



Trail Tales



January 1, 2019

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

December 8, 2018
by NaDeen F. Jackson



The meeting was held at the home of Cliff and Jeanne Meier in Albuquerque, New Mexico.

President Frank Whiston called the meeting to order at 6:22 p.m.

GUESTS: Shirley Godfred and Jack Nutter

MEMBERS PRESENT: Deb Austin, Cody Bakewell, Tracy Bakewell, Travis Bakewell, Ronnie Caton, Yi-Jiun Caton, Jennifer Chapin, Cathy Dickey, Jack Dickey, NaDeen Jackson, Ed Kausche, Lyn Kausche, Brian Leist, Michele Leist, Cliff Meier, Jeanne Meier, Joseph Miranda, Kim Miranda, Bob Norton, Bob Provance, Carol Provance, Don Roy, Chris Sears, Diego Serna, Wayne Sullivan, Don Walker, Sarah Walker, Beth Whiston, Donna Whiston, Frank G. Whiston, and Frank R. Whiston

SECRETARY'S REPORT - NaDeen F. Jackson. Meeting minutes from November were accepted as published.

TREASURER'S REPORT - Bob Provance. \$3,503.53 is in the checking account, \$8,006.20 is in the savings account, and \$36.11 is in the PayPal account. The internet bill was \$750, and the service is good for three years. Approximately \$470 was spent on the Christmas Party.

TRIP CHAIRMAN'S REPORT - Travis Bakewell.

CURRENT EVENT:

December 8 NM4W Christmas Party and Meeting hosted by Cliff and Jeanne Meier in Albuquerque, New Mexico.

UPCOMING EVENTS:

December 9 Christmas Tree Run Diego Serna, trip leader. Meet at the Walatowa Visitor Center for the Annual Christmas Tree Run in the Jemez Mountains.

December 10 Greater Santa Fe Trails Planning Community Workshops. Meet at 6401 Richards Avenue, Santa Fe, NM

December 16 Extreme Gordy's Run With A Surprise Visit. Meet at the Road Runner Travel Center, I-25 Exit 156, Lemitar, NM

December 16 Going to the Dogs Cruise-in at Fastinos. Meet at 2600 Juan Tabo Blvd NE, Albuquerque, NM 87112

Please check the website for new runs or changes in trip times, locations and leaders.

VICE PRESIDENT'S REPORT: Cliff Meier. As the Sheriff, Cliff explained how the fine system is \$0.25 per incident. Cliff doled out \$5 after his wife Jeanne prompted him to discuss their run south of I-40. Cliff stated it was an exploratory run that resulted in a few wrong turns and unintentionally going through private property and how they were stopped by the owner's rent-a-cop.

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT: Bobbie Moore, Absent. The president, Frank, encouraged members to attend the Greater Santa Fe Trails Planning because of the trails that have been lost on the Caja Del Rio Plateau west of Santa Fe.

PROGRAM CHAIRMAN'S REPORT: Tracy Bakewell. Present, no report.

HISTORIAN'S REPORT: Jennifer Chapin. Please put pictures and stories on the website.

WEBMASTER'S REPORT: Don Roy. The reason why the club wrote Don a check for \$750 is because the company we purchase our internet service from was actually having a Black Friday/Cyber Monday sale. To purchase three years at a time we would get \$60 off per year. Also, with the purchase made in bulk, we would receive faster servers and encryption. \$600 was what we paid last time. The decision to purchase this plan was decided amongst the officers so that the window of opportunity would not be missed.

EDITOR'S REPORT: Phil Rodacy. Absent, no report.
President Frank Whiston and newest member, Deb Austin, talked about the voluntary extraction event that happened earlier in the day. The mother of a 22-year old National Guard called the club to ask for help getting her son's 2016 Willy unstuck from the west of the end of Northern Boulevard. The Costons were thanked and Deb Austin had an opportunity to use her winch for the first time. Hopefully Deb will submit pictures and an article to the upcoming newsletter. Deb said the recovery mission will probably be available on YouTube.

Cliff and Jeanne Meier were thanked for hosting the meeting and Christmas party.

MEETING ADJOURNED at 6:40 p.m.



President's Report

By Frank Whiston

2018 has come to an end, which was a banner year for the club, our 60th anniversary. There are not many clubs that have been around that long, something to be proud of!

I am looking forward to the club's journey into 2019. Back in December, several club members attended a Collaborative Workshop in Santa Fe regarding trails in the surrounding area. We voiced the desire to restore access to trails that we lost during the SFNF implementation of the Travel Management Rule and publication of Motor Vehicle Usage Maps. Several routes that NM4W had frequented prior to TMR were lost including Tank Trap and the lower Blow Hole route. The [next meeting](#) will be January 22 and I encourage you to get involved. The only way that we can make any progress restoring access to these trails is to be out there telling people about them and our history of use. This forum brings together SFNF officials with the community and user groups with a moderator and is the best venue that we have had to talk about these trails since TMR. Happy New year everyone!

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



Vice President's Soap Box

By Cliff Meier

There is no Vice-President's report this month.

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Bobbie Moore

There is no Environmental Affairs report this month.

LEAD A RUN AND GET A DISCOUNT ON DUES



Thank You from Food Pantry



Dear New Mexico 4 Wheelers,

Thank you so much for your gift to the
East Mountain Food Pantry
of
\$300

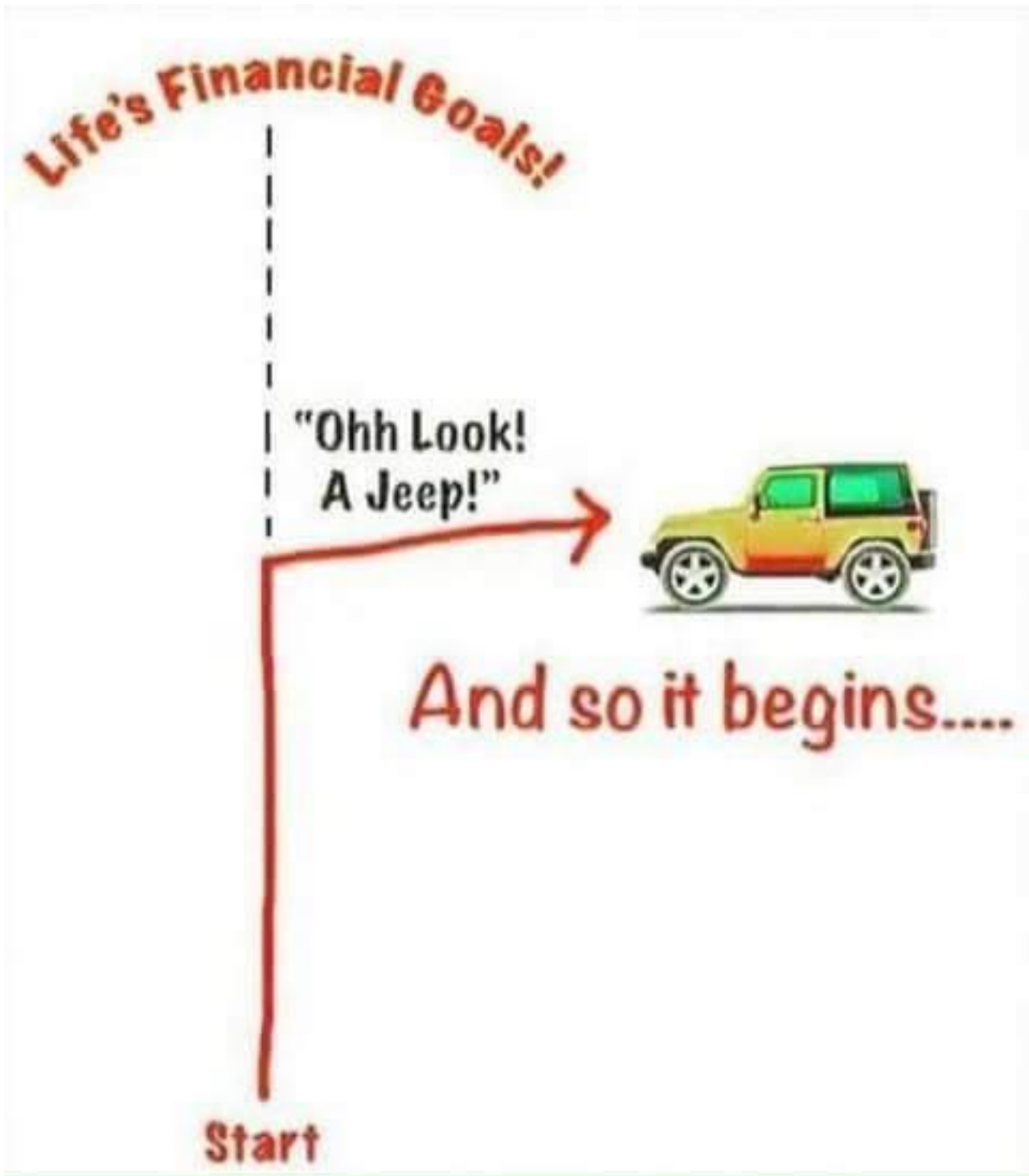
It is greatly appreciated!

Thanks!!

Annual Donation Reports will be sent after the end of each year.



WISHING YOU A HAPPY AND PROSPEROUS NEW YEAR



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



Extreme Buggy Adventure at Gordy's Hill

By Richard Steele



On Sunday December 16, 2018, an absolutely gorgeous day, we had 10 club members (Bill Bonahoom, Jack & Kathy Dickey, Andy & Rhonda Townes, Gordon Rowley, Terrill Wade, Dennis & Laurie Mann who were back here visiting from their home in NV, myself Rich Steele) and other guests for an extreme buggy adventure at Gordy's Hill.

It took us 6.5 hours to go 9.5 miles---that's why they are called crawlers! Almost everyone (one buggy broke) was successful at navigating the 3 major extreme rock-crawling trails. Everyone worked together as a tightknit group to insure each buggy made it through the challenging terrain.

We started off by going up Arroyo de Los Pinos AKA the 3 Stooges, where the group worked in unison to overcome the 3 rather distinct obstacles. After the 3 Stooges, we went through the Narrows, an interesting drainage which has a tight passage section that is very steep and tippy, but no worries, you can't roll over because your cage rubs on the downward rockface side. Can you say body damage? Following that, instead of staying behind another group of slower

buggies, we changed our original plans and went to Coyote Canyon Trail, which was the last trail that we ran for the day.

This ride was Gordon's impressive new buggy's maiden voyage which went well except for a minor "rapid defuel" fuel issue and a special rock exhaust tuner, which was then reversed by a high-tech pry tool.

The audience also got to witness a special performance from Rhonda on how to gracefully exit a buggy with a long way down to the ground, which she did quite successfully---no broken anything! Unfortunately for Jack & Kathy, their rig acquired some damage to a brake line during an early run at the 3 Stooges, and then later sustained an unhappy driveshaft pillow bearing problem which required them to retire the unit for the rest of the day. Luckily it was still drivable back to their trailer.



It was a pleasure to have the Mann's visit! They seem to be doing well! The buggy rig that they currently have is a very capable machine.

I thoroughly enjoyed riding along with Bill and photographing this event. There were many opportunities for some good photographs and out of the 660 photos that were taken, about 100 turned out good. I hope to have another photographic adventure like this in the near future.

Overall, the camaraderie, fabulous weather, challenging terrain, and over the top machines made for an excellent Extreme Buggy Adventure at Gordy's Hill!

MAKE SURE TO LOOK AT THE GALLERY FOR A LOT MORE REALLY GOOD PHOTOS OF THIS RIDE. CONGRATULATIONS TO THE PHOTOGRAPHER(S) FOR AN AWESOME JOB OF CAPTURING THE EVENT.

Be a Trip Leader and Get a Discount on Dues!



Forward to the Future; Or Back to the Past?

Contributed by Frank Whiston

December 15, 2018 [Del Albright](#)

WHO WILL ANSWER FUTURE'S CALL?

Activists and advocates in off-road/jeeping recreation seem to be an aging group – no offense intended. Many of us are “gray hairs” and many are working so hard that “burnout” may cause some premature aging. I worry that not enough young folks are taking up the torch and carrying the flame. When the future calls, will we have folks there to answer? 10 years ago I was enjoying the business of an annual convention recently of the Calif. 4WD Association (Cal4wheel) when I noticed long-time activist Jim Bramham (featured in accompanying photo) sitting nearby with his grandson, Oscar (2 and 1/2 years old back then). I swung the camera towards Oscar and said, “Hello.” Upon hearing those familiar words, Oscar picked up his play calculator like it was a telephone and answered me back. Cute.

It struck me that Oscar (son of Ernie and Luana Hernandez) is our future – and the phone is ringing. His proud grandpa, Jim is showing Oscar the off-road world, for sure – but Jim and I are part of the, well, let's just say, more experienced generation. We need young ones like Oscar to grow up with phone in hand, torch lit, and flame burning bright in our fights for access.

How do we ensure that happens? How do we get younger folks ready to answer that future call? I have some ideas to share.

Tips to engage the younger folks...

→**First**, we must get kids off the electronics so much and into the wild. I think it means we need to lead them to water.

→**Second**, all “old timers” need to be part of or involved in a kid's program of some sort – even if that means merely contributing advice, time or money to such a program. No matter how you do it, find a way to include kids in what you love to do.

→ **Third**, let go of the reins. Folks who have “been there and done that” need to step aside at strategic points and let others (younger) drive. Of course, we can offer advice, talk about the old days, show the mistakes we’ve made and even fess up to doing it wrong at some point in the past. But all this is done with the purpose in mind of making the future brighter and inspiring more young folks.

→ **Fourth**, set the example and keep to the high ground. I firmly believe those who oppose motorized recreation are after the hearts and minds of our kids.

We “older folks” need to show the younger crowd the common sense, respectable, and high ground way of recreating so as to keep our image clean. We can continue to do so many simple things like pack it out, stay the trail, and follow the rules.

See something; say something...

The last thing we can do is to speak up when folks are not behaving or following the rules (no matter their age or experience). Please do not let your lack of action contribute to someone else bringing down our recreational opportunities. Show kids how we can set the example.

As we enjoy various events, club meetings and rides, ask yourself if there isn’t something you can do to ensure someone will be there when the phone rings in the future. We know the future will call; let’s be ready to answer!

Taken from:

<https://modernjeeper.com/forward-to-the-future-or-back-to-the-past/>
(with editing)



Redneck Engineering

Here's our monthly Redneck Engineering Inspiration.....

Make sure you know how to correctly install the parts you buy.....

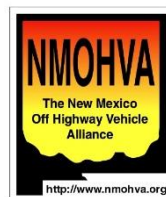


KEEP PUBLIC LANDS OPEN TO THE PUBLIC

NM4W Officers

<p>President Frank G. Whiston 505-681-0017 pr@nm4w.org</p>	<p>Vice-President Membership Chairman Cliff Meier 505-507-8188 vp@nm4w.org</p>	<p>Secretary NaDeen Jackson 505-918-6300 se@nm4w.org</p>
<p>Treasurer Bob Provance 505-238-8225 tr@nm4w.org</p>	<p>Program Chairman Tracey Bakewell 505-250-3876 pc@nm4w.org</p>	<p>Historian Jennifer Chapin 305-333-3375 hi@nm4w.org</p>
<p>Trip Chairman Travis Bakewell 254-423-8520 tc@nm4w.org</p>	<p>Environmental Affairs Bobbie Moore 505-203-1105 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
 Club Lawyer, Karen Grohman





February 1, 2019

Trail Tales

Official Newsletter
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www.nm4w.org

Meeting Minutes

January 10, 2018
by NaDeen F. Jackson



The meeting was held at the Heights Cumberland Presbyterian Church in room 407 in Albuquerque, New Mexico.

President Frank Whiston called the meeting to order at 6:59 pm.

GUESTS: Shirley Godfrey, Paul Hohisel, Landon Jones, Jack Nutter, Todd Shiver, and Jim Wagner

MEMBERS: Deb Austin, Tracy Bakewell, Travis Bakewell, Jeff Boggs, Ronnie Caton, Jennifer Chapin, Guy Conway, Cathy Dickey, Jack Dickey, NaDeen Jackson, Ed Kausche, Lyn Kausche, Brian Leist, David McCollum, Patricia McCollum, Cliff Meier, Jeanne Meier, Bobbie Moore, KW Moore, Bob Norton, Bob Provance, Ilene Rodacy, Phil Rodacy, Don Roy, Richard Steele, Frank G Whiston, and Frank R. Whiston

SECRETARY'S REPORT - NaDeen F. Jackson. Meeting minutes from December 2018 were accepted as published.

TREASURER'S REPORT - Bob Provance. \$8007.90 is in the savings account. \$2349.92 is in the checking account. The total is the \$10,357.82. The post office box rental plus the NMOHVA and the Blue Ribbon Coalition dues will soon reduce this amount.

TRIP CHAIRMAN'S REPORT - Travis Bakewell.

UPCOMING EVENTS:

TBD Greater Santa Fe Trails *Community Workshop #2 This meeting was scheduled for January 22, but has been delayed due to the government shutdown. It will be rescheduled and probably still be held in Santa Fe, NM

March 2 at 9:00 am 2019 Adventure Travel Expo - Southwest Automotive Events and Sandia BMW Motorcycles, Hosting 6001 Pan American West Frwy NE, Albuquerque, NM 87109

Please check the website for new runs or changes in events, trip times, locations and leaders.

VICE PRESIDENT'S REPORT - Cliff Meier. Cliff explained how five points must be earned before a guest can be voted into a membership with the club. He also said that as a Sheriff he is disappointed on how few entries there are on the Sheriff's page. Jack Dickey put \$1 in an empty Coke can because the Sheriff forgot the (Folgers) fine can. During the Gordy's Extreme Run Jack took out the front brakes of his buggy before blowing up the front carrier bearing. (That's going to cost Jack a lot more than the \$1 he was fined.)

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT - Bobbie Moore. Bobbie passed around the NMOHVA newsletter. The Greater Santa Fe Recreation Partnership Workshop put on by NMOHVA, is on January 22 from 5:30 pm to 8:00 pm. Tucumcari is opening a 205-acre private park this weekend for mudding.

PROGRAM CHAIRMAN'S REPORT - Tracy Bakewell. \$38 is the prize for the 50/50 Raffle. Additional prizes to be won are a bottle of Rudy's BBQ sauce and a classic rock compact disc. Both items were donated to be prizes.

Merchandise was not available for sale at the meeting because Tracy did not have a chance to go home to get it before the meeting. However, he may be contacted if anyone is interested in what is in stock.

HISTORIAN'S REPORT - Jennifer Chapin. Please submit pictures for the website and entries for the newsletter.

WEBMASTER'S REPORT - Don Roy. Don will be doing a presentation on the features of our club website.

EDITOR'S REPORT - Phil Rodacy. Please submit articles. If you led a run, consider it an obligation to write an article. Documenting our trips helps to advocate against trail closures.

OLD BUSINESS:

Hosts are needed for the upcoming March and April 2019 meetings. Bobbie Moore volunteered to host April's meeting, and the Rodacys volunteered for the March meeting.

President Frank is working on the Del Albright Course. He is most of the way through it.

Strategic Planning was discussed, which are those things we can do based on where we are and where we are going and keeping the trend going. There is continued pressure from anti-access groups. Cliffhangers and LCFWDC are holding events on a regular basis. Jennifer Chapin discussed the idea of potential clean up projects. Jack Dickey recommended the club's participation in an outdoor expo. Jeff Boggs brought up the club having their merchandise on display at events like the 2019 Adventure Travel Expo, but it was not entertained as an idea due to unsavory non-members using our merchandise distastefully. Phil Rodacy and Frank G. Whiston recommended cleaning up trash on a trail to help keep the trails open. Phil added that BLM staff and forest service staff should be invited to ride along as well as anti-motorized vehicle groups.

NEW BUSINESS:

NMOVA's 7 Trails of Gold is May 30, 2019 to June 2, 2019.

The park needs to be reserved for the June club picnic. It would be nice if someone else would volunteer to head up this annual event since Leon Duggar has been doing it for a few years already. Unfortunately, no one volunteered during the meeting. The President encouraged members to think about volunteering.

The only guest eligible for membership was Kurt Forsberg, but February 2018 was the last time he attended a meeting.

Don Roy did a highly-informative Website Overview presentation.

Frank G. Whiston won the 50/50 raffle. David McCollum won a tire gauge in the second drawing, Bobbie Moore won the Rudy's BBQ sauce in the third drawing, and Phil Rodacy won the classic rock cd in the final drawing.

Thank you to NaDeen Jackson for hosting the meeting.

Please see Jennifer Chapin if you are interested in off-road driving classes.

MEETING ADJOURNED at 8:35 pm.



President's Report

By Frank Whiston

2019 is off to a slow start. The GOV shutdown left a lot of uncertainty as to the status for accessing our public lands. The cold and snow that we have seen since after Christmas would make you think that there is low concern for environmental damage (Cedro area), but our land managers were not working. Did they ever open the gates? Well, there are plenty of destinations to the south which are not typically impacted by the weather in terms of access. Get out there! I know some of our members already are going out. Why not invite your fellow club members along too? Our calendar is painfully empty. Even if it is short notice, contact any officer and we can put a ride on the club calendar for you.

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



Vice President's Soap Box

By Cliff Meier

There is no Vice-President's report this month.

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Bobbie Moore

There is no Environmental Affairs report this month.

LEAD A RUN AND GET A DISCOUNT ON DUES



Winter 4x4 Jamboree

By Don Lee Walker

This story starts a few days before the start of the Winter 4X4 Jamboree. I had signed up for the Jamboree back in November, taking the chance on what winter would bring. I had registered for easier and I hoped scenic trails. So as the date approached, I was watching both the Farmington NM weather reports and the St George area reports, hoping for good weather. The Jamboree was scheduled to start on January 17 and run through the 19th. I planned to drive over the on the 16th and come home on the 20th. I had made reservations at the KOA outside of Hurricane UT for the 4 nights and planned to tow the LJ over with my truck and camper on it's trailer. The weather report for the week showed rain for both Farmington and the St George area. But hey, it is winter and we drive Jeeps, so I loaded up and Wednesday morning we head for the Jamboree. There was a nice slow drizzle as we pulled out of Farmington and head west. I was expecting to have rain the whole way, but about 10 miles out of Shiprock the rain let up and we only had a spot shower or two on the drive over. We arrive at Hurricane about 4:30 and decided to hit the Fair Grounds and register for the Jamboree before heading over to the KOA for the night. Registration was quick and efficient and in no time were off to set up camp for the duration.

Sometime early morning we could hear rain on the camper, so the weatherman was at least somewhat right. Trail line up started at 7am for the 8am trail leave time. There was

a light drizzle coming down but not so hard you had to have a rain coat on all the time. If you just step out to talk a bit or check something you might get a little damp. We had signed up for the Birthing Cave trail with an 8am leave time. This is an easier trail, 3 or 4 out of 10. We got in line at about 7:30 and started chatting with the other people on the trail. We were in



lane 6 so we got head out shortly after 8am. It started as a bit of highway driving to get to

the trail head and air down point. Once on the trail we had some muddy road and traversed several canyons and ridges on the way to Birthing cave. We came across several groups of 6 or more deer along the road. We arrived at the Cave about lunch time, had lunch, viewed the cave, and then headed out, again along wet and muddy roads. When we got to the end of the trail and air up point I had to wash my front side windows with water from my water jug to see to drive on the highway home. We stopped by a car wash in St .George and cleaned off the mud before heading back to the fair grounds. Once back, we wandered around the vendor area for a little while before heading back to camp.

The second day we were awoken by a lite hail storm about 3:30am, but we rolled over and went back to sleep expecting a second day of rain. However, when did get out of bed at 6am the clouds were breaking up and the sun was beginning light the sky. We had signed up for Milt's Mile Lite, a 4 out 10 trail with an 8am leave time, so off we went to line up. This time we were further down the trail line in the staging area so we left a bit later - close to 9:30. We arrive at the trail head to find that the 2 tail gunners in front of us had not cleared the trail before we arrived. So, we had to wait a bit for first trail to clear the turn off for the second trail. Then we moved up behind the first group and waited for them to clear the first obstacle of the trail. They were also running Milt's Mile, but not the lite version and would separate to their trail after the first obstacle. Milt's mile is the Sand Hollow OHV area and has lots of things to play on with several choices on most obstacles so you could make it as interesting as you liked. Once up on the hill overlooking Sand Hollow, the views back over our shoulder were fantastic. The lake, red rock and snow covered peaks We exited the trail through the dune area of Sand Hollow so we got to play a bit on the dunes. After the trail we head back to the fairgrounds wandered through the vendors again and grabbed some pizza for dinner before heading back to the camper.

The third day we had signed up for Torquerville Falls, a 2 rating out of 10 and said to be suitable for SUVs with street tires. The weather was cool but clear for another 8am trail leave time. We drove back through Hurricane on the way to Torquerville and the start of the trail. In Hurricane we passed a Tanker truck/pick up wreck with the big truck had rear ended the little truck. We arrived at the air down point and



began the trail, up over some ridges and along a valley. At one point the trail leader had us wait while he checked out a side trip we could do but came back with it was too muddy to go up. So on we went. Arriving at the falls, we stopped and I took a few pictures. The falls, though not really big, were still quite pretty and had a double drop. I scrambled down the bank and took a few pictures from below and off to the side. While I was taking pictures, the Trail Leader asked the group (being that all of the rigs were pretty well

equipped and better than what the trail was rated for) if we wanted to take another way out along the stream bed instead of back the way we came in. Everyone agreed to take the alternate route out. This made for a more interesting day than the original route. Very pretty canyon, crossing the stream several times and a nice interesting climb back out of the valley where we stopped and had lunch. It was here he again asked if any of us were interested in another side trip on the way back to the fair grounds. If you were not interested when we got to the air up point the mid gunner would take you back to the fair grounds and those who wanted to continue would go to a hill top overlooking Quail Stream Lake. We opted for the side trip. Once we arrived at the top of the hill, we had good view of the lake and across the valleys on both sides and different view of the snow covered peaks around us. Also on the hill top we came across a little piece of Air Mail history, a big concrete arrow pointing towards Salt lake City. These were used back when air planes were still made of cloth and wood and didn't fly so high. They used these arrows to navigate cross county. The trail leader said that there were 4 of them in the general area heading out of St. George.

We then headed back to the fair grounds for the last of the night festivities. There would be a raffle (Bucket style), and BBQ dinner as well as the vendors still being there. We purchased quite a few tickets and put them in the buckets for some of the 100 plus prizes. The proceeds from the raffle goes to land use to keep our trails open. This turned out to be a donation to a good cause since we did not win any of the prizes we tried for.

The food was good, the evening was enjoyable and we had a good time. The whole event was well organized and was handled well. The trails were fun and interesting even though we took easy trails because of it being our first time to the area. But looking at all the different rigs in the staging area you can find trails for all different levels from SUV to Buggies.

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



Donations Needed for Hub Cap Christmas Tree

Contributed By Jennifer Chapin

(Note: This probably should have been in the last newsletter, but I received it after the newsletter had been posted. They still need those hubcaps, though. ed)

Enchanted Trails RV Park & Trading Post is collecting metal hubcaps to build a Christmas tree for the 2019 holiday season!! Drop off any metal hubcap at 14305 Central Ave NW, Albuquerque, NM 87121. Your donation will be part of the 2109 Route 66 hubcap tree!!

Jamie N. Saavedra
President-NMCCC

Here's the 2018 tree...





My Wife is Missing

Contributed By Frank Whiston

Husband: My wife is missing. She went to rescue people from the flood yesterday and has not come home...

Sergeant at Police Station: What is her height?

Husband: Gee, I'm not sure. A little over five-feet tall.

Sergeant: Weight?

Husband: Don't know. Not slim, not really fat.

Sergeant: Color of eyes?

Husband: Sort of brown, I think. Never really noticed.

Sergeant: Color of hair?

Husband: Changes a couple times a year. Maybe dark brown now. I can't remember.

Sergeant: What was she wearing?

Husband: Could have been pants, or maybe a skirt or shorts. I don't know exactly.

Sergeant: What kind of car did she go in?

Husband: She went in my Jeep.

Sergeant: What kind of Jeep was it?

Husband: (sobbing) It's a 2010 Rubicon with Sprintex Supercharger with Intercooler, DiabloSport T-1000 Trinity Programmer, Teraflex Falcon 3.3 Shocks ,1350 RE Reel Drive Shafts, Method 105 Bead Locks, Toyo 37" X 13.5" Tires, Custom Olympic Off Road Front Bumper, Olympic Off Road Smuggler Rear Bumper with tire carrier, Seward Radius 4s LED Light, Seward 12" LED Light bar, 50" LED Light bar with, sPod LED switch pod with Boost gage,, Rigid LED Lights, 15# Power Tank, Rock Hard Cage, Rock Hard Under Armor, Posion Spyder Sliders, Posion Spyder Crusher Fenders, Posion Spyder Evap Armor, Posion Spyder Extreme Duty Trans-Mount Cross Member, Bushwacker rear armor, 5.13 Gears, Magnum 44 Front Axle, Off Road Evolution "C" Gussets, Cobra 75 CB Radio, Warn 10K on Front and 8K Winch on Rear, Bartact Seat Covers, Delta Quad Bar Xenon Headlamps,Tantrum LED Offroad Rock Lights, Teraflex HD Tie Rod, Teraflex Falcon Steering Stabilizer, Teraflex Alpine Long Control Arms Front & Rear, Teraflex 4" springs, Teraflex JK Performance Slotted Big Rotor Kit, TeraFlex Monster HD Forged Front Adjustable Trackbar, Teraflex Front & Rear Brake Line Kit, Teraflex Bump Stops Front & Rear, Surprise Straps, Hothead Headliner, Teraflex D-44 Diff Covers, Wild Boar Grille, Rigid Ridge Hood, Drake Hood Latch's & a Tuffy Security Drawer.....

(At this point, the sobbing has turned into a full cry.)

Sergeant: Don't worry buddy. We'll find your Jeep.



Redneck Engineering

Here's our monthly Redneck Engineering Inspiration.....

Some mods come from the factory and are more practical than others.....



KEEP PUBLIC LANDS OPEN TO THE PUBLIC

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<p>Treasurer Bob Provance 505-238-8225 tr@nm4w.org</p>	<p>Program Chairman Tracey Bakewell 505-250-3876 pc@nm4w.org</p>	<p>Historian Jennifer Chapin 305-333-3375 hi@nm4w.org</p>
<p>Trip Chairman Travis Bakewell 254-423-8520 tc@nm4w.org</p>	<p>Environmental Affairs Bobbie Moore 505-203-1105 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

Club Lawyer, Karen Grohman





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March 1, 2019

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New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes February 14, 2018 by NaDeen F. Jackson



The meeting was held at the Heights Cumberland Presbyterian Church in Albuquerque, New Mexico.

President Frank Whiston called the meeting to order at 7:05 pm.

GUESTS: Keith Chapin, Shirley Godfrey, Jack Hooper, Landon Jones, Sandi and Jim McHugh, Jeff Miller, Jack Nutter, Jeri Pulliam, Tom Pulliam, and Rebecca Townsend

MEMBERS PRESENT: Deb Austin, Cheryle Bakewell, Tracy Bakewell, Travis Bakewell, Jennifer Chapin, Marie Crites, Cathy Dickey, Jack Dickey, Ed Kausche, Lyn Kausche, Brian Leist, Cliff Meier, Jeanne Meier, Bob Provance, Carol Provance, Don Roy, Wayne Sullivan, George Szymkowski, Ralph Vigil, Donna Whiston, Frank G. Whiston, and Frank R. Whiston

SECRETARY'S REPORT - NaDeen F. Jackson. Meeting minutes from January were accepted as published.

TREASURER'S REPORT - Bob Provance. \$8,009.60 is in the savings account. \$2,349.92 is in the checking account. The total is \$10,359.52.

TRIP CHAIRMAN'S REPORT - Travis Bakewell.

PAST EVENTS:

January 17: Winter's 4X4 Jamboree led by Andy Townes in Hurricane, UT.

UPCOMING EVENTS:

Feb. 17 at 9:00 am Gordy's Bill Bonahoom, trip leader. Meet at the Lemitar truck stop. Minimum requirements are 35's, two lockers, and a winch.

TBD Greater Santa Fe Trails Community Workshop #2 Frank Whiston, coordinator.

March 2 at 9:00 am 2019 Adventure Travel Expo – Southwest. Southwest Automotive Events and Sandia BMW Motorcycles, event leader. 6001 Pan American West Frwy NE, Albuquerque, NM 87109.

