



Trail Tales



January 1, 2015

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

December 5, 2015

by Joan Wolf



The meeting was held on Dec. 5, 2015 at the home of Tracy and Cheryle Bakewell. President Mark Wolf called the meeting to order at 5:30 pm. Since the reason people come to the Christmas party is to eat, visit, eat, and open gifts—the business meeting was short and sweet.

GUESTS: James and Julia Buck, Rodger Kane and Linn Jenkins, Lauren Christensen, and Cody Bakewell.

MEMBERS PRESENT: Cheryle and Tracy Bakewell, Travis Bakewell, John and Cindy Burke, Jennifer Chapin, Cathy and Jack Dickey, Bill and Chris Dressler, NaDeen Jackson, Holly and Paul Mariscal, Cliff and Jeanne Meier, Bob and Carol Provance, Lauri and Jeff Rector, Chris Sears, Joan and Mark Wolf, and Tahoe Zahn.

SECRETARY'S REPORT – Joan Wolf, acting secretary. Meeting minutes from the November meeting were accepted as published.

TREASURER'S REPORT – Bill Bonahoom. Bill was absent. No report.

VICE PRESIDENT'S REPORT – Leon Duggar. Leon was absent. No fines.

TRIP CHAIRMAN'S REPORT – Jennifer Chapin.

PAST EVENTS:

Nov 14 – Jemez Run. 10-12 vehicles. Fun, no problems that anyone could recall (though no one could recall much, period).

Nov 28 – Riley, NM. Lots of fog and arroyos. Bill Bonahoom ripped off a brake line.

UPCOMING EVENTS:

Dec 12 – Annual Christmas Tree Run – Cliff will lead.

Jan 2 – Gordy's Hill – Jennifer is organizing. There will be hard and easy runs. Some of the Las Cruces folks are coming.

May, 2016 – Moab and Green River, Utah. Watch website for details.

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

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT – Bob Norton. We appreciate that Bob recently accepted the position. He was unable to make today's meeting. Thanks, Bob!

PROGRAM CHAIRMAN'S REPORT – Diego Serna. Diego was absent, no report.

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

WEBMASTER'S REPORT – Don Roy. Don was absent, no report.

EDITOR'S REPORT – Phil Rodacy. Phil was absent, no report.

OLD BUSINESS:

- None.

NEW BUSINESS:

- James and Julia Buck were voted in as new members.

Thanks to the Bakewell's for hosting. The brisket and smoked turkey were awesome!

MEETING ADJOURNED at 5:40 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 Mark Wolf

Hello fellow Four Wheelers. I want to welcome you to the New Year, 2016! I hope 2016 is good for all of you AND good to our sport of interest. With people like Joanne and Mark Werkmeister, along with countless others, we at least have a fighting chance of keeping our sport alive. Please make a resolution to get more involved and participate in Land Use issues.

Don't forget to sign up for the Trail runs in Las Cruces next month. Bill Bonahoom is working on a joint run with the Las Cruces Club and several others. NM4W will be hosting some dinners and everyone is encouraged to attend and help out! It will be fun! Trails for all levels will be available.

Planning more long distance trips for the Winter/Spring/Summer/Fall would be a good idea, but they require much planning and leadership. They will require a Leader to take the bull by the nose and run! I guarantee that you will get followers! Everyone is always looking for a new place to wheel. I think Arizona would be great and the trail book by Charles Wells is full of great trails to run there. It just takes someone to figure out where and when.

I want to let everyone know that the Chile Challenge was covered by Petersen's 4 Wheel & Off Road magazine in the March 2016 issue. It was the 25th year last year and this coming year looks to be even better than before. Congratulations to the Las Cruces Four Wheel Drive Club for putting on a great event! They have something for everyone. I just hope I get to go this year. Our own Jennifer Chapin is on the Chile Challenge Committee and helps out with the planning of this event. Therefore, we are involved in it automatically and need to provide full support.

2016 will be very busy for Mark & Joan and I'm not sure how much involvement we will be able to share this coming year. Joan and I hope to retire in the next year and relocate to Arizona. This term as President will be my last. We will need a new President come August, so start thinking about becoming more involved. In the meantime, let's go four wheeling! 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 Bob Norton

Rio Puerco Resource Management Draft Plan and Environmental Impact Statement

The Proposed RMP and final EIS is in the final stages of development, reports the Rio Puerco Field Office, Albuquerque District. Their staff is working with the Washington Office on final edits. The public submitted close to 50,000 comments. The final EIS is expected to be released to the public for a 30-day protest period in early 2016.

Monticello Box Vacation Status Updates

Frank G. Whiston has posted the latest report, dated December 14, and associated links on the New Mexico 4-Wheeler's website. Go to NM4W Articles, Environment & Land Use section.

With the recent snow storm, perhaps you are enjoying a 4X4 "snow run". Here, not so much, as I write this the Cherokee is stuck on the hillside driveway in 19 inches of snow. Winch-fest ahead!



West Mesa Trail Ride

By Jeff Boggs

On a cold Sunday morning, 12/20/2015, 15 vehicles showed up in Rio Rancho to explore the many dirt roads and wandering arroyos out there.

Most all of the areas that we explored are within the city limits of Rio Rancho, NM. Just very few houses out there.

After a short driver's meeting, CB's were set to channel 4, and we headed out to the nearest arroyo. We entered a narrow canyon and then went under Paseo Del Vulcan, then west and north around the Enchanted Hills neighborhood. There are many, many old

graded roads out on the west mesa, from when Rio Rancho was originally laid out. If you look at Google Maps, you will see that most all these roads have names!

We did some hill climbs and then headed out past Unser Blvd.

Turning north up an arroyo we saw more snow and the walls of this arroyo closed in on our group. The next road was snow covered and we briefly shared it with some motorcyclists. There was mud, snow, and ice on parts of the road. The wind was up and finding a good place for lunch was tough. After a quick lunch we ended up at the great view overlooking the canyons to the north and west. We could see Mt Taylor, Cabezon Peak, the Jemez, the Sandias, and the mountains by Santa Fe. A fantastic view!!



We followed a great road that followed the cliffs along the north edge of these mesas. Highway 550 near San Ysidro, NM was visible. We headed back on the same road and some folks used Rainbow road to get back to town. The rest of us wandered around in arroyos and on dirt roads back to the parking lot at HWY 528 and Enchanted Hills Blvd.

A very good day.

Everybody I spoke with enjoyed the area and we will plan another ride out there after the first of the year. There are many areas to explore.

Thanks to a great group of people, and after all that mud is off our 4x4's, (except Donnie Walker, who still has mud on his Jeep from a muddy run two years ago, Ha Ha Ha..), we will get together again. Thanks to KW for "tailgunning". Scott Cridge was there; he says his work

schedule is better for making some more rides. Jim and Roberta Wagner were there, working on getting some membership points. Rich Steele drove over from South 14. Jack and Cathy Dickey brought their Chevy truck up from the Belen area. Glenn and Rebagayle drove 2 blocks to meet up with us. Their son Gavin and their dog "Romeo" came along. We had 2 guests; Dean and Korey Gossett. Their well-built Jeep did well. Neville Fridge brought Vicki and a cool dog named "Oscar".



There are some additional pictures posted on the Club website

Thanks to all for showing up. See ya all out on the trails!!



Riley Ghost Town

Exploratory Turned Tech Session

By Bill Bonahoom

On Nov 28th the NM4Wheelers met at the RV park at the Bernardo exit off I-25, where we had 13 vehicles ready for the excitement. From there we aired down and headed out, for an exploratory run as I had never been in the area before. The first ~25 miles was a high speed dirt road. After that (and a missed road) we meandered down to a dry arroyo bed where the excitement really amped up.

Looking up at the pile of rocks we had to navigate I had wished I had brought my crawler jeep instead of my daily driver, but I had it on good faith that the club had run this section several years earlier so I went walking to find the line up the series of ledges, off cambers,

and a descent to get up the approx. 200 yard section. There was a by-pass for those who were not quite up to the task.

Everyone who accepted the challenge did great! However, we did manage to crack two hard tops. One got hit on a rock in the leaner section and the other just got jarred when the jeep came down hard on the back bumper. The real excitement came when a couple of the 94" wheel base jeeps were just the wrong size. The back ended up in a whole while the front was still climbing. Thanks to some quick driver reactions "clutching in" they were able to prevent the roll over. Turns out the difference to making it or not for the 94" jeeps was the matter of an inch of rear tire placement.

After lunch we headed up to investigate a new section. Not very far up the arroyo I had a catastrophic failure. I knew my brake lines were just long enough at full suspension droop as I had checked that. However, what I failed to check was full droop and wheel turned full lock (makes a big difference). So..... low and behold I was positioning to head up an obstacle and ended up in this condition and ripped my front brake line in half.

First course of action to fix the broken brake line was to fold the end of the steel line over and hammer it shut. We tried this a few times and could not get it to seal. Hmmm what next? (Quick someone distract the other JK drivers and I will go borrow theirs... LOL ... Not) Well what's next after that. Let's try welding it shut, hmmm not a bad idea but let's try epoxy first. Uh-oh I cannot find my JB Water Weld but thank goodness that Rich was there and offered to let me use his. We removed a section of steel line and cleaned it out good with brake cleaner. Then packed the end full of the epoxy and bent it over and hammered it shut (Hind sight I think had I only done this I would have had a monster air bubble and likely no bakes). However, as luck would have it we also packed the fitting where we pulled it apart full of epoxy. This worked with no air bubbles because thanks to Gordon who held his finger over the line (still on the jeep) we did not lose a bunch of fluid and have a big air bubble when we put it back together. The trail fix held great and got me home with 3 brakes and a nice firm pedal.

The thing I love about this club and the off-roading community in general is everyone's willing-ness to help out when someone is in need.



More pictures of the Riley run can be seen on the web site.



50th Annual All-4-Fun

From an e-mail from the Mile-Hi Jeep Club

On behalf of Mile-Hi Jeep Club I would like to invite you to attend our 50th Annual All-4-Fun event that will be held in Empire, Colorado from July 30th through August 6th, 2016! We would love to have you celebrate this historic event with us!

This is just a reminder to let you know that we will be opening online registration for the 50th Annual All-4-Fun event on Friday, January 1, 2016 on our web site www.mhjc.org. This is a historic year and registration will be closed at 350 vehicles. You will want to register ASAP so you don't miss out on all of the fun!

For the 50th Anniversary of this event we have added an extra day of trips!!!! The cost of the event for your vehicle and all of your family members that will be riding in the vehicle will be \$350. There will be 15-20 trips leaving camp on Sunday, Monday, Tuesday, Thursday and Friday. There will not be any trips on Wednesday but we will have a huge vendor show with around 50 National, Regional and Local 4WD Vendors! There will also be at least 4 meals provided and FREE beer, pop and water any time that we are doing something under the Big Top! There will be kids games, adult games, entertainment, a dance, karaoke and tons of other fun activities going on in camp every night! On Friday night we will close out a great week with the huge All-4-Fun Door Prize night where we give out thousands of dollars' worth of door prizes!

Here is a list of the trails that should be available at the 50th Annual All-4-Fun event!

Bill Moore Lake	Pickle Gulch
Cascade Creek	Radical Hill
Chihuahua Gulch	Red Cone Pass
Cinnamon Gulch	Red Elephant Hill
Democrat/Republican Mountain	Santa Fe Peak
Geneva Creek	Sidewinder
Jenny Creek	Spring Creek
Kingston Peak	Swan Loop
Middle Fork of Swan	Twin Cone
Mill Creek	Wheeler Lake
Miners Gulch	Yankee Hill
North Fork of Swan	

We will send you another email soon with more details about how to register for the 50th Annual All-4-Fun. We hope to see you in Empire, Colorado this summer!

Thanks,
 Cory Moul
 50th Annual All-4-Fun Promotions
 303-263-1075
all4funpromotions@mhjc.org



Mile-Hi Jeep Club's 50th Annual ALL-4-FUN

July 30th - August 6th, 2016
Empire, Colorado

**ELECTRONIC REGISTRATION
AVAILABLE!***

FOR MORE INFORMATION VISIT

www.a4fun.org

or

www.facebook.com/a4fun

*Registration opens Jan. 1st, 2016



The All-4-Fun event is a week long 4-wheeling adventure in the Colorado Rockies. It has been called one of the best 4-wheeling experiences in the country. Participants have daily opportunities to enjoy the surrounding mountains and 4x4 roads and trails. Wednesday is set aside for a day of relaxation and a time to visit with exhibiting vendors. Friday evening is door prize night where each paid registered driver has an opportunity to win a door prize. The proceeds from the All-4-Fun event allow MHJC to continue to make annual contributions to Children's Hospital Burn Camp, Stay the Trail and other land use projects. Primitive camping spaces are available for your tent or RV. There are no electric, water or sewer hookups. However, we will provide access to potable water and portable latrines.

You must be self-sufficient.



www.facebook.com/a4fun

**Mile-Hi Jeep Club
of Colorado**



Scan for more information
on the 2016 All-4-Fun



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



KEEP PUBLIC LANDS OPEN TO THE PUBLIC

NM4W Officers

<p>President Mark Wolf 505-856-8539 pr@nm4w.org</p>	<p>Vice-President Leon Duggar 505-235-8988 vp@nm4w.org</p>	<p>Secretary Bobbie Moore 505-221-3847 se@nm4w.org</p>
<p>Treasurer Bill Bonahoom 505-298-6296 tr@nm4w.org</p>	<p>Program Chairman Diego Serna 505-323-4362 pc@nm4w.org</p>	<p>Historian Frank G. Whiston 505-280-7922 hi@nm4w.org</p>
<p>Trip Chairman Jennifer Chapin 305-333-3375 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



February 1, 2015

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

January 14 2015

by **Bobbie Moore**



The meeting was held at the Heights Cumberland Presbyterian Church. President Mark Wolf called meeting to order at 7:00 PM.

GUESTS: Andrew and Kaitlyn Bullenwell, Scott Cohernour, Jeff Hodas, Bob Wilbur, Douglas Wilbur, Jim Werkmeister.

Guest who have been at a prior meeting or ride: Kevin Brenner, Linn Jenkins and Roger Kane, Jimmy Lloyd, Vincent Reed, Jim Wagner, and Ralph Vigil.

MEMBERS PRESENT: Tracy Bakewell, Travis Bakewell, Joseph Barfoot, Bill Bonahoom, Richard Brooks, James Buck, John Burke, Ronnie Caton, Jennifer Chapin, Guy Conway, Cathy and Jack Dickey, James Dow, Leon Duggar, Neville Fridge, Ed Kausche, Bobbie and KW Moore, Paul Ness, Bob Norton, Eamonn O'Brien, Bob Provance, Lauri Rector, Gordan Rowley, Don Roy, Diego Serna, Richard Steele, Bob Telepak, Andy Townes, Mark Werkmeister, Frank G. Whiston, Joan and Mark Wolf.

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

TREASURER'S REPORT – Bill Bonahoom. The treasury balance is \$4,892.16.

VICE PRESIDENT'S REPORT – Leon Duggar. Leon explained the point system and whoever has the most points at end of the year will receive \$100.00. He also explained the fines, then collected them from Diego Serna, Jennifer Chapin, Jack Dickey and Bill Bonahoom. He advised to check your own points and to make sure your name is on the attendance sheets. Please circle your name.

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 in whatever you need. Jennifer commented that Sagebrush is washed out and overgrown in places, requiring maintenance. The Christmas Tree run turned out to be snowy and icy. The group turned around before reaching the top. Cedro Peak had a few muddy spots but overall was a good run. Check the website for write ups and photos of past events and the latest info on upcoming events.

PAST EVENTS:

Dec.12, 2015 Christmas Tree Run

Dec. 20 ,2015 West Mesa Run

Jan.2, 2016 Gordys Hill

Jan.9, 2016 Cedro Peak Run

Jan.10, 2016 Sage Brush Loop

UPCOMING EVENTS:

Jan.24 Sun. West Mesa Run - Hwy 528 & Enchanted Hills Blvd; Leader - Jeff Boggs

Feb.11 Thur. 7pm NM4W meeting at Heights Cumberland Presbyterian Church in Abq.

Feb.13-14 Las Cruces Winter Melt Down
Leasburg Dam State Park; Leader - Bill Bonahoom

Feb.13 The Blow Hole near Santa Fe; LEADER NEEDED

March 12 Cabezon Peak Ride
23397 US 550, San Ysidro, NM 87053

March 19-27 50th Easter Jeep Safari
Moab, UT

March 29-April 13 Moab Spring Break
Moab Valley RV Resort and Campground Leader; - Bill Bonahoom

April 3 Jemez Springs SFNF Opening Weekend
Walatowa Visitor Center LEADER NEEDED

April 17 Spring Manzano Mountains Run
Sandia Ranger Station, 11776 Hwy 337, Tijeras Leader - Cliff Meier

April 23-24 Cedro Peak Stewardship Project; Leader - Frank G. Whiston

**Be a Trip Leader
more trail rides = more fun**

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT: Bob Norton

Bob updated us on the Monticello Box issues. The Friends Of The Box are having a benefit dance Jan.16th. This will be at the Sierra County Fair Barn at \$25 per person w/ prizes. Please make a donation. You can follow along with the link on the NM4W website.

He also reminded us of the NMOHVA/BLM Community meeting on Feb.2 at 6PM. Mark Werkmeister encouraged as many to attend who can. Wilderness areas are expanding and trails are closing. Our voices need to be heard. This will also be about the start of new wilderness inventory. New Mexico is the second state the BLM is having this meeting with. The first was Montana.

Mark also reminded us that new members are needed to join the NMOHVA Board Of Directors. There are several positions that will be voted on in April. Positions are as follows: President, Secretary, Recreation Resources Director and one At-Large Director. If you have any questions or are interested please contact Jim Tyldesly at: prez.@ nmohva.org or Frank G. Whiston.

It was voted and approved to donate \$1,000.00 to Friends Of The Box. This is a good trail that we would like to re-open.

PROGRAM CHAIRMAN'S REPORT: Diego Serna.

He has an assortment of t-shirts, sweatshirts, hats, and bumper stickers for sale. He will be ordering new shirt sizes soon. If there is something special you are interested in please contact him. The 50/50 drawing was won by Joseph Barfoot. The amount of \$44.00 was donated back to the club.

HISTORIAN'S REPORT: Frank G. Whiston

Frank said members are doing well posting pictures of runs. He is trying to keep up with starting albums to document the event. If you need help posting, please contact him.

WEBMASTER'S REPORT: Don Roy

Don reported that he is still fixing little bugs in the system, but nothing serious.

EDITOR'S REPORT: Phil Rodacy.

If you have any pictures and/or stories/articles you would like to share please post or send them to Phil.

OLD BUSINESS:

Everyone can benefit from the Tech sessions and more ideas are welcome. If you have questions or suggestions, please contact Jennifer. A few subjects to be discussed are U joints/drive shafts; winches; safety; Hi-Lift jacks; and welding.

Also, we received 20 posters from TREAD LIGHTLY. They unfortunately did not get our LOGO on them, but do have the State of New Mexico listed on them. If you have any businesses that you think would display them, please contact Jennifer.

NEW BUSINESS:

New members voted in were Vincent Reed and Rodger Kane/Linn Jenkins. WELCOME !

Frank G. Whiston initiated and received a grant for the club in the amount of \$2,000.00 from Tread Lightly. It is earmarked for maintenance/upgrades to the full-size trail system in

the Cedro Peak area of the Sandia National Forest. A guest speaker, Mr. Kerry Wood from the Sandia Ranger Station, told us some of the issues they are facing and potential uses for the grant money. There are about 12-15 miles of trails in that area with some in need of care with maintenance/cleaning. Also, a Trail Ambassadors Program to help with handing out maps and answering questions will be implemented. This is good as we need a presence on the full size 4 wheel drive side. The conditions of the trails were discussed along with uses such as dirt bikes, hiking and full size 4 wheeling. Mr. Wood explained that the gates are usually only closed because of conditions such as mud and ice. Otherwise, the trails remain open most of the time.

President Mark Wolf stated the Planning Committee was a good idea and they have been working hard to keep us all busy, giving us more options to choose from to go out and enjoy 4 wheeling. Great job and thanks to Don Roy for the suggestion! They are always looking for more ideas to put on the calendar though AND THEY NEED MORE TRIP LEADERS.

- Thank you to Diego Serna for being the Host providing us with Jeep sugar cookies and drinks.
- Next meeting will be at the Heights Cumberland Presbyterian Church in ABQ, Feb.11 at 7 PM.

MEETING ADJOURNED at 8:20 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 Mark Wolf

Wow! If you were at the last meeting, you saw the giant crowd we had! It was great! Several visitors and first timers were present. We want to welcome each and every one of them. It shows that people really want to get into the club scene and get out there to go 4 wheeling. We hope that several if not all of these folks join us in our quest to have fun and keep trails open.

Joan and I just attended a "Celebration of Life" for the Bakewell's daughter, Chelsea. She was a fun loving mother of two fine boys and was loved by her parents and brothers. She was involved in a very tragic accident just prior to Christmas. I apologize for not sharing this earlier, but the Bakewell's were understandably shocked and could not talk about their loss. Please give them time to heal from this tragic event and keep them in your thoughts and prayers. They are a wonderful family and are cherished members of NM4W. I'm sure they will come around on their own time. Our sympathies are with them.

NM4W was awarded a \$2,000 grant from Tread Lightly, thanks to Frank Whiston's request, for work at Cedro Peak trails. This will require much involvement from every member of NM4W throughout this and every year here after. We are embarking on an "Ambassador" program and will become involved in more than keeping trails clean and maintained. There will be an event upcoming this April and we need lots of volunteers and assistance from members and guests alike. Please check the calendar and sign up to help us kick off this program! There may be food involved!

Lots of other events are being planned and some new tech sessions will be taking place very soon. Look for them on the calendar. Everyone is invited. Also, check out Bill Bonahoom's "**Las Cruces Winter Melt Down**" event in Las Cruces coming up fast! This should be fun and lots of members are needed to help with cooking burgers and dogs. We will do something similar to last year up in Farmington in May and that too will involve lots of members and guests. Contrary to what you've heard there are lots of trails up there that are NOT extreme, just like Las Cruces.

Get out and go 4 wheeling! It is good for the working soul to relax once-in-a-while! 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 Bob Norton

There is no Vice President's report this month.






Congratulations!

Your 2015 Annual Club Rewards Rebate totals are in!

For 2015 New Mexico 4 Wheelers
spent a total of **\$20,170**

The Clubs Annual Rebate for 2015 is **\$605**

Note: This is with only 45% of the club participating in this program. Here is how to sign up:

1. Log into www.nm4w.org by clicking  at the upper right of the screen and entering your cardentials or ensure that your name is already displayed there.
2. Click on  from the top menu bar.
3. Click on the  in the upper right of the screen to open the Profile editor.
4. Scroll down till the following is displayed:

Promotional Program

The New Mexico 4 Wheelers has arranged to participate in promotional programs offered by 4wd related businesses. Participation is voluntary. [View club approved promotional programs details here.](#)

Allow Promos Check to ALLOW your Name/Addr/E-Mail to be included in Promotional Programs

5. Here you can view the program details by clicking on the blue link text.
6. If you shop at 4-Wheel Parts/4WD Hardware and would like discounts and 3% of what you spend to come to NM4W, ensure that the “Allow Promos” box is checked.
7. If not already checked, check the box and click on

Tire Tech Session

By Jennifer Chapin



Are you new to our club? Or are you thinking about new tires, come out and learn more about tires for your Jeep and 4x4. There are significant differences in tires for your Jeep or 4x4 than your regular passenger car.

If you are interested in a specific type or tire or brand please let us know in advance and they will try to have that tire at the tech session. Please email jennifer@jdcnyc.net

Date: Tuesday March 15th 2016

Time: 6:30PM

Location: 4-Wheel Parts, 2445 Menaul Blvd, NE, Albuquerque, NM 87107





Jan 24th West Mesa Trail Ride

By Jeff Boggs

A big group of 4x4's showed up for the 2nd West Mesa ride in 2 months. We met up at the Enchanted Hills shopping center parking lot. It was warmer weather than last month, not as much mud and snow, but as we went west, that got us into enough snow and mud spots to satisfy us all.

We went through an area near the west end of Enchanted Hills Blvd I call "the Rollercoaster". It goes up and down and all around, narrow, and tricky in spots. After that we went out across Unser and went up an arroyo and finally went out of it as it neared a fence line. From there we followed the fence line road for a while. We headed out the "View Point" overlooking the canyons out toward Cabezon Peak, Mt Taylor and all the Jemez Mts.



After a quick lunch, we did a cool loop in and out on some canyons and ridges near there. Lots of snow and some more mud on twisty roads. After that it was back toward town. Some folks took off back toward Rio Rancho on a good main dirt road, while the rest of us

kept heading back East. We found several arroyos and connecting roads to follow; some were rarely used. We made it to Unser and ended back at the top of the Rollercoaster. We did it backwards. Jennifer said I floated my rear wheel in the air a couple of times. Got back at the finish at 4:30 pm. Lots of fun, all day. Several new folks, no mechanicals, and we just transported some mud from one place to another. There are 100's of roads and arroyos we still have not checked out. A great place to spend the day exploring. Check this area out.

See you on our next ride.



Cedro Peak Snow Run

By Bill Bonahoom

On January 9 2016 on the spur of the moment, the NM 4 Wheelers met up at the Tijeras Ranger Station to tackle the snow and ice at the Cedro Peak OHV area. For a last minute posted ride we had a great turnout of 17 vehicles including 5 guest/perspective member's vehicles. After a quick drivers meeting we left the ranger station ready for the short trek up the highway and some excitement. Well Cedro delivered.

I pulled off the highway far enough to get our big group off the road and waited for everyone as they got off the highway. Ready here we go.... NOPE. I was stuck spinning my tires and could not move any further as the ice under the snow and bit of a hill was more than my tires were ready for. So a quick air down and fix of the leaky front ARB line (fine) and I was able to easily get the pack moving again. However not everyone was so lucky, and had not aired down either. Short story is it took the group about 1 ½ hours to make the first couple hundred yards from the highway. This included having to winch one vehicle out of the ditch and air a few others down.



The rest of the day only went a bit better. We did not have much problems on trail 462 and getting to the junction of trail 12 and 13 at which point we decided to split the group up with half going on 12, the hard group, and the other half going on 13 the easy group..... or so we thought. Both groups went their own ways for a while

only to find icy hills that challenged each group, bringing out the winches once again. After a bit of that each group decided it was getting late and turned around meeting

simultaneously back together at the junction point so that we could get off the trail together before dark.





Gordy's Hill Hard Run

Socorro, NM
By Bill Bonahoom

On January 2 2016 the NM4Wheelers traveled down south to Gordy's Hill to brave the cold and snow. The Socorro area had reported 18+ inches of snow a week earlier and there was much skepticism about if the hard stuff was going to be feasible the week leading up to the run. The fears were strengthened at the truck stop where there were still 2 ft high snow banks in the parking lot! However the hard group consisting of 6 well prepared vehicles: Andy (LJ on 37s), Gordon and Connie (LJ on 37s), Jon (XJ on 35s), Gregg (JKUR on 35s), Jack and Kathy (K3500 Blazer on 37s), and Bill (XJ on 42s) all decided we were not turning around now and we were going to go have some fun.

We loaded up and figured we would start with Hidden Valley which has a short but steep 10 ft high climb followed by a 3 ft tall water fall at the entrance. With a minimal amount of effort, the group quickly found themselves all at the top. Well that was easy what next?

We meandered over to Bad Hair Day which turns up the difficulty level a notch. This trail is a boulder field consisting of 2-3 ft boulders followed by some vertical water falls between 2-4 ft tall. There was moisture on the trail but no real snow. None the less one vehicle had slid sideways and was stuck between a rock and a hard place and suffered a broken brake light lens. A bit of winching (and a broken fairlead) was able to get it back on the path. We all topped Bad Hair Day just in time for lunch with the sun starting to peek out and warm things up.



We were on a roll so figured we would go try Doug's Dilemma which yet again turns things up a notch. With the first obstacle a 20 ft high water fall climb, which took a bit of a "bump" but everyone got right up that. Then there is a 4 ft vertical/undercut waterfall where the JKU needed to pull the winch line as it ended up stuck on the belly pan. Final vehicle was the Blazer which managed to get the front left tire wedged between two rocks on the face. Seeing that I thought to myself it has a chance to pull out of there... hmmm... but maybe I should stop him... but before I could say anything POP the hub broke. After the water fall is a very steep boulder field of damp 2ft diameter rocks and diff catchers and everyone was up or nearly up. So I brought the XJ back down so we could winch it. Long story short it took us over an hour and a broken winch rope to get the Blazer out of the last hundred feet of the trail. The good news is we managed to get back to the highway before dark.





What a way to start off 2016! The saving grace to the three trails we ran was they all faced southwest so the snow had melted on the rocks providing wet but decent traction. Once again I had a blast on this run.



Top 10 Tips for Wheeling in the Snow

Contributed by Jennifer Chapin

<http://www.off-road.com/trucks-4x4/feature/top-ten-tips-for-wheeling-in-the-snow-13440.html>

Top Ten Tips for Wheeling in the Snow

Oct. 15, 2008 By Harry Wagner



photos by Harry Wagner and Mike McAndrews



Some people store away their trucks in the winter when the weather gets cold, but snow wheeling can offer a lot of fun for the well prepared. Even a mild dirt road can be difficult to traverse if it is covered in several feet of snow, while difficult trails can be made easier when holes are filled in and the terrain evens out. Even if some terrain might become easier, the stakes are much higher. Breakage in a winter storm can leave you stranded in conditions that can lead to injury, and even death, for the unprepared.



Tow hooks, a snatch strap, and a winch will all come in handy in the snow. A shovel is another cheap tool that can be worth its weight in gold when snow wheeling.

Recovery Gear- Much of the recovery gear that you need for snow is the same as other terrain. Tow hooks, snatch straps, and winches are all important when traversing deep snow. A snow shovel is an important addition though, and they are relatively inexpensive. A shovel can be used to dig out tires, axles, and frames when they are pushing snow and you are not going anywhere.



Knowing how to read different types of snow is vital. Dry snow like this can be almost impossible to stay on top of and quickly strand a vehicle.

Read The Snow- One of the most important techniques in snow wheeling is being able to “read” the snow. Soft, wet snow in the sun is quite different than hard, cold snow that is found on north facing slopes and in the shadows of trees. Understanding and anticipating these different consistencies is important. Wet, heavy snow is often the easiest to get on top of, while dry snow can cause fits.

Also be aware of slopes and shadows. If you need to go back out the same way you go in to a trail, take note of the snow consistency and any slopes. Are you going to be able to get back up the hills you went down once the snow gets soft and slushy?



Get on the throttle at the wrong time (or in the wrong type of snow) and you are likely to find yourself sitting on the frame. Often times it is better to back off the throttle, back up, and try a different line.

Don't Spin- When you feel resistance in the snow, your natural reaction may be to try and power forward. Often times this just results in digging holes and if you spin too much your tires can melt the top layer of snow. When this water re-freezes, it turns into ice and can literally halt you in your tracks. Instead, ease off the throttle. If necessary, back up about a foot before trying to continue forward. Try different lines to the right or left of where you got stuck in order to find a way around the problem spot.



Dick Cepek Fun Country's have a reputation for being some of the best tires in the snow. Their wide section width, mild tread pattern, and flexible carcass all contribute to this reputation.

Wide, Flexible Tires- Dick Cepek Fun Country tires have a legendary reputation amongst snow wheelers. These tires offer a flexible carcass, mild tread pattern and wider than normal sizes. The wide section width provides a larger footprint and lowers contact pressure. Lowering pressures to single digits allows the flexible carcass to make an even larger contact patch. The mild tread pattern allows the tire to propel the vehicle across the snow without digging.

Note that we are talking about snow wheeling in this article, which has an entirely different set of parameters than driving on snow or ice covered roads. For snow covered roads you want narrow tires and high contact pressure to cut through the snow to the pavement below.



On board air, such as a Powertank, makes it possible to reseat a blown bead that can result from running low air pressure in the snow.

Air Source- When you air down your tires, you need to have a way to air them back up at the end of the trail. Driving at freeway speeds with deflated tires can cause the carcass of the tire to heat up to the point of failure. And since we tend to air down to lower pressures in the snow than nearly any other terrain, there is the potential for the tire to unseat from the rim. Ever tried to change a tire in the snow? Unless you have an eight foot long Hi-Lift, it isn't going to happen. Instead, it is recommended to have an onboard air source.

There are three basic varieties of air sources: electric, belt driven, and compressed CO2. Electric pumps are inexpensive and portable, but they are better suited for airing up tires than reseating beads. Belt driven compressors flow a lot of air, and with an auxiliary tank they can easily reseat a tire. CO2 tanks are another great choice, as they are light, portable, and have plenty of power to reseat a tire on the rim. Note that CO2 requires a temperature change and will be less effective in extremely cold (below zero) conditions.

Wrapping a ratchet strap around the circumference of the tire can help to push the bead of the tire out towards the edge of the rim. Just remember to unload the pressure on the ratchet strap as you add air to the tire or the strap may bind and break. Bring a tarp too so you don't have to sit directly in the snow or risk losing your lug nuts.



Traveling light and lowering air pressure in your tires can allow you to stay on top of the snow. Note the soft top; it still keeps the occupants warm but weighs a fraction of a hard top.

Travel Light- In order to stay on top of the snow, it is best to keep your vehicle as light as possible. This can often be a delicate balance. Do you keep the hard top on your Jeep to stay warm and dry, or leave it at home to save a few hundred pounds? Plan around the weather, and take everything you might need but try to leave everything else behind. If you are travelling in a group, does each vehicle need a complete tool kit and a Hi-Lift jack when one will do for the entire group?

Locking Differentials- Locking differentials are a benefit in any terrain, but none more so than snow. Selectable lockers, such as the ARB Air Locker, are the best choice for snow duty. They can be turned off when traversing off camber slopes, allowing one tire per axle to propel the vehicle forward and the other tire to act as an “anchor” and keep the vehicle from sliding down the hill. Then when you get to the deep snow, the locker can be engaged and keep both wheels turning at the same speed. This will aid in keeping the tires from spinning, as discussed above.

Cooling System- It might seem counter-intuitive that you need a good cooling system in single digit temperatures. Snow provides a high amount of resistance that can lead to boiling radiators and roasting torque convertors. Make certain that your radiator does not become clogged with snow, which can limit air flow through the radiator and the engine bay. If you have an automatic, run the biggest transmission cooler you can fit under your vehicle to keep it running cool. Breaking trail is particularly hard on the cooling system, so alternate who is in front when wheeling with a group. New, clean fluids are more efficient and effective than old fluids, so stick to regular maintenance schedules. This includes the right mixture of fresh anti-freeze. Running straight water can cause frozen cooling systems and even cracked blocks under extreme conditions.

Dress Appropriately- These tips are intended to be oriented towards your vehicle, but if you are cold and wet even the best buggy in the world won't put a smile on your face. Staying dry is paramount to staying warm, particularly as the day progresses into night. During the winter daylight hours are short. Dress in layers in order to easily shed or retain heat. Also focus on synthetic materials, such as inner layers that wick away moisture from your body and outer layers that repel water and wind. “Cotton kills” is the mantra of mountaineers. Sturdy, warm footwear is essential as well. Goggles are another useful item if you are in an open air vehicle, particularly if it is windy.



Water? Check. Power bars? Check. Snatch strap and tarp? Double check. When you go wheeling in extreme conditions you need to go prepared.

Be Prepared- Winter wheeling, and snow wheeling in particular, require extra precautions. When wheeling in the snow it is advisable to bring along a sleeping bag, extra water, and food such as energy bars. Leave the alcohol at home since it actually lowers your body temperature. Even within the shelter of your vehicle, unplanned nights in the snow can be deadly for the unprepared. Let someone know where you are going and when they should expect your return, so if your trip does not go as planned help will have a head start. Also always travel in groups of vehicles for safety as getting stuck in the snow is not an uncommon occurrence.

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**



Protect Your Forest Contributed by Jennifer Chapin

The mission of the Forest Service is to sustain the health, diversity, and productivity of the nation's forests and grasslands to meet the needs of present and future generations. The agency manages 193 million acres of public land, provides assistance to state and private landowners, and maintains the largest forestry research organization in the world. Forest Service lands contribute more than \$13 billion to the economy each year through visitor spending alone. Those same lands provide 20 percent of the nation's clean water supply, a value estimated at \$27 billion per year.

The National Forests and Grasslands are your lands. You have a stake in what happens on them. There are laws that protect the forest's biodiversity, scenic views, water, soil and the cultural heritage. If you see an activity that you think is suspicious, we encourage you to report it.

Where and when do forest crimes occur and what crimes are committed?

- Illegal activities can take place anywhere and at any time but usually occur later in the evening or on weekends.
- Theft of timber and other forest products; arson; vandalism of private and government property; damaging Forest Service campsites, roads, or trails; and illegal drug manufacturing and sales are just some examples. These are crimes prosecutable under both federal and state laws.

What to look for when reporting suspicious activity on national forests and grasslands to your local law enforcement agency or a Forest Service office:

- ATVs operating off of established roads or trails.
- Suspicious activities in the woods such as forest products being loaded into pickups or vans, especially in the evening.
- Campfires in locations where they should not be or campfires left unattended.
- Bright lights on hillsides at night.
- Chainsaws running in the middle of the night.
- Dumping of household or commercial trash.
- Anyone damaging a Forest Service recreation site or trail or deliberately setting a fire.

How to Observe and Record:

If you think you have witnessed a crime, do not approach the person and do not take a photo of them unless you can do so safely. Instead observe what they are doing, record it on paper or on your cellphone messaging or texting app.

Do not call 911 unless someone is in danger. Instead, report what you have seen either by phone or e-mail to local law enforcement or to a Forest Service Law Enforcement Officer. When you report a tip, provide information such as a description of the person(s) and of their vehicle or boat, any registration or distinguishing logo (car rental identifier, license plate), what they are doing, when, and where.

Thank you for your interest and concern for your lands and facilities



Mechanic Wins innovation award after fixing a Land Rover with a POTATO

Contributed by Jennifer Chapin

Mario Papademetriou made the repair when he was called out to a farm AA patrolman tried to fix 1960s vintage Land Rover using tin foil and tape He then wired up a potato with a couple of screws to act as a condenser. The owner made 12-mile journey to garage and said it had never driven so well

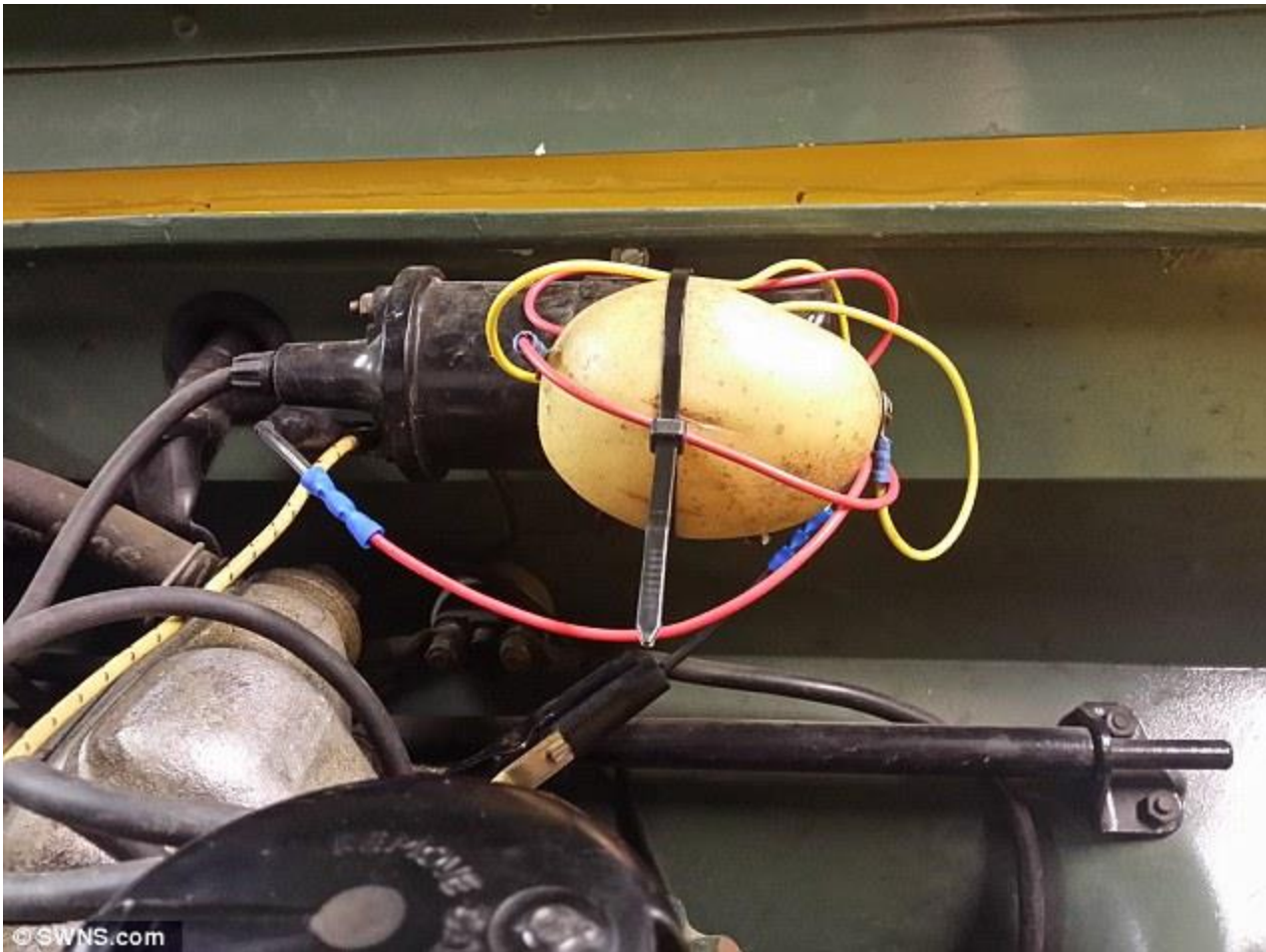
Read more: <http://www.dailymail.co.uk/news/article-2960913/Mechanic-fixes-Land-Rover-POTATO.html#ixzz3ylZVXWXS>

'Amazingly, it started instantly, so I followed the owner to the garage and he said the vehicle had never driven so well!' The owner made the 12-mile journey to the garage where the ignition system was properly repaired.

Mr Papademetriou's ingenuity saw him win the AA's annual competition for most innovative roadside repair. AA technical director, Donald MacSporran, said: 'AA patrols work on pretty much any vehicle on the road and pride themselves on their ability to fix them.

'While they regularly go the extra mile with some very inventive repairs, we continue to invest in their training and equipment to maintain our leading fix rate.

'Although vegetables are best left on the dinner plate, Mario's use of a potato was definitely a chip above the others - an excellent example of thinking outside the box.'



AA patrolman Mario Papademetriou wired up a potato with a couple of screws to act as a condenser



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Trail Tales



March 1, 2016

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

February 11 2016
by Bobbie Moore



The meeting was held at the Heights Cumberland Presbyterian Church. President Mark Wolf called the meeting to order at 7:00pm.

GUESTS: Mike & Andrea Duchesneau, Jeff Hodas, David Horak, Victor Kraft, Jimmy Lloyd, Ralph Vigil, Bob Wilbur, Douglas Wilbur, Corey Zimmerman

MEMBERS PRESENT: Tracy Bakewell, Travis Bakewell, Joseph Barfoot, Jeff Boggs, Richard Brooks, Ronnie Caton, Jennifer Chapin, Thomas Coston, Bill and Chris Dressler, Leon Duggar, Neville Fridge, Linn Jenkins and Roger Kane, Ed Kausche, Cliff and Jeanne Meier, KW and Bobbie Moore, Bob Norton, Mel Patterson, Bob and Carol Provance, Lauri Rector, Don Roy, Diego Serna, Richard Steele, Bob Telepak, Donnie Walker, Frank G. and Beth Whiston, Mark and Joan Wolf.

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

TREASURER'S REPORT – Bill Bonahoom. The treasury balance is \$4,007.46.

VICE PRESIDENT'S REPORT – Leon Duggar. Leon explained the point system and whoever has the most points at end of the year will receive \$100.00. Visitors can qualify for membership by gathering points in several ways. This gives visitors a chance to get to know us and Members a chance to know them before paying dues. Fines were also explained and Sheriff Leon collected \$0.25 from Jeff Boggs for taking a wrong turn. Jennifer had a good month with no fines. (What?!! An obvious mistake! – The Pres.)

TRIP CHAIRMAN'S REPORT – Jennifer Chapin. She 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. Check website for write ups and photos of past events and the latest info on upcoming events.

PAST EVENTS:

Jan.24 West Mesa run – Jeff Boggs gave a brief synopsis of the run. No problems and a good run.

Feb. 2 NOHVCC community meeting – Bob Norton gave a brief review of the meeting. Great support by NM4W members.

UPCOMING EVENTS:

Feb.13 &14 - Winter Melt Down – Las Cruces - Bill Bonahoom leading - hard and easy trails

Feb.13 Blow Hole - Santa Fe - Thomas Coston leading

Feb.20 Tech session – Welding 101 and BBQ—Members only — Bill Bonahoom’s home (Note: Non-members please contact Bill for directions as all are invited, but a head count is important).

