end made for a great place to have lunch.

After an uneventful descent back to the trailhead, Jack and Cathy opted for a lazy afternoon in camp, Eamonn and Tadhg packed up and headed for ABQ, while the remaining three vehicles opted to head up nearby Tin Cup Pass and then into Tin Cup City just for fun, which turned out to be a long bumpy ride with many atv's and the most dust of any trail on the trip.

Day 5 - Blanca Peak

After a great trip, everyone but Eamonn and Tadhg, headed down the road to join up with the one day run of nearby Mt. Blanca led by Frank Whiston. Frank lead this trail and it was one of the best Colorado has to offer. The first obstacle, Jaws 1, is very intimidating with an off camber scramble required over a large rock outcropping that will high center most, thus required thoughtful wheel placement. Jaws 2 is considered the most dangerous as it is extremely tippy with a long drop off of the tippy side to the abyss, with a plaque commemorating those who did not make it. Once Jaws 2.5 and Jaws 3 were cleared, the beautiful Lake Como appeared. Jaws 4 found us replacing a broken bolt in Frank's trailing arm and then rain welcomed us to the top and end of the trail. The only real rain we had the entire week :-)

What a great week in the Colorado Fourteener Country. Amazing green, lush forests and bare, above treeline mountains with old mines, structures and mine equipment. We would highly recomend this area to everyone that has not experienced the old gold mine roads of the late 1800's in the middle of incredible Colorado, it is surely something all must do in a Jeep, (Ooops, sorry Jack, I meant 4 Wheel Drive Vehicle).



Blanca Peak Trail and Medano Pass **7/30 to 8/2 2015** **By Frank Whiston**



For many years, I have wanted to run the Blanca Peak Trail which is situated in south-central Colorado near the town of Alamosa. Early on, I passed on opportunities because I was afraid of body damage to the Ford Ranger that I used to drive. Once I built my LJ, I had a capable vehicle, but other things always seemed to interfere. First, the club traditionally ran the trail in the month of September. A no-go for my bride, a school teacher given that the runs usually began on Friday with one night spent on the trail. Years would go by and we would pass the mountain as we

headed to other areas in Colorado to have fun in the Jeep. Beth and I would always say, "we need to do that someday." Then, in 2012, the [Creeper Jeepers Gang](#) of Durango Colorado won their nomination of the Blanca Peak Trail for the [BFGoodrich® Tires Outstanding Trails program](#). The BFGoodrich® Tires Outstanding Trails program was established in 2006 to raise awareness for responsible use and preservation of off-road trails while providing support in the trails' conservation efforts. Through 2014, the Outstanding Trails program has recognized over 36 off-road trails and clubs across North America. The program has provided more than \$140,000 in grants in support of the various trails conservation efforts. Trails are nominated for uniqueness, terrain type and enthusiast following. With that, along with tales from other club members who had run the trail, I really wanted to experience this trail.

Now we have more challenges, school age children and no extra room for 4 people plus camping gear in the Jeep. I went another two years without joining in as campout club runs continued to be scheduled in late August/early September. I quickly realized that I would never experience this trail unless I made a plan that fit my schedule and offer it up to the club to join us. As it turned out, I was not the only one who could not go in late summer or camp on the trail, I ended up with 8 vehicles! More than I have ever known for the club on a run up Blanca!

If I am going to drive to another state, I am going to stay for a while, so we made the plan to stay at the [Great Sand Dunes Oasis](#) and run Blanca Peak one day, then go play in the sand and drive up Medano Pass the next, staying each night in the comfort of our RV. Having a large group, I knew that we would need an early start to increase the chances of getting off the trail in the daylight. Sounds weird given that the round-trip distance up and back from the pavement is only 14 miles!

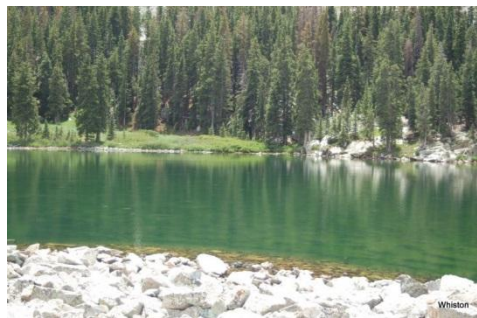


We ended up departing the air-down spot at 8:40 AM and I decided to cruise at a fairly fast pace while the road was smooth and sandy leading to the base of the mountain in interest of time. As the incline got steeper, the speed quickly decreased to a crawl when the Colorado Gravel appeared (I define "Colorado Gravel" as rocks 6-12" in diameter). As we departed the valley floor to enter the gravel, many stock cars, pickups and SUVs were parked along the side of the road. This is also a very popular trail for hikers, but all that we encountered were friendly. I think it helps having the metal sign stating that it is a 4WD trail near the beginning. Once we passed a section where holes had been dug by vehicles with open differentials, no more vehicles were parked on the side. The trail is a constant ascent leading to some switchbacks where the mountainside is covered with pinon and juniper trees that would make for a good 10-100 spot. From there, the trail continued to climb into ponderosa, spruce, and a few aspen groves up to the 1st obstacle, Jaws 1.



Jaws 1 is a good gate-keeper obstacle in that nothing beyond this was really any harder, but if you don't like this one or think it is too much for you to handle, it is best that you park and walk or turn back now. Jaws 1 is a long, off-camber boulder that runs all the way across the trail. Care must be taken to not high-center and also not get too tippy in the process. After a couple approaches, I found a line that would set me over the rock gently, then the rest of the group followed my lead. Bill got a little tippy after coming off Jaws 1, but was able to safely proceed with the help of some human ballast on the uphill side.

The next major obstacle is Jaws 2, which is known as the most dangerous for the fact that there is nothing to stop you if you were to end up off the trail. There is a plaque remembering



Leonard Davis, one of many who have died here. It is a series of rocks that lean out toward the edge, with just enough room to work your way over it without falling off. The easier route is to stay to the left (the outside edge) and hug the log that was placed a few years back to shore up the trail, but that does tip



you out and can be a little uncomfortable. If you choose the inside, the rocks you must climb are quite a bit taller.

After getting everyone over Jaws 2, it was a very short distance to Jaws 2-1/2. Jaws 2-1/2 is a chunk of rock with a "V" notch in it, but feels very safe. Everyone made it over this one without any issues. It was lunch time by the time everyone got past this and we were hungry, so we paused here for lunch for about 30 minutes.

With our bellies full, we continued on. The trail is technical in this area with 2 fairly broad switchbacks and fairly large rock ledges to traverse, but nothing that I thought was too alarming. After getting through this, I realized that we had conquered the obstacle known as Jaws 3. The trail then skirts around the north side of beautiful Lake Como. The water was so clear, you could see the fish swimming in it. As we exited the clearing for the lake, there was a rocky, rooted section just past a muddy spot which proved to be a challenge leading to Jaws 4.

Jaws 4 is a mound of rock that is fun to climb but is not particularly challenging compared to the rest of the trail. However, any mud left on your tires makes climbing challenging. Adding to the difficulty, my rear E-locker was only working intermittently all day, so once I got to the top, I crawled under the Jeep to see if there was anything visibly wrong with the wires leading to the differential. During this inspection, I discovered that I had broken a control arm bolt. With help from the rest of the gang, my spare bolt was installed just in time, before the rain hit.



it



We continued on to the end of the 4wd trail, turning around at Blue Lakes. The return trip down Jaws 4 surprised me with how steep it was. I was shocked we could climb it. Thank goodness it was dry when we did! Randal had one of his 40" tires on his JK go flat, so we waited as the guys in the rear got his spare mounted up. Jaws 2 and 1 deserved some extra attention on the way



down, but other than that, the return trip was uneventful. 11 hours later, we were back at the air-down/highway. Most of the group staying at the Oasis booked it back to hit the restaurant before it closed at 8PM.

Saturday, we lost three Jeeps for the fact that they had spent all week 4-wheeling in the Buena Vista area. The first order of business for those going out today was to head to the Oasis store rent sand boards/sleds. Given the long day prior, we were much more relaxed and did not leave till around 9:30AM for the [Great Sand Dunes National Park](#).