March 9 at 10:00 am National Environmental Policy Act (NEPA) Training Mark Werkmeister, instructor 402 Main Street, Truth or Consequences, NM

March 10 - Mar 16 Sand Hollow State Park, Bill Bonahoom, trip leader .
Hurricane, UT.

Please check the website for new runs or changes in events, trip times, locations and leaders.

VICE PRESIDENT'S REPORT - Cliff Meier. Because there were no runs, no fines were due. Cliff explained the fining system and how you can "rat out" anyone. He explained that the point system is used to get to know the guests and for the guests to get to know the club before joining. One point is earned by attending a meeting. One point is earned by going on a day run. Three points are earned by going on an overnight run, and a special point can be earned by writing a great article about a run.

DIRECTOR OF ENVIRONMENTAL AFFAIRS - Bobbie Moore, absent. President Frank Whiston recommended members attend the NEPA Training.

PROGRAM CHAIRMAN - Tracy Bakewell. \$30 is the 50/50 Raffle award. Shirts and other merchandise are available for purchase out in his car.

HISTORIAN'S REPORT - Jennifer Chapin. After stating she wanted a flea dip today when she drove a Prius, she encouraged everyone to upload pictures and send in articles to the newsletter.

WEBMASTER'S REPORT - Don Roy. Don stated he is on level 12 of Lara Croft Tomb Raider and there is nothing new to report since the December 2018 meeting.

EDITOR'S REPORT - Phil Rodacy, absent.

OLD BUSINESS:

A host is needed for the final meeting at the church in April. Jennifer Chapin volunteered to host the April 2019 meeting.

Cliff and Jeanne Meier will be out of town during the Annual Picnic on Saturday, June 15 at Oak Flats. A new host is needed. The host will help the club order sandwiches and reserve the space. Members will bring sides, just like a potluck. Possibly we will be grilling if fire hazard restrictions permit it.

The two Sandia Ranger District Volunteer Projects, which are the Forrest Road 12 project led by Diego Serna and the Burned Car Extraction, are on a weather delay.

President Frank Whiston reported his progress with the Del Albright Course. He is almost done.

NMOHVA's 7 Trails of Gold event is scheduled for May 30, 2019 thru June 2, 2019 in Grants, NM. They tried to hold it earlier this year in hopes of avoiding fire restrictions and closures.

NEW BUSINESS:

The club received a 4WD Club Rewards rebate letter. For 2018, NM4W members spent a total of \$18,718.92. The NM4W will be receiving an annual rebate check for \$561.57.

Don Roy brought to the attention of the club president earlier in the week that the Standard Operating Procedures (SOP) is out of date and needs to be modernized and cleaned up. It was recommended that a committee be set up and members can communicate via email for their input.

Jack Nutter was the only guest present and eligible for membership. A motion was entertained, and it was so moved to accept him as a member of the club.

President Frank Whiston did an enlightening presentation on using GPS tracks on your mobile device. GAIA GPS was the main focus of this presentation.

Jack Dickey briefly mentioned the land use issues surrounding the Elephant Butte area. He hopes to bring more information to a future meeting.

Brian Leist won \$30 in the 50/50 Raffle.

Jeanne and Cliff Meier were thanked for hosting tonight's meeting.

MEETING ADJOURNED at 8:14 pm.



President's Report

By Frank G. Whiston

February has flown by! Thanks to Bill Bonahoom for leading a club run (the only local run in February)! I really needed to go out. This was the same route at Gordy's Hill that we did on New Year's Day 2018 and I ended up breaking my rear axle truss. This trip has finally given me confidence that my repairs are all good. I had a series of issues last year after the truss. Both of my rear shock mounts broke, the CV joint on my front driveshaft went out, and my Optima Red Top quit just outside of its warranty. It is amazing that when the Jeep is all set up right, you can wheel hard and then cruise back to town on the interstate at 70mph like it was nothing. What a versatile machine!

As we near spring time and warmer weather, please consider leading a trip. As of this writing, all we have on the calendar in the near future are out of state trips. Thanks!

LEAD A RUN - THE TRIP LEADER IS IN CONTROL



Vice President's Soap Box

By Cliff Meier

There is no Vice-President's report this month.

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Bobbie Moore

There is no Environmental Affairs report this month.

LEAD A RUN AND GET A DISCOUNT ON DUES



Gordy's Extreme

February 17, 2019

By Bill Bonahoom

On Sunday February 17th the NM4Wheelers headed into the hills of Gordy's by Socorro with a mixed crowd. We had 3 rigs capable of hard trails and 5 buggy type rigs capable of traversing the most extreme trails. The first three trails that were run start off as a moderate (Hidden Valley) and then quickly work their way into hard (Bad Hair Day and Doug's Dilemma) trails. These trails are fun in that there are multiple lines where the buggy's have the chance to get extreme while the hard rigs can still get through without too much difficulty assuming the correct lines are picked. The 3 rigs with us all picked excellent lines and did not have much difficulty with any of the obstacles.



Frank Whiston on Bad Hair Day



Joe Barefoot on Doug's Dilemma

Next up was Edge Canyon which is an up and back trail with a moderate type road going to the top of the extreme canyon. The extreme section of the trail is only a few hundred yards long but don't let that fool you, as it has some of the largest rocks around. In fact, it's not uncommon to spend a full day getting a group of well-prepared rigs to the top. This day we got lucky and of the 4 rigs with drivers that were crazy enough to give it a try managed to get all 4 to the top in just a few hours, with only minor carnage. Andy's rig did suffer a broken front brake line but somehow found a perfect screw which threaded in tight and was able to keep most the fluid in the master cylinder and finished the trail with just rear brakes.



Jack Dicky just needs 3 tires



Andy Townes going big



Terrill Wade taking a peek

Our scariest moment came on the main roads back to the trailers. One of the buggies hit the "S" turn just a wee bit fast and ended up flipping a few times. Thank goodness the occupants were fully harnessed in and walked away with only a few bumps and a bruised ego. I want take this time to remind everyone to buckle the seatbelts anytime you are moving the vehicle. I have seen more than one-person flip when least expected while not on an obstacle. These rigs are strong enough to protect you, but only if you stay inside of them.

I certainly had a great time, lets do it again soon!

See you on the Rocks,

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

	<h2>Requested Recipe</h2>
	<p>Contributed by Jeanne Meier</p>

Jeanne Meier brought bread pudding to the February meeting. It was a big hit and several people, including guests, asked for the recipe. Enjoy!

Brenna' Bread Pudding

Oven 350 degrees

12 Slices whole wheat bread	Cut up into 6 pieces each
Mix together 4 eggs 1 C milk 1 C apple juice ½ C maple syrup ½ C sugar	Soak Bread in egg and milk mixture. Pour into buttered 9"x12" buttered pan. Add topping(s) and bake for 35 minutes. Mix about ¼ of raisins and nuts in the bread mixture
Topping 1 C raisins ½ nuts – your choice	Cinnamon Topping (optional) Melt together ½ stick butter ¼ C sugar ½ T cinnamon

This came from a Bed and Breakfast in Silver City in the 1990's.



Jeep Speak

Contributed by Jennifer Chapin

Jeep Speak!

Find the Jeep words
to solve the puzzle!

JEEP

MOAB

WRANGLER

ENGINE

TOOLS

CHEROKEE

CLIMB

MUD

*Words can be across,
down or diagonal*

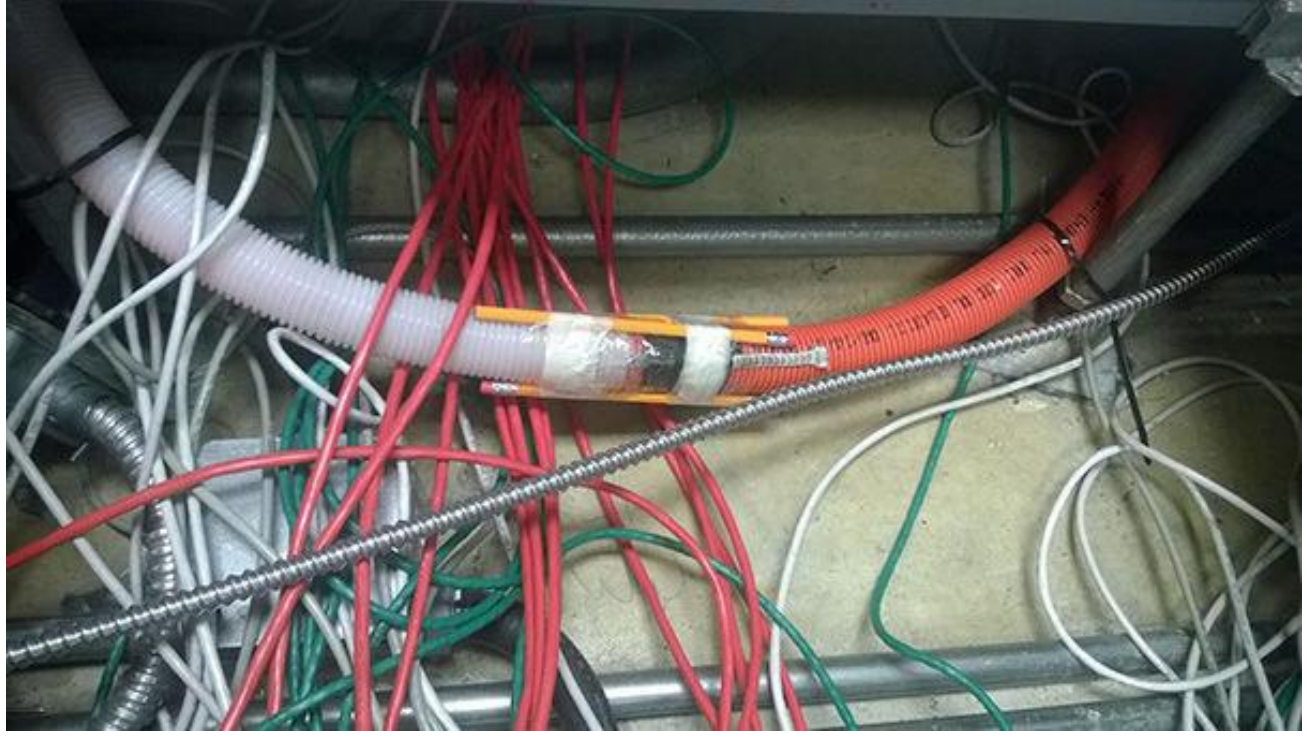
B	K	J	F	Q	Z	H	M	U	R
Y	C	E	G	P	Q	U	B	U	S
C	A	E	N	G	I	N	E	A	D
H	R	P	F	V	A	F	J	I	M
E	W	R	A	N	G	L	E	R	B
R	T	U	X	V	Y	M	J	Q	E
O	T	O	O	L	S	N	O	X	I
K	I	H	G	S	V	N	D	A	D
E	M	W	I	T	C	L	I	M	B
E	V	S	T	P	J	W	H	E	R



Redneck Engineering

Here's our monthly Redneck Engineering Inspiration.....

Rewiring your Jeep? Keep it neat.....



**KEEP PUBLIC LANDS OPEN
TO THE PUBLIC**

Be a Trip Leader and Get a Discount on Dues!

NM4W Officers

President Frank G. Whiston 505-681-0017 pr@nm4w.org	Vice-President Membership Chairman Cliff Meier 505-507-8188 vp@nm4w.org	Secretary NaDeen Jackson 505-918-6300 se@nm4w.org
Treasurer Bob Provance 505-238-8225 tr@nm4w.org	Program Chairman Tracey Bakewell 505-250-3876 pc@nm4w.org	Historian Jennifer Chapin 305-333-3375 hi@nm4w.org
Trip Chairman Travis Bakewell 254-423-8520 tc@nm4w.org	Environmental Affairs Bobbie Moore 505-203-1105 de@nm4w.org	SWFWDA Delegate Bob Norton 281-5315 n5epa@flash.net

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





Trail Tales



April 1, 2019

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

March 14, 2018

by Jeanne Meier, Acting Secretary



The meeting was held on March 14, 2019 at Heights Presbyterian Church. Cliff Meier called the meeting to order at 7:00 pm. He explained that as vice-president, he was conducting the meeting because Frank G Whiston, president was out of town.

GUESTS: Jeremy Auslam, Kenneth Campbell, Kevin Cox, Larry and Pierette Gorman, Dennis and Beth Green, Stephen Gurule, Larry Hasenbank, Jon Hill, Landon Jones, Paul McKeever, Jeff Miller, Jeri and Tom Pulliam.

MEMBERS PRESENT: Cheryle and Tracy Bakewell, Jeff Boggs, Jennifer Chapin, Shirley Godfrey, Karen Grohman, Ed and Lyn Kausche, Brian Leist, Cliff and Jeanne Meier, Jack Nutter, Don Owen, Ilene and Phil Rodacy, Don Roy, Chris Sears, Frank R Whiston.

SECRETARY'S REPORT – Jeanne Meier, acting secretary. The minutes from the February meeting were accepted as published.

TREASURER'S REPORT – Bob Provance. Bob was not present but had given his report to Cliff Meier. There is \$8011.14 in savings and \$2157.52 in the checking account.

TRIP CHAIRMAN'S REPORT – Travis Bakewell. Travis was not present so Cliff Meier presented the trip report.

PAST EVENTS:

February 17 Gordy's Hill extreme. No one was present to report on the run.

March 2nd Adventure Expo. New Mexico 4 Wheelers had a booth at the Expo. Don Roy brought his Jeep and Cliff had his Jeep with a trailer. Some of tonight's guests had heard of the club at this event.

March 9th NEPA Training. Cliff reported that Mark Werkmeister had held training on how to write comments as part of the National Environmental Policy Act Review Process (NEPA). This training was sponsored by NMOHVA,

UPCOMING EVENTS:

March 10th – 16th Sand Hollow State Park Utah. Bill Bonahoom is the leader of this event currently in process which is one of the reasons some members are not at the meeting.

March 16th 10:00 am New Mexico Off Highway Vehicle Alliance (NMOHVA) Annual Meeting

March 17th at 9:00 am Cabezon Cliff Meier is leading a run to the Cabezon area. It will be leaving from San Ysidro. Cliff indicated it may visit an old building and the ghost town of Guadalupe.

April 9th at 7:00 pm NM4W Meeting at Heights Presbyterian Church.

May 11th-17th Green River. Cliff Meier indicated that this year's event will not include Moab. Guy Conway has indicated he has found some new areas between Moab and Green River which will probably be included in this year runs.

May 30th-Jun 2nd Trails of Gold. Frank Whiston is coordinating this multiple day event being planned in Grants. NMOHVA is sponsoring the event which will include motorcycle, ATV's and 4X4 groups running separate runs. Registration is limited so interested persons need to sign-up as soon as registration opens on April 1st.

Greater Santa Fe Recreation Partnership. Jeff Boggs reported that a schedule meeting had been postponed for a second time and would be rescheduled. The Santa Fe District of the Forest Service is developing comments from various groups that use the forest as part of developing the new forest service usage plan.

VICE PRESIDENT'S REPORT – Cliff Meier. Cliff explained how members and guests can earn points. Since there were few runs and those participants were not present to report infractions there were no fines.

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

WEBMASTER'S REPORT – Don Roy. Don Roy reported he hadn't made any changes to the website.

EDITOR'S REPORT – Phil Rodacy. Phil asked everyone to submit things for the newsletter. If you lead a run write a short article.

PROGRAM CHAIRMAN'S REPORT – Tracy Bakewell. Tracy indicated he had club apparel, hats, license plates and other merchandise if anyone was interested to see him after the meeting. He also was selling tickets to the 50/50 raffle.

OLD BUSINESS:

A host is needed for the NM4W Picnic in June. Cliff Meier reserved the picnic site at Oak Flats but will be out of town for the picnic. The club usually provides hamburgers, hot dogs and drinks for the picnic. If there are fire restrictions then usually sandwiches or subs are provided. The host would be responsible for purchasing all the supplies and getting it cooked as well as cleanup.

Two projects being coordinated with the Sandia Ranger District has been postponed due to weather. This is part of the work NM4W has volunteered for at Cedro Peak. The forest project is to mitigate the damage to Forest Road 12. There is a section in the valley that is heavily rutted and if it is not repaired the Forest Service will probably have to close that section of the trail. The second project is to remove a burned car that is off trail.

Updating SOPS. Don Roy reported that he is working on identifying areas of the current SOPS that needed to be updated and would be providing more information as the work progresses.

NEW BUSINESS

Cliff asked that hosts are needed for some of the summer meeting/potlucks. Jack and Kathy Dickey are hosting the May meeting and June is the picnic. Hosts are needed for the July, August and September meeting. Two of the guests have volunteered for July and September leaving August as the only meeting without a host. Jeri and Tom Pulliam will host July and Beth and Dennis Green are hosting September.

The 50/50 raffle of \$34.00 was won by Jeff Boggs.

Cliff thanked Ilene and Phil Rodacy for hosting the meeting.

MEETING ADJOURNED

Please check the website for new runs or changes in events, trip times, locations and leaders.



President's Report

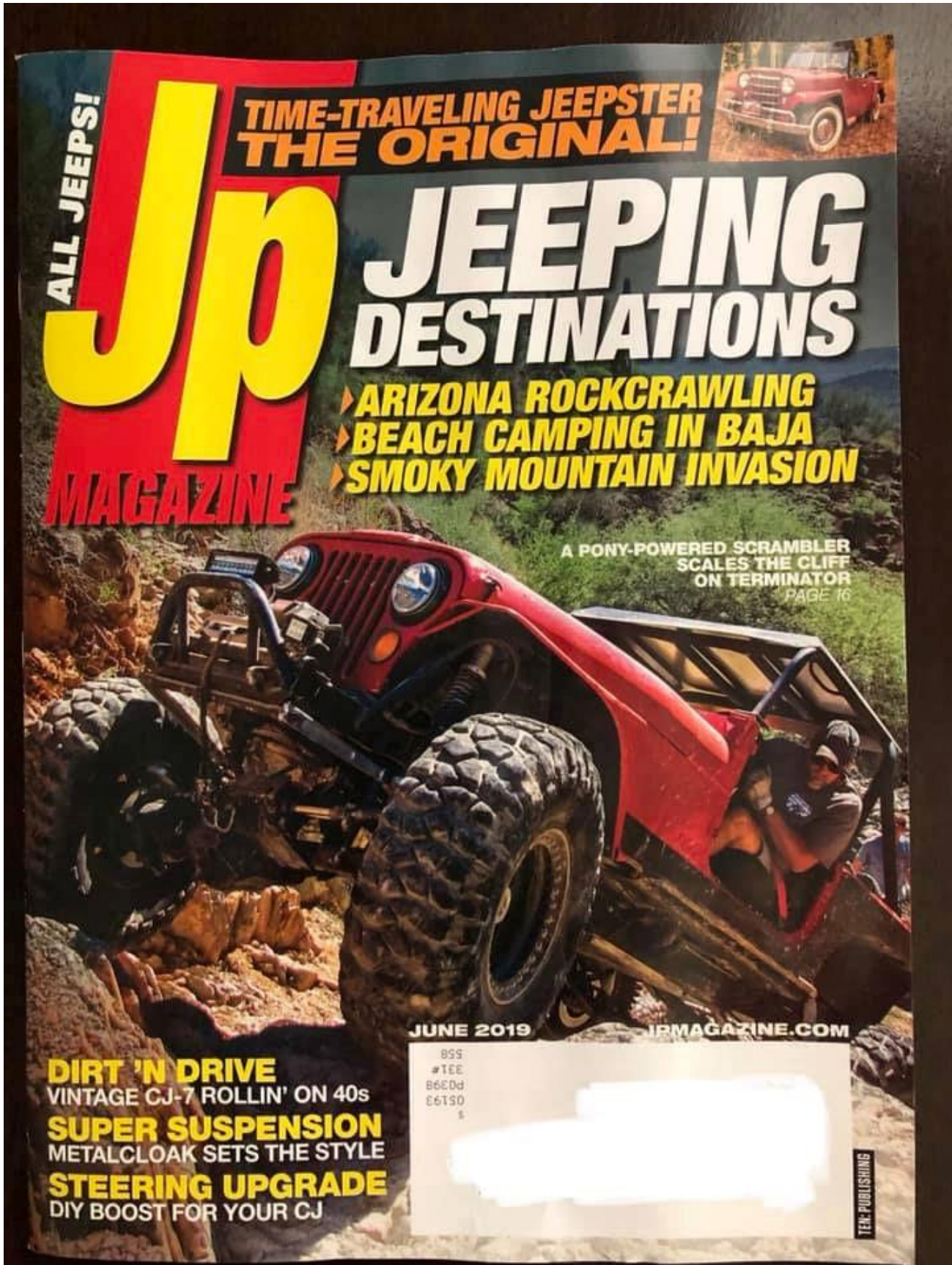
By Frank G. Whiston

So, I am getting kind of excited about all the buzz about Ford reintroducing the Bronco. I grew up riding in my dad's 71 Bronco. When I was a kid, there were a lot of Broncos on the trail, nearly as many as there were Jeeps as the picture shows.



There were also Blazers and Scouts on just about all the trail rides. I have been scanning a bunch of old photo slides that my parents had which has brought back memories of the past. As the original Broncos have aged, you don't see too many of them. Recently, Shane Halter and Leon Dugger are the only two who come to mind to have their original Broncos on the trail. A recent [FourWheeler Network Article](#) talks of leaked information from a dealer meeting indicating that the new Bronco is to get a removable top and choice of 2 or 4 doors. Also, I had shared one of the old photos of my dad's Bronco on social media which got the attention of a Special Test Vehicle Engineer for Ford who commented that we will not be disappointed with the new Bronco. I'm excited to see what it ends up to be. I'd love to see a more diverse set of vehicles out on the trails again!

Jim Werkmeister makes the cover of JP Magazine!



An online article on the trip being covered can be [found here](#).



Regards,

Frank

LEAD a RUN - THE TRIP LEADER IS IN CONTROL



Vice President's Soap Box

By Cliff Meier

There is no Vice-President's report this month.

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Bobbie Moore

There is no Environmental Affairs report this month.

LEAD A RUN AND GET A DISCOUNT ON DUES



NM4W Frequently Asked Questions

Contributed by Cliff Meier

What are the requirements for membership in the NM4Ws?

We are a family-oriented group of responsible 4-wheelers and adhering to the *Tread Lightly* approach to off-roading. We prefer people who share these views to participate in our organization! The **Points System** below gives you a chance to check us out before you pay any dues. This also lets the *Club* check out prospective members!

- You must be a registered owner of a four wheel drive vehicle
- Be at least eighteen (18) years of age
- Hold a valid driver's license
- Carry at least the minimum amount of auto insurance required by the laws of the state of the registration.
- Prospective members must accumulate 5 points within one year before they are eligible for membership in the club.
- You get 1 point for attending a meeting or a day ride.
- You get 3 points for attending an overnight event

Do I have to drive a Jeep to join the NM4Ws?

- No, all street-legal 4WD vehicles are welcomed.

How much are the dues?

- Regular (voting) member dues are \$45 per family, payable annually. Associate (out-of-town, non-voting) member dues are \$22.50 per family, payable annually. Dues for new members are prorated for the partial year in accordance with Article 1, Paragraph C of our [Standard Operating Procedures \(SOPs\)](#).

Once a Member, do I have to attend a minimum number of meetings or rides?

- No, you can participate as much or as little as you wish. As long as you are current on your dues, you are considered a "member in good standing".

Are there any financial advantages to being a member?

- NM4W participates in selected vendor discount programs as a benefit to members. Participation in these vendor programs is optional, each member choosing to be in or out. Presently, 4WD Hardware offers discounts to participating members.

When and where are the Club meetings held?

- From Oct through Apr, meetings are held at 7 p.m. on the 2nd Thursday of each month at Heights Cumberland Presbyterian Church at 8600 Academy Rd NE, just east of Wyoming Blvd at Moon. Meetings normally last less than one hour and are followed by refreshments and socializing. A typical meeting includes a brief report from each officer, information on upcoming events, and whatever anyone else wants to bring up for discussion.

- From May through Sep, meetings are *usually* on the 2nd Saturday of each month (unless there's a conflict with another scheduled event) at various NM4W Members' houses. Potluck dinner begins around 5 p.m. and the meeting usually starts about 6pm. Bring your own plate, eating utensils, and a lawn chair.

I've already attended one club meeting, and someone was selling tickets. What is that about?

- To supplement the Club Treasury, the Program Chairman sells "50/50 raffle tickets" at each meeting. At the end of the meeting, one ticket is randomly drawn. That person gets 50% of the money collected for ticket sales that evening. The other 50% goes into the Club Treasury.

Where do you go trail riding?

- Day rides are usually somewhere in the Cibola or Santa Fe National Forests, or on public land managed by the Bureau of Land Management (BLM). Overnight rides are usually in north or south New Mexico, as well as Arizona, Colorado, and Utah.

How tough are the trails? My vehicle is stock. Can I participate?

- The trails we ride range from "easy", much of which can be driven in 2WD in a stock vehicle by a novice driver, to "extreme" requiring highly-modified vehicles, experienced drivers, and spare parts. The majority are on the "easy" side! However, it's a good idea to contact the trail leader prior to the ride; tell him/her how your vehicle is equipped and what your experience is, and ask for their opinion on the relative difficulty of that trail.

What time do trail rides usually start, and how long do they last?

- Day rides usually depart for the trail, gassed up and ready to go, from a designated meeting location about 9 a.m. They usually last until early afternoon, depending on trail length and number of vehicles.

What do I need to bring with me on trail rides?

- Most importantly, adequate food and fluids. It is **very** important to bring lots of drinking water. Possible extreme temperatures (high and low), strong winds, and high altitudes will quickly dehydrate you. No alcohol or illegal drugs are allowed, of course. You will also enjoy the ride much more if you bring a good

attitude, a sense of humor, and a smile!



Should I bring my significant other? How about the kids and the dog?

- The NM4W is definitely a family-oriented organization! Spouses, kids, and pets regularly participate in many of the events. There are also many ladies in the Club who drive their own vehicles.

Hint: If your family only has one trail vehicle, allow (encourage) your significant other to drive part of the time!

What's the chance of my vehicle getting damaged on a trail ride?

- Although this depends on the difficulty rating of the trail, and how experienced (and lucky) you are, the chance of your vehicle sustaining *some* form of damage on any particular trail is **very likely!** Even on trails rated as "Easy", you can expect scrapes, scratches, dings, dents, and possibly other stuff to happen to your vehicle. This is not intended to scare anyone off, but our members regularly get questions from guests who want to know how their vehicle will do on such and such trail. And then they get upset when their shiny new ride accidentally slips off of a rock, bumps a tree, and gets a dent! Off-highway driving, just like highway driving, is associated with a certain amount of risk, and there is *no way* for *anyone* to determine whether or not you or your passengers will be hurt and/or your vehicle damaged. You are **solely** responsible for the safety of yourself, your passengers, and your vehicle. If you do not feel comfortable with a particular obstacle on the trail, take the by-pass or turn around and go back! If you are totally averse to any trail damage whatsoever, it's probably best not to go!

Does the club do anything other than have meetings and trail rides?

- Yes, we do maintenance on trails as needed. The December club meeting is also a Christmas Party with a gift exchange. We also are involved in various Community Service events though out the year.

Tread Lightly! Principles

- The New Mexico 4-Wheelers proudly subscribes to the principles of Tread Lightly! If you do not share these following goals, we request that you ride with another group. For more information, visit [Tread Lightly!](#)
- **T** **Travel Responsibly** on land by staying on designated roads, trails and areas. Go over, not around, obstacles to avoid widening the trails. Cross streams only at designated fords. When possible, avoid wet, muddy trails. On water, stay on designated waterways and launch your watercraft in designated areas.
- **R** **espect the Rights of Others** including private property owners, all recreational trail users, campers and others so they can enjoy their recreational activities undisturbed. Leave gates as you found them. Yield right of way to those passing you or going uphill. On water, respect anglers, swimmers, skiers, boaters, divers and those on or near shore.
- **E** **ducate Yourself** prior to your trip by obtaining travel maps and regulations from public agencies. Plan for your trip, take recreation skills classes and know how to operate your equipment safely.
- **A** **void Sensitive Areas** on land such as meadows, lakeshores, wetlands and streams. Stay on designated routes. This protects wildlife habitats and sensitive soils from damage. Don't disturb historical, archeological or paleontological sites. On water, avoid operating your watercraft in shallow waters or near shorelines at high speeds.
- **D** **o Your Part** by modeling appropriate behavior, leaving the area better than you found it, properly disposing of waste, minimizing the use of fire, avoiding the spread of invasive species and repairing degraded areas.

tread lightly!®

ON LAND AND WATER



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



Spring Cabazon Run

March 17, 2019

By Cliff Meier

On a bright and shiny Saint Patrick's Day, Sunday morning, the first spring run was held starting in the south end of the Cabazon area. We had 17 vehicles with 21 club members and guests. We met across the street from the gas station in San Ysidro at 9:00 am. The group had planned to explore a loop off the pipeline road that has a large stock pond with an interesting dam. Unfortunately, the exit from the loop runs through a fun small canyon but comes out at one of the locations that shooters use. The shooters beat us there so we had to skip the loop, didn't really want any bullet holes in the vehicles.

We then explored several dead ends roads off of Pipeline Road and visited an old two room cabin. After the cabin we found a good lunch spot on a side road that ran along a ridge line with an excellent view to Cabazon. After lunch we continued on to an



artesian well that is the primary water supply for the small ranches in the area, then it was off to the ghost town of Guadalupe.



At Guadalupe we viewed the old two story adobe hotel that Mother Nature is slowly reclaiming along with several other old adobe buildings. Lastly, it was on to the mesa top Indian ruins that it is said is an outlier of the Chao Canyon ruins. Several of the group hiked to the top of the mesa to see the two kivas which had a roof built over them for protection from the elements. You could not have asked for better day. We only ran into three areas crossing arroyos with only a small amount of mud at the bottom. We made it off the trail at about 4:30 pm.

	<h2 style="text-align: center;">Awesome Article Next Month</h2>
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Look for a great article next month on how to tell when your Jeep is going to roll without having to actually roll over. Sounds like a good thing to know!



Redneck Engineering

Here's our monthly Redneck Engineering Inspiration.....

Need to repair your Jeep? If duct tape is good enough for the airlines, its good enough for me.....



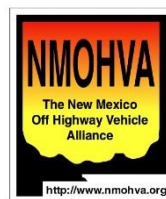
KEEP PUBLIC LANDS OPEN TO THE PUBLIC

Be a Trip Leader and Get a Discount on Dues!

NM4W Officers

<p>President Frank G. Whiston 505-681-0017 pr@nm4w.org</p>	<p>Vice-President Membership Chairman Cliff Meier 505-507-8188 vp@nm4w.org</p>	<p>Secretary NaDeen Jackson 505-918-6300 se@nm4w.org</p>
<p>Treasurer Bob Provance 505-238-8225 tr@nm4w.org</p>	<p>Program Chairman Tracey Bakewell 505-250-3876 pc@nm4w.org</p>	<p>Historian Jennifer Chapin 305-333-3375 hi@nm4w.org</p>
<p>Trip Chairman Travis Bakewell 254-423-8520 tc@nm4w.org</p>	<p>Environmental Affairs Bobbie Moore 505-203-1105 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
 Club Lawyer, Karen Grohman





May 1, 2019

Trail Tales

Official Newsletter
of the
New Mexico 4-Wheelers



www.nm4w.org

Meeting Minutes

April 11, 2019

by NaDeen F. Jackson



The meeting was held at the Height Cumberland Presbyterian Church in Albuquerque, New Mexico.

Vice President Cliff Meier called the meeting to order at 7:02 pm. Cliff stated President Frank G. Whiston is in Kanas City.

GUESTS: Beth Green, Dennis Green, Stephen Gurule, Larry Hassenbank, and Nicholas J. Miera.

MEMBERS PRESENT: Cheryle Bakewell, Tracy Bakewell, Travis Bakewell, Jeff Boggs, Ronnie Caton, Marie Crites, Shirley Godfrey, NaDeen Jackson, Ed Kausche, Lyn Kausche, Brian Leist, Cliff Meier, Jeanne Meier, Jack Nutter, Bob Provance, Illene Rodacy, Phil Rodacy, Don Roy, Chris Sears, George Szymkowski, and Frank R. Whiston.

SECRETARY'S REPORT - NaDeen F. Jackson. Meeting minutes from March were accepted as published.

