



# Trail Tales



January 1, 2020

Official Newsletter  
of the  
New Mexico 4-Wheelers

[www.nm4w.org](http://www.nm4w.org)



## Meeting Minutes

December 14, 2019

By NaDeen F. Roland

The annual Christmas Party / meeting was held at the home of Phil and Ilene Rodacy in Albuquerque, New Mexico.

President Frank G. Whiston called the meeting to order at 6:46 p.m.

**MEMBERS PRESENT:** Cheryle Bakewell, Tracy Bakewell, Ronnie Caton, Yi-Jiun Caton, Jennifer Chapin, Marie Crites, Lucille Ellis, Terry Ellis, Shirley Godfrey, Ed Kausche, Lyn Kausche, Dwight Lambert, Cliff Meier, Jeanne Meier, Jack Nutter, Karen Owen, Don Owen, Bob Provance, Carol Provance, Illene Rodacy, Phil Rodacy, NaDeen Roland, Don Roy, Chris Sears, Diego Serna, Beth P. Steele, Suni Smith, Richard Steele, George Szymkowski, Donnie Walker, Sarah Walker, Beth Whiston, Donna Whiston, Frank G. Whiston, and Frank R. Whiston.

**GUEST:** Linda Davis.

**SECRETARY'S REPORT** - NaDeen F. Roland. Meeting minutes from November are available in the November newsletter.

**TREASURER'S REPORT** - Bob Provance. There is \$8,588.78 in the savings account, \$4,171.30 in the checking account, and \$37.50 in dues in the PayPal account. \$334 was used for the meat for the Christmas party to ensure there would be enough food.

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

### PAST EVENTS:

**November 24** Las Huertas Canyon Abandoned Car Extraction led by Cliff Meier. Cliff said after searching for the car before the extraction, he discovered the burned car was missing. Therefore, this event was cancelled.

**December 7** Christmas Tree Run led by Diego Serna. Diego said about five vehicles went up around Fenton Lake. He said he was the only one to get stuck when he went off the trail, but he managed to perform his own recovery. They departed around 2 p.m. in order to avoid darkness and

get stuck behind any vehicles that might get stuck since there were lots of families and gatherings everywhere. It was wonderful to see people out sledding and grilling and drinking adult beverages.

**December 7** Twinkle Light Parade led by Bill Bonahoom. Frank's Jeep is still lit up from that event.

**UPCOMING EVENTS:**

None in the near future.

**VICE PRESIDENT'S REPORT** - Richard Steele. No report. The only guest who attended the party left before the meeting started. Therefore, no rules needed to be gone over and no fines needed to be issued.

**DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT** - Bobbie Moore, absent. Frank reminded members that a new volunteer for this position would be appreciated.

**PROGRAM CHAIRMAN'S REPORT** - Tracy Bakewell. No report. There is no 50/50 Raffle tonight.

**HISTORIAN'S REPORT** - Jennifer Chapin. Please upload your pictures to the website.

**WEBMASTER'S REPORT** - Don Roy. No report.

**NEWSLETTER EDITOR'S REPORT** - Phil Rodacy. No report.

**OLD BUSINESS:**

Bill Bonahoom was given his medallion during the Twinkle Light Parade.

Please consider partaking in one of the mini jobs listed on the website.

A host for the April 2020 meeting is still needed, but that can be discussed at a later meeting.

The secretary position for NMOHVA still needs to be filled by March 2020. Please see Cliff Meier for details.

**NEW BUSINESS:**

The date for the Seven Trails of Gold even in Grants, New Mexico is set for Friday, May 29, 2020 to Sunday, May 31, 2020.

The Rodacys were thanked for hosting the meeting and Christmas potluck party. Phil thanked all of those who participated in the food drive.

**MEETING ADJOURNED** at 6:58 p.m.





## President's Report

By Frank G. Whiston

As calendar year 2019 closes, let's look back at what the club has done in 2019.

There were 16 club rides and members participated in a total of 16 events; many were led by NM4W members served key contributing roles. Back in March, Jennifer Chapin was a key contributor for the Winch Recovery Class Sponsored by Santa Fe Jeep Tours. Also, in March, Cliff Meier, Don Roy, and Bob Norton represented NM4W at the 2019 Adventure Travel Expo – Southwest. At the end of May, NM4W ran the 4WD part of NMOHVA's 2019 Seven Trails of Gold Event in Grants, NM. In June, NM4W spearheaded a dead car extraction at the request of the Sandia Ranger District. In August, NM4W held a 4x4 Car Show at the Caliber's Westside location generating public exposure and some funds for the club. In October, we had several members lead trails during the 29<sup>th</sup> Annual Chile Challenge put on by the LC4WDC. In November, Jennifer Chapin spearheaded another recovery skills class. To kick off the holiday season, on December 1, several club members represented NM4W for the 3<sup>rd</sup> consecutive year in the ABQ Twinkle Light Parade.

Although this is down from recent years, still a respectable list. Back in September, I polled some other clubs similar to us and this seems to be on par. In fact, 101 out of 143 total members participated in at least one club function in 2019. Some clubs that I polled said that only about half of their members participated. There is always room for improvement. If you have any ideas, I'd love to hear from you. Please drop me a line.

What will 2020 bring? That's up to you. Right now, the calendar is very sparse. We need your help populating that calendar. Let's make it a great year!



2019 in review. Photo collage by Frank Whiston

# 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



### Kudos to the Red Rock Four Wheelers

From The Times Independent

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<https://moabtimes.com/>

<https://moabtimes.com/2019/11/01/giving-back-red-rock-4-wheelers-donate-17000-to-various-groups/>

# Giving back: Red Rock 4-Wheelers donate \$17,000 to various groups



Members of the Red Rock 4-Wheelers pose with the recipients of \$17,000 in donations the group handed out in 2019. *Courtesy photo*

By [Linda Brewer](#)  
Nov. 1, 2019

The Red Rock 4-Wheelers, a 4-wheel drive club, appreciate and thank the Moab community for supporting our annual Easter Jeep Safari for the last 53 years. This year, the club gave back a total of \$17,000 in donations to local entities – with a special focus on Grand County High School.

Each year the club donates funds back into the community by having our members suggest donations to people or foundations that are dear to them. This year, there was an impressive outpouring of support for high school activities. The club also donates to areas that work to keep our visitors safe while out doing their thing, whatever that may be, by donating to the Grand County Sheriff's Office and its search & rescue department.

The Red Rock 4-Wheelers welcome new members. You can join them for a club meeting at 7 p.m. on the first Monday of the month at the clubhouse in unit B10 at the Moab Business Park, 11850 S. Highway 191. The club currently has over 1,200 members from coast to coast, Puerto Rico and worldwide, including the countries of Belgium, England, Liechtenstein, Switzerland, Australia, Italy, Iceland and Spain and in the past, China.

We also have monthly trail rides. You can find a list of these on our website at [RR4W.com](http://RR4W.com). You're always invited to join them for a trail ride.

The club's annual donations were distributed at the October monthly club meeting.

From the front row on the left in the photo above is Rondelle Pierce, who accepted \$500 for the GCHS swim team. “The program grows every year; swimming is a great place for the kids to be,” she said. Next to Pierce is San Juan County Sheriff’s Deputy Colton Brimhall, who said the \$2,000 donation would “go a long way when search and rescue is needed.” Austin Marques, coach of the GCHS girls’ soccer team, accepted a \$500 check, saying, “The team has had three coaches in three years. I’m staying and creating a program to help them learn.” Mike Estenson of the GCHS mountain biking team said the \$1,500 donation would “build one loner bike for kids who can’t afford a bike and will help with travel expenses.” The 33-member team is coming off an amazing season. Next to Estenson is Keri Frandsen of the Canyonlands Rodeo Club, which received a \$2,000 donation from the Red Rock 4-Wheelers.

Marsha Humphreys from the Moab Free Clinic is standing first on the right of the middle row. The clinic received \$1,000. “The clinic touches so many locals in the area,” said Humphreys. Next to Humphreys is Daniel McNeil of Grand County Mentoring, which received a \$500 donation. “We helped 91 kids make better choices last year and 60 percent of them are back in school,” he said.

First on the right in the back row is Red Rock 4-Wheelers Vice President Bob Kraft. Next to Kraft are Grand County Sheriff Steve White and Jim Webster of search & rescue. The two entities received a combined \$4,000, money that will be used for search & rescue training and equipment, said Webster. The search & rescue department made a staggering 112 rescues in 2018; it is the busiest unit in Utah. Next to Webster is Mike Kelso, president of Red Rock 4-Wheelers.

GCHS and GCMS Band Director Josh Jensen said he would use his \$1,000 donation “for new band uniforms and much-needed Method Books for both schools.” Those new uniforms were on display at the last couple of Red Devil home football games. They are snappy and you could tell it really gave the kids a confidence boost. Next to Jensen is Bob Jones of Canyonlands Care Center, which received \$2,000, money that will be used to improve the quality of care for patients. Pete Kaufman, a club member and advocate for the Moab Valley Humane Society, will use his \$500 donation to help efforts in Grand and San Juan counties. Next to Kaufman is club Treasurer John Martin.

Also, \$1,500 was donated to the Moab Chamber of Commerce, not pictured, with thanks for its many years of service to the community of Moab and the Red Rock 4-Wheelers.

Brewer is the office manager for the Red Rock 4-Wheelers.

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





# Redneck Engineering

Contributed by Phil Rodacy

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

Many of you probably received gift certificates for Christmas and are planning on buying Jeep parts. Choose wisely, my friends.....

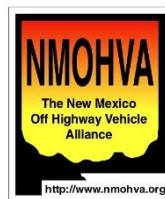


# Keep PUBLIC lands open to the PUBLIC

## NM4W Officers

<p><b>President</b> Frank G. Whiston 505-681-0017 <a href="mailto:pres@nm4w.org">pres@nm4w.org</a></p>	<p><b>Vice-President</b> <b>Membership Chairman</b> Rich Steele 505-249-1130 <a href="mailto:vpres@nm4w.org">vpres@nm4w.org</a></p>	<p><b>Secretary</b> NaDeen Jackson 505-918-6300 <a href="mailto:sec@nm4w.org">sec@nm4w.org</a></p>
<p><b>Treasurer</b> Bob Provance 505-238-8225 <a href="mailto:treas@nm4w.org">treas@nm4w.org</a></p>	<p><b>Program Chairman</b> Tracey Bakewell 505-250-3876 <a href="mailto:prog@nm4w.org">prog@nm4w.org</a></p>	<p><b>Historian</b> Jennifer Chapin 305-333-3375 <a href="mailto:hist@nm4w.org">hist@nm4w.org</a></p>
<p><b>Trip Chairman</b> Jeff Boggs 505-328-2682 <a href="mailto:trips@nm4w.org">trips@nm4w.org</a></p>	<p><b>Environmental Affairs</b> Bobbie Moore 505-203-1105 <a href="mailto:envdir@nm4w.org">envdir@nm4w.org</a></p>	<p><b>SWFWDA Delegate</b> Bob Norton 281-5315 n5epa@flash.net</p>

Web Site Administrator Don Roy, [webadmin@nm4w.org](mailto:webadmin@nm4w.org)  
 Newsletter editor, Phil Rodacy, [editor@nm4w.org](mailto:editor@nm4w.org)  
 Club Attorney, Karen Grohman, [legal@nm4w.org](mailto:legal@nm4w.org)





# Trail Tales



February 1, 2020

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## Meeting Minutes

January 9, 2020

By NaDeen F. Roland

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

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

**GUEST:** Linda Davis

**MEMBERS PRESENT:** Jennifer Chapin, Guy Conway, Marie Crites, Shirley Godfrey, Arno Granados, Ed Kausche, Dwight Lambert, Cliff Meier, Jeanne Meier, Joseph Miranda, Kim Miranda, Jack Nutter, Bob Provance, Carol Provance, Jeri Pulliam, Tom Pulliam, NaDeen Roland, Don Roy, Richard Steele, Wayne Sullivan, George Szymkowski, and Frank G. Whiston.

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

**TREASURER'S REPORT** - Bob Provance. There is \$8,590.60 in the savings account and \$3,837.23 in the checking account. In the near future the club will be paying the post office box rental, the NMOHVA membership fee, and the Blue Ribbon Coalition membership fee.

**TRIP CHAIRMAN'S REPORT** - Jeff Boggs, absent. Jeff's mother recently passed away. Report by Frank G. Whiston.

### **Past Events:**

December 7 Christmas Tree Run led by Diego Serna.

December 7 Twinkle Light Parade led by Bill Bonahoom.

January 4 Gordy's Extreme New Year Run led by Bill Bonahoom.

### **Upcoming Events:**

January 26 Mt. Taylor Ride Grants, New Mexico Bob Provance, trip leader



May 6 thru May 12 Green River 2020 Shady Acres RV Park, Green River, Utah Cliff Meier, trip leader

May 29 thru May 31 7 Trails of Gold 2020 Grants, New Mexico NMOHVA, event host

**VICE PRESIDENT'S REPORT** - Richard Steele. The points system was explained. No fines were reported to the Sheriff.

**DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT** - Bobbie Moore, absent. Report by Frank G. Whiston. The final draft for the Gila National Forest has been released.

**PROGRAM CHAIRMAN'S REPORT** - Tracy Bakewell, absent. No report and there was no 50/50 Raffle tonight.

**HISTORIAN'S REPORT** - Jennifer Chapin. Please post your pictures on the website.

**WEBMASTER'S REPORT** - Don Roy. Don fixed some bugs that Jack Nutter ran into, and he fixed some other bugs that he ran into.

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

#### **OLD BUSINESS:**

The graffiti mitigation will carry until the weather gets warm enough for painting.

Trail Leader Medallions were recently earned by Jeff Boggs, Andy, Townes, Terrill Wade, and Bruce England.

The descriptions of the following Mini Jobs were reviewed: Welcome Committee, Member Spotlight Writer, Facebook Page editor, and someone to update fire postings. These jobs still need to be filled.

A host for the April meeting is still needed.

#### **NEW BUSINESS:**

The 7 Trails of Gold event might be catered by Rudy's BBQ. Insurance coverage for this event is still up in the air. NMOHVA will be relying on our club to lead some trails so please start considering being a trail leader for this event.

The vice president, Richard Steele, has reserved Oak Flats for the annual June picnic. The south loop is available for reservation. Since a date needed to be picked, June 13 was selected as a group. The date fell in alignment with how meetings are typically spaced out. Rich will proceed with handling the \$8.00 registration fee and let the club know of any further expenses incurred.

With the trip chairman, Jeff Boggs, temporarily absent, the Trip Committee Planning Meeting is a bit slow going. However, if someone is interested in putting something on the calendar, then we could get things going.