When heading up the Medano Pass road, just before the soft sand begins, a sign with Warnings at the Point of No Return is posted. Noting the last statement on the sign, I recalled my last trip up this road where I had to pull out a park service truck which was buried in the sand and almost sitting on the axles. This truck was obstructing traffic in both directions. No sooner than I had finished telling that story to the group



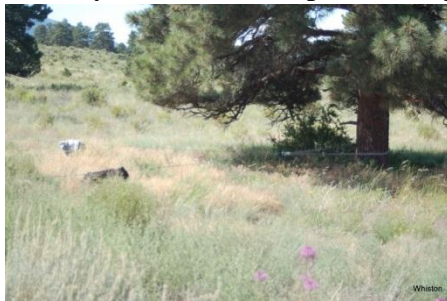
to

over the CB, I came upon a flatbed Ford Superduty and a Tacoma which were getting too close for comfort.

When either truck tried to move, they just slid closer to one another. So, I positioned the Jeep in line with a ponderosa pine off to the side of the road to hook to so that I could drag the back end of the Ford away from the Toyota. As I was getting ready, the young park ranger was holding a radio and he said “wait, I’m not sure if you can do this since it is a government vehicle, I better call this in.” To that, I replied, “I pulled out a government vehicle the last time I was here.” He looked at me, and said “okay” as he set his radio down back in the cab of the truck. Thank goodness, I’d hate to find out how long it would take for him to get permission for me to get him out of our way!



The Ranger quickly became involved and started pulling the winch line toward the ponderosa. As I neared him at the tree, he was beginning to wrap the steel cable around the tree. I stopped him and explained to him how we would use the strap and snatch block to protect the tree from the winch cable cutting into the bark. At that point, we asked the ranger to go back to his truck and dig out the sand near the sides of his rear tires so the truck would slide easily which kept him busy and out of our way. Once the setup was complete, I easily drug the Ford completely away from the Toyota,



and no damage was done to any of the vehicles. The lady driving the Tacoma asked how she could repay us, but we told her to just pay it forward when she got a chance. Anyway, my experience is that the NPS vehicles are more guilty of

obstructing traffic than the general public. I think that I need to come up with a citizen’s violation notice to issue to the NPS on my next visit.

With the road cleared, we continued to Castle Creek, where we stopped to play in the creek and sled down the dunes for a few hours. Once we had sufficiently had enough sand in our clothes, we drove up to the top of Meadno Pass. It had been a few years since I had been up there and the fires that had burned in the canyon had really changed the look of the drive. Before, what had been a mature forest is now a very thick underbrush with very few if any tall trees remaining in most places.

On the way back, after getting back to the sandy area, Bill had noticed a flat tire and had to mount his spare, in the rain, before returning to the Oasis. This trip was a blast and we had great company. If you are looking for a hard trail with fun obstacles and unbeatable scenery, make sure Blanca Peak is on your to-do list! (For more pictures and a video of some of the action, visit the club [photo gallery](#) for this run)

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Headlights Explained

Contributed By Jennifer Chapin

Headlights explained

Halogen v HID v LED v Laser

It wasn't that long ago that headlights were a no-thought-required feature. All cars had them and no one really paid them much heed unless they failed or were shaped in a particularly ugly manner.



Halogen

Reliably generating light with the limited resources at a car's disposal was a problem for early automotive engineers.

Tungsten filaments, similar to the kind found in household incandescent light bulbs, were finally settled on as the solution. From the mid-1960s until now these tungsten filaments have been encased in a bubble of halogen gas in order to improve performance and longevity.

For much of their history, tungsten and halogen lamps focused light on the road via a lens that doubled as the headlight's protective housing; now the two jobs are separate. Since the 1990s the exterior casings of headlights have been made from polycarbonate instead glass, as it's both lighter and stronger, while light from the headlamp bulb is aimed via a series of computer designed complex reflectors, as seen in the Ford Ranger (above, left). Alternatively the light beam can be directed by a projector lens within the headlight housing, such as the ones found in the Mazda MX-5 (above, right).

Combining low cost and a working life of between 500 and 1000 hours, halogen bulbs are the most common headlamp type in use today, although that is rapidly changing. Spurring things along is the

desire of car makers to improve efficiency. Halogen bulbs draw around 55 watts of power, and much of that is wasted as it's converted into heat rather than light.



High intensity discharge

In high intensity discharge (HID) headlights, such as those used across the Lexus IS range, a mixture of rare metals and gases are heated to produce a bright white glow. HID's are around two to three times brighter than halogen lamps and their glare can be particularly annoying for other road users. As such, the Australian Design Rules require cars equipped with HID's to also have a self-levelling mechanism and a headlight washer. The former ensures that the headlights are always aimed towards the ground. The latter minimises the build up of dirt and grime, both of which can divert more light into the eyes of on-coming drivers.

Despite their brighter output, HID lamps require less power to operate. They generally draw about 35 watts and are said to be good for around 2000 hours of use.

In cars HID lights contain a trace amount of the inert noble gas xenon, hence their common name: xenon headlights. Xenon gas prevents automotive HID lights from flickering when they're switched on and ensure that an adequate amount of illumination is provided before the headlights reach maximum brightness, usually within a few minutes.

Automotive HID lamps are easy to distinguish as their cool white glow is accompanied by a distinctive blue tinge around the edges. Some cars feature only HID lighting for their low beam, with high beam provided by a separate set of halogen lamps. Bi-xenon setups, however, are able to provide both high and low beam from the same set of HID lights.

HID headlights first became available in the mid-1990s, but are now optional on most mainstream models. The rare elements employed by an HID bulb have kept prices high, giving room for newer technologies to storm the fort.



LED

Light emitting diodes (LEDs) have come a long way from the simple flashing lights on beige computer cases to being key components in modern cars, phones and televisions.

Whether you realise it or not, they provide most of the lighting used in today's instrument panels, entertainment head units and car interiors. As well, arrays of these diodes are employed in fog lamps, indicators and brake lights. Car designers love LEDs because their small size allows them to be fashioned into ever thinner and more distinctive shapes.

Although LED headlights currently fall a little short of the brightness achieved by HIDs, they hit maximum brightness within a millionth of a second compared with the half second required by incandescent and halogen lights. When LEDs are used in brake and indicator lights they're said to improve the reaction time of other road users by around 30 per cent. On top of this, some bulb makers are claiming a life of up to 15,000 hours for their LED headlamps.

Touch a halogen bulb or xenon globe when it's on and you'll likely recoil in pain from the intense heat, but with LED headlights you'll struggle to break a sweat. Therein lies their great advantage, they convert most of the energy directed to them into light not heat. In fact most of the heat generated by LEDs is at their electrical base, not on the bulb surface.

For the last few years LED headlights were only available on sedans retailing for north of \$200,000, like the Audi A8 and Lexus LS, and the hypermilers' best friend, the Toyota Prius. Recent advances, though, have licked earlier problems regarding brightness and rearward heat dissipation, and LED headlights are now heading toward the mainstream. This year they became available on the humble Corolla sedan, albeit only the top-of-the-range \$30,990 ZR.



Laser

Later this year BMW will be the first to offer laser headlights as an option in its i8 plug-in hybrid supercar. So, yes, we'll get the joke out of the way now: this car has freakin' lasers in its eyes.

But before Dr Evil starts whipping up some convoluted scheme to extort a few hundred thousand dollars out of the poor citizens of planet Earth, he should realise that BMW isn't planning to shoot flesh cutting laser beams down the road.

Rather the laser beams are focused towards a cloud of yellow phosphorous gas. When excited by the laser the gas emits a powerful white glow, which is then reflected and diffused to light up the road ahead.

Initially this laser light system will only be used for the high beam. BMW claims that the new headlamps are smaller, more energy efficient and can illuminate the road up to 600 metres ahead of the i8. By comparison the i8's regular LED high beams can only manage 300 metres.

Headlight conversion kits

If all this talk of more efficient, yet brighter, headlights has got you all excited and thinking of ways to upgrade your current steed, you should probably think again.