TREASURER'S REPORT - Bob Provance. \$8,557.45 is in the savings account. The check from 4 Wheeler Parts went into the savings account. \$1922.52 is in the checking account. No more checks are due to be coming in until the summer membership dues.

VICE PRESIDENT'S REPORT - Cliff Meier. Cliff stated that he is also the Sheriff and everyone else is a deputy of his. They can report anyone who should pay a \$0.25 fine for something done in error. Jeanne Meier paid \$0.75 towards the three wrong turns that were made during the Cabezon Run. Cliff also explained how guests can receive the five points required to become eligible for membership into the club.

TRIP CHAIRMAN'S REPORT - Travis Bakewell.

PAST EVENTS:

March 17 Cabezon Spring Run led by Cliff Meier. A YouTube video made by Brian Leist will be shown at the end of tonight's meeting.

UPCOMING EVENTS:

April 13 to April 21 - Easter Jeep Safari in Moab, Utah led by Red Rock 4-Wheelers, Inc.

April 14 at 8:30 am - Easy Day at Gordy's Don Roy, trip leader Meet at Road Runner Travel Center, I-25 Exit 156 in Lemitar, New Mexico. Due to the weather predicted on Saturday,

this run was moved to Sunday. Don explained that the club tries to do an easy run soon after a meeting so guests can get a better idea of what a trip with the club is like.

April 29 at 6:00 pm Greater Santa Fe Recreational Partnership Workshop Meeting #2 at the Santa Fe Community College. Meet at 6401 Richards Avenue in Santa Fe, New Mexico. Cliff explained how this group helps decide what trails stay open and try to reopen trails like Tank Trap.

May 11 to May 17 Green River 2019 Cliff Meier, trip leader. Meet at Shady Acres RV Park in Green River, Utah. See the calendar for more details.

May 11 after 5 pm May 2019 NM4W Meeting. Jack Dickey, host

May 18 at 8:30 am Riley Ghost Town Don Roy, trip leader. Meet at Kiva RV Park and Horse Motel. More details are on the Calendar on the club website.

May 31 to June 2 NMOHVA's 2019 Seven Trails of Gold Event in Grants, New Mexico. Cliff gave advice on signing in with NMOHVA using the link on our website. Up to 50 vehicles are permitted at this event and approximately 12 vehicles are currently signed up.

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT - Bobbie Moore, absent.

PROGRAM CHAIRMAN - Tracy Bakewell. \$35 is the 50/50 Raffle award. Also to be raffled off is a banner to go across your windshield and a book on Jeep 4 Wheeling. Club merchandise is available for sale.

HISTORIAN'S REPORT - Jennifer Chapin, present. No report.

WEBMASTER'S REPORT - Don Roy, present. No report.

OLD BUSINESS:

The Forest Road 12 project and the burned car extraction project are still on hold due to weather and the Sandia Ranger District getting ready for summer fire safety.

Updating SOPS. Don Roy is working with a small committee to update the SOPS with a bunch of small changes. Cliff stated any changes will have to be voted on by the club.

A host is needed for the August meeting. Cheryle Bakewell volunteered Ilene Rodacy to host the 2019 Christmas Party meeting. After much laughter, Ilene accepted the challenge.

NEW BUSINESS:

Patrick Dobson, Landon Jones, and Jeff Miller are eligible for membership. Jeff Miller was the only guest present, and he did express a desire to join the club. A motion was accepted and so moved to accept Jeff Miller as a member.

The 50/50 Raffle of \$35 was won by NaDeen Jackson. Despite his four-wheel drive vehicle being re-ended recently and is out for repair, Phil Rodacy won the banner. Ed Kausche won the book. Jennifer Chapin was thanked for bringing snacks.

MEETING ADJOURNED at 7:31 pm.

Please check the website for new runs or changes in events, trip times, locations and leaders.



President's Report

By Frank G. Whiston

There is no President's report this month.

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



Vice President's Soap Box

By Cliff Meier

There is no Vice-President's report this month.

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Bobbie Moore

There is no Environmental Affairs report this month.

LEAD A RUN AND GET A DISCOUNT ON DUES



45 Day Jeep camping trip

By Deb Austin

I just got back from a 45-day camping trip - pulling a travel trailer with my '11 Wrangler Sport Unlimited. Did great! One of my adventures was a visit to Marineland just south St. Augustine, Florida.

Marineland opened in 1938 as the world's first oceanarium. It was a popular destination for Hollywood filmmakers to capture underwater action footage. Originally known as Marine Studios, a lot of movies like *Creature from the Black Lagoon* (1954) and TV series (Lloyd Bridges / *Sea Hunt* (1958-1961) were filmed there. Now the facility is mostly devoted to research and education. They have a variety of opportunities to see and get close to dolphins but in a much smaller, more focused environment than the big entertainment parks.

I took a photo of a sign that caught my eye. Thought others might be interested to see it!





Calculating Your Rollover Angles

Contributed by Phil Rodacy

NOTE THAT THESE CALCULATIONS WILL GIVE YOU A ROLL OVER ANGLE, BUT THEY ARE NOT ABSOLUTE. I DON'T CLAIM ANY RESPONSIBILITY IF YOU ROLL YOUR JEEP. THAT'S ON YOU AND YOU ALONE.

So often in our trail side conversations we talk about the CG (Center of Gravity) of one Jeep being higher or lower than the CG of another Jeep, and we relate this not only to the ability to get up or down a slope, but also to the dreaded thought of rolling over.

Yet most of us have never really figured out where the Center of Gravity is actually located on our own Jeep and similarly what the Rollover Angles are.

Why haven't we done this? Well to be honest, probably because it isn't so easy to do. This write-up is an effort to provide a process that most folks can follow to determine, with a reasonable degree of accuracy, the Center of Gravity and Rollover Angles for their own Jeep. Its long, but most of it is just diagrams and explanations of what we're trying to calculate. The math isn't really that bad and you will be rewarded with the locations of the following values for your Jeep. (Or, if you prefer, you can continue to use the "pucker factor")

- The 3-Dimensional Single Point Center of Gravity of your Jeep
- The Wheel base Center of Gravity
- The Wheel Track Center of Gravity
- The Height of the Center of Gravity
- The Roll Over Angles in four directions:
 - Driver Side
 - Passenger Side
 - Front
 - Rear

Again, if you can use a tape measure, get a few minutes access to a truck "weighing scale" and do some basic math you can do this. The mathematics involved here are Algebra, Geometry and Trigonometry. If you're not comfortable with the math, there are several people in our club that can help with the calculations. They're not as hard as they might look.

Capturing Weights and Measures

First you will take some specific measurements of your Jeep following these three process steps.

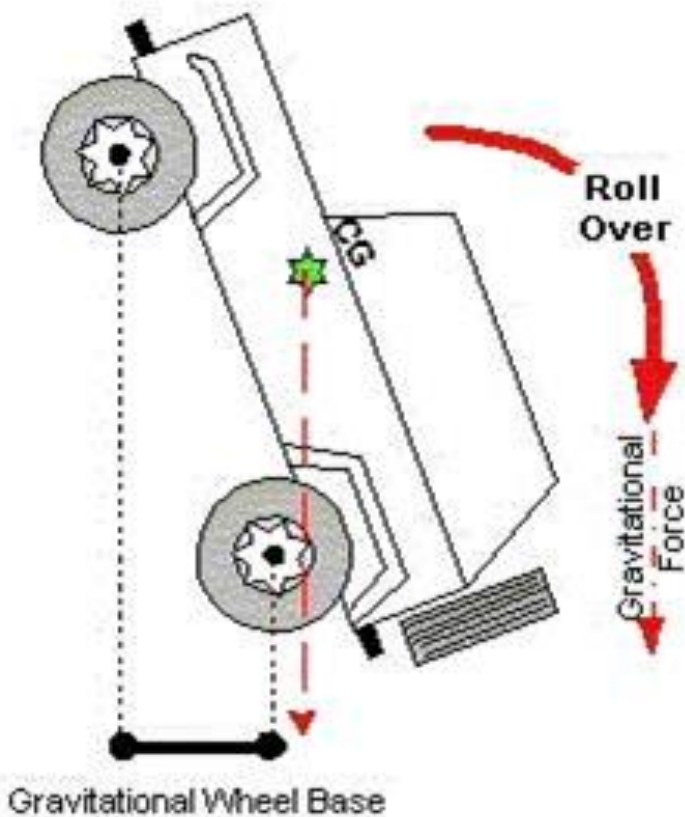
- Preparing your Jeep for off-road use
- Measuring lengths and heights in your driveway
- Measuring weights at a truck stop scale

Tools Needed

- You will need the following tools.
- Tape Measure
- Access to a truck weighing scale for approximately 15 minutes
- A means to elevate the front tires of your Jeep at least 24 inches off the ground (Ramps, blocks, a trailer with car ramps on it, etc.)
- A Helper

Measured Values

- During this process you will measure and record the values shown in the table below. Each will be explained in detail within this document.
- Please note that the numbers in this document are fictitious just to use as examples. Throughout this document. You will need to record your own Jeep's data for use in the formulas.



When you do the measurements, convert any fractions to decimal values. For example, a wheelbase measurement of 92 and 5/16-inches would be converted to 92.3125 inches. LWB = 92.3125.

Jeep Setup

Before you begin to make any measurements, you will need to set your Jeep up just as if you were ready to take it off road. This setup vital to accurately determine the Off-Road Center of Gravity and Roll Over Angles of your Jeep.

Please do not skip this step.

Whatever you do to prepare your Jeep for an off-road trip, do the same now.

Pack that toolbox, spare parts, Hi-Lift Jack and anything else that you would normally bring. Make sure everything is safely anchored down.

If you have two sets of tires, one for the street and another set for off road, put the off-road tires on and air them down to the level you would use off road.

Fill your gas tank.

If you would normally off road with someone in the passenger seat, or any other seats

for that matter, make sure that these folks are available to keep these seats warm when you are taking the weight measurements.

I cannot overemphasize the importance of weight and weight distribution in and on your Jeep to accurately determine the Center of Gravity. Your efforts in setting your Jeep up now will be rewarded in accuracy later.

Off-Scale Measurements

These measurements should be taken away from the weight scale so the scale is not tied up when it isn't necessary.

With a friend, measure and record the following values.

Length of Wheelbase - LWB

Measure your Jeep's wheelbase length while it is sitting on level ground and fully prepared for an off-road trip.

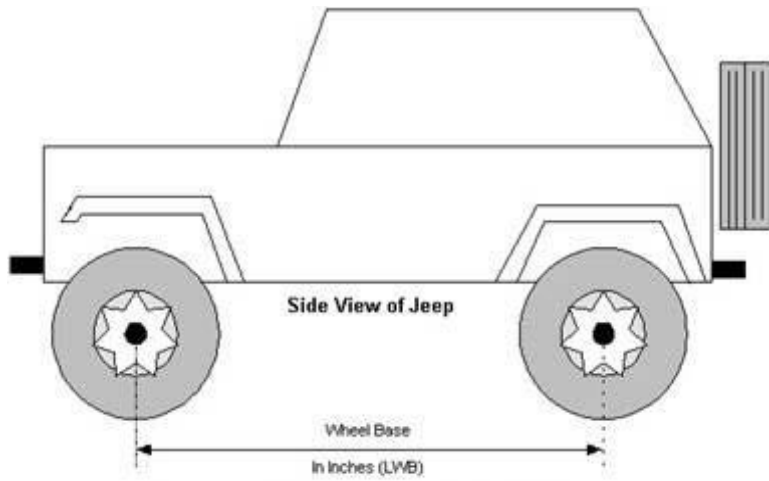
Your Jeep's wheelbase is the distance between the centers of the front tire footprint on the ground and the rear tire footprint on the ground. This is difficult to measure directly, however we can get it by measuring the distance between the axle hubs.

With a friend, measure the distance between the center of the front axle hub and the center of the rear axle hub. This will be equal to the length of your Jeep's wheelbase. Make all measurements accurate to a 1/16 of an inch (yes, you really should be this accurate to get good theoretical values, but as you'll see later in this write-up, other unknown factors also come into play. If you can't measure to 1/16th of an inch, just do the best you can. You'll still get a pretty good idea of what your roll over angles are.). Remember to convert fractions to decimal values.

Here is a drawing of what you will need to measure to capture the wheelbase length.

Width of Wheel Track Base - LTB

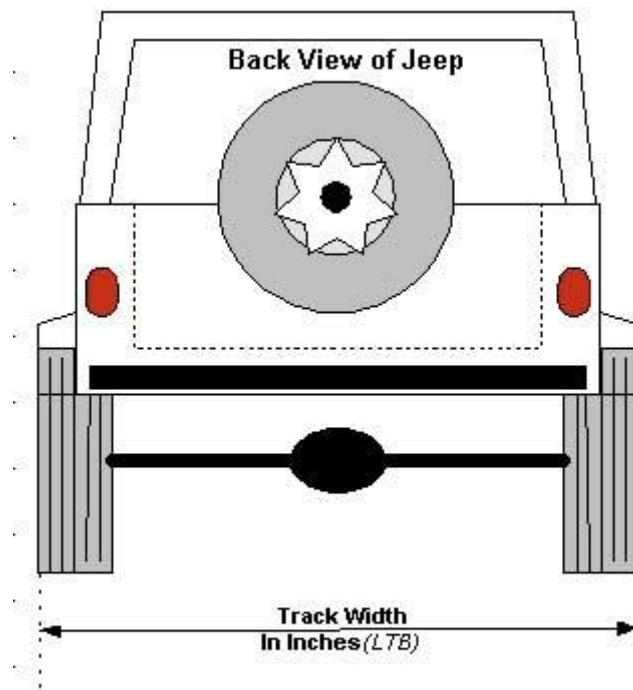
tires
the
as
to take.



Measure your Jeep Wheel Base (Center of Hub to Center of Hub) with the Jeep on Level Ground (LWB)

Measure the distance between the outer edges of your rear tires. Measure where the tires are sitting on the ground, not where the sidewalls are. This is Track Width of your Jeep. Convert any fractions to decimal values and record this measurement in inches LTB.

Here is a drawing of the measurement you need

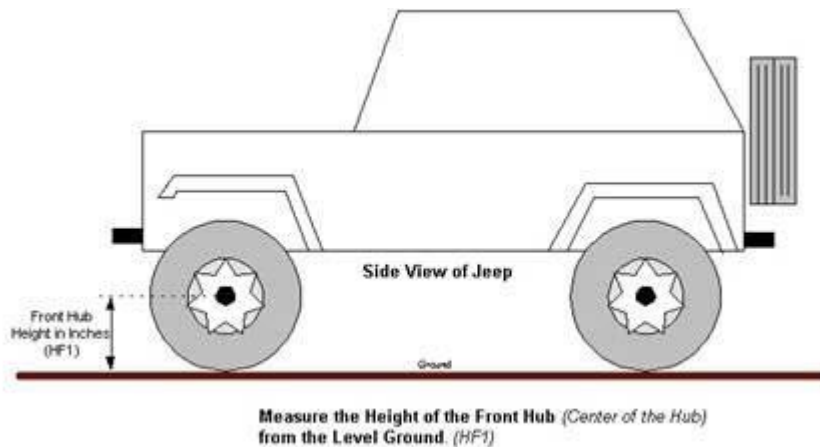


Measure the Width of the Rear Track (Outer Tire Edge to Outer Tire Edge -LTB)

Front Axle Height – HF1

Measure the distance from the center of your front hub to the ground and record this as HF1.

Be sure your Jeep is sitting on level ground when you do this.



Weighing Your Jeep

Drive your Jeep over to the local friendly neighborhood weigh station.

Be sure to bring whatever means you will use to elevate the front axle with you, and remember to take whatever this is out of your Jeep before you weigh your Jeep.

Also remember to put those other warm bodies in their seats before you take any weight measurement. This includes you too!

Potential Scale Locations

- Major Truck Stops
- Highway Roadside Weigh Stations
- Agricultural Centers (Bulk Grain Sales)
- Salvage Yards
- Recycling Centers

The scale you choose should be accurate to at least 5 lbs. (1 lb would be better.)

Once you have identified the scale you would like to use, it may be helpful to pay a visit to the friendly scale operator ahead of time. Explain what you want to do and how you will do it. Be nice and, be friendly! Maybe even entice the operator with a seat in your Jeep for next weekend's trail ride.

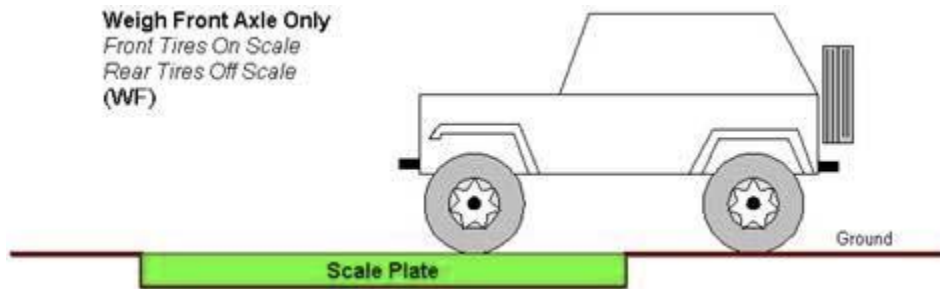
If all else fails try \$10!

Your objective is to get five to ten minutes on that scale!!!

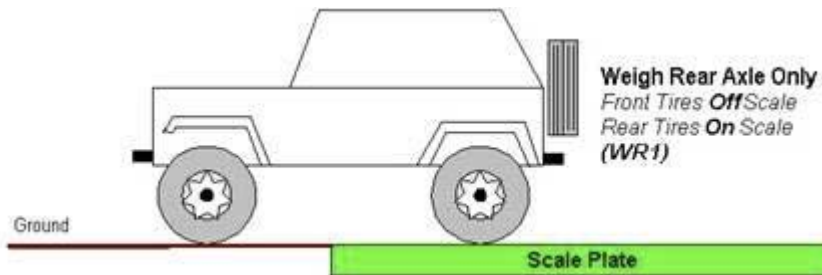
OK, now that you have the politics out of the way here's what you need to do.

Front Axle Weight – WF

Weigh the front axles of your Jeep and record this weight as WF. To do this put only your front tires onto the scale plate.



Rear Axle Weight – WR1



Weigh the rear axle of your Jeep by pulling the front tires off the scale plate and record this weight as WR1.

Rear Axle Weight Modified – WR2

You must come up with a means to lift the front axle of your Jeep, **by the tire patches**, at least 24-inches higher than on level ground.

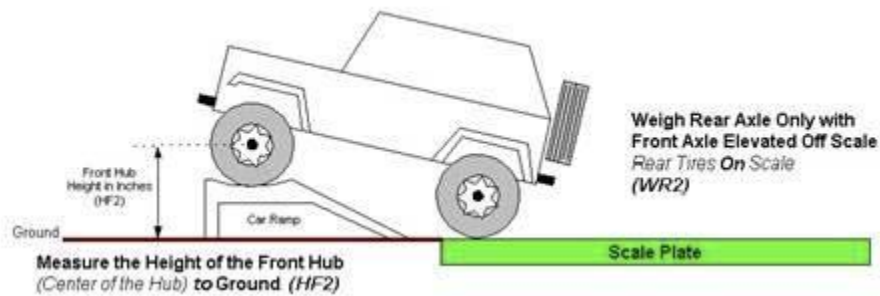
DO NOT USE A JACK to do this. You **MUST** elevate your front axle **BY THE TIRE PATCHES** or the geometry will be thrown off and your calculation will be flawed. This is truly vital to the success of this process.

You can use a set of 13-inch tall car ramps bolted to 12-inch square railroad ties. Yes, this is a pain to carry there and back but it allows you to lift the front, by the tire patches, a little more than 24 inches.

Maybe a friend will volunteer the use of a flatbed trailer. With the trailer parked in front of the scale plate, put the trailer ramps down and your car ramps on top of the trailer bed. You can get your Jeep up more than 30 inches of lift above level this way.

OK, have you figured out how you're going to elevate the front of your Jeep **BY THE TIRE PATCHES** yet?

Good, now weigh the rear axle with the front elevated (at least 24 inches) and record this weight as WR2.

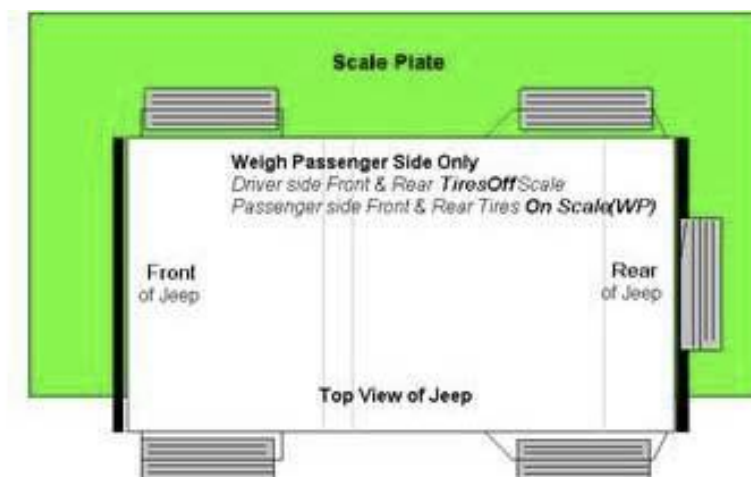


Front Axle Elevated – HF2

Measure the distance from the ground to the center of the elevated front hub and record this distance as HF2.

Passenger Side Weight – WP

Weigh the passenger side of your Jeep by pulling only the passenger side tires on the scale plate. Record this weight as **WP**.



You have now finished collecting all the data you will need to determine your Jeep's Center of Gravity and Rollover Angles. All that is left is to do complete the calculations using a few formulas.

Calculating the Centers of Gravity

The Wheelbase Center of Gravity (WBCG)

The easiest Center of Gravity coordinate to find is where the Center of Gravity lies relative to your Jeep's wheelbase.

The weight on your Jeep's front and rear axles is directly proportional to the location of the Center of Gravity along your Jeep's wheelbase. In fact, it is a direct inverse ratio.

Think about it. If 100% of the weight of your Jeep was located on the front axle, the Center of Gravity would be located ZERO inches, or 0% of the wheelbase distance from the front axle.

If the weight were distributed 60% on the front axle, then the Center of Gravity would be located 40% of the wheelbase distance from the front axle.

To calculate your Jeep's **WBCG** (Wheelbase Center of Gravity) you will use the data values you measured and recorded earlier and the following formula:

$(1 - (WF / Wt)) * LWB = WBCG$ location, in inches, behind the front axle.

Once again, please remember I am using fictitious data in the following example. You will need to substitute your measurements.

As an example:

LWB (Wheelbase in Inches) = 95 inches

WF (Weight on front axle) = 2,600 lbs

Wt (Total weight of Jeep) = 4,800 lbs

Substituting the example values into the formula,

$(1 - (2,600 / 4,800)) * 95 = WBCG$

$(1 - 0.541667) * 95 = WBCG$

$0.46 * 95 = WBCG$

43.54 Inches behind the front axle = WBCG

The location of your Jeep's **WTCG** (Wheel Track Center of Gravity) is calculated in much the same way as you just calculated the WBCG.

The WTCG coordinate location is a direct inverse ratio of the weight on each side of your Jeep to the wheel track. The formula you'll use is:

$(1 - (WP / Wt)) * LTB = WTCG$ in inches, from the passenger side tire edge

Again, using the example data, the formula works like this:

LTB = 65 inches -Width of your wheel track

WP = 2,100 lbs – Weight on passenger side of your Jeep

Wt = 4,800 lbs – Total weight of your Jeep

(1 - (WP / Wt)) * LTB = WTCCG in inches, from the passenger side tire edge

$(1 - (2,100 / 4,800)) * 65 = \text{WTCCG}$

$(1 - 0.4375) * 65 = \text{WTCCG}$

$0.5625 * 65 = \text{WTCCG}$

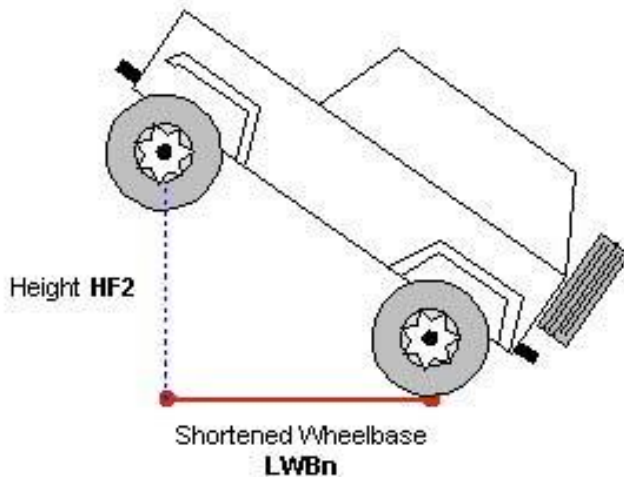
36.56 Inches from the passenger side outer tire edge = WTCCG

The Center of Gravity Height (HTCG)

Calculating the Height of your Jeep's Center of Gravity (**HTCG**) is a bit more difficult to accomplish. It's difficult for some people to even visualize, and difficult to explain.

When you went about measuring and weighing your Jeep, one of the things you did was lift the front axle (at least 24 inches higher than it would be on level ground) and then you weighed the rear axle.

When you lifted the front, you in effect shortened the wheelbase as it relates to gravity. In other words, the horizontal distance between the front and rear tire patches became shorter than what it is on level ground. Here is a drawing that might help in understanding this.



When the front axle is elevated the horizontal distance between the front and rear tire patches becomes shorter. We will calculate this shortened wheelbase (LWBn) with a formula.

Now, if we can measure how high we lifted the front axle, calculate the length of this shortened wheelbase, and determine how much weight was added to the rear axle when we lifted the front, we will be able to calculate the Height of your Jeep's Center

of Gravity (HTCG).

Here are three formulas you must solve before you can get to the HTCG.

HFd = HF2 - HF1 = Height difference between front axle level and elevated, or
HFd = Height of front axle elevated – Height of front axle on level ground

Example: HFd = 42.7 – 17.4

HFd = 25.3 inches

Next you need to calculate the length of the “shortened wheelbase”.

LWBn=SQRT (LWB^2 -HFd^2) = Length of the shortened wheelbase when elevated

Example:

$$\text{LWBn}=\text{SQRT}(95^2 - 25.3^2)$$

$$\text{LWBn}=\text{SQRT}((95 * 95) - (25.3 * 25.3))$$

$$\text{LWBn}=\text{SQRT}(9025 - 640.09)$$

$$\text{LWBn}=\text{SQRT}(8384.91)$$

$$\text{LWBn}=\mathbf{91.57 \text{ inches}}$$

Note: SQRT is the square root of the formula

WRd = WR2 – WR1 = Weight added to rear axle

$$\text{WRd} = 2,415 - 2,200$$

$$\text{WRd} = \mathbf{215 \text{ lbs.}}$$

OK, now you have all the data needed to find the Height of your Jeep’s Center of Gravity (**HTCG**).

Here’s the formula.

HTCG = HF1 + ((WRd * LWB * LWBn) / (Wt * HFd)) = Your Jeep’s CG Height

Example:

$$\text{HTCG} = 17.4 + ((215 * 95 * 91.57) / (4,800 * 25.3))$$

$$\text{HTCG} = 17.4 + (1,870,317.2 / 121,440)$$

$$\text{HTCG} = 17.4 + 15.40$$

$$\text{HTCG} = \mathbf{32.80 \text{ Inches above the tire patches}}$$

Roll Over Angles

So where are we?

We now know the X, Y, and Z coordinates that define the 3D Center of Gravity of your Jeep.

In the example I’ve been using, the Center of Gravity is located at a point,

- 43.54 Inches behind the front axle,
- 36.56 Inches from the passenger side outer tire edge, and

- 32.80 Inches above the Jeep’s tire patches.

If you can find the single point represented by these three coordinates, you can find the Center of Gravity of your Jeep! Some people can visualize this; others have a harder time of it.

The CG “Balancing Point”

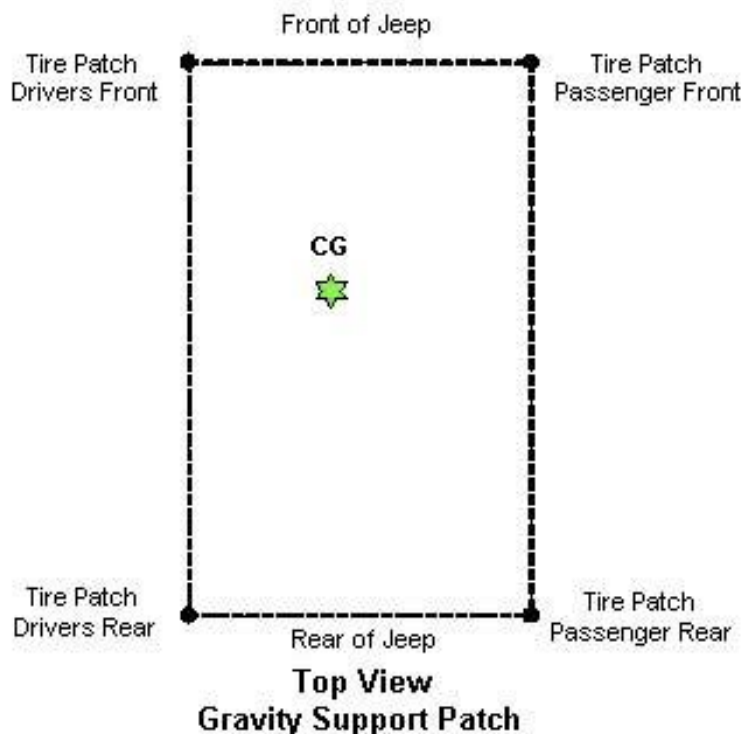
The Center of Gravity represents the single point where the average weight of the Jeep is located. You can think of this as the “Balancing Point”.

If you could somehow reach the Center of Gravity with a long pole you could support the Jeep from that pole and rotate the Jeep in any direction, 360 degrees, in 3D and the Jeep would not fall.

Fortunately for us, we do not have to support our Jeep’s Center of Gravity from a pole, nor do we want to balance it in a 360-degree sphere. We do however balance it; we do this under normal conditions by balancing the Center of Gravity on our tires.

If you were to look at the location of your Jeep’s Center of Gravity from the top, you would see that it falls within the rectangular support structure formed by your tires on the ground.

Here’s a drawing that might help you visualize this.



This is good! This is a stable condition!

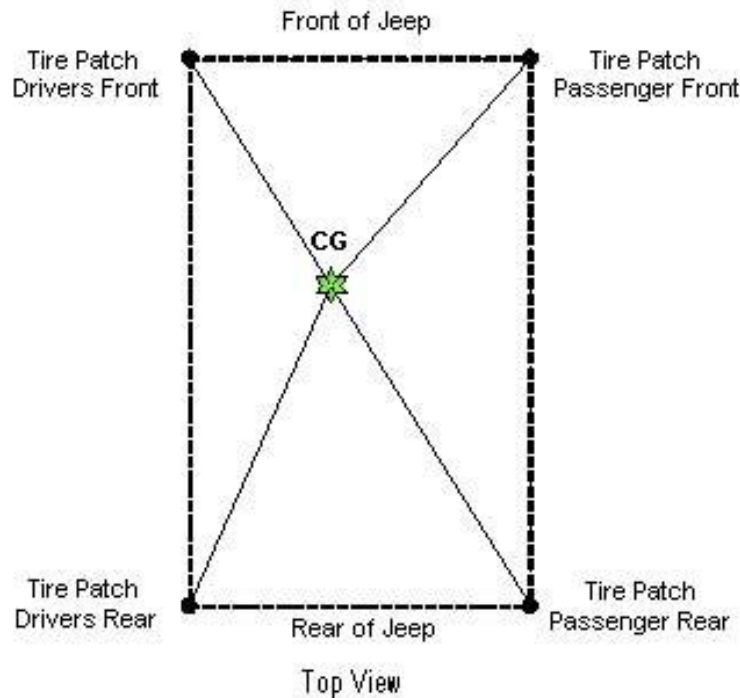
Notice that the Center of Gravity is located within the “Physical Geometry” of all four tires

even though it is not centered. It is located at the X and Y coordinates which you calculated.

(In all likelihood your Jeep's Center of Gravity will not be centered either.)

Another way to look at this is that the Center of Gravity (under normal conditions) is being balanced on top of a pyramid (instead of a pole) with the Center of Gravity at the apex of four unequal sides.

Take a look at this top-view drawing. Perhaps it will help you to visualize this.