Feb 21 9AM Scouting Trip to Lost Mountains - Warrior Fuel Station, 1005 W Hwy 550 Bernalillo - Members Only - Bob and Carol Provance leading

Feb 27 Sat. 10:00AM Tech Session - Drive Shafts, Axles and U-Joints, 4220 Edith Blvd., Abq. 87107 Jennifer Chapin

March 10 7:00PM - NM4W Meeting at Heights Cumberland Presbyterian Church in Abq. - The Duggars are hosting

March 12 Sat .9AM Cabezon Peak Ride 23397US 550 San Ysidro NM - *leader needed*

March 16 Tue. 6:30PM - All About Tires - 4 Wheel Parts Wholesalers, 2445 Manual Blvd, Abq. 87107 - Jennifer Chapin

March 19 – 27 - Easter Jeep Safari in Moab, Utah

March 29 - April-3 - Moab Spring Break, Moab Valley RV Resort and Campground - Bill Bonahoom leading

Be a Trip Leader more trail rides = more fun

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT: - Bob Norton

We were well represented at the NOHVCC Community meeting on Feb. 2. Sounds like Monticello Box is closed and the only recourse is legal at this time. You can follow all the updates on this and other environmental issues on our web page.

PROGRAM CHAIRMAN’S REPORT: Diego Serna.

There are stickers, T-shirts, hats and some sweatshirts for sale. Diego stated he will be ordering new merchandise soon so let him know what you are interested in.

HISTORIAN’S REPORT: Frank G. Whiston

Frank wants members to keep posting pictures of runs and if needed start an album. So far there are over 9,000 pictures posted.

WEBMASTER’S REPORT: Don Roy

When you look at your profile now everything you have done with the club should be on there. Please check to make sure your profiles are correct.

Don suggests that if you have questions about some of the trails you can look at the old pictures and get some idea of the type run. We are still in need of old newsletters from the year 2002 and 2004. Leon noted he may have those and will check. He will notify Don if he has them.

Also, when rides and meetings are posted on the website where leaders and/or hosts are needed, it will be in **RED**.

EDITOR’S REPORT: Phil Rodacy

If you have any pictures and/or stories you would like to share please post and/or contact Phil.

PROMOTIONS PROGRAMS: 4WD Hardware - We can 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:

The Sandia Ranger District has temporarily closed all roads in the area until early May or whenever roads are deemed passable without damage, whichever comes first. Keep watch on the website for updates.

NEW BUSINESS:

Diane and Ralph Vigil were nominated for membership status and were voted in. Welcome to our new members!

Cliff Meier won the 50/50 raffle- in the amount of \$45.00.

Southwest FWDA was brought up and more will be discussed at a later date due to representatives not being available at this time.

The next meeting will be March 10, 7:00PM at the Heights Cumberland Presbyterian Church in Abq.

Thank you to Beth and Frank G. Whiston for being the hosts for our meeting. Applause!

MEETING ADJOURNED at 8:00pm.

**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

Have you gone to one of the "Tech Sessions" for 4X4 101? Why not?! These sessions are put together for your benefit and everyone passes along relevant and useful information. The one I just attended went over drivelines, U-joints, and axles. Former member Tom Hurt and his associate spent their time on a Saturday to help us out. They are normally closed on a Saturday, so this was a special occasion for them. If you need any of the services they provide, be sure to go see Tom at U-Joints on Edith, south of Griegos and get it taken care of. Tom has worked in drivelines for years and is a faithful Jeep Owner and driver that knows his stuff. He'll be glad to help you out.

The calendar is getting filled with all kinds of great trips. Please volunteer to lead one of the trails. The Leader never eats dust! Bob and Carol Provance took quite a few people out a week or two ago and ended up near Mt. Taylor only to spend a lot of time busting snow banks to get through the trail! I think they had fun, but it was a lot of work. Good thing 4 Wheelin is more fun than work! That was a good run from what I hear, regardless of the mud and snow. It sounded like Bill Bonahoom's run to Las Cruces was also good. I'm not sure how many attended, but there were a few who went down to enjoy the canyons.

The check for the Grant from Tread Lightly came in and Frank is busy setting up the event to celebrate and kick off the purpose of this grant. Keep your eyes peeled for the event in the Sandia Ranger District area. We will need lots of folks to show support for this endeavor.

Has anyone given thought of putting together an event in Colorado or Arizona? Both areas have some great trails to enjoy. Colorado is more fun in the summer than Arizona, but the exact opposite is true in winter. There are mild to wild trails in both states. Think it over and take charge to plan an event like this. You will get followers for sure! See you on the trails!

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



Vice President's Soap Box

By Leon Dugger

There is no Vice President's report this month.

Be a Trip Leader and Never Eat Dust Again!



Director of Environmental Affairs

By Bob Norton


There is no Vice President's report this month.

Southwestern Region MVUMs (Motor Vehicle Use Maps) are on the World Wide Web



To access and download the most current MVUM for the forest or grassland of interest, scan the QR code at left, or follow the URL below

[http://www.fs.fed.us/r3/gis/
USFS_Southwestern_Region_MVUM_Repository.html](http://www.fs.fed.us/r3/gis/USFS_Southwestern_Region_MVUM_Repository.html)

Southwestern Region MVUMs are in georeferenced PDF format.
These maps may be used on smart devices with the free Avenza PDF Maps app. 
Free published hardcopy MVUMs can be obtained from the administrative unit or ranger district offices at the forest or grassland of interest.





Las Cruces Winter Meltdown

By Bill Bonahoom

On Feb 13-14, 2016 the NM 4 Wheelers met up with the Las Cruces Four Wheelers for some fun in the sun in the Dona Ana and Robledo Mountains. We had a very good turn out with around 30 rigs in total between the two clubs. The weather was perfect (well a little too hot for my blood for February), perfectly sunny and temps in the 80s and the company was very enjoyable. Several of the NM4Wheelers members camped at Leasburg campground which ended up being totally filled up and we had to double up in a couple of the campsites, of which was against the rules and I was reminded of pulling out Monday... but hey what else were we supposed to do?

Saturday morning, we divided into 3 groups and headed out to go play. The easier of the groups headed east from Leasburg into the Dona Ana Mountains to go exploring some very scenic trails. This group had about 10 vehicles with everyone reporting back that they had a very good time. Thanks to David from LC4x4 for leading this group.



Group shot on Dona Ana

The remainder of the folks broke into two separate groups and planned to run Broad Canyon, Upper Broad, and Off Broadway which is about 8 miles to the North West of Leasburg. The first group had about an hour head start and was comprised of LC club members. The second group contained a couple LC members and the Albuquerque club members. The two groups met up right at the end of the last trail where one of the jeeps from the first group had broken a pitman arm and had several folks underneath it with big pry bars and hammers trying to get it off. Out

came the tool box welder for some trail repairs and after an hour or so had the pitman arm welded back together and steering on its own. It was getting late so half of our group headed back out with the LC group while the remainder headed off to finish the last trail. That last trail and the getting back part took us a long time and we did not make it back to camp until after dark and somewhere around 7:30.



Emonn on Broad Canyon



Gregg on Broad Canyon

When we got back we found the BBQ cookout (which was planned for 5:30) was wrapping up, however the burgers were still hot and the food was great! A huge thanks to everyone who pitched in to help setup and cook, which was my job but I was MIA while still out on the trail.

Sunday's vehicle count was considerably less as it was Valentines Day and we lost most of the LC club members. We still broke into 3 groups with the easier group heading into the Robledo Mountains out by the airport west of LC. They drove across the mountains and ended up existing on Falkner Canyon Road which is down in the valley right by Leasburg. The hard group and extreme groups head out together to the air down area off Salem Colony Rd and the newly named Robledo Prehistoric National Monument area.

The hard group lead by Jack planned to head down Big Jim which has a series of 2-3ft tall ledges which needs to be descended followed by heading up Amatista Ledges which increases the difficulty level a notch. However, after having some electrical issues after banging the rear bumper a time or two they decided it would be best to take Hoping Jalapeno which is a slightly easier route back up to the main trail.



Jon on Big Jim



Geronimo's Cave



Jim on Off Broadway

The extreme group lead by Bill decided to try out Rocitillo Rapids. This trail proved to be a ton of fun with plenty of excitement from start to finish. Winch lines were pulled many times as the boulders tried to swallow the vehicles. The most exciting time came on the main fall which was about 10 ft tall with a v-notch running through the middle. I almost flopped the XJ buggy getting up and then Steve followed my guidance (oops) and ended up precariously balanced on 3 wheels with his back tire about 7 ft in the air. We got him back down on all 4 with no damage to the jeep but the memories (read as fear) will live on forever.



Andy on Rocitillo Rapids



Steve on Rocitillo Rapids

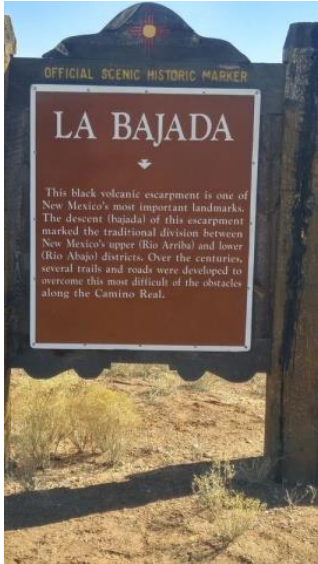
After Rocitillo was complete we headed down to explore Geronimo's Cave, of which was also rumored that Billy the Kid had spent some time in. The road was blocked so we found ourselves driving up the middle of the Rio Grande River which was dry for the winter and appears to be a playground for sand toys to race around in. After battling a couple local dogs that did not appreciate our visit we made it to the cave which was dusty but full of history.

What a great weekend, thanks to everyone who attended!



La Bajada: The Descent

By Tom Costin



While the name La Bajada is literally translated as “the descent”, no one was feeling down after our February 13th run. We had a final count of 20 vehicles: 13 member rigs and 7 applicants/guests, which was more than I had expected for my inaugural leadership run. Those present included myself, Nick Myrick, Bob Wilbur, Jeff Hodas, Branden Sanders, Brett Carter, Victor Kraft, Jimmy Lloyd, Geraldine and Joseph Barfoot, Richard Brooks, Ronnie Caton, Lori and Scott Cridge, Neville Fridge, Robert Gill, Cliff Meier, Beth and Richard Steele, Donald Tyler, Donnie Walker and Cheryle, Tracy and Travis Blakewell and some additional passengers. (I apologize if the mud splatters on my sign-up list contributed to any misspellings.) The basic plan was this: explore the area, slog around in the mud, avoid being battered by the wind and examine a big hole in the ground.

Around 9 am we all met at the Phillips 66 station in Santo Domingo. Leaving the station was a challenge, as our intended route required a left turn and traffic streamed steadily from both directions. Undaunted, I turned right and led the procession south towards I-25. I can only imagine what the officer was thinking as he watched 20 four-wheel-drive vehicles queue up on the on-ramp. From there, we worked our way up the La Bajada switchbacks. There were hairpin turns and a few tight spots, but all of the vehicles made it through unharmed.

On our way up to the Santa Fe Blow Hole we found a nice spot in the middle of the road for lunch. After lunch, we got into some exceedingly slick mud and a couple of rigs required a bit more than moral support.





We walked down a steep 100 yards to visit the Blow Hole and had an interesting discussion about who first discovered it. I'm not certain if a consensus was ever reached, but it was a lot of fun. (Even though no one was willing to winch me back up the incline.) Some helicopters buzzed through the cloudless sky above, with some of them flying far up into the canyons beyond.



On leaving the Blow Hole, some of the group showed an interest in going back through the La Bajada switchbacks. Half of the group wanted to go on out thru Santa Fe so Travis Bakewell volunteered to lead them out that way. I took the rest of group back the way we had come in. When we got to the top of the switchbacks, there were hang gliders taking off from the top of La Majada "sheepfold" Mesa. It was breathtaking to see them rise seemingly straight up into the sky. The trip back down was every bit as much fun as going up.



I would like to thank everyone who joined the run for the good times and good company, and I would especially like to thank Donald Tyler, Neville Fridge and Ronnie Caton for sharing their incredible pictures. (More pictures are available on the NM4W site.) I am already looking forward to the next run.



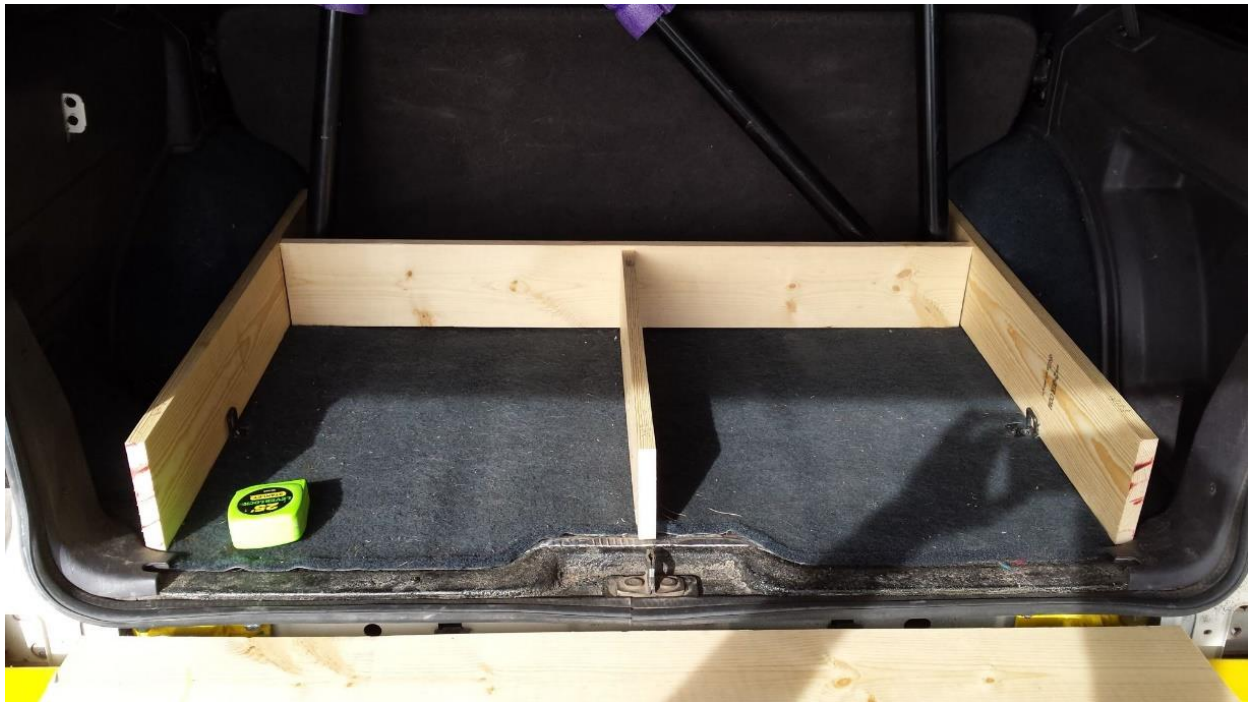
Drawer Build

By Eamonn O'Brien

In anticipation of taking the heap to Baja for Christmas in 2014, I realized that if I wanted to do any wheeling down there, I need to take my tools. My father-in-law has a Wrangler down there, but he takes out his back seat to put in his tools, which means that if we wanted to take everybody (we had friends coming) wheeling, I had to have all my tools with us, so he could leave in his rear seat. PLUS, when trying to pack a family of 4 for 10 days to Mexico, *with* Christmas presents AND bring the dog, there ain't a lot of extra room. Thus the need for low profile storage was born.

I checked out Frank's install in the back of his jeep from a past newsletter, but they don't make pre-builts for XJ's the way they do for TJ's and JK's, so I finally decided I would need to bite the bullet and build my own. I scoured the inter-webs and forums for a couple weeks, finally deciding that I needed a double drawer no more than 6" high so the dog could still fit in the back. (Yup, I actually measured my dog!)

Headed off to Lowes for 2 pieces of 1x6x8 and a sheet of 23/32 plywood. Also picked up two sets of heavy duty drawer sliders, some #6x1 1/4" screws, some bolts and fender washers, as well as a roll of automotive carpet from Autozone.





Easiest thing was to just use the tie downs already built into the trunk floor to secure in the back





Rough in with the deck on.



Lined up well with the latch



1x6 with 23x32's ply on top



Ran the sides all the way to the passenger seat, hoping to hit the rear tie downs, but no go. Ended up through bolting through the wheel wells. (Actually, 15 months later and I *still* haven't put the bolts in!)

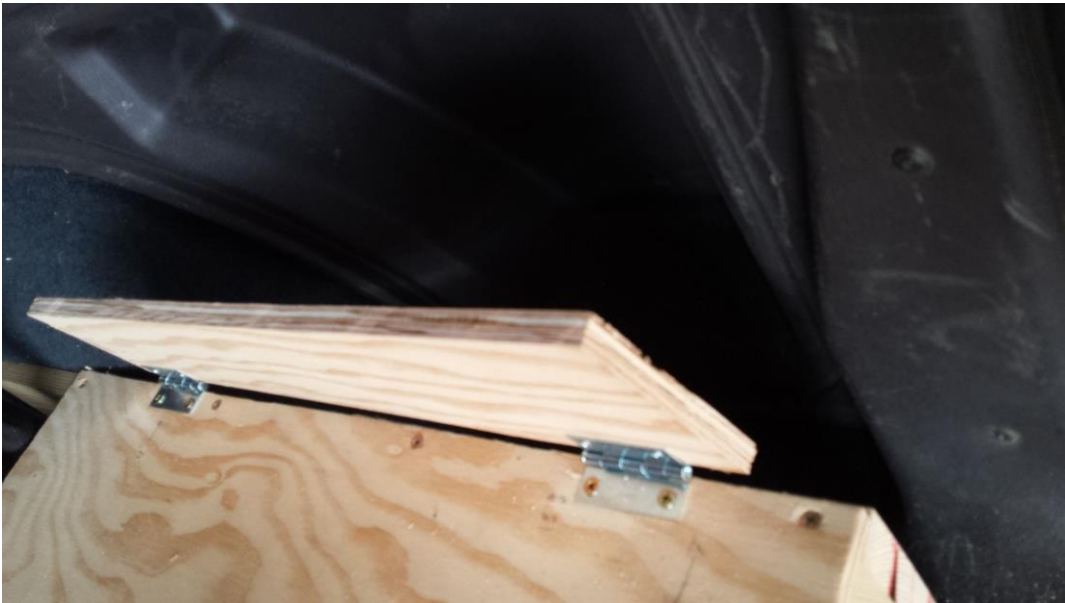


Bottom support for the drawers. Didn't want to try screwing into the sidewall of the plywood





Added some wings to cover the spots behind the wheel wells so the dog wouldn't fall in. Hinges mean easy access.





Heavy duty drawer sliders from Lowes, and fender washers through bolted on the rear tie downs.



A roll of automotive carpet from Autozone covers the deck. I also added some sheeting between the rear seat and the C-pillar on the cage. The drawers don't extend that far, so I have more storage for things that don't get used that much (jack, chocks, etc), only accessible by pulling the seat back forward.



Finished product.

Total build time was about two leisurely days. Total cost, less than \$100.

The thing works GREAT! Probably one of the best upgrades I've made. I fit EVERYTHING in there. All tools go on the right, air-up and recovery things on the left, impact drill, funnel, first aid kit and torch under the flaps, jack and associated gear in the false compartment behind the rear seat, and I still have some room to spare.

Hellcat powered Jeep Wrangler 6x6

Contributed by Jennifer Chapin

Published November 19, 2015

<http://www.foxnews.com/leisure/2015/11/19/hellcat-powered-jeep-wrangler-6x6-is-monster-truck/>



Now this is a road hog.

Wild Boar Customs has taken the Jeep Wrangler to truly great lengths, creating a 6x6 monster powered by a Dodge Hellcat V8.

It teamed up with Dakota Customs to help with the engine swap, then went ahead and bumped up the horsepower from 707 hp to 754 hp, just because.

A 36-inch stretch accommodates the extra axle, which is a Ford 9-inch that works in concert with a pair of Mopar 44s.



It's fitted with king adjustable shocks, and a 2Way Air central tire inflation/deflation compressor for the tires.

An external cage, custom roof and angry-eye fascia amp up the aggression, while its unique hood was modeled after the one on the Hellcat Charger.

Wild Boar is primarily an accessories company, but it's been building 6x6 Jeeps with more conventional engines for several years.

This one may be the first that actually needs all that rubber to put the power down.



Why Your Spouse Should Learn to Drive Off Road

Contributed by Phil Rodacy from

<http://www.theadventureportal.com/reasons-spouse-learn-drive-off-road/>



TAP is hosting a couple of women's only trainings in February. One in Florence Oregon and one in Anza Borrego, CA. Why women's only? Because TAP's Editor hasn't seen *any* other women in the off-road trainings she's attended. We asked both Tom Severin of Badlands Off-Road Adventures Inc. and Chris Wood of AEV, both International 4WD Trainers Association certified trainers if they'd had many women on their courses. Both said they'd had some...not a lot. Read on and see whether you want to invite that important woman in your life to get out behind the wheel for some 4WD fun.

Four wheeling is often viewed as a man's world and for the most part it is. However, women are increasingly joining our hobby. Some of these women are single and others are introduced to the hobby by a husband or friend.

In either case, it's always best for her to take an off-road driving course. If you haven't taken a course, I encourage you to join her. It can be a fun and rewarding experience for you both.



Here are some good reasons to consider enrolling your better half in a 4WD training course.

1. She can be a back-up driver: If something happens to you, your wife could drive out. Chances are, the training course will teach her how to overcome most of the challenges she'll face on trails. Even if you're out cold, she should be able to drive you out or at least get you to an extraction point.

2. Building confidence: Learning to drive off-road entails mastering new skills. It involves unusual terrain, special driving techniques, and different equipment, like standard transmissions. Experiencing all these while under the watchful guidance of a trained instructor builds confidence.

3. Better all-around driver: Off-road skills are put to use in the city during bad weather, such as a snowstorm or heavy rain. In the aftermath of an earthquake or tornado, there could be sinkholes or debris in the roadway. Drivers need to negotiate around those obstacles. That's standard procedure in four wheeling. Someone who has taken a 4WD course is better able to handle these difficult and stressful situations.

4. Additional spotter: The best spotters are also good drivers. Having gone through a 4WD course, your wife will be able to read the trail as well as you, providing you a valuable second set of eyes.

One catch, guys: If your wife starts to enjoy off-road driving, you may end up the spotter. But that's OK, right? On the other hand, your wife may still just want to sit and enjoy the ride. Encourage her to get behind the wheel on occasion to keep her skills sharp.

Wait – one more catch: You may end up buying another 4 wheel drive vehicle just for her!

5. An extra driver to take over, when needed. Driving off-road, as you know, is very demanding. Fatigue can set in after just a few hours. It's a comforting to know that a skilled driver can take over if needed.

6. Companionship on the trails: Fishing buddies are great, but you can't beat having your spouse along. You experience the adventure together, share great memories, and really bond while outdoors.



One of our readers, Louise, sent me two additional suggestions. They are good, and I'd like to share them with you.

7. Valuable Team Member: When your spouse is able to drive a vehicle off-road by herself she becomes an important member of a team that may be assembled to aid another driver. Consider this situation: You and your wife are sharing driving. Another driver is solo, gets injured and is unable to drive his vehicle; he might even need to be removed from the scene for medical care.

Because your travel companion knows how to drive off-road, one of you can take charge of the injured person's vehicle while the other continues to drive your vehicle.

8. Keeper of the Extra Keys! Regardless of who you are traveling with and whether or not they have learned how to drive off-road you should each have a set of keys to the vehicle. While you lock the vehicle to keep all your stuff safe it also inconveniences your travel companion to access their belongings. They may need access to the vehicle at any time for a comfort item, to get out of the weather, extra clothing, water, food or medical/emergency supplies for you or someone else. With their own set of keys for the duration of the trip they can freely do this without the inconvenience of having to find you each time they want access. Consider this situation: You are away from the vehicle which you have locked. You slip, fall and become injured and need to be removed from the scene for medical treatment. With the one set of keys in your pocket, and you away for medical treatment no one can access your vehicle to drive it for you or for your travel companion to access their own items.

You both now share a new common interest, which can open a world of possibilities for you. Sitting around the house one day wondering what to do? Go off-road!

Four wheel driving is more than just learning how to drive the trails. It's also about enjoying the great outdoors with family. Enrolling your spouse in a 4WD training course builds her skills and confidence, and helps her better enjoy your outdoor adventures together. Have her **sign up today** , and start planning your next off-road adventure together.

<http://www.theadventureportal.com/reasons-spouse-learn-drive-off-road/>



Awesome Russian 4x4

Contributed by Phil Rodacy

From:

<http://truckyeah.jalopnik.com/the-russians-make-the-best-truck-in-the-universe-for-5-1758030433>



Would you like to go wherever the hell you want? Using its self-inflated tires, Russia's SHERP ATV can give you that pleasure. It will climb over obstacles as tall as 27.5 inches, swim with ease, turn like a tank and look awesome in any situation for only \$49,000 worth of Rubles.

The SHERP is Alexei Garagashyan's brilliant invention. It weighs just 2,866 pounds dry, so while it might only have a 44.3 horsepower 1.5 liter Kubota V1505 four-cylinder diesel linked to a five-speed manual, it will still do 28 mph on land, or 3.7 mph in water, depending on the wind. It will also crawl at up to 9.3 mph in first gear.

With its giant custom tires and the skid-steer, it can also turn in its own length, which is 11 feet. And as long as the trees ahead are at least 8.2 feet apart, this crazy two seater will find a way through them.

While it comes with a tough polymer coating and a 15.3 gallon fuel tank as standard, with a bit of extra money, you can equip yours with anything from a high-power generator and a light bar to a trailer and a hard top.

A McLaren F1 and this, and you're done. You don't need anything else!



In sand...



In water...



In the woods...



In your local industrial park...



Wherever! Photo credit to all: SHERP

It's the simple things in life.

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



~ No Shoes ~

I Need New Shoes

Contributed by Jennifer Chapin

**WHAT GIRLS THINK WHEN YOU SAY
NEW SHOES**



@yessitsamanda

WHAT JEEP GIRLS THINK



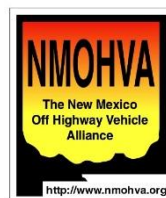
KEEP PUBLIC LANDS OPEN TO THE PUBLIC

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April 1, 2016

Trail Tales

Official Newsletter
of the
New Mexico 4-Wheelers



www.nm4w.org

Meeting Minutes

March 10 2016
by Bobbie Moore



The meeting was held at the Heights Cumberland Presbyterian Church. President Mark Wolf called the meeting to order at 7:00 PM.

GUESTS: Andrea and Michael Duchesne, Jeff Hodas, Jimmy Lloyd, Ryan Matthes, Mike Norte, Tracey Rosenberg and Christopher Spiak, Jim Wagner, and Bob Wilbur

MEMBERS PRESENT: Tracey Bakewell, Travis Bakewell, Joseph Barfoot, Jeff Boggs, Bill Bonahoom, Ronnie Caton, Jennifer Chapin, Debbie and Thomas Coston, Cathy and Jack Dickey, Bill and Chris Dressler, Leon Duggar, Roger Kane, Ed Kausche, Bobbie and KW Moore, Eamonn O'Brien, Bob and Carol Provance, Lauri Rector, Phil and Ilene Rodacy, Ben Romero, Don Roy, Chris Sears, Diego Serna, Richard Steele, Don Tyler, Diane and Ralph Vigil, Mark Werkmeister, Frank G. Whiston, Joan and Mark Wolf

SECRETARY'S REPORT – Bobbie Moore. Minutes from the February meeting were accepted as published.

TREASURER'S REPORT – Bill Bonahoom. The operating balance is \$3,469.74. The Grant balance is \$2,000.00.

VICE PRESIDENT'S REPORT – Leon Duggar. Leon explained how members and guests can earn points. He recommends checking your points periodically on the website for accuracy. Contact him if there are discrepancies. Fines were very limited this time around. Jennifer Chapin was questioned as she has not had to pay any fines for 3 months. It was mentioned that she is ruining her reputation. Good for you Jennifer!

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 in whatever you need.

Jennifer reported that the tech sessions have been well attended. There is always something new to learn from them. Watch the website for more coming up. If you have any ideas for a tech session, please let Jennifer know.

PAST EVENTS:

Feb.13&14 Winter Melt Down. Las Cruces – Bill Bonahoom- The trails offered something for everyone from easy to hard. Bill reported that there was a good turnout.

Feb.13 Blow Hole, Santa Fe - Thomas Coston led this group. This was his first time as a leader. Thanks Tom! He reported that all had a good time and he had a large turnout also.

Feb.20 Tech session: Welding 101 and BBQ - Bill Bonahoom. This event was educational and well attended.

Feb.21 Scouting trip to Lost Mountains - Bob & Carol Provance. This ride offered a little of everything - dust, mud, snow, and alot of mud! Members took turns breaking a path through the snow.

Feb.27 Tech session:..Drive shafts, Axles and U-joints This session was well attended also.

UPCOMING EVENTS: March 19 at 9AM Riley Ghost Town Run and video shoot. Meetup at the RV and horse motel .Jennifer Chapin will lead.

March 19-27.Moab, Utah-50th Easter Jeep Safari

March 26 at 9AM Sage Brush Loop, Santa Fe area. - Jennifer Chapin

March 29 –April 2.Moab, Utah. Spring Break Moab Valley RV resort and campground. - Bill Bonahoom

April 3 at 9AM Jemez Spring SFNF Opening weekend - Cliff Meier

April 9. NMOHVA Annual meeting

April 14 at 7PM NM4W meeting at Heights Cumberland Presbyterian Church

April 17 at 8:30AM Spring Manzano Mts run -Cliff Meier

April 23 at 9AM &April 24 at 10AM Cedro Peak Earth Day Stewardship Project. Frank G. Whiston

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT: Bob Norton. No report

PROGRAM CHAIRMAN'S REPORT: Diego Serna. There are T-shirts, hats, sweatshirts for sale. Raffle tickets are \$1.00 at the meetings. You get an extra ticket for wearing the NM4W shirts or hats. This goes toward the 50/50 drawing.

HISTORIANS REPORT: Frank G. Whiston. Members are doing well with posting pictures of the runs on website. If you have trouble with an album being locked please contact him so he can open it for you.

WEBMASTERS REPORT: Don Roy - Don has been busy. Now he can see how many times the sites have been viewed and how many visitors or members went to a certain page. Don also told us that it was 5 years ago on March 10th he came to his first meeting of the NM4Ws. He was a new

resident and didn't know anyone in N.M. He then thanked all his new friends from the club, the wonders of the Land of Enchantment and a great lady named Janie for making the last 5 years some of the best of his life. Don has been a great asset to the club for all the work he is doing with the website!

Editor's Report: Phil Rodacy -Phil reminded us that whenever you lead a ride to please do a write up about it. You can write how many vehicles, members and visitors you had along for an example. There are instructions on how to do this on the website. Also if you have any pictures or stories that you feel the club would be interested in please send them to him. Our last Trail Tales had 35 pages. Great job members! Phil inadvertently gave credit to the wrong person for the article on the Las Cruces Winter Meltdown (Jeff Boggs instead of Bill Bonahoom). KW Moore caught this mistake and relayed his findings to the group. President Mark fined Phil \$.25 for this mistake. Phil gladly paid the fine as it indicated someone was actually reading his newsletter! **President's note: Phil does this club a great service by assembling and posting the newsletter and his efforts are greatly appreciated! That is not an easy task! Thanks, Phil!**

PROMOTIONS PROGRAMS – Frank G. Whiston - Make sure you use your club number when purchasing items at Four Wheel Drive Hardware or Four Wheel Parts in Albuquerque. The club as well as members benefit from the program. If you are not signed up, please check your profile and mark the box to enlist in the program. This is required to benefit from the program.

OLD BUSINESS:

Bill Bonahoom reported that he spent some of the Grant money for hats and vehicle magnets for the Trail Ambassador program at Frank's request. The date for the Stewardship project is April 23 &24. There is still a need for volunteers, please contact Frank G. Whiston. (Note: Several people volunteered at the meeting due to President Mark's special request. Thanks to all who did!)

NEW BUSINESS:

Leon Duggar noted that the following people are eligible for membership: Jeff Hodas, Jimmy Lloyd and Bob Wilbur. A motion was made and a second recorded. They were voted in as new members. Please pay your dues!

Jennifer brought up that the Chili Challenge needs volunteers. There are lots of jobs that need to be filled by our members to help with the event. She has the list so please contact her. There are a couple of benefits for helping out: free registration and a free T-shirt. The dates for this event are listed as October 12-15.

Jennifer was contacted by a marketing firm representing Advanced Auto Parts. They would like to video a run with us to showcase our club. They are showing what various car clubs do throughout the U.S.A. We all agreed that they would show a positive image for the 4 wheeling group. Our club was chosen based upon the great website and all the pictures we have on there. The run will be March 19 at Riley Ghost Town.

Mark Werkmeister reminded members that there are officers retiring from NMOVA. He encouraged any who are interested in running for an office to check out the website for more information. They meet the 3rd Tuesday of the month. This is a most important volunteer effort that all are encouraged to try.

Raffle Winner 50/50 was won by Jennifer Chapin and donated back to the club, so the numbers were drawn again. Bob Wilbur won \$65. Congratulations Bob!

Thank you to Leon Duggar for being the host for this month with St. Patrick's Day goodies. Next meeting will be at the Heights Cumberland Presbyterian Church in ABQ on April 14 at 7PM.

MEETING ADJOURNED at 7:45pm

**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

I heard that the filming crew from the marketing Company that represents Associated Auto Parts had a great time on the Riley Ghost Town ride. Rumors are that when the film crew went to rent a car the rental company only had a Jeep Wrangler to rent (dang! What bad luck!) and they took it. Then, being from Chicago (all but one anyway), they had no idea how to drive it. But, as the day went on they became more and more confident in themselves AND the Jeep mostly by watching the fine members from the NM4Ws pilot their vehicles. Our group had a good time showing them around and interviewing with them. It sounds like everyone got a gift card for being there and the Club got a gift card as well! Wow! That is way generous! Thanks to Jennifer for setting this up and for leading the group. I also want to thank each and every one of you who allowed yourself to be interviewed. I look forward to seeing the videos when they get them published. Sorry I couldn't be there.

We are getting a lot of questions from people who want to check us out and see what we are all about. That is always a good thing. However, it takes leaders for trails as that's what people come to see...where are the trails? Each of you has a duty to lead a trail as a steward for our choice of recreation. Besides, the Trail Leader does not eat dust! PLEASE volunteer to lead a trail. Jennifer can give you all sorts of maps, directions, rules, etc., etc. She can make you feel comfortable with this task. It is actually easy to lead and people will follow you no matter if you do get lost. That's half the fun!

Our ***Cedro Peak Earth Day Stewardship Project*** is coming up this month and we need every able body there! There will be food, so come and enjoy that as well. This is a kick-off event for a hopefully long term project for the Cedro Peak area trails. The more people the easier the tasks will be and the shorter duration those tasks will be. We are going to start helping those who use the area by giving them directions and providing any other assistance they may need. We need to look good as our intent is to get the Press there to document how we take care of the area and to show those who offered the grant money to us how we used their money. This is a most important project for the New Mexico 4 Wheelers!

I will miss the Memorial Day event this year due to personal reasons, but I encourage everyone to head up to Farmington and have some fun. We will be hosting the Jeeps West Club out of Gallup and cooking some hot dogs and hamburgers on Saturday night. They will need help with this effort, but there will be many trails of all levels and if you can't have some fun, you're not trying! See you on the trails, one of these days!

Be a Trip Leader! More trail rides = more fun

Have you gone to one of the “Tech Sessions” for 4X4 101? Why not?! These sessions are put together for your benefit and everyone passes along relevant and useful information. The one I just attended went over drivelines, U-joints, and axles. Former member Tom Hurt and his associate spent their time on a Saturday to help us out. They are normally closed on a Saturday, so this was a special occasion for them. If you need any of the services they provide, be sure to go see Tom at U-Joints on Edith, south of Griegos and get it taken care of. Tom has worked in drivelines for years and is a faithful Jeep Owner and driver that knows his stuff. He’ll be glad to help you out.

The calendar is getting filled with all kinds of great trips. Please volunteer to lead one of the trails. The Leader never eats dust! Bob and Carol Provance took quite a few people out a week or two ago and ended up near Mt. Taylor only to spend a lot of time busting snow banks to get through the trail! I think they had fun, but it was a lot of work. Good thing 4 Wheelin is more fun than work! That was a good run from what I hear, regardless of the mud and snow. It sounded like Bill Bonahoom’s run to Las Cruces was also good. I’m not sure how many attended, but there were a few who went down to enjoy the canyons.

The check for the Grant from Tread Lightly came in and Frank is busy setting up the event to celebrate and kick off the purpose of this grant. Keep your eyes peeled for the event in the Sandia Ranger District area. We will need lots of folks to show support for this endeavor.

Has anyone given thought of putting together an event in Colorado or Arizona? Both areas have some great trails to enjoy. Colorado is more fun in the summer than Arizona, but the exact opposite is true in winter. There are mild to wild trails in both states. Think it over and take charge to plan an event like this. You will get followers for sure! See you on the trails!

LEAD A RUN - THE TRIP LEADER IS IN CONTROL



Vice President’s Soap Box

By Leon Dugger

There is no Vice President’s report this month.

Be a Trip Leader and Never Eat Dust Again!



Director of Environmental Affairs

By Bob Norton

BLM News

Nothing new from the BLM Rio Puerco Field Office, Albuquerque District. The website still states that the "Proposed RMP and final EIS is in the final stages of development. The Washington Office (WO) has conducted its final review and Albuquerque District staff is currently working with WO staff to address the final edits."

ALERT FROM THE NEW MEXICO OFF HIGHWAY VEHICLE ALLIANCE

www.nmohva.org

Carson National Forest Announces Wilderness Process Community Meetings

The Carson National Forest has announced four "community meetings" for the Wilderness Process of their ongoing Forest Plan Revision.

What is the Purpose of these Meetings?

To gather input and comments on the second step of the Wilderness Process, specifically the "Evaluation". This is the step where inventoried lands are evaluated for Wilderness characteristics.

Who Should Go?

Everyone who cares whether the Carson National Forest adds yet more Wilderness to the Forest. The Carson already has six Wilderness areas including the new Columbine-Hondo Wilderness. The Forest Service wrote itself a new "rule" so that it could look for more Wilderness every time it revised its Forest Plan.

When Are the Meetings?

Wednesday, April 6 - Abiquiu Rural Events Center, US Highway 84/State Road 554, 6:00-8:00 pm.

Friday, April 8 - Taos Coronado Hall, 120 Civic Plaza Drive, Taos, NM, 6:00-8:00 pm.

Monday, April 11 - Amalia Senior Center, 191 Vallejos Road, Amalia, NM, 6:00-8:00pm.

Wednesday, April 13 - Manassa Opera House, 4th Street west of the Mormon Church, Manassa, CO, 6:00-8:00pm.

What Can NMOHVA Tell Me About this Process?

As part of the Forest Service's new planning rule (which it wrote for itself), the Carson National Forest is examining all of the land it manages for "wilderness characteristics" which would allow that land to be considered for Wilderness. But here is where the rubber meets the road: The Forest Service has also rewritten

what "characteristics" they consider when they look for suitable land. The land can now include roads, buildings, fence lines, pipelines, air strips, cell towers, and mining areas.

"Wait," you say, "Wilderness areas have to be 'untrammeled by man' according to the Wilderness Act"! Believe us, the Forest Service does not care what the actual Wilderness Act says when it is considering new lands for Wilderness. Don't believe us? Check it out yourself at the link below - Chapter 70 - Wilderness Evaluation. This is a direct link to the Forest Service's web site for their own Planning Handbook.

Why Is This So Important?

The other thing that the Forest Service wrote in it's new Planning Rule for itself is that it has to manage land with wilderness characteristics as if it were already Wilderness. This includes waiting for Congress to officially designate land as Wilderness (and only Congress can do that!) even it has to wait FOREVER. That is right! The Forest Service can essentially now make its own Wilderness even though Congress never actually designates it. And Wilderness permanently and completely excludes so much of multiple use...including any type of motorized or mechanized use.

The other important thing to remember is that this new "manufactured" Wilderness can include all of the things typically not included in Wilderness: roads, buildings, fence lines, pipelines, air strips, cell towers, mining areas, etc.

It doesn't make much sense, does it? But when was management of public lands by a federal agency required to "make sense"?

How Can We Stop This?

The best way to stop the Forest Service from manufacturing this fake Wilderness is to blow big holes in their inventory evaluation. It has been effective to submit maps, photos, and GPS coordinates of things that are completely out of place in a Wilderness like structures (buildings, towers, tanks, etc.), linear features (fence lines, pipe lines), and other things on the land that clearly show the presence of man.

What Should We Do?

Get involved! Go to the meetings. Learn about the Forest Service's process. Study the maps provided. Then help PROVE that the inventory areas include too much man-made stuff to be considered for Wilderness. Lots of work? You bet! The only maps of the inventory areas on the Carson National Forest are clunky "interactive" maps on their web site (link below) or hard copies of the maps at their offices.

NMOHVA will be working hard to protect your access but we simply cannot do this for you by ourselves. Get involved or say, "I am too busy," or "I just don't understand all of this." It is your choice. All you have to lose is motorized access for you and your children FOREVER.

Chapter 70 - Wilderness Evaluation:

http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5409886.pdf

Forest Plan Revision Web Page:

<http://www.fs.usda.gov/detail/carson/landmanagement/planning/?cid=stelprdb5443166>



Trip Chair Report

By Jennifer Chapin

It's only April and this year has started off to be a very active year for our club. We have had lots of tech sessions to learn more about our vehicles and how to fix them on the trail or in the garage. Also, other great things like welding and all about tires. We have had lots of easy trail rides and more difficult trail rides close to town. We also had a great weekend in Las Cruces with the Las Cruces Club. There was a great group for the video shoot trip to Riley Ghost Town. We have a group going to Moab for spring break and others going to Jemez for the first weekend the Forest is open this year.

There are lots of great upcoming events like our annual Moab and Green River trip in May, then August out to the Zuni Mountains with Jeeps West. In June some of us are headed to Colorado with Mile-Hi Jeep Club to help open trails for the season. Of course don't forget the Chile Challenge in October.

The most important event coming up is our Cedro Peak Earth Day Stewardship project in April. We need all hands on deck for this project it will show our community that we take care of the environment that we use. Thanks to a grant from Tread Lightly.

There will be another opportunity for trail clean-up with the Las Cruces Four Wheel Drive Club coming up this year too. Watch our Calendar for updates.



I, take my, **JEEP**, to be my lawfully wedded project, I promise to **UPGRADE, MODIFY,** and **CUSTOMIZE**, to have and to own, from this day forward, for better, for worse, for **RICHER**, for **POORER, BROKEN DOWN** and **RUNNING**, until **DEATH DO US PART!**





Cedro Peak Earth Day Stewardship Project

Apr 23, Sat 9:00AM to Apr 24, Sun 10:00AM

Through the contribution of the 25 Restoration for 25th Anniversary program, the New Mexico 4-wheeler project to promote safe and responsible recreation on service and education.



Recreation Projects for Tread Lightly!'s Wheelers will begin their stewardship our nation's lands through community

Earth Day Cedro Peak Cleanup Event

The New Mexico 4-Wheelers invite all interested parties to join us in a cleanup event on the Manzanita Mountains Cedro Peak 4WD roads and trails in association with the 25 Restoration for Recreation Projects for Tread Lightly!'s 25th Anniversary program.

Location: [Cedro Peak Campground](#) Location: 35.047294, -106.350255



From the Tijeras Ranger Station continue South on Highway 337 4-1/2 miles to Juan Tomas Road. Turn East on Juan Tomas for 1 mile until the junction of Forest Road 252. Proceed North on Forest Road 252 approximately 1 mile and follow signs to Cedro Peak Campground.

Time: 9:00AM through Sunday AM if you would like to camp.

- 9:00 AM briefing at the Cedro Peak Campground and Crew Assignments
- 9:30 AM crews head out to clean/patrol assigned trails/areas (Water sent with crew leaders)
- Lunch on the trail (not provided)
- 4:00 PM Hamburgers and Hot Dogs free for all volunteers
- 6:30 PM Campfire
- Overnight camping for anyone interested.

Project goal: General trash removal and graffiti removal

- The New Mexico 4-Wheelers have obtained a Tread Lightly grant to cover the costs of the following:
 - o Tools necessary for projects
 - o Trash bags and/or dumpster rental
 - o Water or other non-alcoholic beverages for volunteers
 - o Food to incentivize volunteers
 - o Signage materials
 - o Restoration materials
- o See the listing for this event [HERE](#) on the Tread Lightly! Website at www.treadlightly.org

www.nm4w.org/calendar/



Being a Trip Leader (It Is Not That Hard)

By Frank G. Whiston

On the Riley run a couple weeks ago, I showed up expecting to follow along with the group as I had not been to this area before. Jennifer, the listed trail leader, showed up with the camera crew and asked if I would mind leading so that she could be a host for our guests from Chicago. As I had downloaded the tracks from previous runs that are available to any member from the club website, I agreed to help Jennifer out per her request. As soon as we hit the dirt, I knew it was a good decision as there was a whole lot of dust and being in the lead, I did not eat any of it all day long ☺ Throughout the day, I queried several members that I knew had been on previous trips in the area and they were happy to share past experiences and help out. The GPS data was spot on and very easy to follow as well. Leading the group of 18 vehicles was very easy!