Although there's an aftermarket willing to cater to your desires, upgrading to a different type of headlight technology will almost certainly put you in contravention of the Australian Design Rules (ADRs). Indeed some online headlight stores warn buyers that their products are only legal for off-road use.

In relation to headlights, the ADRs dictate the size and shape of a car headlight's beam, as well as the maximum amount of permissible glare to oncoming traffic. For headlights with an output over 2000 lumens (that's all HID units, basically) a headlamp washer and self levelling system is required, and cars sold with halogen lights usually aren't equipped with either feature.

If that's not enough to dissuade you, think of your fellow road users. Headlight reflectors and lenses are designed for a bulb of a specific output, size and shape. Altering any one of those elements may result in a different beam pattern that could stun, blind and annoy other road users.



History of Automotive Headlamps

Contributed By Jennifer Chapin

History of Automotive Headlamps - From Acetylene to LEDs



2003 BMW 320d headlamp

We can hardly imagine a car without headlamps nowadays, as driving an automobile during night without these now-mandatory parts is surely impossible. However, there were times when people actually drove vehicles without headlamps (sure, they weren't actually "real" vehicles and only a few of them were in fact powered by combustion engines). As time passed by, technology evolved and headlamps became mandatory in all countries across the globe, something that reduced the risk of accidents. According to the United States National Highway Traffic Safety Administration (NHTSA), approximately half of deadly accidents occur during night, despite the fact that night driving accounts for only 25 percent of overall traffic in the US.

The first vehicle headlamps were officially introduced during the 1880s and were based on acetylene and oil, similar to the old gaslamps. In essence, these two substances were used to fuel the headlamps but, due to the high costs of both oil and acetylene, improving the existing systems was fairly impossible. Although they were often praised for their resistance to currents of air and tough weather conditions such as snow and rain, they were soon replaced by electric lamps.

The first electric headlamp was produced by the Electric Vehicle Company based in Hartford, Connecticut in 1898 but, just like the previous systems, they had numerous disadvantages that blocked companies from adopting and improve it. For example, filaments implemented inside the electric headlamps could be burned pretty fast, especially when traveling during difficult conditions. Moreover, the early system demanded small energy sources which, again, demanded more investments and high costs that nobody could support at that time.

This didn't stop Cadillac from rolling out the first modern electric headlamp system in 1912, a new assembly which, compared to its predecessors, could be used even during rain or snow without the risk of getting burned.



Volvo X60 headlamp

Guide Lamp Company was the first company to introduce the low beam headlights in 1915 but, since most systems required drivers to step out of the car and turn on the lights manually, Cadillac developed its own assembly activated by an interior-mounted lever controlling the exterior lights. But even so, the first modern light bulb, incorporating both the low and the high beams, saw daylight in 1924, being followed by a foot-operated dimmer switch invented three years later.

The first halogen headlamp was officially unveiled in 1962 in Europe and became mandatory in several countries except the United States that used non-halogen sealed lamps until 1978. However, thanks to their capability of producing more light than traditional lamps using almost the same amount of power made halogen headlights the most popular around the world, with most automakers still using them on their latest models.

A couple of car manufacturer, however, slowly migrated to high-intensity discharge systems, also known as xenon headlights, which are said to provide even more light than halogen units. The first model to implement such a system was the 1991 BMW 7 Series.

Last-generation models incorporate even a more advanced system compared to HID, this time based on LEDs. Unfortunately, but, due to high costs of research, development and engineering, companies are still in doubt whether to migrate to this kind of headlamps.

Enough with the history, let's see some other interesting subjects related to headlamps.

Daytime running lights for instance are a bit different lighting devices mounted near or close to regular headlamps and are especially supposed to be used during daytime, no matter the weather conditions or other factors. This type of lights allows other drivers on the road to better notice an incoming vehicle, especially on highway or country roads.

The first countries to impose strict regulations regarding daytime running lights were those located in Scandinavia. Sweden was the first nation to adopt special laws in 1977, followed by Norway in 1986, Iceland in 1988 and Denmark in 1990. Finland made daytime running lights mandatory on all roads in 1997.

In the United States, however, daytime running lights caused controversy between automakers and state departments. General Motors, for instance, demanded the United States Department of Transportation to make the lights mandatory across the country while the US officials expressed their concerns related to the safety and glare produced by this kind of lights. Following long negotiations between carmaker, on one side, and state authorities, on the other, the daytime running lights finally received the green light in 1995. Automakers rushed to equip their models with this technology, with General Motors among the first

companies to offer daytime running lights. At this time, a large percentage of the cars sold in the US feature daytime running lights.

Even though they are often regarded as safety-enhancers, daytime running lights have always caused controversy around the world. European regulators, for instance, raised questions regarding the way daytime running lights alter fuel economy and CO2 emissions. The lights are powered by electric power which, in its turn, comes from the engine. In order to produce electric power, the engine need fuel, hence fuel consumption and CO2 emissions.



Subaru Outback aftermarket xenon



Subaru Outback aftermarket xenon



Volvo XC70 xenon + halogen lights

Getting back to xenon headlamps, all high-intensity discharge lights require a ballast, including an ignitor, which controls the current sent to the bulb. The ignitor comes as a stand-alone element in D2 and D4 systems and as bulb-integrated elements in D1 and D3 assemblies.

Compared to the other types of headlamps, xenon units provide way more light, obviously improving visibility when driving during night. More importantly, the estimated life of a xenon light is 2000 hours, much more than halogen lamps (between 450 and 1000 hours).

However, don't imagine that using high-intensity discharge lights is only milk and honey. First of all, xenon lights produce considerably more glare than the other types of headlamps. Secondly, all systems have to be equipped with headlamp lens cleaning systems and automatic beam leveling control, with both measures especially aimed at reducing the amount of glare produced by these lamps. Last but not least, xenon is way more expensive than any of the other types of lights, counting here both the purchase and the install process (without mentioning the repair process that is often covered by warranty costs).



Burned halogen headlamp

Automakers around the world have created wide range of very advanced technologies related or connected to vehicle headlamps.

The Advanced Front-Lighting System, also called as AFS, is currently installed on models produced by Toyota, Skoda and several others (most automakers prefer to use their own names although, in essence, the systems are based on the same principles). The AFS is basically a high-end technology relying on a series of factors, including steering angle and a number of sensors, to determine the driving direction and slightly adjust the front-lighting systems direction. A few prototypes rely on GPS and navigation details to anticipate road curves and adjust the lighting directions before entering a curve.

In addition, numerous automakers installed lights sensors to determine the moment the driver needs the lights (such as in tunnels and even during night) and automatically turns on the headlamps without driver assistance.

There is way more information to share about headlamps but, in essence, this should be it. Before ending this article, here are a few "did you know" facts related to headlights:

So, did you know:

- ... in 1961 automakers aimed to use rectangular headlamps but they were prohibited in the US?
- ... the first 7-inch round sealed beam headlamp saw daylight in 1940?
- ... the first halogen light was designed by European companies in 1962?
- ... the 1996 Lincoln Mark VIII was the first American model to feature direct current xenon?
- ... foglamps were officially rolled out in 1938 on Cadillac?
- ... Cadillac's "Autronic Eye" was the first automated system switching between lo and high beams in 1954?
- ... hidden headlamps first appeared in 1936 on the Cord 810 model?

Thinking about going on a ride, but not
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fun!

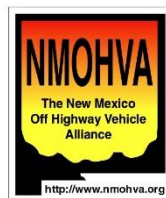
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Trail Tales



October 1, 2015

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

September 12, 2015
by Bobbie Moore



The meeting was held at the home of Bill and Chris Dressler in Edgewood. Vice President Leon Duggar called meeting to order at 6:06 p.m.

GUESTS: There were no guests present.

MEMBERS PRESENT: Bill Bonahoom, Lisa Bonahoom, Mark Berglund, Jennifer Chapin, Bill Dressler, Chris Dressler, Leon Duggar, NaDeen Jackson, Henry Kugelman, Margaret Kugelman, Bobbie Moore, KW Moore, Dixon Patrick, David Plaster, Illene Rodacy, Phil Rodacy, Don Roy, Diego Serna, Beth P. Steele, Richard Steele, Donna Whiston, Frank G. Whiston, Frank Whiston, Mark Wolf.