**CG Balanced on Top of A Pyramid.
Tires Form Four Base Corners**

As long as your Jeep's Center of Gravity is contained within the gravity support structure (Gravitational Geometry) formed by the tires, your Jeep will not roll.

If your Jeep's Center of Gravity is allowed to move outside the gravity support structure formed by your tires, your Jeep will roll!

This is a basic law of physics.

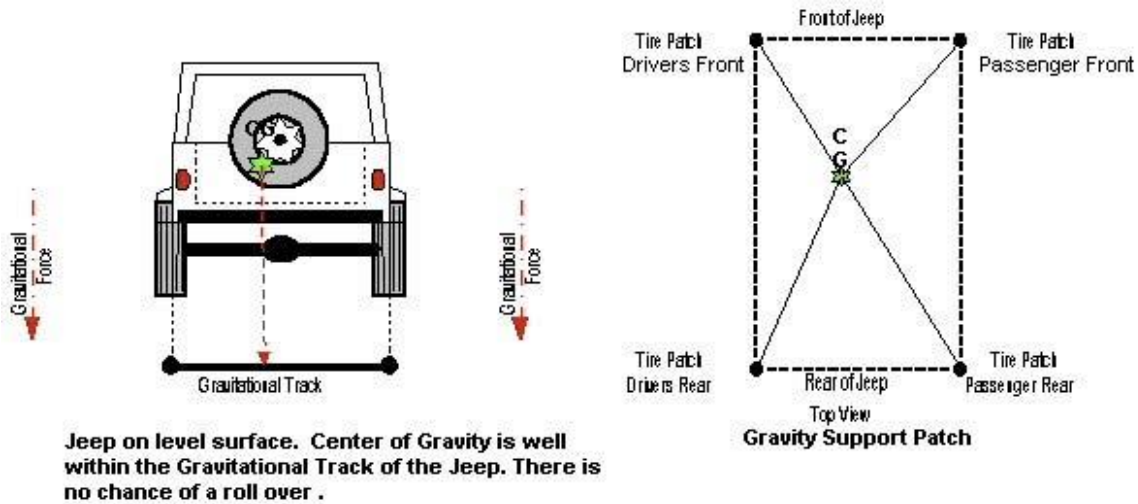
Anatomy of a Roll Over

If you position your Jeep in such a way that the Center of Gravity is moved outside the gravity support structure of your tires, your Jeep will become unstable and will

roll.

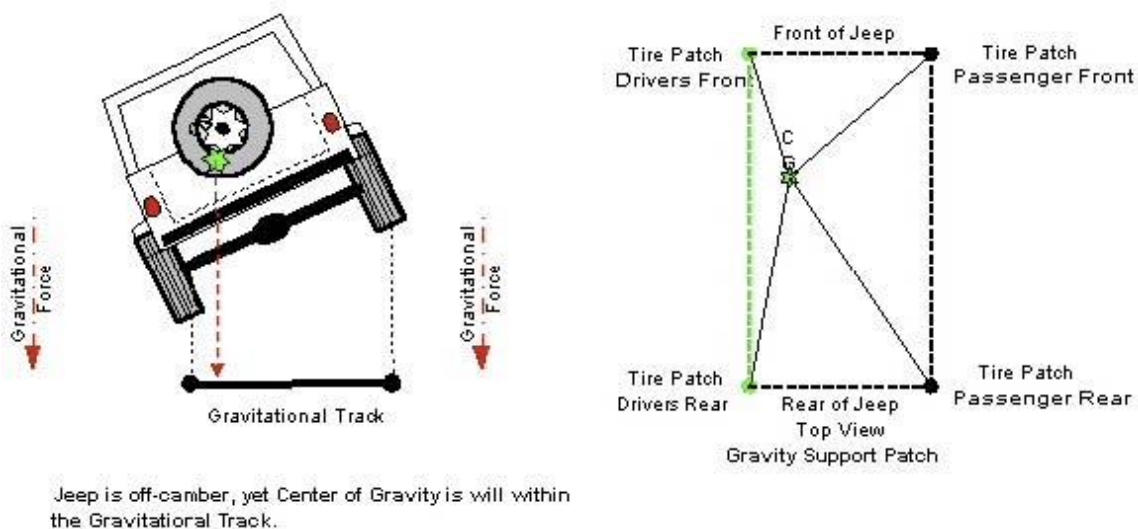
Let's look at this from another view, from the rear.

When your Jeep is on level ground looking from the back the Center of Gravity is contained between the driver and passenger side tires, or in other words, within the gravitational support structure.

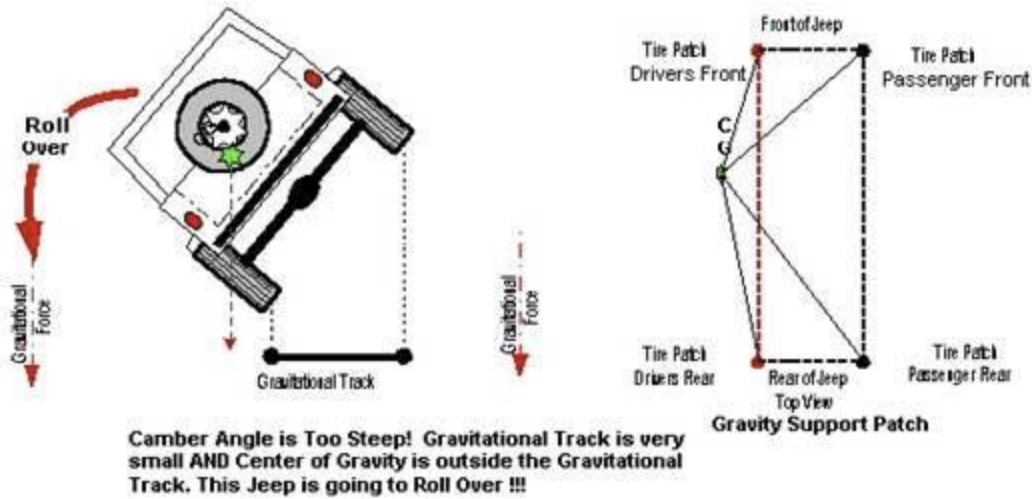


As your Jeep is positioned somewhat off-camber to the driver's side, the Center of Gravity (CG) will move closer to the edge of the gravitational support structure (green line).

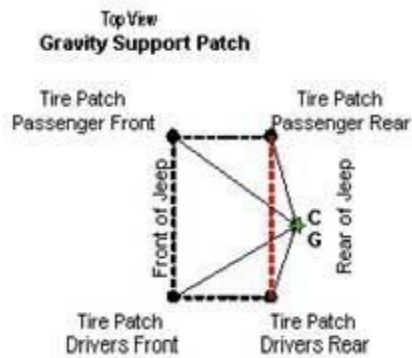
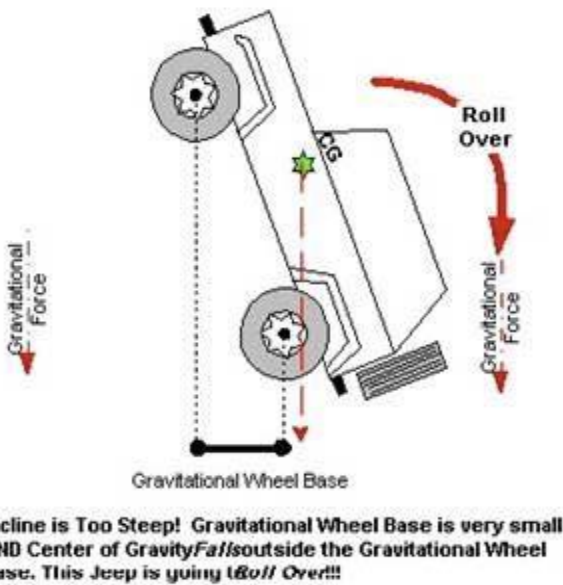
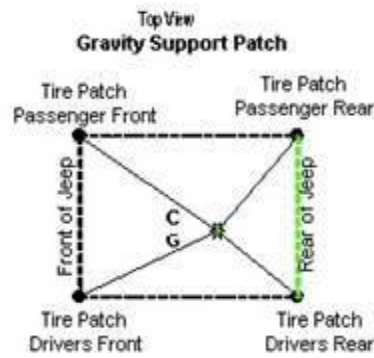
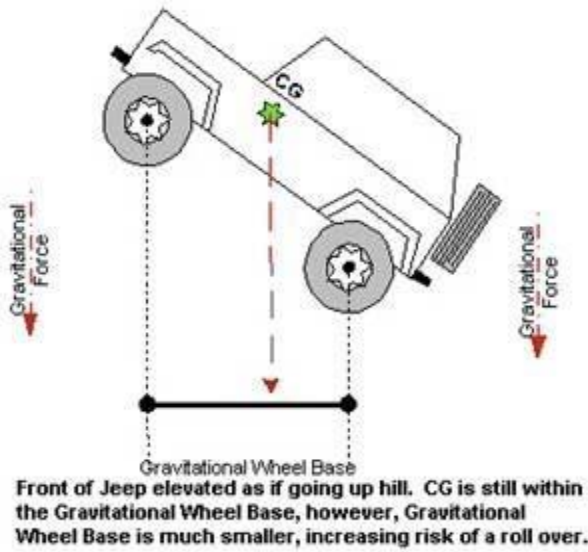
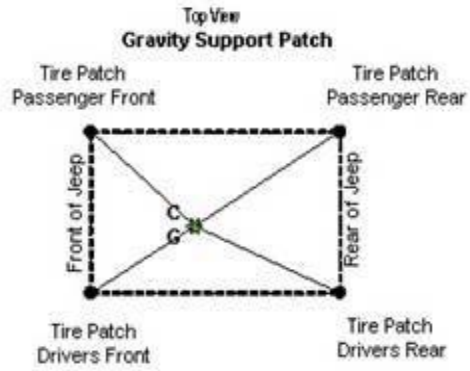
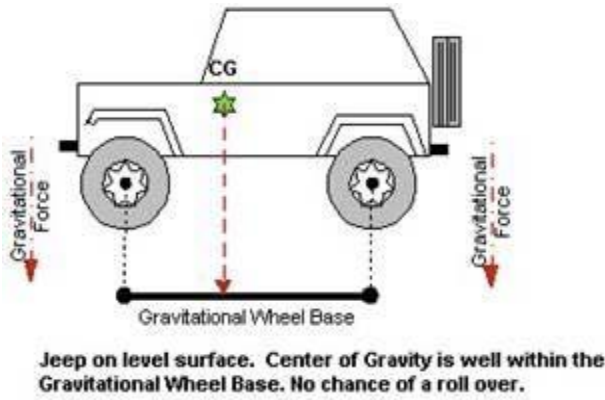
Note that the Center of Gravity did NOT MOVE in relation to the Jeep itself.



If you position your Jeep too far off-camber, the Center of Gravity will move outside the gravitational support structure (red line) created by your tires and your Jeep will roll.



So, why do we roll? We roll because the Center of Gravity is no longer balanced under our “preferred gravity support structure” formed by our tires! This is a basic law of Physics. The Center of Gravity is always balanced (contained) within the gravitational geometry of some support structure. If the Center of Gravity is moved outside one structure (your tires), the Center of Gravity will be supported by another support structure. (Like the side of your Jeep!) Here is what this looks like for a rearward roll over.



Similar drawings for a passenger side roll over and a forward direction roll over could be drawn.

As you now know, the Center of Gravity can be moved outside the gravitational geometry of the support structure formed by the tires. When this happens, the Jeep will roll. But when will this happen? This will happen at a certain angle in each of four directions, based on the location of your Jeep's Center of Gravity. Here's how to calculate these angles for your Jeep.

Calculating Roll Over Angles

If you have done the work to determine where the Center of Gravity is located for your Jeep you have all the information you need to calculate your four roll over angles.

Please note the formulas that follow contain the trigonometry function of Arc Tangent. Nearly all calculators contain the arctangent function, or you can ask Google to do the conversion for you. The Arctangent function presents a solution in "Radians". Radians are then converted into "Degrees" through the use of a published standard mathematics table, or (which I recommend), you can ask Google to do the conversions for you.

Side Roll Over Angle - WARNING!!!

As stated at the top of this write-up, this process will help you determine the Center of Gravity and Roll Over Angles for your Jeep "with a reasonable degree of accuracy".

However, I need to make you aware of a particular off-road condition and it's potential effects on Side Roll Over Angles. **This is important because it is NOT ADDRESSED in these formulas.**

I do know it is prudent to make you aware of any potential that could DECREASE your Side Roll Over Angles and present you with a rather unpleasant surprise.

PLEASE READ THIS!

The formulas for Driver and Passenger Side Roll Over Angles DO NOT take into consideration or calculate the potential effect of the down-slope tires "rolling, sliding or tucking" under the wheels. They also do not consider the effect of using gas throughout the day, which changes the center of gravity height.

How much your tires may "tuck" under the wheels will depend on tire size, profile, air pressure, sidewall strength and slope of the angle. When tires "tuck" under the wheels two physical events occur.

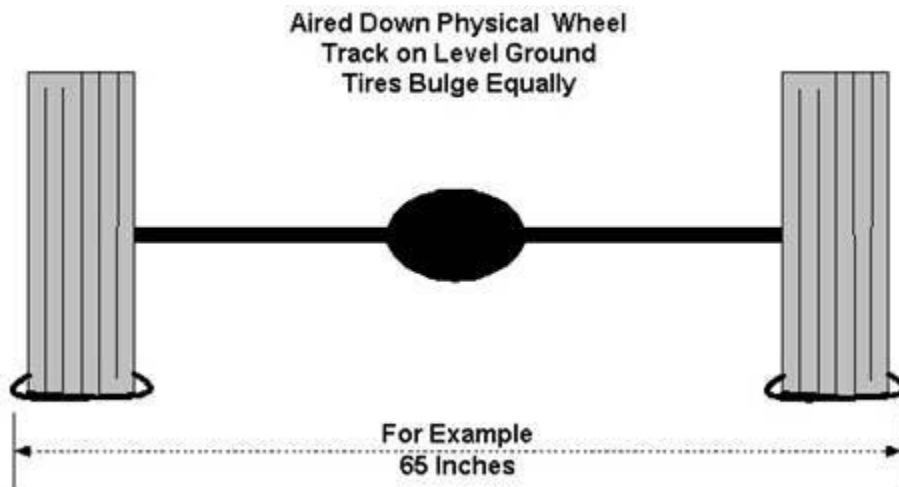
1. The Physical Width of your Jeep's Wheel Track is shortened.

This, in combination with the angle your Jeep is on, will result in an UNKNOWN DECREASE in Roll Over Angle! (This is NOT Good.)

2. The Vertical Height of your Jeep's Center of Gravity will be lowered.

This will result in an UNKNOWN INCREASE in Side Roll Over Angle. (This is Good.) However, as you use gas, the tank, which generally starts out lower than the Center of Gravity, becomes lighter with time. This effectively raises the center of gravity, which lowers the side roll over angle. Please note that there is not a simple means of calculating these effects.

Here are two drawing in which I believe you will get a clearer picture of what is going on when a tire tucks under your wheels. Please look closely at the down slope tires.

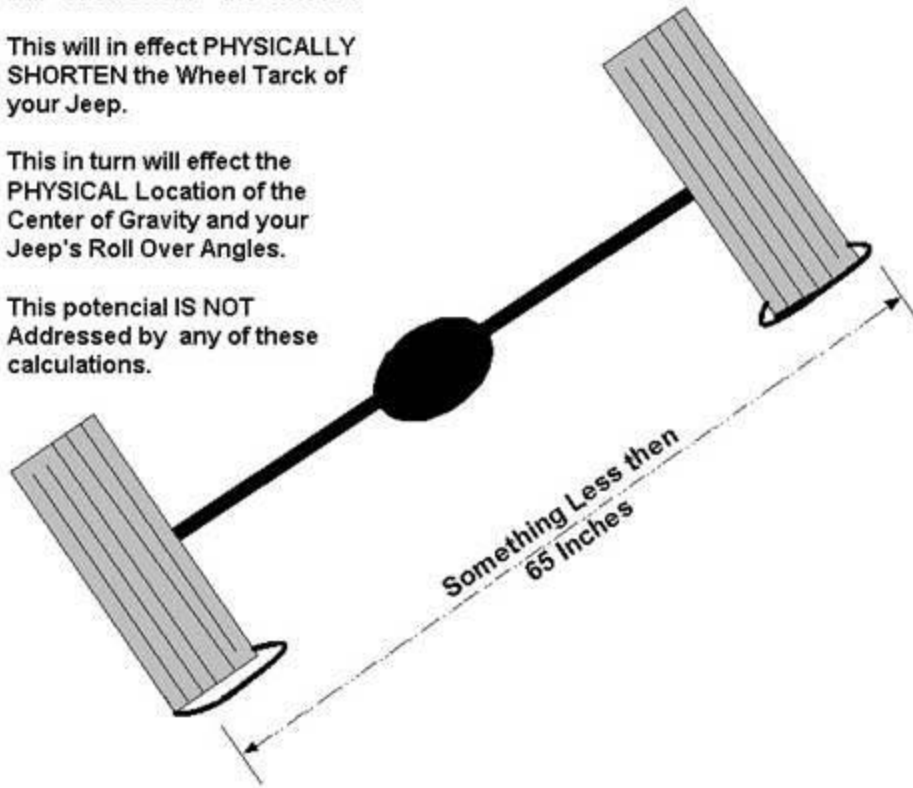


When aired down and your Jeep is on a slope THERE IS A POSSIBILITY the down hill tires will "Tuck Under" the wheels.

This will in effect PHYSICALLY SHORTEN the Wheel Tarck of your Jeep.

This in turn will effect the PHYSICAL Location of the Center of Gravity and your Jeep's Roll Over Angles.

This potential IS NOT Addressed by any of these calculations.

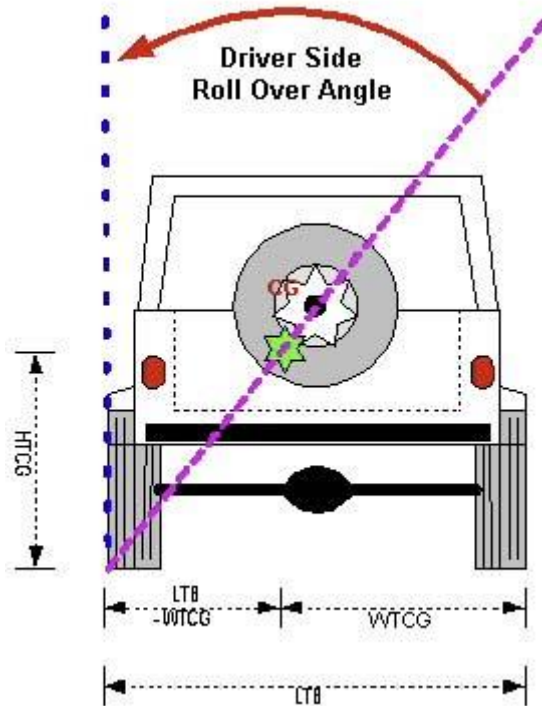


And now, on to the calculations that we really care about and can use.....

Driver Side Roll Over Angle "DSROA"

What we will be determining is how many degrees to the left you can take your Jeep before the Center of Gravity extends outside the gravitational support structure formed by the tires.

Here is a drawing of what we are going to solve.



The vertical blue line represents the vertical pull of gravity on your Jeep. It intersects the angled pink line, which runs between the outer edge of the driver side tire and the Center of Gravity of your Jeep.

The angle that is formed between these two lines is the Driver Side Roll Over Angle.

Here is the formula we will use to calculate the **DSROA**.

$$\text{DSROA} = \text{DEGREES} (\text{ATAN} ((\text{LTB}-\text{WTCG})/\text{HTCG}))$$

Example:

$$\text{DSROA} = \text{DEGREES} (\text{ATAN} ((65-36.56)/32.80))$$

$$\text{DSROA} = \text{DEGREES} (\text{ATAN} (28.44/32.80))$$

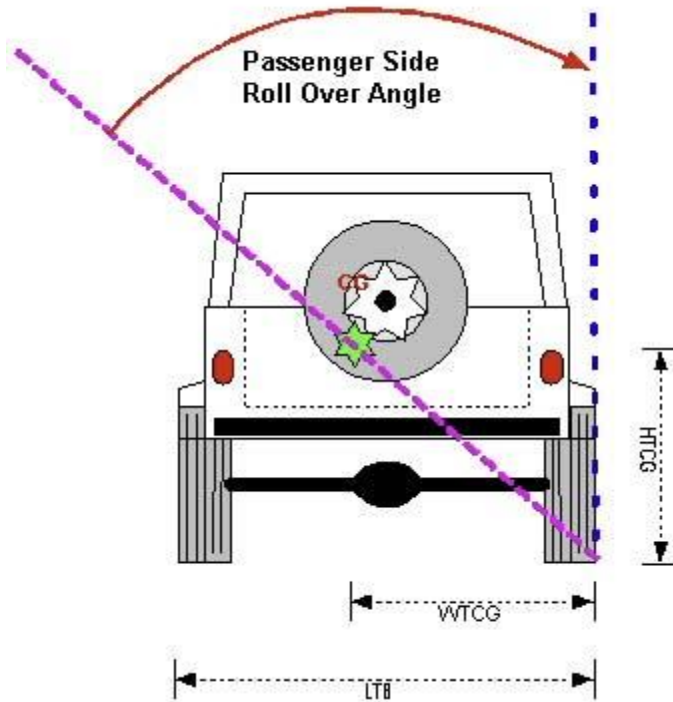
$$\text{DSROA} = \text{DEGREES} (\text{ATAN} (0.8670731))$$

$$\text{DSROA} = \mathbf{40.92 \text{ Degrees Left} = \text{Driver Side Roll Over Angle}}$$

Passenger Side Roll Over Angle “PSROA”

What we will be determining is how many degrees to the right you can take your Jeep before the center of gravity pierces the vertical plan of gravity and extends outside the gravitational support structure of your tires.

Here is a drawing of what we are going to solve.



The vertical blue line represents the vertical pull of gravity on your Jeep. It intersects the angled pink line, which runs between the outer edge of the passenger side tire and the Center of Gravity of your Jeep.

The angle that is formed between these two lines is the Passenger Side Roll Over Angle.

And here is the formula we will use to calculate the **PSROA**.

$$\text{PSROA} = \text{DEGREES} (\text{ATAN} (\text{WTCG}/\text{HTCG}))$$

Example:

$$\text{PSROA} = \text{DEGREES} (\text{ATAN} (36.56/32.80))$$

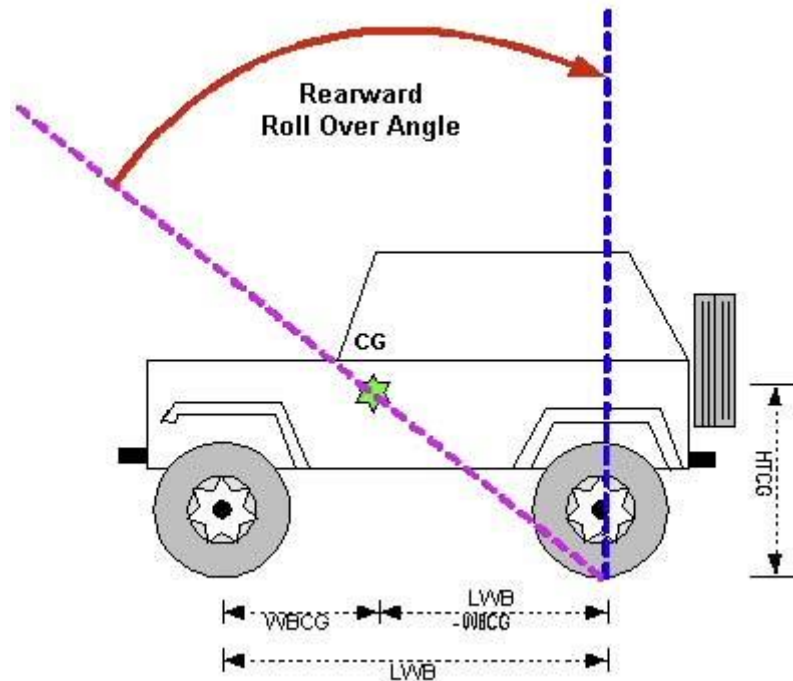
$$\text{PSROA} = \text{DEGREES} (\text{ATAN} (1.1146341))$$

$$\text{PSROA} = \mathbf{48.10 \text{ Degrees Right} = \text{Passenger Side Roll Over Angle}}$$

Rearward Roll Over Angle “RWROA”

What we will be determining is how many degrees to the rear you can take your Jeep before the center of gravity pierces the vertical plan of gravity and extends outside the gravitational support structure formed by the tires.

Here is a drawing of what we are going to solve.



The vertical blue line represents the vertical pull of gravity on your Jeep. It intersects the angled pink line, which runs between the centerline of the rear tire patch and the Center of Gravity of your Jeep.

The angle that is formed between these two lines is the Rearward Roll Over Angle.

And here is the formula we will use to calculate the **RWROA**.

$$\text{RWROA} = \text{DEGREES} (\text{ATAN} ((\text{LWB}-\text{WBCG})/\text{HTCG}))$$

Example:

$$\text{RWROA} = \text{DEGREES} (\text{ATAN} ((95-43.54)/32.80))$$

$$\text{RWROA} = \text{DEGREES} (\text{ATAN} (51.46/32.80))$$

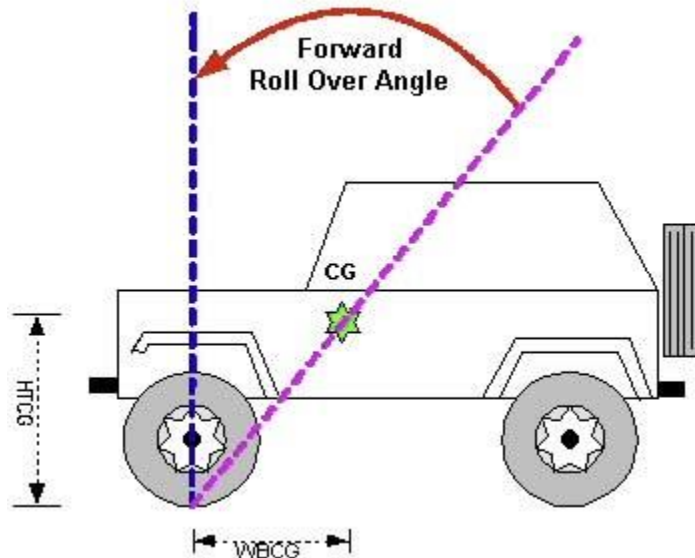
$$\text{RWROA} = \text{DEGREES} (\text{ATAN} (1.5689024))$$

$$\text{RWROA} = \mathbf{57.49 \text{ Degrees Backward} = \text{Rearward Roll Over Angle}}$$

Forward Roll Over Angle “FWROA”

What we will be determining is how many degrees to the front you can take your Jeep before the center of gravity pierces the vertical plan of gravity and extends outside the gravitational support structure formed by the tires.

Here is a drawing of what we are going to solve.



The vertical blue line represents the vertical pull of gravity on your Jeep. It intersects the angled pink line, which runs between the centerline of the front tire patch and the Center of Gravity of your Jeep.

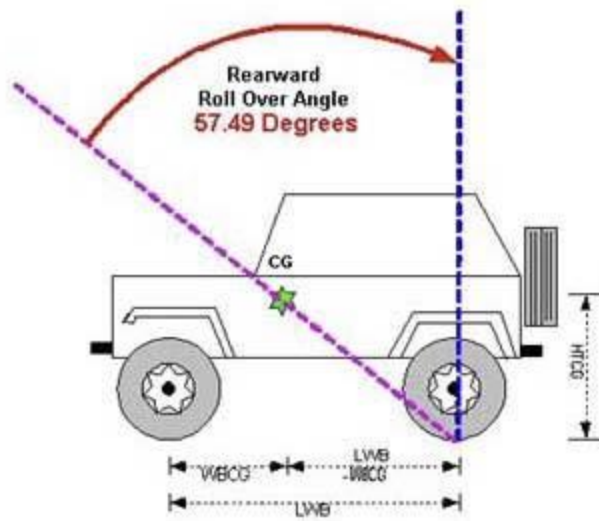
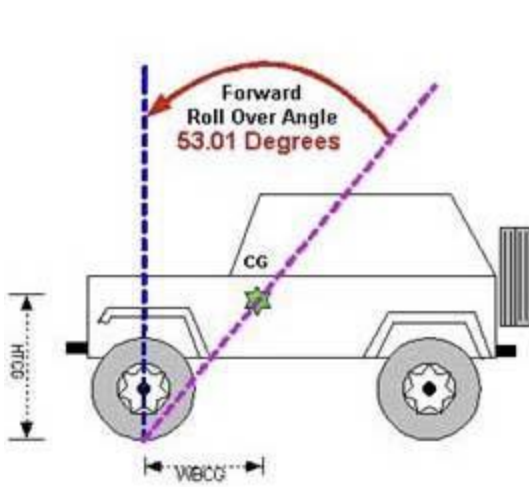
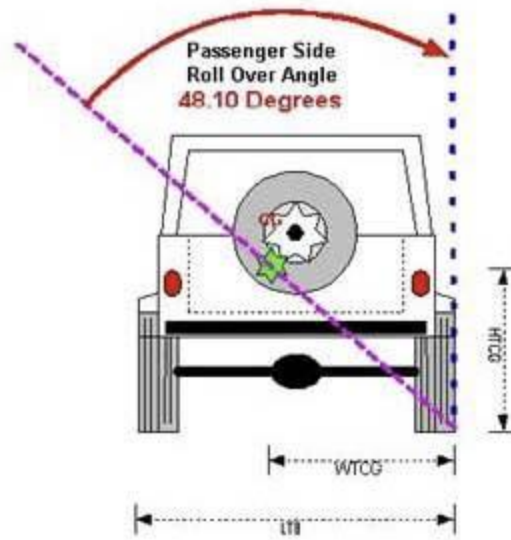
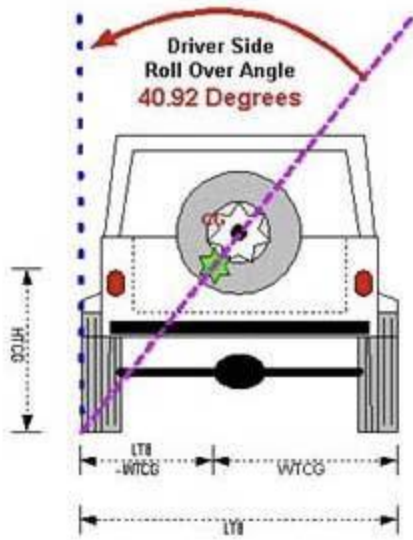
The angle that is formed between these two lines is the Forward Roll Over Angle. And here is the formula we will use to calculate the **FWROA**.

$$\text{FWROA} = \text{DEGREES} (\text{ATAN} (\text{WBCG}/\text{HTCG}))$$

$$\text{FWROA} = \text{DEGREES} (\text{ATAN} (43.54/32.80)) \quad \text{FWROA} = \text{DEGREES} (\text{ATAN}$$

$$(1.327439)) \quad \text{FWROA} = \mathbf{53.01 \text{ Degrees Forward} = \text{Forward Roll Over Angle}}$$

Summary of the roll over angles we just calculated for our fictional Jeep will look like this.



The Higher the Roll Over Angle the Better!

Think of the Roll Over Angle as a buffer, the defined operating range in all four directions where your Jeep will remain stable and unlikely to roll over.

The greater this range (angle), the more you will be able to “safely conquer” in your Jeep.

Can you see the relationship between the physical location of the Jeep’s Center of Gravity and the Jeep’s gravitational support structure (tire patches)?

The greater the horizontal distance between your Jeep’s Center of Gravity and the tire patch, the greater the Roll Over angle will be.

Can you see the relationship between the Height of the Center of Gravity and each Roll Over Angle?

The lower you can get your Jeep’s Center of Gravity to the ground, the greater all of your Jeep’s Roll Over Angles will be.

Conversely, if you raise your Jeep’s Center of Gravity you will decrease all of your Jeep’s Roll Over Angles.

Tuning your Jeep’s Roll Over Angles

Now that you know how to calculate the Center of Gravity and the Roll Over Angles for your Jeep the question becomes “What to do with this information?”

Well one thing you can do is “tune” your Jeep to get the Center of Gravity and Roll Over Angles more to your liking.