Frank played an [Off Roading Education 101 - Differentials video](#) presentation.

A discussion took place on how Southwest has been disbanded but the club is not dissolved. The funds that are possibly over \$40,000 should still be in the bank. This topic was brought up by Don so that the S.O.P. could be cleaned up and show that we are no longer members of that club.

Thank you to Shirley Godfrey for tonight's refreshments!

**MEETING ADJOURNED** at 7:52 p.m.



## President's Report

By Frank G. Whiston

The planning committee met just before this newsletter was posted to line out activities for the coming year. Be sure to check out the club calendar! There are bound to be some ideas posted in need of someone to help by stepping up to lead a run or serve as host for a get-together. Look for either **==LEADER NEEDED==** or **==HOST NEEDED==** next to the calendar item title and consider helping out. Feel free to contact the trip chair or me if you have any questions or need any help. We both would be happy to assist you. The more folks we can get involved in leading/hosting, the more fun it will be for everyone.

## 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



## Extreme Buggy Run Socorro, NM By Bill Bonahoom

On January 04 2020 the NM4Wheelers rang in the new year with some extreme buggy trails down south near Socorro. We had 12 rigs with a mix of club members and guests. The group was split into two with ½ the group spending time making two trails a reality for all to enjoy, Yee Haw and Hacksaw while the other ½ the group ran 3 stooges, Yee Haw, Hells Gate, and Hacksaw. Rich Steele rode along and took some excellent high-quality photos as he is working on a project for the photography club he is a member. The project sounds really neat as he is working on capturing the trust between driver and spotter.

The need for a trusted spotter is very necessary in extreme rock crawling since the driver typically cannot see what is going on underneath the rig and it is not uncommon for tires to be on the hairy edge of obstacles where the matter of a couple inches makes the difference between making the obstacle or flopping over.

This trip was the maiden voyage of the new to Randal moon buggy that he just purchased. The buggy is a purpose built WE-Rock pro car that did very well back in the day. It features a supercharged V6 motor, 42” sticky tires full of water, and lots of different levels to push or pull so that each wheel can be braked independently. Look for Randal at a WE Rock event this summer.









# Hi-Lift Jack Safety

Contributed By Jennifer Chapin

## Training

- Read the manual before use. Do not allow anyone who has not read the manual, and/or does not understand the requirements, use the jack.

## Spectators

- Do not allow bystanders around the jack or under the load supported only by the jack.

## Inspection

- Inspect the jack carefully before each use. Ensure the jack is not damaged, excessively worn, or missing parts.
- Check the climbing pins to make sure that they are not worn or damaged.
- Check the steel standard bar to make sure that it is straight and that nothing is blocking the steel standard bar holes.
- Do not use the jack unless it is in good clean working condition.
- Do not use the jack unless it is properly lubricated.
- Using a jack that is not in good clean working condition or properly lubricated may cause serious injury.

## Chock and Block (Stabilize)

A chock is a wedge for steadying an object and holding it motionless, or for preventing the movement of a wheel. Chock the wheel opposite the end being lifted.

When you block a load, you secure and support a load that is being lifted. The block(s) or stabilizer(s) should have a weight capacity that is greater than the weight of the load which is being lifted. Do not use the jack to support the load



Safety Clip: Do not remove this or replace if broken or has been removed. It is there for your safety so the jack handle will not keep going. Many people remove it thinking it is not important.

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



# Leave No Trace

Contributed by Jennifer Chapin

## LEAVE NO TRACE

### 7 PRINCIPLES

Leave No Trace teaches people of all ages how to enjoy the outdoors responsibly and is the most widely accepted outdoor ethics program used on public lands. We strive to sustain healthy, vibrant natural lands for all people to enjoy, now and into the future.

- #### 1 PLAN AHEAD AND PREPARE

  - Know the regulations and special concerns for the area you'll visit.
  - Prepare for extreme weather, hazards, and emergencies.
  - Schedule your trip to avoid times of high use.
  - Visit in small groups when possible. Consider splitting larger groups into smaller groups.
  - Repackage food to minimize waste.
  - Use a map and compass to eliminate the use of marking paint, rock cairns or flagging.
- #### 2 TRAVEL & CAMP ON DURABLE SURFACES

  - Durable surfaces include established trails and campsites, rock, gravel, dry grasses or snow.
  - Protect riparian areas by camping at least 200 feet from lakes and streams.
  - Good campsites are found, not made. Altering a site is not necessary.
  - In popular areas: Concentrate use on existing trails and campsites.
  - Walk single file in the middle of the trail, even when wet or muddy.
  - Keep campsites small. Focus activity in areas where vegetation is absent.
  - In pristine areas: Disperse use to prevent the creation of campsites and trails.
  - Avoid places where impacts are just beginning.
- #### 3 DISPOSE OF WASTE PROPERLY

  - Pack it in, pack it out. Inspect your campsite and rest areas for trash or spilled foods. Pack out all trash, leftover food and litter.
  - Deposit solid human waste in catholes dug 6 to 8 inches deep, at least 200 feet from water, camp and trails. Cover and disguise the cathole when finished.
  - Pack out toilet paper and hygiene products.
  - To wash yourself or your dishes, carry water 200 feet away from streams or lakes and use small amounts of biodegradable soap. Scatter strained dishwater.
- #### 4 LEAVE WHAT YOU FIND

  - Preserve the past: examine, but do not touch cultural or historic structures and artifacts.
  - Leave rocks, plants and other natural objects as you find them.
  - Avoid introducing or transporting non-native species.
  - Do not build structures, furniture, or dig trenches.
- #### 5 MINIMIZE CAMPFIRE IMPACTS

  - Campfires can cause lasting impacts to the backcountry. Use a lightweight stove for cooking and enjoy a candle lantern for light.
  - Where fires are permitted, use established fire rings, fire pans, or mound fires.
  - Keep fires small. Only use sticks from the ground that can be broken by hand.
  - Burn all wood and coals to ash, put out campfires completely, then scatter cool ashes.
- #### 6 RESPECT WILDLIFE

  - Observe wildlife from a distance. Do not follow or approach them.
  - Never feed animals. Feeding wildlife damages their health, alters natural behaviors, and exposes them to predators and other dangers.
  - Protect wildlife and your food by storing rations and trash securely.
  - Control pets at all times, or leave them at home.
  - Avoid wildlife during sensitive times: mating, nesting, raising young, or winter.
- #### 7 BE CONSIDERATE OF OTHER VISITORS

  - Respect other visitors and protect the quality of their experience.
  - Be courteous. Yield to other users on the trail.
  - Step to the downhill side of the trail when encountering pack stock.
  - Take breaks and camp away from trails and other visitors.
  - Let nature's sounds prevail. Avoid loud voices and noises.

<https://lnt.org/learn/7-principles>



# Cooling Your Vehicle

Contributed by Jennifer Chapin

## 10 RULES FOR MAXIMUM COOLING



### TEN COMMANDMENTS FOR MAXIMUM COOLING

#### 1. Make room for an adequate cooling system in the design of your engine compartment.

First things first. When planning your performance vehicle, remember that you're building it to drive, not to sit and steam. Plan adequate space for the cooling system including the radiator, **fan, shroud, overflow tank, and mounting brackets**. Talk with one of our specialists to help you build the system for your vehicle, engine size, and driving habits. Consider the investment compared to the total cost of the car.

#### 2. Use an electric fan.

Only choose a mechanical fan over an electric fan if it's your farm tractor. An electric fan is preferred because when you need a fan the most (at idle or cruising speeds) an electric fan is delivering maximum air independent of engine RPMs. Fans that move 2000-2300 CFM's are worth the investment. Preference should be given to a "pull" vs. a "push" fan. Mounted on the engine side of the radiator, a pull fan does not interfere with airflow at highway speeds. All shrouded fans should be on the engine side of the radiator.

#### 3. Always use the right shroud with your fan.

Fans move air through the radiator assisting in cooling the engine. A fan without a **shroud** is better than no fan. But, consider this - at idle or cruising speeds, you need the entire cooling system working at its optimum. An unshrouded fan is moving air through only the portion of the radiator equal to the surface area of the fan. For example, on a '32 Ford, the area of a 15.50" fan is about 189 sq. in.; the core of the radiator is approximately 371 sq. in. This means that almost 49% of the unshrouded radiator is not receiving any benefits from the fan. Shrouding your radiator lets the fan pull air through the entire core

#### 4. Consider airflow and how a radiator uses it to cool.

Without adequate airflow, a radiator is just a reservoir for hot water. **Coolant transfers heat to the tubes; the tubes transfer heat to the fins**; air moving through the fins dissipates the heat from the radiator. You need sufficient openings to the radiator that channel adequate air to the entire surface of the radiator. You must have a radiator design that allows the air to pass effectively through the radiator (wider and taller is better than thicker). You must consider how the heat will be evacuated from the engine compartment.

#### 5. Use the proper water pump pulley ratio.

To obtain the maximum operating efficiency rate for your water pump at highway speeds, you should overdrive the pump by 30-35%. Most aftermarket pulleys are a 1:1 ratio. For a 30-35% overdrive, the crank pulley should be approximately 7 7/8" and the water pump pulley approximately 5 3/4". This overdrive provides proper coolant flow from the engine and through the radiator.

#### 6. The pressure cap matters.

The **higher-rated the pressure cap**, the hotter the water has to get to boil. One pound of pressure raises the boiling temperature by 3°F. A 16-pound cap raises the boiling point to 268°F. If your engine is designed to run at 200°F, a 14-16-pound cap should be sufficient. Running a higher pressure cap to prevent boil over is putting a band-aid on another problem that needs to be fixed. Higher operating pressure places additional stress on the entire engine system and increases the potential of hoses bursting and possible injury.

#### 7. Understand the operating temperatures of today's modern engines.

All engines have "normal" operating temperatures. Running engine temperatures well above or below recommended temperatures could cause damage. Most of today's engines operate in the 180°-210°F range. Pollution laws, new oil blends and higher combustion gasoline have forced engine design changes that have increased operating temperatures over the past decade. Consider your engine's normal operating temperatures when selecting your radiator's cooling capacity.

#### 8. Always use a thermostat.

The thermostat controls engine coolant temperature. It stops the flow of coolant through the radiator until the coolant reaches the thermostat's preset temperature. Operating your engine within its temperature parameters reduces wear, helps control emissions and turns any moisture in the crankcase to steam where it is removed by the PCV system. Selecting the right thermostat for your engine's operating temperature range means better performance and longer life.

#### 9. Protect your system with the recommended coolant.

It is essential to use a premium coolant that protects the radiator, other metal parts, and seals. Today's coolants are a scientific blend that normally includes water wetter and corrosion inhibitors. The use of a coolant that contains no silicate is recommended. Silicate is an abrasive and can cause gel formation and water pump failure. A 50/50 mix of coolant and distilled water provides the best overall cooling efficiency. Proper maintenance (regular flushing and changing of coolant) will extend the life of your system.

#### 10. Spend your money wisely.

If you are having cooling problems, begin by looking at the least expensive fixes first. 1) Add an electric fan. 2) Shroud your fan. 3) Check your belts and hoses. Slipping belts or collapsed hoses mean trouble. 4) Check your radiator cap. 5) Flush and refill with premium coolant. 6) Use the proper thermostat. 7) Clean the radiator of foreign materials. 8) Overdrive the water pump 20-30%.



9) Check your water pump. Should cooling problems persist, it may be time for a new performance radiator from Griffin. Call the Griffin Customer Service Department at 1-800-722-3723 for assistance in selecting the correct radiator for your requirements.



## Redneck Engineering

Contributed by Jennifer Chapin

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

Its only February, but spring will be here before you know it. Time to get ready fot this year's camping season.....



# Keep PUBLIC lands open to the PUBLIC

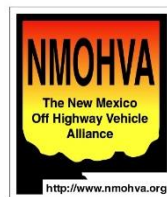
## NM4W Officers

<p><b>President</b> Frank G. Whiston 505-681-0017 <a href="mailto:pres@nm4w.org">pres@nm4w.org</a></p>	<p><b>Vice-President</b> <b>Membership Chairman</b> Rich Steele 505-249-1130 <a href="mailto:vpres@nm4w.org">vpres@nm4w.org</a></p>	<p><b>Secretary</b> NaDeen Jackson 505-918-6300 <a href="mailto:sec@nm4w.org">sec@nm4w.org</a></p>
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March 1, 2020

# Trail Tales

Official Newsletter  
of the  
New Mexico 4-Wheelers



[www.nm4w.org](http://www.nm4w.org)



## Meeting Minutes

February 13, 2020

By NaDeen F. Roland

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

President Frank G. Whiston called the meeting to order at 7:00 p.m.

**GUESTS:** Aaron Braly, Linda Davis, David Ham, Kenneth Ham, Corey Ryan and his K-9 partner Oscar, and James Valencia.

**MEMBERS PRESENT:** Cheryle Bakewell, Tracy Bakewell, Travis Bakewell, Jennifer Chapin, Guy Conway, Lucille Ellis, Terry Ellis, Shirley Godfrey, Ed Kausche, Lyn Kausche, Dwight Lambert, Jimmy Lloyd, Cliff Meier, Jeanne Meier, Jack Nutter, Bob Provance, Carol Provance, Don Roy, Suni Smith, Richard Steele, Wayne Sullivan, and Frank G. Whiston.

**SECRETARY'S REPORT** - NaDeen F. Roland Meeting minutes from January 2020 were accepted as published.

**TREASURER'S REPORT** - Bob Provance. There is \$8,592.43 in the savings account, and \$3,564.23 is in the checking account. There is nothing outstanding as far as due for payment.

**TRIP CHAIRMAN** - Jeff Boggs, absent. Report by Frank G. Whiston.

### Past Events:

**January 26** Zuni Mountains Ride led by Bob Provance. Bob said there were five vehicles, and the temperature was about 50 degrees. Everyone got stuck at least once.

**January 31** Just a Plain Ole Good Get Together led by Thomas Coston.

**February 1** Pre Super Bowl 4X4 Ride led by Jeff Boggs.

### Upcoming Events:

**February 15 thru 16 starting at 9:00 a.m.** Presidents Weekend Extreme, Elephant Butte RV Resort Bill Bonahoom, trip leader

**February 29 at 8:30 am** Riley Area-loop into Cibola National Forest Kiva RV Park & Horse Motel, Richard Steele, trip leader Richard said this run was done in October 2019 by Don Roy, and it would be nice to do it again. There were nice arroyos, and we'll be spending the day there.

**March 7 at 10 a.m.** NMOHVA Annual Meeting Sandia BMW in Albuquerque, New Mexico

**March 14 at 8:30 a.m.** Exploratory San Antonio Green Chile Cheeseburger Ride Sandia Ranger Station in Tijeras, New Mexico. Cliff Meier, trip leader Cliff said it is an easy run, stock Jeeps are okay, and to stay tuned for more details.