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

TREASURER'S REPORT –Bill Bonahoom. The treasury balance is \$4,783.99. Bill reported that for every 4 trails you lead there is a \$10.00 rebate. Rebates are as follows: Jennifer Chapin-14 trails, Guy Conway-8 trails, Bill Bonahoom-5 trails, Frank Whiston-4 trails, Jeff Boggs-4 trails, Leon Duggar-5 trails.

VICE PRESIDENT'S REPORT – Leon Duggar. Leon explained how members and guests can earn points. He recommends checking your points periodically. Contact him if there are discrepancies. Fines were very limited this time around with KW Moore having to pay .25 for parking off the trail. Jennifer Chapin was questioned. She explained that maybe on the Colorado trails she went on, those were not her fault so she was excused. It was brought up that when Jennifer is not leading a run she is generally the tailgunner so nobody can witness fines.

TRIP CHAIRMAN'S REPORT –Jennifer Chapin. Explained that there is a need for more trail leaders. If you need help or have never been on a trail, contact Jennifer and she will help you in whatever you need. Labor Day ride was cancelled because of no response from leader. Silverton was well attended with 15 vehicles first day and 16 the second. Cedro Peak was run by 8, with 1 guest. Jemez was run by 6. Check website for write ups and photos of past events and the latest info on upcoming events.

PAST EVENTS: President Mark Wolf was given the Alpine Loop license plate by a Lake City gift shop owner. The owner extends this courtesy to whoever leads a trip to their town. The Colorado high country was beautiful. The Buffalo Boy Tram Line house and bunkhouse are at 12500 ft. Some rocks were still orange but the creek water was clear from the recent mining mishap that polluted the Animas River.

UPCOMING EVENTS:

Sept. 19 Dona Ana County Clean up
Sept. 20 9 am Riley Ghost Town Run. Meet at the horse motel
Sept. 24 Glade Run Recreation area
Sept. 26, Full Size Run. Meet at 9 am OhKay Casino Resort Hotel, NM 291, OhKay Owingeh NM
Sept. 27, Full Size Run 9am 1221 N Paseo De Oate, Espanola NM. Jennifer Chapin will lead on Sat. and Frank Whiston will lead on Sun.
Oct. 8 7pm NM4W meeting at Heights Presbyterian Church
Oct. 10 Mt. Taylor run 8:30 am Easy Run Leader Needed
Oct 14-17 Annual Chile Challenge, Caballo Lake, NM
Nov. 7 9 am Cabezon Peak run San Ysidro, NM
Nov. 7 10.30 am Annual Flash Dash benefiting Special Operations Warrior Foundation, Applebee's 5916 Holly Ave. NE ABQ
Nov. 12 7 pm NM4W meeting Heights Presbyterian Church
Nov. 21 4:30 pm 8th annual NM4W Holiday Food Drive (tentative date) 7000 Prospect Pl. NE ABQ
Nov. 26-28 Turkey Run (HARD) location TBD

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT: Jack Dickey. No report.

PROGRAM CHAIRMAN'S REPORT: Diego Serna. No report.

HISTORIAN'S REPORT: Frank G. Whiston. He has put all the past Trail Tales on site except 2004. President Mark Wolf is sure they have that year so will be complete. That is quite amazing to have all that history and being able to read about it. Trail Tales goes back to 1994. Good Job Frank.

WEBMASTER'S REPORT: Don Roy. He has changed a few settings so website was down but will be up and running soon.

EDITOR'S REPORT: Phil Rodacy. No report.

PROMOTIONS PROGRAMS: No report.

OLD BUSINESS: The subject dealing with the SWFWDA was discussed. Hopefully at the Chile Challenge we will find some answers. President Mark Wolf will write letter to them before we pay our dues.

NEW BUSINESS: Don Tyler was voted and accepted to our club. Welcome Don!

- Raffle Winner 50/50 was won by David Plaster and donated back to club.
- Thank you to Bill and Cindy Dressler for hosting the last meeting of summer.
- Next meeting will be at the Heights Presbyterian Church in ABQ on October 8, 7 pm.

Be a Trip Leader and Never Eat Dust Again!

Check out the calendar on
the web site - it is
continually updated and
has all of the contact
information you need!



President's Report

By Mark Wolf

Did you go to the "Full Size Run" and have fun? If not, I hope you got out to one of the great runs we had this past month. Our Events Committee is working hard to ensure there are a multitude of runs and events that fit everyone. Please help them out by volunteering to lead a run or event. Remember that there is a reward for the most points and leading a run is a guaranteed 1 extra point right away! It is not the responsibility of the Committee to lead all the runs they put on the calendar, so volunteer!

Our summer potluck meetings are over for this year and will resume in May of 2016. That sounds funny, but is true (the 2016 part that is). Time is flying by at a most rapid rate! We will meet at the Heights Cumberland Presbyterian Church on Moon and Academy for the next few months (except December) most generally in the large room located in the Southeastern part of the Church property. The church has allowed us to hold our meetings there for several years and that is wonderful. We would have a hard time finding a place to meet without paying way more money or having to all buy a meal or something. We make donations to the church as a token of our appreciation. Please do your part at the end of the meeting to make sure everything is cleaned up.

We are going to meet with what is left of Southwest Four Wheel Drive Association during the Chile Challenge and see what the future holds. The outcome is not known, but it is a grim situation as no one wants to lead the Association from any club. There is a history of the Association on the SWFWDA.org website and I encourage you to go read it. It was put together by a bunch of New Mexico and Texas clubs back in the 80s. It has struggled for the past few years and it may go away. That will be sad as I have volunteered much time

there over the past years and others in our club have also put much time into SWFWDA. In fact, some are still volunteering their time. I commend them much.

I have rambled enough. See you on the trail!

LEAD A RUN - THE TRIP LEADER IS IN CONTROL



Vice President's Soap Box

By Leon Dugger

There is no Vice President's report this month.



Director of Environmental Affairs

By Jack Dickey

There is no Environmental Affairs report this month.



Riley Ghost Town: Dos Arroyos Ride

By Don Roy

This ride almost didn't happen. It took a lot of prep by talking to the Socorro County Highway Dept, the Cibola National Forest people, and eye strain looking at Google Earth on the home computer, to ensure the ride was on approved land. After many passes at a route, one looked promising enough and legal to have the ride.

The day started and ended with a 20+ mile 40MPH dirt road drive between Bernardo on I-25 and the town of Riley. This 'overhead' is needed on every Riley ride. From there, this four part ride was to be off the main road into Arroyo #1, followed by a two-track trail to get to Arroyo #2, then Arroyo #2, then an (untried yet on Google Earth) two-track exit back to the main road. It all worked ok, well, mostly.

Finding arroyo #1 was easy, and the ten vehicles on the ride enjoyed playing on the side spots along the way. I missed the cross over two-track exiting Arroyo #1, so we had to double back a bit. The cross over two-track to Arroyo #2 went fine, with lunch in the middle.

Finding Arroyo #2 was easy, but a short way up that we ran into a Y, and of course I took the wrong leg. Not knowing that at the time, the group ran into some interesting obstacles that we could not go around. Jennifer Chapin in her Raptor was helping as the group caboose, so was last through the obstacles, but there was no way her full size truck could get between the rock and hard place. So, I decided we could do some trail management. Using two Jeeps end to end and a 4" wide strap, and a lot of "try, strap flies off, repeat" effort, we managed to move two huge (HUGE, like 3'x4'x4') rocks to make room for Jenn.



**KEEP PUBLIC LANDS OPEN
TO THE PUBLIC**

Green Canyon

Clean up Day

Thanks to our sponsor Extreme Terrain and everyone who helped with the clean up!



Chili Challenge Committee members and Los Cruces Four Wheel Drive members



FOOD DRIVE REMINDER

By Jennifer Chapin

8th Annual New Mexico 4-Wheelers Holiday Food Drive



Remember if you cannot make it to the food drive you can still participate by:

- A. Bring food to our October or November Club Meetings
- B. Bring a check written out to "Road Runner Food Bank"
- C. Bring your Credit Card and make a donation

Also, if you bring a food donation to the October or November Club meetings you will receive 1 **free** 50/50 raffle ticket.