Here are a few of the many actions you can take to “tune” your Jeep’s Center of Gravity and Roll Over Angles. We’ll look at each of these individually.

- Lengthen wheelbase and/or wheel track
- Redistribute Physical Weight
- Lower Location of Physical Weight
- Remove Unneeded Weight
- Apply or Remove Cantilevered Weight

Lengthen the Wheel Base or Widen the Wheel Track

This action will increase the size of the gravitational support structure on which the Center of Gravity is balanced and increase your Jeep’s Roll Over Angles. (Good)

Lengthening the wheelbase or widening the wheel track is something akin to putting outriggers on a canoe. They help keep it from turning over.

Weight Tuning

The next four examples all deal with weight. To best understand these, it would be helpful to have a general understanding of the effects of “weight placement” on your Jeep.

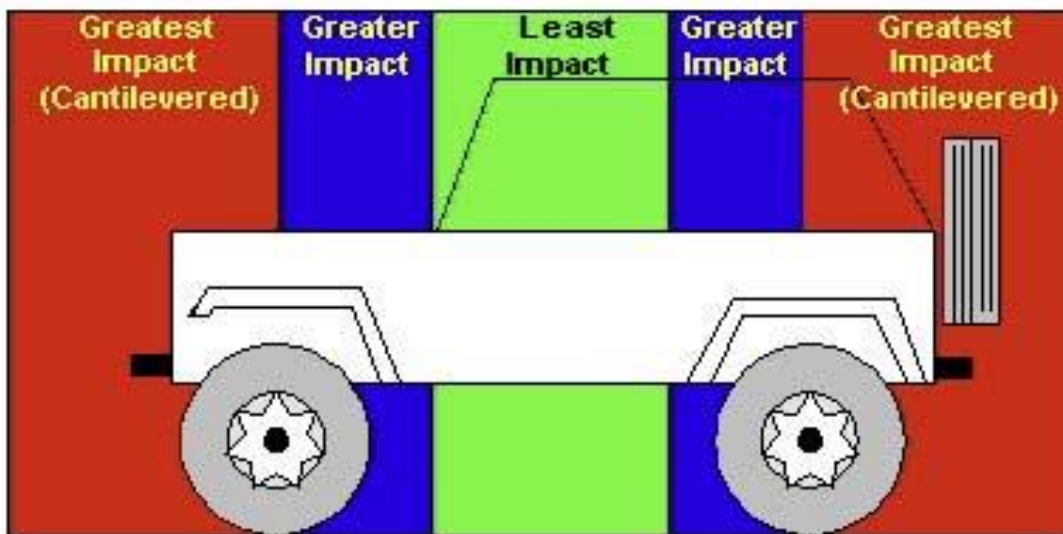
Where weight is placed along the wheelbase of your Jeep, or even outside the wheelbase of your Jeep, will have significant effects on the weight carried by each axle. This will affect the location of the Center of Gravity and your Jeep’s Roll Over Angles.

The closer weight is located to the center of your Jeep’s wheelbase the more equally that weight will be distributed on both axles. (See Green Zone in drawing below.)

As the weight is moved closer to one of the axles, a higher percentage of weight will be placed on that axle and a smaller percentage of weight will fall over the axle farthest away. (See Blue Zones)

Things get really interesting when we hang, or cantilever, weight beyond your Jeep’s wheelbase. Cantilevered weight has the most dramatic effect on the weight distribution, especially when you only hang weight on one end (like a huge tire or extra gas on the back). (See Red Zones.)

Weight Placement and Weight Effects on Axles



You can take all of this on faith without an adequate explanation, or you can go back and recalculate different scenarios for your Jeep.

Redistribute Physical Weight

Redistribute physical weight from one part of your Jeep to another part. This will move the Center of Gravity in the direction you are moving the weight and away from the location where the weight came from. This will alter Roll Over Angles. (Could be good, or not so good, depending on where you put the weight.)

Lower the Physical Location of Weight

Any time existing weight can be lowered you will lower the Center of Gravity of your Jeep.

A lower Center of Gravity will create greater Roll Over Angles. (Good.)

Remove Unneeded Weight

Removing unneeded weight will affect the height of your Jeep's Center of Gravity.

However, be aware! Removing weight can either raise or lower the height of your Jeeps Center of Gravity.

* Weight you remove that was **BELOW** the original Height of the Center of Gravity will cause the new Center of Gravity to rise. (Think removing your skid plates, or using gas out of your tank.)

As the Center of gravity goes up, the Roll Over Angles will Decreases (Not good).

* Weight that you remove that was **ABOVE** the originally Height of the Center of Gravity will result in a new lower Center of Gravity. (Think removing a hard top.)

If the Center of Gravity goes down, the Roll Over Angles will increase. (Good!).

Apply or Remove Cantilevered Weight

This is real interesting weight placement. Any weight hanging in front of the front axle or behind the rear axle is called cantilevered weight. Cantilevered weight has a "force multiplying" effect on the weight distribution over your axles and on the location of your Jeep's Center of Gravity.

There are two unique physical effects of cantilevered weight.

1. Cantilevered weight will increase the weight on the nearest axle by an amount **GREATER** than the actual weight being added.

2. Cantilevered weight will cause a fractional DECREASE in the weight on the axle farthest away.

The effects of cantilevered weight on your Jeep can be calculated prior to actually adding the weight. Here are the data elements you will need and the formulas to calculate the effects of cantilevered weight. In this example we will add a winch and mounting plate to the front of a Jeep.

AddW = 150 lbs = Weight of winch and mounting plate

CantD = 26 inches = Distance to front axle center from center of the winch plate. (You really want the distance from the axle center to the center of gravity of the winch, but measuring to the center of the winch plate will be OK for this example.)

LWB = 95 inches = Length of the Jeep's Wheelbase

Here is a formula that can be used to determine the weight that will be added to the front axle as a result of mounting a 150 lb winch on the front bumper.

$$(\text{AddW} * \text{CantD}) / \text{LWB} + \text{AddW} = \text{Weight added to front axle}$$

Example:

$(150 * 26) / 95 + 150 = \text{weight added to front axle}$

$(3900 / 95) + 150 = \text{weight added to front axle}$

$41.05 + 150 = \mathbf{191.05 \text{ lbs added to front axle}}$

And here is the formula to determine the how much weight will be removed from the rear axle as a result of mounting this winch on the front bumper.

$$(\text{AddW} * \text{CantD}) / \text{LWB} = (\text{Weight removed from Rear Axle})$$

Example:

$$(150*26)/95 = (3900 / 95) = \mathbf{41.05 \text{ lbs of weight removed from rear axle}}$$

In summary, the winch and mounting plate added a total of 150 lbs of new weight to the Jeep. However, because of this weight's cantilevered placement the effects on the front and rear axle weights are far greater than 150 lbs.

- Front axle weight goes up by 191 lbs. That is 27% more weight than the winch and mounting plate actually weighs.
- The rear axle received a weight reduction of 41.05 lbs because of the leverage effect of the cantilevered weight.

- The Jeep's Wheelbase Center of Gravity was also changed. It was shifted forward toward the front axle by a multiple of the weight added.

If you care to you can go back and recalculate the new WBCG by adding and subtracting these weights from the front, back and total of our example Jeep. You will see that the Wheelbase Center of Gravity has indeed been moved forward as a result of mounting the winch on the front bumper.

Anyway, I know that this was a lot of information, but its because calculating your rollover angles is complex. Of course, the other option (not recommended) is to find a steep hill and determine the rollover angle through a few experiments.

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



Redneck Engineering

Here's our monthly Redneck Engineering Inspiration.....

If you add any weight to the back of your Jeep, make sure the suspension is heavy enough to carry it.....



KEEP PUBLIC LANDS OPEN TO THE PUBLIC

NM4W Officers

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<p>Treasurer Bob Provance 505-238-8225 tr@nm4w.org</p>	<p>Program Chairman Tracey Bakewell 505-250-3876 pc@nm4w.org</p>	<p>Historian Jennifer Chapin 305-333-3375 hi@nm4w.org</p>
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Web Site Administrator Don Roy, wa@nm4w.org
 Newsletter editor, Phil Rodacy, ed@nm4w.org
 Club Lawyer, Karen Grohman





June 1, 2019

Trail Tales

Official Newsletter
of the
New Mexico 4-Wheelers



www.nm4w.org

Meeting Minutes

May 11, 2019

by NaDeen F. Jackson



The meeting was held at the home of Jack and Cathy Dickey in Los Lunas, New Mexico. President Frank G. Whiston called the meeting to order at 6:06 pm.

GUESTS: Landon Jones, Christine Kittrell, Cory Kittrell, Jeanie Moore, Jeri Pulliam, Tom Pulliam, and John Saldana.

MEMBERS PRESENT: Cheryle Bakewell, Tracy Bakewell, Jeff Boggs, Paula Boggs, Cathy Dickey, Jack Dickey, Shirley Godfrey, Karen Grohman, Brian Leist, Michele Leist, Bob Norton, Jack Nutter, Don Owen, Bob Provance, NaDeen Roland, Chris Sears, Beth P. Steele, Richard Steele, Jim Werkmeister, and Frank G. Whiston.

SECRETARY'S REPORT - NaDeen F. Roland. Meeting minutes from April were accepted as published.

TRIP CHAIRMAN'S REPORT - Travis Bakewell, absent. Report by Frank G. Whiston.

PAST EVENTS:

April 13 to April 21 Easter Jeep Safari in Moab, Utah led by Red Rock 4-Wheelers, Inc.

April 14 Easy Day at Gordy's led by Don Roy. Don said there were 8 vehicles and 10 people. It was a good day.

April 29 Greater Santa Fe Recreational Partnership Workshop Meeting #2 at the Santa Fe Community College. Frank explained how the trails that the public want created or want re-opened or could be closed in the future are discussed.

PRESENT EVENTS:

May 11 to May 17 Green River 2019, Cliff Meier, trip leader. Meet at Shady Acres RV Park, Green River, Utah

UPCOMING EVENTS:

May 17 to May 19 Overland Expo West at Ft. Tuthill County Park in Flagstaff, Arizona

May 18 Go Topless Day 2019 A leader is needed for this ride.

May 31 to June 2 NMOHVA's 2019 Seven Trails of Gold Event in Grants, New Mexico. Most of the club will be staying at the KOA.

June 15 at 4:00 p.m. 2019 Club Picnic and Meeting Cheryle Bakewell, host. Oak Flats Group Picnic Area, Sandias

VICE PRESIDENT'S REPORT - Cliff Meier, absent. Report by Don Roy. Don went over the point system and how it relates to becoming a member. He also explained the duties of the Sheriff and the fine system. He expressed his disappointment with how few entries there were on the Sheriff's Page on the club website. Due to the lack of members reporting other members who should be fined, the page has been removed.

TREASURER'S REPORT - Bob Provance. \$8,567.21 is in the savings account. \$1,838.02 is in the checking account.

PROGRAM CHAIRMAN'S REPORT - Tracy Bakewell. The raffle tickets, merchandise and anything else he said he should have brought to the meeting, he didn't bring because he has not been home all day. Just call him if there is merchandise you want to buy. Also, keep in mind the online store which can be accessed through the club's website.

EDITOR'S REPORT - Phil Rodacy, absent. Frank said if you are working on a vehicle or have been to any events, write a story and turn it in to Phil.

WEBMASTER'S REPORT - Don Roy. He has been working on "under the cover" changes.

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT - Bobbie Moore, absent. No report.

HISTORIAN'S REPORT - Jennifer Chapin, absent. No report.

OLD BUSINESS

A host is still needed for the August meeting. Landon Jones said his mom's home has plenty of land so maybe he can host the August meeting.

The club will be resuming some projects. We got the green light for the burned car extraction. We will possibly chop it up to get it out. A fire department agreed to come out and stand by as the vehicle is being chopped up and removed. We will take it to a metal recycler, and the club gets the profits. The VIN is even burned so there should be no issues as far as title and ownership. We will do this extraction after the Grants event but before monsoon season begins. As a list of people is being compiled, it will be considered a "members only" event.

Del Albright Course - Frank has been busy so he still has a couple more modules left. Otherwise, nothing has changed.

For the NMOHVA Grants Event, our club is helping out with the four wheelers portion of the event. There is a need for more trail leaders. There won't be more than 45 vehicles. This is a fundraising event with a \$50 admission. There are GPS tracks available. Some participants will be at the Quality Inn. There are no details yet regarding the Saturday night dinner. NMOHVA will probably keep attendees updated.

SOPs (Standard Operating Procedures) - Don Roy was reading up on the SOPs and realized it needed updating. Newsletters are no longer being mailed out. Guests used to have to put in writing that they wanted to become a member of the club. Frank said the draft of the SOPs could be uploaded, sent to members, and ask for their recommendations before the June meeting.

Jeff Boggs wanted further details on the Greater Santa Fe Recreational Partnership Workshop meetings. Frank gave a brief synopsis, and he recommended people go online and give their feedback.

NEW BUSINESS:

Landon Jones was a guest that was eligible and present for membership. A vote to accept him as a member.

Jack and Cathy Dickey were thanked for hosting the potluck and meeting

MEETING ADJOURNED at 6:51 p.m.

Please check the website for new runs or changes in events, trip times, locations and leaders.



President's Report

By Frank G. Whiston

June Already!?! Looking forward to the Annual Picnic that's coming up on the 15th.

It is time to start thinking about a couple things. First, we will open up voting for 4-Wheeler of the year. Look for the banner on the website to cast your vote. This is the club's chance to recognize that member who went the extra mile for the club this past year and your vote is anonymous.

Second, it is time to elect new officers in July. We could really use some new blood. Tracy, Cliff, Jennifer, Bobbie, and I have served many terms on the board and would gladly help someone transition into any of our roles. We all love the club and we all would love to see new faces and ideas come forward. Please consider serving on the board.

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



Vice President's Soap Box

By Cliff Meier

There is no Vice-President's report this month.

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Bobbie Moore

There is no Environmental Affairs report this month.

LEAD A RUN AND GET A DISCOUNT ON DUES



Forest Fire Season is Just around the Corner

Contributed by Jennifer Chapin

Well, folks, as you know, our summers are typically very dry and forest fires are a big concern. Make sure you drive safely and do your part to prevent fires. Don't smoke outside of your vehicle. Don't park on dry grass where your hot exhaust system can ignite the dry weeds. Make sure all campfires are completely out. In other words, use common sense when venturing outdoors. In addition, teach your children how to prevent fires. Print out the two following pages, give them to your kids, and talk to them about the great outdoors.





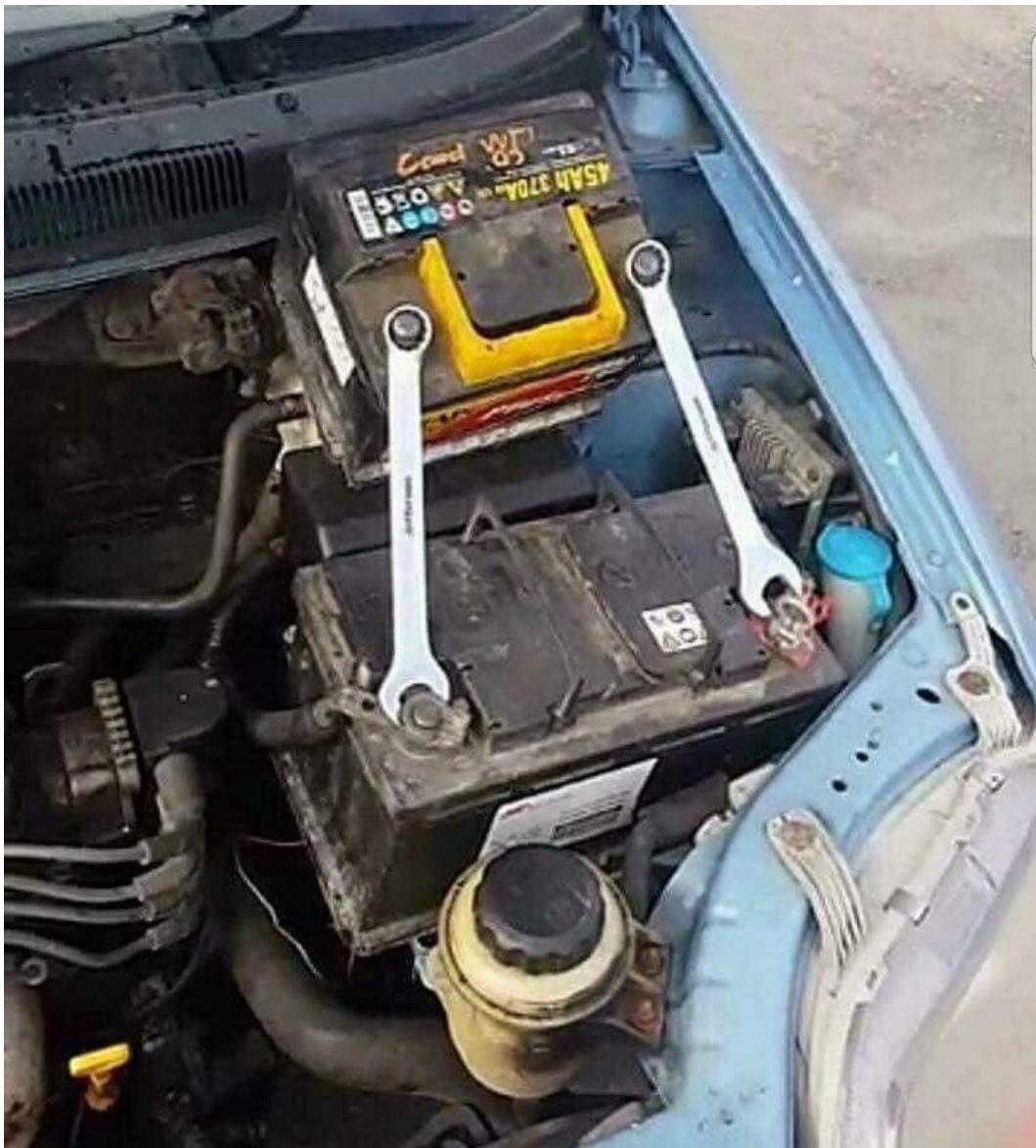
**Thinking about going on a ride, but not sure if
you can handle the trail?
Call the trip leader to find out.**



Redneck Engineering

Here's our monthly Redneck Engineering Inspiration.....

If you add a winch or other high current draw accessory to your Jeep, you may want to consider adding a second battery.....

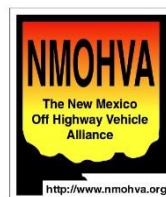


KEEP PUBLIC LANDS OPEN TO THE PUBLIC

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July 1, 2019

Trail Tales

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www.nm4w.org

Meeting Minutes

June 15, 2019

by NaDeen F. Roland



The meeting was held at Oak Flats Group Picnic Area in Tijeras, New Mexico.

President Frank G. Whiston called the meeting to order at 5:55 pm.

GUESTS: Arno Granados, Julius Matai, Sault Matai, Suzan O’Larick, Debbie Rice, and Robin Rice.

MEMBERS PRESENT: Cheryle Bakewell, Cody Bakewell, Tracy Bakewell, Cathy Dickey, Jack Dickey, Shirley Godfrey, Karen Grohman, Ed Kausche, Lyn Kausche, Brian Leist, Michele Leist, Joseph Miranda, Kim Miranda, Jack Nutter, Don Owen, Bob Provance, Carol Provance, NaDeen Roland, Don Roy, Chris Sears, Beth P. Steele, Richard Steele, Wayne Sullivan, Beth Whiston, and Frank G. Whiston.

SECRETARY’S REPORT - NaDeen F. Roland. Meeting minutes from May were accepted as published.

TREASURER’S REPORT - Bob Provance. \$1,838.02 is in the checking account. \$8578.03 is in the savings account. The grant obtained to move the derelict vehicle is in the PayPal account, making its balance \$250. Club dues, which are \$45 per member, are coming up in August. Issues are arising with the PayPal account such as PayPal wanting information that only the former treasurer, who set up the account, has knowledge of. PayPal has been useful for members paying their dues using that method. And just recently when the club obtained the \$250-grant, it would only take two to three days to receive the grant through PayPal verses several weeks to have a check cut. Therefore, a new PayPal account may need to be created.

TRIP CHAIRMAN’S REPORT - Travis Bakewell, absent. Report by Frank G. Whiston.

PAST EVENTS:

May 31 to June 2 NMOHVA’s 2019 Seven Trails of Gold Event in Grants, New Mexico. It was a very dusty event. Jack Dickey had a good time at McKenzie Ridge and Mt. Taylor. It was a tough trail but worth getting to the top. It rained coming back. Tracy Bakewell shared that Sedgewick was pretty once you got to the top, with beautiful scenery in the company of a wonderful group. Frank G. Whiston added that he led the Sedgewick trail the following day and got a little stuck in the snow on Mt. Taylor. KOA had dinners available for purchase as well as breakfast items. The parking was very nice for rigs and rvs. Tents and cabins were also available.

UPCOMING EVENTS:

June 16 at 9:00 am New Mexico Backing the Blue Event 20219 at 4120 Cutler Avenue NE in Albuquerque, New Mexico.

June 29 at 8:00 am Dead Car Extraction Frank G. Whiston, trip leader Lower Pine Trailhead.

July 27 to August 3 53rd Annual All 4-Fun Even Mile Hi Jeep Club, host Buena Vista, Colorado. Frank thinks spaces are still open for registration.

VICE PRESIDENT'S REPORT - Cliff Meier, absent in New Mexico but present in Alaska. Report by Don Roy. Don explained how to accumulate the points necessary to become a member of the club. Club dues are coming up soon. Tom and Jeri Pulliam are eligible for membership, but they are not present.

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT - Bobbie Moore, absent. Report by Frank G. Whiston. Today is the last day to make a Greater Santa Fe Trails comment. Frank sent out an email on the subject earlier today. We need to lobby for the opening of Tank Trap.

PROGRAM CHAIRMAN'S REPORT - Tracy Bakewell. Because Tracy is co-hosting this club picnic, there was no room in his truck to bring the merchandise. Please call if you are interested in buying anything or order merchandise online from the company listed on the club website.

HISTORIAN'S REPORT - Jennifer Chapin, absent. No report. Frank requested members upload their pictures on the website.

WEBMASTER'S REPORT - Don Roy. Six weeks ago he made a change to the applications. Then after a few complaints from applicants that it wasn't working, Don discovered it was indeed broken. Don apologized. Cheryl Bakewell told Don that he is doing a fantastic job as the club webmaster and NaDeen Roland concurred.

NEWSLETTER EDITOR'S REPORT - Phil Rodacy, absent. Frank said if you are working on a vehicle, have been to any events, or installed something in your vehicle, write a story and turn it in to Phil.

OLD BUSINESS:

Dead Car Extraction Frank told the story of the burned car's demise. We have permission from the forest service to get it out. We received a \$250-grant and an equipment loan donated by Leon Duggar's employer. Look at the pictures on the website. The extraction is on June 29th. Please look at the game plan written on the club calendar. Also, watch the weather reports because the forest service may not want us throwing sparks. The grant can cover food and water. Jack Dickey volunteered to be the operations manager. Cathy Dickey agreed to manage the safety.

NM4W Standard Operating Procedures (SOPs) Don Roy has been working with a Review Committee to clean up the SOPs. Please read the PDF of what was added and what has been removed. Any feedback you have can be sent to Don. The changes will be discussed at the July meeting.

The Greater Santa Fe Recreation Partnership Committee needs your input on why you want the Tank Trap Trail (NT169) and La Bajada Hill (NT134) available for four wheeling runs. Please use their website for your comments.

NEW BUSINESS:

The poll is on the website for 4 Wheeler of the Year.

Officer elections will be next month. All officer positions are open. The club could really use some new blood and fresh ideas.

The club needs to renew their membership with the United Four Wheel Drive Association. Do we want to do the \$1000 level? The rebate the club receives from 4 Wheeler Parts usually covers our support at the \$1000 level. A motion was moved and accepted to renew the membership at the \$1000 level. Bob Provance will send the payment.

The guests present are not eligible for membership.

Cody Bakewell is interested in Overland 4 Wheeling. He may put it on the club website any trips pertaining to that group for all those who wish to join him.

Cheryle and Tracy Bakewell were thanked for hosting the annual club picnic.

MEETING ADJOURNED at 6:49 pm.

Please check the website for new runs or changes in events, trip times, locations and leaders.



President's Report

By Frank G. Whiston

You know one of the things that I like best about this club? Whenever I have an idea and bring it forward, the people of this club make it happen. Case in point is the dead car extraction that we did. My advice to any member is to not just wait for something to happen. If you want to go on a ride somewhere, let your fellow members know. Chances are there is another member just looking for an excuse to get out. Please don't get hung up on any of the website formalities or anything else like that. Get out there and have fun. We can catch up with all that other stuff later.

LEAD A RUN - The trip leader is in control



Vice President's Soap Box

By Cliff Meier

There is no Vice-President's report this month.

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Bobbie Moore

There is no Environmental Affairs report this month.

LEAD A RUN AND GET A DISCOUNT ON DUES



The Long Jemez Ride

June 22, 2019

By Jeff Boggs

We had a good turn out for a ride in the Jemez Mountains. Eight 4x4's showed up at Walatowa Visitors Center and a beautiful day. NM4W members were, Jeff Boggs, trail leader for the day, Phil Rodacy, Donnie Walker, Tom Coston, tail gunner, and Greg St. John, who drove up from Los Lunas. Guests were Paul McKeever and Kevin Cox. They picked up a point for membership today. Steve (Last name?), from NM High Desert Cruisers joined in with us too. We drove north to Fenton Lake and beyond on 126, and turned south on FR 20. We got into low range and saw no one for the rest of the day, once we drove in a ways on FR 539B. This route is an overgrown road that wraps around Smokey Bear Hill.



I did some limb trimming from the driver's seat, but this route is tight and everyone got some new custom pin stripping added to their vehicle. We found a nice lunch spot around 12:30. and temps were around mid 60 degrees.

From there we went up to the top of San Miguel Mt and took in the views in all directions. We noticed a "prescribed burn" back near La Cueva, NM. It was very windy, so we can

hope this does not get out of hand. We added to our day by taking a long way back to the Gilman tunnels, finishing on FR 239. Close to 50 miles of dirt roads for the day earned this group an "Iron Butt Award".



Thanks to everyone that drove this route today. A great group of folks, no mechanicals, no wrong turns, nobody lost, and we all played nice together. Just what NM4W is about. By the way, this is the most beautiful the Jemez has been in years. If you like the color green, you had better get up there soon. All the little streams are running, too.

Hope we get some more rides in the mountains this summer.

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



7 Trails of Gold 2019
Three Days of Fun
By Phil Rodacy

The New Mexico Off Highway Vehicle Alliance (NMOHVA), in conjunction with the city of Grants, NM, sponsored the 7 Trails of Gold event. Last year, the event had to be canceled due to high fire danger. This year however, motorcyclists, ATVs and Jeep enthusiasts gathered to enjoy the hospitality of the city and explore the surrounding mountains. In addition to introducing people to new trails in the Grants area, NMOHVA added over 40 new members to the organization.

The New Mexico four wheelers explored a wide variety of trails, ranging from easy to extreme, including:

1. The Chain of Craters Backcountry Byway, was an easy 33 mile exploration through the El Malpais
2. The Railroads Lava and Mines tour, a 50 mile easy to moderate route associated with railroad logging and mining in Zuni mountains from 1892 through 1942

3. The Canyon Rinconada Overlook, which is a more difficult way to the top of Mount Taylor.
4. The Mount Taylor tour, another easy to moderate route, provided a convenient high altitude drive just a short ride from downtown Grants
5. A trip to Mount Sedgwick, the highest peak in the Zuni mountains was fairly long and often dusty, but the views from the top of the mountain were spectacular.
6. McKenzie Ridge, a trail in the Zuni mountains that is rated hard, travels through an area that is primarily rock with pine trees growing all of the cracks.
7. The Zuni Hard-Core Playground and extreme area, was enjoyed by the more adventurous Jeepers.

On Saturday evening, a barbecue was held for everyone at the Route 66 Junkyard Brewery. If you're ever in grants, you may want to stop in and check this place out. It used to be a junkyard is now a microbrewery, with its beers named after car parts. Old car parts and wrecked cars are found throughout the establishment for your viewing pleasure. The barbecue is really good, too.

In talking with the locals, it appears that there are even more trails available in the area. Hopefully the club can organize a couple of trips and go find them. Here are a few pictures that illustrate the variety of trails available in the area. More photos can be found in the NM4W gallery.





Mt. Sedgwick



Railroads Lava and Mines



Mt. Taylor Tour



Hard Core Playground



Burned Car Recovery

By Frank Whiston



Back in March of 2017 a late model 2WD Ford Escape was driven into the forest and through a private inholding and set on fire. After travelling the route that was traveled, it is hard to imagine the poor Ford was in any shape to get out of there without assistance anyway. It was most likely stolen, but law enforcement was not able to locate the vehicle identification number due to the severity of the fire. There was nothing but

metal, ash and some melted glass left. The vehicle became unidentifiable and abandoned property on the Cibola National Forest, and the Sandia Ranger District's responsibility to remove and dispose of. The Forest Service did not have the proper equipment or resources to remove the car themselves due to the location and rough terrain to get to it. Kerry Wood, Trails and Wilderness Program Manager, approached the club about this last year, but the dry conditions and investigation on the car did not allow us to work to remove the car then. On Saturday, June 29, 2019 the club showed up armed with two military trailers, a 4WD pickup and power tools. We arrived on scene at 9AM and quickly took to unbolting what we could. Battery, air, and generator powered impact drivers along with hand tools made quick work of the hood, hatch, and doors. Then the Sawzall and gas-powered cutting wheel were used to remove the powertrain. After that, it was cutting the shell into manageable pieces. The team broke for lunch courtesy of extremeterrain.com's Clean Trail Project Grant Program. After lunch, the car components were all loaded in the trailers and pickup. This fast and efficient team had it all loaded up by 2PM! Kudos to all that were involved.





Redneck Engineering

Here's our monthly Redneck Engineering Inspiration.....

After using the Sawzalls to disassemble the dead car, don't put them away. They're handy for a lot of other chores around the house.....



Keep PUBLIC lands open to the PUBLIC

NM4W Officers

<p>President Frank G. Whiston 505-681-0017 pr@nm4w.org</p>	<p>Vice-President Membership Chairman Cliff Meier 505-507-8188 vp@nm4w.org</p>	<p>Secretary NaDeen Jackson 505-918-6300 se@nm4w.org</p>
<p>Treasurer Bob Provance 505-238-8225 tr@nm4w.org</p>	<p>Program Chairman Tracey Bakewell 505-250-3876 pc@nm4w.org</p>	<p>Historian Jennifer Chapin 305-333-3375 hi@nm4w.org</p>
<p>Trip Chairman Travis Bakewell 254-423-8520 tc@nm4w.org</p>	<p>Environmental Affairs Bobbie Moore 505-203-1105 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
 Club Lawyer, Karen Grohman





Trail Tales



August 1, 2019

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

July 13, 2019

by NaDeen F. Roland



The meeting was held at the home of Tom and Jeri Pulliam in Rio Rancho, New Mexico.

President Frank G. Whiston called the meeting to order at 6:09 pm.

GUESTS: Beth Green, Dennis Green, Candace Knowlen, Jeri Pulliam, and Tom Pulliam

MEMBERS PRESENT: Deb Austin, Jeff Boggs, Shirley Godfrey, Brian Leist, Michele Leist, David McCollum, Patricia McCollum, Jack Nutter, NaDeen Roland, Chris Sears and Pam, Wayne Sullivan, Beth Whiston, Donna Whiston, Frank G. Whiston, and Frank R. Whiston

SECRETARY'S REPORT - NaDeen F. Roland. Meeting minutes from June were accepted as published.

PROGRAM CHAIRMAN'S REPORT - Tracy Bakewell, absent. No report.

TREASURER'S REPORT - Bob Provance, absent. Submitted via email on July 23, 2019 that the savings account has \$8,579.79 and the checking account has \$2,090.98.

TRIP CHAIRMAN'S REPORT - Travis Bakewell, absent.

PAST EVENTS:

June 16 New Mexico Backing the Blue Event 2019 Jennifer Chapin and Shirley Godfrey shared that it was nice to have a police escort on the interstate from the Sandia Resort and Casino to the rally. The hamburgers they had helped support the FOP Albuquerque Lodge 1.