**March 20 to March 22 starting at 2:00 p.m.** Mills Canyon Camp Out Comfort Inn, 2500 N Grand Avenue , Las Vegas, New Mexico 87701 Frank G. Whiston, trip leader Frank said there are 12 campsites available, and 7 vehicles are signed up.

**May 6 to May 22 starting each run at 9:00 a.m.** Green River 2020 Shady Acres RV Park in Green River, Utah Cliff Meier, trip leader Cliff and Guy Conway will tour people out there. Nothing will be difficult. It's a beautiful country scene out there. Expect long days.

**May 29 to May 31** NMOHVA Tour de Grants, Grant, New Mexico NMOHVA, event host

**VICE PRESIDENT'S REPORT** - Richard Steele. No one coughed up money for fines. Bob Provance and Jack Nutter proclaimed that it is not a snow trip unless you get stuck. Richard explained not only the points system, but he elaborated on the benefits of acquiring points.

**DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT** - Bobbie Moore, absent. Report by Frank G. Whiston. Someone to take over for Bobbie would still be greatly appreciated. Frank informed the club that the Gila National Forest released their final draft documents, and that the deadline for the public's input for the Forest Plan is April 16, 2020. The final draft plans and the Environmental Impact Statements will possibly affect us right in the middle of our spring riding season. Frank provided the link to review the documents, and he strongly encouraged members to submit their comments.

**PROGRAM CHAIRMAN'S REPORT** - Tracy Bakewell. Tracy was still counting money for the 50/50 Raffle. Merchandise was for sale in his car, much like a drug dealer, as Bob and Travis implied. Tracy has free CB radios available, but they were not in his car. They were at home. Let him know if you are interested, and he'll help you test if they are in working condition.

**HISTORIAN'S REPORT** - Jennifer Chapin. Aside from Jennifer asking members to submit their articles and pictures, she passionately explained how we are losing part of Route 66 history and nearby access to a trail. Contact Jennifer for an email address for the Preservation Society to help address some major land-lock issues.

**WEBMASTER'S REPORT** - Don Roy. Don did some bug fixing.

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

**OLD BUSINESS:**

The only Sandia Ranger District Project, the graffiti mitigation for Las Huertas Canyon, is still tabled until warmer weather.

Frank gave Bob his Trail Leader Recognition Medallion for his Zuni Mountains Run. The medallions still to be given out are to Jeff Boggs for his Jemez Run and Andy Townes, Terrill Wade, and Bruce England all for the Chile Challenge.

Mini Jobs have been created so that club officers don't get burned out. Frank went over the job duties of a meeting greeter, maintaining Weather & Fire closures on the website, a Facebook page editor, and an interviewer to conduct interviews of various club members.

Cheryle Bakewell volunteered to be the host for the April 9th meeting. Tracy Bakewell humorously added that the refreshments will be out in his car.

Trip Committee Planning Meeting Report: Despite the Trip Chair being absent, Cliff and Rich said there was a meeting at the Range Cafe to discuss subjects such as how to get more trip leaders and doing different things like getting together for camping trips or to meet up at brewery. They would like more gatherings similar to Tom Coston's "Just a Plain Ole Good Get Together" back in January. That's why Frank created "Mills Canyon Camp Out" because the focus is more on camping, exploring, and not so much on four wheeling.

NMOHVA Tour de Grants: This event's name has been changed from "the Seven Trails of Gold" to "Tour de Grants." Frank explained the reason behind the name change. NMOHVA is still relying heavily on our club to lead trails during this event.

Promotional Program Status: Wayne Sullivan talked with 4 Wheel Drive Hardware and 4 Wheel Parts. He still has not discovered how much money the club has earned as far as a 3% rebate that is supposed to be refunded to the club when club members purchase from them. Wayne said he will rerun the list of those club members who have opted in and give it to them again. This should also hopefully help with the discounts members used to receive from them.

**NEW BUSINESS:**

Monthly Club Activity Schedule: A list called "Mark Your Calendar" was passed around. The blue represents proposed ideas, and the red represents what is on the calendar. Please see the officers for any additional ideas and suggestions.

Stephen Gurule is the only guest who is eligible for membership. His absence prompted Frank to say to guests that they must actually show up to a meeting in order to be voted into the club. Don Roy said that after a guest has been on the attendance sheet for one year after signing up, they are then removed from the list. Twelve months is enough time for a guest to accrue five points and come to a meeting to be voted in.

Cliff Meier won \$35 in the 50/50 Raffle.



Jeanne and Cliff Meier were thanked for hosting the meeting.

**MEET ADJOURNED** at 7:46 p.m.

	<h2>President's Report</h2>
	<p>By Frank G. Whiston</p>

There has been a lot of buzz about the 2021 Ford Bronco on the internet lately and I am following this. I grew up bouncing around in the back of Dad's white 71 Bronco, so I have spent many hours in one. (That's me in the picture pushing around that Tonka toy).



According to the buzz, Ford should have the public debut of the new 2021 Ford Bronco sometime this March. I'm eager to see what they come up with. Although it is pretty clear that it will not include that coveted solid front axle, it should see a removable top, 2 and 4dr models, patented quick release doors where the subframe from them can be retained, and reportedly the same Eco boost engine offered in the F150. Top that off with early Bronco styling, this thing could be a contender. I am eagerly awaiting to see the true story from Ford soon!

# 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



### 2020 Southern New Mexico Winter Meltdown Elephant Butte, NM By Bill Bonahoom

Over Presidents weekend (February 15-16, 2020) the weather was picture perfect with highs right at 70 degrees while the NM4Wheelers along with Hardcore Underground met up at Elephant Butte Lake for the 5th annual Southern New Mexico Winter Meltdown. I was not able to get trail leaders for the Easy/Moderate/Hard type trails so this year we were unable to invite the larger group of folks including the LC4WD club as we have in past years. Never the less this year we had 13 of the area's most extreme capable rigs show up to tackle some of the hardest trails in the state.

First trail up was Mammoth which we ran on Saturday. Mammoth is known for some impressively large boulders that you need to figure out how to climb up and over or risk being stuck in the bottom of the canyon forever. It's the trail that just never seems to end with tight and technical boulders one



after another for the length of the trail. This year's squad came well prepared and only suffered 2 minor mechanical challenges. A broken steering heim joint which really did not cost the group much if any time and a cut wire causing a fuel pump to lose voltage until a temporary wire was run. We had the entire group up at the top of the trail around 3 a bit tired and sunburned and ready for the group Sea Food Boil dinner.

Sunday trails turn up the difficulty a notch and are probably the hardest set of trails in the state that most folks ever try and tackle. Right off the bat the rear steer portal axle buggy broke a rear portal box while trying to setup of a super tight, technical, and ginormous rocks. He was able to turn around and limp back to the trailer with 3-wheel drive. The remaining group tackled the trails of BAR (Big @\$\$ Rocks) and Door Buster including the Hard Way out. Both of these trails are rated a 10 and saw even the most mighty of rigs needing a bit of assistance from the winch on numerous occasions. Door Buster has a wet slick 8 ft high water fall that took just the right bump to find the top. Hard Way Out is an incredible loose and steep hill climb with several 3-6 tall vertical ledges mixed in that pose the very real opportunity to find yourself tumbling all the way back down to the bottom if things go bad. If I am right in my numbers there have been less than 5 rigs ever to make the entire Hard Way out without the assistance of a winch line. This time around we had 1 rig make it cleanly and even though we experienced some scary nail-biting moments everyone stayed on all 4 wheels and made it to the top safely.

I had a blast of a weekend and cannot wait to do it again!



Mammoth Rocks





BAR



Hard Way Out



## West Mesa Ride

February 1, 2020

By Jeff Boggs

I had 18 rigs show up at Wal Mart in Bernalillo, Hwy 528; 4x4's and one two-wheel drive Toyota truck pre runner. Danny had just moved to Albuquerque from California and met another of today's guests at a gas station the day before, who told Danny about the West Mesa ride. So, he showed up to learn about off roading around this area. He had a great day. Lyman was in town doing training at Kirtland for a few weeks. He lives in Virginia and has a Jeep CJ. He rented a 4 door JL for today's ride. He appreciated having our group show him around. Stephen came out in his Toyota 4x4 Van and he handled these trails very well. Aaron and Sarah, with their Dog, were getting off road for the very first time in their Toyota 4 Runner. They did well and realized the importance of going with a group to explore remote areas.



Many new faces, and some long time NM4W members showed up. We had a driver's meeting and soon we were in a big sandy arroyo. The first part of this ride took us in arroyos and up on a ridge near Hwy 550. One technical, tight area took a little while to get everyone through. Some needed spotting. We had lunch in a juniper covered arroyo, out

of the wind. It was a good day for this time of year, in the 50's, but a cool wind.

After lunch we took a high speed road that crossed Unser, north of the Star Arena area. We found another arroyo to spread out in for a few miles. So, the pre runner and a few others opened up their motors and had fun going fast in a wide-open arroyo.

As we headed higher and in a northerly direction, the arroyo got narrow and we met up with a dirt wall, too big to climb. We turned the group around and bailed out onto a small road going west. Patches of snow in the shade.

Danny got his front tire off into a ditch next to the road, but Jack pulled him back out quickly with a strap and winch.

We had planned to get to the top of the West Mesa and look out over the Puerco valley, but the West Mesa is much bigger than it seems. There is so much open area out there, and some roads are good for driving quickly, so a person can get to the top soon. But, if you are taking the little used rugged dirt roads and washes, which we did, you will only see a little of this big off road area.



We did not make it to an overlook, but caught a good dirt road to head back to town. We aired up and said our goodbyes at King Park, near Northern Meadows. This park has a big paved parking lot and would be a good meet up point for future off road rides in this area.

When thinking of off roading areas near Albuquerque, most people don't mention the West Mesa. Every time I go out there, I find new areas, arroyos, and Low range challenges. It is close to town. So, next time you are out there, get off the main roads, and follow that barely visible two track. It is good for 3 seasons a year, all open and some day it will be covered in asphalt. So, check it out now, before it's too late.

Thanks to everyone who made the new folks feel welcome. We got to meet new people who want to get off road and try out their rigs.

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





## Building Jerry, a CJ-7

By Gary Buckingham

I wrote the following for Jerry's surgical team. Transmission surgeon: Universal Transmission Inc  
Mechanical Surgeon: SCL Automotive Specialists LLC

# One + One = One



## Project Jerry (Phase 1)

**Given:** I have a white 1978 CJ7 with an original (I assume) 6cyl 258 (runs good), TH400 3 speed auto trans, and a Quadratrac t-case. I also have a yellow 1977 Jeep CJ7 donor vehicle that will be used for parts. It used to be a crawler... It does not have an engine, trans, or t-case.

**Intended use:** when we're done I will use this as a daily driver around town and camp and wheel on the weekends. If that's not realistic then I'll just use it for camping and wheeling.

**To do:** The main work that I need done is to replace the quadratrac and all of its parts. Seems like this involves swapping out the front and rear axles and the t-case. That's where the donor vehicle comes in. Good braking is another priority. Other things to-do are listed below.

**The yellow donor:** has a front Dana 30 with Warn hub lockers whereas the Q-trac has a solid front axle. It also has a rear AMC 20 one-piece axle with 4.01 gears and a Lock-Rite locker (that's what I'm told). I was also told it had a D300 t-case in its previous life. Its axles are both "spring over" and I would like to move them as is – meaning spring over when we're done...

**Timing:** First the white CJ is already at the trans shop (next-door to you) to get a rebuild and Novak output shaft kit part# 134-AR installed. "**Kit 134-AR, adapting the 76-79 AMC rotated TH400 automatic transmission to the Jeep Dana Spicer Model 300 transfer case, AMC rotation**". I dropped it off Feb 21<sup>st</sup> and it should be done the following Friday the 28<sup>th</sup>.

**Major Pieces of work:** (as far as I can tell - you know better than I what's actually involved!)

1. **Swap both axles** – inspect the Warn hubs, diffs, and the locker. Confirm ratios are 4.01 and the locker model is Lock-Rite. Fix leaks. Re-use the springs and shackles on the white CJ and other parts you think are best. I understand that the driveshafts may need work.
2. **Install the provided D300 t-case.** I will provide you Novak:
  - **Part# GS300** - Gaskets & Seals set, Dana 300 transfer case, consists of gaskets, seals and shim pack
  - **Part# TS6450** - Kit, shifter, Dana 300 transfer case, Currie, twin stick, adjustable length. (adjustable cause I would like it mounted as forward as possible within reason. If you think the non-adjustable twin stick will work better then I will get that one)
  - **Part# TSB** - Boot, twin-stick, textured, with stainless steel bezel
3. **Move donor roll cage into the white CJ** – looks like it's just bolted on YAY!
4. **Brakes** – looks like each CJ has a different kind of master cylinder. Using your judgement let's use the best one. Use the best parts from either vehicle. Currently the brakes suck!!!
5. **Strengthen spare tire mount** – It's tearing out the metal now. Maybe weld something to the roll cage? Be creative!

**PARTS:** I know you'll have to provide some parts and fluids – like universal joints and brakes cylinders probably, bushings, gear oil and brake fluid etc. Just go ahead and we'll add it to the bill.

#### Notes:

- We have 2 vehicles to use parts from. Use whichever springs, shackles, linkage, brakes – use anything that you think is the best way to go.
- I would like you to remove the Yellow CJ mudders from their wheels and inspect the rims as I'd like to use them moving forward if they're in good shape. Whatever remains of the donor vehicle will probably be junked.
- **Please check/inspect the motor mounts and anything else you can think of. Being from Arizona there's probably a bunch of bushings that are shot.**
- **I'll be buying new tires (and maybe) wheels. Are 33's too much? I think you said before that would be the max for this vehicle and t-case. We'll talk more later on this.**
- **There appears to be an air tank under the yellow CJ. Keep or toss?**
- **Your advice on anything and everything is much appreciated!!!**

#### Questions:

- **Can the "BUM" shifter in the yellow CJ be used? I wouldn't mind eliminating the steering column shifter. I also want to (maybe) upgrade to a tilt wheel in phase 2.**
- **I really like the brace used on the power steering pump. Can we use that?**
- **Would you like both vehicles at your shop before going over all of this?**

### **Phase 2 (I will do some of this)**

1. **Outstanding items left over from Phase 1**
2. **Install 3, 4, or 5-point harness seat belts. Am thinking this would also require new seats...**
3. **Tilt wheel install. New racing type steering wheel?**
4. **Need the gas tank roll-over and vent valves looked at. I see rotting tubing – not safe!**
5. **I'll be buying a soft top at some point.**

6. I have already purchased and have in hand front and rear tubular (classic) bumpers
7. Maybe tune engine, adjust carb, and clean up engine compartment?
8. I'm gonna paint it. White body and dash, black everything else. I have a much nicer dash waiting to be installed.
9. Need to get all of the gauges working. I have an OEM oil pressure sensor to replace the aftermarket one currently installed. Fuel level currently in-op because of that?
10. Does the alternator have a regulator on it? The volt meter goes pretty high but I suspect it's faulty.
11. This will probably not fit in my garage so I guess I'll have to move (lol)

\*\*\*\*\*

**Conclusion** – So with this document I tried to put all my thoughts down on paper. Pardon the repetition and some of the obvious things. I wrote it for me as much as for you.