That said, I'd like to encourage any member to check out the Trails library on the club website and be a trail leader. Email our trip chairperson, Jennifer Chapin, if you have any questions about a trail. She can answer a lot of questions and knows how to find people with answers she may not have. There is plenty of support within the club to make any member's trail leading experience a success, especially if you have a GPS device and know how to use it.

You may notice that it is the same small group of people leading almost all of the club runs. Let's not burn these folks out! With 92 member families, we ought to be able to have more trail leaders than the few which are currently doing it. A huge thank you to those of you who are leading!



Riley Ghost Town Ride

By Jennifer Chapin

3-19-2016

It was a chilly start to a beautiful day in New Mexico. We all met up at RV Park however we did not leave on time, we had some that were late arriving and with our film crew getting things setup. As requested we started to roll out so they could get film of us leaving and a few of our members noticed that the crew left a camera tripod behind. It was picked up for them. The day was to be a typical day our wheeling and just do what we do and let the film crew capture it. The good news was the crew showed up with a rental Jeep and we took that out on the trails with us. One of the most enjoyable parts for our club was seeing the smiles on the faces of the film

crew as they got to drive at various times. We all had lunch together and then headed back for the day. We could not get to the fun waterfall climb, it was fenced off and is private property so we respected that and will have to find other trails to explore in the area. For those that were not able to attend you missed a very exciting different day out on the trails. That's all I will share for now, you have a couple of months for the video. Thanks to the crew for sharing the day with us. Rina, Ben, Jenny, Juan, & Jordan.



Wanted!

It's that time of year again where we will get more new people and hit the trails more this upcoming season. Please consider sharing your knowledge and leading a tech session for our club.

We have had requests for the following tech sessions:



Hi-Lift Jacks

Hi-Lift Jacks aka farm jacks are very useful tools at jacks or a winch. However these tools can be hazardous if not used correctly.



Winches

Winches are great to have but most people use them very rarely so care should be given to use them safely especially with bystanders watching.



Cabazon Exploration

By Jennifer Chapin



Overlook Rio Puerco River

We all met up in San Ysidro and headed back to Cabazon Road. As soon as we pulled out I got flagged down by a nice guy named Mike from Cabazon Wounded Warrior Haven. He gave me some brochures and invited our group to come out to their resort some time. Please check them out at: <http://www.cabazonhaven.org/> We then went around the south side of Cabazon Peak. We had to stop for about 20 minutes because we got caught up in the middle of a cattle drive. The cowboys were friendly with us and appreciated us stopping as to not scare the cattle away that they were working on gathering up.

The weather looked somewhat questionable most of the day and we could see snow to the North and West of us. We ended up down some dead end roads and then took a long route following GPS and BLM maps to get back to a main road we all know. However once back in the canyon we could not locate the road and find a way out. We then had to turn around and go back. Once we got back to the main road some people headed back home while the rest of us headed north and back to Hwy 550. We aired up and a few of us drove 10 miles

up to El Bruno's for dinner. It appears there are some more roads for us to explore in the area. Let's get another run going out there soon.

Look for more pictures on our website at: http://nm4w.org/galleries/?ga_id=231



Saturday March 26th

On a gloomy and chilly Saturday morning six of us met up at the Rest Stop on the way to Santa Fe, we headed out to the trail with some wind and a little dust on the dirt road to the air down spot. We ran the Caja del Rio loop clockwise this time. The trail has gotten narrow with all the growth the trees have had this last year. In addition, the trail is washed out more than before. It's still an easy trail without snow or rain but there are a few challenging spots for stock vehicles. There were also lots of great views along the way.





**KEEP
CALM
and
FOLLOW
THE RULES**

THE RULES OF JEEPING

Contributed by Frank Whiston

1. Never take your wife wheeling AND forget the toilet paper.
2. Always blame your spotter.
3. A taller lift and larger tires will temporarily lower the driver's IQ.
4. Never own more than one Jeep at a time.
5. All mud, no matter where it is in the world, smells like ass.
6. And the worse the mud smells, the greater the likelihood of you having to climb out and pull cable.
7. When someone says that you are standing in their line.....move!
8. Conversely, when I tell you my rig is going to be where you are standing in just a second.....it is.
9. "Just bump it a little" is not a phrase understood by most people. Get the hell out of the way.
10. Repeat after me....."Honey, if I can just get this one last part, the Jeep will be done".
11. The Jeep is never "done". Anyone who says that theirs is, is lying.
12. Never lock a D30.
13. Never lock a D35. And btw, there's no such thing as a Super 35.
14. Set up your winch remote BEFORE you need it.....Dumbass!
15. Texas are not suitable footwear for wheeling.
16. Don't forget the bug spray.
17. Oops is not a word you want to hear from your mechanic, your Doctor or particularly, your spotter.

18. Yes, your rig is going to get scratched. If you have an aversion to this, stay home. Better yet, buy a Honda.
19. One man's definition of a stocker run is not necessarily another's. Take a look at the person's rig for clarification.
20. Extreme depends on your point of view.
21. Stay far, far away from the "hold my beer and watch this" crowd.
22. Never wheel alone. And never forget your winch remote in the barn.....ever.
23. Never, ever spot for your wife or girlfriend.
24. Whatever tool you need, just stop looking now.....it's at home in the garage.
25. No, I will not run the winch for you. I will stand behind a tree out of the line of fire.
26. If you enjoy standing in the rain, up to your knees in mud, getting eaten by mosquitoes the size of small birds, all the while tearing up hundred dollar bills, you're going to love wheeling.
27. Have proper recovery points, because if it means me not missing dinner, I will rip the front axle right out from under your rig.
28. When someone is decent enough to tell you that you can't make a particular obstacle (see #33), do yourself a favor and listen to them.
29. Windows and top up and AC on does not make you a pussy. It makes you smarter than they are.
30. The primary uses of the CB radio are to heckle your friends and to decide where you're going to eat and drink after the run.
31. Turn the damned CB off when you go into the restaurant however so that I don't have to jump your rig.
32. Anyone with a programmable horn should never be allowed to wheel with you.
33. Just remember when your "friends" are "encouraging" you, they all have their cameras out.
34. If you don't think it's a good idea, it probably isn't.
35. Never wheel with Subaru.
36. Momentum can be your friend but speed almost never is.
37. Avoid people who think that money can buy talent.
38. If someone says, "just bounce it off the rev limiter", bounce something off their head.
39. Never discuss politics, religion or tires in polite company.
40. If the person in front of you does something stupid, you are under no obligation to make the same mistake.
41. Money and enthusiasm does not a wheeler make. Stay far away from the highly enthused noob.
42. Gas up BEFORE you arrive at the trailhead because next time we're leaving your dumb ass.
43. Never be enticed by the phrase, "that line has never been successfully done before".
44. Always check actual retail price of Jeep parts BEFORE you buy something on CL that looks like a good deal.
45. Never buy gears or tires used.
46. Be very selective about who you will let spot for you, VERY selective.
47. Washing transfer case parts in the dishwasher is very effective. Just don't get caught.
48. Discretion is always the better part of valor.
49. Never make a bet that will cause you to have to wear a dress on the next run if you lose.
50. When your wife tells you not to do something.....don't.
51. Never make banjo sounds where the indigenous population can hear you.

52. Always use the valet cart to move your doors into your room at a five star resort.
53. A guy wearing a "Trail Guide" shirt is, in all likelihood, no smarter than you are. Witness the fact that I own several
54. Get in, sit down, hold on and shut up.
55. Addendum to above. When I panic then you can.
56. Glazed donuts make great hamburger buns.
57. Gas prices rise along with the size of your rig.
58. Breakdowns are exponentially more expensive the bigger your rig gets.
59. With very few exceptions, leave spares home. You're not going to have what you need anyway.
60. Exceptions include belts, hoses and u-joints.
61. Speed costs money. How slow do you want to go?
62. When wheeling with a large group, always try to be near the front of the pack. Trust me.
63. When someone says, "trust me", run and hide.
64. 35s will not fit on your Libby. I don't care what the tire store told you.
65. Don't take your doors off on a muddy day.
66. "Trail Rated" does not mean what you think it does.
67. It doesn't mean what Jeep thinks it does either.
68. One spotter at a time. The rest of y'all can STFU!
69. Self explanatory.
70. Life is too short to drink cheap beer or to wheel with assholes.
71. After three unsuccessful tries, pull cable.
72. Any more than that and the rest of us will encourage you to do something really stupid.
73. Wheel while you can because the vocal minority wants the keys to your rig.
74. No one will get a picture of you conquering the unconquerable, but screw up just this much and everybody gets it on film.
75. The camera never does justice to the terrain.
76. Ignore the moron with the junkyard refugee who says that you never wheel.
77. Just buy the Rockjock 60 and be done with it.....life is too short for major projects.
78. A TJ frame in the Northeast is rusted. I don't care how good it looks.
79. The next new Jeep will be a disappointment to enthusiasts also.....get used to it.
80. Never attend a wheeling event with the intention of just watching. It never works out.
81. Air down.
82. Put it in 4WD before you think you need to. Don't be "that" guy.

**Thinking about going on a ride, but not sure
if you can handle the trail?**

Call the trip leader to find out.

Tire Tech Session

Contributed By Jennifer Chapin



We learned about all the aspects of tires, the differences in each type of tire and discussions on which tire is quote best for New Mexico and my Jeep. There were many questions and it really comes what type of driving you do and/or plan to do most. The one thing I found most important is that stock tires that come on Jeeps may work well enough for some on the back roads we travel, however the sidewalls are very thin and that is why you will be more likely to get your tires torn up.

Tire Dictionary

Alignment

The mechanical condition of adjustable components within the vehicle's suspension. When a vehicle is in alignment, the caster, camber, toe-in and thrust settings are set to specification. Severe impacts (hitting potholes or curbs) and worn suspension parts are the leading causes of misalignment. ([Alignment article](#)).

All Season Tires

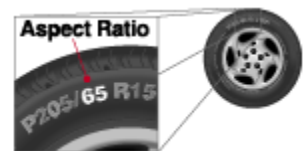
Tires designed to provide good traction in a wide variety of road conditions, including wet, dry and mud and snow. This design also limits the tire's performance in extreme conditions, or when compared to tires built for a particular category.

Alphanumeric

A term for describing the size of a tire (H78-15, for example) where both letters and numbers are used.

Aspect Ratio

A term that describes a tire's height-to-width proportion. If a tire's sidewall height were 65% of its section width, its aspect ratio would be 65. In the tire size expressed as 205/65-15, the number 65 is the aspect ratio. ([Tire Dimensions article](#))



Balance

The state in which a tire and wheel assembly spins with all its weight distributed equally. A wheel balancer is used to place weights compensating for static and dynamic imbalances that exist in all assemblies. Not balancing an assembly can result in vibration. ([Tire Balancing article](#))

Bead

A round hoop of steel wires, wrapped or reinforced by steel cords, placed at the very inside of the tire's diameter. ([Tire Construction article](#))



Bias Ply Tire

A pneumatic tire manufactured such that the plies are laid at alternate angles less than 90 degrees to the centerline of the tread. These criss-cross plies give the tire its strength, but generate heat during operation and limit the tire's wear and performance.

Carcass

The tire body beneath the tread and sidewalls; also called the casing.



Contact Patch

The portion of the tread that contacts the road during operation.

Cord

The strands of material forming the plies or layers of tire. Cords may be made from fiberglass, rayon, nylon, polyester or steel.

DOT Markings

Each tire has a required Department of Transportation number imprinted on at least one of its sidewalls. That number begins with the letters "DOT" and may contain up to 12 additional numbers and letters.

The first and last digits are the most important for the tire owner. The first two letters/numbers identify the manufacturer of the tires. Prior to the year 2000, the last three digits of a DOT number represented the week (two digits) and the year (one digit) of production.

For example, if the last three digits are 439, the tire was produced in the 43rd week of 1999. Tires produced after January 1, 2000 have a four digit date code at the end of the DOT number. The first two digits represent the week of production and the last two digits represent the last two digits of the year of production. So, 3500 as the last four numbers indicates that the tire was produced in the 35th week of the year 2000.

Footprint

The portion of the tire that makes contact with the surface of the road.

Friction

The resistance of one material (the tire tread) as it moves against another (the road); this is the force that causes the tire to grip to the road.

Gross Vehicle Weight

The actual weight of a vehicle when fully loaded with passengers and cargo.

Groove

The space between two adjacent tread ribs; also called tread grooves.



Heat Cycling

A method of "breaking in" competition tires prior to initial use. Heat cycling gradually heats the tire in a controlled environment to gently stretch the tread compound, resulting in better traction and longer tread life.

Highway Tires

Also called summer tires; designed for dry and occasional wet weather driving, but not for use on snow and ice.

Hydroplaning

A skimming effect caused by tires losing contact with a surface covered by water.

Innerliner

The innermost layer of a tubeless tire which prevents air from permeating through the tire. This thin layer of material replaces the innertube.

Load Index

An assigned number ranging from 0 to 279 that corresponds to the load carrying capacity of the tire. ([Load Index chart](#))

M+S, M/S or M & S (Mud and Snow)

Indicates that a tire can reach particular standards for performance in mud and snow conditions. The tire must meet the Rubber Manufacturers Association (RMA) definition of a mud and snow tire.

Maximum Inflation Pressure

The maximum air pressure to which a cold tire may be inflated; found molded onto the tire's sidewall.

OE and OEM

OE means "Original Equipment" and refers to the tires included with a new vehicle at the time of purchase. The vehicle's manufacturer selects these tires to provide the optimal performance based on the performance characteristics of the vehicle. "OEM" stands for "Original Equipment Manufacturer."

Overall Diameter

The diameter of an inflated tire without any load.

Overall Width

The distance between a tire's outside sidewalls, including lettering and designs.

P Metric

Uniform designation of tire sizes in metric measurements originally introduced by American tire manufacturers in 1977. Commonly called "P-metric series." A typical P-metric tire size is P215/70R-15.

Placard

A small label typically located on the edge of the driver's door or inside the glove compartment of a vehicle. A placard contains information on the vehicle such as the manufacturer's recommended tire inflation pressure, seating capacity, and Gross Vehicle Weight (GVW).

Plus-Sizing

An option allowing drivers to customize the appearance and performance of their vehicle by mounting lower profile tires on larger diameter wheels. One-inch greater wheel diameter is referred to as plus-one, two inches is plus-two... and so on. Using a lower profile tire with a greater diameter rim allows the overall diameter to remain about the same. ([Plus Sizing article](#))



Ply

A rubber-coated layer of fabric containing cords that run parallel to each other; extends from bead to bead and goes between the innerliner and belts of tread.

Ply Rating

This letter indicates the load carrying capacity of the tire in terms of its construction. A "C" indicates the tire has a 6-ply load carrying capacity. The tire is not actually built with 6 plies, but contains one or two plies of equivalent strength. A "D" is an 8-ply rating, and an "E" is a 10-ply rating. If there is no letter, the tire has a standard 4-ply rating.



PSI

Pounds Per Square Inch. This is the standard unit of measurement for air pressure within tires.

Radial Ply

Tire construction where the cords in the body run at 90 degrees to the centerline of the tread.

Ride Matching

A system of balancing a tire and wheel assembly using a simulated road test. Ride matching provides optimal weight distribution and eliminates vibrations caused by the combination of minor errors within tires and wheels. ([Ride Matching article](#))

Rim Width

Distance between the two opposite inside edges of the rim flanges.



Rolling Resistance

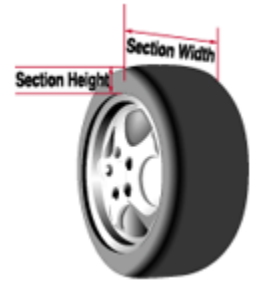
The force required to keep a tire moving at a constant speed. The lower the rolling resistance, the less energy needed to keep a tire moving.

Rotation

Moving tires from side to side or front to rear on a vehicle in a prescribed pattern to achieve uniform wear on all tires. Rotations should be performed regularly every 6,000 miles. ([Tire Rotation article](#))

Section Height

The height of a tire measured from the rim to the outer tread. ([Reading the Tire Size article](#))



Section Width

The distance between outside sidewalls, not including any lettering or design. ([Reading the Tire Size article](#))

Series

A numerical representation of a tire's aspect ratio. For example, 60 Series indicates the tire's section height is 60% of its section width (See Aspect Ratio).

Shimmy

Wobbling of wheels from side to side on a vehicle. Improperly balanced tires, misalignment and bent wheels can cause shimmying.

Shoulder

The part of a tire where the sidewall and tread meet. Certain tire design features shoulder blocks for better traction.



Sidewall

The part of the tire between the tread and the bead.



Size

An expression that defines a particular tire in terms of its width, height, rim diameter, aspect ratio and construction type. 205/65R-15 expresses tire size using the metric system. For more detailed information, visit our page on reading the tire size. ([Reading the Tire Size article](#))

Snow Tire

Also referred to as a winter tire; a special type of tire with a tread and compound that gives better traction in snow. Identified by M&S, M+S or M/S on the sidewalls. All season tires also include these designations on the sidewall. ([Winter Tire FAQ](#))

Speed Rating

The speed rating of a tire is based on U.S. Government standards for reaching and sustaining a specified speed. Typically, a tire with a higher speed rating results in better handling. Speed ratings are determined via laboratory tests that simulate road performance at various speeds. Tires are assigned a single letter (such as H or V) to designate speed rating. ([Speed Rating article](#))

Tire Pressure Monitoring System (TPMS)

TPMS is an automated system that monitors the air pressure in a vehicle's tires. When air pressure in one or more tires drops 25 percent or more below the correct pressure, a warning alerts the driver.

Traction

The friction between a tire and the road surface; the amount of grip provided.

Tread

The part of the tire that comes into contact with the road. The tread type is distinguished by the design of its ribs and grooves. ([Tire Construction article](#))

Tread Depth

The distance measured in the major tread groove nearest the centerline of the tire from the base of the groove to the top of the tread. According to law, most states legally consider a tire to be worn out when it reaches a tread depth of 2/32".

Tread wear Indicator

Narrow bands, sometimes called "wear bars", that appear across the tread when 2/32" of tread remains.



Tread Width

The width of a tire's tread.

UTQG (Uniform Tire Quality Grading)

A tire information system that provides consumers with ratings for a tire's traction (AA to C) and temperature (A to C). Treadwear is a numeric rating. Ratings are determined by tire manufacturers using government-prescribed test procedures, and are molded into the tire's sidewall. These ratings can only be compared within specific manufacturer's tires and cannot be compared from one manufacturer to another. Our treadwear, traction and temperature page explains this rating system in much more detail. ([Treadwear, Traction, and Temperature article](#))

Valve

A device mounted in the wheel that lets air in or out of the tire. Valves include caps to keep out dirt and moisture and a valve to prevent air from escaping.

Tire Size Charts

Courtesy of [Tire Size.com](#)

15in Wheel Size

27" Tire Diameter

[205/75R15](#) = 27.1x8.1R15
[215/75R15](#) = 27.7x8.5R15
[225/70R15](#) = 27.4x8.9R15
[255/60R15](#) = 27x10R15
[27X10.5R15](#)
[27X9.5R15](#)
[27.5X4.5R15](#)
[295/55R15](#) = 27.8X11.6R15
[325/50R15](#) = 27.8x12.8R15

28" Tire Diameter

[225/75R15](#) = 28.3x8.9R15
[235/70R15](#) = 28x9.3R15
[235/75R15](#) = 28.9x9.3R15
[245/70R15](#) = 28.5X9.6R15
[255/65R15](#) = 28.1x10R15
[275/60R15](#) = 28x10.8R15
[28X10.5R15](#)
[28X11.5R15](#)
[28X12.5R15](#)
[28X13.5R15](#)
[28X4.5R15](#)
[28X7.5R15](#)
[28X9R15](#)

29" Tire Diameter

[215/85R15](#) = 29.4X8.5R15
[255/70R15](#) = 29.1x10R15
[265/70R15](#) = 29.6x10.4R15
[29X10.5R15](#)
[29X11.5R15](#)
[29X12.5R15](#)
[29X15.5R15](#)
[29X18R15](#)
[29X18.5R15](#)
[29X4.5R15](#)
[29X8.5R15](#)
[29.5X11.5R15](#)
[29.5X13.5R15](#)
[29.5X9R15](#)
[315/60R15](#) = 29.9x12.4R15

30" Tire Diameter

[255/75R15](#) = 30.1x10R15
[265/75R15](#) = 30.6x10.4R15
[295/65R15](#) = 30.1x11.6R15
[30X10.5R15](#)
[30X11.5R15](#)
[30X12.5R15](#)
[30X13.5R15](#)
[30X7R15](#)
[30X9R15](#)
[30X9.5R15](#)

31" Tire Diameter

[31X10.5R15](#)
[31X11R15](#)
[31X11.5R15](#)
[31X12.5R15](#)
[31X13R15](#)
[31X13.5R15](#)
[31X14.5R15](#)
[31X16.5R15](#)
[31X18R15](#)
[31X18.5R15](#)
[31X9.5R15](#)

32" Tire Diameter

[32X10.5R15](#)
[32X11.5R15](#)

[32X14R15](#)

[32X16R15](#)

[32X17.5R15](#)

[32X18.5R15](#)

[32X9.5R15](#)

33" Tire Diameter

[33X10.5R15](#)

[33X11.5R15](#)

[33X12.5R15](#)

[33X13R15](#)

[33X13.5R15](#)

[33X14R15](#)

[33X14.5R15](#)

[33X15.5R15](#)

[33X16.5R15](#)

[33X19.5R15](#)

[33X21.5R15](#)

[33X9R15](#)

[33X9.5R15](#)

34" Tire Diameter

[34X10.5R15](#)

[34X12.5R15](#)

[34X9.5R15](#)

35" Tire Diameter

[35X10.5R15](#)

[35X12.5R15](#)

[35X13.5R15](#)

[35X14.5R15](#)

[35X15R15](#)

[35X15.5R15](#)

[35X16R15](#)

36" Tire Diameter

[36X12.5R15](#)

[36X13.5R15](#)

[36X14.5R15](#)

37" Tire Diameter

[37X12.5R15](#)

[37X13R15](#)

[37X13.5R15](#)

[37X14R15](#)

[37X14.5R15](#)

38" Tire Diameter

[38X12.5R15](#)
[38X13R15](#)
[38X14.5R15](#)
[38X15.5R15](#)
[38.5X11R15](#)
[38.5X13.5R15](#)
[38.5X14.5R15](#)
[38.5X15R15](#)
[38.5X16R15](#)

39" Tire Diameter

[39X13.5R15](#)
[39.5X13.5R15](#)
[39.5X15R15](#)
[39.5X18R15](#)

30" Tire Diameter

[215/85R16](#) = 30.4x8.5R16
[235/80R16](#) = 30.8x9.3R16
[245/75R16](#) = 30.5x9.7R16
[255/70R16](#) = 30.1x10R16
[265/70R16](#) = 30.6x10.4R16
[30X11.5R16](#)

31" Tire Diameter

[225/85R16](#) = 31.1x8.9R16
[235/85R16](#) = 31.7x9.3R16
[265/75R16](#) = 31.6x10.4R16
[275/70R16](#) = 31.2x10.8R16
[285/70R16](#) = 31.7x11.2R16
[31X10.5R16](#)
[31X11R16](#)
[31X11.5R16](#)
[31X12.5R16](#)

32" Tire Diameter

[265/80R16](#) = 32.7x10.4R16
[285/75R16](#) = 32.8x11.2R16
[305/70R16](#) = 32.8x12R16
[32X10R16](#)
[32X11.5R16](#)
[32X9R16](#)

33" Tire Diameter

[255/85R16](#) = 33.1x10R16
[295/75R16](#) = 33.4x11.6R16
[33X10.5R16](#)

40" Tire Diameter

[40X16R15](#)

42" Tire Diameter

[42X14R15](#)
[42X15R15](#)
[42.5X13.5R15](#)

44" Tire Diameter

[44X18.5R15](#)
[44X19.5R15](#)
[44X21R15](#)

47" Tire Diameter

[47X17R15](#)

16in Wheel Size

[33X11.5R16](#)

[33X12.5R16](#)

[33X13R16](#)

[33X13.5R16](#)

[33X14R16](#)

[33X14.5R16](#)

[33.5X16.5R16](#)

34" Tire Diameter

[315/75R16](#) = 34.6x12.4R16

[34X10.5R16](#)

[34X12.5R16](#)

[34X13.5R16](#)

[34X9R16](#)

[34.5X17R16](#)

35" Tire Diameter

[35X10.5R16](#)

[35X12.5R16](#)

[35X14.5R16](#)

[35X15R16](#)

[35X16R16](#)

[375/65R16](#) = 35.2x14.8R16

36" Tire Diameter

[325/80R16](#) = 36.5x12.8R16

[345/75R16](#) = 36.4x13.6R16

[36X12.5R16](#)

[36X13R16](#)

[36X13.5R16](#)

[36X14.5R16](#)

37" Tire Diameter

[365/75R16](#) = 37.6x14.4R16

[37X12.5R16](#)

[37X13R16](#)

[37X13.5R16](#)

[37X14R16](#)

[37X14.5R16](#)

[385/70R16](#) = 37.2x15.2R16

[395/70R16](#) = 37.8x15.6R16

38" Tire Diameter

[38X13R16](#)

[38X14.5R16](#)

[38X15.5R16](#)

[38.5X11R16](#)

[38.5X13.5R16](#)

[38.5X14.5R16](#)

[38.5X15R16](#)

39" Tire Diameter

30" Tire Diameter

[225/75R17](#) = 30.3x8.9R17

[235/70R17](#) = 30x9.3R17

[235/75R17](#) = 30.9x9.3R17

[245/70R17](#) = 30.5x9.7R17

[255/65R17](#) = 30.1x10R17

[265/65R17](#) = 30.6x10.4R17

[275/60R17](#) = 30x10.8R17

[275/65R17](#) = 30.1x10.8R17

[285/60R17](#) = 30.5x11.2R17

31" Tire Diameter

[235/80R17](#) = 31.8x9.3R17

[245/75R17](#) = 31.5x9.7R17

[255/70R17](#) = 31.1x10R17

[265/70R17](#) = 31.6x10.4R17

[285/65R17](#) = 31.6x11.2R17

[31X10.5R17](#)

32" Tire Diameter

[235/85R17](#) = 32.7x9.3R17

[255/75R17](#) = 32.1x10R17

[275/70R17](#) = 32.2x10.8R17

[285/70R17](#) = 32.7x11.2R17

[305/65R17](#) = 32.6x12R17

[39X13.5R16](#)

[39.5X13.5R16](#)

[39.5X15R16](#)

40" Tire Diameter

[40X16R16](#)

41" Tire Diameter

[41X14.5R16](#)

42" Tire Diameter

[42X14R16](#)

[42X15R16](#)

[42.5X13.5R16](#)

44" Tire Diameter

[44X19.5R16](#)

[44X21R16](#)

46" Tire Diameter

[46X19.5R16](#)

17in Wheel Size

[32X10.5R17](#)

[32X11.5R17](#)

33" Tire Diameter

[255/80R17](#) = 33.1x10R17

[285/75R17](#) = 33.8x11.2R17

[295/70R17](#) = 33.3x11.6R17

[305/70R17](#) = 33.8x12R17

[33X10.5R17](#)

[33X12.5R17](#)

[33X13R17](#)

[33X13.5R17](#)

34" Tire Diameter

[315/70R17](#) = 34.4x12.4R17

[325/70R17](#) = 34.9x12.8R17

[34X10.5R17](#)

35" Tire Diameter

[35X10.5R17](#)

[35X12.5R17](#)

[35X14.5R17](#)

36" Tire Diameter

[355/70R17](#) = 36.6x14R17

[36X12.5R17](#)

[36X13.5R17](#)

37" Tire Diameter

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38" Tire Diameter

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[44X19.5R17](#)

[44X21R17](#)

47" Tire Diameter

[47X17R17](#)

49" Tire Diameter

[49X21R17](#)

54" Tire Diameter

[54X19.5R17](#)

TIRE SIDEWALL MARKINGS



What's On Your Tire's Sidewall? Courtesy of Goodyear Tire

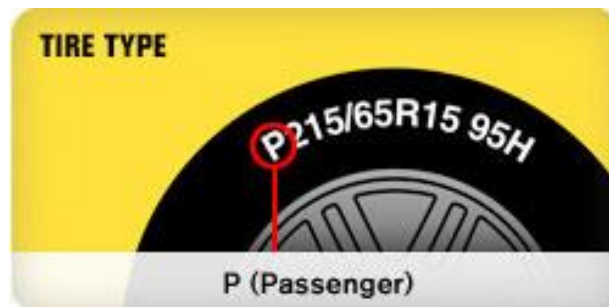
With a little explanation it's easy to understand what all of the letters and numbers mean on your tire's sidewall. The numbers are indicators of the size, type, and performance of the tire.

Tire Type The letter "P" at the beginning of the "Tire Size" tells us the tire is a P-Metric tire, referring to tires made to certain standards within the United States, intended for Passenger vehicles.

If a tire size has no letters at the beginning, this indicates a Euro metric tire. P-Metric and Euro-Metric tires may have different load capacities.

The letters "LT," either at the beginning or at the end of the tire size indicate the tire was designed for light trucks. Vehicle manufacturers equip some light trucks with "LT" type tires. These tires generally require higher inflation pressures than passenger tires.

Consult your owner's manual or tire placard for the recommended tire size and inflation pressure for your vehicle.



Tire Width is the width of the tire measured in millimeters from sidewall to sidewall. The first three-digit number in the tire size refers to the tire width. For instance, in a size P215/65 R15 tire, the width is 215 millimeters.



Aspect Ratio is the ratio of the height of the tire's cross-section to its width. The two-digit number after the slash mark in a tire size is the aspect ratio. For example, in a size P215/65 R15 tire, the 65 means that the height is equal to 65% of the tire's width. The bigger the aspect ratio, the bigger the tire's sidewall will be.



Construction. The letter "R" in a tire size stands for Radial, which means the layers run radially across the tire.



Wheel Diameter is the size of the wheel measured from one end to the other. It tells us the size of the wheel that the tire is intended to fit. A size P215/65 R15 tire is made for a wheel with a 15" diameter.



Load Index indicates the maximum load that the tire can support when properly inflated. You'll also find the maximum load on the tire sidewall, in both pounds and kilograms. [Learn more.](#)

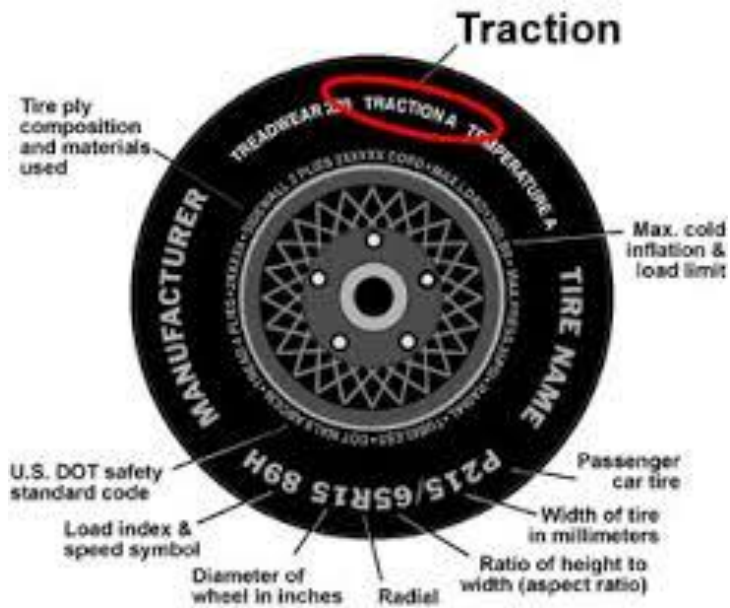
Speed Rating tells you the maximum speed capability of a tire. Often speed ratings are matched to the top speed capability of the vehicle. For example, a tire with an H-speed rating has a maximum speed capability of 130 mph or 210 km/h. Goodyear does NOT recommend exceeding legally posted speed limits. [View Speed Rating Chart](#)

DOT Symbol: The letters "DOT" on the sidewall indicate that the tire complies with all applicable Federal Motor Vehicle Safety Standards in the United States.

Tire Identification Number: The series of letters and numbers following the letters "DOT." The TIN consists of up to 12 numbers and letters to identify the factory location and the week and year the tire was manufactured.

UTQG stands for Uniform Tire Quality Grading, a rating system developed by the U.S. Department of Transportation to provide consumers with information to help them purchase tires based on their relative treadwear, traction and temperature capabilities.





Traction grades indicate the wet traction of a tire under a controlled test. A tire with an "AA" rating offers outstanding traction in wet conditions.

Traction Grades

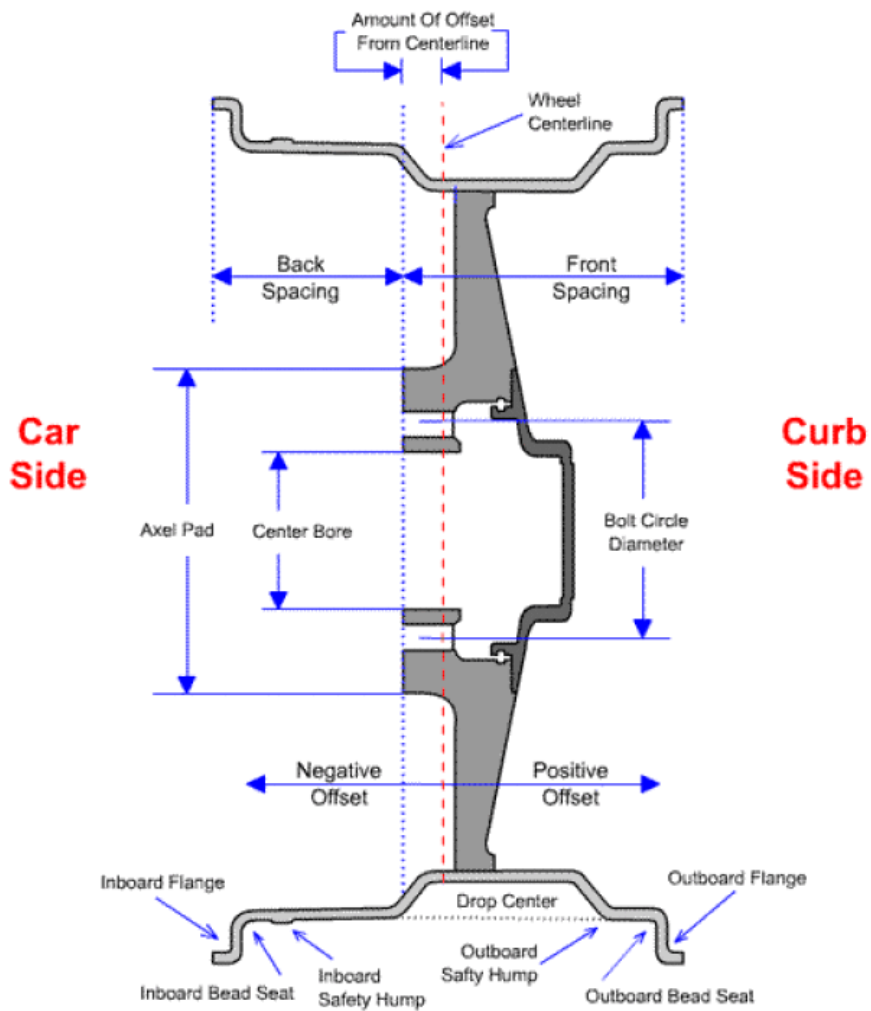
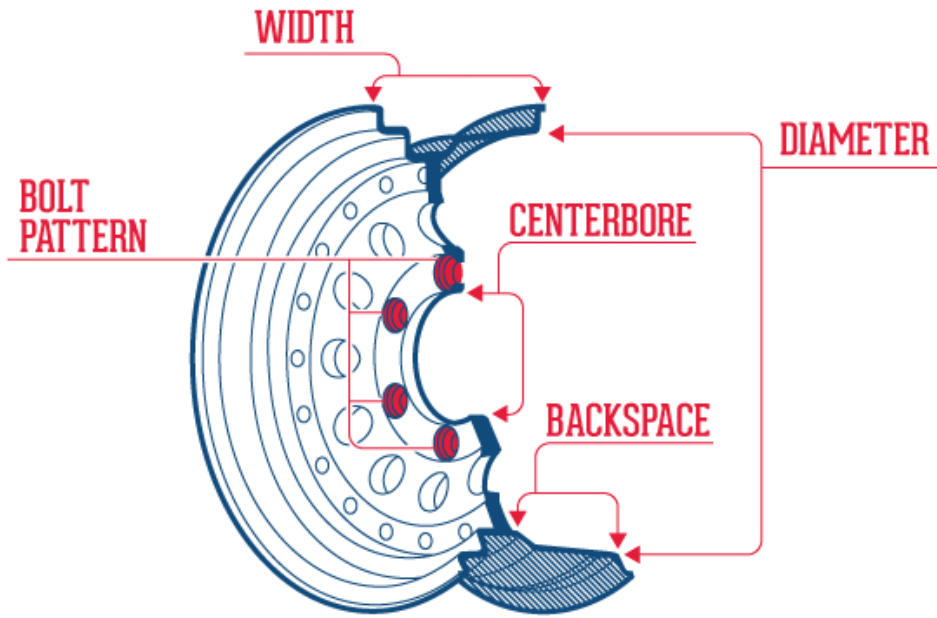
- AA
- A
- B
- C

Temperature grades indicate the ability of the tire to withstand and dissipate destructive heat. A tire with a higher temperature grade is able to operate at higher speeds.

Temperature Grades	Speeds in mph
A	Over 115
B	Between 100 and 115
C	Between 85 and 100

Treadwear grades are based on standardized government tests to help predict the expected treadwear of a tire. For example, a tire with a treadwear grade of 200 should last twice as long as a tire with a treadwear grade of 100.

Wheels

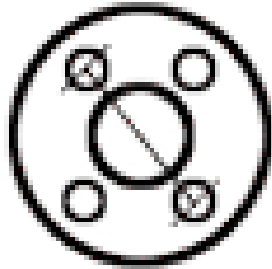


Bolt Patterns



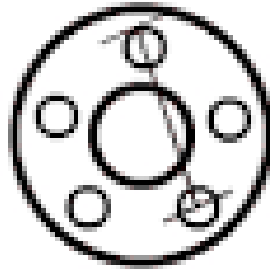
How to Measure Bolt Patterns

4-Lug



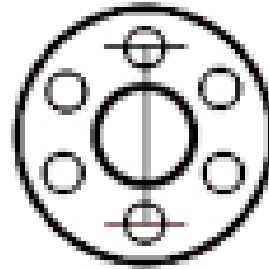
Measure from middle of two holes directly across from one another.

5-Lug



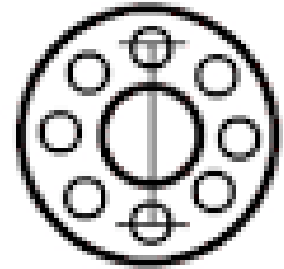
Measure from back of hole to center of second hole.

6-Lug



Measure from middle of two holes directly across from one another.

8-Lug



Measure from middle of two holes directly across from one another.

Just a Special Thanks to:



The team grilled burgers and dogs for us along with sharing their knowledge with us.

Jason Ryan

Robert Stola

Nikki Trujillo

505.883-0338

alb@4wheelparts.com



Special Trailer (ST) Tires and Air Pressure

Some tires are specially designed to be used on trailers. These tires include the letters "ST" in the size specification that is listed on the sidewall. The "ST" stands for "special trailer". This kind of tire has a stronger sidewall than an automobile or truck tire so it can handle higher air pressures and higher loads.

Special trailer tires should be inflated to their maximum air pressure. The value for the maximum air pressure should be listed along with the value for the maximum load on the tire's sidewall. These values will usually designate the maximum load at a maximum psi. For example, if the tire is rated at 1,610 lbs maximum at 65 psi, the tire can carry 1,610 lbs of weight if the air pressure is at the maximum of 65 psi. At the maximum air pressure, the tires will perform and wear best, and get the best gas mileage.

If a trailer tire is inflated to a lower air pressure than the maximum, the amount of weight that the tire can carry will be reduced. If a heavier load is put on the trailer tire than what is recommended for that air pressure, the sidewall of the tire could heat up and cause the tire to fail.

You should always inflate your tires when they are cold.

If a tire is over-inflated, it will wear more in the center of the tread, all the way around the tire. If a tire is under-inflated, it will wear on the outside edges of the tread, all the way around the tire.

Speed Rating of ST Tires

Special trailer tires have a maximum speed rating, just like passenger car and truck tires. Older tires have no special marking to designate a limit. Their maximum speed is 65 mph. Newer tires, those manufactured in 2015 and later, should have one of the following codes on the sidewall to show their rating:

M - 81 mph

L - 75 mph

J - 62 mph

Note: If a trailer tire has any other marking to designate maximum speed rating, follow it.

Trailer Tire Basics

By Tom Burden

We've been towing boat trailers around for years and assumed that our trailer's tires were "just like car tires." Boy, were we mistaken, and that's why we've ended up changing tires too many times beside the interstate. We're not the only folks who have paid the price for our ignorance, either. Boat U.S. reports that the majority of the calls for help to their Trailer Assist division (41 percent) come from boaters having tire problems.

Like most boat owners, we take pride in our nautical knowledge. We talk to our friends about the latest gear and scan catalogs and web sites to see what's new. But tires for the trailer? How boring! Take a moment to read this, and we'll bust some trailer tire myths, and perhaps help you avoid some of the roadside messes and blown-out tires we've experienced.

Different tires for different jobs

Trailer tires aren't like auto or light truck tires. They don't steer, transmit power from an engine to the road or swerve to avoid obstacles. Automobile tires perform all of these functions, so they need flexible sidewalls to keep their tread anchored to the pavement. Car tires are mated to sophisticated suspension, steering and braking systems, while free-spinning trailer tires sit underneath stiff suspensions, and smaller trailers don't have brakes at all. Ultimately, using automobile tires on your trailer is a safety issue, which is why the experts at the tire companies do not advise their use.



Radial tires are available from West Marine to fit 12" to 16" wheels.

Special Trailer tires

Special Trailer (ST) tires are designed for your trailer's requirements. Their stiff sidewalls help prevent your rig from swaying. Their heavy-duty load capacity is critical; ST tires have 10% more load capacity than equivalent light truck (LT) tires, and 40% more than passenger car (P) tires. They're designed for trailer wheels, typically narrower than those on a car, and have shallower treads, so they wiggle less, help improve your tow vehicle's fuel economy and run cooler.

Oxidation, not tread wear

According to rubber industry research, trailer tires need to be replaced after 3-5 years of use, even though they usually appear to have plenty of tread left. Unlike your car's tires, it isn't miles of driving but oxidation of the rubber that wears out the tire. Mostly, a trailer tire sits in one spot for days or weeks at a time, and may travel only 10,000 miles (or sometimes a lot less) per year. UV radiation from sunlight and ozone from exhaust cause exterior damage to the sidewalls, and oxygen from pressurized air creates unseen damage deep inside.

Under-inflation and overloading

Under-inflation is the prime cause of tire problems, and an under-inflated trailer tire won't sag like your car's tires, because of its stiff sidewall construction. We recently pulled into a gas station with our 21' boat and checked our pressure. Both tires looked perfectly normal, but our pressure gauge showed that one tire had only 15psi (instead of the rated 50psi), which would have quickly destroyed the tire. Don't eyeball it! Check your tire pressure with a quality gauge.

We sell both bias-ply and radial ST tires complete with wheels.

Radial or bias ply tires?

Radial tires have plies that run perpendicularly across the tire and belts (often made of steel) running below the tread around the tire's circumference. Bias ply tires have their plies running at 30° angles (like the stripes on a candy cane). Most motorists believe radials are better (and they are for your auto). Should you buy them for your trailer?

The answer depends on your trailer's handling. Bias ply tires have stiffer sidewalls, so if your rig tends to sway, they may help reduce this problem. They also have advantages for carrying heavy loads. Radials, as most of us know, are vastly superior for tread wear. They'll last an average of 40,000 miles vs. 12,000 for bias plies. However, oxidation, not tread wear, wears out trailer tires. Radial tires are also less prone to developing flat spots on one side when they are parked in the same position for weeks at a time, and tend to run cooler on long trips. Bottom line: consider your trailer's handling and the manufacturer's recommended tire type. If you travel long distances and/or put lots of miles on your tires every year, radials are worth the extra cost.

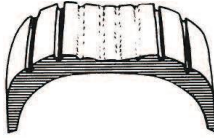
Each of your trailer's tires should be the same type, size, and construction—do not mix bias-belted and radial tires. In selecting tires for your trailer, buy the size, type, and load range found on the trailer's certification label or in the owner's manual. Keep in mind that tires have a load rating that indicates the amount of weight they can carry safely. That includes toys, Igloo coolers and camping gear. Overloading can lead to a large heat buildup, causing accelerated wear or a blowout.