June 22 Jemez Ride Jeff Boggs Seven vehicles went on this run that came before the burned car extraction. Jeff reported the road up to Fenton Lake was paved. They went up to Smokey Bear Hill where it is very overgrown. After lunch they went up the San Miguel Mountain before taking the long way back home. The group covered over 50 miles of off road travel, and each participant earned the coveted "Iron Butt Award".

June 29 Dead Car Extraction Frank G. Whiston Frank reported the burned car extraction went well. The car was cut up by lunchtime and packed into military trailers and out by 2 p.m. \$63 and some change was earned from the metal recycler.

UPCOMING EVENTS:

July 14 at 9 a.m. Jemez Ride Walatowa Visitor Center/Gas Station Jeff Boggs, trip leader Jeff said it will be sort of an exploratory run. Hopefully they will go through School House Mesa. Chris Sears agreed to help lead the run. The arrival cut off is at 9:30 a.m. as they head out the parking lot so please try to make it.

July 27 to August 3 53rd Annual All 4-Fun Event Mile Hi Jeep Club, hosting in Buena Vista, Colorado Frank stated that clubs have been working with the Forest Service to clean up avalanche debris before this event.

VICE PRESIDENT'S REPORT - Cliff Meier, absent, still in Alaska. No report.

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT - Bobbie Moore, absent. Frank reported that the forest plan revisions are on the NMOHVA website.

PROGRAM CHAIRMAN'S REPORT - Tracy Bakewell, absent, gone camping. No report.

HISTORIAN'S REPORT - Jennifer Chapin, absent. No report.

WEBMASTER'S REPORT - Don Roy, absent in New Mexico but present in the Caribbean. No report.

NEWSLETTER EDITOR'S REPORT - Phil Rodacy, absent. No report.

OLD BUSINESS:

NM4W Standard Operating Procedures (SOPs) - The changes have been made to make the SOPs up to date. Even though not very many members present have read the recently revised SOPs, a vote to accept the revisions was called for and accepted.

NEW BUSINESS:

- Annual club membership dues are due at the end of this month. Members present were welcome to submit their payment after the meeting to the club president who will later give it to the club treasurer.
- Four Wheeler of the Year voting is still open so go to the club website soon and vote. The poll will most likely be closed soon after Don, the club webmaster, returns from the Caribbean.
- New Sandia Ranger District projects are coming up. The Las Huertas Canyon project will be headed by Jennifer Chapin. There's also another possible project to paint over graffiti on the side of the road if the forest service supplies the paint.

- Calibers on Coors Blvd NW has invited the Club to participate in a four wheeler car show to be held in their parking lot. This event will be posted on the website soon.
- Today is the officer elections. All officer positions are available, but Trip Chairman and Vice President need to be filled since the members holding those positions have stepped down. Frank explained what each position entails. Jeff Boggs agreed to be the new Trip Chairman. Currently there is a vacancy for the Vice President position. A motion to accept all the officers was called for and accepted.
- Tom Pulliam and Jeri Pulliam were the guests present and eligible for membership. A vote to accept them as members was called for and accepted.
- Brian Leist said he spoke to Bob Provance about raising the fine from \$0.25 to \$1.00. Maybe the money raised could be used for something like raffling off artwork at the Christmas party. A vote to raise the fine to \$1.00 from \$0.25 was called for and accepted. Now the club just needs a vice president to be the Sheriff to carry out the new fine.
- As the new trip chairman, Jeff Boggs announced that we need more trip leaders. Jeff said you could coordinate a trip with him, and he will help. Jeff will help with the Point System as members and guests lead runs, and he will help leaders read a Motor Vehicle Usage Map.
- The October Chile Challenge is now open. There is a 12-point rating system. Frank recommends that if you have a stock vehicle, don't do anything above a 3. The Challenge is October 10 through October 12.
- The WE Rock Nationals in Farmington is during Labor Day weekend. Jeff stated that for \$60 you can do guided trail rides the weekend before, everything from easy to difficult. Jeff will post information from Cliff Hangers on our website. Dry camping, camping at the campground, and staying in Farmington are options when attending the Challenge.

Jeri and Tom Pulliam were thanked for hosting the potluck meeting at their new residence.

MEETING ADJOURNED at 6:55 p.m.

Please check the website for new runs or changes in events, trip times, locations and leaders.



President's Report

By Frank G. Whiston

As of this writing, we still have quite a few members who have still not paid their dues. It is now August and if you have not paid, you are past the deadline. However, we hold this month as a grace period, so we will not drop you yet. You can still pay at the club meeting, by mail, or online. Come September 1, you will be dropped from the membership roster if you fail to pay your dues.

School is about to start and my calendar is about to get really busy. Not all of you have school age children, so plan a club run. Don't let the formalities dissuade you, there are plenty of folks to help out with that. The main thing is to get out there and have some fun!

LEAD A RUN - The trip leader is in control



Vice President's Soap Box

By Cliff Meier

There is no Vice-President's report this month.

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Bobbie Moore

There is no Environmental Affairs report this month.

LEAD A RUN AND GET A DISCOUNT ON DUES



Jemez Trail Ride

Holiday Mesa Area

By Jeff Boggs

We got together on a Sunday morning, July 14, 2019, to do some trails on Holiday, Virgin and Stable Mesa, in the Jemez Mountains. Six 4x4's showed up. Jeff and Paula Boggs, Robert Meyers, Chris Sears and Pam, David and Patty McCollum, Dennis and Beth Green, and Larry Hasenbank.



Our goal was to explore as many of the forest roads on these mesas and canyons as we could. We got up on the first mesa and were greeted with signs that closed some of our choices, as there had been a controlled burn the previous week and some roads were still closed off. So, we went down FR 608 and checked out the roads in that area. We had the roads mostly to ourselves, as most campers were along FR 376. We did find a nice place for lunch. After lunch we came across several old log cabins from the early logging activities on these mesas. Chris said there are some Indian ruins on the south end

of FR 608, so we went down that way, but it was too late in the day to hike to them. Next time....

FR 608 is very rugged and has some steep climbs that our new members really got to practice some low range techniques. Dennis started having some trouble with his 96 XJ. We think it was vapor locking. Would run for a while and then die. Then restart and drive for a while and die again. We pampered it and they made it back to the pavement and headed home. All and all, a good trip, but there are many other FR's up there that need to be driven and relearned. Thanks to all who showed up and we are glad some of our new members and guests got to get up in the Jemez.



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



Cedro Peak Run

By Frank Whiston

On July 20, my girls had tickets for the Lavender Festival in town. That meant that I had most of the day to figure out how to entertain myself. I called a buddy to see if he could go on a Mtn. bike ride that morning, but he had a prior engagement. By



this time, it was the Wednesday prior, so I thought that I'd post a ride on the NM4W calendar. I ended up with a dozen vehicles! We had been hitting triple digit temps in town that week, so I wanted to keep it close by, and a morning outing. We looped around the Cedro Peak lookout tower via FR462, 13, and 547. I had forgotten how nice of a loop that is. Only one issue with a sliced sidewall and everything else went fine. We also played on the steps where we had removed graffiti a few years ago. Tom Coston showed how it was done in his MJ with open diffs. Check out his YouTube channel called Not My Jeep.





San Juan Explorations

By Phil Rodacy

From August 24 through August 28, 2019, two NM4W members met 2 couples from California, along with 2 couples from Colorado and a couple from Austin Texas for our annual visit to Ouray, Colorado. This was the 15th year in a row that we've met to enjoy the San Juan mountains. We had made reservations earlier this year, but we kept seeing reports that they were having trouble opening many of the trails due to the massive amounts of snow and avalanche debris on the trails. Indeed, when we left our homes, many of the trails were still closed, but there were enough open that the trip would still be worthwhile. We were just hoping that the reduced number of trails wouldn't mean that the ones that were open would be excessively crowded. It appears that a lot of people decided to skip wheeling in the San Juans this year because of the trail reports. Trail traffic was fairly light, and the local restaurants were not nearly as crowded as they were in previous years. Good news for us, but bad news for the local merchants who depend on the tourist trade.

We started out with a trip to Yankee Boy Basin since the fields are usually covered in wildflowers. This year, however, winter stayed late and there were only a couple of Columbines in bloom. The trail only open about 500 yards past restrooms after that there was a large snowbank blocking the road. On the way to Yankee Boy, the road was flanked in many places by 6-foot deep snowdrifts.

On the way back from Yankee Boy Basin we turned off to see how far we could get up Imogene Pass. On the way up Imogene, the numerous waterfalls were spectacular. I would estimate that there was between three and four times as much water in most of the falls there was last year. At this time, we were not able to get to the top of pass as there was a boulder about feet in diameter blocking the first switchback. From there, however, we can see two bulldozers working near the large overlook rock. We then had lunch and intended to return to Camp Bird Road and the town of Ouray, but we noticed a rough road and a sign saying that it led to Silver Basin. We found Silver Basin on one of our



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topographic maps; it appeared to be a dead-end road approximately 1 mile in length, so we headed up. This road was fairly narrow and rough, and we were only able to get about a half-mile in when we encountered an obstacle that we did not want to try. There was a large boulder on the uphill side and a very steep drop off on the left which would have resulted in a severe off camber position. In addition, as soon as you came off of the boulder, you would drop into a 2-foot-deep by 2-foot-wide ravine with water in the bottom. None of us thought that we could successfully deal with the boulder and then the ravine as you would be in a very awkward position. If we were not successful, we would have to extricate ourselves in reverse. No way. As it was, the narrowness of the trail made a pretty good challenge just getting turned around.

The next day we planned on running Mineral Creek, then going up Engineer Pass as Poughkeepsie is still closed. After cresting Engineer Pass, we intended to visit Animas Forks then returning via California Pass and Corkscrew Pass before exiting at Ironton. Due to the amount of snow, numerous avalanches, and a lot of water washing across the road, Mineral Creek was much rougher than it had been in previous years. In fact, there were several areas where lockers were almost a necessity. Two of the jeeps without lockers needed a little assistance with the strap. Eventually, however everyone got through even though it was a little bit more work this year. Once we got down from Engineer, we headed towards Animas Fork. Almost immediately we found ourselves behind a Range Rover club that brought about 30 vehicles. Once we got to Animas Fork, we found that a Toyota Four Runner club with 20 vehicles were already parked at Animas Fork, so parking was at a premium. Rather than walk around Animas Fork, we ate a quick lunch in order to beat the Range Rovers and Toyotas up California Pass. We knew they were going that direction because the dirt road that goes directly into Silverton is closed due to washouts and will not be reopened this year.

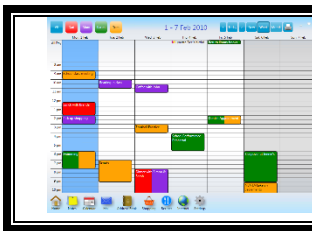
The road up to California has a lot of snow along all of the switchbacks. Most of the time, there is a wall of snow between six and 8 feet high on the uphill side of the road. Once you get to the top and looked down on Lake Como, you'll notice that winter hasn't quite left as the lake is still covered with ice over about half of its area.





Once you get over to Corkscrew, you'll find that the switchbacks going down have suffered quite a bit of washouts. On several of them even the two door jeeps had to do a multi-point turn as the road had become too narrow to do it in a single pass. One of the highlights of this trip was passing through a very large avalanche zone just past the bottom of the Pass. This avalanche zone, which was about 300 yards long, still had snow that we estimate to be 15 to 25 feet deep. As we drove through the passageway that had been bulldozed out, we marveled at the number of large tree trunks that were sticking out of the snow and into the path. Many of these trees were 18 to 24 inches in diameter and had been snapped like twigs. While the larger tree trunks survived, there were no intact branches or small tree trunks. The debris looked like everything had been passed through a wood chipper. When you see all of these small pieces of wood and think about the turbulence in the avalanche that could do this, you can't help but be awed by the power of nature.

While we were in the area, we talked to several of the Forest Service personnel and the shake and bake guides. Without exception they were all impressed with the amount of snow, the number of avalanches, in the late spring that occurred this year. Along with the gravel road from Animas Fork to Silverton being closed for the year, Governor Basin and Black Bear Pass will not open this year. They are hoping to open the Telluride side of Imogene sometime the week of August the 29th. All in all it was a great trip with fewer people on the trail this year (if you don't count the Toyota and Range Rover clubs). The trails were definitely more challenging than in previous years, but this just made it more fun and along with the spectacular waterfalls, snowfields, and avalanche zones, this ended up being one of the best trips we've ever had. If you still have time to make a trip to the Ouray this year, you really should try to make it. If you can't make it this year this area definitely needs to be added to your bucket list for 2020.




Website Calendar 101

By Frank Whiston

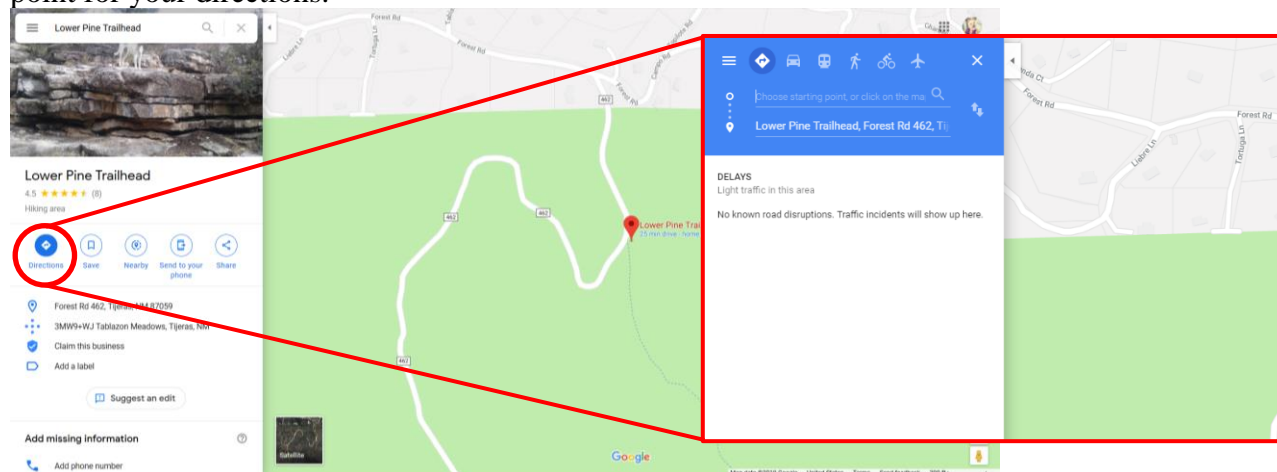
Let's try something here. The idea is to point out some features that might not be readily apparent to everyone. Last month, we were alerted that not everyone knows how to get directions to meet points on the website calendar. Did you know that there is a Google Maps link on almost every calendar item posted? There are rare exceptions and, in those cases, the calendar also has a link to email the event leader for more information. Here is an example for a visual, the dead car extraction project. The same applies to rides and meetings.




Meet Point directions

See the  circled above? You can click on this and open Google Maps pinpointing that exact

meet point as shown below. Click on the  Directions circled below to reveal where you can enter a start point for your directions.



Email the Event/Ride/Meeting Leader

If google maps directions don't work, you can email the leader by clicking the  icon. If you are on a PC and use a web-based email instead of software, you can right click the icon to copy the email address and paste it in an email message.



Redneck Engineering

Here's our monthly Redneck Engineering Inspiration.....

Before going out on the trails, make sure you have a hearty breakfast of fresh muffins.....



Keep PUBLIC lands open to the PUBLIC

NM4W Officers

<p>President Frank G. Whiston 505-681-0017 pr@nm4w.org</p>	<p>Vice-President Membership Chairman vp@nm4w.org</p>	<p>Secretary NaDeen Jackson 505-918-6300 se@nm4w.org</p>
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Web Site Administrator Don Roy, wa@nm4w.org
 Newsletter editor, Phil Rodacy, ed@nm4w.org
 Club Lawyer, Karen Grohman



July 27, 53rd Annual All-4-Fun Event, Mile Hi Jeep Club, hosting in Buena Vista, Colorado. Ed Kausche said it was a good run. They did five runs, and Wheeler Lake was beautiful.

UPCOMING EVENTS:

August 24 at 9:30 am Calibers Westside 4X4 Show, Frank G. Whiston, event leader. Calibers will be opening up their shooting range to us for free that day. You can either bring your gun or rent one from them. If you rent their guns, you must buy your ammo from them as well. The event will be from 9:30 am until around 2 pm. Calibers will be having some sort of BBQ there and planning to share the proceeds with our club. We will be putting up a banner, and will have business cards and club brochures available.

September 4 - September 5, Fall Crawl 4 Corners 4X4 Week Cliff Hangers 4X4 Club, event leader. There will be guided trail runs around the Chokecherry area in Farmington, New Mexico and surrounding areas to check out Indian ruins. On Friday night they will shut down Main Street for fun event activities.

September 7 - September 8, W.E. Rock Grand Nationals This rock crawling competition is held at the Chokecherry Canyon in Farmington. Frank stated that it is amazing to see. Call the BLM for camping in the Glades. \$84 a night was arranged at the Hampton Inn for this event.

VICE PRESIDENT'S REPORT - Richard Steele volunteered for the position of Vice President. He explained the point system for guests since five points are needed in order to join the club. He was voted into this position by the members present.

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT - Bobbie Moore, absent. Report by Frank G. Whiston. The Cibola National Forest Draft Plan Public Meeting will be held on Thursday, September 26 at 5 pm in Albuquerque. The last forest plan revision was done about 20 years ago. We need to make sure they are considering motorized vehicles. Late last calendar year, NMOHVA joined a petition to repeal/replace the 2005 Travel Management Rule which has left us with confusing Motor Vehicle Usage Maps and reduced access to OUR forests. That group's attorney put out a call looking for groups of people who are willing to sign a new petition in support of the Administrative Petition that was filed with the government last year. Things are moving slowly and he hopes another petition, signed by people who are not listed in the original petition, will get things moving quicker. Our President has signed and submitted the new petition on behalf of the club. Both petitions that need signing are on the documents page of the club website.

PROGRAM CHAIRMAN'S REPORT - Tracy Bakewell, absent. Report by Frank G. Whiston. Tracy has the swag. There is a company out of North Carolina that the club uses for embroidered items. Coupons are often available at the top of the web page for the company.

HISTORIAN'S REPORT - Jennifer Chapin, absent, doing several four-wheeling tours out of Santa Fe. Report by Frank G. Whiston. Please submit your pictures. It helps us remember the trails that we enjoy and want to keep open or get re-opened.

WEBMASTER'S REPORT - Don Roy. Don announced that bugs have been fixed and that suggestions for any changes are welcome.

NEWSLETTER EDITOR'S REPORT - Phil Rodacy. Cliff Meier submitted a picture of his Jeep with our sign on it out four wheeling in Alaska, and Phil is excited to place it in the newsletter. Please send in articles and biographies.

OLD BUSINESS:

Volunteer projects with Sandia Ranger District will include removing a burned vehicle from the Los Hurtos Canyon. We will receive another letter to take to the metal recycler when we turn in the vehicle. It will be an easier extraction than the last one. Please contact Jennifer Chapin if you wish to participate in this project. In Placitas there is graffiti that can be painted over. Anything we can do to make four wheelers look better will develop and strengthen relationships with the land managers.

NEW BUSINESS:

Richard Steele said that now that he is retired, he is ready to take on some new roles so he agreed to be the new Vice President. A motion to accept Richard as the new Vice President was called for and accepted by vote.

Beating out Frank G. Whiston by one point, Don Roy is the \$100 winner of the Most Participation Points for 2018-2019. Members who lead four trails or more a year receive a \$10 dues discount. Frank G. Whiston won the most votes for Four Wheeler of the Year, and NaDeen Roland presented him with an engraved Yeti rambler as his award from the club.

Now that meetings will soon be returning to the church, Frank wants members to be thinking about where the club sees themselves in the next five years. Please read the winter meeting minutes to refresh yourself with what has already been discussed.

Frank introduced the notion of making up medallions for trail leaders. A sample on paper was passed around as to what it would look like. A Jeep Badge of Honor Program was also discussed. A sample on paper of Canyon Rinconada in Grants, NM was passed around.

Non-paper samples of the medallions for trail leaders and badges for participation should be available at the next meeting. The cost of the medallions will be around \$6 each, and it will cost about \$300 to do get this medallion/badge project under way. A vote passed to proceed with the Trail Leader Medallions.

Beth Green, Dennis Green, and Larry Hasenback were the guests present and eligible for membership. Frank agreed to sponsor Julius Matai as an associate member. A vote to accept them as members was called for and accepted. Frank reminded current members that if you have not paid your club dues yet you have 21 days to do so before you will be dropped, and you will have to get your five points over again to be eligible to re-join the club. The emails that are sent out reminding you that you have not yet paid your dues are discreet and not sent out as a group. Reminders to pay club dues are also on the website after you log in.

Ilene Rodacy wanted it known that just because Cheryle Bakewell volunteered her to be the host of the annual Christmas party potluck/meeting, she doesn't want to be seen as a Christmas hog and anyone who really wants to host the party is welcome to do so. Otherwise, she is happy to be this year's host.

Beth Green volunteered to host the October 2019 meeting at the Heights Cumberland Presbyterian Church, and NaDeen Roland volunteered to host the November 2019 meeting.

Diego Serna and Lysle Serna were thanked for hosting.

MEETING ADJOURNED at 7:25 pm.

Please check the website for new runs or changes in events, trip times, locations and leaders.



President's Report

By Frank G. Whiston

Hello everyone! I sure am looking forward to some cooler weather. Usually, our family heads to the mountains of Colorado each summer to escape the heat. That didn't happen this year ☹️. I have been following what's going on up there this season via social media. One thing that stands out is a group based in Buena Vista called CORE. They have been doing all sorts of good. As you may have heard, Colorado saw heavy snow last season and that came with a lot of avalanches. This group cleared many trails in central Colorado this year so that visitors could enjoy them this summer. They also have a working relationship with the national forests that is very admirable. So much, that they were able to influence the USFS to quickly add desired routes that were left off the Motor Vehicle Usage Map initially. Unfortunately, a conglomerate of anti-access groups sued the USFS based on how this was accomplished. Now up to 20% of existing motorized routes are in jeopardy of being closed. I'd like to see our club support this group. See the announcement on the club website which has links where you can learn more about CORE. Please see this prior to the Sept club meeting so we can have an informed discussion.

**LEAD A RUN -
The trip leader is in control**



Vice President's Soap Box

By Cliff Meier

There is no Vice-President's report this month.

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Bobbie Moore

There is no Environmental Affairs report this month.


LEAD A RUN AND GET A DISCOUNT ON DUES




Posted on the NM4W Facebook Page






Contributed by Frank Whiston




 **Dane Luckey** ▸ New Mexico 4-Wheelers
1 hr






Just a shout out to you guys. I'm a former president from the early 1980's. Now living in Florida. Great memories wheeling in New Mexico. Thought I'd share this patch with you.

 New Mexico 4-Wheelers 1 Comment

 Like  Comment  Share  Message 

Oldest ▾

 **New Mexico 4-Wheelers** Way cool! Come back and visit sometime!
Like · Reply · 12m

 Write a comment...    



Cerro Pelado Lookout History

Contributed by Larry Gorman

CONTRIBUTED BY LARRY GORMAN

EXTRACTED FROM SANTA FE NATIONAL FOREST (APRIL 2017)

FIRE LOOKOUT HISTORY OF THE SANTA FE NATIONAL FOREST, PAGES 96-102

(https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/fseprd542352.pdf)

This is the only lookout on the Jemez District consistently shown on maps from 1913 to the present. It has turned in the most smoke reports of all lookouts on the Forest and is still regularly staffed. In 1913 Cerro Pelado was a primary lookout on the Jemez National Forest. The lookout man remained on the peak “at all times” and received a monthly salary of 50 dollars. A patrolman was also stationed at Cerro Pelado to respond to fires and do trail work, getting a higher salary of 75 dollars as he provided his own horse. There was a telephone on the summit, and the Ranger recommended installing map boards at two viewpoints about a quarter mile apart. He also suggested putting a shelter tent on top, since the lookout cabin and pasture were one mile downslope to the west.

Fire guard Pedro (Pete) Sandoval, Moises Sandoval’s uncle, built this log lookout cabin (below) by 1912 and served as the first Cerro Pelado lookout. The cabin and pasture cost 325 dollars to construct. From this cabin the lookout walked or rode the mile to the summit for observations. Also called the Cerro Pelado Ranger or Administrative Cabin, it served as “a supply house for outfitting forces gathered in that vicinity,” including Bearhead Lookout. The boy on horseback in Figure 58 may be Pedro Sandoval’s son Simon, who later staffed Cerro Pelado for many years.

When the fire inspector visited Cerro Pelado in 1922, lookout Pedro Sandoval was not there and neither the tent on top nor the cabin and pasture below looked used, with the cabin “in disorder.” Sandoval probably rode up daily from his home in nearby Vallecitos de los Indios to make observations. At that time, and into the 1960s, companies logging in Valles Caldera paid half of the Cerro Pelado lookout's salary. The Forest made a seen-area map in 1924.



Original Lookout/Administrative Cabin on Cerro Pelado, one mile west of the summit (c.1914, A.J. Connell, USFS Southwest Region Historic Photos Online Collection)

In 1921, a new national fire policy required lookouts to live on top of their peaks, and by 1924 all lookout cabins below the summits, such as the Cerro Pelado cabin, were to be replaced with cabins on top. The Forest made studies of the best locations for such improvements. In 1922 it proposed Redondo Peak as a replacement for Cerro Pelado and Bearhead, but it decided there were “no benefits to be gained” at that time, and the idea was dropped.



Probable Cerro Pelado Lookout cabin built “on top” in 1926-1927, staffed in 1929 by Leo Sturdivant (1929, Leo Sturdivant, Courtesy of Joy Burrow)

The Forest began construction of a log lookout cabin on top of Cerro Pelado in 1926, and it was completed the following year. The Fire Plan said it was to be an observatory, with windows all around for viewing. This cabin was built west of the current lookout on a rock foundation that is currently barely visible. It had few windows as it was living quarters rather than the planned observatory. The lookout visited a map board on a stump at the summit to look for smokes. Local resident Lew Caldwell said, “The Cerro Pelado Lookout was a log cabin with a dirt

floor when I first saw it. It was built just off the high point and had no lightning abatement.” Lightning would hit the stovepipe and blast ashes into the cabin. The lookout obtained water from a spring in Water Canyon, near the saddle between Cerro Pelado and Los Griegos. By the 1950s this cabin was roofless and in ruins.

Richard Wetherill was staffing Red Top Lookout in 1929 when his cousin Leo Sturdivant came for a visit, and Wetherill helped him get a job at a lookout “somewhere east of Bluebird.” Sturdivant photographed the lookout cabin he staffed (Above). A post with alidade stands in front; note its shadow. The cabin sits a little below the summit, matching the topography at the old rock foundation on Cerro Pelado mentioned above. The photograph shows almost no vegetation, but by 1924 Cerro Pelado had been overgrazed by sheep and was much more bare, more pelado, than it is today. Sturdivant’s family has forgotten the name of his lookout, but recalls that his food had to be packed in by horse. Storms were terrible and frightening; once lightning knocked his telephone off the wall. None of the other log lookout cabins on the Forest in 1929 (Deadman, Red Top, Cerro Valdez, and Barillas) look exactly like this one, so this is probably the 1927 Cerro Pelado cabin. That it was not an observatory as planned was typical on the Forest then; of the four other log lookout cabins, only Red Top had enough windows to qualify as an observatory, despite regional and national policies.

Coinciding with establishment of the first CCC camps on the Forest in 1933, the Forest Plan included rebuilding “Pelado cabin and pasture.” That summer the CCC built an L-4 ground house (Next Page) on the very top of Cerro Pelado. As a young boy, Lew Caldwell helped his father, Lew Sr., pack supplies and construction lumber up the trail from the Administrative Cabin below the peak. The lumber was so long and the trail was so winding that the pack animals had to go off trail to climb up. One time the horses spooked and all the canned food in the pack saddles was knocked

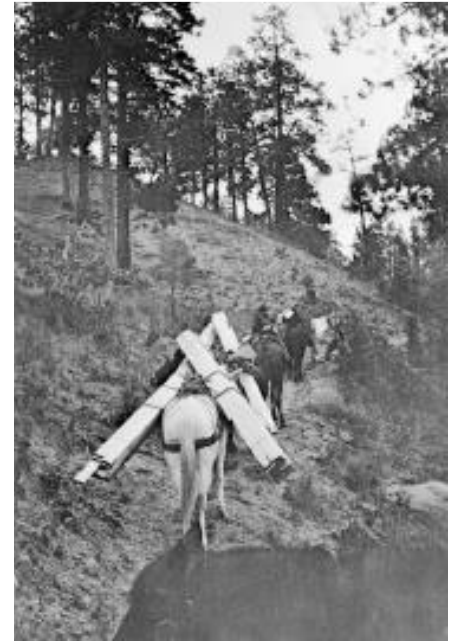
L-4 built at Cerro Pelado by the CCC in 1933 (undated, archeology binder 23, no.4535, SFNF SO)



loose and rolled down the mountain. Pictured below shows animals packing lumber for a similar job, construction of a backcountry cabin in Bandelier.

In 1938 the Forest made a seen-area map as well as an agreement with the New Mexico Lumber

Company to pay half the lookout's salary. It surveyed a road to the top that year which was built by the CCC, and Ranger Harvey Barlow drove to the Lookout in May 1939. A new toilet was installed in 1940, probably by the CCC. The 1946 facilities inspector recommended construction of a 30-foot tower, a horse shelter, and a cistern at the site, as well as better access to the Los Griegos patrol point, described below.



Pack stock brought materials to Cerro Pelado Lookout before the road was completed to the summit. (undated, BANC_3650, NPS, Bandelier National Monument, Early 20th Century Photo Archives)

Simon Sandoval, Pedro's son, staffed the Cerro Pelado L-4 for many years, throughout the 1930s and early 1940s, then again for most of the 1950s. His wife, Geralda, and son, Carlos, spent much of each season with him. The L-4 held a woodstove, a bed that made into a double, a folding cot, a table, cabinets and the Osborne firefinder in the center. Gas lanterns provided light. Carlos remembered when the lookout was hit by lightning, but the copper lightning protection kept them from being hurt. That strike only (!) scorched the north side of the Lookout where the telephone line came in, and later the Ranger had Simon repaint that area. Simon kept three of his personal horses in the large pasture at the Lookout and had no trouble gathering them when he needed them. He sometimes responded to fires that were close to the Lookout, in the Paliza, Vallecitos, and Cerro del Pino areas. Just before the monsoon rains began the family sometimes saw fireflies (luciernagas in Spanish) at the Lookout.

In 1948 Ranger Leon Hill recruited two Catholic priests, Fathers James Armitage and John Buckley, to serve as the Cerro Pelado lookouts. While resting between missions at Via Coeli Monastery in Jemez Springs, they took a tour with Ranger Hill and became curious about the lookout life. "It was a happy arrangement. The priests enjoyed the opportunity for rest and meditation in the solitude of the forest, and Leon got the services of a couple of highly intelligent men, trained in self-reliance in a very tough professional field." Father Armitage described their lookout duties in a magazine article. Regular maintenance included "telephone trails to be cleared; shutters to be repaired and repainted; new stone steps up to the cab to be built; the flagpole to be painted the standard ivory shade." Another chore was "the daily fetching of four canteens of water from the spring that lies on the saddle between Cerro Pelado and its twin peak, Los Griegos."

The first radios were installed in the early 1950s, and at night the lookouts would use them to talk with each other. The Forest finally completed a cistern on the southeast side of the Lookout in 1952, but it never worked well. In 1963, the cistern had "not been functioning for years" and was unsafe; water was hauled to the site. When the new lookout was built in 1965, a water tank was installed in

its basement. State Forestry took over fire protection responsibilities on the Baca and San Diego Grants in 1961 and they paid 60 percent of the Cerro Pelado lookout's salary.

Jackie Martinez and his wife, Irene (as relief), staffed the L-4 in 1961 and 1962, living there with their 2-year-old son. Once a month they had a day off together to go down for groceries. The Lookout was furnished with a cot, woodstove, firefinder, radio and telephone. There was no electricity, running water, or insulated stool; during lightning storms they stayed on the bed. They drove down the road about a mile to a spring and gathered water in containers. One day their young son was very excited to find a cold bottle of Pepsi Cola in the spring!