Jeep Recall

Contributed by Jennifer Chapin

Jeep recalling 206,668 Cherokee SUVs for wiper defect
The Associated Press



DETROIT (AP) — Fiat Chrysler is recalling 206,668 Jeep Cherokee SUVs because the windshield wipers can stop working unexpectedly.

Cherokees from the 2014 model year are affected. There are 158,671 in the U.S., 18,366 in Canada and 3,582 in Mexico. The rest were sold outside North America.

Fiat Chrysler says static buildup may occur if the wipers are used when it's dry. Static buildup can affect the module that powers the wipers and potentially disable them.

The company says it's not aware of any accidents or injuries related to the issue.

Customers will be notified and dealers will repair the vehicles for free.



Want a Manual Transmission?

Contributed by **Jenniferr Chapin**

The Manual Transmission is Dead, and it's Never Coming Back ... Ever

By [Manuel Carrillo III](#) - July 8, 2014



For new cars and trucks purchased over the past 10 years, the manual transmission take rate has hovered around five percent. That take rate is only headed downward. Imagine being a manual transmission in this day and age. Imagine how awful it would feel if only five percent of the new-vehicle-buying public wanted you. Who wants to be that unpopular? It's a good thing manual transmissions don't have feelings because if they did, they would cry "nobody loves me!", and then crawl into a dark corner and die. Actually, I'm inclined to believe they do have feelings because, boy oh boy, are the manuals dying.

It's been about four years since an F-250 or F-350 has rolled off the assembly line with a manual. For half-ton trucks it's been a bit longer. Even though you were able to get a five-speed manual transmission in an F-150 up until 2008, you were forced to pair it with the depressing 202-hp 4.2L V6, so for all intents and purposes, rowing your own has been dead in the F-150 since 2003; the last year you could get a V8 with a stick.

"[Mvs4th](#)" on the forum asked if there are plans to ever bring back manuals in the upcoming redesigned F-Series trucks. The answer is no... like "no means no" no. If you want to know why, forum member [Frdtrkru1](#) is the answer:

**Thinking about going on a ride, but not
sure if you can handle the trail?
Call the trip leader and come out for
some fun!**



Ready to go anywhere!

NM4W Officers

President Mark Wolf 505-856-8539 pr@nm4w.org	Vice-President Leon Duggar 505-235-8988 vp@nm4w.org	Secretary Bobbie Moore 505-221-3847 se@nm4w.org
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Trip Chairman Jennifer Chapin 305-333-3375 tc@nm4w.org	Environmental Affairs Jack Dickey 505-861-0526 de@nm4w.org	SWFWDA Delegate Bob Norton 281-5315 n5epa@flash.net

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





Trail Tales



November 1, 2015

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

October 8, 2015
by Bobbie Moore



The meeting was held at the Heights Cumberland Presbyterian Church. President Mark Wolf called the meeting to order at 7:04pm.

GUESTS: Tom Souther

MEMBERS PRESENT: Tracy Bakewell, Travis Bakewell, Bill Bonahoom, Jeff Boggs, Ronnie Caton, Jennifer Chapin, Ed Kausche, Cliff & Jeanne Meier, Bobbie & KW Moore, Paul Ness, Bob Norton, Eamonn O'Brien, Bob Provance, Gordan Rowley, Don Roy, Richard Steele, Andy Townes, Don Tyler, Donnie Walker, Frank & Beth Whiston, Mark Wolf.

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

TREASURER'S REPORT –Bill Bonahoom. The treasury balance is \$5,281.48. Bill reported that all dues have been paid.

VICE PRESIDENT'S REPORT – Leon Duggar. Leon was absent so Mark explained the point system and whoever has the most points at end of the year will receive \$100.00.

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

PAST EVENTS:

Sept 19 - Dona Ana county cleanup. Jennifer went down to help. She reported that they had a good turnout and picked up quite a lot of trash.

Sept. 20 - Riley Ghost Town Run lead by Don Roy, Don reported he had 10 vehicles attend. Don had worked with the Forest Service to make sure we were using the right trails. He had to move a few rocks, do a little cross country, lifted a fence to keep going, but all turned out good. Don did his homework well. He was excused of a \$.50 fine for leading down the wrong arroyo.

Sept. 26 & 27 - Full size run, Taos area, lead by Jennifer with Frank G. Whiston leading the extended run through the Jemez area on Sunday. They both reported it was a long day, kind of bumpy, but good. They had a good turnout and fall colors were starting to shape up. Pictures are online so everyone is encouraged to check them out.

UPCOMING EVENTS:

Oct.10 - Sat. Mt. Taylor run 8:30 AM, Easy Run (Leader needed or Jennifer will lead if required)

Oct 14-17 - Wed – Sat. 25th Annual Chile Challenge, Caballo Lake, NM

Nov. 7 - Sat. 9 AM - Cabezon Peak run near San Ysidro, NM (Leader needed)

Nov. 7 - Sat. 10.30 AM - Annual Flash Dash benefiting Special Operations Warrior Foundation, Applebee's 5916 Holly Ave.NE ABQ

Nov. 12 - Thur. 7 PM - NM4W meeting at Heights Cumberland Presbyterian Church in ABQ.

Nov. 21 - 4:30 PM - 8th annual NM4W Holiday Food Drive (tentative date) 7000 Prospect Pl. NE ABQ (Dixon Patrick hosting)

Nov. 26-28 - Turkey Run (easy to extreme) Leasburg Dam State Park (Bill Bonahoom, Leader)

Dec. 5 – 5 PM - Holiday Party at the Bakewell's home in Rio Rancho. All are invited to this potluck meeting.

Dec.12 – 9 AM - Annual Christmas tree run. Walatowa Visitor center – Leader needed.

Dec.19 - 9:30 AM - Caja del Rio snow run, meet at the I-25 rest stop, mile post 269 (near Santa Fe, NM, Leader needed)

Upcoming Events in 2016

Jan.2 - 9:30 AM – Gordy's Hill near Socorro, I-25 exit 156 in Lemitar, NM (Jennifer Chapin, Leader)

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT: Jack Dickey was absent so Mark asked Frank to speak about the Santa Fe National Forest Revision meeting in Rio Rancho on Nov.17 at 6 PM -.2600 College Blvd., NE. Our voice needs to be heard as it appears the USFS is ignoring the motorized recreation crowd all together.

PROGRAM CHAIRMAN'S REPORT: Diego Serna was absent. No report, however raffle tickets were provided by Jennifer Chapin and they netted \$42 from the raffle.

HISTORIAN'S REPORT: Frank G. Whiston - Frank wants members to keep posting pictures of runs and notify him if he forgets to start an album for the intended run or event. He tries to keep up with all events.

WEBMASTER'S REPORT: Don Roy - Don would like for all members to post a picture of themselves and fill out a Profile on themselves. This will make it easier to put names with faces. There is currently a reminder to do so when you log on.

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

PROMOTIONS PROGRAMS: 4WD Hardware - We can still take part in the discounts. At the end of the year 3% of what club members have spent goes back to the club.

OLD BUSINESS: None

NEW BUSINESS: Chili Challenge. – Frank will be there as a representative of NMOHVA and he needs help serving ice cream during the Ice Cream Social on Friday night. Anyone who can help should contact him.

The 50/50 Raffle - Won by Paul Ness for the amount of \$42.00

- Thank you to Jennifer Chapin for hosting the meeting by providing refreshments
- Next meeting will be at the Heights Cumberland Presbyterian Church in ABQ, on Thursday, November 12th at 7 PM.

MEETING ADJOURNED at 7:28 PM.

Be a Trip Leader and Never Eat Dust Again!