I'm really excited about getting Jerry on the road and on the trails. I bought him last summer on my 60<sup>th</sup> birthday. I want to re-live some old times, I guess. When the bikini top is on and I'm riding around I feel soooo alive... especially on the trails!!!

Regards,

Gary Buckingham



**You Know You Have A Real Jeep  
(Are a Real Jeeper)**

Contributed by Frank Whiston

## You Know You Have A Real Jeep (Are A Real Jeeper) If ...

1. You use a hose to clean the inside *and* the outside
2. You take your date home *early* on a Saturday night so you can work on your Jeep
3. You *determine* that the best route from Point A to Point B is through a rock pile or over a mountain
4. You call a scratch or a dent, a *beauty mark*
5. You roll it over and don't get upset
6. Your Mom or your sister can't get *in* without help
7. You judge every hill you see by how much fun it would be to climb
8. You feel nauseous when you see a RAV-4 or a Chevy Tracker
9. You get custom pin-striping from trail brush
10. A low-rider Jeep pulls up next to you, and you want to get out and slap the driver
11. It takes more than 6 hours to get donuts
12. You pull *into* the unplowed parking spots on snowy days
13. You take your friends wheeling and they say "What trail; I don't see a trail!"
14. You've been forced to add TJ, CJ, YJ, and XJ to your spell-checker
15. You can see OVER a Suburban

16. You carry emergency supplies and clothing because you never know where you will end up
17. Your Nerf bars battle rocks and win
18. It rains and you don't care that your top and doors are off
19. You drive around to look at Christmas lights ... *topless*
20. You change your plugs in the parking lot at work on a break
21. Your "Parts Department" is on blocks behind your house
22. You take your Mom wheeling and she has to help you flip the Jeep back onto its wheels again
23. You use an ice-scraper on the *inside* of the windshield
24. You get more heat from holes in the floorboards than through the heater vents
25. Every page of your repair manual has greasy fingerprints
26. Passengers scream "DON'T ROLL IT!" when you take them wheeling
27. You spend more time under your Jeep than under your significant other
28. Winter comes and you can't remember where you left your top
29. You spend more on car washes than on insurance
30. Even worse, the car wash won't let you *in*
31. You fix almost everything yourself
32. You feel sorry for someone in a \$60,000 Toyota Land Cruiser
33. You have the phone numbers for all of your favorite mail-order accessory houses memorized
34. You have all your *credit card numbers* memorized
35. You slam the door and chunks of dried mud crumble to the ground
36. You get asked to pick up your co-workers in a snowstorm ... and get paid for it
37. Your wife/girlfriend refuses to get in it
38. You are the only one on the street who doesn't plow their driveway
39. You are dating the Service, Parts, or Sales Manager at your local Jeep dealership
40. You try to run the plow trucks off the road when it snows heavily
41. You can't hear your \$200 stereo over the howl of your tires on the highway
42. You have a high-water mark INSIDE the Jeep
43. After your answer to "What did you do this weekend?", the next question is always: "And you do this for *fun*, right?"
44. Your criteria for selecting a "significant other" includes auto repair skills--air tools optional
45. You plan your wedding around the Club's trail ride schedule
46. You save broken Jeep parts as "mementos"
47. You know the exact story behind every one (see above)
48. When someone refers to "The Good Book", you think of "The Jeep Owner's Bible"
49. You keep trying to convince your significant other to allow you to remove the doors on
50. the family minivan
51. Your Jeep no longer fits in the garage
52. You **always** have your drinks "on the rocks"
53. You think that any tire that isn't waist high looks like a bagel
54. You can't take a girl, who's wearing a dress, on a date without carrying along a set of steps
55. You can't sneak into church late because the engine is too loud
56. You know your ring gear size, but not your wedding ring size
57. All of your shirts have some sort of grease or oil stains, or battery acid holes, from **not** planning on working on your (or a friend's) Jeep
58. You have a dirt berm at the end of your driveway from the mud that got washed off of your Jeep

59. You think that an "airline" is something that connects your differential to your air compressor
60. You stop trying to get the dirt out from under your fingernails
61. You buy parts for your Jeep instead of food for your family
62. You spend Super Bowl Sunday turning wrenches rather than watching the game
63. Your e-mail address refers to your Jeep rather than you
64. Your garage holds more Jeeps than your house has bedrooms
65. You have enough spare parts to build another Jeep
66. You have Jeep parts in your cubicle at work
67. You have to wash your hands **before** you go to the restroom
68. You carry along enough tools to supply a small garage
69. You nickname your Jeep after the noises it makes or its most damaging trail accident
70. You carry along a replacement part for every drive component on the Jeep
71. You can air up your tires without stopping at a gas station
72. You're constantly getting passed on the highway
73. The Service Department has to let all of the air out of your front tires in order to reach the engine
74. **Your wallet is always empty**



## For the Kids

Contributed by Jennifer Chapin

There hasn't been nearly as much snow this year as we saw last year, so the fire danger is expected to be fairly high this spring. Here are a couple of coloring pages that will help you and your kids keep fire safety in mind. Print them out and have an evening coloring with your kids while teaching them about fire safety.









# Redneck Engineering

Contributed by Phil Rodacy

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

Make sure you use the proper hardware and know what you're doing if you work on your own equipment. If you're not positive, ask a knowledgeable friend.....

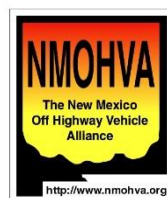


# Keep PUBLIC lands open to the PUBLIC

## NM4W Officers

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April 1, 2020

# Trail Tales

Official Newsletter  
of the  
New Mexico 4-Wheelers



[www.nm4w.org](http://www.nm4w.org)



## Meeting Minutes

March 12, 2020

For the first time in the history of the New Mexico Four Wheelers (and before that, the Jeep Herders), we do not have minute meetings as no meeting was held last month. As you are aware, a new virus, the COVID-19, has emerged, prompting countries worldwide to call for social distancing (stay at least 6 feet away from others), stay – at – home orders, and the closing of all non-essential businesses. At this time its not known how long these rules will remain in effect, but it is unlikely that we will have a normal meeting in April. Instead, the NM4W board is -planning on setting up a conference call in lieu of an in-person meeting. Frank will be posting a Dial-in-Number and an access code for everyone. Please keep an eye on your email and the club calendar for further instructions. The call would occur at the same date and time of the regular meeting.



## President's Report

By Frank G. Whiston

Wow, what unprecedented times! For the first time in 53 years, the Moab Easter Jeep Safari has been cancelled. Many other events are also being either postponed or cancelled as well. As we all hunker down and wait for this virus to pass, we have to look for other ways to come together as a group. The April meeting will be a teleconference. I hope to have a good number of folks join the meeting. For now, stay home, stay safe, stay positive, and keep in touch through the club website and social media. Don't let cabin fever get to you and look to make up for lost time when we are past this.

## 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



## Honorary Club Member Passes Away

Contributed by Frank Whiston

Our club lost a long standing Honorary club member in March. Former astronaut Alfred M. Worden, command module pilot on the Apollo 15 lunar landing, passed away March 18, 2020, in Texas. Upon completion of the Apollo 15 mission, our club named the three astronauts as honorary members. More about Worden here: [NASA Remembers Apollo 15 Astronaut Al Worden](#)

Albuquerque Jeep Herders Club, Inc.  
1023 Forrester N.W.  
Albuquerque, New Mexico 87102

The Albuquerque Jeep Herders Incorporated an Albuquerque four wheel drive club organized in 1958, have elected Apollo 15 Astronauts David R. Scott, James B. Irwin and Alfred M. Worden Honorary members. This membership is in recognition of the Apollo 15 crews achievement as the first to navigate the moon surface with a four wheel drive vehicle.

# Jeep club honors astronauts

The three Apollo 15 astronauts have been named honorary members of the Albuquerque Jeep Herders, Inc., a four-wheel vehicle club.

Carol Benninghoff, club secretary, said James B. Irwin, Alfred M. Worden and David R. Scott were chosen for membership in recognition of their recent achievements.

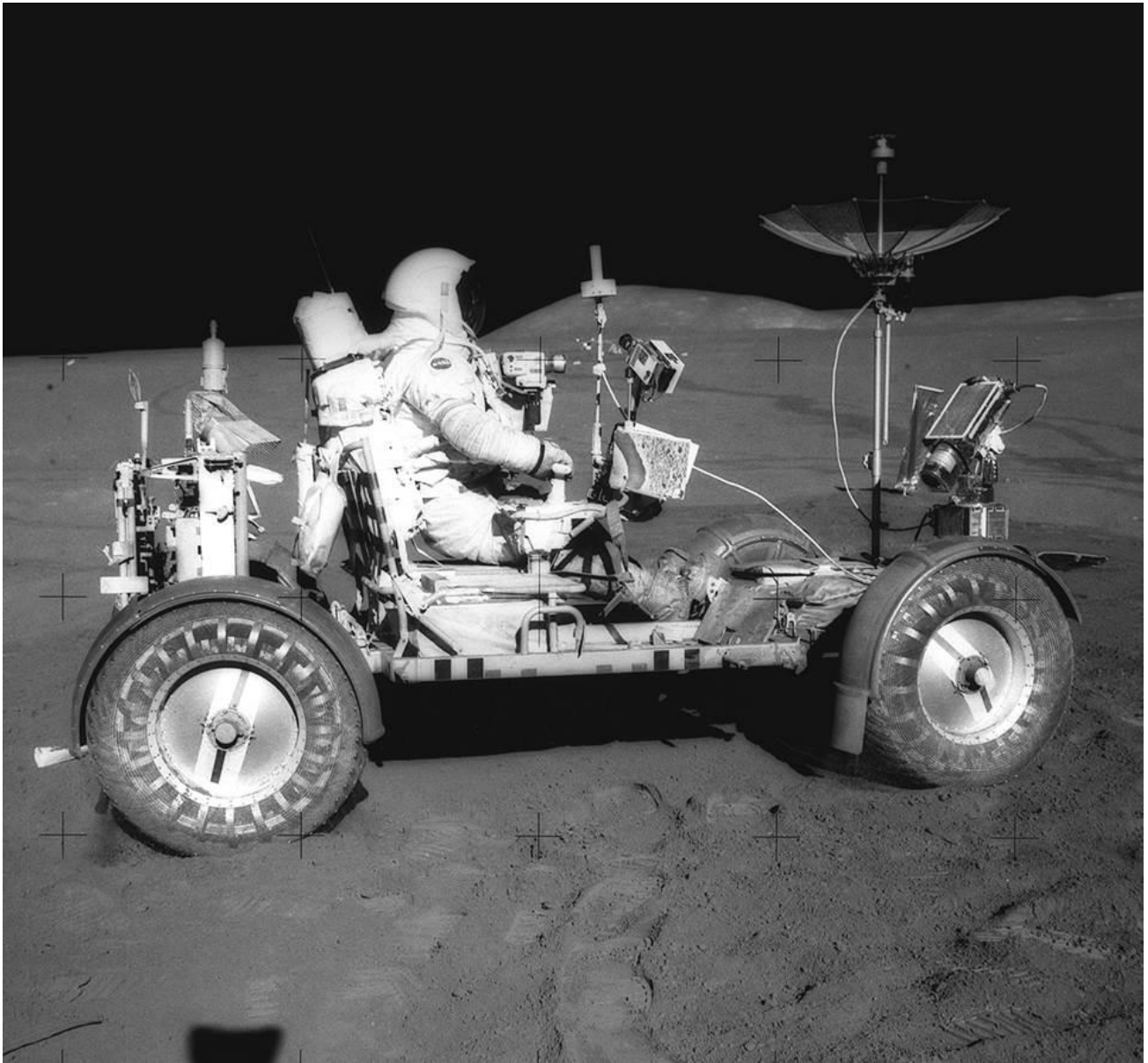
Scott and Irwin were the first to travel on the moon surface in a four-wheel drive vehicle.

*The alby queque ribbon  
August 19, 1971*

## Jeep Herders Name Astronauts Members

Apollo 15 astronauts were recently named as honorary members of the Albuquerque Jeep Herders Inc.

Astronauts David R. Scott, James B. Irwin and Alfred M. Worden were named members in light of the crew's achievement as the first to navigate the moon surface with a four-wheel drive vehicle.







## Caja del Rio Exploring Trail Ride March 22nd

By Jennifer Chapin

Because life as we knew it has changed in the last few weeks, we had to cancel the Santa Fe Brewing visit. However, we had people from the following clubs meet up in Santa Fe at 11AM so late morning run. We had people from New Mexico Jeep Group, Team New Mexico, Rio Rancho Off Road and Santa Fe Jeep People.

It was a great New Mexico 4-Wheelers run with a variety of Jeeps and Toyotas to tackle the trails. The trail started with a short cut and drop into the Santa Fe River, which was dry on the south end of town by the SAF Santa Fe Airport. It was a nice trail that was with just a little mud. Luckily, the storm that rolled through the night before just missed Santa Fe and the trails we were on.



We climbed up the trail to the Blow Hole where some of us hiked down to check it out and get some pictures. Others chose not to do the hike. However, all along the trails saw lots of people getting out and about. We got back after a couple hours so I led the group out to Diablo Canyon on a fun route where parts of it had not been done in years. It provided some great views and some fun hills for everyone in the group.



With many who had never been to Diablo Canyon, it was a great view of something different in New Mexico. Then we headed down to the Rio Grande River for a few minutes and a couple little challenging hills where a few people were getting wheels up in the air. Then out to the main road, back to pavement and the reality of going home and, for most, not going back to work.

If you want to see some great views of the Sangre de Crisco Mountains, this is the trail for you. Go check out the Caja del Rio trail on our website.



## Overland Adventure

By Frank Whiston

On Friday, March 20, five vehicles (only one Jeep) lined up for one last adventure before the state of New Mexico tightened the COVID-19 restrictions on social gatherings and headed into some very remote parts of New Mexico. The meet point was Lemitar, NM where we all topped off our tanks at the local travel center.