Trailer tire safety tips

- Maintain pressure at the maximum PSI recommended on the tire's sidewall for cool running, load-carrying ability and lowest rolling resistance.
- Keep a cap on the valve stem to prevent contamination of its internal rubber valve.
- Always carry a spare and check its pressure along with your trailer's other tires.
- Don't overload trailer tires. Maximum load is listed on the sidewall. Single axle tires can handle 100 percent of their rated load. Dual axle tires must have their loads reduced by 12 percent below the rated amount.
- Visually inspect your tires before each trip. Check the pressure before you use your trailer. On long trips you should check your tires' pressure every morning when the tires are cold.
- For long-term storage: cover your tires for UV protection or keep them in a cool, dry place.
- Replace every three to five years, regardless of tread wear.

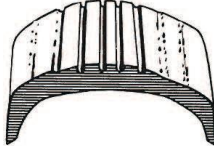
How To Read Tire Wear

The way your tires wear is a good indicator of other parts of your trailer. Abnormal wear patterns are often caused by the need for simple tire maintenance, or alignment. Tires should be inspected at every opportunity; once a week isn't too often. Learning to read the early warning signs of trouble can prevent wear that shortens tire life or indicates the need for having other parts of the trailer serviced. Tires should be inspected 3 ways. First, visually examine all tires; second, feel the tread by hand to detect wear such as feathering and third, check all tires with a pocket type pressure gauge.



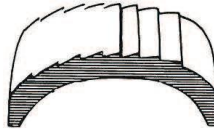
Over Inflation

Excessive wear at the center of the tread indicates that the air pressure in the tire is consistently too high. The tire is riding on the center of the tread and wearing it prematurely. Many times, the "eyeball" method of inflation (pumping the tires up until there is no bulge at the bottom) is at fault; tire inflation pressure should always be checked with a reliable tire gauge. Occasionally, this wear pattern can result from outrageously wide tires on narrow rims. The cure for this is to replace either the tires or the wheels.



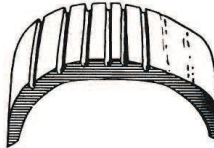
Under Inflation

This is the most common problem in trailers. This type of wear usually results from consistent under inflation. When a tire is under inflated, there is too much contact with the road by the outer treads, which wear prematurely. Tire pressure should be checked with a reliable pressure gauge.



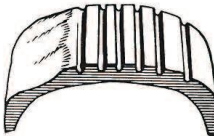
Feathering

Feathering is a condition when the edge of each tread rib develops a slightly rounded edge on one side and a sharp edge on the other. By running your hand over the tire, you can usually feel the sharper edges before you'll be able to see them. The most common cause of feathering is incorrect toe-in setting, which can be cured by having it set correctly.



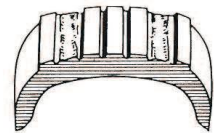
One Side Wear

When an inner or outer rib wears faster than the rest of the tire, the need for wheel alignment is indicated. There is excessive camber in the axle, causing the wheel to lean too much to the inside or outside and putting too much load on one side of the tire. The trailer may simply need the wheels aligned, but misalignment could be due to sagging springs, overloaded trailer or an unbalanced load on multi axle trailers. Because load has a great affect on alignment, be sure the trailer is loaded to balance the weight on the axle or axles. Trailer should be towed level, this is particularly important with independent suspension trailers using torsion axles.



Cupping

Cups or scalloped dips appearing around the edge of the tread on one side or the other, almost always indicate worn (sometimes bent) suspension parts. Adjustment of wheel alignment alone will seldom cure the problem. Any worn component that connects the wheel to the trailer (wheel bearings, springs, bushings, etc.) can cause this condition. Worn components should be adjusted or replaced with new ones. The worn tire should be balanced and possibly moved to a different location on the trailer. Occasionally, wheels that are out of balance will wear like this, but wheel imbalance usually shows up as bald spots between the outside edges and center of the tread.



Second-rib Wear

Second-rib wear is normally found only in radial tires, and appears where the steel belts end in relation to the tread. Normally, it can be kept to a minimum by paying careful attention to tire pressure and frequently rotating the tires. Some tire manufacturers consider a slight amount of wear at the second rib of a radial tire normal, but that excessive amounts of wear indicate that the tires are too wide for the wheels. Be careful when having oversize tires installed on narrow wheels.

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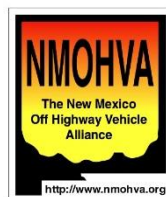
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Trail Tales



May 1, 2016

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

April 14 2016

by Bobbie Moore



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

GUESTS: Tom Cuyler, Gloria Statom, Tracey Rosenberg, Christopher Spiak, Doug Wilbur, Jim Werkmeister, Corey Zimmerman and Chip Meyers

MEMBERS PRESENT: Steve Andreson, Tracy Bakewell, Travis Bakewell, Bill Bonahoom, Richard Brooks, Ronnie Caton, Jennifer Chapin, Jack & Cathy Dickey, Jim Dow, Bill & Chris Dressler, Leon Duggar, Roger Kane, Ed Kausche, Jimmy Lloyd, Cliff & Jeanne Meier, KW & Bobbie Moore, Mel Patterson, Bob & Carol Provance, Lauri Rector, Gordon Rowley, Chris Sears, Diego Serna, Richard Steele, Donald Tyler, Glenn Vialpando, Ralph & Diane Vigil, Donnie Walker, Frank G. Whiston, Frank R. & Donna Whiston, Bob Wilbur, Mark & Joan Wolf

SECRETARY'S REPORT –Bobbie Moore The minutes from the March 10, 2016 meeting were accepted as written.

TREASURER'S REPORT - Bill Bonahoom. The treasury operating balance is \$3,634.11.

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 line at the \$0.25 fine jar. Gordys Hill infractions: Jennifer lead drivers down a wrong road, explaining that the signs were new and the road is legal. KW broke a CB antenna. Richard Brooks got stuck and was pulled out by Richard Steele and ruined his tie rod and bearings. Moab had 15 jeeps and no fines, although John broke down after the trail run. Ben needed to be winched. Diego showed up late for meeting and was fined.

TRIP CHAIRMAN'S REPORT –Jennifer Chapin. Jennifer explained that a lot of "cool" stuff has been going on.

The April 9th NMOHVA meeting was well attended. Thank you to Cliff Meier for volunteering to be Secretary.

The Riley Ghost Town ride was the highlight of the month. The Advance Auto Parts Marketing group doing the video was along and did interviews. It was their first time 4 - wheeling and they had a good experience. The video will be out in a few weeks for us to preview. Check the website for write-ups and photos of past events and the latest info on upcoming events.

PAST EVENTS:

March 12, Cabezon Peak ride

March 15, Tech session: All about tires

March 19, Riley Ghost Town, a \$100 gift certificate was given to all trail runners from the Advance Auto parts video shoot.

March 19-27, 50th Easter Jeep Safari

March 26-Sage Brush Flats, Santa Fe area

March 29-April 2, Moab Spring Break, Utah. - Lots of trails to use at different levels. Good job to all spotters.

April 3, Gordy's Hill

April 9, NMOHVA annual meeting

UPCOMING EVENTS:

April 23,Sat. 9:00AM to April 24 Sunday 10:00AM-Cedro Earth Day Stewardship Project. Frank G. Whiston. This event is open to all who want to help.

April 30.Sat. Gordy's Hill, YCFM,BIGH #4 – Exit 156 at Lemitar, NM. Don Roy

May 1, Sunday, 8:30 AM Spring Manzano Mts Run 11776 Hwy.337 Tijeras, NM. Cliff Meier

May 4-Wed. to May 13 Fri - Annual Moab/Green River Utah. Cliff Meier

May 14, Sat. 9AM TBD Worldwide Go Topless Day. A leader Needed

May 28, Sat - May 30, Mon. Farmington Memorial Day Weekend - McGhee Park, Farmington NM. We are hosting the Jeeps West Club out of Gallup. Help will be needed for this event for cooking and clean-up. There are many trails of all levels so come out and have some fun.

June 1, Wed to June 4, Sat - Rock Junction & Rocky Mountain Off Road Expo. Grand Junction Colorado

Check the website continually for new rides and updates!

DIRECTOR OF ENVIRONMENTALS AFFAIRS REPORT –Bob Norton. No report - Bob was absent.

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

HISTORIAN'S REPORT – Frank G. Whiston. Frank reported that Dixon has given him the original photo albums. He has been uploading photos from 2005 & 2006. There are lots of memories and stories. The photo album was passed around. The year 2004 is still to be found. If you know of any photos or info, please contact Frank.

He also found that when the first motorized trail in the state of NM was started, NM4W matched the funds needed. Check out more about the clubs interesting history on our website.

WEBMASTER'S REPORT – Don Roy. No report - Don was absent.

EDITOR'S REPORT – Phil Rodacy. No report - 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. Also NMOHVA receives a percentage of the sale every time you use Amazon Smile. Please make sure to fill out all your information so all can benefit from these programs.

OLD BUSINESS:

Cedro Peak Earth Day Stewardship Project Reminder. April 23 & 24. This is the kick off to the Trail Ambassador Program for our club and trail cleanup for the **25 for 25** Tread Lightly program. There will be T-shirts, hats, magnets for vehicles, and water provided. Bring your own lunch. Cookout will be at end of day. Visitors, guests and members are all welcome to participate. Club will have door prizes also.

NEW BUSINESS:

Advance Auto Parts gave the club a \$500 gift card. This was voted on to be used for the Tread Lightly project as door prizes.

Jennifer reminded everyone that the Chili Challenge needs volunteers. Please check the website for more info. E mails will come out after June 1st to notify of registration opening.

- **New Members voted in:** Christopher Spiak, Tracey Rosenberg, Jim Werkmeister and Douglas Wilbur, remember new members must be present to be voted in.
- **Raffle Winners:** No raffle tonight.

Thank you to Mark & Joan (mostly) Wolf for hosting tonight.

Next month's meeting will be at the home of Cathy & Jack Dickey in Los Lunas. This will start the summertime potluck meetings typically starting at 5PM. Check the website for directions and times.

MEETING ADJOURNED at 8:30 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

There is no President's report this month.

Be a Trip Leader! More trail rides = more fun

**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 Bob Norton

There is no Environmental Affairs report this month.

Be a Trip Leader and Never Eat Dust Again!



For The Ladies

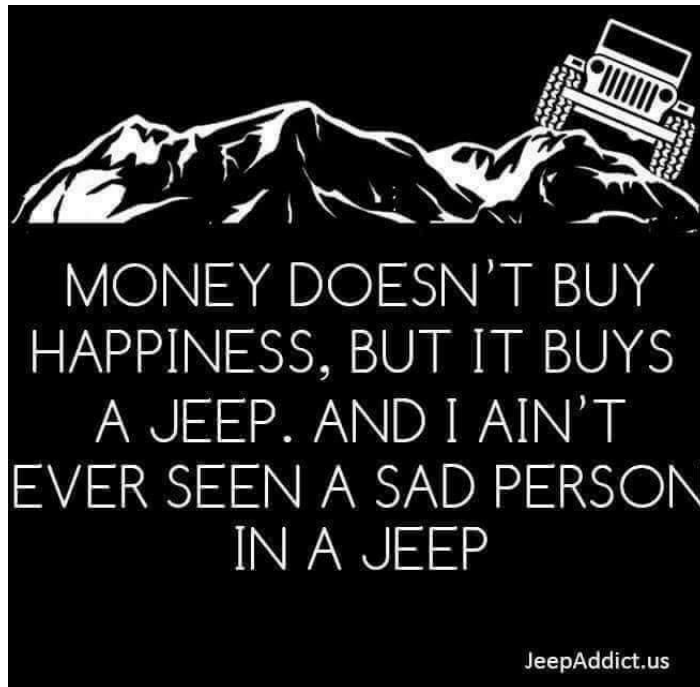
By Jennifer Chapin

Driving Divas All Woman Car Shine & Show Albuquerque

Cruise in, show and shine for ladies the second Monday night each month from May to September. The place is Fastino's, 2600 Juan Tabo NE (Between Menaul and Candelaria) from 5pm to Dark. It's open to all autos driven in by a woman. Ladies get a free meal, and there will be prizes. Women are encouraged to dress in the era of their ride. Men are welcome as arm candy, detailers or meal providers. Ladies get out and show your style and ride!

Dates:

May 9th August 8th
June 13th September 12th
July 11th



Moab Spring Break

By Bill Bonahoom

On March 28th, 2016 the NM 4 Wheelers headed to Moab for a week of fun on the rocks. We had a great turn out of very well prepared vehicles show up to tackle some of the hardest trails that Moab has to offer. We had 12 vehicles included Dennis and Laurie Mann from Las Vegas who most of us had not seen since they moved back there last year. I was hoping for nice warm dry weather but mother nature had different ideas, as we were able to experience all four seasons during our week long stay. Day one was met with rain, snow, sleet, wind and cold temperatures and our trail selection had to be adjusted. By the end of the trip it was shorts and tee shirts and no doors.

Day 1: Fins and Things (In the wet). This is a great trail to get you the feeling of what the Moab Slick Rock is all about and has become one of the more popular trails in Moab. In the dry the slick rock is really very grippy and its amazing how much traction you have, however in the wet when the tires track dirt onto the rock it's a whole different ball game and can be very slippery. This slippery rock did cost one of our members a broken rear end pinion shaft as the jeep started hopping up and down on a very steep climb.



Day 2: Hells Revenge (Including Hells Gate and Escalator). This trail certainly turns it up a notch. The skies dried up (for the most part) and we were able to see some of those amazing views Moab is known for. It was a long day for us as we stumbled upon a buggy who had ripped the rear end out trying to climb Mickeys Hot Tub. In true NM4W fashion we stopped and lent them a welder so they could get it back together and off the trail. Afterwards though several of us had to stop at Escalator to study it a bit. Nobody was going to do it until Randal in his 1 Ton JK decided to give it a try. Not really knowing the line he fell into the hole and winched out. A few other tried it with similar results until bingo... I saw the line. After that we got everyone who wanted to try it through pretty cleanly. It was a blast!



Day 3: Behind the Rocks. This trail turns things up yet another notch and was the hardest trail we ran during our trip, although we did not choose to do the two big downhill sections with one being a 10+ vertical drop where you put a rope onto the back bumper and kind of crash your way down. It took us all day to run this trail and we got back right at dusk, everyone was tired but no one had any issues (short of a loose brake line).



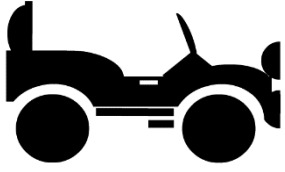
Day 4: Cliffhanger. Of all the trails we ran this was likely my most favorite. It had a perfect mixture of proper length, obstacles, and great views. At one point your on the edge of a 1000 ft plus cliff at the edge of a shelf road and have to go both down then turn around and come back up a 3-4ft high rock ledge. The views of the Colorado river are second to none.



Day 5: Kane Creek. This trail was a bit more mellow than the previous days and quite different as instead of on the rocks most of the trail follows the creek. There are many (~50) water crossings with thick vegetation and trees all over, which is not something we got to see anywhere else. For the most part the trail is not very difficult until right near the end and there the climb out of the canyon earns it a hard rating, yet there are multiple lines and some are easier than others.



I must say that my first trip to Moab was very memorable, and that it won't be my last. Special thanks to Jack and Cathy who purchased some jinourmous delicious home made green chili brats and grilled them up for us one evening. What a great weekend, thanks to everyone who attended!



Gordy's Hill

April 3rd 2016

By Jennifer Chapin

We went to explore Gordy's Hill since the Santa Fe National Forest was still closed due to muddy roads. We had a couple of military guys from Alaska join us. It was explore up and down the hills and a few different loops with some steep climbs and some narrow trails for the not so faint at heart people. If you were not there you missed out. See you all another time.





Rust bucket found on trail



New Mexico 4Wheelers Lead Stewardship Project at Cedro Peak

By Frank Whiston

Volunteers gather at Manzanita Mountains Trail System as part of the 25 Restoration for Recreation Projects for Tread Lightly!'s 25th Anniversary Program

Tijeras, NM. – April 23, 2016– Volunteers from the New Mexico 4-wheelers (NM4W), NMOHVA, and other local enthusiasts gathered in the Cibola National Forest near Tijeras, New Mexico, for a stewardship project as part of Tread Lightly!'s 25 for 25 program. The project was funded in part by the 25 Restoration for Recreation Projects for Tread Lightly!'s 25th Anniversary program in celebration of the nonprofit's 25th anniversary to promote land conservation and responsible outdoor recreation.



The project consisted of removing graffiti from rock ledges known as "The Steps" along FR 542 and removing trash from all the 4WD routes in the area with the intention of protecting access to public lands, sustaining opportunities to enjoy

outdoor recreation, and protecting valuable natural resources. The club came with 72 volunteers, broke up in to 5 teams and tackled the entire Cedro area removing all kinds of garbage (~400 cubic feet). "I'll total that at 576 volunteer hours," said Kerry Wood, Trails and Wilderness Program Manager for the Sandia Ranger District.



"Our organization is proud to put together such a positive and beneficial event," said Frank Whiston, historian of NM4W and NMOHVA media manager. "We are thankful for Tread Lightly!'s involvement with this project, providing us with the means to maintain the natural beauty our community's public lands." This event also Kicks off NM4W's participation in the Volunteer Trail Ambassador program, bringing a much needed 4WD presence for the program. NMOHVA applauds all of the motorcyclists who already participate.

Tread Lightly!'s 25 projects for 25 years is a program celebrating the organization's 25th anniversary as a non-profit. The program provides funding to 25 organizations across the country that are committed to spreading outdoor conservation and recreation through stewardship, communication and education.





Its **NOT** Just a Jeep Thing

By Jennifer Chapin

HUMMER
LIKE NOTHING ELSE.™



Mercedes-Benz



The New Mexico 4-Wheelers is a group of organized for the following:

ARTICLE II. The New Mexico 4-Wheelers is organized as a non-profit club for the purpose of:

- A. Providing social, educational, and recreational activities for its membership.
- B. Promoting and participating in safe and responsible four wheel drive activities.
- C. Keeping members of legislatures informed of the needs of vehicular recreationists.
- D. Informing Members of pending legislation and land-use matters.
- E. Enjoying and protecting all local, state, and national resources.
- F. Assisting various government agencies in the development of off-highway trails and areas.
- G. Rendering aid and assistance as needed.

Many people come join our club due to diversity or our membership and no specific vehicle requirement. Many of our members have big trucks, SUV's, or motor homes to tow their trail rigs too. This brings a great benefit to everyone out on the trail, by the variety of knowledge that everyone can share with the group when needed. Think of those you may know that have various 4x4 vehicles. Have them join us for a trail ride so they too can enjoy the outdoors with us.

Many of the guests that email asking about joining a trail ride ask about our vehicles and they are usually excited that we have lots of variety and that we are not a Jeep only club.

Keep an eye on the calendar for September or October and we will do the Full Size run again, we had a great turn our last year and some drove their tow rigs to bring the entire family in comfort but of course any vehicle is welcome on the trail. Maybe we can get someone with a 6x6 Deuce and a half to join us on the trail!

The Albuquerque Model Car Club

Along with the

New Mexico Council of Car Clubs

and

The Albuquerque Museum

Present the

Rick Wright Memorial

Model Car, Truck

& Toy Vehicle Display

in the

Albuquerque Museum Special Events Room

May 15, 2016

10:00am – 3:30pm



All types of Model and Toy Cars and Trucks will be on display.
Along with looking at the full-size vehicles outside, come inside the Museum to see these
“Miniature Masterpieces”.

They will be on display all during the Car Show.

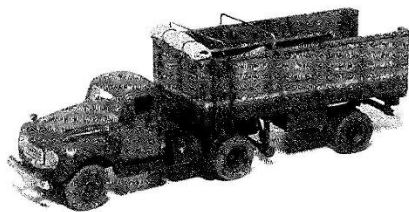
Bring your favorite model or toy car, truck, or promo to show.

Pedal cars are ok too.

No sales are allowed. Entry is free. Ribbons will be awarded to all participants.

Rick Wright Memorial Award

Presented to People’s Choice Toy or Model



Highlighting
Route 66 Cars of the 1930s & 1940s



ORE INFO: Joe Ballengee (505)404-8142
Rich Hansell (505)837-1346



Proposed 166-mile four-wheel-drive trail would connect western Colorado to eastern Utah

by Molly Marcello
The Times-Independent

Montrose County, Colorado officials are making headway on the “Rimrocker Trail,” a 166-mile continuous route from the Montrose area to Moab, open to four-wheel drive, off-highway vehicles, and bicycles. In a presentation to the Grand County Council on Feb. 16, Montrose County officials called the route a potential “relief valve” for motorized use in Moab, and said they hope the trail will bring more tourists into the western Colorado area.

“To the extent that there’s an overabundance of motorized use in Moab at any given time, we’d offer this as a relief valve. Feel free to send those folks over the hill into Nucla and Naturita,” said Montrose County Government Affairs Director Jon Waschbusch. “I mean it sincerely that those communities are making an effort in being more accommodating to outdoor recreation and tourism and we’d certainly be glad to have the overflow.”

With an elevation variance of 6,500 feet, Waschbusch said the route would pass through two national forests — the Uncompahgre and Manti-La Sals — as well as Dark Canyon Lake, Dolores River Canyon and Paradox Valley.

“We started to piece together the route based on user suggestions, the folks already doing it,” Waschbusch said. “The intent was to designate a continuous route west of the City of Montrose, the Uncompahgre Plateau, through the Nucla-Naturita area and then eventually up into the La Sals ... There is a hope to market this as an attraction to bring visitors to the area and introduce them to places they wouldn’t see otherwise.”

Waschbusch said the entire trail would use existing roads, requiring no new additional construction. On the Montrose side, many roads have fallen into disrepair, which he said is a good thing for off-road users.

“Those roads were historically for uranium mining and they have fallen into disrepair to an extent,

which actually makes them more attractive, we're told by the users. They like that they're a little rougher and a little more challenging," Waschbusch said. "It's one of those rare instances where government gets a pat on the back for the roads being in a bit of degraded condition. It's certainly beautiful red rock and canyon country with limited maintenance required on the part of the county."

Waschbusch said Montrose County is currently working with several Grand County-based groups, including the Bureau of Land Management Moab Field Office, the Manti-La Sal National Forest, the Moab Area Travel Council and Moab Friends for Wheelin', to determine the trail's route once it reaches the Utah border.

"A route over the La Sals still has not been determined for sure," said Grand County Council member Lynn Jackson. "There has been some discussion of using La Sal pass as opposed to Geyser Pass. So these [Montrose representatives] have been really good about listening to user groups on our end and the agencies involved."

Brian Murdock, recreation, wilderness, and trails manager for the U.S. Forest Service, said the Forest Service currently has some concerns about additional traffic on heavily used roads like Geyser Pass. However, in the coming months, Waschbusch said Montrose County will continue working with the Forest Service and other Utah stakeholders to determine the best route.

"From the onset we have stressed that we are open to any and all input on how this project might work on the Utah side," Waschbusch said. "Certainly Grand County, San Juan County and other Utah stakeholders know the area and issues and are in a position to provide the best guidance on routing or travel management. For that reason, we've left the Utah portion of the project open-ended and have asked everyone for their input. The knowledge of those entities is essential to a project like this and we'll keep those lines of communication open as we progress."

Calling the Rimrocker Trail "a good thing," council member Jackson said it takes a more regional approach to tourism, something Grand County should remain open to in the future.

"To me this accomplishes — this and some other trails like this — a really good thing. As the Old West is transitioning away from traditional industries — mining and agriculture — tourism seems to be where things are going," Jackson said. "Instead of sending all the impacts to one place, let's look at a more regional approach to recreation, where small little towns like Naturita and Nucla can enjoy the benefits of what this will bring."

Read more: [Moab Times-Independent - Proposed 166 mile four wheel drive trail would connect western Colorado to eastern Utah](#)

Thinking about going on a ride, but not sure if you can handle the trail?

Call the trip leader to find out.



Pop Tabs Collected

By Jennifer Chapin



Thanks from Ronald McDonald House



Dear Jennifer + UM 4-wheelers,

On behalf of the families at the Ronald McDonald House Chapter of New Mexico, thank you for your recent donation of pop tabs.

We are grateful for this donation and your support of our mission.

Sincerely,

R.M.H.C. Staff + Families

These are from what I collect on the trail, at home, and at my office. If you have any when we are out on the trail, please give them to me. I will gladly add them to the collection.

Jennifer



McNulty Luck

Contributed by Cliff Meier

My Friends Call It McNulty Luck, when something can't possibly go wrong but usually does. This blows "luck of the Irish" theory right out the window. Whether these mishaps are automotive related or just things that go wrong in daily life, I always have to prepare for the worst. What the heck am I talking about? Here's a little example: The other day I was cruising the trails behind my house in the new company Jeep and was checking out the year's first snowfall. This was just going to be a quick run for a few photos. The next thing I know the Jeep slid off a very easy section of trail and hit a dirt embankment. Luckily there wasn't any damage to the vehicle. However, when I looked down, the fuel indicator light popped on reading empty. I was a good 10 miles behind the house and had half a tank when I left, but luckily I made it back home without incident.

Somehow after being on the trail for more than 20 years, I have managed to stave off serious injury and have never been left stranded. And of course I have had my fair share of stitches and managed the occasional broken or bruised bones while out and about. Due to my ominous streak of dubious luck, I play it safe and carry the proper survival gear.

Going prepared for an emergency isn't difficult and it doesn't take much thought or investment. I think most people don't prepare for an emergency because they don't know what to carry or they are just plain lazy. I always remind myself, and you should to, that a quick enjoyable trail ride could turn into hours of frustration or worse yet, days of a life-threatening peril.

My advice is to keep recovery equipment and common spare parts you may need in your trail vehicle. Also most importantly, keep a survival bag of safety and first aid equipment in a backpack. You may have to hike with the bag so make sure it's comfortable. However, if the weather is extremely cold or hot, and you are not familiar with the area, it should be carried at all times in your rig just in case of a natural or unnatural disaster. Get in the habit of moving the bag from one vehicle to another, and after a while it will become second nature. A word to the wise: Don't pilfer from the bag unless it's an emergency. If you have spare time during the week, take a class or two in emergency first aid, especially CPR training. Most colleges offer these courses as do many communities.



1. Wool blanket.
2. First aid kit. Carry a good-quality comprehensive kit, not one that has two cheap plastic Band-Aids and a couple of aspirin.
3. Leather gloves. Leather is better than cloth material because it's more durable. Make sure they are weatherproofed.
4. Sweatshirt. Thermal top.
5. Water.
6. Sun block.
7. Pocket knife.
8. Windproof lighter.
9. Rain poncho.
10. Military MREs (Meals Ready-to-Eat).
11. Sticks for splints.
12. Waterproof treatment. I carry this so I don't have to carry an extra pair of weather-resistant shoes.
13. Surefire flashlight. If you are going to carry a flashlight, make sure it's the best so you can also use it as an emergency beacon.
14. Wool cap.

KEEP PUBLIC LANDS OPEN TO THE PUBLIC

NM4W Officers

<p>President Mark Wolf 505-856-8539 pr@nm4w.org</p>	<p>Vice-President Leon Duggar 505-235-8988 vp@nm4w.org</p>	<p>Secretary Bobbie Moore 505-221-3847 se@nm4w.org</p>
<p>Treasurer Bill Bonahoom 505-298-6296 tr@nm4w.org</p>	<p>Program Chairman Diego Serna 505-323-4362 pc@nm4w.org</p>	<p>Historian Frank G. Whiston 505-280-7922 hi@nm4w.org</p>
<p>Trip Chairman Jennifer Chapin 305-333-3375 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



June 1, 2016

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

May 15 2016
by Joan Wolf



The meeting was held at the home of Jack and Cathy Dickey. President Mark Wolf called the meeting to order at 6:22 p.m.

GUESTS: Mike and Kathy Kvasnak

MEMBERS PRESENT: Steve Andreson, Tracy & Cheryle Bakewell, Bill & Lisa Bonahoom, Devin & Crickett Cannady, Jennifer Chapin, Jack & Cathy Dickey, Leon Duggar, NaDeen Jackson, Paul Ness, Bob Norton, Dave Plaster & Sandy McIntosh, Bob & Carol Provance, Jeff & Lauri Rector, Gordon Rowley, Don Roy, Karen Savage, Christopher Spiak, Bob Telepak, Andy & Rhonda Townes, Glenn & Rebagayle Vialpando, Ralph & Diane Vigil, Bob Wilbur, Mark & Joan Wolf

SECRETARY'S REPORT – Bobbie Moore The minutes from the April 14, 2016 meeting were accepted as written.

TREASURER'S REPORT – Bill Bonahoom. The treasury operating balance is \$3,469.30.

VICE PRESIDENT'S REPORT – Leon Duggar. Leon jumped right into the fines. Jennifer had a scary moment at Gordy's Hill when the vehicles in front of her stopped, leaving her Jeep at a bad tilt. She feared a rollover but drove out ok. Speaking of rollovers, Devin was fined for getting his buggy upside down (after 50 attempts at getting over an obstacle per Don Roy). Devin added \$1 to the fine jar. Cliff was absent tonight but rumor has it that he has a list of infractions from Moab and Green River. Leon then explained how members and guests can earn points.

TRIP CHAIRMAN'S REPORT – Jennifer Chapin.

PAST EVENTS:

April 23 - Cedro Earth Day Stewardship Project, Frank G. Whiston. Turnout was great; approximately 70 people. The group picked up trash and cleaned graffiti off rocks. Everyone enjoyed a cookout at day's end. Frank did an awesome job of coordinating the event and showing NM4W in a positive light.

April 30 - Gordy's Hill, Don Roy. Lauri Rector broke a stabilizer arm.

May 1 - Spring Manzano Mountains Run, Cliff Meier. Run was cancelled due to weather and road closure. Be sure to check the website for any last-minute cancellations. It doesn't happen often but sometimes runs are cancelled due to unforeseen circumstances.

May 4-13 - Annual Moab/Green River Utah, Cliff Meier and Guy Conway are leaders.

May 14 - Worldwide Go Topless Day, Bill Bonahoom led a group of about 8 vehicles. They ended up at the Dickey's house in Belen for the meeting.

UPCOMING EVENTS:

May 22 – Jemez run, Jeff Boggs will be leading several easy runs in the scenic, nearby Jemez Mountains.

May 28, Sat - May 30, Mon. Farmington Memorial Day Weekend - McGhee Park, Farmington. We are hosting the Jeeps West Club out of Gallup. Help will be needed for this event for cooking and clean-up. There are many trails of all levels so come out and have some fun.

June 1, Wed to June 4, Sat - Rock Junction & Rocky Mountain Off Road Expo. Grand Junction Colorado

July 29 – 31 (tentative), Silverton, CO – Jennifer Chapin.

Aug. 29 – 31, Zuni Mountain Campout and Run. Hosted by the Gallup Jeeps West club.

Check the website continually for new rides and updates!

Check the website continually for new rides and updates!

DIRECTOR OF ENVIRONMENTALS AFFAIRS REPORT – Bob Norton. Bob said the San Juan Forest Travel Management Plan for the Delores (southwestern Colorado) is disconcerting. The EIS would eliminate several motorcycle trails and also impact 4WD roads. NMOHVA will send comments by the June 20 deadline.

HR5129 is legislation to streamline the recreational permitting process and it might be legislation that will help.

In the Santa Fe National Forest lawsuit, the District Appeals Court decided that NMOHVA did not prove they have standing in the case. The bad news is that NMOHVA must start over. The good news is that the NMOHVA's lawsuit can be refiled and the law firm will do so at no additional cost.

Bob also provided details about the May 15 annual car show at the Albuquerque Museum and a Route 66 exhibition for three months. Bill Bonahoom noted there will be an interview with Friends of the Box on Channel 13, on May 16 with reporter Kim Holland. This pertains to the closure of Monticello Canyon near T or C. Or catch the report on KRQE's website.

PROGRAM CHAIRMAN'S REPORT – Diego Serna. No report – Diego was absent.

HISTORIAN'S REPORT – Frank G. Whiston. No report - Frank was absent.

WEBMASTER'S REPORT – Don Roy. Don put security on the website so that all personal information is now encrypted.

EDITOR'S REPORT – Phil Rodacy. No report - Phil was absent.

PROMOTIONS PROGRAMS – Frank G. Whiston. No report - Frank was absent.

OLD BUSINESS:

Chile Challenge (Oct 12-16 near T or C). The event organizers are still accepting volunteers to lead easy trails. There are enough leaders for the extreme trails. Volunteers get the best camping spots and other perks. Contact Jennifer Chapin if interested.

NEW BUSINESS:

Tracy Bakewell suggested the club do something to thank Guy Conway for leading such great runs at Green River every year. Since Guy won't even accept a free breakfast, it was decided that we'll circulate a thank-you card at the next meeting.

New Members voted in: No new members.

Raffle Winners: No raffle tonight.

Thank you to Cathy & Jack Dickey for hosting. The barbequed green chile sausages from Sam's meat market were delicious!

The June meeting will be the annual picnic. The club will barbecue hamburgers and hot dogs. Bring a side dish.

MEETING ADJOURNED at 6:52 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

Summer is on us now and that means more four wheeling. Not that the summer is any better, just seems like more fun, especially when you go to the woods. The Trail Committee has put together several runs and are working on more. But, they need Trail Leaders badly!! This club has more than 90 paid family members so finding a Trail Leader should be a "no brainer". PLEASE volunteer!

Be a Trip Leader and Get a Discount on Dues!

Our next Potluck meeting will be Saturday, June 11th at the Oak Flat Picnic Area. It is our annual summer picnic. The Club will provide meat for the grilles and everyone needs to bring a dish to share. This usually gets lots of participation so don't miss out! It will begin at 5:00 PM and as soon as everyone eats we will have a meeting. Hope to see you there! Visitors/Guests are ALWAYS welcome! Check with Leon Duggar (alias...Mr. VP) if you have any questions.

I posted a call for Officers for the upcoming elections and have had ONE reply so far. Diego noted he would continue to perform the duties of Program Chairman. Thanks to Diego! We need to fill the other positions!! Like I said before I WILL NOT run again so we need a few Presidential types to speak up! Please consider fulfilling your duties as a member and volunteer for one of the Officer positions. We need your help!

Hope you have fun in Farmington! See you on the trail!

LEAD A RUN - THE TRIP LEADER IS IN CONTROL



Vice President's Soap Box

By Leon Dugger

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Bob Norton

There is no Environmental Affairs report this month.

Be a Trip Leader and Never Eat Dust Again!



For The Ladies

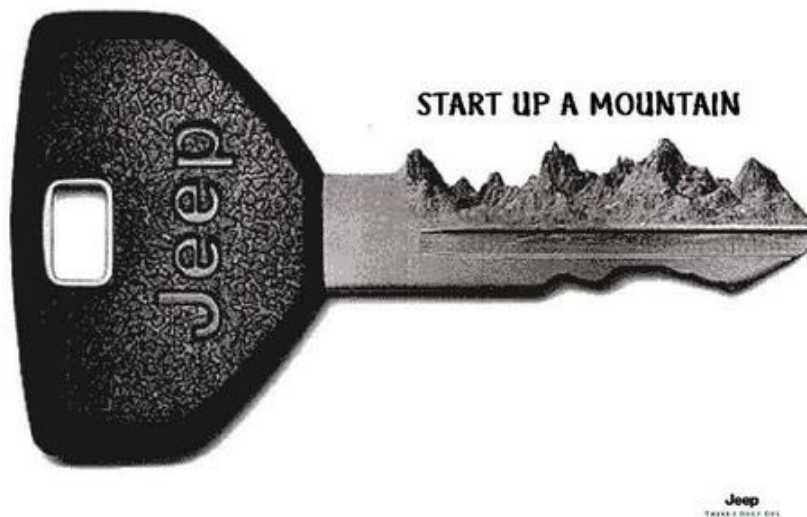
By Jennifer Chapin

Driving Divas All Woman Car Shine & Show Albuquerque

Cruise in, show and shine for ladies the second Monday night each month from May to September. The place is Fastino's, 2600 Juan Tabo NE (Between Menaul and Candelaria) from 5pm to Dark. It's open to all autos driven in by a woman. Ladies get a free meal, and there will be prizes. Women are encouraged to dress in the era of their ride. Men are welcome as arm candy, detailers or meal providers. Ladies get out and show your style and ride!

Dates:

May 9th August 8th
June 13th September 12th
July 11th





Your Vote Counts

By Jennifer Chapin



WE WANT YOU

2016 New Mexico 4-Wheelers Elections

Our club elections are coming up we have grown in the last couple of years



so take this opportunity to consider being a club officer to help lead the club for the next year. Diversity helps bring innovation. Remember we have a Trip Committee which helps to plan our trail rides, events, and tech sessions.

Officer Descriptions:

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

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

The **Program Chairman** shall plan and secure suitable programs for the regular meetings, and shall be in charge of fundraising activities for the Corporation. (S)he shall perform the duties of the President in the absence of the President and Vice-President.

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

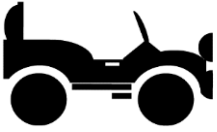
The **Director of Environmental Affairs** shall keep the Members informed of all local, state, or federal land closures or openings, or proposals of such, and shall work with appropriate Officials on these matters. (S)he shall work with Environment Affairs Officers of other local, state, or national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

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

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

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





2016 Moab / Green River Run

By Cliff Meier

This year's trip to Moab and Green River was an outstanding success it has been in past years. Guy Conway did a great job leading the group in both Moab and Green River. We had from 9 to 19



vehicles on the run each day with the most being at Green River. We had 3 visitors join the group, two from Farmington and the other all the way from CA. In Moab, the group headquartered at the Canyonlands RV Resort right in Moab and at Green River we were at the Shady Acres RV Park. Most members stayed at these parks but several stayed in motels. The week started in Moab with two runs that we had not been on in the past, both south of Moab, Box Car Arch area and Kamikaze. Box Car was a visit to a scenic area and Kamikaze had an attention getting climb and descent. The following day we ran the Klondike Bluff and

Tower Arch trails northeast of Moab. Saturday we moved on to the Fins & Things trail, one of my favorites but not Jeanne's, trail. This is a really fun trail that climbs and follows slick rock formations. Contrary to popular belief slick rock is not slick, even when wet as we found out as it



rained on us! Fins & Things has some steep climbs and descents and some narrow spots as you transverse the fins. We had two folks with us, Chris (JK 4 Door) and Ina (Toyota FJ) who had very limited to no off road experience. They both started out somewhat hesitant but by the end of the felt they had conquered the world! Ina's passenger, Tracy Bakewell, said the ride was better than an E ticket at

Disneyland (this may not mean much to younger generation!) He said the verbal commentary from driver ranged from "I'm going to die to what have you gotten me into now" but the important part was that she was smiling after each outburst!

On Sunday many of the group went to the Red Cliff Inn for brunch to celebrate Mother's Day and afterward most of the group moved to Green River.



Several folks had to return to Albuquerque because of work, etc., so we held a moment of silence for them, a short moment!

At Green River several club members and two of Don Walker's guests joined the group. The trails out of Green River are mostly in the San Rafael Swell area. This area is different than Moab with lava dikes, deep canyons, butts, and many rock formations. The area is full of history with old cabins, petroglyphs, signatures by old famous outlaws (the name Cassidy sound familiar?), old uranium and copper mines, an abandoned railway line that was never completed and other stuff. The trail heads were mainly off I-70 40-60 west of Green River. This made for long days, leaving at 9:00am and getting back 6:00-8:00pm. But we never missed dinner a Rays! The only place that serves peanut butter and jelly sandwiches for \$75! If you can't afford that then they have great cheese burgers, pork chops and steaks. The trails we ran were the Dikes, Poison Spring Canyon, Black Dragon Canyon, Eva Conover and others with no names. The Poison Spring Canyon ended at the Dirty Devil River which most of the group forded. This was a treat because the river is a main drainage and can run too fast and deep to ford this time of year. The only mechanical casualty of the week was Don Walker's rear track bar bracket. The weld broke at the axel and even though he tried to weld it back on, because of the location, the weld would not hold so Don had to go back and get his trailer.



Most of the group reluctantly packed up and returned home on Saturday but the Grevens and Meiers decided to spend the weekend at Capital Reek National Park south of the Swell.

Saturday was spent sightseeing around the Park and sampling the super pies they sell there.

Sunday we toured through Cathedral Valley, another area with indescribable scenery. It rained off and on during the run and we learned how quickly dry stream beds can fill up with rapid following water!





Worldwide Go Topless Day Run

May 14th, 2016

By Bill Bonahoom

The day started very grey and drizzly as the NM4 Wheelers headed up into the Manzano Mountains for Go Topless Day. There were 16 vehicles that started the trip and a few brave souls even riding doorless.



First up was the trip up to Capilla Peak. I had never been into the Manzanos and had warned that this road goes right through the burn scar from the fire several years back. However, I had no idea that it was still as scarred as it was.



Once at the top of the peak the sun had broken out and it turned out to be a great day. We all felt a bit deflated however when we rolled up there with our mighty 4x4 vehicles and found a minivan and Subaru had also made it to the top.



After admiring the incredible views and a quick lunch we loaded up and headed for some harder terrain to regain our ego. We found ourselves on a small two track road deep in the trees. The road had it all, a few water crossings and mud holes, a lot of shade, and even some rocks, ruts, and leaners to make the faint of heart squirm just enough.



We made it off the mountain and mostly aired up right as the next thunderstorm and rain clouds passed. A few guys did get a bit wet, however. We were pushing for time as the May NM4W

meeting was fixing to start and we were still a good hour away and we all knew that Jack was BBQ cooking a bunch of really good green chile brats, so pedal to the metal and thank goodness for a stiff tail wind, we got there just as they were coming off the grill.

What a great day. Thanks to everyone who made it and we will have to do this trail again sometime but this time the other way so that we can go up the shale rocky hills!

"We need to protect public land for the people, not from the people," Ed Moreland, AMA



New Mexico Wildfire Information

Contributed by Jennifer Chapin

Homepage for NM Wildfire Information



General Wildfire Information and Links

Sign up here for timely wildfire-related information

[NM State Forestry's Wildfire Alert Email](#)

[NM State Forestry Twitter Feed](#)

Fire Research and Management Exchange System

<http://www.frames.gov/portal/server.pt?open=512&objID=205&PageID=0&cached=true&mode=2>

[FRAMES Search](#)

Southwest Fire Science Consortium

<http://swfireconsortium.org/>

NM Fire Info for current information on wildfires in New Mexico

<http://nmfireinfo.wordpress.com/>

Southwest Coordination Center for Wildfire information for New Mexico and Arizona

<http://gacc.nifc.gov/swcc/information/information.htm>

InciWeb for additional information on wildfires in other western states
www.inciweb.org/

NPR Special Series Megafires: The New Normal in the Southwest

- [Is it Too Late to Defuse the Danger of Megafires](#)
- [Fire Forecast: NPR](#)

NM Fire News [for latest information about closures and fire restriction in New Mexico](#)

Wildfire Protection and Prevention

NM Forestry Divison - website with information about wildfire protection and prevention
www.emnrd.state.nm.us/FD/index.htm

Fire Safety Planning for Your Home
www.emnrd.state.nm.us/FD/FireMgt/FireProtectionHome.htm

Fire Prevention Tips for the outdoors
www.emnrd.state.nm.us//fd/FireMgt/FirePrevention.htm

Living With Fire – a publication produced specifically for NM communities
allaboutwatersheds.org/library/general-library-holdings/NMLivingwFireOct.2008.pdf/view

Firewise – website with resources for and about Firewise communities by the National Fire Protection Association www.firewise.org/. This site has useful information for:

- Homeowners www.firewise.org/Information/Who-is-this-for/Homeowners.aspx
- Firefighters www.firewise.org/Information/Who-is-this-for/Firefighters.aspx
- Developers www.firewise.org/Information/Who-is-this-for/Designers-and-Developers.aspx
- Civic leaders www.firewise.org/Information/Who-is-this-for/Civic-Leaders.aspx

SWCC's fire prevention information
http://gacc.nifc.gov/swcc/information/learn_more/prevention.htm

Ready Set Go

Ready, Set, Go! is a program to develop and improve dialogue between community fire departments and the residents they serve.





Need a Tee Shirt?
Go to <http://jeepaddict.us/>
Contributed by Jennifer Chapin





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

KEEP PUBLIC LANDS OPEN TO THE PUBLIC

NM4W Officers

<p>President Mark Wolf 505-856-8539 pr@nm4w.org</p>	<p>Vice-President Leon Duggar 505-235-8988 vp@nm4w.org</p>	<p>Secretary Bobbie Moore 505-221-3847 se@nm4w.org</p>
<p>Treasurer Bill Bonahoom 505-298-6296 tr@nm4w.org</p>	<p>Program Chairman Diego Serna 505-323-4362 pc@nm4w.org</p>	<p>Historian Frank G. Whiston 505-280-7922 hi@nm4w.org</p>
<p>Trip Chairman Jennifer Chapin 305-333-3375 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



July 1, 2016

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

June 11 2016

by **Bobbie Moore**



The meeting was held at the Oak Flat Group Picnic Area. President Mark Wolf called meeting to order at 5p.m.