**Check out the calendar on
the web site – it is
continually updated and
has all of the contact
information you need!**



President's Report

By Mark Wolf

Hello fellow Four Wheelers! How are you doing this month? Last month we lost a fellow member, Craig Courtright. He and his wife Vicki (who had recently retired) were with us last on the Silverton, Colorado trip. Craig was an avid outdoorsman and loved driving around in his Jeep. We will miss him. I am glad two of our members, Cliff Meier and Dixon Patrick, were able to visit him the last week of his life. They are both glad they did. Dixon told me all Craig could talk about was getting back on the trail and having some fun. Please remember Vicki in your prayers. Vicki said that if you would care to make a donation to the Rocky Mountain Elk Foundation in Craig's name it would be appreciated as that was Craig's wish.

You know, that's what this club is - a big family. It is a great club and has lots to offer. It has trails from mild to wild and has a diverse background of people and skills. All are welcome, no matter what type of vehicle you have and what skill level you have. We love teaching new four wheelers and a few of our technical trail types like to test their skills and share comraderie. No one gets left behind in this group. If someone breaks while on the trail, all hands that can will get you back up and going in no time or gladly hook you up to a strap and get you out if necessary. There is safety in numbers and this club represents the best of that statement. I am glad to be a part of it.

Frank G. Whiston has sent me information about an upcoming grant program that we may be able to submit a request for some money to sponsor some trail maintenance/improvements. We are currently looking it over and deciding what trail would benefit most from this grant. We will bring this up at the next meeting on November 12th. If you have an idea, please submit it to the Trails Committee as they will be scheduling the event if and when it happens. That reminds me that if you have interest in a special area or trail you would like to see the club run, please submit it to Jennifer/Cliff/Don/Tahoe to get it on the calendar AND THEY NEED TRIP LEADERS FOR EACH AND EVERY TRAIL THEY PUT ON THE CALENDAR. PLEASE VOLUNTEER!

Hope to see you on the trail soon!

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



Vice President's Soap Box

By Leon Dugger

Happy November to all of you NM4W members!! Hope this fall season finds you in good health and ready for the upcoming Holidays. I have been quite remiss in my duties as the "Veep", these last few months. A new position at work has left me with very little spare time to do the other things that need to be done, so with that said, here is your Vice Presidents report.

James Buck is eligible for membership, but he must be at the meetings to be voted in.

And that's all I've got for now. Please advise me of any fines that need to be addressed.

Ps- the wife, kids and I took the new /old FZJ-80 Land Cruiser to Ouray Co earlier this month!!! Wow had a blast and what a ride! The color was second to none.



Director of Environmental Affairs

By Jack Dickey

There is no Environmental Affairs report this month.



TIME SENSITIVE INFORMATION

Contributed by Frank Whiston

NM Forests in Forest Plan Revision Process

All 5 of our New Mexico forests are at various stages of the process to revise their Forest Plans. The Forest Plan describes the strategic direction for management of forest resources for the next fifteen years on each of our New Mexico forests. I will attempt to summarize where each of the forests stand in the process.

Here is YOUR opportunity to tell the New Mexico Forests what you want in the future (like more motorized trails, enough motorized recreation to meet public needs, etc.).

Santa Fe National Forest

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

Comments due December 4th! Email comments should be sent to:

santafeforestplan@fs.fed.us

We will start with the SFNF as it is one of the areas most visited by NM4W. The first phase of the Forest Plan Revision process, the assessment phase, has been completed for the SFNF. "Need for Change" Meetings are happening - I think we can all agree that the SFNF needs to change how they currently manage (or ignore?) motorized recreation needs. Here is YOUR opportunity to tell them what you want in the future (like more motorized trails, enough motorized recreation to meet public needs, etc.).

The SFNF has announced a series of ten meetings to let you propose changes and additions to the draft Assessment. Read the Assessment document [[Draft Assessment Volume 1. \(Ecological Resources\)](#) and [Draft Assessment Volume 2. \(Socioeconomic Report\)](#)]. The Assessment is supposed to summarize the current state of motorized recreation (among everything else). Then attend these upcoming "Need for Change" meetings ([Nov 17 in Rio Rancho](#)) and tell the Forest Service where their Assessment falls short and what needs to be added to be accurate.

Over the following year the FS will analyze the statements and determine if the comments warrant elevation into a Significant Issue. Once the Significant Issues are identified the Forest Plan will then be revised to identify how the Significant Issues will be resolved. Keep in mind that the current Forest Plan had OHV use as a Significant Issue and the solution was the TMP where we lost 70%+ of the existing roads. The process to revise the Forest Plan matters!

The Santa Fe National Forest expects to officially start the National Environmental Policy Act (NEPA) process to prepare a revised Forest Plan sometime this winter. The NEPA-required process will probably take a couple of more years to complete. See what we mean about it being easy to take our eyes off the ball and lose track of the project? We need to be persistent and patient! This will be a very long process.

SUGGESTED ACTION

Attend a meeting and submit a Need For Change to the 1) Recreation and 2) Transportation components of the Forest Plan. Identify that the available roads for motorized use do not satisfy demand. If you can't make the meeting send the statement to the [email address](#).

Cibola National Forest

http://www.fs.usda.gov/detail/cibola/landmanagement/planning/?cid=FSBDEV3_065627

Next we visit the Cibola NF as it contains destinations such as Mt. Taylor, Zuni mountains, Riley and Magdalena areas. The first phase of the Forest Plan Revision process, the assessment phase, has been completed here as well. I believe that this forest is further along in the process than any of the others in NM, also expected to enter the NEPA process this fall/winter.

The Cibola National Forest has issued this "[How To Comment](#)" document to help interested citizens how to provide input. Stay tuned to NMOHVA alerts for appropriate times and topics for comment.

Carson National Forest

<http://www.fs.usda.gov/detail/carson/landmanagement/planning/?cid=stelprdb5443166>

The Carson NF has also completed the assessment phase, however the comment period is still open. This covers the northern part of NM from Red River to the Chama area.

SUGGESTED ACTION

Submit a Need For Change to the 1) Recreation and 2) Transportation components of the Forest Plan. Identify that the available roads for motorized use do not satisfy demand similar to the SFNF above.

Comments due November 20th! Email comments should be sent to: carsonplan@fs.fed.us

Gila National Forest

<http://www.fs.usda.gov/detail/gila/home/?cid=STELPRD3828671>

The Gila NF is in the process of completing the assessment phase. This area covers the southwest part of NM including Chloride Canyon. They stated that comments are most useful before October 15, but nothing prevents us from still sending comments stating the need for motorized recreation.

Comments "most useful if submitted before October 15"! Email comments should be sent to: gilaplan@fs.fed.us

Lincoln National Forest

<http://www.fs.usda.gov/detail/lincoln/home/?cid=stelprd3814307>

Email comments should be sent to: lnf_fpr_comments@fs.fed.us

This forest is lagging behind the others and just beginning the assessment phase. Several public meetings are scheduled this November surrounding this forest that resides in the SE part of New Mexico.



TOYS FOR TOTS

By Jennifer Chapin

*All it's that time of the year when you can give a child in our community a gift – there are 2 boxes at the front for donations – so while you are out and about shopping please considering buying a toy or two to bring in!!
Let's fill the boxes!! Thank You!!*

Xerox of New Mexico & **Toys for Tots** *
Albuquerque NM



Have teamed up to help collect toys
For children in the Albuquerque Area.



So please help support your local Toys for Tots
With a New - Unwrapped Gift!

Thank you,

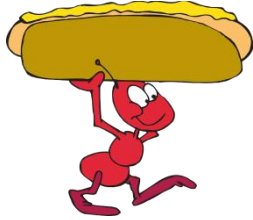
You can drop toys off at the Xerox office
Monday – Friday 7:30am to 4:30PM
7000 Prospect Place, NE
Albuquerque, NM 87110



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

**Come out for some fun!
And bring the whole family!**





FOOD DRIVE REMINDER

By Jennifer Chapin

8th Annual New Mexico 4-Wheelers Holiday Food Drive



Remember if you cannot make it to the food drive you can still participate by:

- A. Bring food to our October or November Club Meetings
- B. Bring a check written out to "Road Runner Food Bank"
- C. Bring your Credit Card and make a donation

Also, if you bring a food donation to the October or November Club meetings you will receive 1 **free** 50/50 raffle ticket.