Shortly after crossing over to the east side of the Rio Grande river, we hit the dirt on the Quebradas Backcountry Byway. The Byway is an unpaved county road traversing about 24 miles of rugged, colorful landscapes east of Socorro. Much of the Byway includes rolling bench lands that rise above



the Rio Grande floodplain to the west and rugged north-south running ridges of alternating bands of red and yellow sandstone, red and purple shale, and white to gray limestone.

The region includes upper Chihuahuan desert mountain ranges with sparse vegetation. The Quebradas road crosses several arroyos which drain into the Rio Grande. Erosion has created scenic geological settings such as the Arroyo de la Presilla, Arroyo del Tajo, and the Loma de las Canas ridgeline. Many areas along the road contain near vertical, multicolored cliffs, twisted and convoluted badlands, narrow box canyons, and other topographic landforms. Colorful soils and banding of rock formations can be viewed midway through the drive. Then the road turns east exiting the mountains to the plains, then turns South to US380.



A short distance was traveled back to the West on US380 and we were back in the dirt heading south between the White Sands Missile Range and the Bosque del Apache. This stretch serves a much of the second leg to the New Mexico Backcountry Discovery Route (NMBDR). This lengthy, quite sandy passage is appropriately named (by the Spanish conquistadors) '[Jornada del Muerto](#)' (Route of the Deadman) as there are no amenities for the next 105 miles! The Jornada del Muerto was a desolate 90-mile stretch on El Camino Real de Tierra Adentro (Royal Road of the Interior). During this part of the historic route, no water or forage was available to trail travelers. The route follows the western fence line to the White Sands Missile Range and passes within 9 miles of the Trinity Site, where the world's first atomic bomb was detonated in 1945. The Jornada del Muerto Desert basin is all plains except for a [volcano and lava field](#) that our road passed the east edge of. The lava field provided some very welcome topology for a campsite affording some protection from those



spring winds.



Saturday morning, we all had breakfast, broke camp, and continued south passing Buchorn Ranch where we found the tail of a missile marking a fork in the road. Then the road turns southwest to Engle, NM where once we crossed the railroad tracks, the pavement began. We continued on the pavement to T or C where we topped off our gas tanks and visited the local Sonic drive in for lunch as we continued to practice social distance. With our belly's full, the group rolled on heading to NM



52 which is paved thru Winston, NM and north to NM 59. As NM 52 continues north, it is back to dirt, passing the north end of the old Monticello Box and to Dusty, NM. The original plan was to head up West Red Canyon at Dusty to find a camping spot, but it was still somewhat early when we got there. The decision was made to continue north on NM 52 and on to FR 549 leading into Bear Trap Canyon. Finally, we found occasion to put it in 4-low as the steep road gained elevation quickly. FR 549 begins in pinon-juniper forest and climbs into pine and aspen trees. There was also still some snow in the shady spots as we got to around 8000 ft in elevation. Hughes Mill campground would serve well as an overnight respite with its tables, fire pits, and clean pit toilet. The spring winds were still at it, so we quickly made a fire after settling into camp to provide some much-needed warmth. We were all happy that the winds died down as the sun set.

We woke to a very cold Sunday morning (23 degrees according to George). A fire was started again to warm up as we slowly got ready to travel again. We continued up Bear Trap Canyon to Monica Saddle and decided to try to see the Mt. Withington Lookout as it was a short distance away. Around the first bend on a north face, there had already been traffic where ruts in the snow had been created, however, the next north face transition was still very snow packed with no prior travel, so we turned around short of the lookout. Back at Monica Saddle the group continued north on FR 549 stopping once at an overlook where the Very Large Array could be seen. Once we reached the Plains of St. Augustine, the road crosses one of the three tracks that are used by the VLA radio telescopes revealing just how far the dishes can spread out. It was about noon by the time we reached US 60 and everyone was ready to head home. At this point the group disbanded and headed home separately.







# East Coast Wheeling

By Don Roy

In the 15 years between 1996 when I bought my Jeep, and 2011 when I came to NM, I learned to wheel in NY and New England with the Hudson Valley 4 Wheelers. It was a Hard level only club, Easy was just for access to the Hard. My stock Jeep in 1996 went to a Hard level rig in less than two years.

I thought you might like some photos of my east coast wheeling adventures, so I put together a little Portfolio, [HERE](#). A couple of examples from the portfolio are shown here:









# Coming in April 2020

A New Book by Jennifer Chapin and Debbie Coston

## 2Low Tom & The Jeep Peeps Earth Day Clean Up



By Jennifer Chapin  
and Debbie Coston

Just in case you have not talked to me recently, this is one of the projects I have been working on. After moving to New Mexico and having many people that I met say to me “Oh your one of those bad Jeep people” I knew I had to do something to change

our image of the off road community to the general public. I hope this book will reach beyond the off-road community and inspire young people to take care of our trails forever. You can find the book @jenniferchapin.org or see me for a copy. The book tour will be later in 2020.



## Some History of Moab's Easter Jeep Safari

By Jennifer Chapin



This is a picture from the first ever Jeep Safari back in 1967. Even today, every Big Saturday we line up on main Street, just like they did back then. Photo courtesy of the Times Independent

It's with some very sad feelings that I took some time to investigate the history of Easter Jeep Safari. I was prepping everything in my life so I could go and hit the trails with some sponsors and friends and meet many new people. Then daily our world was changing and Easter Jeep Safari was canceled for the first time in 53 years.

At first it was my personal frustrations with what was happening and that it was bad timing. Then immediately I realized it was much bigger than myself. My thoughts focused on the 5,000 residents and livelihood of such a unique small town in Utah. I hope when life can get back on track for our

country that we can all take time to visit Moab. Enjoy the community, the people and great business' s there at various times through the rest of the year.

Let's start back in 1967, the Moab Chamber of Commerce organized Easter Jeep Safari to help attract new visitors to the Moab area. It began as a one-day event on the Saturday before Easter. The leaders from the Moab Chamber of Commerce got the opportunity to be tour guides and led the participants along a route they chose through the Behind the Rocks Trail. This was the only trail that was offered at that time. Back in the early days Easter Jeep Safari was free of charge to anyone who attended and, those who participated were treated to ice cream packages that were delivered by airplane as the groups stopped to enjoy a lunch break. (Let's bring back that tradition).

In 1983 the event torch was passed on to the newly formed group in Moab. The Red Rock 4 Wheelers. The Moab Chamber of Commerce decided to pass the torch on because of new Bureau of Land Management regulations and permit requirements that were now in place.

The Red Rock 4 Wheelers were excited to take on important Moab event. They had the vision and drive to recruit larger numbers and expand the event to encompass more trails and more days which would bring more 4x4 or Jeep enthusiasts to travel to Moab, UT.

The Red Rock 4 Wheelers have grown in numbers, with over 1,000 members worldwide. They have grown the tradition and have watched it flourish into the 9-day event it has become, boasting more than 125 trail options and 2000+ vehicles which makes it one of the largest off-roading events on the planet. People come from all over to enjoy the incredible landscapes, challenging trails, and scenic trails around Moab. In addition, there are many great local shop and restaurants for visitors to enjoy while in town.

Although Easter Jeep Safari has taken on a whole new life in more recent years. Many of the traditions live on such as "Big Saturday" all the Jeep line up along main street.

It is also a great opportunity to meet the 150+ off road vendors that attend the 2-day vendor show. Meet with the company designers and representatives of some of the biggest and best companies in the industry. It is also an opportunity to see what's new this year.

My favorite picture from Easter Jeep Safari 2019. It just happens to be my Facebook profile picture still. I guess it will be until I get back to Moab in 2020. I sure can't wait to visit Moab in 2020.

#Moab #IwillbeinMoab2020



by: Jennifer Chapin @jenniferchapin.org

# Easy Upgrade

## By Jennifer Chapin

With all the technology that we take with us in our Jeeps or vehicles. It can be challenging to keep everything charged or plugged in even for those with very new vehicles. Most manufacturers still seem to install traditional cigarette lighter type plugs in the dash and if your lucky you may have 1 USB in the cockpit and maybe another cigarette lighter and/or a 110 outlet. With all that you would think it would be easy to keep things going as you need.

I use an iPad for navigation on the trails and it can last for up to 10 hours. However, If I am using multiple apps on the iPad it will not last that long. Most tablets need more than your standard USB plug in that works via cigarette lighter plug or built in USB in the vehicle.

I found a great way to ensure I can charge what I want in my Jeep. I replaced the traditional cigarette lighter plug with a 36W Dual USB 3.0 plug in the dash. Now when hitting bumps in the road my devices keep charging vs. me having to hear them beep off and on or go off and I don't notice until the battery low alerts me again. Now, I just keep plenty of USB cords in the Jeep and I can charge whatever I bring.

The only challenge to the install can be how much of your dash you need to take apart to get to the cigarette lighter plug. The best part is remove it and this new outlet has a screw back so it will stay put and has a rubber cover too.

These are readily available on Amazon or other sources.

ONHAN 36W Quick Charge 3.0 Dual USB Car Charger Socket, Waterproof 12V USB Outlet with Blue LED & 10A Fuse for 12V/24V Marine Boat Golf Cart Truck Motorcycle and More



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





# Redneck Engineering

Contributed by Phil Rodacy

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

When you want to lift your vehicle but can't afford a complete lift kit.....







# Something to Keep You and the Kids Busy

Contributed By Phil Rodacy

Well, since we're all sequestered for a while, here's something for you to do with your kids. That's right – print them out and color some Jeep pictures. There is also a couple of mazes and a word search for your enjoyment. Teraflex was gracious enough to post these on their website so that Jeepers don't get bored.