GUESTS: Fred Gann, Bob Meyers, Thomas Pasztor, Tom Hurt, Bruce Rienzo, Loren, Jean, Ryan and Dan Petmecky, and Alexis Tyson

MEMBERS PRESENT: Tracy Bakewell, Travis Bakewell, Joseph Barfoot, Bill & Lisa Bonahoom, Jennifer Chapin, Leon & Marcia Duggar, Ed & Lyn Kausche, Cliff & Jeanne Meier, Bobbie & KW Moore, Paul Ness, Bob Norton, Tracy Rosenberg, Illene & Phil Rodacy, Don Roy, Chris Sears, Diego Serna, Chris Spiak, Rhonda & Andy Townes, Donnie Walker, Jim & Nicole Werkmeister, Donna & Frank R. Whiston, Beth & Frank G. Whiston, Mark & Joan Wolf

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

TREASURER'S REPORT –Bill Bonahoom. The treasury balance is \$2,954.92. Bill reminded everyone that in August membership dues will be coming due (\$45.00 a year).

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. Sheriff Leon started collecting fines. KW paid for his radiator breaking on the trail; Tracy for changing his name so many times on website; Leon for having the picnic on date night; Cliff for being confused as to where the camper keys were; and our newest member Tony, for needing a band aid for his bumper. Don Walker, who lives in Farmington, had several issues but was not present.

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. Tom Coston lead Jemez trails. Good trails were enjoyed in Moab/Green River led by Guy Conway, even though there were some long days. Members enjoyed some trails and sites not used much. Farmington had anything you wanted from easy to big rock climbing. A picnic was enjoyed Saturday evening. There are

lots of pictures so make sure to check website for write ups and photos of past events and the latest info on upcoming events.

PAST EVENTS: May 28-30 Farmington Memorial Day Weekend-Cliff Meier

May 22 Jemez Sunday ride – by Jennifer Chapin

May 14 Worldwide Go Topless Day: through the Manzanos – by Bill Bonahoom

May 14 NM4W meeting at Dickey's in Los Lunas

May 4-13 Annual Moab/Green River, Utah Run – by Cliff Meier

June 5 Jemez Sunday ride – by Thomas Coston

UPCOMING EVENTS: June 19 Jemez run – by Jennifer Chapin

June 25, Sat. 9am CB Radio 101 – by Bill Bonahoom, 14119 Skyline Rd NE 87123

June 25-30 Montrose Colorado – by Eamonn O'Brien or Jennifer Chapin

June 25-26 Montezuma Mass Trail Opening weekend with Mile-Hi

Jeep club patrol 16

Summit High school, 16201 CO 9

Breckenridge, CO 80424 Jennifer Chapin

July 17 8AM Jemez Pueblo run; Meet up at the visitor center – by Jeff Boggs

July 30-Aug. 6 50th Celebration of All 4 Fun 2016, Empire, Colorado

July 31 Marks Casa Jeep Jam, 9733 Coors Blvd., Abq.

August 5-7 Silverton Weekend, Silverton Campground, 2100 Kendall Street, Silverton, CO -Jennifer Chapin

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT: Bob Norton reported on the spikes that were put on the trail in the Mt. Taylor area. More on this issue on our webpage. Be careful on trails and if you see anything out of place please report to the Cibola Sheriff.

PROGRAM CHAIRMAN'S REPORT: Diego Serna. Not much to report. Still has T-shirts, hats and sweatshirts for sale. You get an extra ticket for the 50/50 drawing for wearing NM4W items!

HISTORIAN'S REPORT: Frank G. Whiston made a very special presentation on behalf of the NM4W Club. He had a special project to work on (with help) this month. Mark and Joan Wolf were honored for all the years of work they have put in on behalf of the club. Both have held offices many times. Phil made a wood plaque that was presented to them. A motion to make them "Honorary lifetime members" was made and carried, as in no more

dues! A book was also made up with lots of pictures and stories from their past with the club and signed by members who were present. They have been members for 22 years.

CONGRATULATIONS MARK & JOAN!

Frank has also been working on keeping up with all your pictures members are putting on from runs. If you need any help or have questions with any of this just ask him. You're doing a great job Frank!

WEBMASTER'S REPORT: Don Roy. He has changed a few settings so your information is now secure. Thanks Don for doing that.

Check the website for new rides and updates!

EDITOR'S REPORT: Phil Rodacy reported that if you have any contributions that can be used in the newsletter please send to him. Many thanks to Jennifer for everything she has put in. It is greatly appreciated!

PROMOTIONS PROGRAMS: Frank G. Whiston reminded members that 4 Wheel Drive Hardware gives us a discount on parts bought from them and 3% goes back to the club at year's end. This is optional and you must "opt-in" on your club website profile page.

OLD BUSINESS:

- A Thank you card was passed around for members to sign for all the time and work he spent with us on the Moab/Green River Trails. Those of us who went enjoyed and appreciated it very much.

NEW BUSINESS:

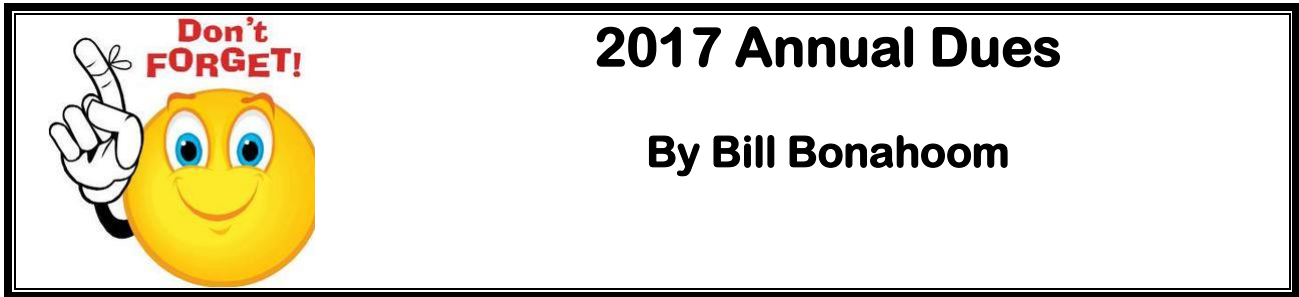
- **Anthony Barker (Tony)** was recommend for and accepted to our club via a unanimous vote. Welcome Tony!
- Members were nominated for offices: Jennifer Chapin was nominated for President; Leon Duggar for Vice president; Bobbie Moore for Secretary; Cliff Meier for Trip Chairperson; and Bill Bonahoom for Treasurer. The positions of Director of Environmental Affairs and Historian are open. Remember we will be voting at the July meeting for all officer positions. If you are interested, please let a current officer know. The Club needs some new people to get involved and hold offices. We have 90+ members, so help us out!
- MEMBERS also need to vote for **4 Wheeler of The Year**. Please go to the web site to cast your vote.

Raffle Winner 50/50 was won by our new member Tony Barker who donated the \$53 back to club.

Thank you to Leon & Marsha, Joan, Mark, Frank, and Jeanne and anybody I missed for your help with the picnic.

Next meeting will be on July 19 at 5pm at the home of Neville Fridge. Address is 444 Live Oak Loop NE Abq. Remember to please bring a covered dish to share.

MEETING ADJOURNED at 6:14pm.



Its that time of year again... that's right the 2017 NM4W annual dues are now due.

Our fiscal year starts on Aug 1.

Your renewal dues for the coming year is \$45.00.

- **Option 1**

You can bring cash or a check to a meeting and see the Treasurer, (Bill Bonahoom).

- **Option 2**

Log into the web site and you can use PayPal with a Credit Card, a Debit Card, or your existing PayPal account. After the transaction, you will receive a confirmation E-Mail from PayPal.

- **Option 3**

You can mail a check to:

*New Mexico 4 Wheelers
P.O.Box 90154
Albuquerque, NM 87109-0154*



President's Report

By Mark Wolf

We had a great picnic thanks to the major efforts of Leon and Marcia Duggar. Others helped cook and clean up; many brought potluck dishes. Thank you all very much!! This is a great tradition and I hope it continues way into the future. The food is always great and so is the company! The picnic in the cool pine trees makes for a very relaxed atmosphere for visitors and members.

We had several step up to the plate and volunteer for Officer positions. However, there are those that have "done their share" and would like someone to take over. The offices of Environmental Chairman and Historian especially are open to new blood. While the current people holding these offices will carry on if needed, we have over 90 member families and there have to be others out there who can help. Please get involved. Seasoned officers are happy to mentor new officers.

I want to thank ALL of the current Officers who volunteered their time. All did an excellent job! We are a very organized and involved club and always welcome new guests and members. Just this past meeting a young woman who is interested in the club (and our sport) brought her entire family to see what we're all about. I think we showed her (and her parents) we are fun, responsible, and have great camaraderie. I hope she joins as people like her are eager to learn our sport and get out for some fun. And with all of the experience in this club, we can teach her and others the "right way" to four wheel safely. Please take the time to welcome guests so they come back.

We have confirmed that the Zuni Mountain Campout will take place with the Gallup Jeeps West group this year after all. Cliff will lead this run and is looking for volunteers to help cook and do a couple of other things. We need to help out this small club as they ALWAYS make our experience pleasant. This is our chance to help out and repay them for the many years they have shown us unmatched hospitality. Please email Cliff today!!

Joan and I were surprised and humbled by the recognition given us at the Picnic for our 22 years of membership. It is truly an honor to be named as NM4W "Honorary Members". In all my years of membership I have only known one other couple that held this prestigious honor, but I never met them. Frank G. Whiston (on behalf of the club) also presented us with a plaque (beautifully engraved by Phil Rodacy) and scrapbook of pictures taken from the archives of the club albums. Members added personal notes in the scrapbook. We'll cherish these things forever. We thank you from the bottom of our hearts and are proud to have served and held membership in this great club. Thank you all very much. We will be moving to Arizona this year and will stay in contact to let you in on some of Arizona's fun trails as soon as we find them!

LEAD a RUN - THE TRIP LEADER IS IN CONTROL



Vice President's Soap Box

By Leon Dugger

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Bob Norton

Some Closures in Cedro Peak Area Remain

I have confirmed that on Monday, June 27th, a partial reopening of the Cibola National Forest, Sandia Ranger District south of Interstate 40 took place. The picnic grounds, group campground and the designated forest roads in the Cedro Peak area may now be used. However, Stage II Fire Restrictions are now in place so still no motorized use will be allowed on the designated trails. Motorcycles cannot use the single track trails at this time. Horses are OK!

Stage II Fire Restrictions on Mountainair Ranger District

Albuquerque, NM, June 18, 2016 – Due to the severe fire danger, and to protect public health and safety, Stage II fire restrictions have been implemented on the Mountainair Ranger District of Cibola National Forest and National Grasslands. The following are prohibited:

- Building or maintaining a fire, campfire, charcoal, coal, or wood stove
- Explosives, fireworks, or any pyrotechnic device
- Smoking, except within a vehicle, building, developed recreation site, or in an area at least 3' in diameter that contains no grasses or flammable material
- Chainsaws or other equipment powered by a combustion engine
- Welding or operating a torch with an open flame
- Using a motor vehicle off of National Forest System roads, except in developed campgrounds and trailheads and areas within 10 feet of the roadway where there is no vegetation
- Firearms

This order will remain in effect until December 31, 2016, or until rescinded. Violations of this order are punishable by a fine of \$5,000 for individuals, \$10,000 for organizations, and/or 6 months of imprisonment. If you have any questions about the fire restrictions, please contact the Mountainair Ranger District at 505-847-2990.

Public Meetings Scheduled to Review Preliminary Draft Plan – Cibola National Forest and National Grasslands

A preliminary Draft Forest Plan has been completed and will be released in July 2016; the public will have 45 days to review and comment. A series of collaborative public workshops have been scheduled to present the preliminary Draft Plan for review and discussion. The workshops are being designed with the help of our partners to provide an opportunity for the public to engage in dialogue and collaboration with each other and diverse interests to find common vision and common ground for these shared places. The first workshop will take place July 19th in Albuquerque. For details: <http://www.fs.usda.gov/detail/cibola/news-events/?cid=FSEPRD503829>

Carson National Forest Draft Evaluation Maps for Wilderness Ready for Comment

(Updated: 06/21/2016) Info obtained via NMOHVA

The Carson National Forest has completed a draft evaluation of lands for "wilderness character". The draft evaluation map is ready for public review and comment.

The GOOD news is that a large percentage of the lands that were under consideration in the original inventory have already been eliminated on the draft evaluation maps. The BAD news is that there is still large swaths of land being considered for wilderness recommendation.

The draft evaluation map is up on the Carson Plan revision website at:

<http://www.fs.usda.gov/detail/carson/landmanagement/planning/?cid=stelprdb5443166>

The website includes several ways to view of maps including downloadable pdf files, kml files (for viewing on Google Earth), and an "interactive" map online. They have also included their draft evaluations that included or excluded particular areas.

The Carson planning staff is looking for public comment on the published draft maps. What did they get right? What did they get wrong? What areas should be thrown out? You can bet the environmental extremists will be clamoring for areas to be put back in for evaluation. Let's make sure that we provide a counter-balancing (and much saner) input.

The next step will be another version of the draft evaluation map that will be posted after the five wilderness characteristics are applied. Once THAT draft is posted, there will be another 30 day opportunity to make specific comments and suggestions related to the evaluation and the draft evaluation map.

Be a Trip Leader and Never Eat Dust Again!



Mark and Joan Wolf Named Honorary Members

By Frank Whiston

As the Wolf's are preparing to retire and move to Arizona, we wanted to honor Mark and Joan's 22 years of being members in the club. Over that time span, Mark has served as a club officer, in varying capacities for 11 years. That is half the time they have been members. Mark was also voted as 4-Wheeler of the Year for two years in a row. Mark was also active over the years as an officer of the Southwest 4WD Association as well as a tireless NMOHVA supporter.



Not only did Mark serve the club, but Joan did as well. Joan has served two terms as Secretary and has organized the club's summer picnic for many years. Joan also interviewed club members and wrote "Member Spotlight" articles for the club newsletter for many years. Those were a great way to get to know your fellow club members. I'd highly recommend you look at the past newsletters on the club website and check them out! Joan even authored an [article on the club's 50th Anniversary](#) which was published in the 4 Wheel Drive and Sport Utility magazine.

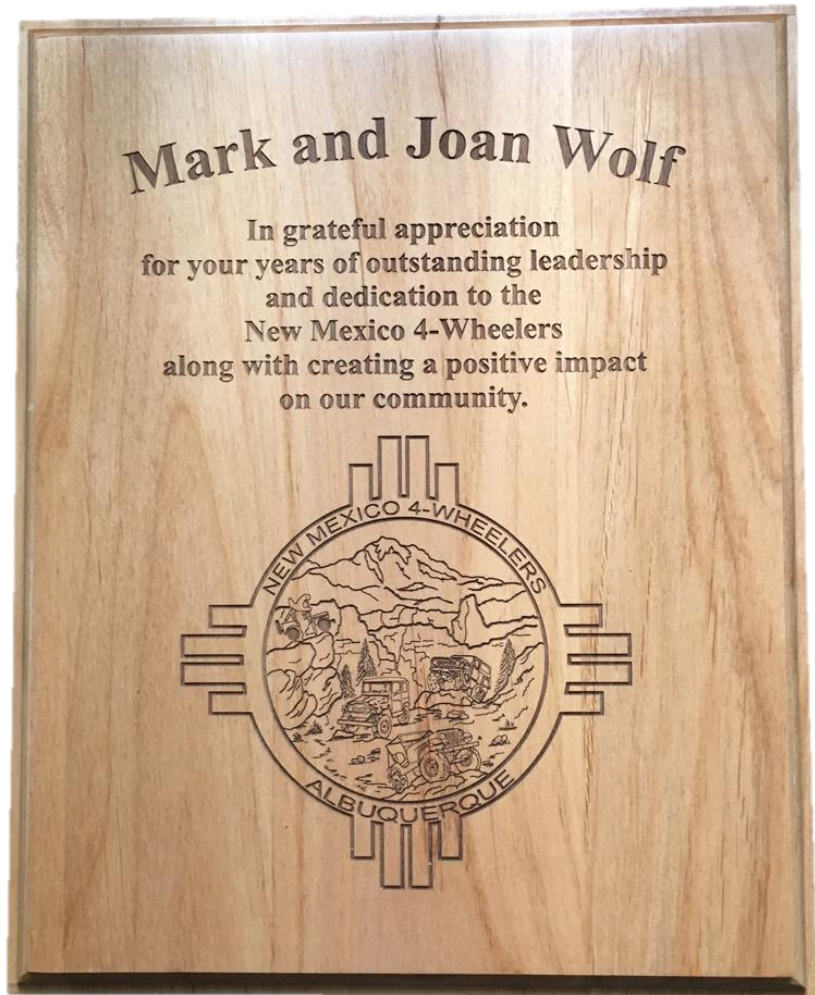
Both Mark and Joan have served on many club committees including SWFWDA Summer Quarterly's hosted by the club and the 50th Anniversary Celebrations. Mark and Joan have also always been there for the various community service projects including Quedandos Los Niño's, I-25 Adopt a Highway, Blue Star Mothers, the Annual Holiday Food Drive, and the recent Cedro Peak Service Project just to name a few. I could go on and on, but I think this paints the picture of how lucky the club is to have them.

Although the Wolf's will soon be in Arizona, we wanted to make sure that they will always be a part of the club and the members voted to give them the

status of being Honorary Members. Their membership will never expire and no club dues are required. The paragraphs above barely scratch the surface to describe how deserving the Wolf's are to receive this honor.

Additionally, I was honored to present them with a plaque that Phil Rodacy made and a memory book that I put together from the club's old scrapbooks and photos from the past 22 years at the summer picnic. I'd like to thank Phil Rodacy, Cliff Meier, Jennifer Chapin, Bob Norton, Beth Whiston, and everyone else who contributed to the gifts.

We wish the Wolf's a very happy retirement! Their departure from New Mexico will be bittersweet. We all miss seeing them regularly, but will be happy for them as they start a new chapter of their lives. We will also be on the lookout for an invitation to visit them in Arizona after they get settled and Mark becomes familiar with the 4WD opportunities in the area ;-)





For The Ladies

By Jennifer Chapin

Driving Divas All Woman Car Shine & Show Albuquerque

Cruise in, show and shine for ladies the second Monday night each month from May to September. The place is Fastino's, 2600 Juan Tabo NE (Between Menaul and Candelaria) from 5pm to Dark. It's open to all autos driven in by a woman. Ladies get a free meal, and there will be prizes. Women are encouraged to dress in the era of their ride. Men are welcome as arm candy, detailers or meal providers. Ladies get out and show your style and ride!

Dates:

May 9th August 8th
June 13th September 12th

July 11th



Vote at the July Meeting

By Jennifer Chapin

2016 New Mexico 4-Wheelers Elections

Our club elections are coming up we have grown in the last couple of years so take this opportunity to consider being a club officer to help lead the club for the next year. Diversity helps bring innovation. Remember we have a Trip Committee which helps to plan our trail rides, events, and tech sessions.

We still need a Historian and Director of Environmental Affairs. You can also run against one of the 4 other volunteers if you'd like to try for a different position.

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

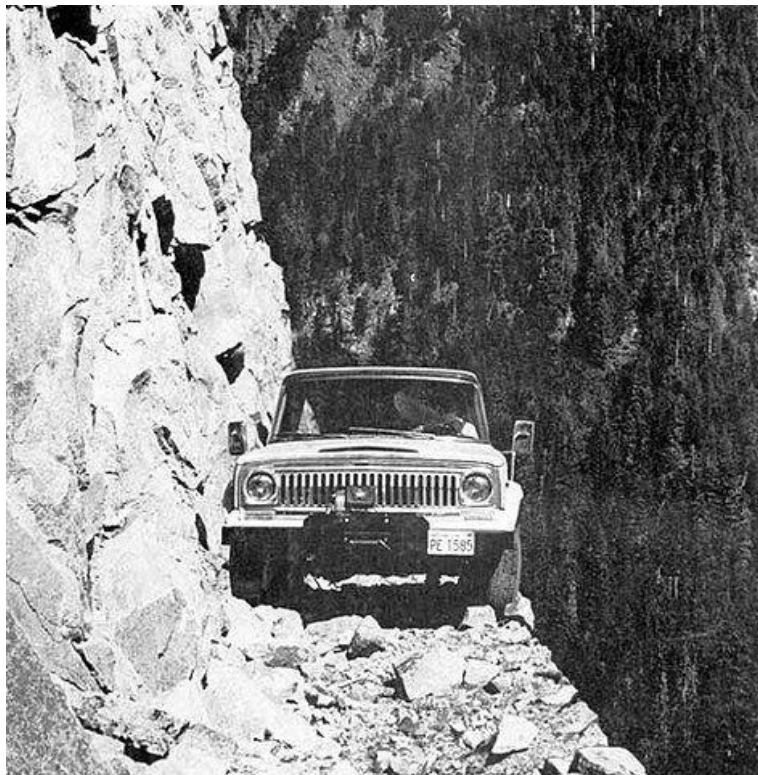
The **Director of Environmental Affairs** shall keep the Members informed of all local, state, or federal land closures or openings, or proposals of such, and shall work with appropriate Officials on these matters. (S)he shall work with Environment Affairs Officers of other local, state, or national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

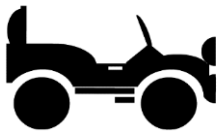
The **Secretary** shall keep minutes of all meetings, shall keep an accurate list of names and addresses of all Members, and shall conduct the correspondence of the Corporation. (S)he shall transmit all records to the successor in this office.

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

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

Be a Trip Leader and Get a Discount on Dues!





Farmington 2016 Memorial Day Weekend

By Cliff Meier

Summer has officially arrived for the NM4Ws with the Farmington Memorial Day Weekend event! As with last year, we had a great time with the event headquartered out of the San Juan County McGee Park in Farmington. We had more than 20 NM4W members, several Cliff Hanger members and several guests attend. A big thanks to Don Walker and the Cliff Hangers who lead the 3 Days of trails. About half the folks camped at the Park with the other half staying in motels. There was a first this year with a special Ruins Run on



Saturday to several Indian ruins and petroglyph panels. The run was led by Doug Dykeman of Dykeman Roebuck Archaeology, who has extensive knowledge of the area. This group went southeast of Bloomfield to the badlands and the Crow Canyon Archeological District rich in a large number of Navajo petroglyphs and defensive sites. We started with a large panel of petroglyphs which wrapped around the base of one of the mesas. Mostly Navajo from 1400 to 1700s there were also examples of Anasazi and Puebloan art. We

learned that if a figure had five fingers and the corn stalks had tassels it was a Navajo petroglyph. Lunch was spent at the site of a rock tower used as a granary and watch tower on the edge of mesa top looking across the valley below and the San Juan Mountains to the north. We finished the day with a second granary site and watch tower. Several members who did not go on the ruins run proceeded to the Glades/Choke Cherry Canyon where they met Don and the Cliff Hanger trail guides. We split up into a hard+ and an easy/moderate groups and spent the day exploring. It was a great day with only causality, Don's rear driveshaft decided it was time for a u-joint to break. Unable to fix it on the trail, the Jeep was towed back to Don's house. One nice thing about the Glades is that you are not very far from home! The group got back together for a hamburger/hot dog potluck at the fairgrounds that evening, again Don needs to be thanked for loaning us his BBQ grill.



Sunday morning, we all headed out to the Glades for the day's runs. Again the group split into three levels of runs, extreme, hard/moderate and easy/moderate with the Cliff Hangers

and Don leading. Overall, the runs all went well. Except at lunch on the easy/moderate run KW commented he could smell antifreeze and thought he may have a small leak. When



we stopped later after lunch to watch hard/moderate guys KW decided his leak wasn't small! It was decided to escort KW back to Don's house and garage and Don and I started back with him. We decided to take a quick look at where the leak was. KW pointed at the top radiator hose connection on the radiator and said "there it is" and pushed a little on it. The whole connection broke off! So much for driving the Jeep back, Don towed from there. The rest of the afternoon was spent replacing the radiator.

The weekend came to close after two members joined Don Monday morning for half day run in the Glades while everyone else headed home. Visit the Website photo gallery for more pictures. Overall it was a great weekend!



Jemez Exploration June 19th, 2016 By Jennifer Chapin

Up to Pajarito Peak Radio Towers

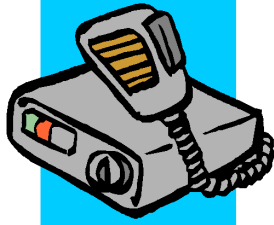




We found the road to the Pajarito Peak radio towers, then continued into the forest and found a challenging trail with lots of rock, down into the canyon. It then continued



with lots of steep water bars to navigate. Many of us were stuck at least once and some many times. It was a great day to be in the Jemez even with the heat but everyone still had a great time.



Tech Session

CB 101

By Bill Bonahoom

On June 25th 2016 there were 6 members and guests of the NM4 Wheelers congregated at the Bonahoom's house to learn a little about CBs and Antenna setup. If you have driven off road for long you have likely experienced someone with a CB that just won't work, and we learned what to look for in the setup of that system so that it will broadcast with the best of them. All commercially available CB transmit with very close to the same power so if things are not working as well as they should typically it's an antenna or grounding issue with in the setup and we demonstrated what to look for and how to go about bringing the system up to working standards. All members present had the opportunity to have their systems checked out with some major changes made to one rig.

If you are having any problems with your radio and missed this tech session then log into the web site and read the CB Radio 101 article and that should help steer you in the right direction.

https://nm4w.org/articles/?ar_id=47



Montezuma Trail Opening Weekend

By Jennifer Chapin

Montezuma Trail Opening Weekend

If you did not make it out this year plan on it for next year. This was a great event and very successful. Saturday's turnout was much bigger than Sunday. However, we were still extremely successful in opening 7 trails in 2 days. A few trails still have lingering drifts that only large tire vehicles can currently negotiate, but those will be melted very soon thanks to us laying tracks in them. We were also able to replace some signs and reinstalled some that had been knocked down. We were also able to close a bypass to future traffic to stop the area from being damaged. A special thanks to Ryan Boudreau and Mile-Hi Jeep Club for setting this event up.



Just a little snow shoveling.



Blocking the illegal bypass to prevent further damage to the area.



La Bajada Trail Ride

Contributed by Bob Norton and Jennifer Chapin



Overlook



Blow Hole



La Bajada Turn



Steep Drop



Tool Definitions

Contributed by Frank Whiston

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly-stained heirloom piece you were drying.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned guitar calluses from fingers in about the time it takes you to say, "YEOWW SH##...."

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age.

SKILL SAW: A portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters. The tool most often used by women.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to Transfer intense welding heat to the palm of your hand.

WELDING GLOVES: Heavy duty leather gloves used to prolong the conduction of intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub you want the bearing race out of.

WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 inch socket you've been searching for the last 45 minutes.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

EIGHT-FOOT LONG YELLOW PINE 2X4: Used for levering an automobile upward off of a trapped hydraulic jack handle.

TWEEZERS: A tool for removing wood splinters and wire wheel wires.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool ten times harder than any known drill bit that snaps neatly off in bolt holes thereby ending any possible future use.

RADIAL ARM SAW: A large stationary power saw primarily used by most shops to scare neophytes into choosing another line of work.

TWO-TON ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

CRAFTSMAN 1/2 x 24-INCH SCREWDRIVER: A very large pry bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

AVIATION METAL SNIPS: See hacksaw.

TROUBLE LIGHT: The home mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate that 105mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids and for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads. Women excel at using this tool.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws.

AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts which were last over tightened 30 years ago by someone at Ford, and instantly rounds off their heads. Also used to quickly snap off lug nuts.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a

kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit. Women primarily use it to make gaping holes in walls when hanging pictures.

MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

DAMMIT TOOL: Any handy tool that you grab and throw across the garage while yelling "DAMMIT" at the top of your lungs. It is also, most often, the next tool that you will need.



Out on The Trail with Fun Treks

Contributed by Jennifer Chapin

Just in case you have not heard of FunTreks, they make 4x4 and ATV guide books and gps data cards for various trails in states such as Colorado, Utah, Arizona, and California. Some of us have had the great opportunity to go out in New Mexico and help them explore our state. There is a lot of work that goes into creating these books and gps data cards so it likely will be another year or so before they publish a New Mexico guide. Thanks to our club members for helping out and thanks to Chuck and Matt from FunTreks.



To learn more about FunTreks or order Guide Book or gps data cards, check out their website at: www.funtreks.com





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](http://BeverageFactory.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. Below 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 36 33" tires from 16 psi to 28 psi.

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

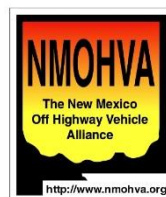
**KEEP PUBLIC LANDS OPEN
TO THE PUBLIC**

NM4W Officers

<p>President Mark Wolf 505-856-8539 pr@nm4w.org</p>	<p>Vice-President Leon Duggar 505-235-8988 vp@nm4w.org</p>	<p>Secretary Bobbie Moore 505-221-3847 se@nm4w.org</p>
<p>Treasurer Bill Bonahoom 505-298-6296 tr@nm4w.org</p>	<p>Program Chairman Diego Serna 505-323-4362 pc@nm4w.org</p>	<p>Historian Frank G. Whiston 505-280-7922 hi@nm4w.org</p>
<p>Trip Chairman Jennifer Chapin 305-333-3375 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



August 1, 2016

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

July 9 2016

by **Bobbie Moore**



The meeting was held at the home of Neville and Jacqueline Fridge. President Mark Wolf called the meeting to order at 6:00p.m.

GUESTS: Don & Karen Owen were our guests.

MEMBERS PRESENT : Tracey & Cheryle Bakewell, Jeff & Paula Boggs, Bill & Lisa Bonahoom, Richard Brooks, Devin & Crickett Cannady, Jennifer Chapin, Leon Duggar, Neville & Jacqueline Fridge, Jeff & Agnes Hodas, NaDeen Jackson, Cliff & Jeanne Meier, Bobbie Moore, Bob Norton, Eamon Obrien, Bob & Carol Provance, Don Roy, Chris Sears, Chris Spiak, Glenn & Rebagayle Vialpando, Donnie Walker, Jim Werkmeister (and boys), Frank R & Donna Whiston, Mark & Joan Wolf.

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

TREASURER'S REPORT –Bill Bonahoom. The treasury balance is \$4,311.17

Memberships need to be paid as the year starts over in Sept. You can pay via check, cash or pay pal.

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. Sheriff Leon could not collect any fines this time as it seems no one wants to be a tattle tale or maybe everything is good! There were stories passed around, but nothing that led to fins being assessed.

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 in whatever you need. Thank you to the trail leaders who led this past year! Check the website for write ups and photos of past events and the latest info on upcoming events.

PAST EVENTS: Caja Del Rio Exploration, Jemez, and the tech session on CB radios were all well attended. Tony got to use his tow strap and now has hash marks for each use, as in muddy. Jennifer headed up to Colo. and helped the Mile Hi club open some of their trails.

UPCOMING EVENTS:

July 17 Jemez Ride
July 24 Eureka Mesa North Jemez
July 30 50th Anniv. celebration of All-4-Fun 2016 in Empire, Colo.
July 30 2nd annual summer ice cream run—Jemez
July 31 Marks Casa Jeep Jam
Aug.5-7 Silverton Weekend
Aug.6 NM4W meeting
Aug.6 Northern Jemez Ride
Aug. 13 Car & Culture video release party (tentative)
Aug.14 NMCC All Clubs picnic
Aug.14 Jemez Ride
Aug.16 6th annual “Crawlin To A Cure - Racin To Raise Cash” event
Aug.19 Zuni Mts. campout & run
Aug.27 NMOHA Meet & Greet

Please check our web site for more info on times, meet up sites, trip leaders, new rides and cancellations.

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT: Bob Norton. Comments on maps and overall Forest service plans are welcome. Try to attend their meetings if possible. We need to keep active with them.

PROGRAM CHAIRMAN’S REPORT: Diego Serna. No report. Tracey Bakewell performed the 50/50 raffle for Diego. (Yay, Tracy!)

HISTORIAN’S REPORT: Frank G. Whiston. No report

WEBMASTER’S REPORT: Don Roy. He now knows how to put in Honorary Members and he changed the membership roster.

EDITOR’S REPORT: Phil Rodacy. No report.
Many Thanks to Jennifer for all the articles and pictures she sends in. Others need to do the same. Also trip leaders, you need to send trip reports to Phil.

PROMOTIONS PROGRAMS: No report.

OLD BUSINESS: A “Thank you” card was sent to Guy Conway for all the work he did for the club in Moab and Green River.

NEW BUSINESS: Nominations for officers were accepted and approved via acclamation.

President: Jennifer Chapin
Vice President: Leon Duggar
Secretary: Bobbie Moore
Trip Chairman: Cliff Meier
Treasurer: Bill Bonahoom
Historian: Frank G. Whiston
Environmental Affairs: Bob Norton

Nominations and voting on "4 Wheeler Of The Year" was held. The winner will be announced at the August meeting.

The subject of liability insurance was brought up and a discussion was held. Several members will be checking into our options and what would be the best for the club. More on that subject later. This is a very emotional subject, but is being forced upon us because "times are changing".

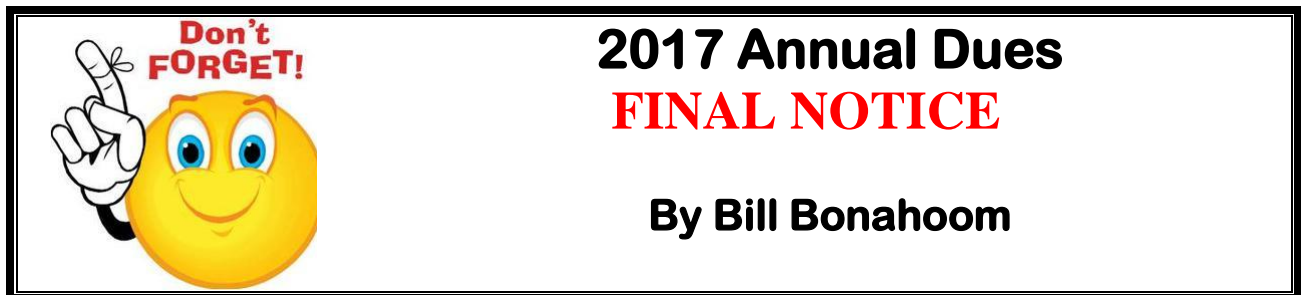
The 50/50 raffle was won by Frank R. Whiston in the amount of \$ 27.00

Thank you to Neville & Jacqueline Fridge for hosting the meeting in their home.

The Next meeting will be August 6th at the home of Glenn & Rebagayle Vialpando in Rio Rancho.

MEETING ADJOURNED at 6:50pm.

Check the website for new rides and updates!



Its that time of year again... that's right the 2017 NM4W annual dues are now due.

Our fiscal year starts on Aug 1.

Your renewal dues for the coming year is \$45.00.

- **Option 1**

You can bring cash or a check to a meeting and see the Treasurer, (Bill Bonahoom).

- **Option 2**

Log into the web site and you can use PayPal with a Credit Card, a Debit Card, or your existing PayPal account. After the transaction, you will receive a confirmation E-Mail from PayPal.

- **Option 3**

You can mail a check to:

New Mexico 4 Wheelers

P.O.Box 90154

Albuquerque, NM 87109-0154



President's Report

By Jennifer Chapin

I wanted to say again a special thank you to Mark Wolfe for all his work and leadership to the club. Well, it's August and we have had lots of great trail rides so far this year and more coming up. Please remember it is all of us that make up the club. Keep checking the website there are always updates and last minute rides planed on a Friday for the weekend. The trip committee is always looking for more suggestions for trails and tech sessions. Many of us have participated in meetings with the various forests in New Mexico and shared our voices with them. It's extremely important for all of us to continue the important advocacy work necessary for keeping public lands open to all including 4-wheel drives.

We have the Cars and Culture Video Release party coming up on Saturday August 13th 2PM to 5PM at the Advance Auto Parts store on San Mateo, in Albuquerque. The following weekend August 19th is the Zuni Mountains campout with Jeeps West another great event, if you missed it before or have not been make plans now to attend. As always check our website for all the details.

I think it is great that our club has many new people that just means for fun for all of us. If you have not lead a trail yet pick a place you would like to go or have been and want to share with the rest of us. Any of the club officers will gladly help you get it on the calendar.

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



Vice President's Soap Box

By Leon Dugger

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Bob Norton

- **Wilderness Bill introduced by New Mexico Senators**

Extreme “closurist” Senators Martin Heinrich and Tom Udall on June 16th introduced S. 3049. This would expand upon lands already within the current national monument in the Las Cruces/Southern New Mexico area and convert about half to full blown Wilderness areas. No matter that existing roads/routes might be impacted, in the eyes of the senators and their “extreme greenie” friends.

The New Mexico Off Highway Vehicle Alliance has an excellent summary of this bill, plus links to the text of the bill, plus maps, at:

<http://www.nmohva.org/news-issues>

Check it out.

- **Public Meetings Scheduled in August to Review Preliminary Draft Plan – Cibola National Forest and National Grasslands**

The preliminary Draft Forest Plan was released in July 18, 2016. Public comments are due by August 31st. Some of the collaborative public workshops have been completed that present the preliminary Draft Plan for review and discussion. The Forest Service states “the workshops are being designed with the help of our partners to provide an opportunity for the public to engage in dialogue and collaboration with each other and diverse interests to find common vision and common ground for these shared places”

Following are the upcoming workshops in August:

August 1, 2016

Knights of Columbus Hall, 1601 E. Roosevelt Ave at Sakelares Blvd, Grants, NM
6 p.m. – 8 p.m. Mt. Taylor

August 2, 2016

Corona Recreation Room at the Corona Schools, 531 Franklin St, Corona, NM
6 p.m. – 8 p.m. Mountainair

August 3, 2016

Dr. Saul Community Center, 107 Roosevelt, Mountainair, NM
6 p.m. – 8 p.m. Mountainair

August 8, 2016

Albert Lyon Event Center, 2953 South Broadway, Truth or Consequences, NM
6 p.m. – 8 p.m. Magdalena

August 9, 2016

Cañon de Carnuel Land Grant Annex Hall, Located between mile marker 5 & 6 on Highway 333, Tijeras, NM (*location updated July 19 revision*)
6 p.m. – 8 p.m. Sandia

-
- **Thanks to the New Mexico Off Highway Vehicle Alliance for the following report:**
- www.nmohva.org

Santa Fe National Forest Starts NEPA for Forest Plan Revision Process

(Updated: 07/13/2016)

The Santa Fe National Forest filed their Notice of Intent (NOI) to revise the Forest Plan in the Federal Register on June 30th. This marks the beginning of the official NEPA process for the Plan revision. Everything they have completed so far like the assessment, draft "Need for Change", and the potential wilderness inventory has been "pre-NEPA". Some of those activities (like the wilderness inventory) will continue in parallel.

The first step in the NEPA process is "Scoping". Scoping is probably the most important step in influencing what the Forest looks at and plans for in their plan revision process. Scoping is the opportunity for the public to tell the Forest Service what they should include in the revision process. In their NOI announcement, the SFNF said, "*Comments received during this scoping period will determine the breadth of issues that should be addressed during development of the proposed plan and help identify significant issues which will form the basis for alternatives to the proposed action.*" We wrote an explanation of why Scoping is so important a few months ago for the start of the same process on the Carson National Forest. It is still accurate and appropriate for the Santa Fe National Forest so here it is again:

Why is Scoping Important?

The "significant issues" are used to develop the alternatives that will be considered in the Environmental Impact Statement (EIS). The EIS is the 2nd major step in the NEPA process. Here is very quick example to help explain why the significant issues and alternatives are so important: If there no scoping comments identifying a lack of quality motorized trails (an "issue"), none of the alternatives will include a statement such as "*Objective: Provide additional motorized trails to meet the growing use by the public.*" If there are no alternatives with this objective defined, the Forest Plan has zero chance of including this in the Final version. If the Final Forest Plan has no objective supporting additional motorized trails, the Forest Service will respond to any future requests for motorized trails with, "Additional motorized trails aren't consistent with the Forest Plan." Naturally, this is a very simplistic example but it shows why having the right "issues" identified is so important at the beginning of this process. Issues identified NOW lead directly to alternatives. Anything not in an alternative has no chance of being in the Final Plan. If something is not in the Final Plan, it has very little chance of ever being considered for implementation. It also illustrates why we need to be "thinking ahead" when we identify "issues" for the planning process. If we think we will want/need additional motorized recreation in the coming 15-20 years, we need to identify that "need" as an "issue" now!

How do Scoping Comments Have to be Written?

The good news is that there is no required format. The most effective Scoping comments are those that help identify issues that we want the Forest Service to address in the new Forest Plan. And you do not necessarily have to suggest solutions to the problem (that is what the Forest Service are supposed to develop during analysis). Here are some examples of "Significant Issues" to get you started thinking:

Travel Management has reduced the amount of roads and trails available to the public for motorized recreation. This will contribute to crowding on the trails as motorized recreation continues to grow. The Forest needs more trails open to meet this growing need.

Forest budgets are shrinking, putting trail maintenance at risk. The Forest doesn't have an adequate plan for how it will utilize public/volunteer labor and resources to create and maintain motorized trails.

Non-motorized users have been successful in reducing motorized opportunities by claiming "conflict" with motorized users. The Forest needs to develop a plan for how it is going to educate other users and properly set user expectations in shared use environments.

Your Scoping comments can also include comments on the draft "Need for Change" statements, the Proposed Action, and even the wilderness evaluation process so far. **Comments are due by August 17, 2016.** Comments can be submitted by:

Mail to: Forest Planner, 11 Forest Lane, Santa Fe, NM 87508;

Email to: santfeforestplan@fs.fed.us;

Fax to: 505-438-5390; or

Hand deliver to: Santa Fe NF Supervisor's Office at 11 Forest Lane in Santa Fe, between 8:00 a.m. and 4:30 p.m. Monday through Friday (except federal holidays).

Where can I find more information?

The website that contains all of the information that the Forest Service has released so far during this process is at:

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

Survey Finds Endangered Mouse on Santa Fe National Forest

Santa Fe, NM – July 25, 2016

While Forest Service crews were constructing a fence to protect critical habitat for the endangered New Mexico meadow jumping mouse, a 10-person team of researchers from Northern Arizona University (NAU) confirmed that the Santa Fe National Forest (SFNF) is home to the species.

“While we have obligations under the Endangered Species Act for the conservation of the mouse, we also understand that the ranching tradition runs deep in New Mexico. Our intent is to protect the mouse while continuing to allow grazing on the impacted allotments,” Forest Supervisor Maria T. Garcia said. “We appreciate the help of all our partners, particularly the grazing permittees, for working with us to achieve that multi-use objective.”

<http://www.fs.usda.gov/detail/santafe/news-events/?cid=FSEPRD511698>

Be a Trip Leader and Never Eat Dust Again!



Congratulations and Thanks to the 2017 Officers

Congratulations to the 2017 officers, and many thanks to them for their willingness to lead the club.

The 2017 Elected Officers are:

President: Jennifer Chapin
Vice President: Leon Duggar
Secretary: Bobbie Moore
Trip Chairman: Cliff Meier
Treasurer: Bill Bonahoom
Historian: Frank G. Whiston
Environmental Affairs: Bob Norton

The 2017 non-elected positions will be filled by:

Don Roy, who will continue maintaining and developing the Website.

Phil Rodacy, who will continue preparing and publishing the NM4W Newsletter.



Jeep Jam

July 31, 2016

By Jennifer Chapin

There were a few of us at the Jeep Jam out in the heat checking out the vendors and all the Jeeps. Some even got on the flex ramp. None of our members had won anything in the raffle until the very last and best item Mopas 2 1/2in Lift Kit. Our own member Tony Barker won the 2 1/2in. Mopar Lift with Fox Shocks.






John on the Flex Ramp

Cars and Culture Video Release Party

Aug 13, Sat 2:00PM Location: Advance Auto Parts
2807 San Mateo Blvd NE, Albuquerque, NM

Come put your 4x4 on the Flex Ramp, and enjoy the opportunities to see many different 4x4's along with raffle prizes.

- Flex Ramp
- Food Vendors
- Raffle Prizes
- Photo Opps.
- Check out the New Advance Auto Parts Store

If you have not seen our video please check it out and share on all your social media sites.   





For The Ladies

By Jennifer Chapin

Driving Divas All Woman Car Shine & Show Albuquerque

Cruise in, show and shine for ladies the second Monday night each month from May to September. The place is Fastino's, 2600 Juan Tabo NE (Between Menaul and Candelaria) from 5pm to Dark. It's open to all autos driven in by a woman. Ladies get a free meal, and there will be prizes. Women are encouraged to dress in the era of their ride. Men are welcome as arm candy, detailers or meal providers. Ladies get out and show your style and ride!

Dates:

May 9th **August 8th**
June 13th September 12th
July 11th



Santa Fe National Forest Draft Inventory Maps Released

Contributed by Jennifer Chapin

The Santa Fe National Forest has released the Draft Inventory Maps, Step 1 in a four-step process to identify and evaluate lands that may or may not be suitable for inclusion in the National Wilderness Preservation System as part of Forest Plan Revision.