KEEP PUBLIC LANDS OPEN TO THE PUBLIC

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





Trail Tales



December 1, 2015

Official Newsletter
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www.nm4w.org

Meeting Minutes

November 12, 2015
by Jeannie Meier



The meeting was held on November 12, 2015 at Height Presbyterian Church. President Mark Wolf called the meeting to order at 7:00 p.m.

GUESTS: Roger Kane, Caroline Barela, Neville Fridge, Tom Souther.

MEMBERS PRESENT: Cheryle Bakewell, Tracy Bakewell, Travis Bakewell, Bill Bonahoom, Richard Brooks, Ronnie Caton, Jennifer Chapin, Leon Duggar, Robert Gill, Cliff & Jeanne Meier, Paul Ness, Bob Norton, Eamonn O'Brien, Dixon Patrick, Bob & Carol Provance, Jeff and Laurie Rector, Don Roy, Chris Sears, Diego Serna, Shayne Swingle, Bob Telepak, Frank G. Whiston, Mark Wolf.

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

TREASURER'S REPORT – Bill Bonahoom. The treasury balance is \$5281.00. Bill indicated that with the additional members, higher dues and keeping the proceeds from the 50/50 raffle, the treasury could have a surplus at year's end which could be as high as \$4000.00. A motion was made and passed to accept the treasurer's report,

VICE PRESIDENT'S REPORT – Leon Duggar. Leon explained how members and guests can earn points. Leon then reported that Tom Coston owed a fine for getting stuck and Jennifer had to pull him out. It was then reported that Tracy Bakewell should be fined for being late for the run.

TRIP CHAIRMAN'S REPORT – Jennifer Chapin

PAST EVENTS:

Oct 14-17 – Chili Challenge – Jennifer Chapin. Jennifer reported several members had attended Chili Challenge, hosted by Las Cruces Four-Wheel Drive Club in the Cabello/Truth or Consequences area.

Nov 7th – Cabezon – Bob Provance 18 vehicles joined Bob on a run of the Cabezon area. There was some mud but everybody seemed to have a good time. One guest had an FJ and was

visiting from Texas. Another guest was in Albuquerque from Alabama and rented a Jeep for the run.

UPCOMING EVENTS:

Nov 14th, Jemez – Jennifer Chapin.

Nov 21st, NM4W Annual Food Drive – Frank G Whiston. Everyone should meet at the Xerox parking lot by 3:30. Jennifer indicated that if anyone had food to donate but could not do the run they could drop them off at the Xerox office during the week.

Nov 28th, Riley New Mexico – Bill Bonahoom. The meeting time has been moved up 30 minutes so be at the west side of the Bernardo exit from I25 at 8:30 a.m. This is partially exploratory.

Dec 5th, 5:00 p.m. NM4W Christmas Party and meeting – Tracy Bakewell. Tracy and Cheryl Bakewell are hosting the annual Christmas party at their home. This is a pot-luck with the club providing barbecue. Bring a dish to share. There will be a gift exchange for those that want to participate. There is a \$15.00 limit on the gift.

Dec 12th, Tree Run – Cliff Meier

Dec 19th, Caja Del Rio Snow (?) Run – Leader needed

Jan 2nd, Gordy's Hill – Jennifer Chapin - Moderate run everyone is welcome.

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT – Jack Dickey. Jack was not present so Frank Whiston provided a report. He reminded everyone to make scoping comments on the Cibola Proposed plan. The Santa Fe national forest plan will be released shortly.

PROGRAM CHAIRMAN'S REPORT – Diego Serna. Diego indicated he had merchandise available and is selling tickets for the 50/50 raffle.

HISTORIAN'S REPORT – Frank G. Whiston. Frank added a gallery for the Cabezon run and pictures have already been uploaded. He also received some from the guest from Alabama.

WEBMASTER'S REPORT – Don Roy. Don reported there hadn't been anything going on with the site but he had been assisting a member with some information

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

OLD BUSINESS:

- **NM4W Annual Food Drive.** Frank G Whiston said the time to meet had been moved up 30 minutes so everybody should be at the Xerox parking lot at 3:30. A motion was made to donate \$200.00 to the Roadrunner Food Bank. Motion passed.
- **Christmas Party/Meeting.** The annual Christmas party and December meeting will be hosted by Cheryl and Tracy Bakewell. In the past the club provided the meat. After some

discussion a motion was made and passed to allocate \$150.00 to purchase barbeque for the pot luck. Tracy will get the meat. It was decided to continue the gift exchange with a limit of \$15.00. Gifts should be labeled for male or female.

- **Donation for use of the room.** A motion was made to make a donation of \$200.00 to Heights Presbyterian Church for use of the meeting room. Motion passed.
- **Question on Advertisement to NMOHVA.** Bill Bonahoom asked if NM4W would be doing an advertisement with NMOHVA as was done last year. Frank G Whiston indicated that NMOHVA would not be doing a calendar this year which is what the advertisement was for.

NEW BUSINESS

- **Tread Lightly 25 for 25 Grants.** Tread Lightly with partners are making 25 grants to celebrate their 25th anniversary. These grants are for stewardship projects. Frank G Whiston talked to Kara Wood about need for the Cedro Peak area. She indicated that signs were disappearing; there was graffiti on the 'steps area' and trash that could be picked up. After discussion a motion was made to apply for one of the grants. Motion passed.
- **Thanksgiving Run – Las Cruces moved to President Day.** Bill Bonahoom announced he had moved the run to President's day in the Las Cruces area. He was coordinating with the Las Cruces club for trails. This is the same time that Chile Challenge had been held and Bill plans to camp at Leesburg State Park and would like to do a cookout as was done in Farmington this year. A motion was made to commit up to \$250.00 for food pending more detail. Motion passed.
- **Moab/Green River Run 2016.** Cliff Meier said that the dates will be the same as last year.
- **Craig Courtright.** Mark Wolf announced that long time member Craig Courtright had died. If anyone wishes to make a donation Vicky said Craig would like it to go to Rocky Mountain Elk Foundation.
- **New Members voted in:** Neville Fridge.
- **Raffle Winners:** Mark Wolf won \$35.00 on the 50/50 raffle.

Mark thanked Dixon Patrick for providing the refreshments.

MEETING ADJOURNED

**Check out the calendar on
the web site – it is
continually updated and
has all of the contact
information you need!**



President's Report

By Mark Wolf

Hello fellow Four Wheelers! Are you ready for Christmas already?! Where has this year gone? They keep accelerating at “4 to the 7th power” as CW McCall used to say. But, we have a great party planned at Cheryle and Tracy Bakewell’s house, so don’t miss it! Everyone is welcome and all we ask is that you bring along a dish to share (we are providing the meat) and something to eat with (oh, and a chair). We don’t want to leave a bunch of dishes for the hosts to have to do so volunteer to help clean up at the end! We will also have an optional gift exchange for men and women so bring along something for \$10 or less (wrapped and labeled for a man or woman) and see how much fun this can be! You may not get to keep what you first opened, but you never know what you will end up with! It gets interesting at times for sure!

Jack Dickey sent me a message the week before Thanksgiving telling me he had to resign as Environmental Chairman. We hated to see that, but understand that he is too involved at home and work right now. We have all been there! Lucky for us though, I asked Mr. Bob Norton at the Food Drive if he would help us out and take the position for the remainder of the term. Bob agreed. Please tell Bob how much you appreciate him providing this service to us. It is a thankless position, but oh so necessary these days! It seems at every turn there is another group or Congressman trying to keep us off Public Lands for enjoyment with our Jeeps. Please provide Bob all the support you can as it makes it so much easier.

Our November meeting was blessed with members we hadn’t seen in a while. Namely, Dr. Bob Telepak and Lauri and Jeff Rector. It was especially good to see Jeff back on his feet walking as he has had both hips replaced over the past two years due to arthritis and the first one was wrought with severe problems. We sincerely hope the operation worked this time and Jeff can get back to doing what he likes...hard core 4WD trails! It was great seeing them all!

Next year's calendar is starting to fill up and new ideas for trails need to come forward for the Trails Committee to use. Please let them know what you would like to run and where! I know that Arizona has a lot of cool trails of every level and we have at least three former members there that may know some of those trails by now. Maybe someone can contact them and set something up. Obviously, the summer time doesn't work for the Phoenix or desert areas, but there are many times it is perfect.