In 1963, Cerro Pelado Lookout was one of the facilities slated for replacement under the Accelerated Public Works Program. Materials for the new structure were milled that year and arrived at the regional warehouse the following March. In 1965, the Forest replaced the L-4 with the current 14-by 14-foot steel CL-100 (R6 flat) cab on a cinder block base (below).



Current Cerro Pelado Lookout, an R6 flat CL-100. (2010, Courtesy of Janie O'Rourke)

Frank Gonzales staffed Cerro Pelado for eight seasons in the late 1960s and early 1970s. His wife, Aurora, was relief and his daughters joined him for the summer. His daughter, Annette, helped by running between Cerro Pelado and the Los Griegos patrol point to check for smokes in the blind spot. The crank telephone was still in the lookout, connected directly to the District Ranger's house. At that time State Forestry was the only agency with a reconnaissance airplane and Cerro Pelado was the only Forest lookout with a State Forestry radio, so Gonzales passed lightning strike locations to the airplane. He also had a radio for the New Mexico Timber Company which allowed him to coordinate between logging trucks and Forest Service vehicles on Forest Road 376 through the Gilman Tunnel. This helped to avoid collisions. The loggers assisted the Forest by reporting fires to Cerro Pelado. When lightning began striking close to the Lookout, Gonzales would go out of service, turn off the radio, and sit on the bed. He could see lightning dance on the pipes, and once it hit the radio.

Ice always broke some lookout windows over the winter since there were no shutters. Gonzales' first job in the spring was to drive to Albuquerque and get new glass, hauling it back to the Lookout on a rack he had made for his truck. One year he was at the Lookout early in the season when a big storm moved in. By the next morning, 7 feet of snow had fallen, and his truck was completely buried. He was stuck there for several days until Gilbert Sandoval came up on a snowmobile to

rescue him. In the late 1960s, Gonzales still walked to the spring in Water Canyon to collect water, but in the 1970s the Forest began to truck water to the tank in the basement of the Lookout.

Gonzales described the use of “signal trees” marked with blazes. The Fire Management Officers for the Jemez and Cuba Districts, Moises Sandoval and Herman Atencio respectively, used mirror flashes from these signal trees to show the lookout various locations around the Districts. The lookout gave them the azimuth reading and they marked it on the tree.

One night it was raining hard, and Gonzales heard a small plane headed right for the Lookout. He took a lantern outside, and the plane moved a bit away and flew right over his truck, just missing the mountaintop. The next morning Gonzales heard a report of a plane crash in the Sangre de Cristo Mountains.

His wife, Aurora, loved being up at the lookout with her family. They picked strawberries and wildflowers, and she used a washboard to do laundry. She remembered the first time her husband went to Los Alamos for groceries, leaving her at the lookout with her daughters. That night it got very dark. She couldn’t understand what had happened to the lights she was used to seeing. It turned out that clouds had rolled in and obscured everything.

Fred Swetnam, Jemez District Ranger in the late 1960s and early 1970s, preferred to talk to Cerro Pelado on the telephone rather than over the radio. The crank telephone in the lookout was on the same party line as the whole village of Jemez Springs. When the lookout called with a smoke, everyone picked up their telephone, reducing the volume of the conversation considerably. Swetnam had to tell them all to get off the line so he could hear the smoke report. Radio communication existed by the 1940s but was never very reliable, and there were no repeaters. When the radio system improved, the Forest planned to remove all of the telephone lines. But Swetnam insisted on keeping the line to Cerro Pelado—it was one of the last on the Forest.

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



Calibers Westside 4x4 Show

August 24, 2019

By Phil Rodacy

On Saturday, August 24, Josiah Young, the manager of Calibers Shooters Sports Center on Coors and Kenneth Love hosted a New Mexico Four Wheeler’s 4x4 Car show. Landon Jones, Tony

Phelps, Larry Hasenbank, KW Moore, NaDeen Roland, Jack Nutter, Joe Miranda, Phil and Ilene Rodacy, Bill and Anna Gardner, Val Burch, Pete Boyd, Dennis and Beth Green, David McCollum, Jim and Susan Meilahn, and Chris Sears brought their vehicles to show to the public and enjoyed visiting with the folks who stopped by. The kids were especially interested in the vehicles. It would have been nice if we could have had an area where we could have taken them on a short “off-road” adventure. Even a couple of hills or a rutted road would have thrilled many of them. Maybe some other time....



While we were there, Calibers generously allowed all of the NM4W members to use their facilities and shoot for no charge, or, if you didn't have your own gun, rent one for only \$10.00. They also hosted a Bar-B-Que at noon. All donations from the BBQ were given to NM4W so that we can continue assisting land action organizations.

If you haven't been there, I'd encourage everyone to go to Caliber's and try your hand at shooting. Its lots of fun. They also offer shooting lessons for all levels as well as classes for Concealed Carry Permits.





Calibers Westside 4x4 Show

Another Perspective
By NaDeen Roland

The Calibers 4 X 4 Show was such a fun, unique way to spend a Saturday morning. I got there in time enough to help Phil with the final touches of setting up the banner. I wish I had baked something and brought it, but one member was kind enough to bring donuts. It was great to just relax and enjoy the company of members I don't normally get to chat with and enjoy the refreshing morning weather. After spending over \$1300 on my Jeep this summer, it was very rewarding to have it shined up and lined up with all the other 4 X 4s. My favorite moment had to have been when a little girl stood on my running board and was peering inside my Jeep (which unfortunately was NOT clean).

Phil and Chris were kind enough to offer to let me shoot their guns; but after just holding Phil's gun, I chickened out. The people at Calibers were so informative and polite that I look forward to using Calibers to get acquainted with the guns I have that were passed down by my parents. For right now, I'll just stick to baking. It's much safer for everyone involved.





NM4W License Plate is in the Yukon Territory

Contributed by Cliff and Jeanne Meier

While on their multi-month vacation, Cliff and Jeanne put one of our license plates in Watson Lake, Yukon Territory, Canada. Looking forward to hearing tales of their adventures when they get back.





CB Radio 101

By Phil Rodacy

Following up on last month's article contributed by Frank Whiston, here's another article taken from the NM4W website collection of articles. If you don't already have a CB radio, it's highly recommended that you consider getting one. You'll be able to participate in chatter along the trail, hear directions from the trail leader, ask questions, and generally enjoy the trip a little more. If you already have a radio, this article might prompt you to re-tune your radio for optimal performance. If you need help installing a new radio or tuning your old one, put a notice in the one-liner section of the website. Someone will be glad to assist you.

GENERAL

1. The frequency of CB signal is in the 27.4 MHz range.
2. The wavelength (in feet) of our CB signal is 36', a Half wavelength is 18', a Quarter wavelength is 9' (or 108").
3. A CB Radio is a "system" of parts that work together, they are:
 - **Radio**, typically mounted in a vehicle or room
 - **Antenna**, typically mounted in a convenient location
 - **Cable**, from radio to antenna
 - **Vehicle**, yes it is a part of how well the CB operates
 - **Tuning**, of the antenna to optimize performance

RADIO

All CBs work about the same, some have more power (FCC 4W max), but to be legal they are all about the same.

1. You get what you pay for. Some of the more expensive CBs have features you may never use. Most have a connector for an external speaker, which could be a handy option.
2. The size and shape will need to fit in your vehicle. With the cramped space of a Jeep, look at other Jeeps and see what they did.
3. Be sure to GROUND the Radio well.

ANTENNA

A quarter wavelength is 9'. You may recognize 9' or 108", is the length of a long steel whip antennas made popular during the CB craze of the 70's. Some smart guy figured out that if you take 108" of wire and wrap it around a stick it will work just fine and not whack your garage door. There are many antenna options out there, but a taller antenna is better than a short one.

Considerations for antenna, mounting:

1. Because you must tune the CB system, get an antenna that is easily tunable. This means the top of the antenna has an adjusting screw under the end cap. Many are available such as from [Fire Stick](#).
2. An antenna is an odd thing, It works when all of the “physics” for radio waves are setup correctly. Normally the antenna will need a ground plane. This means the metal base under the antenna will equal the height of your antenna. Yeah, like how can you make that work? Well if you mount it in the middle of a steel roof it will work equally well in all directions. If it is mounted on the side of you hood, it will work better in the direction that the hood metal is on. Generally, we mount them the best we can and hope they will work OK.
3. They do make a “No-Ground Plane” antenna; they are expensive but work great in all directions. Truckers use twin antennas with a special setup to get them better performance, primarily in the forward and left/right directions.
4. Tuning can only be accomplished in a completely installed system. Any changes to the radio or vehicle after tuning will alter the tuning or reflection.
5. Be sure to **GROUND** the Antenna well. This means a good ground connection from the base of the antenna to the ground on the Radio. A painted tire carrier is not good. Run an extra ground wire if you need to.

CABLE

1. RG-58 (50ohm) cable is typically what people buy.
2. RG-8X (50ohm) is a better cable and more expensive.
3. The length of a cable is a debate that will never end. Most will say 18’ (half wavelength), but people use longer and shorter all the time. The most important thing is tuning, if you can tune your system it will be fine.
4. Because our vehicles are shorter than 18’ the question of what to do with that extra cable.
 - a. It needs to be located where it will not get smashed, bent or any physical damage.
 - b. It cannot be coiled. A coil is an inductor and causes resistance and for radio waves reflectance. The solution is to make a figure 8 with a minimum 6” diameter on each end. This cancels the inductor problem.

VEHICLE

Not much we can do to the vehicle, but remember the best CB in one Jeep will still need to be tuned if you move the antenna or move it to another vehicle.

ANTENNA GROUNDING / ISOLATION

This is very important to check. There are two measurements that need to be made after your antenna system is installed. Unplug the coax cable from the back of the radio leaving the coax plugged into the antenna. First using an Ohm meter, measure resistance from the bottom half of the antenna (meter lead on coax body) to the antenna somewhere above the mounting bracket and you should measure an open circuit. Second measure from the bottom half of the antenna so somewhere

on the vehicle (non-painted metal) and you should have less than 1 ohm of resistance. If either of these measurements is not correct you need to correct the issue before using the radio and proceeding to tune the antenna.

TUNING:

This is the most important and most misunderstood part of a CB. Every CB must be tuned. A CB radio when transmitting, sends power down a coax cable to the antenna. The signal is trying to escape all along the cable, but is contained in the coaxial shielding of the cable. However, when the signal gets to the unshielded antenna, the power leaves into the air. If the system is not tuned properly, some of that signal energy cannot leave the antenna, and is called reflectance. Reflected power is returned to the CB, where it can heat up and burn up a CB. The solution is to tune the antenna to get the reflectance number as low as possible.

NOTE: Never key a CB without an antenna attached.

Tuning a CB is easy if you have a tunable antenna. Non-tunable antenna will require you to add or remove antenna wire from the top of the antenna (you will find out it is worth the extra cost of a tunable antenna).

1. The test equipment is known as a Standing Wave Ratio (SWR) meter. They are available at Radio Shack, a CB dealer, or through Amazon, or borrow one from a friend. They are not expensive.
2. NOTE: the meter will need a short 12" cable that may or may not come with the meter.
3. To install the meter, disconnect the antenna cable from the radio and install the short 12" cable. The other end of the 12" will go into the meter in the connector labeled radio. The antenna cable will also go into the meter in the connector labeled antenna.
4. Park the vehicle in an area that is free of metal, such as power lines, houses and other vehicles. If you have a 10-20 yard free zone that is best, if not do what you can.
5. Now set the CB to the channel you use the most, for us it is Ch4. For general use Ch20. Once you have the best tune, you will notice the farther away you go from the channel the higher the SWR will be.
6. Now follow the instructions for the SWR meter to (CAL) calibrate it.
7. Now set the meter to SWR and Key the mike. Look at the SWR meter, the reading should be as low as possible. Adjust the antenna in small amounts until a low number is achieved.
8. Testing actual operation.
 - a. Leave your vehicle parked, get a friend to go down the road while talking with you and noting distance. The distance will vary but you need a mile or two for it to be a use full CB.
 - b. If you real curious, you can turn your vehicle in different directions relative to your friend and see if your setup works best in one direction.



Redneck Engineering

Contributed by Phil Rodacy

Here's our monthly Redneck Engineering Inspiration.....

If you have an older vehicle but still want power windows, its not hard to add them.....



Keep PUBLIC lands open to the PUBLIC

NM4W Officers

<p>President Frank G. Whiston 505-681-0017 pr@nm4w.org</p>	<p>Vice-President Membership Chairman Rich Steele 505-249-1130 vp@nm4w.org</p>	<p>Secretary NaDeen Jackson 505-918-6300 se@nm4w.org</p>
<p>Treasurer Bob Provance 505-238-8225 tr@nm4w.org</p>	<p>Program Chairman Tracey Bakewell 505-250-3876 pc@nm4w.org</p>	<p>Historian Jennifer Chapin 305-333-3375 hi@nm4w.org</p>
<p>Trip Chairman Jeff Boggs 505-328-2682 tc@nm4w.org</p>	<p>Environmental Affairs Bobbie Moore 505-203-1105 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
 Club Lawyer, Karen Grohman





Trail Tales



October 1, 2019

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org



Meeting Minutes

By NaDeen Roland

The meeting was held at the home of Beth and Dennis Green in Rio Rancho, NM.

President Frank G. Whiston called the meeting to order at 6:05 pm.

GUESTS: Gary Buckingham, Dwight Lambert, Suzan O'larick, and Suni Smith.

MEMBERS PRESENT: Beth Green, Dennis Green, Ed Kausche, Lyn Kausch, David Mccollum, Patricia Mccollum, Cliff Meier, Jeanne Meier, NaDeen Roland, Don Roy, Chris Sears, Richard Steele, Wayne Sullivan, Donna Whiston, Frank G. Whiston, Frank R. Whiston.

SECRETARY'S REPORT - NaDeen Roland. Meeting minutes from August were accepted as published.

TREASURER'S REPORT - Bob Provance. Absent, report received via email on September 16, 2019. The August bank balance was \$8583.43 in the savings account and \$5271.97 in the checking account.

TRIP CHAIRMAN'S REPORT - Jeff Boggs. Absent, trip chairman is on a trip. Report by Frank G. Whiston.

PAST EVENTS:

- August 17 Cerro Pelado Lookout Run led by Frank G. Whiston There were a few hiccups on this run that had about a dozen vehicles in attendance.

UPCOMING EVENTS:

- **September 22 at 8:30 am** Shakedown for Chile Challenge ~ Gordy's Extreme Gordy's Hill parking area Bill Bonahoom, trip leader This will be a buggy-type vehicles only run.
- **September 26 at 5:00 pm** Cibola National Forest Draft Plan Public Meeting Manzano Multigenerational Center at 501 Elizabeth Street SE Albuquerque, NM 87123

- **October 16 thru October 19** 2019 Chile Challenge Caballo Lake State Park Highway 187 Caballo, NM 87931 Las Cruces 4 Wheel Drive Club, host You must register online, and you are able to do so from our club website. Keep in mind that their trail rating system is not conservative.
- Cliff Meier announced his intentions to have an October Manzano Run.

VICE PRESIDENT'S REPORT - Richard Steele. Rich explained how one of his responsibilities is to be a Sheriff. Frank paid the new \$1.00 fine for all the mishaps on the Cerro Pelado Lookout Run. Rich also explained the club's five-point system for becoming a member of the club. He added that the most points earned in a year by a member or family wins \$100; and whoever leads the most runs in a year gets \$10 off their next membership dues.

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT - Bobbie Moore, absent. No report.

HISTORIAN'S REPORT - Jennifer Chapin, absent because her work has her going out of the state. Report by Frank G. Whiston. Jennifer Chapin sent a note regarding helping a group in Colorado with a work project on October 5 in central Colorado. Please contact her if you are interested in this work project for Tomichi Pass Colorado. She's been obtaining information from the Mile Hi Jeep Club which she is also a member of.

PROGRAM CHAIRMAN'S REPORT - Tracy Bakewell, absent. No report.

WEBMASTER'S REPORT - Don Roy. Don presented an idea that is in the club's bylaws. If a guest submits an article, the vice president may give the guest a point.

EDITOR'S REPORT - Phil Rodacy, absent. No report.

OLD BUSINESS:

Jennifer Chapin was going to coordinate the burned car extraction in Las Huertas Canyon, but now she is asking if someone else could please take the lead on this project. Please tell Frank if you are interested in taking the lead, and he will get you in touch with the forest service.

Suni Smith may be leading the project of painting over the graffiti in Las Huertas Canyon.

The Trail Leader Medallions will be in on Tuesday.

Frank G. Whiston and Phil Rodacy are working on the New Mexico Trail Plaques using Phil's engraver. Samples were passed around. These plaques are not UV protected so they will not last outside. Stickers could be made. The idea behind this is to collect them and get people excited about participating.

NEW BUSINESS:

CORE is a motorized action group based out of Buena Vista, Colorado whose goal is to keep the trails in central Colorado open for 4X4 vehicles. Their range of trails stretch from Salida to Leadville, Colorado. The forest service took a hit when they were sued over trails not on the usage map after several complaints were filed. CORE is trying to repair and clean trails. A vote to have NM4W make a \$250 donation to CORE was called for and accepted. Our club's name will be on their website as a sponsor.

Mini Jobs ~ The current officers are getting burned out. Phil Rodacy has been doing the club newsletter for the past ten years. Frank G. Whiston has not had time recently to maintain the list that is off to the right of the club website that is for the promotions of 4 Wheel Parts. There are 140 members of this club and no one member should have to do two jobs. Having a greeter as a part of a welcoming committee and rotating helpers was also discussed.

Cliff Meier announced he will be stepping down in March as the NMOHVA secretary, and he is helping them look for a replacement. If anyone is interested in the position, please contact him.

Beth Green asked how much was raised at the 4X4 show at Calibers last month. Frank said it was \$65 in donations. Beth gave a synopsis of how the event went.

Suzan O'larick was the only guest present and eligible for membership. A vote to accept her as a member was called for and accepted.

The Greens were thanked for hosting the potluck meeting.

MEETING ADJOURNED at 6:51 pm.

Please check the website for new runs or changes in events, trip times, locations and leaders.



President's Report

By Frank G. Whiston

Fall is finally here! The weather is great for getting out. I see that the calendar is beginning to get populated again. That's great, but it is the same old cast of characters leading. I am seeing and sometimes feeling the signs of burnout. Please, see one of these folks that are leading activities about what's involved and find out if it is something that you would like to do. I know that they would be happy to help.

**LEAD A RUN -
The trip leader is in control**



Vice President's Soap Box

By Richard Steele

There is no Vice-President's report this month.

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Bobbie Moore

There is no Environmental Affairs report this month.

LEAD A RUN AND GET A DISCOUNT ON DUES



2018 Four-Wheeler of the Year

This year, the membership of the New Mexico 4 Wheelers voted Frank Whiston as the Four Wheeler of the Year. This award is presented to the member who has been active throughout the year and has actively promoted off road recreational activities. Frank received an engraved Yeti cup as an award. Congratulations, Frank.



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



Extreme Buggy Run Socorro, NM By Bill Bonahoom

On September 22 2019 the NM4Wheelers traveled down south near Socorro for some fun on the rocks. We had nine rigs with a mix of club members and guests. Most of the rigs had not seen much if any use for some time as summer time is just way too hot to go out and play so we wanted to make this run a season opener and Chile Challenge shake down. First trail up was Coyote Hills which is at the easy end of extreme. Everyone got through that trail without too much difficulty. The highlight of the trail was when Jack Dickey decided (unintentionally for the most part I think) to show us what his custom built ultra 4 car could do as he used big HP to fly up the slab obstacle in the most impressive way. The group moved well through the trail with all nine rigs making it to the top of the trail in about 1.5 hours.



Bill Bonahoom



Matthew Wheeler



Bruce England

Next trail up was Edge which is just right around the corner from the exit of Coyote Hills. Once you get to the fun stuff Edge is a very short trail and yet still consumed about 4 hours to get the group through the less than 200 yards of jumbo boulders and waterfalls. Nobody broke anything other than probably some egos. If I counted right there were only 3 of us which were able to make it through the entire trail without winching at least once and there were 3 rigs that flopped over needing recovery efforts. The most impressive of the day was Terrill and his daughter Tori who spiraled down the 7-8 foot tall waterfall and ended up with the jeep on its side at the bottom. It landed on

Tori's side and we could hear screaming all the way down. Thank goodness she had the whereabouts to keep her hands and arms inside and was not injured. A quick tug by Devin got the jeep back on its wheels and it was ready for another attempt.



Terrill Wade



Group Shot



Jack Dickey

Other than being slow the day was a blast with all the rigs getting back to the trailers around 2:30. I just need to go over the rig with a fine tooth comb, make sure there are no loose bolts, and will be ready for the Chile Challenge!



Build Your Own First Aid Kit

Contributed by Frank Whiston

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

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Much of the time in the outdoors, you will be on your own for immediate medical care, with definitive medical services 2 or more hours away. Provided, of course that you can even signal for help!

In preparation for an outing or expedition, you need to make sure everyone has a first aid kit. If you don't -- build one now! If you have a first aid kits make sure it is in good order. This is a good time to look at the contents and replace expired drugs and damage supplies.

Since we all have significant cargo capacity in vehicle dependent travel, I recommend each vehicle take a fully stocked first aid kit. I like the duplication and I like the idea that if you get separated (on purpose or otherwise), a first aid kit is at hand.

Multiple First aid Kits

In addition to your main first aid kit, you want a smaller kit for side trips without the vehicle. Plus you may want to make up a “boo boo” bag for Advil, IBU, Aleve (or your favorite NSAID), band aids, anti acid tablets, splinter kit, etc. for the headache, scrapes, and bruises that do not warrant breaking out the big box.

Update Expired Drugs

Heat is hard on drugs, band aids and other items in your first aid kit. So is riding around for a year or more in your off-road vehicle. Packets break and dry out; Bottles leak; drugs expire, etc. It would be a good idea to inventory your drugs and update ones that have expired or show signs of deterioration. Epinephrine should be clear. If not replace it. Replace all damaged supplies. Take the time to type up a list of drugs and when they expire in each of your first aid kits. The list makes it so much easier to check for expired drugs in the future. Make sure the batteries in your headlamp / flashlight and watch are fresh. This is a good time to refresh yourself with what you actually have in the kit and where it is located.

Drug	Quantity	Mg	Exp Mo	Exp Year	Notes
Cake mate	1 tube	4.25oz	No Date		
Calamine Lotion	1 Btl	4 oz	01	10	
Solarcaine	1 can	4.5oz	02	10	
Silvadene	1 tube	30 gms	04	11	
Epinephrine	1 Btl	30ml	04	12	
Benedryl	24	25	06	12	
Sterile Saline			06	12	
Sudafed	12	30	06	12	
Claritin	10	10	11	12	
Baby Aspirin	36	81	01	13	
Advil	50	200	08	13	
Imodium	12	2	08	13	
Lip Balm	2	.15oz	08	13	
Aspirin (Bayer)	50	325	10	13	
Providone Iodine	1 Btl	8 oz	11	13	
Tylenol	48	500	04	15	Combined 2x 24
Tums	3 rolls x 12		03	16	

Make a list of expiration dates

First Aid Kit vs. Survival Kit

Many find the first aid kit a convenient and logical place to store small survival items – matches, whistle, signal mirror, knife, compass, etc. It may be ok to have survival items in the kit if you have room. If you decide to include survival items, make a hard separation of your survival items from your true first aid items so they do not get in the way.

Individual Packets vs. Larger Containers

I prefer to include a bottle of NSAID tablets rather than numerous individual packets with 2 tablets each. I prefer a tube of Neosporin rather than individual one time use packets. While the packets are convenient, I feel they are more expensive and waste drugs. Once a packet is opened any unused contents are discarded.

Build Your Kit



[Pelican cases](#) make an excellent vehicle dependent First Aid container

I think the best kits are ones you build yourself with the tools, equipment, and supplies you know how to use. You can start with a commercial kit, however, and supplement the contents. The Adventure Medical line of First Aid Kits is one I recommend. When I travel by plane and leave my other gear home, I carry the [Sportsman model](#). They have several [larger kits](#) that I like for vehicle dependent travel.

You want the kit to be as waterproof as possible and you should try to segment the supplies into separate areas or small bags based on categories of need. In the attached list you can see the suggested categories. I am providing this list to get you started! Feel free to make modifications. One item that merits inclusion on top of every smaller bag (or sub section) is gloves for personal protection. They will be handy and a visible reminder to wear them no matter which bag you go to first.

First Aid Kit

- A water proof case or bag

DOCUMENTATION

- [Field Guide of Wilderness & Rescue Medicine](#)
- [SOAP Notes](#) (or Injury / illness documentation forms)
- Note book & pencil
- List of drugs in the kit & expiration date
- Copy of doctor's order for prescription drugs carried in the kit



Adventure Medical Sportsman

PERSONAL PROTECTION

- 4 (at least) pair non latex Gloves (also put a set in each of the other sections)
- Ear plugs
- Purell hand sanitizer

TOOLS

- Headlamp / Penlight
- Watch
- Scissors

- Tweezers
- 60 cc syringe
- Suction bulb
- Oral / digital thermometer
- Sterile scalpel blade
- Fine hemostat x 2
- Blood pressure cuff
- Stethoscope
- Sterile needles for splinters
- Pocket rescue mask

WOUND CLEANING KIT

- Tooth Brush - new
- 2 4x4 inch sterile gauze dressings
- 2 2x2 inch sterile gauze dressings
- 1 small bottle of tincture of benzoin

WOUND DRESSING KIT

- 2 4x4 inch sterile gauze dressings
- 2 2x2 inch sterile gauze dressings
- First Aid Cream
- Neosporin
- 1 2x2 mole skin for blisters
- 6 band-Aids
- 1 roll 1 inch flexible tape
- 1 roll "vet" wrap
- 1 small tube Povidone iodine ointment
- 1 small bottle liquid soap
- 2 inch elastic bandage



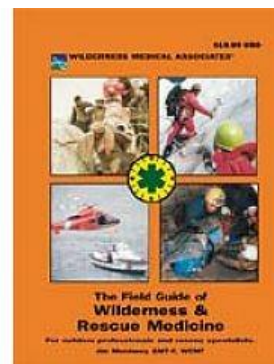
Don't forget documentation

ANAPHYLACTIC SHOCK KIT

- Epinephrine
- 1 cc syringe x3 or Epi pen
- 4 tablets Benadryl

LARGE WOUNDS / FRACTURES

- Large Triangular Bandage
- Xeroform gauze dressing
- Sam Splint
- 4 Diaper pins
- 4" & 6" Ace bandage
- Burn sheet (100% cotton t-Shirt fresh from dryer kept in plastic bag)
- Large dressing (Sanitary Napkins / diapers work well)
- Handful of big plastic cable ties



And a First Aid Book

- Duct Tape

In addition, make a mental note of all the other stuff you have in the vehicle to make a splint (tent poles, tarps, ropes, blankets) or can be used to stabilize someone prior to transport.

MEDICATIONS – Nonprescription

- Tylenol aka Acetaminophen (Pain, Fever)
- Advil aka ibuprofen (Pain, Fever, Inflammation)
- Aspirin (Pain, Fever, Inflammation)
- Aleve aka naproxen (Pain, Fever, Inflammation)
- Allegra-D
- Imodium
- Benadryl
- Stool Softener (e.g. Colace)
- Syrup of Ipecac
- Liquid activated charcoal
- Cake mate
- Dramamine (motion sickness)
- Cough & cold preparations
- Sun block
- Chap Stick

MEDICATIONS – Prescription

(Talk to your doctor)

- Antibiotic tablets
- Antibiotic eye ointment or drops
- EpiPen
- Prednisone
- Albuterol Inhaler
- Medication for severe pain
- Steroid cream
- Diamox (if going to altitude)



Redneck Engineering

Contributed by Phil Rodacy

Here's our monthly Redneck Engineering Inspiration.....

I'm thinking that maybe we should see if we can put together a group buy and get spoilers for our Jeeps. Could be handy for those lunch breaks on the trail.....

Finally I understand why cars have these things...



Keep PUBLIC lands open to the PUBLIC

NM4W Officers

<p>President Frank G. Whiston 505-681-0017 pr@nm4w.org</p>	<p>Vice-President Membership Chairman Rich Steele 505-249-1130 vp@nm4w.org</p>	<p>Secretary NaDeen Jackson 505-918-6300 se@nm4w.org</p>
<p>Treasurer Bob Provance 505-238-8225 tr@nm4w.org</p>	<p>Program Chairman Tracey Bakewell 505-250-3876 pc@nm4w.org</p>	<p>Historian Jennifer Chapin 305-333-3375 hi@nm4w.org</p>
<p>Trip Chairman Jeff Boggs 505-328-2682 tc@nm4w.org</p>	<p>Environmental Affairs Bobbie Moore 505-203-1105 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
 Club Lawyer, Karen Grohman





Trail Tales



November 1, 2019

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org



Meeting Minutes

October 10, 2019

By NaDeen Roland

The meeting was held at the Heights Cumberland Presbyterian Church in Albuquerque, New Mexico.

President Frank G. Whiston called the meeting to order at 7:02 p.m.

GUESTS: Dwight Lambert and Suni Smith.

MEMBERS PRESENT: Cheryle Bakewell, Cody Bakewell, Tracy Bakewell, Travis Bakewell, Lucille Ellis, Terry Ellis, Shirley Godfrey, Ed Kausche, Lyn Kausche, Cliff Meier, Jeanne Meier, Jack Nutter, Bob Provance, Carol Provance, Jeri Pulliam, Tom Pulliam, NaDeen Roland, Ben Romero, Don Roy, Richard Steele, Wayne Sullivan, Donna Whiston, Frank G. Whiston, and Frank R. Whiston.

SECRETARY'S REPORT - NaDeen F. Roland Meeting minutes from September were accepted as published.

TREASURER'S REPORT - Bob Provance. With the exception of some minor recent transactions, the savings account has \$85.19 (Note: This savings account value is believed to be incorrect; the actual balance will be reported in the next newsletter – Ed.) and the checking account has \$4,717.97.

TRIP CHAIRMAN'S REPORT - Jeff Boggs, absent. Report by Frank G. Whiston.

PAST EVENTS:

September 22 Shakedown for Chile Challenge ~ Gordy's Extreme led by Bill Bonahoom.

September 28 Jemez Ride led by Jeff Boggs.

UPCOMING EVENTS:

October 12 at 8:30 am Riley Ghost Town - Photography Ride! Kiva RV Park & Horse Motel Don Roy, trip leader Don said it's an opportunity to combine his two favorite

activities which are four wheeling and photography. There will be several stops to take pictures.

October 16 thru October 19 2019 Chile Challenge Caballo Lake State Park Highway 187 Caballo, NM 87931 Las Cruces 4 Wheel Drive Club, host Registration for this event is still available.

October 20 Fall Colors Run Dollar General San Ysidro, NM Diego Serna, trip leader The details of this event are still to be determined by when and where the leaves will be changing.

October 27 at 9:00 a.m. Manzano Mountains Run Sandia Rangers' Station Cliff Meier, trip leader.

December 7 Christmas Tree Run Diego Serna, trip leader Details of this are still pending. It could be a tree-less run if there is not an ability to obtain permits for tree removal.

VICE PRESIDENT'S REPORT - Richard Steele. Since there were no brand new guests, Richard skipped the explanation of the point system. No one reported any humorous misdeeds to the Sheriff.

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT - Bobbie Moore, absent. Frank presented the Forest Plan Revision Update from the NMOHVA October newsletter.

PROGRAM CHAIRMAN'S REPORT - Tracy Bakewell, absent. The winner of the 50/50 Raffle will receive \$18. There is merchandise available tonight for purchase; however, there are old patches available for free. Just ask for one after the meeting.

HISTORIAN'S REPORT - Jennifer Chapin, absent. Frank encouraged members to post photos on the galleries.

WEBMASTER'S REPORT - Don Roy. Mini jobs are posted on the website with accessible tools. Anything, like hosting a meeting or leading a ride, now can be done by both a guest or a member without a hassle. Don had two more adjustments to the website that he wanted to mention, but he now doesn't recall what those adjustments were.

NEWSLETTER EDITOR'S REPORT - Phil Rodacy, absent, out of town.

OLD BUSINESS:

Sandia Ranger District Volunteer Projects: Cliff Meier will be heading the Burned Car Extraction in Las Huertas Canyon. The vehicle is so burned it is half of its original mass. It is located along Hwy 165. Jennifer Chapin acquired a trailer from Richard Steele that hopefully between now and November 24 it will be made usable for this project. Suni Smith will be heading the Graffiti Mitigation in Las Huertas Canyon. She has been unsuccessful in communicating with individuals that she needs in order to move forward. As it gets too cold to paint, this project may be suspended until spring 2020.