Draft maps can be found online at www.fs.usda.gov/goto/santafeforestplan (then click on “Forest Plan Documents” in the upper right corner of the webpage under “Forest Plan Revision Links”) and in print at SFNF offices as well as public and community libraries around the Forest (**see below**).

This Draft Inventory generally excludes areas with public roads, the most noticeable man-made improvements, and stand-alone areas considered too small to manage as Wilderness. Once finalized, the Inventory will be evaluated for Wilderness characteristics (Step 2) and analyzed for impacts of potential designation (Step 3) prior to any potential recommendation to Congress (Step 4). In September 2016 there will be public meetings to gain preliminary input for Evaluation (Step 2), and more information will follow.

A spreadsheet with all comments received from the public, how we used them in the Inventory (Step 1), and how we will use them in future steps is available on our website (on the “Forest Plan Documents” page which can be accessed from www.fs.usda.gov/goto/santafeforestplan).

Printed copies of Draft Inventory Maps can be found at the following locations:

- **Forest Service offices:** Santa Fe National Forest Supervisor’s Office, Pecos, Las Vegas, Española, Coyote, Cuba, and Jemez Ranger District Offices
- **Community and Public Libraries:** Abiquiu, Bernalillo, Cochiti Lake (Irene S. Sweetkind), Cochiti Pueblo, Cuba, Dixon (Embudo Valley), Eldorado (Vista Grande), El Rito, Española, Jemez Pueblo, Jemez Springs, Las Vegas (Carnegie), Los Alamos (Mesa), Los Alamos (White Rock), Mora (David F. Cargo), Ohkay Owingeh Pueblo (P’oe Tsawa), Rio Rancho, Sandia Pueblo, San Felipe Pueblo, Santa Clara Pueblo, Santa Fe (La Farge, Southside, & Main), Santo Domingo Pueblo, Tesuque Pueblo, Truchas, Zia Pueblo

Comments on this map are most helpful before **August 15, 2016**.

- Email: santafeforestplan@fs.fed.us
- Mail to: Forest Plan Revision, Santa Fe National Forest, 11 Forest Lane, Santa Fe, NM 87508.

We look forward to your continued involvement!

Forest Plan Revision Team
Santa Fe National Forest
505-438-5442
santafeforestplan@fs.fed.us
11 Forest Ln.
Santa Fe, NM 87508



Costly Recovery

Contributed by Jennifer Chapin

Abandoned wreckage of two Jeeps near Crystal irks Forest Service



Two Jeeps ended up in the North Fork of the Crystal River July 2. The U.S. Forest Service wants the owners to remove them.

The U.S. Forest Service says the owners of these vehicles haven't come forward with a plan yet to remove the wreckage even though the mishap happened more than three weeks ago.

Expand Photo [_Courtesy photo](#) |

Two Jeeps rolled off Forest Road 315 between Crystal and Lead King Basin on July 2 and tumbled about 130 feet to the North Fork of the Crystal River. No one was seriously injured.

Patience is wearing thin at the U.S. Forest Service with owners of two vehicles that rolled into a pristine stretch of the Crystal River headwaters July 2 and haven't been removed.

The incident occurred after one Jeep was attempting to secure and tow another Jeep out of a precarious position, authorities said. Both vehicles ended up tumbling about 130 feet down to the water on what's known as the Lead King Loop.

The vehicles ended up in the North Fork of the Crystal River approximately 1.5 mile north or upstream of the town of Crystal on Forest Road 315.

Gunnison County Sheriff Rick Besecker said a deputy investigated the incident, but the department determined after consulting with the Colorado State Patrol that there was no traffic accident. Since no ticket was issued to either driver, Besecker didn't release their names. He said they were "brothers from the Denver area."

Pulled over the edge

The Sheriff's Office was alerted July 5 that two vehicles with "several" young adults who had allegedly been drinking heavily were involved in the incident, Besecker said.

The deputy was able to reach the owners July 6. His report said he was told the vehicles were traveling on the rain slickened four-wheel-drive road late in the afternoon and into the evening. They came across another vehicle that was disabled and partially blocking the road. The driver of one of the Jeeps attempted to squeeze around the disabled vehicle but the left rear tire slid off the road.

A come-along tool was attached from the secure Jeep to the one hanging over the edge of the embankment in an effort to pull it to safety. During the maneuvering, the other rear tire slipped off the road, according to the report.

The parties employed a tow strap in addition to the come-along tool to try to pull the vehicle back onto the road but the effort was in vain. The vehicle in the precarious position toppled over the edge of the roadway and pulled the other Jeep in after it, the report said.

'Moderate' injuries and environmental damage

No one was in the vehicle that had partially slid off the road, the report said. The driver remained in the vehicle that was attempting to pull the other Jeep to safety. He "took a ride" down the slope, Besecker said. The man told the investigating deputy that he suffered "moderate" injuries to his knee and back.

The drivers told the deputy they weren't sure who to report the incident to so they didn't report it at all, according to Besecker.

The Gunnison County Sheriff's Office shared the results of its investigation with the White River National Forest.

"We're having trouble reaching the individuals, so we need them to contact us," said Aspen-Sopris District Ranger Karen Schroyer. "We're committed to holding the vehicle owners responsible for removing the vehicles."

Given that no one was seriously injured, the primary concern is over various contaminants leaching into the water, Schroyer said.

“It didn’t appear in either case that the gas tanks were ruptured,” said White River National Forest Supervisor Scott Fitzwilliams. However, oil, transmission fluid, battery acid and a variety of other liquids probably did or could get into the river, he said.

Fitzwilliams said he doesn’t want to spend the limited funds of the White River National Forest on towing private vehicles that are abandoned.

“I hope they take responsibility,” he said.

Riverbank strewn with trash

Christopher Mandrick, a law enforcement officer with the Forest Service, said he went to the site and waded into the river to see if he could retrieve information about the owners or insurance providers. He wasn’t able to find any information in the Jeep that came to rest upright on its tires. The other vehicle was on its side and unstable in the swift flowing water, he said.

In addition to the two wrecked vehicles, the path of the rolling vehicles was strewn with beer cans, a bike rack and personal items, he said.

A part-time resident of Crystal provided The Aspen Times with pictures of the site. They were taken the day after the accident, but the site hasn’t changed since then, the resident said.

Mandrick, who handles law enforcement issues in four ranger districts, said he hasn’t been able to track down the drivers yet because of other pressing law enforcement issues. He was surprised the vehicle owners didn’t take the initiative to contact the Forest Service with a plan to remove the wreckage now that it’s been longer than three weeks.

“It’s unfortunate that these guys haven’t taken responsibility for their actions,” he said. “It appears to be personal property abandoned in the forest.”

The driver of a vehicle that [slipped off the road on the approach to Montezuma Basin](#), southwest of Aspen, took responsibility for his actions and worked with his insurance carrier to arrange for the vehicle to be removed, Mandrick noted.

When asked if the White River National Forest would pursue charges against the parties in this latest incident if they didn’t come forward, Mandrick said the first priority is to get the wreckage removed. No one wants to see the junked vehicles become a permanent part of the landscape, he said.

Mandrick noted that the Jeeps, a 1999 Cherokee and a 2000 Grand Cherokee, had street tires and weren’t modified for backcountry travel. “That’s rather advanced four-wheel-drive terrain,” he said of the Lead King Loop.

It will likely require a “large dozer with a winch” to tow the vehicles up the bank or they will have to cut up the vehicles and remove them in pieces, Mandrick said.

scondon@aspentimes.com

Be a Trip Leader and Get a Discount on Dues!



Do You Like Treasure Hunts???

Contributed by Jennifer Chapin

Looking for Old Jeep Commando!

My name is Marva Harper. I live in Montrose, CO. I lived in Albuquerque from 1998-2000 at which time my husband did a frame up restoration on a 1976 (I think was the year) Jeep Commando. He was heart sick when we moved that we couldn't take it with us. (We moved to Anchorage). Anyway, I'm looking for this Jeep in hopes of buying it back. He painted it a Merlot purple, and Rhino lined the interior. If this sounds familiar and you might know who currently owns this Jeep, I would appreciate contact information.

We have just joined the 4-wheel drive club here in Montrose and would love to have his labor of love back.

Thank you for any help you can provide. Please feel free to share this information with your members.

Sincerely,

Marva Harper

719-661-0733

marvaharper@yahoo.com



Eureka Mesa North Jemez

By Jennifer Chapin

We hit the trail from Cuba, NM out Hwy 126 to Forest Road 267 which was hard to follow after coming to an intersection with multiple directions. Of course we took the wrong direction after some switchbacks around the mountain moving trees and driving over downed trees the road ended. However, we did pick up an old tire someone left on the trail. We then went back and found FR 267 and headed up to the Radio Towers. A great place for lunch with some shade. After lunch we headed down the mountain towards Forest Road 70 where Tom Coston and KW headed out to get Tom home with is broken rear drive shaft.



The rest of us continued northeast and found FR 329 which was not marked correctly. Then a ¼ mile back on FR 70 to FR 128 South and got to a new gate right before Hwy 126, we crossed the highway to air up but everyone wanted to continue, we headed down FR 157 got slightly lost by Turkey Creek, then headed around Smokey Bear Hill, it started to sprinkle as we were heading out on FR 534 so we stopped to air up

and the rain came. We got everyone aired up and off we left. I think most of us did not get home until around 8PM or so. It was a very large forest loop and day but a great time. Check out some great videos Tom Coston Posted on the Gallery!



Jemez Mountain Ride

July 10, 2016

By Jeff Boggs

Jeff and Paula Boggs led a club ride into the Jemez Mts. Joining them were Jennifer Chapin, Tom Coston and his son, Thomas, Jennifer Jacobs with her dog, "Durango", KW Moore, Glenn and Rebagayle Vialpando and their dog, "Romero", and Donnie Walker. We met up at Walatowa and aired down there. Our aim was to go high into the Jemez mountains to enjoy the cool mountain air instead of "baking" in town. It worked, most of the day.



We went up Bales Canyon road and followed a narrow forest road with several great views out west. We stopped at a junction of several roads for lunch. It was still only in the low 80's. Our return route took us up Smokey Bear Mountain road. Nice views and tight rocky



areas. Donnie had a little trouble getting over a log, but with a tug backwards and a different angle, over he went. By mid afternoon it was now near 90 degrees, even at 8500 ft., but still cooler than town. We finished up going back down Bales Canyon road and aired up. When we passed Walatowa, heading home it registered 102 degrees.

We had a nice time, with good friends and the dogs seem to have a good time too. The Jemez is very dry, right now, but still very green and as always, beautiful.

Thanks to all who joined us.



Jemez Trail Ride

July 17, 2016

By Jeff Boggs

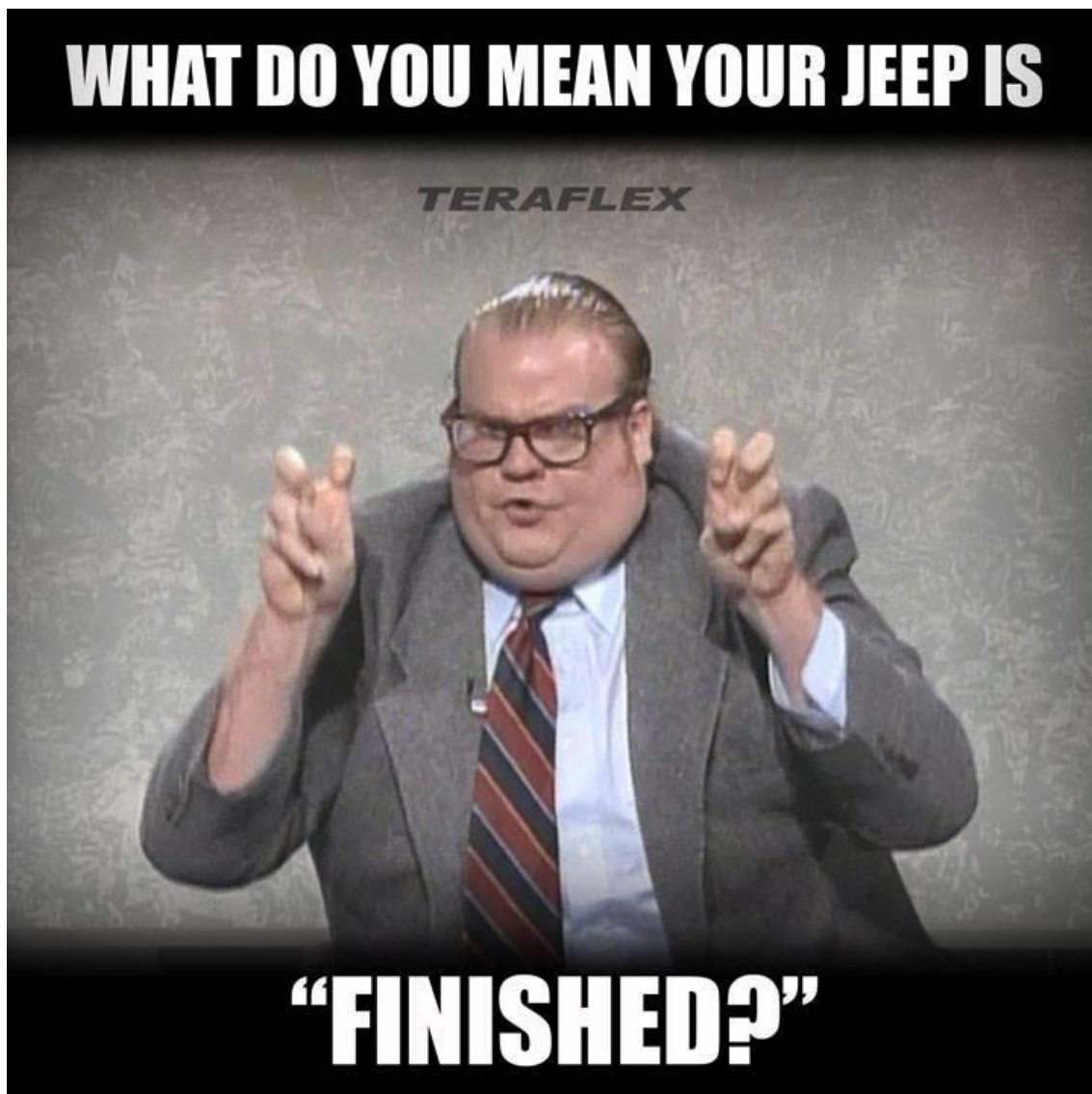


Jeff and Paula took another group of 4 Wheelers up into the Jemez Mts. We had 14 vehicles with us this day. Besides club members, we had several new folks with us. All said, they had filled out app. on the NM4W website. After airing down at Walatowa, we took off through the Gilman tunnels and went up to Church Canyon road. This is a very narrow rough forest road. We had to clip branches to get through some parts. It was rougher than I remembered it. Everybody finally got up it and we

had lunch at the top. In the afternoon, we went up the north side of San Miguel Mountain. Very rugged and uneven. Good thing we had a chainsaw, as there were 2 downed pines in our path. Always better to cut these out instead of driving around. These are very seldom used roads, but some of the most fun. We all made it to the top and spent some time looking out at Cabezon peak and Mt Taylor, off in the distance.

Back down the south of the mountain and we headed back to the Gilman tunnels. At air up, we visited with two Santa Fe Forest Firemen, who were going from campsite to campsite checking to make sure all the campfires were out. We told them our club looks out for smoldering campfires, also. We thanked them for being up there, protecting our forest. We all hope for rain soon. Thanks for everyone who joined our group. Thanks for the log clearing help.

As always, we had a good time wheeling with good folks.





Mile High Jeep Club 60th Anniversary

Contributed by Jennifer Chapin



60 Years this August

On August of 1956, Kurland Motors sent out an informational letter to Jeep owners. With the help of the grapevine, a surprising 500 jeepers packed the Kurland Motors showroom. The consensus that night was to form the first four-wheel drive club in the State of Colorado and Mile-Hi Jeep Club was born. Our official registered logo is a red, white, and blue representation of a Jeep climbing 14,264 foot Mt. Evans, with Mt. Elbert in the background.

The purpose of the Mile-Hi Jeep Club of Colorado is to:

Unite adventure-loving people in worthwhile 4-wheel drive activities.

Educate its members in the proper manner of all road driving.

Protect, and preserve the natural beauty and terrain.

Participate, on a voluntary basis, in search and rescue and other humanitarian missions, as the community needs.

Share good fellowship while operation our vehicles in a manner to preserve and protect our land for all generations.

Extend the courtesy of the open road to all.

Shared by Becki Zipp of Mile-Hi Jeep Club



Another Video Shoot !

Contributed by Jennifer Chapin

New Mexico 4-Wheelers at work again

We received a request for 4-wheel drive support for a video and photo shoot at Montessa Park Dunes. Before sun up at 5:30am KW and Jennifer were on location and ready to support the production. The entire crew was very welcoming and interested in our Jeeps. They even had an old Land Cruiser with Timberland Tires on it. This was for Timberland and a great opportunity for our group to work in the community. Special thanks to TL Productions of Albuquerque. See some Pictures below.





Check out the Swiss License Plate. He drove this from Los Angeles for the shoot.



4x4's Ready to Roll 6:30AM

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

**KEEP PUBLIC LANDS OPEN
TO THE PUBLIC**

NM4W Officers

<p>President Mark Wolf 505-856-8539 pr@nm4w.org</p>	<p>Vice-President Leon Duggar 505-235-8988 vp@nm4w.org</p>	<p>Secretary Bobbie Moore 505-221-3847 se@nm4w.org</p>
<p>Treasurer Bill Bonahoom 505-298-6296 tr@nm4w.org</p>	<p>Program Chairman Diego Serna 505-323-4362 pc@nm4w.org</p>	<p>Historian Frank G. Whiston 505-280-7922 hi@nm4w.org</p>
<p>Trip Chairman Jennifer Chapin 305-333-3375 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



September 1, 2016

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

August 6 2016

by Bobbie Moore



The meeting was held at the home of Glenn & Rebagayle Vialpando. Vice President Leon Duggar called the meeting to order at 6:40pm.

GUESTS: Don & Karen Owen
Jan Loeb

MEMBERS PRESENT: Bill & Lisa Bonahoom, Cathy & Jack Dickey, Leon Dugger, Bobbie & KW Moore, Bob Norton, Don Roy, Chris Sears, Glenn & Rebagayle Vialpando, Frank & Beth Whiston, Donna & Frank Whiston

SECRETARY'S REPORT –Bobbie Moore. Meeting minutes from July were approved as published.

TREASURER'S REPORT –Bill Bonahoom. The treasury balance is \$6,071.00. Bill reported that most of the dues have been paid. Remember our year starts in Sept.

VICE PRESIDENT'S REPORT – Leon Duggar. Sheriff Leon had a hard time again collecting fines. Seems all the guilty were not at the meeting; they were out on the trails.

TRIP CHAIRMAN'S REPORT – Cliff Meier was absent. If you need help picking a trail or have never lead a ride please contact Cliff and he will help you with whatever you need. Check the website for the latest info on upcoming events.

PAST EVENTS : Please go to our website for write-ups and photos of past events

UPCOMING EVENTS:

August 13, Car & Culture video release party

August 14, Jemez Ride

August 14, NMCC All Clubs Picnic

August 16, 6th Annual Crawl In To A Cure Racine To Raise Cash Event

August 27, NMOHVA Meet & Greet

Sept.2-5 Red Rocks 4 Wheelers Labor Day Campout

Sept.3-4 Mt .Blanca Ride

Sept.3-4 Chokecherry Cleanup & Campout

Sept.10-11 W.E .Rock Grand Nationals

Sept.10 NM4W Monthly Meeting

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT: Bob Norton. It is critical to keep on top of all the issues. Trails and roads are being closed and we need to keep our input heard. The Santa Fe maps are out if you want to pick one up. Don has posted more on this subject on our website. Please read.

PROGRAM CHAIRMAN'S REPORT: Diego Serna was absent

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. He also suggests that posters better describe the area or trails that photos are from. This may help members decide if they want to go on a run.

WEBMASTER'S REPORT: Don Roy – Reported he fixed a few minor things. Always something new.

EDITOR'S REPORT: Phil Rodacy was absent.

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: Insurance was brought up and it was decided what we needed. Next step is to have a lawyer look at wording ,etc. General liability and some sort of release forms for out on the trail, maybe a printout every time a trip leader prints out a roster.

We have several people who have enough points to join the club, but you have to be at the meeting to be voted in.

NEW BUSINESS: All awards will be handed out at the Sept. meeting.

The 50/50 Raffle Was not held

- Thank you to Glen & Rebagayle Vialpando for hosting the meeting and providing a cooler *evening*.
- Next meeting will be on Sept.10th at 8 Olsen Ave. in Edgewood at the home of Bill & Chris Dressler.

MEETING ADJOURNED at 7:28 PM.

Check the website for new rides and updates!



President's Report

By Jennifer Chapin

August was a busy month for the club once again, there were some easy Jemez runs, a Zuni Mountains trip with Jeeps West, a weekend in Silverton, CO, and of course the very challenging Jemez trip. I know I am ready to go see where we need to rebuild the road to keep the trail open. The good news is everyone made it home safe and others helped out the following day to recover the left behind Jeeps.

A special thanks to Advance Auto for sponsoring the video release party, hopefully this will continue to show the positives of our sport to the community. I know I had some great food and fun time.

As a reminder we are always looking for suggestions for tech sessions and places to go wheel. Please share with the trip committee and keep filling up our calendar with more great events this year.

See you all out on the trail.

Jen

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



Vice President's Soap Box

By Leon Dugger

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Bob Norton

BLM News

Nothing new from the BLM Rio Puerco Field Office, Albuquerque District. The website still states that the "Proposed RMP and final EIS is in the final stages of development. The Washington Office (WO) has conducted its final review and Albuquerque District staff is currently working with WO staff to address the final edits."

ALERT FROM THE NEW MEXICO OFF HIGHWAY VEHICLE ALLIANCE
www.nmohva.org

Carson National Forest Announces Wilderness Process Community Meetings

The Carson National Forest has announced four "community meetings" for the Wilderness Process of their ongoing Forest Plan Revision.

What is the Purpose of these Meetings?

To gather input and comments on the second step of the Wilderness Process, specifically the "Evaluation". This is the step where inventoried lands are evaluated for Wilderness characteristics.

Who Should Go?

Everyone who cares whether the Carson National Forest adds yet more Wilderness to the Forest. The Carson already has six Wilderness areas including the new Columbine-Hondo Wilderness. The Forest Service wrote itself a new "rule" so that it could look for more Wilderness every time it revised its Forest Plan.

When Are the Meetings?

Wednesday, April 6 - Abiquiu Rural Events Center, US Highway 84/State Road 554, 6:00-8:00 pm.

Friday, April 8 - Taos Coronado Hall, 120 Civic Plaza Drive, Taos, NM, 6:00-8:00 pm.

Monday, April 11 - Amalia Senior Center, 191 Vallejos Road, Amalia, NM, 6:00-8:00pm.

Wednesday, April 13 - Manassa Opera House, 4th Street west of the Mormon Church, Manassa, CO, 6:00-8:00pm.

What Can NMOHVA Tell Me About this Process?

As part of the Forest Service's new planning rule (which it wrote for itself), the Carson National Forest is examining all of the land it manages for "wilderness characteristics" which would allow that land to be considered for Wilderness. But here is where the rubber meets the road: The Forest Service has also rewritten what "characteristics" they consider when they look for suitable land. The land can now include roads, buildings, fence lines, pipelines, air strips, cell towers, and mining areas.

"Wait," you say, "Wilderness areas have to be 'untrammled by man' according to the Wilderness Act"! Believe us, the Forest Service does not care what the actual Wilderness Act says when it is considering new lands for Wilderness. Don't believe us? Check it out yourself at the link below - Chapter 70 - Wilderness Evaluation. This is a direct link to the Forest Service's web site for their own Planning Handbook.

Why Is This So Important?

The other thing that the Forest Service wrote in its new Planning Rule for itself is that it has to manage land with wilderness characteristics as if it were already Wilderness. This includes waiting for Congress to officially designate land as Wilderness (and only Congress can do that!) even it has to wait FOREVER. That is right! The Forest Service can essentially now make its own Wilderness even though Congress never actually designates it. And Wilderness permanently and completely excludes so much of multiple use...including any type of motorized or mechanized use.

The other important thing to remember is that this new "manufactured" Wilderness can include all of the things typically not included in Wilderness: roads, buildings, fence lines, pipelines, air strips, cell towers, mining areas, etc.

It doesn't make much sense, does it? But when was management of public lands by a federal agency required to "make sense"?

How Can We Stop This?

The best way to stop the Forest Service from manufacturing this fake Wilderness is to blow big holes in their inventory evaluation. It has been effective to submit maps, photos, and GPS coordinates of things that are completely out of place in a Wilderness like structures (buildings, towers, tanks, etc.), linear features (fence lines, pipe lines), and other things on the land that clearly show the presence of man.

What Should We Do?

Get involved! Go to the meetings. Learn about the Forest Service's process. Study the maps provided. Then help PROVE that the inventory areas include too much man-made stuff to be considered for Wilderness. Lots of work? You bet! The only maps of the inventory areas on the Carson National Forest are clunky "interactive" maps on their web site (link below) or hard copies of the maps at their offices.

NMOHVA will be working hard to protect your access but we simply cannot do this for you by ourselves. Get involved or say, "I am too busy," or "I just don't understand all of this." It is your choice. All you have to lose is motorized access for you and your children FOREVER.

Chapter 70 - Wilderness Evaluation:

http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5409886.pdf

Forest Plan Revision Web Page:

<http://www.fs.usda.gov/detail/carson/landmanagement/planning/?cid=stelprdb5443166>



More Environmental Information

By Bob Norton

- **Submitted by: Bob Norton, NM4Ws Environmental Director**
- **Wilderness Bill introduced by New Mexico Senators**

Extreme “closurist” Senators Martin Heinrich and Tom Udall on June 16th introduced S. 3049. This would expand upon lands already within the current national monument in the Las Cruces/Southern New Mexico area and convert about half to full blown Wilderness areas. No matter that existing roads/routes might be impacted, in the eyes of the senators and their “extreme greenie” friends.

The New Mexico Off Highway Vehicle Alliance has an excellent summary of this bill, plus links to the text of the bill, plus maps, at:

<http://www.nmohva.org/news-issues>

Check it out.

- **Public Meetings Scheduled in August to Review Preliminary Draft Plan – Cibola National Forest and National Grasslands**

The preliminary Draft Forest Plan was released in July 18, 2016. Public comments are due by August 31st. Some of the collaborative public workshops have been completed that present the preliminary Draft Plan for review and discussion. The Forest Service states “the workshops are being designed with the help of our partners to provide an opportunity for the public to engage in dialogue and collaboration with each other and diverse interests to find common vision and common ground for these shared places”

Following are the upcoming workshops in August:

August 1, 2016

Knights of Columbus Hall, 1601 E. Roosevelt Ave at Sakelares Blvd, Grants, NM
6 p.m. – 8 p.m. Mt. Taylor

August 2, 2016

Corona Recreation Room at the Corona Schools, 531 Franklin St, Corona, NM
6 p.m. – 8 p.m. Mountainair

August 3, 2016

Dr. Saul Community Center, 107 Roosevelt, Mountainair, NM
6 p.m. – 8 p.m. Mountainair

August 8, 2016

Albert Lyon Event Center, 2953 South Broadway, Truth or Consequences, NM

6 p.m. – 8 p.m. Magdalena

August 9, 2016

Cañon de Carnuel Land Grant Annex Hall, Located between mile marker 5 & 6 on Highway 333, Tijeras, NM (*location updated July 19 revision*)

6 p.m. – 8 p.m. Sandia

-
- **Thanks to the New Mexico Off Highway Vehicle Alliance for the following report:**
- www.nmohva.org

Santa Fe National Forest Starts NEPA for Forest Plan Revision Process

(Updated: 07/13/2016)

The Santa Fe National Forest filed their Notice of Intent (NOI) to revise the Forest Plan in the Federal Register on June 30th. This marks the beginning of the official NEPA process for the Plan revision. Everything they have completed so far like the assessment, draft "Need for Change", and the potential wilderness inventory has been "pre-NEPA". Some of those activities (like the wilderness inventory) will continue in parallel.

The first step in the NEPA process is "Scoping". Scoping is probably the most important step in influencing what the Forest looks at and plans for in their plan revision process. Scoping is the opportunity for the public to tell the Forest Service what they should include in the revision process. In their NOI announcement, the SFNF said, "*Comments received during this scoping period will determine the breadth of issues that should be addressed during development of the proposed plan and help identify significant issues which will form the basis for alternatives to the proposed action.*" We wrote an explanation of why Scoping is so important a few months ago for the start of the same process on the Carson National Forest. It is still accurate and appropriate for the Santa Fe National Forest so here it is again:

Why is Scoping Important?

The "significant issues" are used to develop the alternatives that will be considered in the Environmental Impact Statement (EIS). The EIS is the 2nd major step in the NEPA process. Here is very quick example to help explain why the significant issues and alternatives are so important:

If there no scoping comments identifying a lack of quality motorized trails (an "issue"), none of the alternatives will include a statement such as "*Objective: Provide additional motorized trails to meet the growing use by the public.*" If there are no alternatives with this objective defined, the Forest Plan has zero chance of including this in the Final version. If the Final Forest Plan has no objective supporting additional motorized trails, the Forest Service will respond to any future requests for motorized trails with, "Additional motorized trails aren't consistent with the Forest Plan."

Naturally, this is a very simplistic example but it shows why having the right "issues" identified is so important at the beginning of this process. Issues identified NOW lead directly to alternatives.

Anything not in an alternative has no chance of being in the Final Plan. If something is not in the Final Plan, it has very little chance of ever being considered for implementation. It also illustrates why we need to be "thinking ahead" when we identify "issues" for the planning process. If we think we will want/need additional motorized recreation in the coming 15-20 years, we need to identify that "need" as an "issue" now!

How do Scoping Comments Have to be Written?

The good news is that there is no required format. The most effective Scoping comments are those that help identify issues that we want the Forest Service to address in the new Forest Plan. And you do not necessarily have to suggest solutions to the problem (that is what the Forest Service are supposed to develop during analysis). Here are some examples of "Significant Issues" to get you started thinking:

Travel Management has reduced the amount of roads and trails available to the public for motorized recreation. This will contribute to crowding on the trails as motorized recreation continues to grow. The Forest needs more trails open to meet this growing need.

Forest budgets are shrinking, putting trail maintenance at risk. The Forest doesn't have an adequate plan for how it will utilize public/volunteer labor and resources to create and maintain motorized trails.

Non-motorized users have been successful in reducing motorized opportunities by claiming "conflict" with motorized users. The Forest needs to develop a plan for how it is going to educate other users and properly set user expectations in shared use environments.

Your Scoping comments can also include comments on the draft "Need for Change" statements, the Proposed Action, and even the wilderness evaluation process so far. **Comments are due by August 17, 2016.** Comments can be submitted by:

Mail to: Forest Planner, 11 Forest Lane, Santa Fe, NM 87508;

Email to: santeforestplan@fs.fed.us;

Fax to: 505-438-5390; or

Hand deliver to: Santa Fe NF Supervisor's Office at 11 Forest Lane in Santa Fe, between 8:00 a.m. and 4:30 p.m. Monday through Friday (except federal holidays).

Where can I find more information?

The website that contains all of the information that the Forest Service has released so far during this process is at:

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

Survey Finds Endangered Mouse on Santa Fe National Forest

Santa Fe, NM – July 25, 2016

While Forest Service crews were constructing a fence to protect critical habitat for the endangered New Mexico meadow jumping mouse, a 10-person team of researchers from Northern Arizona University (NAU) confirmed that the Santa Fe National Forest (SFNF) is home to the species.

“While we have obligations under the Endangered Species Act for the conservation of the mouse, we also understand that the ranching tradition runs deep in New Mexico. Our intent is to protect the mouse while continuing to allow grazing on the impacted allotments,” Forest Supervisor Maria T. Garcia said. “We appreciate the help of all our partners, particularly the grazing permittees, for working with us to achieve that multi-use objective.”

Be a Trip Leader and Never Eat Dust Again!



United States Department of Agriculture

FALL 2016 WILDERNESS EVALUATION MEETINGS

GENERAL PUBLIC MEETINGS

Five general and five technical wilderness evaluations meetings are an opportunity to:

- learn about the wilderness character criteria and how the wilderness evaluation is performed
- provide site-specific input for areas that will be evaluated for wilderness character

The general meetings will include opportunities to interact with Forest Service staff and provide comments. The technical meetings additionally provide more in-depth demonstrations and discussions of the evaluation process.



Date	Time	Hosted By	Address
September 7 th	6-8pm	Española Ranger District	Education Building (Española Library) On the Plaza (Behind Convento) 706 East Bond Street Española, NM 87532
September 12 th	6-8pm	Cuba Ranger District	Sandoval County Fairgrounds 37 Rodeo Rd, Cuba, NM 87013
September 13 th	6-8pm	Pecos Ranger District	School Brd Rm (Across from Admin Bldg) Pecos High School, Park at Track & Field 28 Panther Parkway, Highway 63 N Pecos, NM 87552
September 19 th	6-8pm	Jemez Ranger District	Fitzgerald Center 18139 Hwy 4 Jemez Springs, NM 87025
September 20 th	6-8pm	Coyote Ranger District	Coronado High School, Auditorium State Hwy 96 #1903, Gallina, NM 87017

TECHNICAL PUBLIC MEETINGS

Date	Time	Hosted By	Address
September 7 th	1-4:30pm	Española Ranger District	Education Building (Española Library) On the Plaza (Behind Convento) 706 East Bond Street Española, NM 87532
September 12 th	1-4:30pm	Cuba Ranger District	Cuba Ranger District 4 County Road 11, #B Cuba, NM 87013
September 13 th	1-4:30pm	Pecos Ranger District	School Brd Rm (Across from Admin Bldg) Pecos High School, Park at Track & Field 28 Panther Parkway, Highway 63 N Pecos, NM 87552
September 19 th	1-4:30pm	Jemez Ranger District	Fitzgerald Center 18139 Hwy 4 Jemez Springs, NM 87025
September 20 th	1-4:30pm	Coyote Ranger District	Coronado High School, Auditorium State Hwy 96 #1903, Gallina, NM 87017

For more information, email santafeforestplan@fs.fed.us, call a member of the Forest Plan Revision Core Team at 505-438-5442, or visit www.fs.usda.gov/goto/santafeforestplan for more information!

Santa Fe National Forest
11 Forest Lane
Santa Fe, NM 87508
www.fs.usda.gov/goto/santafeforestplan

Scan here with your smartphone to connect to the forest plan website:



Forest Service

Santa Fe National Forest

USDA is an equal opportunity provider, employer and lender

August 29, 2016



Sand Dune Victory

Contributed By Jennifer Chapin

From: California Four Wheel Drive Association, Inc.

[<mailto:webmaster=cal4wheel.com@mail223.suw18.rsgsv.net>] **On Behalf Of** California Four Wheel Drive Association, Inc.

Sent: Monday, August 15, 2016 10:44 PM

To: Jennifer <jennifer@jdcnyc.net>

Subject: Major victory in Imperial Sand Dunes lawsuit

Important news and information regarding issues that affect four-wheelers

[View this email in your browser](#)



Major victory in Imperial Sand Dunes lawsuit



After 15 long years of near-constant litigation, we have finally won the Imperial Sand Dunes Recreation Area (ISDRA) case, keeping open thousands of acres of sand dunes for OHV recreation. The 9th Circuit just released its opinion affirming the District Court decision from 2014 and allowing the ISDRA RAMP to remain in place.



Even the little guys like to play



For The Ladies

By Jennifer Chapin

Driving Divas All Woman Car Shine & Show Albuquerque

Cruise in, show and shine for ladies the second Monday night each month from May to September. The place is Fastino's, 2600 Juan Tabo NE (Between Menaul and Candelaria) from 5pm to Dark. It's open to all autos driven in by a woman. Ladies get a free meal, and there will be prizes. Women are encouraged to dress in the era of their ride. Men are welcome as arm candy, detailers or meal providers. Ladies get out and show your style and ride!

Dates:

May 9th August 8th

June 13th

September 12th

July 11th



Jemez Trip August 14, 2016

By Jeff Boggs

17 vehicles, some filled with kids, and dogs showed up for a drive through the Jemez Mts on August 14th. The weather was great, as in cooler. It only got into the high 70's or maybe low 80's. We met at Walatowa, aired down and drove through the Gillman tunnels.

Up FR 534 for some altitude gain. We turned off on FR534C, and after going into and out of several muddy sections, we ended up stopping for lunch on top of a tall cliff area. Great views of Cabezon and Mt Taylor. Leaving there, we turned up FR 17 and things got interesting fast. FR 17 is rugged, narrow and steep. Water bars were numerous. The first one had Jeff and Paula stopped, with their GMC Canyon balancing on its center skid plate. Lucky that Tony was right behind and once a strap was attached, given a slight backward pull, we got a second chance. Donnie spotted us and we tried a different angle and made it. Yes, I will pay my \$0.25 cent fine. And I got to sign Tony's JEEP strap. The rest of the 4x4's made it through this first test water bar.



There were some good photo ops. Some water bars had a pool of muddy water to drive thru, as an added bonus. We cut out one fallen dead tree. Thanks to all who helped clear this off the road.

We headed back to civilization via 126 and Fenton Lake. We aired up just before hitting the pavement and we all settled in for an uneventful drive down Hwy 4 thru Jemez Springs and home. Wait a minute!! Just south of Jemez Springs water was running

across the hwy, coming off Cat Mesa, the tall mesa east of HWY 4. Each time we passed a low water crossing we found it running with brown muddy water. Traffic soon slowed to a crawl and then stopped. What the.....? Some guy stopped and told us the "road was washed out and nobody was getting thru!! Those were "fighting words" to Jennifer Chapin. She said she had to see this, so she and Tony and a few others drove around the parked cars, motorcycles, trailers, compact cars, horse trailers and confused drivers. Soon she was on the CB and saying for the rest of us to come forward and in 4 wheel drive we should all make it.



See more pictures in the Gallery. It was easy for us to get across, but it was 30 feet of muddy rocky water and not for small cars or motorcycles. We watched as other vehicles crossed. Many folks were watching this parade and cheering the successful adventurers, so that was a bonus to a great day in the woods.

Anyone interested in some REAL Off- Roding?





Zuni Mountains

By Jeff Boggs

Jeep's West, out of Gallup, NM, organized a ride in the Zuni Mountains and invited NM4W to come along. They have a great place next to McGaffy Lake, for a meeting place. Saturday morning, 9/20/16, started with breakfast burritos for everyone. When we lined up, there were around 17 4x4's of all types. Most of the camping area was filled with tents and RV's.

I do not have the FR numbers, but these routes were really nice. Deep canyons, high ridges with great views, and challenging sections along the trail. There are some nice ledges, rock gardens and logs to cross. We got some rain later in the day. The Zuni Mts are very green this year.

Our little GMC needed some rocks added to get through one section, but most of the time we just had to pick the correct line to get over the rocks. Don Roy had his muffler adjusted on a big drop off ledge. Wolfie and Joan got their big truck through it all. There are big challenges for big tires in the play areas.

We all came back to "The Rock Garden" and the Big Tire rigs got a chance to perform. Great area, too! Back at camp the folks from Jeeps West fired up the grill and folks brought over some "pot luck" dishes. We ate well. There was a drawing after the dinner, but Paula and I had to leave, as we were camped over near "El Morro ". Sounds like everybody had a great time.

Our club should do more "over nighter" rides in the Zuni Mts. There are a lot of FR's that are fun. Check out the pictures in our Gallery, and plan on doing this ride next year.

Be a Trip Leader and Get a Discount on Dues!



Zuni Mountain Run and Campout

By Cliff Meier



On August 19-21 the club attended the 2016 Zuni Mountains Campout hosted by Gallup's Jeeps West 4X4 club. This has been a bi-annual event where in past year's Jeeps West have been outstanding hosts. This year was no different! Our club had over 30 folks attend with 14 vehicles. This combined with the Jeeps West group made for the largest attendance that I can remember. We arrived at the McGaffey Wildlife Center Friday night and set up camp where everyone was on their own for dinner. Saturday morning started out with breakfast burritos supplied by NM4Ws. After breakfast, Jeep's West lead the group on an all day trail ride that included a challenging trip through

the OHV area that Jeeps West had worked with the Forest Service to develop. As always the trails through the Zunis were very scenic and the new area had some interesting off camber spots with obstacles on narrow shelves. One of the obstacles was a off that challenged both Wolfie's and Jeff's pickups. Wolfie demonstrated "backing down" through the trees! arriving back from the run we all enjoyed a hamburger/hot potluck dinner with the burgers and dogs provided by Jeeps West. Following dinner, Jeeps West held a raffle



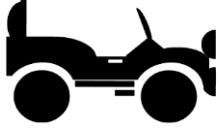
hosts!

great prizes. The evening still young several adventurous folks from both groups decided that there was a rock crawler ledge that we missed during the earlier day's run that need to be visited that night so off they went. When we got up in the morning they were all back, and appeared to be in one piece so their night run was successful. Sunday morning we all cleaned up the camp area, broke camp and returned home. The weekend was a great success with Jeeps West being beyond wonderful



drop
After
dog
with

Airing Up and Down the Pro Way



Contributed by Jennifer Chapin

Jonathan Hanson

August 17, 2016

Airing down—and up—the pro way



One of the most frequent questions people ask me is, “What’s the the best thing I can do to improve my vehicle’s off-pavement performance?” Many of them seem distinctly disappointed when I answer, “Air down your tires.” I’m sure they’re hoping I’ll facilitate some expensive and impressive modification—diff locks, external-bypass shocks, three-piece

titanium wheels, something that would justify putting a stylish brand sticker in a window. But the fact is that nothing is easier to do or more effective at providing several instant benefits than reducing your normal street tire pressures to suit the immediate conditions. I'll repeat: Nothing.

First, lower pressure increases traction by increasing the contact area of the tire and allowing it to better deform around obstacles and grip them. Flotation in sand is enormously enhanced with the longer footprint provided by lower pressure (not so much greater width as many suppose).

But the advantages don't end there. Lowering pressure alleviates stress on the vehicle by effectively reducing the spring rate—the tires flex enough to absorb impacts that would otherwise have to be dealt with by the springs and shocks. That translates to much greater comfort for the driver and passengers.

Finally, the above characteristics contribute to reduced impact on the trail. We saw first-hand evidence of this on a recent crossing of the Simpson Desert in Australia, via the Madigan Line—so-called after Dr. Cecil Madigan, who led the first scientific expedition across the area in 1939. The Madigan Line cuts directly across the huge field of parallel sand dunes that characterizes this part of the Simpson—1,130 sand dunes to be more or less precise. The dunes themselves are stabilized and well-vegetated, but the bare track still needs to ascend and descend each dune, and despite the very sparse traffic on this route the final approaches and crests are often cratered with “hoon holes,” where those who disdain airing down—or even engaging four wheel drive—have left huge divots from futilely spinning tires or frantic, lunging ascents.

< />



Graham and I actually aired down our Land Cruisers prior to hitting the dunes, on the stretch leading to the old Andado Station, a fine track but well-known for its long stretches of corrugations (or washboard as we refer to them in the U.S.). I reduced our pressure from 40 psi, which we'd run on the paved Stuart Highway to Alice Springs, down to 32, and Graham did likewise (he'd found his tubed tires on split rims at a harsh 50 psi). It took much of the sting out of the sharp undulations and eliminated the skip-fishtailing that can occur with higher pressures. (An Australian writer described those corrugations as "brutal." All I can say is he needs to see the corrugations on the seven-mile dirt track to our house in Arizona. Or those on the road from Namanga to Amboseli. But that's another story.)

Once in the dunes, we further reduced pressure to around 22 psi. This is well above the 14 we might run in very soft sand, but it worked perfectly on the combination of flat, compacted inter-dune track and the chewed-up ascents and descents. We even summited the famous Big Red dune outside Birdsville with no drama.

/" />



Once past Birdsville, on the high-speed gravel Birdsville Developmental Road, we re-inflated—and that’s where the catch is for many people who grasp the concept of airing down, appreciate its advantages, but rarely if ever do it.

Why? Because a lot of those people carry a compressor that cost them as much as a couple of pizzas and is about as effective at actually adding air to a tire, despite the “150 PSI!” claims on the box. A single 45-minute session laboriously moving four tires from 25 psi to, say, 28, while their \$29.95 compressor buzzes and vibrates in circles like an enraged chihuahua, and that’s it. The thing gets tossed in the bottom of the tools, to be used in the event of an actual flat, if at all. The same people likely used the point of their Swiss Army knife to depress the valve to deflate each tire, another laborious procedure. It’s little wonder they inflate the tires on their new truck to 40 psi and never budge from that.

We knew better. And we were, after all, in Australia, home of some of the best expedition equipment manufacturers on the planet. In Sydney we had picked up a pair of ARB E-Z deflators, and two ARB portable Twin compressor kits (CKMTP12). The single-cylinder ARB High Output compressor on our Tacoma has been working perfectly for several years

operating a locker and inflating tires, so I was eager to compare the more powerful Twin in field use.