It is time to thank each and every member who volunteers their time and services to help out with our club. Phil Rodacy (Editor), Don Roy (Website Master), every Officer of the club, and countless others who lead trails or host meetings and do things to keep the club operating all year long. THANK YOU!!!

Just a reminder...TRIP LEADERS ARE NEEDED FOR EACH AND EVERY TRAIL ON THE CALENDAR. PLEASE VOLUNTEER!
Hope to see you on the trail soon!

LEAD a RUN - THE TRIP LEADER IS IN CONTROL



Vice President's Soap Box

By Leon Dugger

There is no Vice President's report this month.

Be a Trip Leader and Never Eat Dust Again!



Director of Environmental Affairs

By Jack Dickey

There is no Environmental Affairs report this month.

2015 Food Drive

We had 11 rigs with 860lbs of food to donate this year!

Way to go New Mexico 4-Wheelers



Thanks from the Church

Contributed by Mark Wolf

The club received a thank you from the church for our donation.

From: Judy Oglesby [<mailto:joglesby@heightscpc.org>]
Sent: Monday, November 23, 2015 10:57 AM
To: mxw8539@q.com
Subject: Donation

Mark – thank you for the \$200 donation from New Mexico 4 Wheelers.

Your gift is most appreciated!

Judy Oglesby | Facility Coordinator

Heights Cumberland Presbyterian Church

8600 Academy Road NE | Albuquerque, NM 87111

Phone 505.821.1993 | <http://heightscpc.org>

“A body of Christ with a passion to glorify God and renew lives.”

Survival



Outdoor Survival Spend the Night in your Vehicle

Condensed version by Phil Rodacy

With the weather getting colder, road conditions often deteriorate. This increases the possibility that you might have to spend the night awaiting help. This could happen on a Jeep trip in the mountains or on a highway due to a storm or mechanical breakdown. Your best chance for survival is staying in your vehicle until help arrives. This doesn't have to be a life-threatening situation as long as you are prepared.

The following information is a condensed version of an article by Peter Kummerfeldt, a well-known survival expert. For more information, visit his website at <http://outdoorsafe.com/>. Always remember that your best chance for survival is staying in your vehicle until help arrives. This doesn't have to be a life-threatening situation as long as you are prepared. On the other hand, if you deny the possibility that you'll be stranded and don't prepare, you could find yourself fighting for your life until help arrives.

PREPARATION: Assembling a basic survival kit is the first step. As with any survival kit, the contents should be selected based on your personal needs, the season, and the geographic location you expect to be in. In addition to the survival kit, (contents will be listed later), you should also evaluate the effectiveness of the clothing you are wearing and taking with you. Will they keep you warm in a stranded vehicle overnight? Most people dress to arrive at their destination and not to survive the night. Consider that maybe the opposite would be more appropriate – dress to survive, not to arrive, and make sure that everyone traveling with you does the same.

Preparation also involves ensuring that your vehicle is ready for winter travel. Never set out without a full tank of gas, a good battery, proper tires, a heater and exhaust system in good condition, good antifreeze, and “common sense”.

Oh, and you did bring food, water, and any necessary medications for at least a couple of days, didn't you?

SHELTERING IN YOUR VEHICLE: While sitting out a storm, use your resources sparingly and wisely – you don't really know how long you'll be there. While the vehicle will cut the wind and keep you dry, you will need to keep the interior warm. The heat your body produces is insufficient to heat the interior. Sitting in the vehicle, you will quickly become cold, especially your feet. Put on your warmest clothes (socks, hat, gloves, long underwear, extra shirt and pants) before you get cold. Wrap yourself in blankets or get into a sleeping bag. Sit sideways so you can place your feet on the seat where the foam cushioning will offer insulation from the cold. The footwells are the coldest part of the vehicle, so keep your feet up. Place insulation behind your head so that it doesn't come in contact with the cold window.

Use a space blanket and duct tape to partition off the back of the vehicle from the front so you only have to warm the part of the vehicle you are occupying. Ways to warm the interior include running

the engine for short periods of time – about 10 minutes each hour (or shorter times each half-hour), but only after ensuring that the exhaust pipe is clear of snow and other debris. Run the engine on the hour and half-hour – times that coincide with the news and weather reports on the radio. Ventilate the vehicle by opening a downwind window approximately ½ inch. Carbon monoxide is a real threat, so don't go to sleep with the engine running. Almost 60% of the deaths caused by carbon monoxide result from motor vehicle exhaust. It is less risky to use your clothing and other sources of heat to keep warm.

Sitting close together and sharing blankets can also help conserve warmth.

If you have to get out of your vehicle, put on additional windproof clothing, including snow goggles if you have them. If there's a blizzard or poor visibility, tie a lifeline between the door handle and yourself before moving away from the proximity of the vehicle. In a blizzard, visibility can be as little as 12 inches. The lifeline can guide you back to the vehicle you can't even see.

Eat right while you're waiting. Without enough energy in your body you will not have the ability to generate heat and keep your body warm. Your emergency kit should include high calorie, non-perishable foods such as carbohydrate food bars. Don't drink alcohol and don't smoke. Both dilate your blood vessels and cause you to become cold more quickly. In addition, alcohol can cause bad judgment, which could prove to be fatal.

Keep yourself hydrated. Dehydrated people have trouble maintaining their body temperature. Don't eat snow! It takes body heat to convert the snow into liquid, so if you need the water, bring snow inside and allow it to melt before drinking it.

GETTING RESCUED: The ability to communicate your distress is critical when you need to be rescued. One thing you should always do is let someone else know where you're going and when you expect to be back. If you don't show up, they can alert search and rescue that you're missing. A cellular phone is always worth trying, but depending on where you are, you may not have cellular reception. If you commonly go to areas where reception is poor or missing, you may want to look into a satellite phone or emergency signaling system. Both are readily available at reasonable cost and don't depend on cell reception to work. CBs and VHF radios are of limited use unless you're in an area where other users are tuned to your channel. Also, CB reception distances are very limited. In addition to your electronic communications, it's a good idea to make your vehicle more visible. Tie a brightly colored flag to the antenna, or place a brightly colored tarp on the hood. Have a flare or smoke bomb ready in case you see a rescue plane fly over the area. If weather conditions permit, stamp an "SOS" into the snow, and after the snow stops, raise your vehicle's hood. Honk the horn in the classic "SOS" signal if you hear noises nearby. Blow your emergency signal whistle. Keep the upper surfaces of your vehicle clear of snow so that it is more easily seen. Remove the rearview mirror and use it to reflect a beam of light to rescuers – either on the ground or in the air. Do whatever you can to draw Attention to yourself.

SUGGESTED EMERGENCY EQUIPMENT:

Most of these items can be kept in a small backpack, ready to put in the vehicle you're taking on your trip. One or more of these items could make the difference in an on-the-road emergency.

- Cellular phone with charger
- Additional clothing and winter footwear
- Four, one-quart bottles of water per person
- Three dehydrated meals per person
- Other carbohydrate – rich foods
- Two empty cans (one for melting snow and one for sanitary purposes)
- Bag of cat litter (sprinkle under tires to gain traction)
- Toilet paper
- Windshield scraper and brush
- Personal medications
- Tools (including jack and spare tire)
- Flashlight and spare batteries
- Portable radio and spare batteries
- Emergency candles / small stove
- Booster cables, tow strap, flares
- Folding or break-down shovel
- Multipurpose tool (Leatherman or similar)
- Blankets and sleeping bags for each person
- Ski goggles and gloves
- Chemical hand heater packets
- Duct tape (replace periodically as it gets gummy and unusable if left in the trunk)
- Chemical light sticks (replace before they expire or they won't work)
- Space blankets (awesome for reflecting your body heat back to you)
- Waterproof and windproof matches
- Metal cup (drink out of it or boil water/cook in it)
- 25 to 50 feet of nylon cord
- Basic first aid kit
- Flagging tape or similar flag/marketing material
- Knife
- Book to read

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

KEEP PUBLIC LANDS OPEN TO THE PUBLIC

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