Frank announced the first recipients of the Trail Leader Recognition medallion awards. Frank G. Whiston received one for the Cerro Pelado run, and he placed his medallion on

his vehicle. Bill Bonahoom received one for Gordy's Extreme, and Jeff Boggs received one for a Jemez run. Neither Bill nor Jeff were present to accept their medallions.

Samples were passed around the New Mexico Trail Plaques that Frank G. Whiston and Phil Rodacy have been working on. The idea behind it was to mimic the Jeep Badge of Honor Program. This New Mexico version celebrates the trails in New Mexico and includes any make of vehicle, not just Jeeps. Frank requested more input on how to either move forward with this idea or if this idea should be scrapped. Since quite a bit of responsibility could fall on Phil as far as production, it was recommended that this subject be tabled until Phil attends the meeting. Members felt that there was still not enough information available. At that time stickers will be discussed as a possible option.

Mini Jobs (Help your officers avoid burnout): An article has been created by Frank that is on the club website. It has the mini jobs and their descriptions.

NEW BUSINESS:

There was a call for hosts for the winter meetings at the church on January 9, 2020; February 13, 2020; March 12, 2020; and April 9, 2020. Jeanne Meier volunteered to be the host for February, and NaDeen Roland volunteered for March. No one has volunteered to host January or April so Frank said we will put another call out for hosts at a later meeting. The Rodacys are hosting the Christmas potluck meeting.

Suni Smith was the guest present and eligible for membership. Despite one request to taste the snacks she brought for the meeting before voting, a vote to accept her as a member was called for and accepted. It was also brought to the club's attention that Suni recently received an Expert Driver Award for completing a Black Bear run in her Rubicon.

Terry Ellis was the winner of the 50/50 Raffle.

Suni Smith was thanked for hosting the meeting.

MEETING ADJOURNED at 7:51 pm.

Please check the website for new runs or changes in events, trip times, locations and leaders.



President's Report

By Frank G. Whiston

We are seeing some runs on the calendar, let's keep that momentum up! Diego contacted me wanting to lead the fall colors run and asked for help with where to go. We went over

several options and he picked one. Then off we went. With 80+member families, that's all it takes to get a run going. Try it for yourself!

LEAD A RUN - The trip leader is in control



Vice President's Soap Box

By Richard Steele

There is no Vice-President's report this month.

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Bobbie Moore

There is no Environmental Affairs report this month.

LEAD A RUN AND GET A DISCOUNT ON DUES



Jemez Ride, FR 17

By Jeff Boggs

On September 28, 2019, we gathered a group in San Ysidro, NM on Saturday morning to go into the Jemez Mts. and explore FR 17. FR 17 is located in the northwest corner of the Jemez Mts. To get there quickly, we drove up Hwy 550 towards Cuba, NM and turned off to the East on what is called Old Hwy 44. This an old paved road to Cuba. This route got us to FR 20 and to a good place to air down. Richard Steele did tail gunner chores. We had with us Gregg Radtke and Peter, his friend, Dennis and Beth Green, in their white Cherokee. Dennis has cured his overheating issue, from last run and is continuing to improve his 4x4. Larry Hasenbank was there in his TJ. Ben Lucero and Donnie Walker

joined us, too. We had guests, Ken and Renee Pepin, in their new Toyota 4Runner, and Larry Britt, in his 2016 Toyota 200 series. Jeff was trail leader, cruising in his 1996 Land Cruiser. Larry Britt and Jeff decided to camp out Friday night near Cabezon Peak and then drive back to San Ysidro Saturday morning. This gets me thinking about future rides out in this area, for later in the year. I am a desert person, first, so look for winter rides out there on the calendar.

FR 17 is open at the bottom all year long, but for some unknown reason, the upper part of FR 17 is only open in the Fall, per the MVUM. So, we needed to do this part now. After airing down, we entered FR 17 in low range, as there are numerous water bars, rocks and generally slow going. This is a little used FR, which makes it fun. I did my limb clipping duties when I could, out the window. Brought the chain saw, but did not need it today.

Everybody made it through the lower part of FR 17 and we entered upper FR 17 and had to drive through the only mud puddle of the day, near the start of this part. Upper FR 17 is known for its narrowness and articulation.



Several times we needed to spot each other to get through some sections. Several tries were needed in a few places by those of us with open differentials.

We found a great lunch spot with a view that looked out West. I could see the Chuska Mts range at the AZ and NM border from this spot and Mt Taylor and Cabezon, in the foreground. After lunch we drove through beautiful aspen and pine forest areas that were a bit overgrown in places. Larry Hasenbank broke his driver's side swaybar mount bolt. This made some noise, but he can now get some swaybar disconnects for replacement.

Once we got to the end of this route, we decided to work our way back out the same way we had entered the Jemez. FR 376, through the Gilman tunnels is CLOSED just above the tunnels. Forest Service is repairing a section of this FR and they do not know when it will be reopened. I was planning to return this way.



We left to head out, but shortly after we started driving, Dennis had a flat tire. Donnie, Ben and Richard had the NASCAR pit crew instincts and had Dennis back in the race in minutes. Dennis now can add a tire to his list of things to do to his Jeep. We aired up near pavement and everybody agreed we had a good day. Everybody took off home down Hwy 550, back to town. Gregg , Peter and I met two of their friends at the Kaktus Brewery, in Bernalillo, NM for pizza and beer following the ride.

Thanks for joining me on this ride. Everybody enjoyed checking out this route and we worked together, which made for a good day.

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



**Riley Ghost Town Photography Ride
October 12, 2019
By Don Roy**

I've been an Off-Roader for 23 years, almost to the day. I've also been a photographer for maybe 50 years. I never thought to put them together until this ride, a first time mix of off-roading and more serious photography. The ride was too be Easy and normal from the off-road perspective, but the *focus* was to be taking nice artsy photos along the way, stopping anytime anyone in the group saw a photo-op. I wanted to get other than typical 'rigs and

riders' photos, something possibly wall-display worthy. I hoped Photo-Rides could be a new thing for NM4W and this ride was to be a test.

From my leader perspective, the ride part was fine. I rarely deviated from the planned course and everyone got through unscathed. The problem for me was, as the leader not having been to Riley in two years, I spent more time checking the GPS than looking out at the views as a photographer.

We did stop a quite a bit for photo-ops, whenever anyone asked on the CB, but somehow less often than I imagined we'd do. Lunch was a photogenic spot, as was the Riley Ghost Town at the end. We all spent quite a bit of camera time at the Ghost Town. I think the 'Photography Ride' idea has merit. I know I'll run more rides like in the future and I hope other leaders will too.

Here are a few interesting photos from the trip. See the Gallery for this ride for more pictures.









Riley Ghost Town / Photography Ride

October 12, 2019
By NaDeen Roland

A pathetic admission from the club secretary, the Riley Ghost Town - Photography Ride is only the third run I've done with the club since I've joined. Joining me was my two-year old schnauzer, Sterling Mallory Archer. Don Roy did a great job putting together this run. Even though I used to drive the van for my church's transportation ministry, I was no longer accustomed to driving for long periods of time. I really appreciated all the breaks that were taken for photography because it gave my dog and I a chance to stretch our legs, not get tired, and really enjoy the beauty around us. The run itself was more challenging than I was expecting. In general, I never set out to be a "problem child." Needless to say, before my next run, I'll be figuring out a CB radio and a tow strap/hook. Ironically the last run I went on was a tutorial one led by Cliff Meier and Jack Dickey on how to climb stairs, and I was the only chicken on that run that didn't climb the stairs. So, the first issue I had on this run was climbing stairs. I panicked when I got stuck on my first attempt and tried to go around them. That didn't work, and Terry Ellis was kind enough to help me back up and guide me with Don's assistance up the stairs. In the process I unintentionally shouldered checked a tree with my Jeep. I will be paying a \$1 to the Sheriff for that poor tree and the fact that I actually don't feel bad I did it. Don knew I was shaken up so he offered to put my Jeep in the correct gear and go up the second set of stairs. I must admit between watching my Jeep doing that and the pep talk Don gave me afterwards, it made a tremendous

difference in my mental and emotional attitude. He told me that my Jeep is capable, and it's all about the driver. Unfortunately, shortly after that the novice driver got stuck trying to come down part of a trail. Even when Don is peeved, he's still pretty funny. He pointed out where the trail was and that's why I got stuck. Jack Nutter dug out his tow strap, Michael Arndt helped and Jack's Old School got me unstuck. I really appreciated Jack saying, "You don't buy this stuff not to use it." And I also appreciated Michael saying that even though I got stuck, he got stuck first when we went through the mud. Lucille Terry sent me beautiful pictures of my Jeep.

With all the "not fun" stuff that has happened to me in 2019, this run has to be right up there with being one of the greatest blessings from God in my life. I already thanked God every day for my Jeep and my dog, but now I have a greater appreciation for my Jeep and a greater appreciation for this club and its remarkable members. There is such a brotherhood and vast amount of experience that I appreciate even within a small group people they are willing to share all that and more.

On a lighter note I baked treats to share on the first two run I went on, and I never was a problem child. I didn't bake anything for this run, and I was a problem child twice. The lesson learned here for NaDeen: Never go on another run without baked treats! It's at least a theory that everyone will hopefully enjoy me testing.



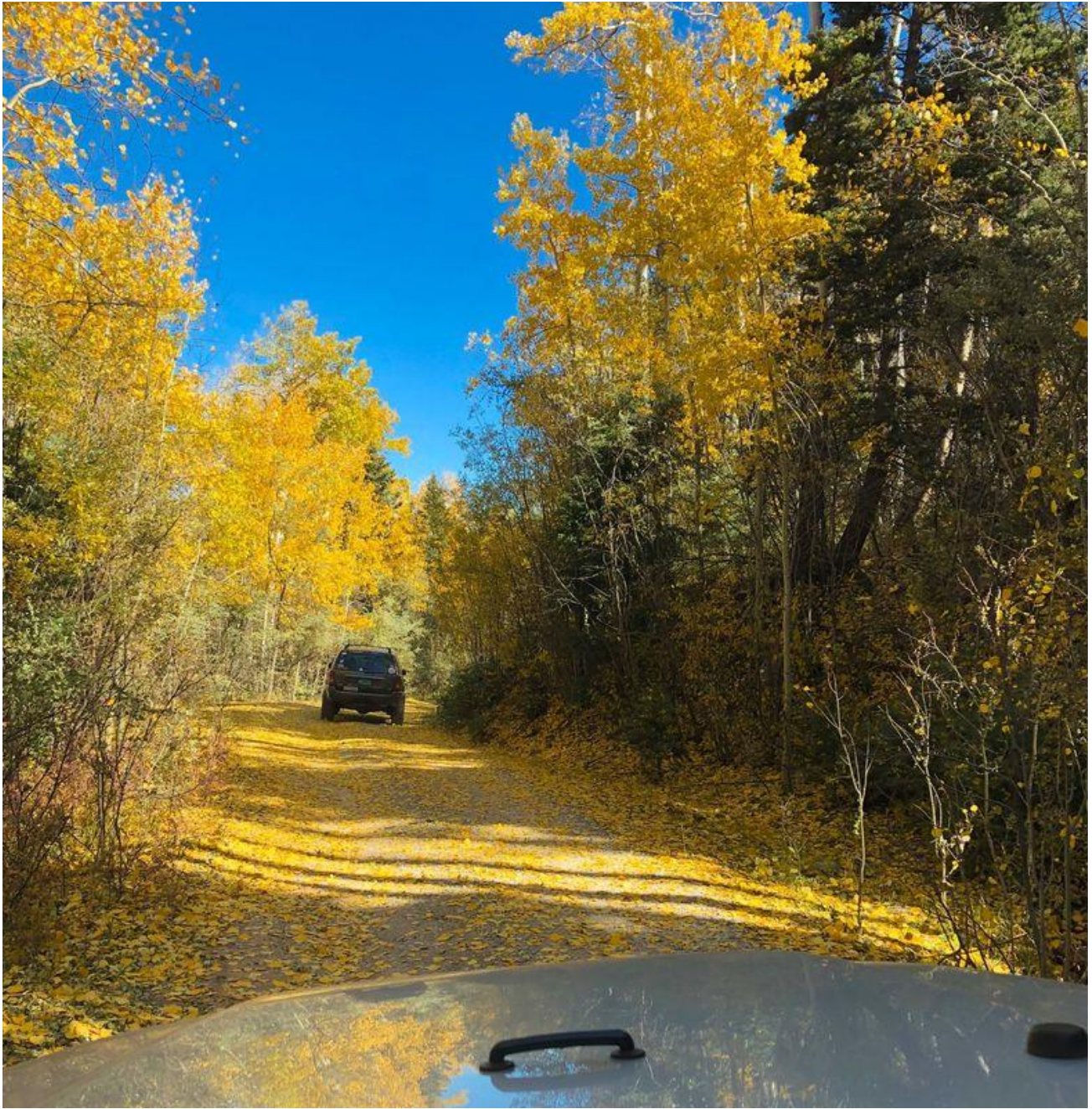
**Fall Colors Run Bluebird Mesa/
Eureka Copper Mines
October 20, 2019
By Diego Serna**

Wow! What a beautiful day we had on the trail. It was fun seeing and going to places in Jemez that I had never been to before. The Eureka Mine is really cool and I look forward to going back. We did have a few hiccups and fines to pass out. We had one flat tire which we quickly swapped. I have 3 fines to fess up to. I missed 2 turns on the trail and had to be winched backward when our Grand Cherokee got hung up on it rocker guard.



My wife most of the driving and I rode shot gun, which was fun. Thank you, Frank and Jenn, for helping me navigate the trails. I can hardly wait for next year.







Manzano Mountain Run

By Cliff Meier

On Oct 27th 12 members in 8 vehicles participated in the annual Fall run through the Manzano Mountains. Ten of us met at the Sandia Ranger District office in Tijeras at 9:00AM while another member from Socorro met the group at Manzano on our way to the trail head. We had long time members Keith and Linda Jurey, who now lives in north western Kansas, join us. The weather for run was just right and all seemed to have had a good time. The run was over old logging roads which in the past have been easy and good for stock vehicles. Over the years some spots have slowly deteriorated to the point you need some driving skills to stay out of deep ruts and navigating small, about a foot, ledges. We had one daring driver who didn't stay out of one of the ruts, (we won't name him - oh

well, I'll name him, Tracey). Here's picture evidence for the next meeting!



With help of Guy's winch, he was dragged out of the rut, but that wasn't all. Tracy managed to slide back into it! Is that a double fine? We had lunch at one of the windmills and corrals. We saw some wildlife, two deer at lunch and a squirrel later in the day. I had planned to take a different way out but it was getting late and I wasn't exactly sure how to find the road. A good reason to pre-run. We exited the trail the normal way through the ABO ruins where all aired up.





Another Ride this Month

By Phil Rodacy

The New Mexico Four Wheelers also participated in the Chili Challenges this month. Hopefully, we'll have a more detailed description of them next month.

Although trails suitable for vehicles of every build are available, many attend for the opportunity to tackle some extreme terrain. I'd encourage everyone to attend the Chili Challenge at least once. If you don't want to drive, you'll enjoy watching the extreme guys do their thing.







Redneck Engineering

Contributed by Jennifer

Here's our monthly Redneck Engineering Inspiration.....

Jeeps are sometimes criticized as being slow, but they have a lot of torque.....



Keep PUBLIC lands open to the PUBLIC

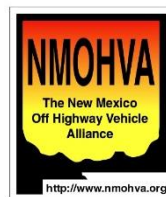
NM4W Officers

<p>President Frank G. Whiston 505-681-0017 pres@nm4w.org</p>	<p>Vice-President Membership Chairman Rich Steele 505-249-1130 vpres@nm4w.org</p>	<p>Secretary NaDeen Jackson 505-918-6300 sec@nm4w.org</p>
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Web Site Administrator Don Roy, webadmin@nm4w.org

Newsletter editor, Phil Rodacy, editor@nm4w.org

Club Attorney, Karen Grohman, legal@nm4w.org





Trail Tales



December 1, 2019

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org



Meeting Minutes

November 14, 2019

By NaDeen F. Roland

The meeting was held at the Heights Cumberland Presbyterian Church in Albuquerque, New Mexico.

President Frank G. Whiston called the meeting to order at 7:01 p.m.

GUESTS: Dwight Lambert, John McDaniel, and Chris Ravier.

MEMBERS PRESENT: Tracy Bakewell, Travis Bakewell, Jeff Boggs, Ronnie Caton, Jennifer Chapin, Guy Conway, Shirley Godfrey, Jennifer Jacobs, Ed Kausche, Lyn Kausche, Jimmy Lloyd, Cliff Meier, Jeanne Meier, Jack Nutter, Bob Provance, Carol Provance, Ilene Rodacy, Phil Rodacy, NaDeen Roland, Don Roy, Chris Sears, Richard Steele, and Wayne Sullivan.

SECRETARY'S REPORT - NaDeen F. Roland, Meeting minutes from October were accepted as published.

TREASURER'S REPORT - Bob Provance. There is \$8,587.01 in the savings account and \$4,637.55 in the checking account.

TRIP CHAIRMAN'S REPORT - Jeff Boggs.

PAST EVENTS:

October 12 Riley Ghost Town Photography Ride! led by Don Roy. Don said he wrote an article in the newsletter about it.

October 16 thru October 29 2019 Chile Challenge hosted by the Las Cruces 4 Wheel Drive Club. There are pictures available on the website.

October 20 Fall Colors Run led by Diego Serna. There are pictures available on the photo gallery.

October 27 Manzano Mountains Run led by Cliff Meier. Cliff said it was fairly uneventful with the exception of Tracy Bakewell getting stuck (Twice – and in the same rut both times.).

November 10 Recovery Skills Class New Mexico led by Jennifer Chapin. Jennifer stated there was a big group, and they worked with snatch blocks, winches, and went over winch safety. The group received lots of good training and got in some practice.

UPCOMING EVENTS:

November 24 at 10:00 a.m. Las Huertas Canyon Abandoned Car Extraction, 35 degrees 14.828', - 106 degrees 24.807' Cliff Meier, project leader A hazard analysis is needed from the forest service. Some anchor vehicles could be useful. Frank made a recommendation that Jennifer Jacobs keep whatever is earned when she turns the vehicle in to the metal recycler. Since Jennifer's Jeep was recently stolen, recovered, and terribly vandalized, the money received from the recycler would help her out with expenses. A motion for Jennifer to keep the money from the metal recycler was called for and accepted. (UPDATE: after the meeting Cliff Meier went to check the scene and the car was gone!)

December 7 at 3:30 p.m. Twinkle Light Parade 4310 Central Avenue SE Albuquerque, NM 87108 Bill Bonahoom, event leader A spot for one more vehicle is still available.

December 7 Christmas Tree Run Jemez, NM Diego Serna, trip leader Various members recommended to all that they get a good-smelling tree, and Frank advised to pick a tree that has not been marked by an elk.

December 14 at 5:00 p.m. Christmas Party Phil and Ilene Rodacy, hosts Phil said to please sign up. He was able to name the five people who are currently signed up for the party. A food budget needs to be assessed. The Gift Exchange limit is \$20.

VICE PRESIDENT'S REPORT - Richard Steele. Richard explained the club's five-point system prior to being eligible to join the club. He also explained his duties as the Sheriff and what the fines consist of. Richard paid \$1 for the Riley Ghost Town run. He said he got lost during the run; and when Don Roy radioed him to find out where he was because the group was waiting on him, he tried to blame Don for getting lost in the first place. NaDeen paid \$3 in fines for the same run. One dollar was for being ill equipped for the run by wearing the wrong brassiere and by not having a CB radio. She paid \$1 for getting freaked out on a set of stairs, eventually shoulder checking a tree with her Jeep and needing to take Don up on his offer to take her Jeep up the second set of stairs. The last dollar was for going down a part of the trail and getting stuck when she drove off the trail.

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT - Bobbie Moore, absent. Frank mentioned that because of health issues, Bobbie would appreciate it if someone else took over this position.

PROGRAM CHAIRMAN'S REPORT - Tracy Bakewell. Old CBs and antennas that were given to Tracy are in his truck along with merchandise for sale. He arrived at the meeting too late to conduct the 50/50 Raffle.

HISTORIAN'S REPORT - Jennifer Chapin. Please post your pictures on the website and write articles.

WEBMASTER'S REPORT - Don Roy. Don had nothing to report. When members upload pictures, it would be nice if they added captions and put text in the photo gallery.

NEWSLETTER EDITOR'S REPORT - Phil Rodacy. Please submit your articles.

OLD BUSINESS:

Sandia Ranger District Volunteer Projects: Cliff Meier already discussed the Burned Car Extraction in Las Huertas Canyon during the Trip Chairman's Report. The Graffiti Mitigation has been tabled because it's too cold to cover up the graffiti with paint.

Frank passed out Trail Leader Recognition medallion awards:

- Bill Bonahoom (Gordy's Extreme, Chile Challenge) Not Present
- Jeff Boggs (Jemez Run)
- Don Roy (Riley Photo Ride)
- Rich Steele (Riley Photo Ride)
- Andy Townes (Chile Challenge) Not Present
- Terrill Wade (Chile Challenge) Not Present
- Bruce England (Chile Challenge) Not Present
- Diego Serna (Fall Colors) awarded on the trail
- Cliff Meier (Manzano Mtns)

Phil made samples of the New Mexico Trail Plaques. Wood could be used to turn the plaques into magnets. Maybe the plaques could be used to celebrate major run or more established runs rather than every small run. A poll will be put on the website.

Cliff has taken over one of the mini jobs, but there are still several openings left where help is needed.

Jack Nutter and Shirley Godfrey accepted the January call for a meeting host. No one has volunteered yet for April's meeting so it will be brought up again at a later meeting.

NEW BUSINESS:

Food for the Christmas party was discussed. Phil's idea of prime rib probably won't work now that more than five people have signed up for the Christmas party. Jeanne Meier shared her experience last year with Rudy's BBQ and how many people attended the party. A motion to authorize \$200 for the food was called for and accepted. Bob Provance will handle the club's payment for the food.

Last year the club donated \$300 to Heights Cumberland Presbyterian Church for the use of a room for the club's meetings six months out of the calendar year. A motion to donate the same amount again this year was called for and accepted.

Around this time of year, the club picks a charity to donate money to. East Mountain Food Pantry was selected because it is local, unlike the Roadrunner Food Bank which is state wide. Our money will go further. A motion to donate \$200 to the East Mountain Food Pantry was called for and accepted. Phil added that if you have a soap you are allergic to, for example, then you can give anything like that to Phil. He will take it to the pantry. It does not need to be new or sealed.

Insurance was discussed in regards to four wheeling groups and events, insurance rates, and insurance agencies completely comprehending our needs.

Dwight Lambert has five points. He is the only guest present and eligible for membership. A vote to accept him as a member was called for and accepted.

NaDeen was thanked for hosting the meeting.

MEETING ADJOURNED at 8:08 p.m.

Please check the website for new runs or changes in events, trip times, locations and leaders.



President's Report

By Frank G. Whiston

Hello everyone! Happy Holidays! Now that everyone's bellies are full from Thanksgiving, the socially busy month of December is upon us. I personally have many invites to functions this coming Saturday, but since I have invested in decorations for my Jeep, I will be helping represent the club in the ABQ Twinkle Light Parade.

Hopefully, you can join us at the annual [Christmas Party](#) on the 14th. Please sign up if you intend to come so that we know how much food the club needs to provide. This gathering takes place of the monthly meeting at the church for the month of December.

**LEAD A RUN -
The trip leader is in control**



Vice President's Soap Box

By Richard Steele

There is no Vice-President's report this month.

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Bobbie Moore

The club is in need of someone to help fill this position. Please consider volunteering to help keep our trails open for all to enjoy.

LEAD A RUN AND GET A DISCOUNT ON DUES



Recovery Skills Class

By Rich Steele

On November 10, 2019, Jennifer Chapin, one of NM4W's highly esteemed members, and 3 very experienced wheelers, Randy Riech, Krystle Riech, and Todd Sweeney all put on a very informative and fun recovery skills class.

Randy was the main speaker for most of the class. He shared his extensive experience with us as a former US Marine with many heavy equipment recoveries. Also, as a civilian he acquired many years working in the tow truck/recovery business. As they say there is "no substitute for experience."

Safety, safety and more safety. Randy told many stories of situations that could've possibly hurt or even killed someone. The proper use of winches and winch mechanics, and the associated equipment, were reviewed in detail. This included the use of gloves, wire rope line vs. synthetic rope, and line safety, such as "do not step



over the line but step on it,” use line dampers, and designate safe areas for spectators to stay in.

Other useful information included proper ways to safely hook up a winch line to a



vehicle’s frame or attachment points, and the best use of soft shackles and clevis/ D shackles. Snatch blocks, what they are, and how to use them were discussed in great detail. Straight line pulls, change of direction pulls, single line pulls, double line pulls and even triple line pulls were reviewed. If a straight-line pull, the most desirable, cannot be done because of local conditions, then a change of direction pull must be implemented. Straight line, 90 degree and box pulls were demonstrated with 3 jeeps.

Jennifer reviewed anchor-point attachments such as suitable rock structures and the use of tree savers. If none of the above are available, Jennifer uses her own “ground anchor” which she demonstrated for us. By example, Jennifer shows the importance of being prepared. Her JK is full of recovery equipment and she knows how to use it!

One very important point that all 4 of the instructors stressed was: Practice, practice, practice. Learning about our recovery equipment when we NEED it is not a good time to learn about it! Practicing using our recovery equipment under non-stressful conditions is a good idea for all of us.

Overall the seminar/class was a very successful event and was well attended by a several of our members and those of a few other off-road groups.

After our excellent seminar we all ate a quick lunch and then went down a wash towards the Rio Puerco for some fun! The weather for the day was absolutely fabulous, sunny, and it warmed up into the low 70s.

A substantial amount of information around “recovery skills” was presented in this class. Many thanks to our instructors, Randy, Jennifer, Todd and Krystle for their time and expertise, and credit to all the participants for showing the initiative to learn this important information.

Below are some web sites and a book containing articles relative to the information covered in this excellent recovery skills class that may be useful to club members.



www.warn.com>attachment>downloadFile

Warn’s excellent guides: The basic Guide to Winching Techniques and Guide to Safe Winching.

<https://www.warn.com/Attachment/DownloadFile?downloadId=1758>

[https://www.of4wd.com/wp-content/uploads/WARN Guide to Safe Winching.pdf](https://www.of4wd.com/wp-content/uploads/WARN_Guide_to_Safe_Winching.pdf)

<https://4xoverland.com/4x4-recovery/>

This is a in depth recovery writeup that includes videos.

A highly recommended book: *Motorbooks Workshop- Four-Wheelers Bible* by Jim Allen. This book has a very comprehensive and well written chapter on recovery techniques.

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



Thank You!

NM4W

By Jennifer Jacobs

To my fellow 4wheelers;

I bought my Jeep in August 2010 and by the summer of 2011, out of a dare, I got myself stuck, to the top of my tires. Even though I had a blast I knew I needed to join a group that loved the same things I did but when I got myself in trouble, they would be there to help me out. It was then in August 2011 I Googled jeep clubs and found the NM 4 Wheelers. I went to one meeting and knew this is where I belong. For the next 8 years and so many rides later, I have come meet some of the best people ever, had more fun in one day than I could ever dream of and memories that will last forever.

Then this September one's worst nightmare occurred; my Jeep was stolen. When I posted on the 4wheelers website I did it so you guys would know what is going on. The group took it one further and posted it in Facebook. Seeing that your post occurred 54 shares and that over 4200 people reached out after only 24 hours of the posting I began to cry. I couldn't believe how much caring and love that was sent my way. But the kindness of this group didn't stop there. While my Jeep was missing, Don Roy and Diego Serna, invited me to join them on some rides. Those two rides were some of the best days for me when I had a hard time feeling any type of happiness.

I would like to thank everyone in NM4 Wheelers for everything, especially for these past two months. All of you are such amazing, kind, caring individuals. I am so grateful for everything you have done for me. Please know I will be forever in debt to your kindness.

I wish you all a very happy holidays and the best for the new year. May 2020 be everything you may ever wanted and dreamed of and be blessed beyond measure.

Forever one of your NM4wheelers,

Jennifer Jacobs



Front License Plates

By Jennifer Chapin

Hi everyone.

I'd like to raise the alarm that certain members of the New Mexico legislature are planning to introduce bills in the upcoming session to force the requirement for front license plates on vehicles.

Don't let them deface our cars!

Email and call every single member of the New Mexico Senate and House of Representatives to tell them to reject the requirement for front license plates. Tell them that if they turn their back on New Mexico drivers by pushing front plates, you will work to have them voted out of office. An ideal time to do this is during primaries, which are fast upon us. Surely there are upstanding people in their districts who will champion the rights and interests of New Mexico drivers! Maybe this is you... If not, recruit and support someone who is. Start by voting out the lawmakers who sponsored and voted for pro-front plate legislation in the previous two sessions (HB 231 in 2019 and HB 158 in 2018). Pay particular attention to committee members and their voting record on the previous bills.

The lawmakers can be emailed at the following addresses: FirstName.LastName at nmlegis.gov . Governor Michelle Lujan Grisham can be reached via her chief of staff at John.Bingaman at state.nm.us .

It is of the utmost importance that you keep constant track of bills that mandate a front license plate. There are two easy ways to do this, and I recommend doing both: 1) search for "plate" in Legiscan after selecting New Mexico as the state; and 2) search for "license plate" + "New Mexico" in Google News, then sort by date.

I also highly recommend signing up to speak in the committee hearings, because it means a lot to our lawmakers to see the groundswell of support and their constituents making an effort to physically be at the hearings. Please ask all your fellow car enthusiasts & car club members, car dealers, rental car companies, friends, family, customers, staff and everyone else, to do the same. Also reach out to newspapers, TV and radio stations.

They might try to bundle the deeply-unpopular pro-front plate language within a large bill that deals with other important issues, so as to distract us and dilute our protests. We all need to be vigilant about attempts to cram front plates down our throats.

A few arguments for a single license plate that you might consider using:

- A front license plate is redundant and unnecessary when a back plate is already present.

- We are among 19 states that have a single (back) plate, and all of these states run just fine.
- No state has switched from one plate to two plates in several decades and it is easy to understand why: drivers, who make up the vast majority of citizens, loathe to wake up one morning to the nightmare of being told to drill holes into their cars.
- This year's budget is extremely tight, and manufacturing and delivering front plates to every car owner in the state will incur an enormous cost to drivers, placing a disproportionately greater burden on our poorest citizens, who are already struggling to make ends meet.
- The money saved by the state by forgoing the second (front) plate is a lifeline to critical infrastructure projects that provide vital services to our citizens. The savings will minimize disruption to these services while at the same time not further overburdening our tax payers.
- Front plates are a hassle to install by car dealers and consumers.
- The resale value of a car goes down tremendously once holes have been drilled into the front bumper.
- Important safety technology such as proximity and traffic sensors are present on the front bumpers of modern cars, which impede and can be damaged by attempts to install a front plate.
- Forgoing front license plates conserves non-renewable natural resources (aluminum and fuel).
- Forgoing front license plates protects the aesthetic contours of cars: drivers don't have to disfigure their cars with the dreaded "metal mustache".
- Residents from other states can legally drive around New Mexico without a front license plate, whereas we would be fined and pulled over for doing the same thing; this is an absurd situation where our own residents would be discriminated against.
- There is an increasing appreciation among state administrators of the advantages to switching to a single license plate, and a growing momentum to eliminate the front plate. In fact, just this spring, the Governor of Ohio signed a bill requiring a single license plate on the rear of vehicles, thus making Ohio the 20th state in the nation to dump the front plate. Similarly, the Canadian province of New Brunswick, which borders Maine, also got rid of front license plates this summer.
- Front license plates are deeply unpopular, and a law that forces them on us would be condemned by the vast majority of New Mexico motorists.

Thank you very much for putting in the time and effort to save our cars from the scourge of front license plates!



Wheeling 101

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 terrible.
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 wimp. 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 dang 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 Subarus.
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 shut up!
69. Self explanatory.
70. Life is too short to drink cheap beer or to wheel with jerks.
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 ProRock 44 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.



Redneck Engineering

Contributed by Phil Rodacy

Here's our monthly Redneck Engineering Inspiration.....

We've already gotten some snow, so make sure you keep your back windows clear.....



Keep PUBLIC lands open to the PUBLIC

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