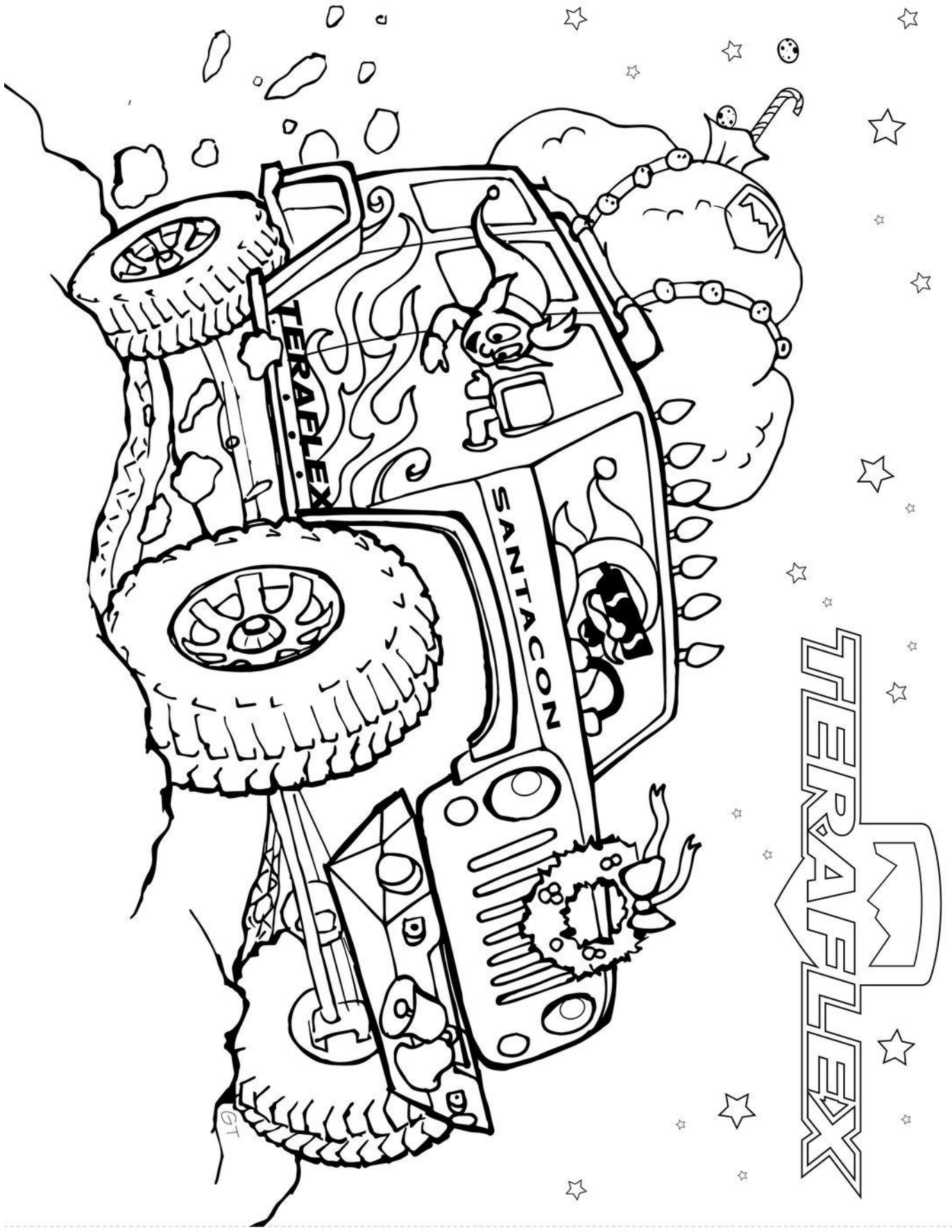


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PREMIUM JEEP SUSPENSIONS

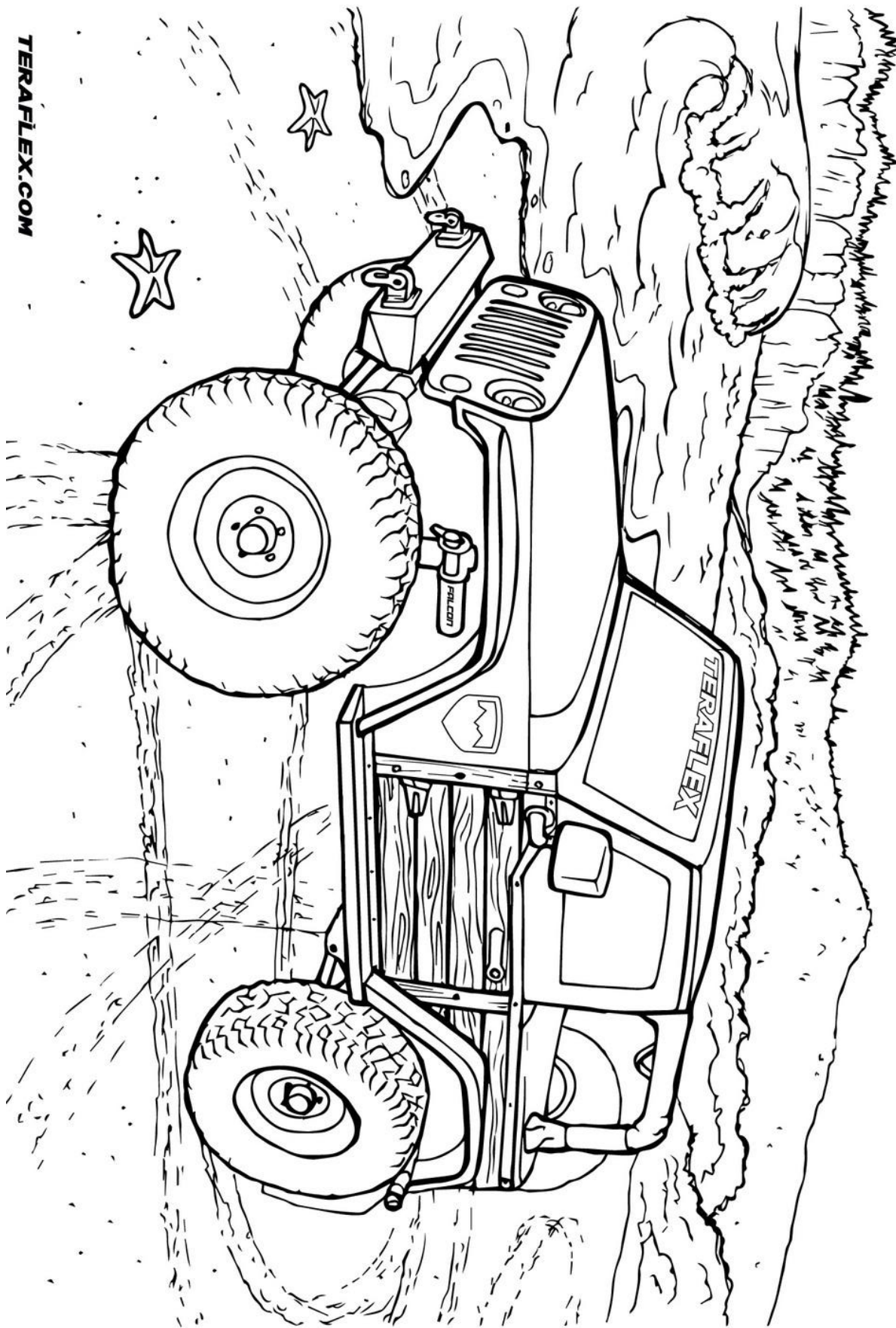




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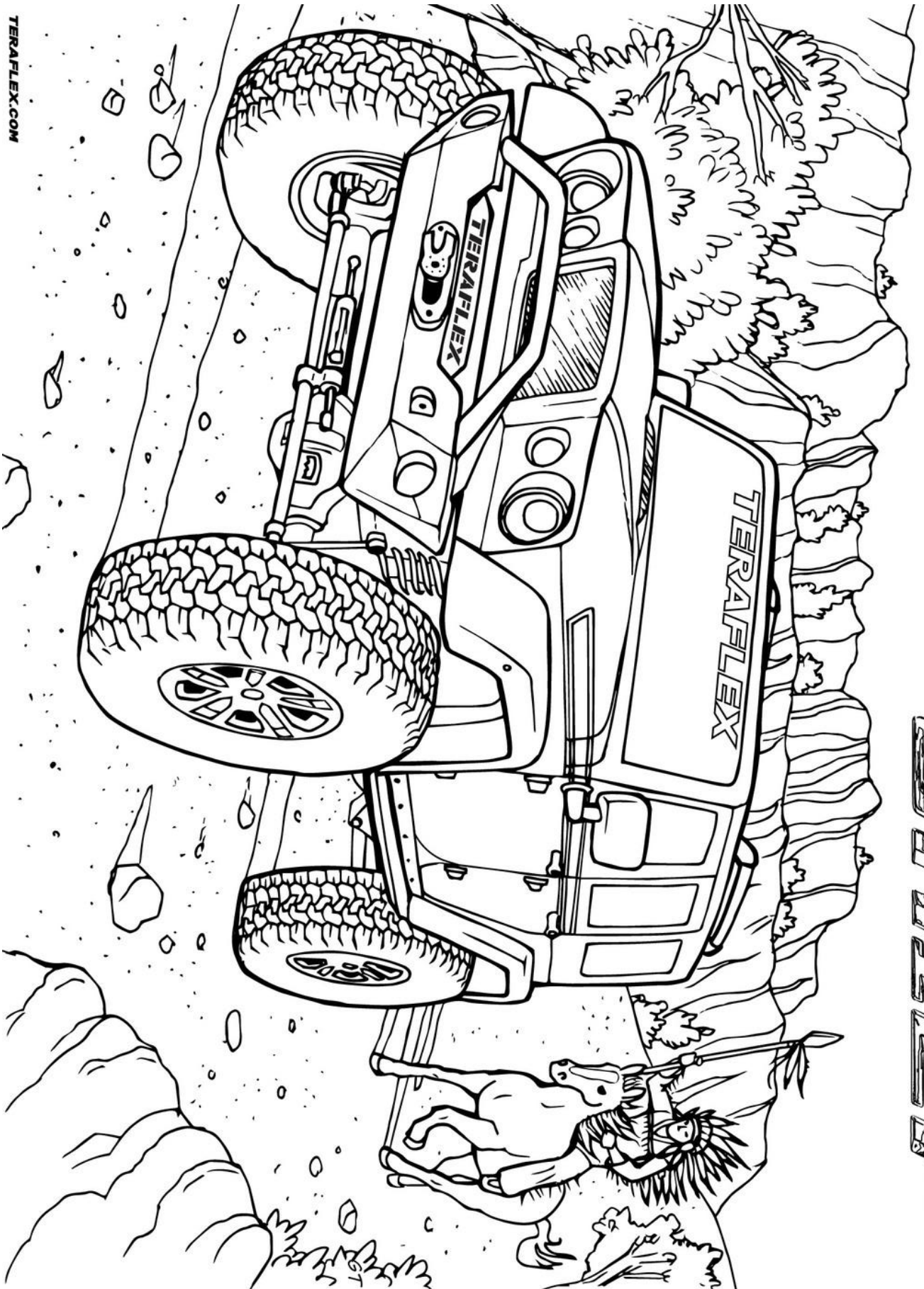
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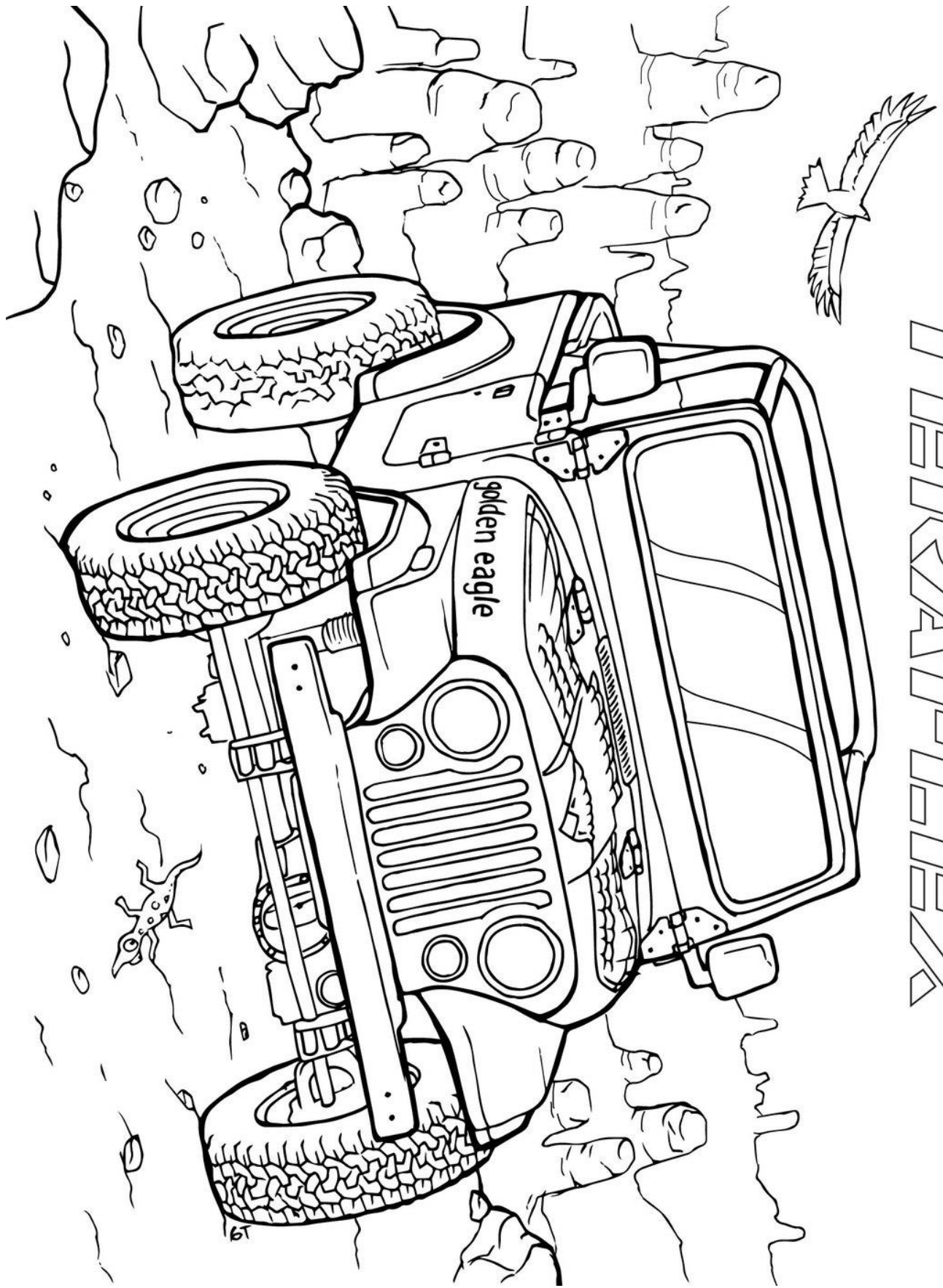
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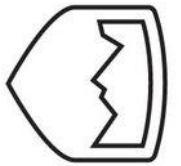
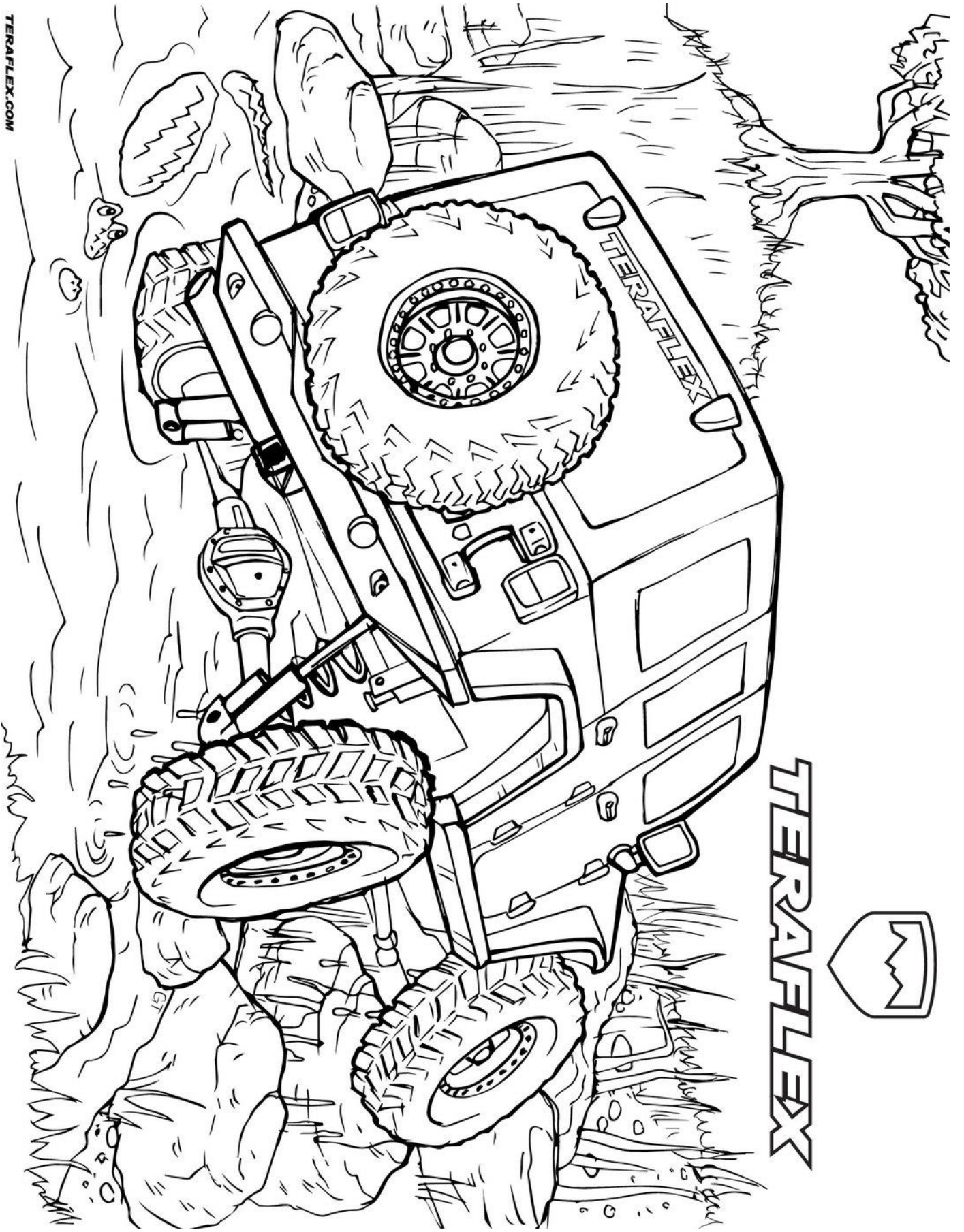