Airing down takes less than a minute per tire with the E-Z deflator, which unscrews and captures the tire's valve core, allowing a much greater volume of air to exit the valve stem, and gives you precise control with its sliding actuator. The only faster way I know to air down four tires is with a full set of the superb set-and-forget CB Developments Mil-Spec automatic deflators—but that full set will cost you \$400, versus \$40 for the ARB unit. An E-Z choice, if you will.



Regarding portable 12V compressors, as with so many other products it's been my experience that you get what you pay for. The \$30 units that plug into a cigarette lighter simply won't cut it for field use. I know people who've been happy with the ubiquitous Masterflow MT50 and its variations, which are available for less than \$100; these clip directly to the battery, meaning they can draw more amperage, but they are still achingly slow, and I can recall at least three failures related to me by users. Simply put, if you're going to go the pro route for airing down (and repairing) tires, you need a pro-level compressor. You do not want to get caught after a section of soft sand with all your tires at 14 psi, no way to inflate them, and 30 miles of rocks ahead. (Especially when it's been six days since you've seen another human.)

Ignore the psi rating—virtually any pump will produce more than enough theoretical pressure. It's the cfm (cubic feet per minute) rating and duty cycle you need to evaluate. The cfm is self-explanatory. Duty cycle refers to how long the unit can run before it needs to shut down and cool off. A 25-percent duty cycle means the pump can run for 15 minutes out of an hour. It's easy to see the relationship: A high cfm rating means little if the duty cycle is poor, and a 100-percent duty cycle means little if the cfm rating is below standard. Furthermore, some compressors display an impressive cfm rating at zero psi, but will fall off significantly with higher pressures. Look for factory specs that list both.

The Australian-built ARB Twin boasts a 100-percent duty cycle, produces 6.16 cfm at zero psi and an impressive 4.68 cfm at 29 psi. How does this relate to the real world? Back on the

Birdsville Developmental Road to air up, I hooked up the Twin's leads to our Land Cruiser's battery, flipped the rocker switch, connected the chuck to the first tire (still at 22 psi), settled back on my heels to wait a couple minutes, and, er, what? The tire seemed to rise awfully quickly. I disconnected and checked the pressure: 42 psi. I was only aiming for 38 . . .



I bled a bit out and moved to the other three tires. I didn't set a watch to any of them, but it certainly took no more than a minute per tire to reinflate from 22 psi to 38. That rivals my benchmark for powerful compressors, the Extreme Outback ExtremeAir Magnum. And the ARB doesn't have a single "Extreme" in its name.

As a reliable and durable tool for remote use it would be hard to imagine a better configuration than the ARB Twin, given the extensive redundancy: Two all-ball-bearing motors, two cylinders, two inline fuses, and internal thermal protection for each motor. Twin air filters are washable sintered bronze, not paper. It's highly moisture and dust resistant (the cooling fan is actually sealed to IP55 specs); the cylinder bores are hard anodized and the piston seals are Teflon-impregnated carbon fiber. In addition, the portable kit incorporates a four-liter aluminum air tank, which enables the system to run most air tools (it's regulated to 150 psi). For the distinctly premium price, I wish the kit came with the ARB inflator that incorporates a dial gauge, rather than the simple clip-on chuck that is standard. But the waterproof case is strong, and the organizer pockets keep hoses and accessories neat—an underappreciated feature on expeditions where entropy nudges things toward clutter. The battery clamps are sturdy, the inline fuses easy to access if necessary, and there's a solidly mounted quick-release fitting for the air line next to the (lighted) power switch. You'll know you're dealing with a substantial piece of equipment when you pick it up—the whole package weighs 33 pounds, about as much as a Hi-Lift jack. The compressor alone weighs 19.4.

If you prefer a built-in compressor (I normally do, but we haven't yet decided on the final configuration in the Troopy), the air filters of the Twin can be relocated, rendering the entire unit submersible. ARB was not messing around when they designed this compressor.

The Twin is a significant investment (\$830 for the kit; \$520 for the compressor alone). But consider these two facts: 1) As stressed above, varying your tires' pressures to suit conditions will do more than anything else to enhance your vehicle's off-pavement prowess, your comfort, and the condition of the trail, and 2) Tire failure is by a significant margin the number one reason for breakdowns in the bush. With a high-quality compressor such as the ARB Twin you have both scenarios covered with professional-level ease.

MATHESON ask...The Gas Professionals™

CUSTOMER APPRECIATION OPEN HOUSE

Please come to our annual
Customer Appreciation Open House!
Thursday, September 29th
9:00 AM—4:00 PM
1916 2nd St NW, Albuquerque, NM 87102
(505) 247-3751

RSVP early and **receive a free gift with attendance!**
<https://goo.gl/forms/xTCuBrJd4HOXzb1> or scan this QR
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**Thinking about going on a ride, but not
sure if you can handle the trail?
Call the trip leader to find out.**

**KEEP PUBLIC LANDS OPEN
TO THE PUBLIC**

NM4W Officers

<p>President Mark Wolf 505-856-8539 pr@nm4w.org</p>	<p>Vice-President Leon Duggar 505-235-8988 vp@nm4w.org</p>	<p>Secretary Bobbie Moore 505-221-3847 se@nm4w.org</p>
<p>Treasurer Bill Bonahoom 505-298-6296 tr@nm4w.org</p>	<p>Program Chairman Diego Serna 505-323-4362 pc@nm4w.org</p>	<p>Historian Frank G. Whiston 505-280-7922 hi@nm4w.org</p>
<p>Trip Chairman Jennifer Chapin 305-333-3375 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



October 1, 2016

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

September 10, 2016
by Bobbie Moore



The meeting was held at the home of Chris & Bill Dressler in Edgewood, New Mexico. President Jennifer Chapin called the meeting to order at 6:04pm.

GUESTS: Bill & Anna Gardner , Mike & Kathy Kvashak , Don Owen & Karen Grohman, Bob Meyers, and Janet Davis

MEMBERS PRESENT: Anthony Baker, Jennifer Chapin, Bill & Chris Dressler, Leon Duggar, Jeff & Agnes Hodas, NaDeen Jackson, Ed & Lyn Kausche, Cliff & Jeanne Meier, Bobbie Moore, Bob Norton, Eamonn O'Brien, Gregg Radtke, Tracey Rosenberg, Don Roy, Chris Spiak, Cassie Waltz, Phil Rodacy, and Mark & Joan Wolf.

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

TREASURER'S REPORT –Bill Bonahoom. Not present, no report.

VICE PRESIDENT'S REPORT – Leon Duggar. Leon explained the point system and how to receive them. He also explained how to get a fine, then Sheriff Duggar started to collect. There was lots of tattling, and lot of fines paid. It had been quiet in that area for a couple of months, but made up for it this meeting. It was explained that those quarters go toward the Christmas party.

Leon talked about knowing your vehicle and how to fix it. Too many things can go wrong on the trail and you need to be prepared.

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

The Car & Culture video Release party was well attended and the flex ramp was exciting to use. Don Roy won best in show. Congratulations Don!

The participants in the Northern Jemez Exploratory ride had many stories, with them having to hike out and do recovery the next day. There were a few fines on this ride.

The NMCC all clubs picnic was attended by 10 members; the Red Rocks and Mt Blanca trips also had members attend.

PAST EVENTS:

Sept.2-Sept 5. Red Rock 4 Wheelers Day Campout, Moab Utah

Sept.4 Chokecherry Cleanup & Campout, Farmington , NM

Sept.3 Mt. Blanca, Colo.

Sept 10 W.E.Rock Grand Nationals, Farmington, NM

UPCOMING EVENTS:Sept.17 Gorys Hill Lemitar, NM

Sept.18 Gordy's Extreme Lemitar, NM

Sept.18 Jemez Run Jemez Visitor Center

Sept.30-Oct 2 Tucson Rough Riders Trail Dust Days ,Calalina State Park ,Az.

Oct.2 Tapia Canyon Ride San Ysidro, NM

Oct. 9 Jemez Sunday Ride

Oct.12-Oct.16 26th Annual Chili Challenge Cabaillo Lake, NM

Oct. 13 NM4W monthly meeting heights Cumberland Presbyterian Church ,Abq.

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

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT: Bob Norton explained the forest service maps and how they want to turn as much of the forest into wilderness as possible. If you can attend any meetings, please do, as our voice needs to be heard. Check for times, dates and locations on our website.

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

HISTORIAN'S REPORT: Frank G. Whiston was absent. No report

WEBMASTER'S REPORT: Don Roy - Don would like members to post the pictures of runs with names of locations and dates.

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. Jennifer always has interesting items to post.

PROMOTIONS PROGRAMS: 4WD Hardware provides discounts to NM4W members who have registered for their program. At the end of the year 3% of what club members have spent goes back to the club.

OLD BUSINESS: Jennifer Chapin was recognized as 4 Wheeler of The Year. She was presented with a very nice wooden plaque. Congratulations !!

For trip leaders, there is a waiver form to print out for drivers. At meetings you may give to Cliff Meier to keep for the club.

NEW BUSINESS: Jennifer suggested that we put the “old license plate” in a place of business the club uses instead of being carried around in the brief case. Phil said he could make a nice wood frame to encase them. Desert Rat was mentioned, so the club will ask them about putting them on display.

We had several people who had enough points to be voted in. Welcome to Bill & Anna Gardner and Bob Meyers.

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

- Thank you to Chris & Bill Dressler for hosting the meeting.
- Next meeting will be at the Heights Cumberland Presbyterian Church in ABQ, on Thursday, October 13 at 7 PM.

MEETING ADJOURNED at 7:00 PM.

Check the website for new rides and updates!



September was a busy month for our club, we had lots of local rides and others in Colorado, Utah and Arizona. Mark and Joan Wolf will be moving soon so be sure to catch them while there here if can or we will catch them on the trail in the upcoming year.

It's great to see we have quite a few club members going to Chile Challenge this year, for everyone else remember the club meetings are back to Thursday nights at the church.

For anyone who could not make it to the North Jemez trail repair trip, you missed a great time. It was a very challenging repairs and lots of team work to get four of us through the area. Thanks to all that attended, brought tools along with lots of work. Of course check the website for a few videos and some pictures.

I will be at the Chile Challenge so I will miss the October club meeting but will see you on the trails after.

Also a friendly reminder we have the food drive coming up in November so no matter how few or many items you have let's have a great showing of our members rigs at the food drive.

LEAD A RUN - THE TRIP LEADER IS IN CONTROL



Vice President's Soap Box

By Leon Dugger

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Bob Norton

Forest Plan Revision Forest Resource Field Trips Planned on the Santa Fe National Forest

SANTA FE, NM – Sept. 23, 2016 – For Immediate Release. The Santa Fe National Forest (SFNF) is planning seven field trips this fall as part of the revision of the Land and Resource Management Plan (Forest Plan). This Forest Plan will guide management for all resources throughout the forest for the next 10 to 15 years. These trips will give members of the public the opportunity to see resources on the ground and have conversations with SFNF resource specialists. The field trips will launch discussions on what should go into the Draft Forest Plan which will be written over the next year. You can find a brief summary of the field trips on our website (www.fs.usda.gov/goto/santafeforestplan), just look under "Public participation and meetings" and click on "seven field trip". All field trips are weather dependent and subject to cancellation. Cancellation notices will be emailed and posted to www.fs.usda.gov/goto/santafeforestplan.

Space on the field trips is limited. Attendees must register by email (santafeforestplan@fs.fed.us) or by phone (505-438-5442), and reservations will be awarded on a first come, first served basis. Some of the trips are nearly full, so please RSVP soon.
Field trip dates and locations:

Aspen Meadows on Saturday, September 24

Gallinas Watershed on Thursday, September 29
The Moya Project on Saturday, October 1
Rio Chama River on Wednesday, October 5
Jemez Driving Tour on Saturday, October 8
Pajarito Area on Saturday, October 15
Caja del Rio on Saturday, October 22

Field trip considerations:

Carpooling is recommended. Although there is no limit on people, there is a limit on vehicles.

Some field trips require attendees to bring high clearance vehicles.

Some field trips require hiking 3+ miles in potentially steep terrain, as noted below.

Weather conditions on the Forest are often unpredictable. Prepare to be outdoors for the duration of the field trip. Water, a hat, sunscreen, good hiking boots or walking shoes, and attire for hot and cold weather are required. Those without proper attire and equipment will be sent home.

Field trips 5 hours and longer will break for lunch. Please bring your own lunch. For additional information please contact the Forest Plan team at santafeforestplan@fs.fed.us or by phone 505-438-5442.

Land Use Update – September 23, 2016 Blue Ribbon Coalition

COLORADO - Rio Grande National Forest Seeks Public Input on Forest Plan Proposed Action

Rio Grande National Forest to hold three forest plan public meetings in September

Dear BRC Action Alert Subscriber,

The Rio Grande National Forest invites public input on the Proposed Action for the forest plan revision. The Proposed Action is not a proposed plan; the public will help develop the proposed plan through input on the Proposed Action. Public input will also help identify issues and develop alternatives to the proposed plan that will be analyzed in the draft environmental impact statement.

The Rio Grande National Forest Revised Forest Plan is the overarching document that guides all management decisions and activities on the entire Rio Grande National Forest for the next 10-15 years, including activities such as preservation of cultural and historic resources, grazing, timber production, recreation, wildlife management, firewood cutting and gathering of special forest products.

The Forest Service will hold three public meetings during the last week of September to present and discuss the Proposed Action for the forest plan revision. The Proposed Action is the first step in the formal plan development stage of the revision process.

Presentations and discussion are scheduled from 5:30 p.m. to 7:30 p.m. for each meeting. Light refreshments will be provided.

The meetings are scheduled for:

Tuesday, September 27, at the Saguache County Road and Bridge Building, 305 3rd Street, Saguache.

Wednesday, September 28, at the South Fork Community Building, 254 State Highway 149, South Fork.

Thursday, September 29, North Conejos School District board room, 17890 US Highway 285, La Jara.

Comments on the Proposed Action are most useful if received within 45 days following the publication in the Federal Register of the Notice of Intent to initiate the Rio Grande National Forest Plan Revision Environmental Impact Statement (EIS). Written comments may be mailed to Rio Grande National Forest, ATTN: Forest Plan Revision, 1803 US Highway 160, Monte Vista, CO 81144; emailed to rgnf_forest_plan@fs.fed.us; or send by facsimile to 719-852-6250.

For more information, visit the Rio Grande National Forest website at <http://www.fs.usda.gov/riogrande> and click on the forest plan revision link or contact Mike Blakeman at the Rio Grande National Forest Supervisor's Office at 719-852-6212.

To view the Proposed Action or learn more about the forest plan revision process, visit the Rio Grande NF website at <http://www.fs.usda.gov/detail/riogrande/landmanagement/projects/?cid=stelprd3819044> or call Erin Minks, Forest Planner at 719-852-6215.

Thanks in advance and, as always, if you have any questions or concerns, please contact BRC.

Ric Foster
Public Lands Department Manager
BlueRibbon Coalition
208-237-1008 ext. 2



Jennifer Chapin 2016 4-Wheeler of the Year

By Joan Wolf

Jennifer Chapin was named 4-Wheeler of the Year at the September meeting. Each year, club members vote for the person who had the most positive impact on NM4W and the 4-wheeling community. A repeat winner, Jennifer was again recognized for her contributions. Jennifer led many trail rides, helped with the Chile Challenge, served as an officer, mentored novice drivers, and painted her Jeep parts pink (oh, maybe, that doesn't count).



Jennifer led runs far and wide this past year. In addition to many in the Jemez, she led a film crew to Riley Ghost Town for a video featuring NM4W. The video, "Going Off-Road in Albuquerque", has attracted thousands of web viewers and was featured at the local Advance Auto stores during a video release party. As the representative of NM4W, Jennifer voiced the positive aspects of 4-wheeling including camaraderie, appreciation of the outdoors, and community service.

Trail rides are never dull when Jennifer is involved. She provided ice cream at a July Jemez run and she hosted a wine and cheese party at the campground in Silverton after a day of wheeling in the San Juan mountains.

Jennifer happily accepted the beautiful wooden plaque crafted by Phil Rodacy. And fellow members happily bestowed the 4-Wheeler of the Year award to a most-

deserving member. Congratulations, Jennifer!

Past 4-Wheelers of the Year

2015 Jennifer Chapin		2005 Lauri and Jeff Rector
2014 Don Roy		2004 Chuck Peeples
2013 Jennifer Chapin		2003 Leon Duggar
2012 Jeff Boggs		2002 Glenn Bontly
2011 Dixon Patrick		2001 Pat Brady
2010 Jeanne Meier		2000 Mark Wolf
2009 Cliff Meier		1999 Mark Wolf
2008 Frank G. Whiston		1998 Bob Telepak
2007 Mark Werkmeister		1997 Charlie Wilson
2006 Glenn Bontly		1996 Mark Werkmeister

Be a Trip Leader and Never Eat Dust Again!

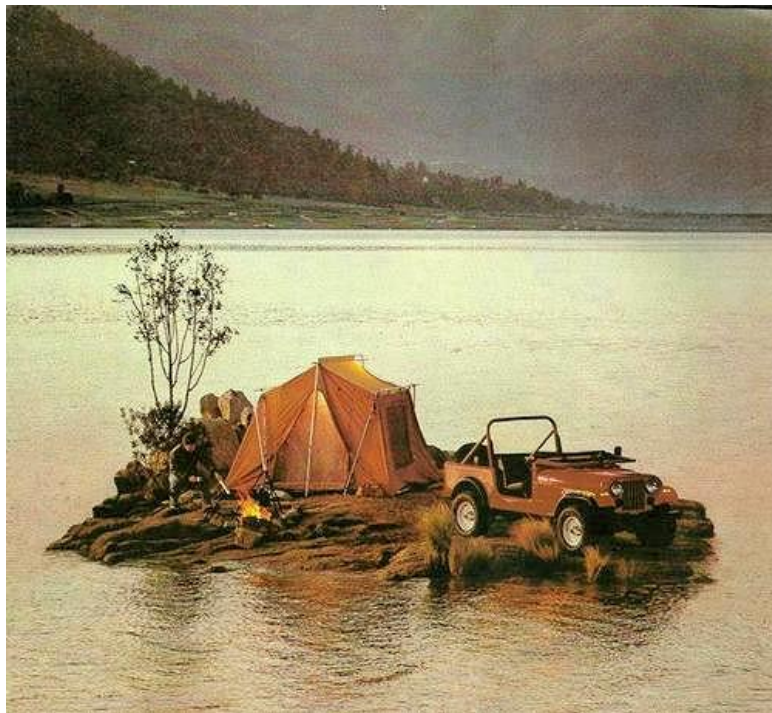


Extreme Run Gordy's Hill, Socorro, NM By Bill Bonahoom

On September 18 2016 the NM4Wheelers traveled down south to Gordy's Hill to give a proper first run to two new extreme rigs; Jim Werkmeister in his linked chevy powered CJ on sticky 40s and Devin Cannady in his ultra light Toyota buggy on 40s. Also Andy Townes needed to do a shakedown run in his long arm LJ on 37s with new hydro assist steering and big brakes prior to the October Chile Challenge down south. I lead the group across the desert on 5 trails. We concurred Hidden Valley, Squeeze, Bad Hair Day, Doug's Dilemma, and Edge. Completed the first 4 trails about 1:30 and said heck we got time to run one more. Well, Edge took us right up to sunset and we found ourselves loading trailers in the near dark conditions. At the very entrance to Edge Devin's rig experienced a hydraulic steering elbow failure but it was quickly remedied and back on the trail. Edge trail proved to be very extreme, it starts off as a boulder field full of 3-4 foot rocks which are all just in the wrong spots and make great differential catchers. After navigating the boulder field, a 6-ft water fall appears with a VW size bolder right in the middle. We tried left lines and right lines and nobody was able to make it without the use of a winch. Next up was the big water fall but the rains had moved the dirt such that it was a downhill approach to the face to which both my and Jims front bumpers were totally in the way hitting the rock face making it impossible to even get started up it. Fortunately, Devin was able to find a way up it and provide a winch point for those of us less fortunate guys. The only other option would have been to turn around which would have been a terrifying decent of which none of us were looking forward to. Devin's success was short lived however as the very next rock obstacle proved too much for the buggy forcing Andy to walk back down to get his LJ so that Devin could winch up.



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





A Good Time Was Had by All

By Eamonn O'Brien

The trip to FS 31 (which, after some debate on the drive home, we are now calling Highwater Road) saw 10 vehicles meet at the Conoco-Phillips Gas station on Highway 84 in Espanola. This was a return to a trail (FS31) out of Espanola, that saw us have to abandon 3 vehicles overnight because the trail washed out both ahead and behind a couple weeks earlier.

This was intended to simply be a return to the scene of the crime and explore whether or not there was a legitimate way to connect/repair the trail, but with some hard work and a couple chainsaws, a suitable path was cleared and we saw 4 of the 10 vehicles in attendance complete the route.

A little farther out of the way than Walatowa, the typical departure point for a Jemez trip, the Espanola meet up more than makes up for it the inconvenience.



We pulled out of the gas station shortly before 9:30am, to head north on 84 for approximately 8 miles on pavement, before pulling into an unmarked residential area, and eventually onto FS 31, where we aired down.

The first mile or two of the trail is not technically inside the National Forest, so locals have abused the area and used it for a dumping ground liberally, but once inside the boundary of the National Forest, the landscape quickly changes.



The first 10 miles of trail are a fun mix of loose sand, narrow passages, water crossings, and loose climbs. The trail is in constant flux owing to the fact that it largely sits in a drainage for the west side of the Jemez. 4 High was the order of the day for the most part, with a few patches where 4 Low made things easier.

After multiple water crossings, including following the creek and climbing over some boulders for a while, we ran a loose

climb up to the rim of the canyon, and paused for a quick break to admire the view, before dropping back into the canyon.

We were able to locate the actual trail labeled on the MVUM on the final mile of trail, skirting the northern edge of a large meadow (a feat we failed at on the ill-fated run in August), and arrived at what we are now calling Turn Around Creek shortly before noon.



Turn Around Creek is aptly named, as, the 10 miles up to it are Moderate, and might be doable in a stock rig with a very experienced driver. Beyond Turn Around Creek the story changes dramatically. Beyond Turn Around Creek, one enters Hell or High Water by descending into the creek bed, travelling up the boulder field of the creek, then winching out of the creek bed up Billstrap Hill before encountering the area that caused problems last time;

an stretch of trail 10 feet long, where the trail has collapsed into the creek bed beside a large rock, leaving a path barely wide enough for a side by side.



Turn Around Creek

After a quick exploration of the remaining mile of trail that is Hell or High Water, everyone enjoyed some lunch together before digging tools out. With lunch done, some more surveying was completed on both sides of the creek, and, surprising to many of us, a vision for a way around the impasse presented itself. What had begun as a look-see became an actual trail repair. With some minor vegetation removal, and the careful clearing of a couple trees, a route was found over a second boulder field, now dubbed Fat Man's Rest Stop by KW, and a couple eager volunteers decided to give it a go.



Trail Clearing

The Boulder Field to get to Billstrap Hill





Billstrap Hill

It took some work finding the right angle to winch up the hill out of the creek, now known as Billstrap Hill thanks to Bill's expert winching of a large boulder 6 feet out of the way, and it



took some more work to find the right line/winch points up and over Fat Man's Rest Stop.


By 4 o'clock, we had 4 vehicles up and over, and while they plowed onto complete the trail over two more off camber creek crossings (the final now called Dickey's Ford in honor of Jack and Cathy for their help in building/winching on the first, ill-fated, trip), the 6 remaining vehicles headed back down the trail, arriving at pavement in less

than an hour and a half, incredibly, 5 minutes *after* the 4 vehicles who had proceeded to finish the trail.

We are calling this trail Highwater Road, owing to the state of the road/trail with rain. The trail is suitable for high clearance vehicles, or a stock vehicle with an experienced driver could make it to Turn Around Creek. The trail has multiple water crossings, and constantly changes owing to

flowing water redesigning the landscape. There are multiple scenic vistas and camping spots along the trail, which follows a small creek.

Beyond Turn Around Creek, the trail extends into Hell or Highwater (or Highwater, the HardWay), including, at present two mandatory winches (Billstrap Hill and Fatman's Rest Stop), and two off camber descents into creek crossings (including Dickey's Ford). The Hell or Highwater extension is NOT for the faint of heart or unskilled. A well armored vehicle on 33's with functional winch, and tow points front and rear is required, and lockers will make at least one of the obstacles below Billstrap Hill easier. There is serious roll over potential, as well serious potential for undercarriage damage if not properly armored. In addition, be prepared for ALL weather conditions; this trail is in a canyon; weather is unpredictable and changes quickly, and the trail and trail conditions can change very quickly with rain.



Monticello Box Access

Contributed by Jennifer Chapin

A popular recreational area on New Mexico State Trust Land is Monticello Box. Monticello Box is located 25 miles north of Truth or Consequences in Socorro County - popular among hikers, bikers, hunters, and many enjoy off road adventures through the canyon. Monticello Box is a true box canyon with high cliffs on both sides and the Alamosa Creek running through them.

If you would like access to Monticello Box apply here:

[Recreational Access Permit Application](#)

With the approval of your application you will receive an access code to the gate to enter Monticello Box area. Please note that the north end of Monticello Box is the only gate that both entering and exiting are permitted.

If you already have a recreational permit and need the access code please call 505-827-5724.



Redneck Engineering

Contributed by Jennifer Chapin

Someone traded this in. The dealer noticed that this is how the winch and lights were powered up.



Be a Trip Leader and Get a Discount on Dues!



2016 Labor Day Safari with the Red Rock 4-Wheelers

By Ronnie Caton

After spending a week wheeling in the San Rafael Swell led by Guy Conway, Yi-Jiun and I couldn't wait for another trip to Utah. When the 2016 Red Rock 4-Wheelers Labor Day Stay Together, Play Together Campout was announced on the webpage, we signed up immediately and started counting the days. The weekend event is an annual takeover of a local campground for a weekend of rides, food, and fun. The \$150 registration fee included a campsite, three guided trail rides (Saturday-Sunday-Monday), hot breakfasts with biscuits & gravy, eggs, and pancakes (Saturday & Sunday), a baked chicken dinner (Saturday), and ice cream floats on Sunday evening! Also included with the registration was a raffle ticket with lots of great prizes. Our own Robert Meyers and Anthony Barker walked away with prizes. Also on the trip from NM4W was Fred Gann.



On Saturday, Anthony & Fred ran Hell's Revenge while Yi-Jiun & I were on 7 Mile Rim with a group of 22 Jeeps, 1 Bronco and 1 Toyota. While we enjoyed nice but windy weather, the overlooks, and stops at Uranium Arch and the Monitor & Merrimack we could see the dark clouds and rain in the distance that never quite caught up to us. From what I heard, the same was not true for the group on Hell's Revenge as they were at ground zero for the downpours but, from the stories we heard during the Ice Cream Social, they were treated to a rare site with a bit of

flash flooding.

On Sunday, all four of the NM4W Jeeps signed up for Fins & Things led by a RR4W member from Pennsylvania. Afterwards, Yi-Jiun and I joined a couple of Jeeps from California for a taste of the first few miles of Poison Spider. Monday, lined up with a group of 17 Jeeps including Robert and his Red One Too for Porcupine Rim. At the first overlook, we stopped for lunch Nebraska to be part grab bag full of raffle



and trail leaders, who drove out from of the weekend, surprised us with a prizes. I came away with a pair of

leather gloves. After lunch, the group split into two with half going on to the second overlook and the rest heading back towards town to get a head start on their trip home. While we have not yet experienced an Easter Jeep Safari first hand, the low key Labor Day Event (limited to 150 vehicles) seemed to be more our style. We look forward to joining the Red Rock 4-Wheelers again in the future!

LAWS
you need to
KNOW

Contributed by Mark Wolf

Apparently, these have been around for awhile. I had not seen them. Still laughing!
Mark

1. Law of Mechanical Repair -

After your hands become coated with grease, your nose will begin to itch and you'll have to pee.

2. Law of Gravity -

Any tool, nut, bolt, screw, when dropped, will roll to the least accessible place in the universe.

3. Law of Probability -

The probability of being watched is directly proportional to the stupidity of your act.

4. Law of Random Numbers

If you dial a wrong number, you never get a busy signal; someone always answers.

5. Law of Variation -

If you change lines (or traffic lanes), the one you were in will always move faster than the one you are in now.

6. Law of the Bath -

When the body is fully immersed in water, the telephone will ring.

7. Law of Close Encounters-

The probability of meeting someone you know INCREASES dramatically when you are with someone you don't want to be seen with.

8. Law of the Result -

When you try to prove to someone that a machine won't work, IT WILL!!!

9. Law of Biomechanics

The severity of the itch is inversely proportional to the reach.

10 . Law of the Theater & Hockey Arena-

At any event, the people whose seats are furthest from the aisle, always arrive last. They are the ones who will leave their seats several times to go for food, beer, or the toilet and who leave early before the end of the performance or the game is over. The folks in the aisle seats come early, never move once, have long gangly legs or big bellies and stay to the bitter end of the performance. The aisle people also are very surly folk.

11. The Coffee Law -

As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.

12. Murphy's Law of Lockers -

If there are only 2 people in a locker room, they will have adjacent lockers.

13. Law of Physical Surfaces-

The chances of an open-faced jelly sandwich landing face down on a floor are directly correlated to the newness and cost of the carpet or rug.

14. Law of Logical Argument-

Anything is possible IF you don't know what you are talking about.

15. Law of Physical Appearance-

If the clothes fit, they're ugly.

16. Law of Public Speaking --

A CLOSED MOUTH GATHERS NO FEET!

17. Law of Commercial Marketing Strategy -

As soon as you find a product that you really like, they will stop making it OR the store will stop selling it!

18. Law of Doctors' -

If you don't feel well, make an appointment to go to the doctor, by the time you get there, you'll feel better. But don't make an appointment and you'll stay sick.

4 WHEEL PARTS

MONSTER SALE

OCTOBER 8TH 9AM-5PM
EXTENDED HOURS

ONE DAY ONLY | TAX FREE
PLUS DEALS ON THOUSANDS OF PRODUCTS!

*Certain restrictions apply



JUST A FEW OF THE THOUSANDS OF DEALS!

RANCHO SHOCKTOBER SHOCK SPECIAL

UP TO **\$110 PREPAID VISA CARD**



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Shocktober! Buy 4 Rancho RS5000, RS5000X, RS7000MT, RS9000XL, or quickLIFT™ Loaded Shocks - and get a VISA Prepaid Card for up to \$110.99. Limited time offer.

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Up to \$500 combined savings when purchasing select Pro Comp Suspension Kits, Tires, and Alloy Wheels. Up to \$300 savings on select suspension kits. Save up to \$200 on select Pro Comp Tires and Alloy Wheels when purchased together in sets of (4) four or greater. Call or visit a store for details. Valid Sale day only. Can't be combined with other offers.

TRUCK BED COVERS **FREE INSTALL**



AS LOW AS
\$289.99 TRX255801



OPTIMA BATTERY **ONE DAY ONLY**



~~\$189.99~~
\$139.99 OPT8004-003

LED HEADLAMPS 7" ROUND **FREE INSTALL**



\$449.99 PR. EXP76402P

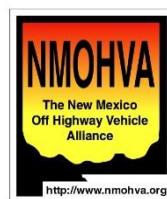
**Thinking about going on a ride, but not sure if you can handle the trail?
Call the trip leader to find out.**

**KEEP PUBLIC LANDS OPEN
TO THE PUBLIC**

NM4W Officers

<p>President Mark Wolf 505-856-8539 pr@nm4w.org</p>	<p>Vice-President Leon Duggar 505-235-8988 vp@nm4w.org</p>	<p>Secretary Bobbie Moore 505-221-3847 se@nm4w.org</p>
<p>Treasurer Bill Bonahoom 505-298-6296 tr@nm4w.org</p>	<p>Program Chairman Diego Serna 505-323-4362 pc@nm4w.org</p>	<p>Historian Frank G. Whiston 505-280-7922 hi@nm4w.org</p>
<p>Trip Chairman Jennifer Chapin 305-333-3375 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



November 1, 2016

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

October 13, 2016
by Bobbie Moore



The meeting was held at the Heights Cumberland Presbyterian Church in Abq. Vice President Leon Duggar called the meeting to order at &7:00pm.

GUESTS: Ross Burchard, Jeff & Janet Smith ,Donald Owen & Karen Groham

MEMBERS PRESENT: Cheryle & Tracy Bakewell, Richard Brooks, Leon Duggar, NaDeen Jackson, Cliff & Jeanne Meier, Bobbie Moore, Eamonn O'Brien, Gregg Radtke, Tracey Rosenberg, Diego Serna, Don Roy, Chris Sears, Chris Spiak, Cassie Waltz, Donna & Frank G. Whiston, Frank R. Whiston

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

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

VICE PRESIDENT'S REPORT – Leon Duggar. Leon explained the point system and how to receive them. He also explained how to get a fine, then Sheriff Duggar collected a couple of fines. Don Roy reported his muffler has stayed on for a month.

TRIP CHAIRMAN'S REPORT –Cliff Meier. Cliff explained that there is a need for more trail leaders. If you need help or have never been on a trail, contact Cliff and he will help you with whatever you need.

There were quite a few members absent who were down in T or C at the Chile Challenge.

The repair on the Jemez Exploratory / recovery trail that caused problems earlier was completed. Various challenges on the trail were named to appropriately commemorate the obstacles. Check the website for additional stories and pictures as well as the latest info on upcoming events.

PAST EVENTS:

Sept.17&18 Gordy's Hill, Lemitar, NM

Sept.18 Jemez Run

Sept.30-Oct. 1 Tucson Rough Riders, Calalina State Park, AZ

Oct. 2 Tapia Canyon Ride, San Ysidro, NM CANCELLED

Oct.9 Jemez Sunday Ride

Oct 12-16, 26th Annual Chile Challenge, Caballo Lake, NM

Oct.13 NM4W monthly meeting, Heights Cumberland Presbyterian Church, Abq. NM

UPCOMING EVENTS:

Oct 22, NM TorC Run to North Baldy, Magdalena, NM

Oct 23, Laguna Green Chile Cheeseburger Run, Cabazon area to Grants, NM

Oct 25, Rio Rancho Exploratory Run, Rio Rancho, NM

Nov. 5 Tech Session, T-Case rebuild and SYE install, Albuquerque, NM

Nov. 10, NM4W Monthly Meeting, Heights Cumberland Presbyterian Church, Abq. NM

Nov 12 Cedro Peak Night Run, Cedro Peak, NM

Nov 19 9th Annual NM4W Holiday Food Drive (Tentative), Abq., NM

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

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT: Bob Norton was absent. Frank Whiston reminded everyone that there have been lots of revisions on forest service lands in Jemez and Santa Fe. The Blue Ribbon Coalition does well keeping tabs on all this. Check for times, dates and locations of meetings on our website.

PROGRAM CHAIRMAN'S REPORT: Diego Serna. He has shirts for sale. We did the 50/50 raffle with total of \$45. Richard Brooks won and returned it to the club.

HISTORIAN'S REPORT: Frank G. Whiston. Please include the locations when you send in trail pictures. There are a lot of good photos with no information. If you need help, ask Frank and he will tell you how to do this.

WEBMASTER'S REPORT: Don Roy – Don said there are no new changes and all looks good.

EDITOR'S REPORT: Phil Rodacy. – Absent

PROMOTIONS PROGRAMS: 4WD Hardware. They provide discounts. At the end of the year 3% of what club members have spent goes back to the club.

OLD BUSINESS: Waivers are in the trail leaders package and we are to start using them. Please make sure everyone signs them. Give all signed waivers to Cliff Meier to hold for the club.

At the last meeting, Jennifer suggested that we put the “old license plates” in a place of business the club uses instead of being carried around in the brief case. Phil said he could make a nice wood frame to encase them. Desert Rat was mentioned, will know more at next meeting.

New Business:


Welcome to Donald Owen, Karen Groham, and Fred Gann to our club.

Thank you to Nadeen Jackson for hosting the meeting and furnishing delicious treats.

The next meeting will be at the Heights Cumberland Presbyterian Church in ABQ, on Thursday, November 10 at 7 PM.

MEETING ADJOURNED at 7:00 PM.

Check the website for new rides and updates!

	President's Report
	By Jennifer Chapin

Hello four wheelers, its November already and that means it is time for our annual food drive with KOB at ABQ Uptown. Please check the calendar for all the details. It's not about filling your 4x4 to the roof any amount helps those in need. Let's have a great showing this year with all those vehicles with New Mexico 4-Wheelers window banners and diversity of rigs we have let's show them off and support a great cause together. If you can't make it to the food drive bring some food to the November meeting we will take it for you.

Please don't forget our meetings are back to Thursday nights at The Height Presbyterian Church. Come out and share in the fun of our trail stories and learn about upcoming events.

As always we are getting trail rides, tech sessions, and some out of town events on the calendar. If you have any ideas, please contact any club officer or the trip committee they will be glad to assist you in getting it on the calendar or help with some ideas.

October was a busy month with many of us at Chile Challenge and all the other local trail rides we had this past month. As being a member of the Chile Challenge Committee, I wanted to say a special thanks to all those from our club that volunteered. We had a great showing from our club with people donating raffle items, being trail leaders or tail gunners, inspections, and helping with the NMOHVA Ice Cream social by scooping ice cream. I know quite a few of our members were helping many others with repairs to their vehicles.

Let's all have a great November with family, friends and 4x4's.

LEAD A RUN - THE TRIP LEADER IS IN CONTROL



Vice President's Soap Box

By Leon Dugger

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Bob Norton

BlueRibbon Coaliton Alert October 12, 2016

NEW MEXICO - Santa Fe NF Announces Forest Plan Revision Open House Opportunities

The Santa Fe National Forest (SFNF) is revising its Land and Resource Management Plan (Forest Plan), which will guide the management of all forest resources for the next 10 to 15 years. The Forest Service will be hosting a series of three Open House meetings through the end of the year. The Open Houses will have specific topics, but no agenda. They are windows of opportunity for you to drop in and interact with a variety of SFNF resource specialists about Plan Revision. Depending on interest level, there may be opportunities for additional locations and resource topics in 2017. The next major opportunity for public participation will focus on initial plan components, which is expected to launch in January 2017.

2016 Open House Details, all from 1-3:30pm:

(Editor's Note: Still on the Schedule)

Monday, November 14, at the Walatowa Visitor Center in Jemez Pueblo

Topics: Forest Plan, Vegetation, and Heritage

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

Wednesday, December 7, at the Supervisor's Office of the Santa Fe National Forest

Topics: Forest Plan, Water, and Heritage

Address: 11 Forest Lane, Santa Fe, NM 87508

If you have questions please call 505-438-5442, email santafeforestplan@fs.fed.us or mail to:

Forest Plan Revision, Santa Fe National Forest, 11 Forest Lane, Santa Fe, NM 87508. To learn more about Forest Plan revision, please visit the Forest Plan revision website at

www.fs.usda.gov/goto/santafeforestplan.

Thanks in advance and, as always, if you have any questions or concerns, please contact BRC.

Ric Foster

Public Lands Department Manager - BlueRibbon Coalition

From: NMOHVA October 2016 Newsletter

NMOHVA Re-Files Lawsuit Against Santa Fe National Forest Travel Management Decision

NMOHVA's legal team has re-filed our petition to challenge the Santa Fe National Forest's Travel Management decision in Federal District Court. As we first stated in our May newsletter:

In its review of NMOHVA's brief, they (the 10th Circuit Court) determined that we failed to adequately establish our "standing" which would give the court the jurisdiction to hear the appeal.

If you remember, the interveners in the case, the Center for Biological Diversity and others, had challenged NMOHVA's standing. They made the same challenge at the District Court, and while the Judge there decided we did establish proper standing, the 10th Circuit ruled that we did not. Because of that technical issue, the 10th Circuit ruled that they could not hear the case and dismissed it.

The good news is that because the 10th Circuit ruled that we failed to establish standing, they ordered the District Court in Albuquerque to "vacate" or throw out its previous ruling. Furthermore, they ordered the District Court to dismiss our original motion "without prejudice" which means we can re-file the motion in District Court.

The Budd Falen Law Office legal team feels so strongly that the 10th Circuit court's decision on "standing" was wrong, that our substantive NEPA arguments were well made, and that this case is so important that they have offered to re-file the petition and do the briefing without further cost to NMOHVA.

After careful consideration of the situation and the Budd-Falen offer, the Board of Directors has agreed to re-file our case.

In a nutshell, it takes the lawsuit all the way back to the beginning. We are essentially in the same place as we were in December of 2012 when we first decided to challenge the Santa Fe's Travel Management decision in court. It is very important to understand that the 10th Circuit

didn't decide that NMOHVA didn't have standing, they simply ruled that NMOHVA hadn't adequately established its standing in our court briefing and documents.

And now it is official. On September 29th, our petition to challenge the Forest Service's decision was re-filed. The filing included two documents that carefully address the establishment of the required "standing".

So we are, once again, officially challenging the Forest Service's decision on Travel Management on the Santa Fe National Forest. We promised that we would see this through to the end of the process and that is exactly what we are doing.

Gila National Forest Plan Draft Assessment Report has been released

Go here for the latest information (Thanks to the heads-up alert from NMOHVA):

<http://www.fs.usda.gov/detail/gila/home/?cid=STELPRD3828671>

Public feedback is now being encouraged by the Forest Plan Revision Team as to what may have been overlooked.

Send feedback or suggestions in digital format to gilaplan@fs.fed.us, or via snail-mail to Gila National Forest, Attn: Matt Schultz, 3005 E. Camino del Bosque, Silver City, NM 88061 (or at any Gila NF District Office).

Feedback should be received by November 15, 2016. The last of public review meetings end November 3rd in southern New Mexico.





Laguna Burger Run

By Cliff Meier

As a tribute to the Laguna green chile cheese burger that was named the best green chile cheese burger at this year's State Fair, a run was named after it and ended at home of the burger at the Laguna Pueblo on I-40. The run was held on Oct 23 with 8 vehicles with 11 hardy and hungry folks. In addition to the club members we had one prospective new member in an H2 Hummer (this would have made Jennifer's heart sing!)

The group met in San Ysidro and proceeded north on Hwy 550 about 18 miles to the turn off to Cabazon. After airing down, we drove west through the village of San Luis to the end of the pavement past the turn off to Cabazon. This was the same route we ran last spring when it was really muddy. No mud this time; the road had even been improved. Good for two wheelers, not necessarily 4X4s! After a long climb up to the mesa top we passed Ned's Tank and a little further on we past a large outfitter's camp with a bunch of SUVs that had New York license plates.

The lunch spot was at a trail intersection for the Continental Divide Trail. We hike down into a pretty canyon to a spring, about .5 mile each way. After lunch as we made our way to Grants; the road improvements were on again off again. As we neared Grants we started to meet campers and other vehicles and the road got really dusty. The trail leader made several comments to the folks behind him that were



whining about the dust that he didn't have any. One of the benefits about being a trail leader!!



The group wound their way through Grants, (didn't even get lost or make any U turns), until we got on I-40 and headed east to get our reward – Laguna burgers! The burgers were great and after eating/socializing everyone headed home. Overall it was a long but great day. Check out the photo Gallery for videos and pictures from the run.



Chile Challenge 2016: A First Timers Perspective Or This Ain't Your Average Jeep Safari

By Eamonn O'Brien

I'd been hearing about Chile Challenge, the 4-day event hosted by the Las Cruces 4 Wheel Drive Club down in Las Cruces, and more recently Caballo Lake, for several years but had never been able to make it owing to work. This year, though, thanks to a job change, I found myself able to attend for the first time. Originally, the plan was to simply participate as an average Joe, but when Dan Petit, Vice President of Las Cruces 4 Wheel Drive Club and Organizer-in-Chief of the Chile Challenge, but out notice that they were looking for help leading and tail-gunning trails, I put my hand up to lend a hand tail-gunning a handful of trails sight-unseen.

For those not familiar with the Chile Challenge, the event is known for HARD trails. While most multi-day off road events (Easter Jeep Safari, All-4-Fun, Rock Junction, etc) run difficulty scales of 1-10, Chile Challenge is specifically known for a scale of 1-12, with 11 and 12 being trails where road legal vehicles probably have no rational business going. So, with a reputation for hard trails and breakage, I carefully selected a handful of trails rated 8, and 1 trail rated 9, signed up, and then set to work making sure that my rig was ready to go.

Chile Challenge runs Wednesday through Saturday, so after work on Tuesday, I headed south with the jeep in tow on a rented trailer, arriving at the campground after dark, thus my first real understanding of Chile Challenge and those who attend did not fully sink in until the next morning. I've been to Jeep Safari in Moab twice, and am accustomed to being among the larger vehicles there on 35's. Among the club, I am used to wheeling with the bigger wheel guys and accept that with hem being on 37's or 40's, my lines are going to be different. But at Chile Challenge, as Gordon Rowley so eloquently put it, if you are under 40", you feel like you're back in Kindergarten.