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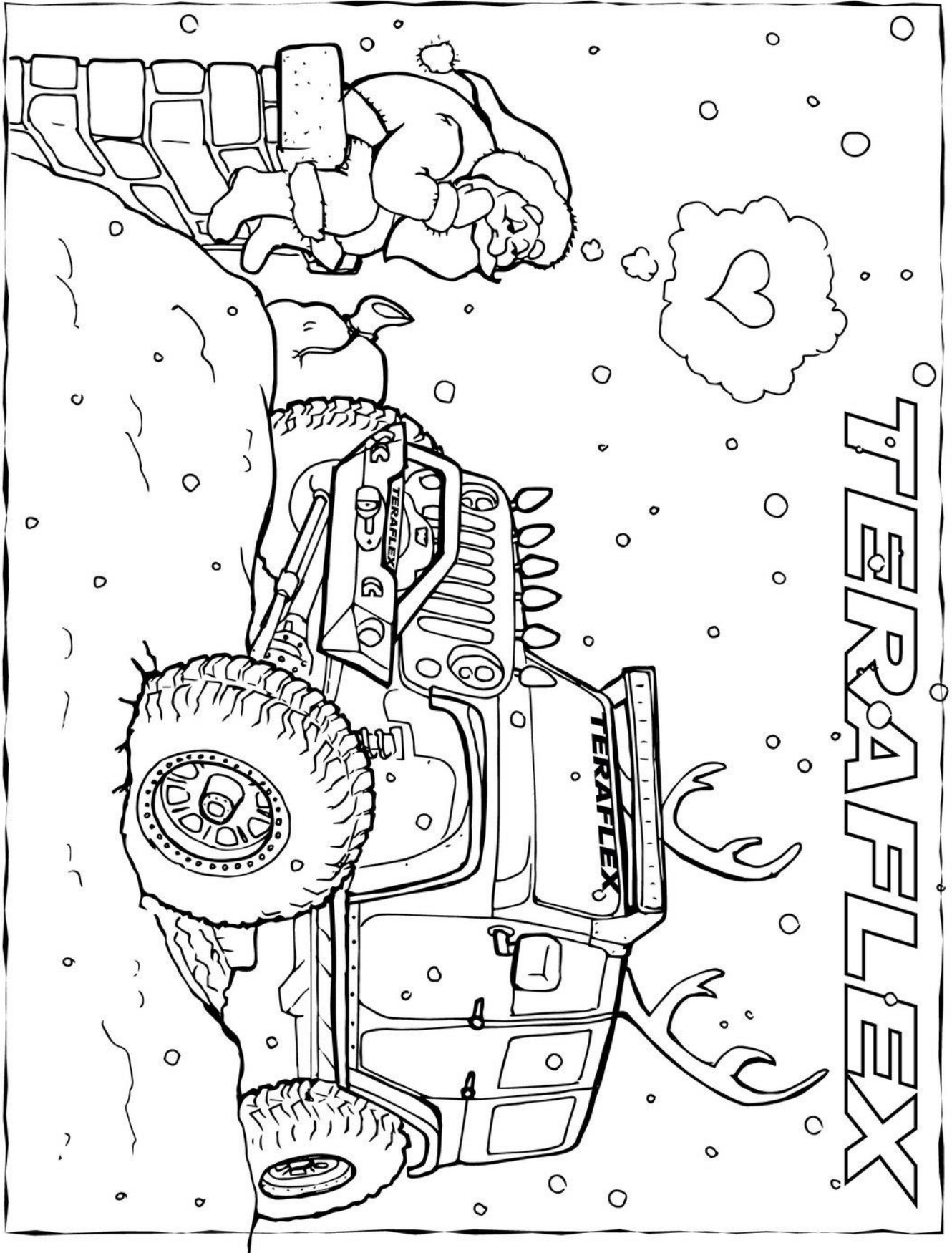


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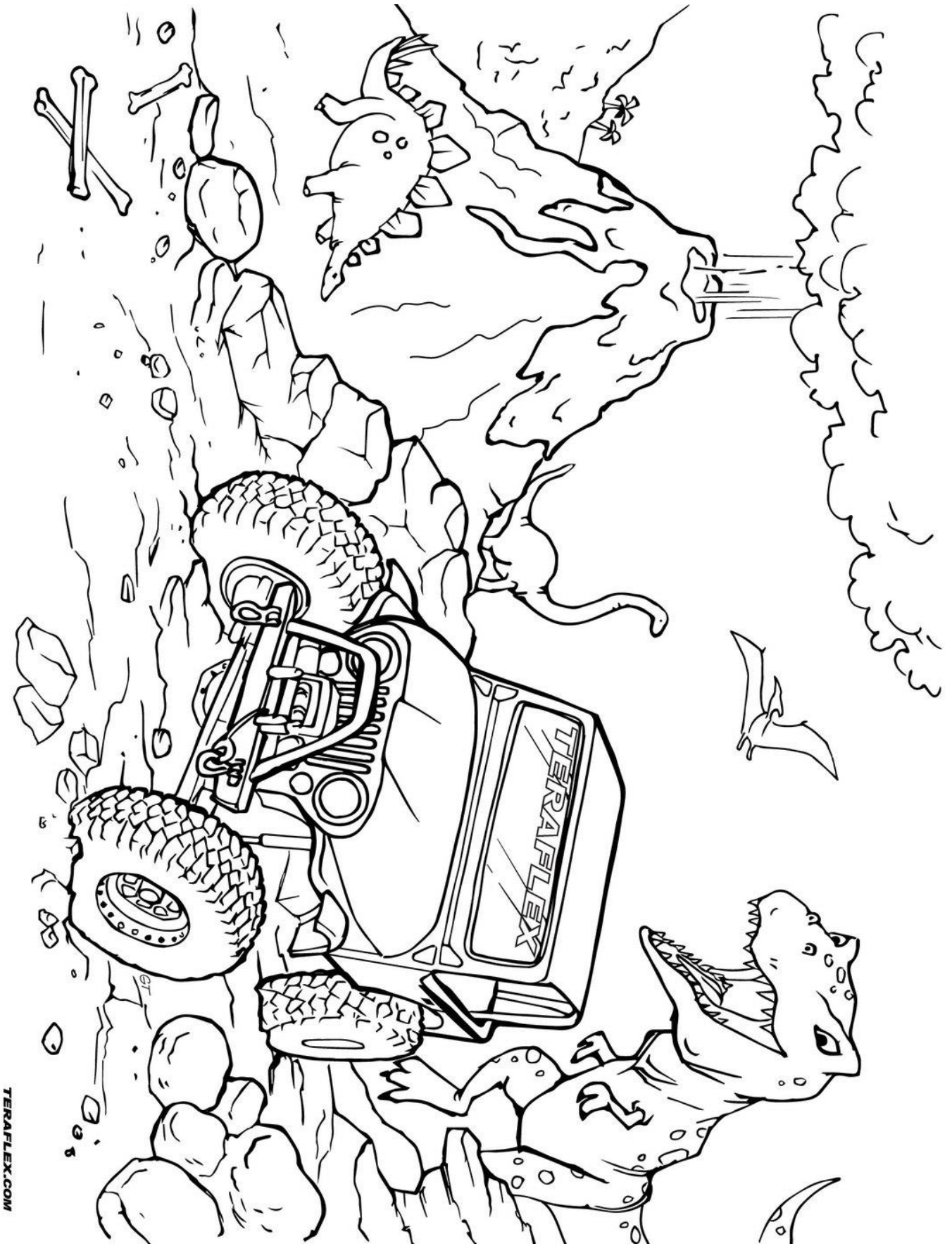




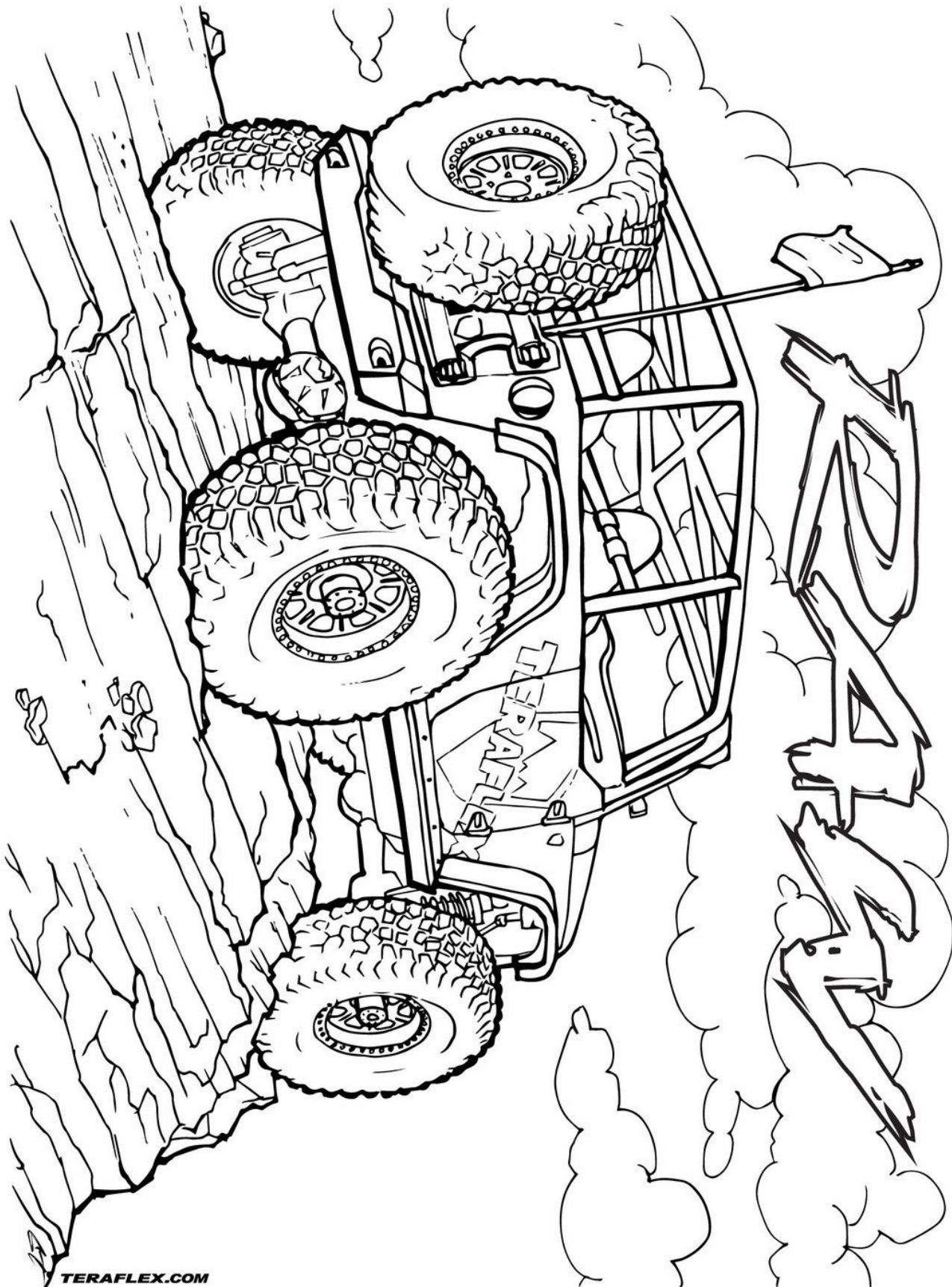
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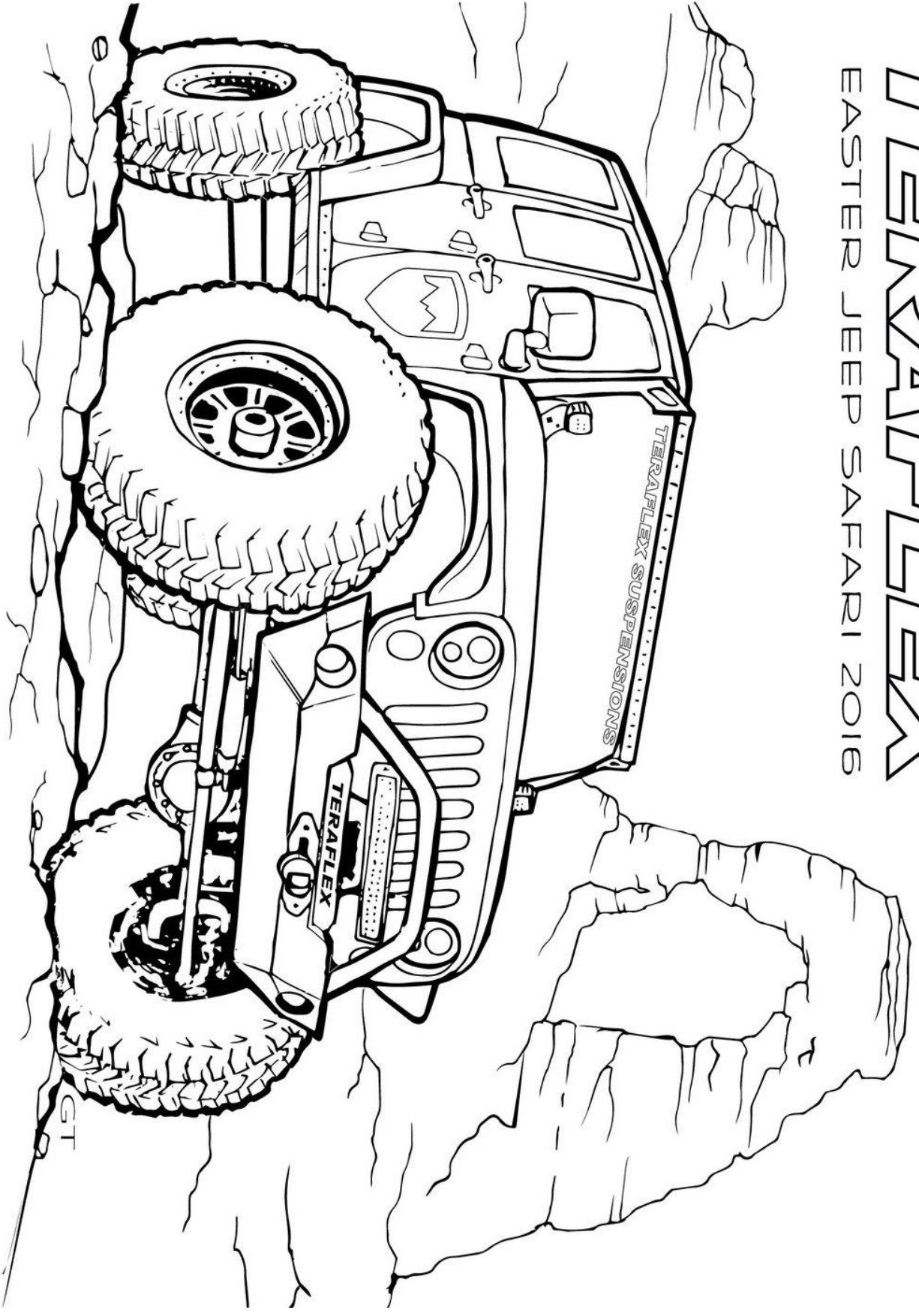