On Tuesday morning, the Caballo Lake Campground was literally *crawling* with massively built rigs that made mine feel like a MatchBox Car. As I lent a hand at tech inspection, vehicle after vehicle rolled through on 40-50 inch tires, including more than a handful of 54's! Double and triple loaded trailers were the norm and a story was circulating about a guy who transported his rig on his trailer on 39's because otherwise he couldn't get under bridges, but once he arrived, he changed all his tires for 54's. More than a handful of



vehicles had brought full sets of spare wheels and tires, and there was even a rig for sale with rear-steer. This was *serious!*

After having my confidence thoroughly knocked down several pegs, I ambled over to the line-up for the first run - Lost Boys, rated at an 8, where the requirements were a minimum of 35 inch tires, two locking differentials, and a winch. Wandering among the lineup, I made a sobering discover; I was the only vehicles on 35's. There were 2 rigs on 37's, and everyone else was running 40" or larger tires. I began to worry that I had bitten off more than I could chew. It was a good sized group of about 15, all of whom were very friendly, and all of whom were built beyond anything I had ever imagined doing to my rig. One guy had actually come all the way from Ohio to run his Rubicon that was built out with 1-ton axles and 44's!

We headed out, aired down, and hit the trail. Any concerns I had about ability were quickly put to rest, as the trail requirements were spot-on and my rig handled everything thrown at it just fine. That's not to say that some of the lines chosen by my group mates were not down-right impressive, but while they went big, I just went technical and made it through the multiple steps arroyos and boulder fields unscathed. Arriving back at the campsite in the early afternoon, a quick check of the old heap found no serious damage. I breathed a sigh of relief, and went off in-search of friends to drink beer and tell lies.



The next morning saw me on another rated 8 trail - The Narrows, this time led by my Jack Dickey. The line-up the second morning was even MORE impressive as our group included a large contingent from a club in Texas, the Homewreckers, who featured no less than 3 rigs running 2 ½ ton axles (Deuce and a halves) with pinion brakes sitting on 44's. Bringing up the rear behind these three rigs proved to be quite entertaining as The Narrows lives up to its name, winding through a seriously narrow canyon before climbing up and out to the ridge. Again, none of the rigs had any difficulty on the trail (though, again, they all seemed to be built for much harder stuff) and we reached the exit without incident.

Friday saw the one trail I had opted not to have responsibilities on, Backstage Pass, with a rating of 9. Once again, I was the little wheel guy, with 1 other rig on 37's, and everything else over 40". As we hit the trail, I was expecting a decided step up in difficulty from the previous two days, and I was not

disappointed. Backstage Pass works its way up a canyon where the boulders are bigger and the steps are higher, to the point where the trailer leader actually broke a motor mount! After climbing out of a

distinctly more challenging exit obstacle than on The Narrows, the trail then drops back down into another canyon, going down just as large steps and boulders. On 35's, body damage was imminent, and I made it almost all the way down the descent before catastrophe struck. Trying to make a technical line, my tire slipped off a boulder, leaving my high-centered. A quick effort at pulling me backward proved futile, so it became a loud and painful pull forward over the rock. A cursory inspection showed a newly configured cross member, muffler and resonator, but that appeared to be all. It would not be until the next morning that I would discover that in place of a straight piece of steel for my drag link, I now had a beautifully curved piece of art that showed no signs of being trail worthy, thus effectively ending my Chile Challenge 2016. (Later inspection would also reveal a solid dent in the rear drive shaft!)

So, my Chile Challenge ended up being a foreshortened affair, as I loaded up the trailer (rented specifically as a hedge against this type of thing) and headed home Saturday morning.

Without doubt, the Chile Challenge does not disappoint. They run everything from Mild to Wild, but by far, the draw is the wild, from the trails to the rigs that run them. People will tell you that you need to do Easter Jeep Safari at least once in your life. I would add that, at least once, you need to head down to Chile Challenge, and if you aren't interested in testing the durability of your rig, at least bring a camera and gawk at what your rig *could* become!

Be a Trip Leader and Never Eat Dust Again!



Tire Deflator Comparison: Everything you wanted to know about airing down and more! Contributed by Cliff Meier

When you go off-roading, one of the first and most basic things you can do to improve traction is to air your tires down. Airing your tires down gives them a larger footprint. The contact patch between the tire and the surface of the road becomes larger giving better traction. This is a cheap and easy thing to do to improve your vehicles off-road capabilities and performance. Depending on what type of terrain you are driving on, you may want to air down to different pressures. If you are just going to be driving on a dirt road, airing down a little can add to the comfort of your ride. If you are driving on sand or snow however, you want to air way down so as to give your vehicle the most flotation possible and keep on top of the snow and sand so you can keep moving.

Because of all the different possibilities of vehicles, vehicle weights, tire sizes and types, we are not going to talk about what pressure is best for what type of terrain here. Instead,

we are going to talk about how you can get your tires to that lower pressure in the fastest and easiest way so you can get on with enjoying your day on the trail!

We went out on the internet and went looking for different tire deflation devices. I actually didn't know there were so many out there! We found 10 different companies / devices:

- PowerTank: Monster Deflators
- Sun Performance: Quick Air Deflators
- Klune-V: Rapid Air Down Valve (RAD Valve)
- Staun: Staun Deflators
- Oyster Bay Tackle: Tire Buddy II
- 4 Crawler Off-Road: 4Air
- Oasis: Trail Head Deflator
- Teraflex: Tera Deflator
- Currie Enterprises: EZ-Deflator
- Equal Air US: Equal Air Deflator

I went about getting my hand on all of the 10 different devices so we could do a side by side comparison. We will be comparing them on a number of different items:

- Time to air down one tire
- Time to air down all 4 tires, from start to finish
- Installation (if necessary)
- Refilling the tires when its time to air back up (if the device allows it)

Two of the companies tire deflators required installation. Those two were PowerTank's Monster Valve, and Klune-V's Rapid Air Down (RAD) Valve. You can click on the two links below to see how the installations went:

[Klune-V Rapid Air Down \(RAD\) Valve Installation](#)

[PowerTank Monster Valve Installation](#)

Once the installations were finished, it was time to get down to business. Below you can see thumbnails for all the different deflators that we tested. You can click on any of the pictures and see more on that particular deflator and how they work:



Sun Performance
Quick Air Deflator



PowerTank Monster Valves



Klune-V
Rapid Air
Down



Equal Air



Tire Buddy II



Staun Tire Deflators



Teraflex Deflator



Currie EZ-Deflator



4 Crawler Off-Road 4 Air



Oasis Trailhead Deflator

(RAD)
Valves

After we went about installing the valves that needed to be installed ([Powertank Monster Valves](#) and [Klune-V Rapid Air Down \(RAD\) Valves](#)), I then took a small tire and used it to set up the automatic deflators that you preset to a specific pressure ([Tire Buddy II](#), [Staun](#) and [Trailhead Oasis](#)). By using a small tire instead of a larger one, the setup procedure goes much more quickly as you can reach the desired pressure faster. (Less air in the smaller tire to begin with). Once this was done I was ready to start running some tests!

The first step was to figure out how long it took each deflator to go from 34psi to 10psi, which was our target pressure for this test. For this portion of the test, each deflator would be ranked based on this time.

Tire Deflator:	Ranking	Time to Deflate One Tire From 34psi to 10psi: (Minutes:Seconds)
Powertank Monster Deflators	1	0:27
Klune-V RAD Valves	2	0:38
Currie EZ-Deflator	3	1:08
Sun Performance Quick Air Deflators	4	4:31
4-Crawler Off-Road 4-Air	5	4:38
Oasis Trailhead Deflators	6	4:41
Staun Deflators	7	4:49
Equal Air	8	5:31
Teraflex Deflators	9	6:10
Tire Buddy II Deflators	10	9:24

The winner of the individual tire test was the Powertank Monster Deflator. When you open them up, the air really comes out! While this is great for speed, make sure that you don't miss your target pressure as it would be really easy to do if you are not paying attention!

After testing time to deflate one tire, we ran another test. We started with all 4 tires at 34psi, and then timed how long it took to deflate all 4 tires. We did this as some deflators only do one tire at a time, others do all 4 at once. The deflator that is the fastest at deflating one tire may not be the fastest when you have to deflate all 4 tires.

For this test, we wanted to get a real world feel for how long it would take from the time you stop to start the air down process to the time you are back on the road again enjoying your day. We started out with the tester in the drivers seat and the deflator on the passenger seat and then simulated "stopping to air down". The clock started when the tester picked up the deflator and ended when the tester was back in the seat ready to hit the trail again.

Tire Deflator:	Ranking	Time to Deflate 4 Tires From 34psi to 10psi: (Minutes:Seconds)
Oasis Trailhead Deflators	1*	1:30*
Powertank Monster Deflators	2	1:45
Klune-V RAD Valves	3	3:05
Currie EZ-Deflator	4	6:08
Staun Deflators	5	6:53
Sun Performance Quick Air Deflators	6	7:27
4-Crawler Off-Road 4-Air	7	8:41
Teraflex Deflators	8	11:24
Equal Air	9	12:04
Tire Buddy II Deflators	10	26:17

**This is where the Oasis Trailhead Deflators do what no other deflators can: They allow you to drive with them in place! You stop, install them, then start driving again. After a few miles, you can stop and remove them and you are all set. Oasis does not recommend leaving them on for more than 60 minutes, and they also say to keep the speed under 20 miles per hour. We also timed them the same as the others which gave them a time of 5:51, still giving them the title of the fastest non-installed tire deflator.*

During the 4 tire test I also discovered a number of other interesting things about the deflators:

Tire Buddy II: When I used the Tire Buddy II to air down just one tire it took 9:24, but when we did all 4 tires the time increased greatly because we only had one. If we had 2 or even 4, the time would of course decrease. It turns out that as the deflator got colder, it also worked faster.

Sun Performance Quick Air Deflators and Teraflex Deflators: These two deflators look almost identical. When we got done with the testing, again we found that although they looked almost identical, they did not take the same time to air down your tires. Look at the times for the two tests in the charts above and you find that the Sun Performance Quick Air Deflators beat the Teraflex Deflators by quite a bit of time. For pictures of the two deflators side by side click [HERE](#). Can you tell which one is which?

4-Crawler Off-Road 4 Air: My first impression when looking at the 4 Air was that it was going to be difficult to set up and put away. I was very pleased to find that this was not the case. It set up quickly and was equally quick to store. I was also quite impressed at how

fast it was able to inflate all the tires, with a time of 2:57 compared to 7:39 if I just used my air hose and chuck.

Oasis Trail Head Deflators: These are great since you can just stop, put them onto the tires and then get right back on the trail. They were very light and came in a neat little bag with a lot of extras such as the laminated instructions and information card, low pressure tire gauge, and deflation slide scale.

Equal Air: First off I was surprised at how small the box was, and that after I used it I was actually able to get it all to fit back in and close the lid. At 9.5 inches wide by 6.5 inches deep by 3 inches thick, it was small enough to be able to tuck it behind the seat. The valve for deflating the tires was quite similar to the Currie EZ-Deflator, simple, quick and easy to use. The included low pressure gauge was easy to read and a great bonus.

Staun Tire Deflators: These were the most sensitive of the group. Very small adjustments could be made to get them just where you wanted them. They were also the only automatic deflators that had a manual start, a great feature when you want to fine tune things.

Currie EZ-Deflator: At first glance, it looks complicated but once you do it once it is really easy and very fast. I liked the build in gauge so you could deflate to any pressure depending on what you wanted to do, you were not preset to a specific pressure. This was one that most people wanted to pick up and play with.

Powertank Monster Deflators: I must admit I was a little nervous about these guys. I was going to have to drill holes in my rims and tap the deflators into them. There was no going back! Once I got the first set installed, I was very happy to find that the install was way easier than I thought it was going to be. During the test when I wanted to let air out of the tires they were right there ready to go, and boy do they go! With a single tire time of 27 seconds, your biggest worry is not letting too much air out! With the included Monster Chuck, putting the air back in has never been faster! Using the Monster Chuck and my compressor, I was able to air one tire from 10psi to 34 psi in just 31 seconds. I was able to do all 4 tires in just 2:13, compared to 7:39 with the standard tire chuck.

Klune-V Rapid Air Down (RAD) Valves: These deflators were quite versatile. You can install them on rims by replacing your existing valve stems, or drill new holes and run them as a second set of valve stems. They were quite fast at letting the air out, and the air cap acts as a safer lock to make sure that the air release cannot come loose when you don't want it to.

I had a lot of people ask me how a normal valve core tool compared to all the others when I first put this comparison up, so I ran a time test on a simple valve core tool also:



**Time to deflate
one tire from 34
psi to 10 psi:
(minutes:seconds)**

1:41

**Time to deflate all
four tires from 34
psi to 10 psi:
(minutes:seconds)**

6:20

The result was actually a surprise even to me. With the Currie EZ-Deflator, it was a little faster, even though they both remove the cores. The only thing I can attribute to this is that with the currie you don't have to play with the valve core, it is all contained. You also don't have to play with the air gauge since it is built in.

The biggest thing that the comparison to the simple valve core tool shows is that while most people think that it is the fastest way to air down your tires, the Powertank Monster valves did all 4 tires within 5 seconds of the time it took to let the air out of one with the valve core tool. The reason is simple, the air can only escape so fast through the small hole in the valve stem, while the much larger passage of the Monster Valve gives the air the means to escape much faster.

So now after all this here are the final results of the test. These are purely based on the speed of each deflators, and do not take into consideration price or personal preference. It seemed that of the people that looked at the deflators each had a personal favorite for various reasons, and I am sure that as you read this you have probably already picked your favorite based on your needs.

Overall Results:

Fastest overall tire deflator: Powertank Monster Valves

Fastest installed tire deflator: Powertank Monster Valves

Fastest non-installed tire deflator: Oasis Trail Head Deflators

Fastest automatic tire deflator: Oasis Trail Head Deflators

I have also put together this price list for each of the deflators, and a link to the site where I got each price from.

[Sun Performance Quick Air Deflator](#): \$ 12.99

[Teraflex Deflators](#): I could not find a price, but believe they range around \$10-\$15.

[Oasis Trailhead Deflators](#): \$ 59.95

[Staun Deflators](#): \$ 66.00

[Currie EZ Deflator](#): \$ 29.95

[Powertank Monster Valves](#): \$ 129.95

[Klune-V Rapid Air Down \(RAD\) Valves](#): Says call for pricing

[Tire Buddy II](#): Price ranges from \$17.99 for one to \$63.99 for 4.

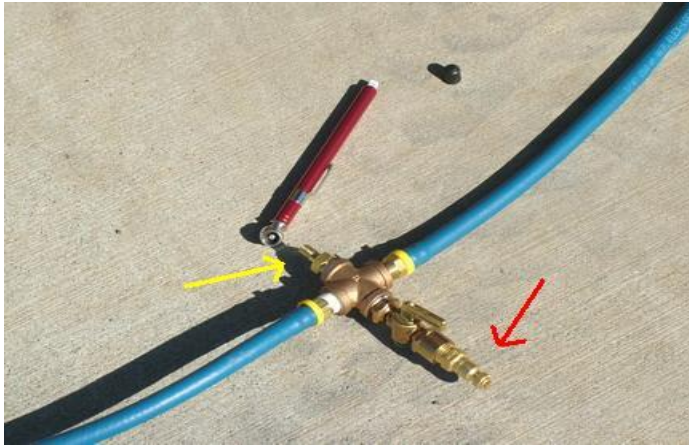
[Equal Air](#): \$79.95

[4 Crawler Off-Road 4 Air](#): Price depends on options, as we tested it the price was 178.00 for all the upgrades. You can get basically the same setup for about \$103 with the standard hose, fittings and chucks.

So now, with all my tires flat I had to air back up. This is where a few of the products had additional features. The Powertank Monster Valves and the 4 Crawler Off-Road 4 Air both can also help you when you want to air back up. Because of this, I did a mini air-up test.



I first inflated my tires with my normal air compressor and tire chuck and gauge. To go from 10psi - 34psi in all 4 tires took 7:39.



The 4 Air has two ports on the manifold. The one with the yellow arrow allows you to check pressure and is also a standard schrader valve. You could attach another deflator such as a Staun or Oasis Trailhead on there if you wanted to.

The other end with the red arrow allows you to drain air off quickly or attach it to an air compressor for rapid inflation.

When I used the 4 Air to go from 10psi to 34psi in all 4 tires it took only 2:57.



The Powertank Monster Valves come with a Monster Chuck. This can also be attached to a air hose and to your compressor.



They also have a tire gauge that you attach to the normal valve stem.



When I used the Monster Chuck to fill the tires from 10psi to 34psi in all 4 tires it took only 2:13!

As you air up, you can watch the pressure in real time on the gauge attached to the normal valve stem so you know exactly when to stop. No going back and forth filling and checking!

With a higher pressure source such as a Powertank, I imagine that time would go down even more! Now that's fast!!

So now hopefully we have taken some of the mystery out of tire deflators for you, and now it is up to you to decide which of these products are best suited for your needs.

Sitting in my driveway using all of them I will say that there is no "junk" here, they are all good quality products. They all had qualities that I liked and disliked, and I would be hard pressed to choose just one!

For all pictures of all of the deflators, click [HERE](#).

So now what are we going to do with all these deflators? I thought about that for a while and came to this conclusion: we will keep them and continue the test on a long term basis. After 6 months or so when the summer wheeling season is winding down I will give the first update with info that we have learned over time. We can then see if any develop problems, or just keep going strong.

[Back to the Home Page](#)



Recreation Access Contributed by Jennifer Chapin

Recreation Access Armageddon?

1964 - Wilderness Act. Well-meaning in its inception, subsequently hijacked by extreme interests

1970s - Executive Orders require federal land management agencies to plan for ORV use that minimizes land impacts and conflicts with other users

1973 - The Endangered Species Act

1976 - Wilderness Study Area

1985 - Hoosier National Forest closed to all OHV

1996 - use of the Antiquities Act to lock up large swaths of public land in monument status

2003 - (RWA) Recommended Wilderness Area

2006 - Courts revive "Minimization"

2007 - Tellico closed to ORV by the USFS

2009 - R1 RWA (de facto Wilderness)

2009 - Utah RMP lawsuit by coalition of eleven Wilderness activist groups

2011 - BLM & FS Launch National Greater Sage-Grouse Planning Strategy effecting public lands in 11 western states

2012 - USFS Planning Rule

2016 - Air Force applies to BLM to withdraw about 300,000 acres to Expand Nevada Test and Training Range northeast of Las Vegas

2016 - Bitterroot National Forest Travel Management Plan

2016 - Navy applies to BLM to withdraw more than 600,000 acres to Expand Fallon Range Training Complex east of Reno

1987 - The BlueRibbon Coalition is founded by Clark Collins to fight for recreation access and make recreationists "politically significant"

1990s - Federal land agencies are repurposed from an emphasis on extractive natural resource production to an emphasis on recreation - with OHV interests key stakeholders

1990s - A series of actions and a lawsuit promoting unreasonable restrictions in Hell's Canyon settled in favor of power boaters

2003 - Restoration of PWC access to Lake Powell

2004 - Unreasonable delay victory, Norton vs SUWA

2005 - Back Country Horsemen of America lawsuit in Colorado decided in favor of BCHA

2005 - Recreational Trails Program creates matching federal funds for recreational trail construction and maintenance.

2006 - H.R. 233, a comprehensive bipartisan land bill codified existing OHV use as a "prescribed use" instead of an "allowed use" on federal lands in Northwest California. National precedent set

2011 - Eldorado Forest Travel Management Plan favorable to OHV interests

2013 - Snow machine access to Yellowstone preserved

2014 - FS R1 RWA Settlement favorable to OHV interests

2015 - Trail 38 Wyoming reopened

2016 - ISDRA/Glamis victory

WHICH DIRECTION ARE YOU PUSHING THE HANDS OF THE CLOCK?

Apathy and **inaction** are two of the major culprits that move the *Recreation Doomsday Clock* forward. Your generous **donation** today will help us push the clock back and protect your recreation access! (Use the enclosed return card or contribute online at sharetrails.org)





Redneck Engineering

Contributed by Jennifer Chapin



Creative Repairs 101 – Bud Light Heat Shield

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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Trail Tales



December 1, 2016

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

November 10, 2016

by Jeanne Meier, Acting Secretary



The meeting was held on November 10, 2016 at Height Presbyterian Church. President Jennifer Chapin called the meeting to order at 7:10 p.m.

GUESTS: Darlene Albano, Javier Fraga, David Kline, Dave Christensen, Ross Buchard, Mike and Kathy Kvasnak and Carolyn Ginbrict.

MEMBERS PRESENT: Steve Andreson, Tracy Bakewell, Travis Bakewell, Joseph Barfoot, Bill Bonahoom, Jennifer Chapin, Cathy and Jack Dickey, Bill and Chris Dressler, Leon Duggar, NaDeen Jackson, Ed Kausche, Jimmy Lloyd, Cliff & Jeanne Meier, Robert Meyers, KW Moore, Bob Norton, Bob & Carol Provance, Tracy Rosenberg, Don Roy, Christopher Spial, Richard Steele, Andy Townes, Donald Tyler, Dianne and Ralph Vigil, Donna and Frank Whiston, Frank G. Whiston, Tahoe Zahn, Laura Wilson.

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 \$6744.00. 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. As usual there were discussions of possible fines but in the end Jennifer was the only one present to pay a fine for a bent tie rod at Chile Challenge.

TRIP CHAIRMAN'S REPORT – Cliff Meier.

PAST EVENTS:

Oct 13-16 – 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. About 242 vehicles were signed up.

Nov 5th – Transfer Case Tech Session – Bill Boonahoom KW Moore. Several members attended a tech session at Bill's house on rebuilding a transfer case. This was followed by lunch. It was reported the bratwursts were very good. If members would like a tech session on a specific subject let Jennifer or Cliff Meier know.

Nov 6th – South Cuba Explore – Jennifer Chapin. Five vehicles joined Jennifer on this exploratory run. Frank Whiston had sent Jennifer a map of an unexplored trail on the trail use map and she setup this trip to see what it was like. The beginning was very muddy but then the trail turned to sand. The trail is very scenic and includes a deep canyon but was not long which made for a short day.

UPCOMING EVENTS:

Nov 12th, Cedro Peak Night Run – Cliff Meier. Anyone interested in this run should meet at the Sandia Ranger Station at 7:00pm. It should take two to three hours.

Nov 19th, 12:00pm NM4W Annual Food Drive – Cliff Meier. *This year the food drive is not being held at ABQ Uptown. They are accepting donations at their warehouse on Office Blvd.* The meeting place for those that wish to participate will be the north lot of the Century 24 theatre at 12 noon. We are supposed to be at the Roadrunner warehouse at 12:15. Plans are to go to Fuddrucker's after we are done.

Nov 22th-26, Desert Bar, Parker AZ Thanksgiving trip – Jennifer Chapin KW Moore. Plans are to take a day to get there and spend two or three days in the area. Check the website for more information or contact Jennifer or KW for more details.

Dec 10th, 5:00 p.m. NM4W Christmas Party and meeting – Cliff Meier. Cliff and Jeanne Meier are hosting the annual Christmas party at their home in Taylor Ranch. This is a pot-luck with the club providing smoked turkey and ham. Bring a dish to share. BYOB. Non-alcoholic beverages are provided. Some chairs are provided but you may wish to bring your own in case we need more. There will be a gift exchange for those that want to participate. There is a \$15.00 limit on the gift. See the club website for more details and directions or contact Cliff.

Dec 11th, 9:00 am Tree Run – Cliff Meier. Meet at Jemez Pueblo Visitor's Center (Walatowa). Tree cutting permits are available at the center for \$10.00. Cliff hopes to go to an area on the north side of the Jemez where there are blue spruce. We tried to get there last year but had to turn back due to a very icy area.

Dec 29th – Jan 1st Sedona Weekend – Tracy Rosenberg. Check the website or contact Tracy for more information. While Cliff and Jeanne were at Trail Dust days in Tucson area they heard Soldier's Pass 4x4 trail was being closed so if you want to try it now's may be the time.

Jan 17th – 7:00pm NM4W Monthly Meeting. Heights Presbyterian Church, east building at the end of the hall.

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT – Bob Norton. Bob reported the following events scheduled by the different national forests in New Mexico. More information is available at www.nmohva.org.

1/14/2016: Santa Fe National Forest Plan Revision Open House

11/15/2016: Carson National Forest Plan Revision Open House

11/15/2016: Gila National Forest Plan Revision Public Comment Deadline on
Draft Need-for-Change

12/07/2016: Santa Fe National Forest Plan Revision Open House

PROGRAM CHAIRMAN'S REPORT – Diego Serna. Diego was not present. Tracy Bakewell was selling tickets for the 50/50 raffle.

HISTORIAN'S REPORT – Frank G. Whiston. There was no report.

PROMOTION'S REPORT – Frank G Whiston. Frank explained that this was a voluntary program and members had to indicate on their membership if NM4W could share their information with 4-Wheel Parts. At the end of the year 4-Wheel Parts will send a check for a percentage of members' purchases.

WEBMASTER'S REPORT – Don Roy. Don reported there hadn't been anything going on with the site but he was planning to make a change to the For Sale portion that would automatically remove inactive items after 3 months. He is considering sending out a notice if an ad hadn't been updated for 6 weeks and then if it hasn't been updated in the next six weeks it would be removed.

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

OLD BUSINESS:

There was no old business.

NEW BUSINESS

- **Donation for Road Runner Food Bank.** A motion was made to make a donation of \$200.00 to Roadrunner Food Bank. Motion passed.
- **Donation for use of the room.** A motion was made to make a donation of \$300.00 to Heights Presbyterian Church for use of the meeting room. Motion passed.
- **New Members voted in:** Victor Kraft.

PROGRAM – Jack Dickey

After the business meeting Jack Dickey did a program on fire extinguishers. For his presentation, Jack was using a dry chemical extinguisher which may be used on all types of fires. When using an extinguisher, you want to aim at the base of the fire where the source is.

Understanding the fire extinguisher

1. Each fire extinguisher has symbols indicating what type of fire can be for.
A triangle with an 'A' indicates a paper or trash fire
A rectangle with a 'B' indicates a flammable liquid
A circle with a 'C' indicates an electrical fire.
2. A fire is a combination of air, fuel and heat. Most extinguishers work by suppressing the air.

3. Extinguisher classification is used to indicate the capacity. This classification assumes it is being done by an experienced fire fighter. These classifications may be in the form of #A:#BC. The number before the 'A' multiplied by 1.25 is the equivalent capacity in gallons of water. The number before the 'B' is the size in square feet it can expel so a 1A:10BC is equivalent of 1 ¼ gallons of water and can cover 10 square feet. The 'C' does not have a number and indicates it may be used on a chemical fire. The larger the numbers the bigger the fire it can handle.

Purchasing an extinguisher.

The main difference in extinguishers is the size and quality. Bigger is better.

Other consideration might be metal nozzles and triggers and a handle versus plastic components that could break or possible melt in a fire.

Storing an extinguisher.

When stored in a vehicle, especially a Jeep that bounces, chemicals may settle. Periodically you need to turn the extinguisher upside down and back up a few times to remix them. You also should store it someplace near an exit or in the back of a vehicle so you can get to safety then decide whether to fight the fire.

Jennifer thanked NaDeen Jackson for providing the refreshments.

MEETING ADJOURNED

Check the website for new rides and updates!



President's Report

By Jennifer Chapin

Since the November meeting we have had some really great trail rides. First the night run to Cedro Peak, with some new people and rigs. It was a fun night in the mud and then a great view of the lights of Albuquerque from the top. Also some of us got to climb the steps that Tom Coston lit up with his 50in LED light bar. A good time was had by all.

We had a big change to the food drive this year and did the drop off at Road Runner Food Bank headquarters so it was a little less crowded for us. Our club brought 576lbs. of food and the club donation along with Tony Barker collected from the Alaska Air Guard too.

We had another trip to do the High Water Road trail by Espanola, NM. The plan was for most of us to make it all the way through. Sadly, Bill and Anna broke an axle and had to turn back. However, Ross was there with his Hummer to make sure they got back. Everyone else continued on and picked up quite a bit of trash including cleaning up an abandoned camp site. Special thanks to Don Tyler for filling the back of his truck up.

A few of us headed out to Arizona for the Desert Bar Trip, on the way we found the only road into the bottom of the Grand Canyon. Then while in Lake Havasu, AZ we found out about the Lake Havasu Cave, after lots of searching online we found some intelligence and then headed out to Parker Dam area and into California. Check the newsletter for more about this trip. These 3 trails should be on your bucket list if they are not yet.

On each of these adventures there were new people that needed some assistance and some that broke down and lots of clean up done. It's great to see our club continue to help everyone and respect the lands that we travel.

As always we are looking for trail leaders and ideas for club trail rides, tech sessions and charity events. Please contact any of the officers if you would like to get something set up. Have a great Holiday month of December and **Stay the Trail.**

Jennifer

LEAD A RUN - THE TRIP LEADER IS IN CONTROL



Found Something for that Elf to do.....



Vice President's Soap Box

By Leon Dugger

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Bob Norton

The following events are scheduled by the different national forests in New Mexico. More information is available at www.nmohva.org. Please attend all that you can. Your participation is critical in keeping forest roads open.

- 1/14/2016: Santa Fe National Forest Plan Revision Open House
- 11/15/2016: Carson National Forest Plan Revision Open House
- 11/15/2016: Gila National Forest Plan Revision Public Comment Deadline on Draft Need-for-Change
- 12/07/2016: Santa Fe National Forest Plan Revision Open House
- 12/13/2016: Carson National Forest Plan Revision Open House



Cedro Peak Night Run

By Cliff Meier



On November 12, at 7:00pm, 11 club members and 6 guests in 13 vehicles met at the Sandia Ranger Station in Tijeras for a night run around Cedro Peak. The weather was a little cool but other than that it was perfect. The run started just east of the Coyote Trail head parking area on FR 462. After traveling on 462 the group dropped off into the valley and turned on FR 12. FR 12 had some deep ruts with some mud and puddles. It seems that one of the adventurers didn't think 4 wheel drive was needed in the

mud and ruts, driver to remain unnamed! This dark blue Jeep with the lighter blue highlights managed to slide into a deep muddy rut and got stuck.

Luckily the Jeep in front of him came to his rescue and pulled him out. The group continued on and turned up hill on the Meadow Ridge Road, FR 5627. Everyone climbed the steps/rocks and made it to the top. After reaching the top of the ridge there were several larger mud puddles that did not cause anyone any problems. We then connected

with FR 13 and proceeded out to FR 252. Turning left on 252 we continued to the I-40/Tijeras/cement plant overlook. The view was great! We then returned down 252 to FR 542 and the stair steps. Several of the more daring folks climbed the steps, including an H2 Hummer that made them look easy! After the steps we continued on to HWY 337 and the Ranger Station where the run ended. Overall, it was a great evening.



South Cuba Exploratory Run



By Jennifer Chapin

Thanks to a suggestion from Frank Whiston, we headed north on highway 550 from Cuba and then turned off on FR 544 to connect FR 88 to make the loop. With all the water we saw on highway 550 we figured we were in for some mud. At the beginning of the trail it was really muddy and looked like we might be in mud all day. After airing down and getting the before pictures we headed into the woods. The trail got very wet with some deep water but then opened up into a nice sandy trail. There were other muddy spots some along the side of a hill but it just added to the excitement of the trail. This was certainly the road less traveled as we came upon a deep arroyo with a waterfall crossing, however it appeared the trail went around another way so we took the other route. After Don drove his truck through the deep arroyo and back again. There were lots of side trails that ATV's had been using but not legal roads. We came upon a dead end and then returned and got back to the loop part of FR 88. There are some great views of the river and some deep canyons along the way a short but great trip. Check out the website for all the pictures.





Be a Trip Leader and Never Eat Dust Again!



Feeding the Community

9th Annual Roadrunner Food Bank Run

Contributed by Cliff Meier

On November 19th, 13 members and 2 guests met at the Century 24 theater parking lot to group up for the short ride to the Road Runner Food Banks warehouse on Office Blvd NW. This was the 9th years that the club has collected food and donated it and a check to the food bank. In past years the event was held at Albuquerque UpTown but had been moved the their warehouse this year. The members and guests donated over 700 pounds of food.



After completing the donations, the group proceeded on to Fuddruckers for burgers.

There was an additional treat. Our Alaska member, Tony Barker who has been at Kirtland AFB for almost a year undergoing C-130J loadmaster conversion training has had a little extra time on his hands. He has used this time to buy and do a frame off restoration



of a 1983 CJ-5 Renegade for his wife. We have been



following his progress verbally. The project has been completed (if a Jeep project is ever completed!) Today he brought the finished product out to the event. It is beautiful, better inside and out than when it left the factory! This picture does not do it justice!



High Water Road Run

Contributed by Jennifer Chapin


At the request of Anna, Sunday November 20th we had a great crowd to take on the High Water Road once again. The plan was for everyone to make it through the entire trail. However, Ross brought his Hummer H2 which is a little bit wide for the trail so he planned to go back once we got to turn around creek. We had a great spot with Creekside dining for lunch and then kept going. Of course, the rain had changed the trail again, everyone seemed to have a little bit of a challenge getting out of the creek. Even Donnie with his 40in tires. We moved a large rock into the center of the trail and then a few of us had to roll it out of the way again. After most people were through the creek rock garden and up back out of the creek at Fat Boy Rest Stop, Bill and Anna broke their rear axle. They had to front wheel drive it back out thanks to Ross for making sure they made it back to the highway. We then moved on and did a major cleanup at the abandoned camp site filling the back of Don's pickup. Thanks again Don. Then we were back at FR144, most headed back to Espanola while some of us headed south on FR144 to La Cueva, NM. Well that got us up into some snow and the dark arriving back at La Cueva around 8PM to air up.



Nice Parking spot Bill!



Bill and Anna's Broken Axle from the High Water Road Run!



Hackberry General Store
Kingman , AZ
Contributed by Jennifer Chapin

Traveling through Arizona, check out the Hackberry General Store. They have lots of unique Route 66 souvenirs and license plates from all over the world on their walls and ceiling. Including now a New Mexico 4-Wheelers license plate.



11255 AZ-66, Kingman, AZ 86411
hackberrygeneralstore.com
(928) 769-2605



Nikki Small's Off Road Tech Tip

One of the best things you can do to any off-road vehicle is reinforce your axle housing. As many of us know, it's not that difficult to bend an axle housing when you're having fun out on the rocks. I would know, I replaced both of mine this year! Two axle swaps cost me a lot of money and the real salt on the wound is that I could've avoided all of it...

Be smart and prevent a bigger bill. If I could do it all over again, I would've invested in a full truss and gusset kit. The truss is a stout metal structure that is welded to your axle housing so that it will protect it from bending upwards while coming down on rocks. Gussets are very similar in purpose and in installation, but these will protect your knuckles, which are typically first to give way and bend before your housing will.



Nikki's Jeep



The Desert Bar aka “Nellie e Saloon”

Contributed by Jennifer Chapin

The Desert Bar aka “Nellie e Saloon” Thanksgiving Weekend

This trip started with some adventures along the historic Route 66. Standing on a corner in Winslow, Arizona made famous from The Eagles song Take it Easy. Then hitting the trails on the way. First Trail Diamond Creek Road, the ONLY road into the Grand Canyon, This is an easy trail but as you travel down the trail you drop about 3,000ft in elevation and end up at the Colorado River. As you drive the views constantly change and are so spectacular all the way. It's almost difficult to describe how great the views are. Add this to your list of must do 4x4 trails.



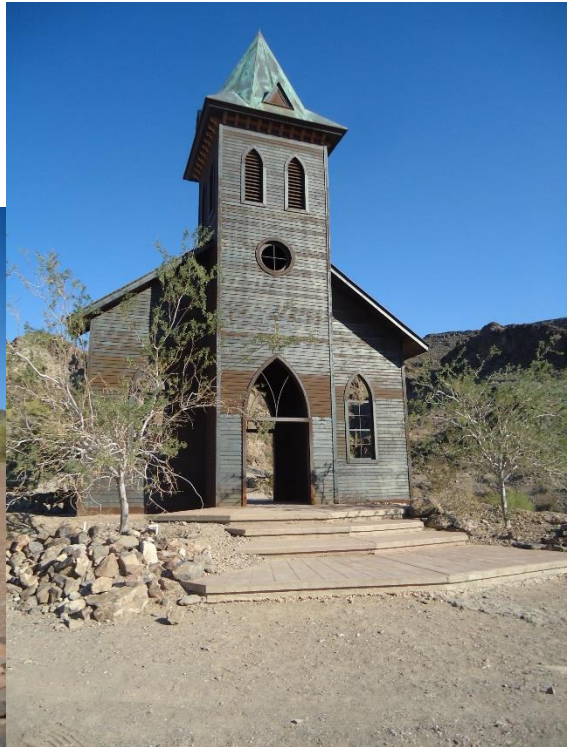
The second trail was Chloride, Arizona. This looked interesting since most of us have had a great time in Chloride New Mexico. I got a souvenir to bring to Don in Chloride New Mexico the next time we stop down that way. Chloride Arizona is a much larger town with many residents and a general store and restaurant. After visiting the general store, the trail starts about a ¼ mile up the

road. It is a more challenging rocky trail with some paintings, and then some switch backs up the mountains.





Thanksgiving Thursday, we left Kingman, AZ and went to Lake Havasu, and headed south to the trail head for the 4x4 trail to the Desert Bar. As soon as you start the trail there is a gate keeper climb, but our brand new Jeep Renegade made it up with a little easier line. There are lots of trails with some bypasses and some short but steep climbs along the way, then all of a sudden we can see the cooling towers of the Desert Bar. They seem to always be under construction and adding on. There is plenty of parking and a variety of 4x4's, Jeeps, UTV's and cars that drive in the easy way. We got some t-shirts and some drinks, and then ate out snacks and headed out the easy way back to highway 95, which takes us back to Lake Havasu.





Friday morning after lots of searching and research online trying to find out about the Lake Havasu cave that you can drive a Jeep in. We found a track and then headed for Parker Dam, crossed the dam and into California. Coming upon a very interesting sign for Donkey's in the road. After the wrong turn their headed up the road and saw Donkey's on the side of the road. Kept following the road, came to a really neat crack that a Jeep will just squeeze through. We for sure can't get a full size rig through. Then back out that loop and canyon, continued on, and found a great climb. We took the climb and then realized it would take us to an overlook of Lake Havasu. A great little spot overlooking the lake and looking back to Arizona. We headed back out that trail and ran into some UTV people that told us to take a right at the wash coming up and they think the cave is there. No luck, it went back out to a camp at the lake more donkeys and then on the way out we found some locals with ATV's and they knew exactly what we were looking for. The Wind Tunnel that all the Jeeps go to? Yes, we were on the right track. Then after a narrow road through a great box canyon we came upon a bunch of Jeeps and people having lunch. Success we found the Wind Tunnel Cave.







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

Transfer Case Rebuild

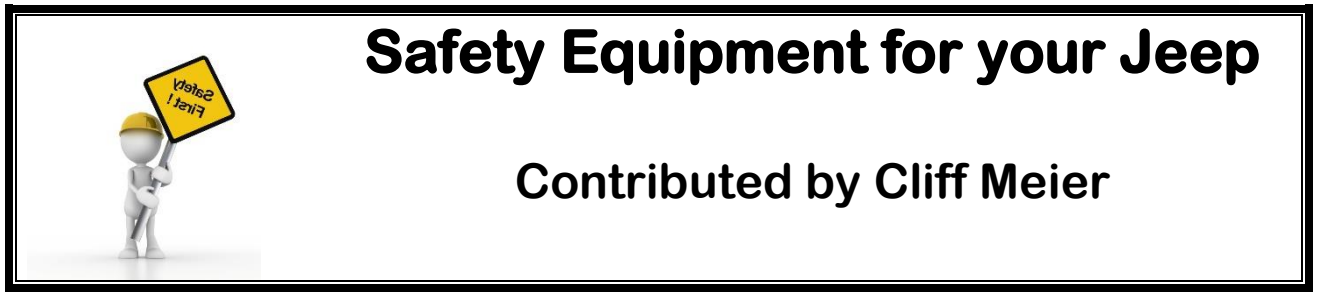




Winter is coming!

Remember it is time to check you 4x4:

1. Wiper Blades
2. Battery and cables
3. Anti-Freeze
4. Engine Oil
5. Transmission
6. Power Steering Fluid
7. Brake Fluid
8. Transfer Case
9. Front & Rear Differentials
10. Brakes
11. Fuel you don't want to run out of gas.
12. Foul Weather gear for you, family, and pets.



Ever wonder if you have the proper safety and recovery equipment with you when you go off road? Here are a couple of lists that Cliff found that you may want to seriously consider.

Jeep Equipment Safety List for Trail Riding

Group A (Required equipment – must have it to go on any sanctioned club trail ride)

**You have three months from the time you join to comply with these requirements*

- Valid driver's license
- Vehicle insurance meeting state requirements
- Current state tag
- Operational seatbelt for driver and all passengers
- Rollbar/rollcage for all soft top vehicles (also recommended for any vehicle with any type of removable top)
- Battery securely bolted down (no rope or bungee cords allowed)
- Approved front and rear tow points (hooks, receivers, tow eyes etc.)
- Loose fitting leather gloves
- Jack and lug wrench (jack must be able to work on the size vehicle on the run; wrench must work on installed wheels)
- Spare tire (must be close in size to the installed tire – No Compact Spares)
- Fire extinguisher (minimum 2.5 pounds of dry chemical, ABC rated)
- First aid kit (should include a bee/insect sting kit)
- Snatch/Tugem strap (minimum 2 " x 20' with sewn eyes, no hooks, and be rated for at least 20, 000 pounds)
- Bungee cords (These are used to secure all loose items such as coolers, gas cans, tools, etc. This prevents them from flying around the interior in a quick stop or rollover and injuring the occupants)

- Quality flashlight with extra batteries
- Completed emergency health information medical sheet for all occupants



Group B (Recommended but not required)

These items are strongly recommended if you plan on doing extensive trail exploration, but are not required. I'm sure if you asked any experienced club members, they would add a few items to this group list because they feel they could not get by without them.

- Operating CB radio
- Dclevis and/or shackle (minimum 5/8" – a few extra are always handy)
- Snatch block (for those winch pulls that aren't in a straight line)
- Treesaver strap (minimum 2" x 6' – make sure you write your name on all your straps so you get them back after being used on a group effort)
- Hand winch (comealong, 2ton minimum. Power winch is also nice but can be big \$\$\$s. A hilift jack is acceptable)
- Jumper cables (make sure they are quality and in good shape)
- Shovel (minimum 12" handle)
- Axe (24 "minimum and 1 or tree saw)
- Flares and/or road reflectors (in case you break down on the way to a run or on the way back from a run)
- Pickax or mattock
- Short chain with grab hooks (3/8" x 6' maximum)
- Hilift jack with accessories (wood base, extra chain, etc.)

Seem like a lot? Not really. Some experienced offroaders would call these items a minimum on their list. They also bring important spare parts, specialized electronic equipment like a GPS unit, and other invaluable items. This list does not cover other basics like a minimum amount water for those especially long runs or emergency situations.

2

Maryland Jeep Club

Required equipment includes:

- ___ Solid recovery points front and rear (factory tow hooks, d-rings/shackles, etc)
- ___ Full size spare tire - proper psi
- ___ Tire iron/lug wrench with socket for locks if you have them
- ___ Jack - enough to support vehicle on and off road
- ___ Seatbelts - for drivers and passengers
- ___ Solid battery tie down - no bungies, etc
- ___ Roll over protection - metal roof, roll cage, etc (stock cage is fine)
- ___ First aid kit - bandages, gauze, antibiotic ointment, splints, etc (at least 1 in the group)
- ___ Trash bags

- __ Jumper cables (you should have them in your vehicle anyway)
- __ Towels - clean off mud inside windshield, etc (you'll use them much more than you think)
- __ Tow strap with no metal hooks or rings (make sure at least 1 person in your group definitely has one that is rated to the proper capacity)
- __ Basic tool kit
- __ Alcohol for campfire rendezvous 😊

Optional supplies depending on your vehicle, trail ride location and duration:

Fluids:

- __ Water - 1gal. or more for you cooling system
- __ Gear oil – 2qts.
- __ Power Steering fluid – 1qt.
- __ Brake fluid – 1qt.
- __ Engine oil – 2qts.
- __ Funnel
- __ RTV/gasket sealer
- __ Brake/Carb. Cleaner

Replacement Parts:

- __ Axles and C-clips
- __ U-joints (Driveshaft and Axle)
- __ Tie Rod and Ends (Especially you TJ owners)
- __ Brake lines
- __ Electrical Kit
- __ Tire Plug Kit
- __ Valve stems
- __ Valve Stem Tool

Tools:

- __ Air Gauge/Air-down kit
- __ Shovel and Hatchet
- __ Zip Ties
- __ Gloves
- __ Duct Tape
- __ Power Inverter
- __ Magnet tool
- __ Ratchets and Sockets
- __ Crescent Wrench
- __ Dikes/Needle-nose/Chanl-locks
- __ Vise grips
- __ C-clamp
- __ “BFH” – hammer
- __ Hammer
- __ Punch/Chisel
- __ Pipe/Cheater Bar
- __ Pickle Fork
- __ Screwdrivers
- __ Pry Bar
- __ Allen/Torx Wrenches
- __ Piece of 4x4 wood

- __ Box Cutter
- __ Bungee Cords

Num Nums:

- __ Lunches
- __ Water
- __ Camera for campfire rendezvous blackmail
- __ Cooler



The Pumpkin Jeep

KEEP PUBLIC LANDS OPEN TO THE PUBLIC

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