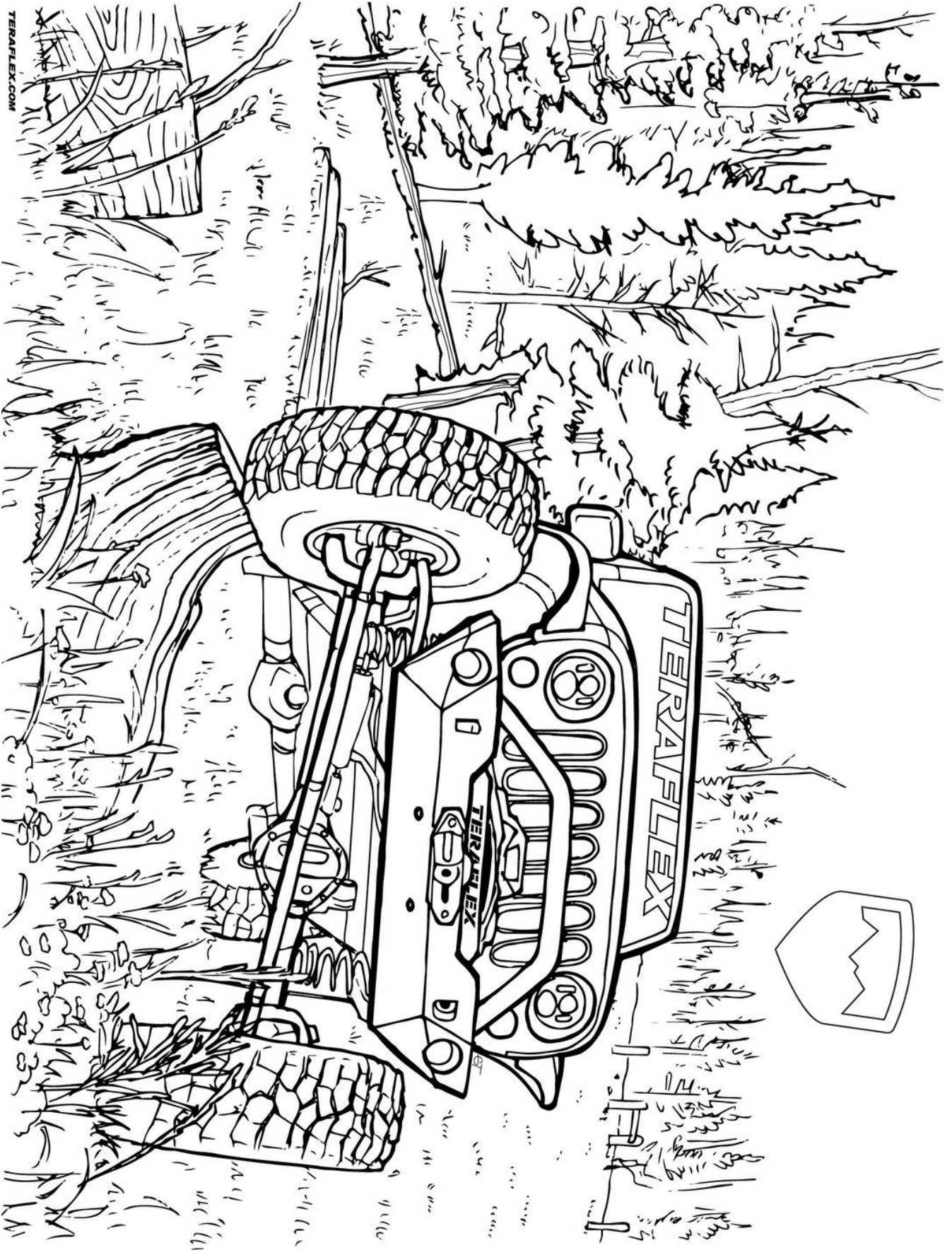
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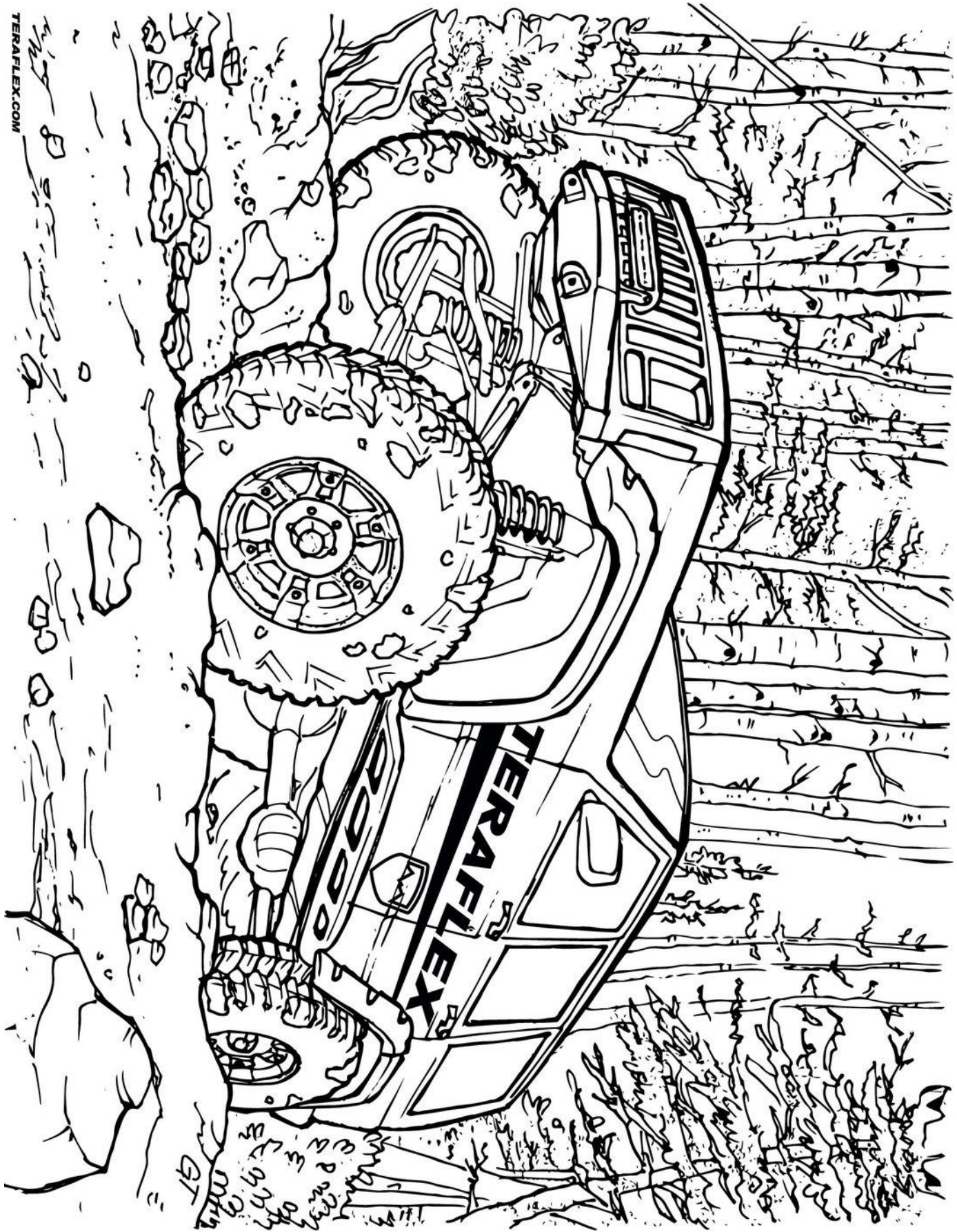
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EASTER JEEP SAFARI 2016



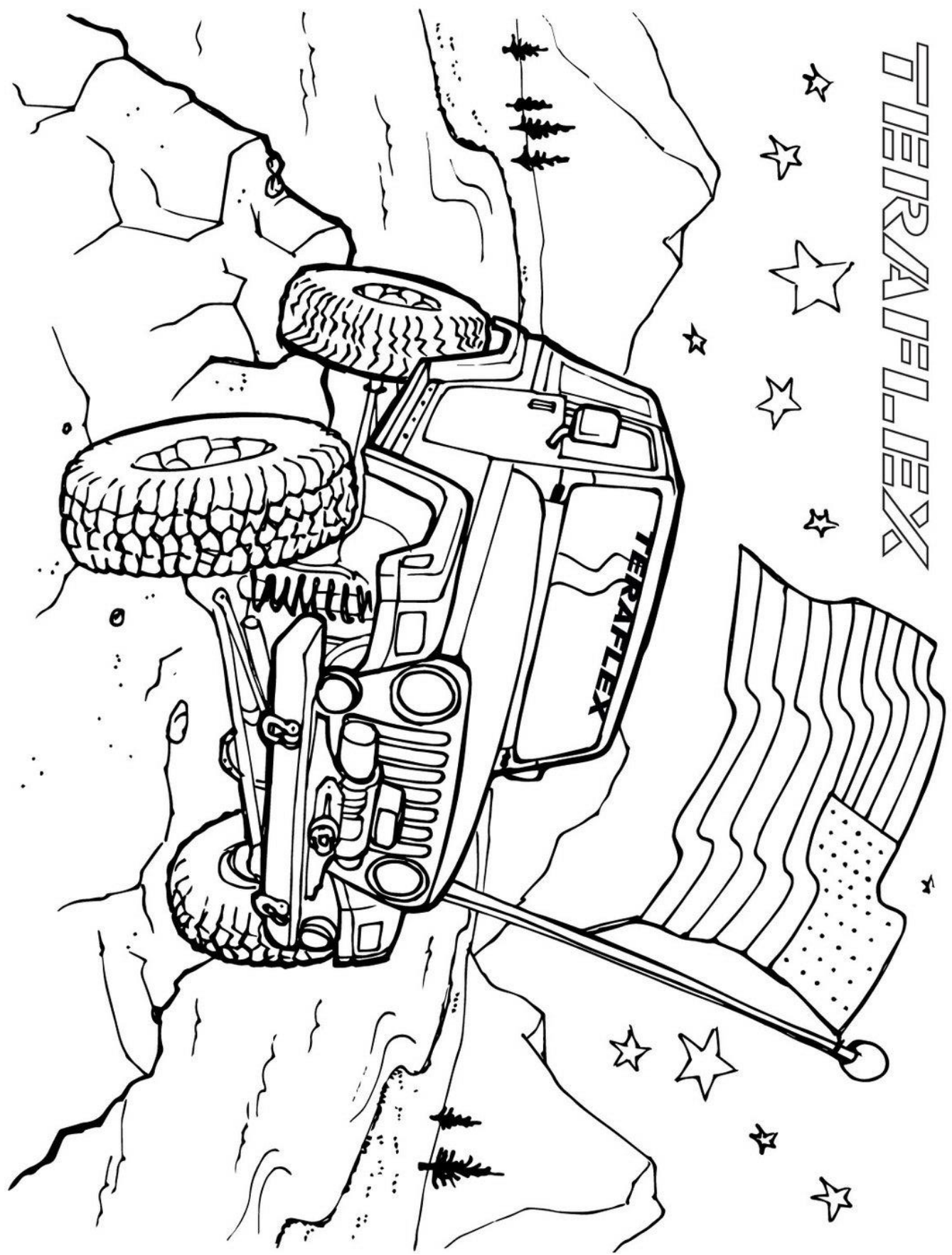








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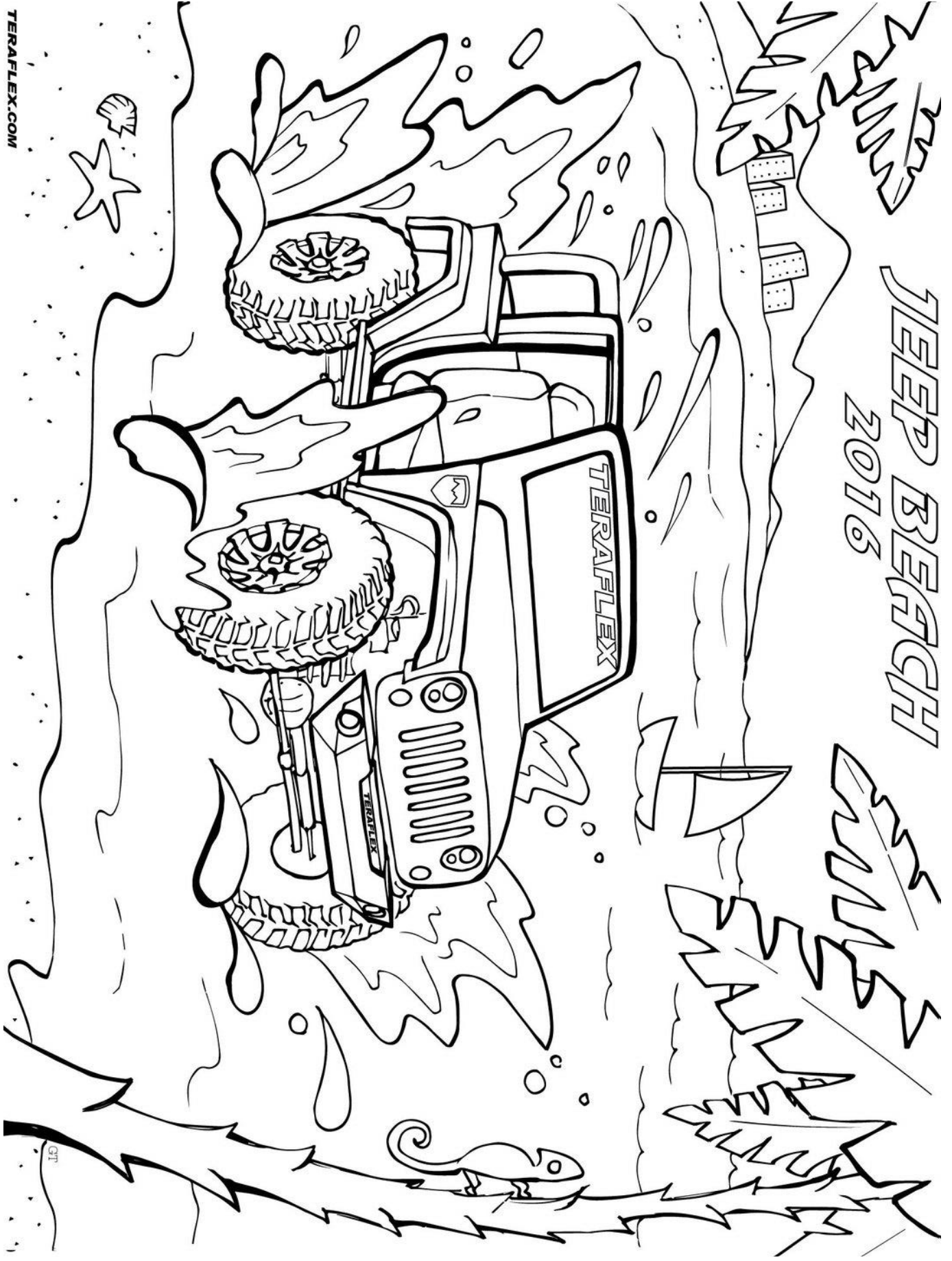
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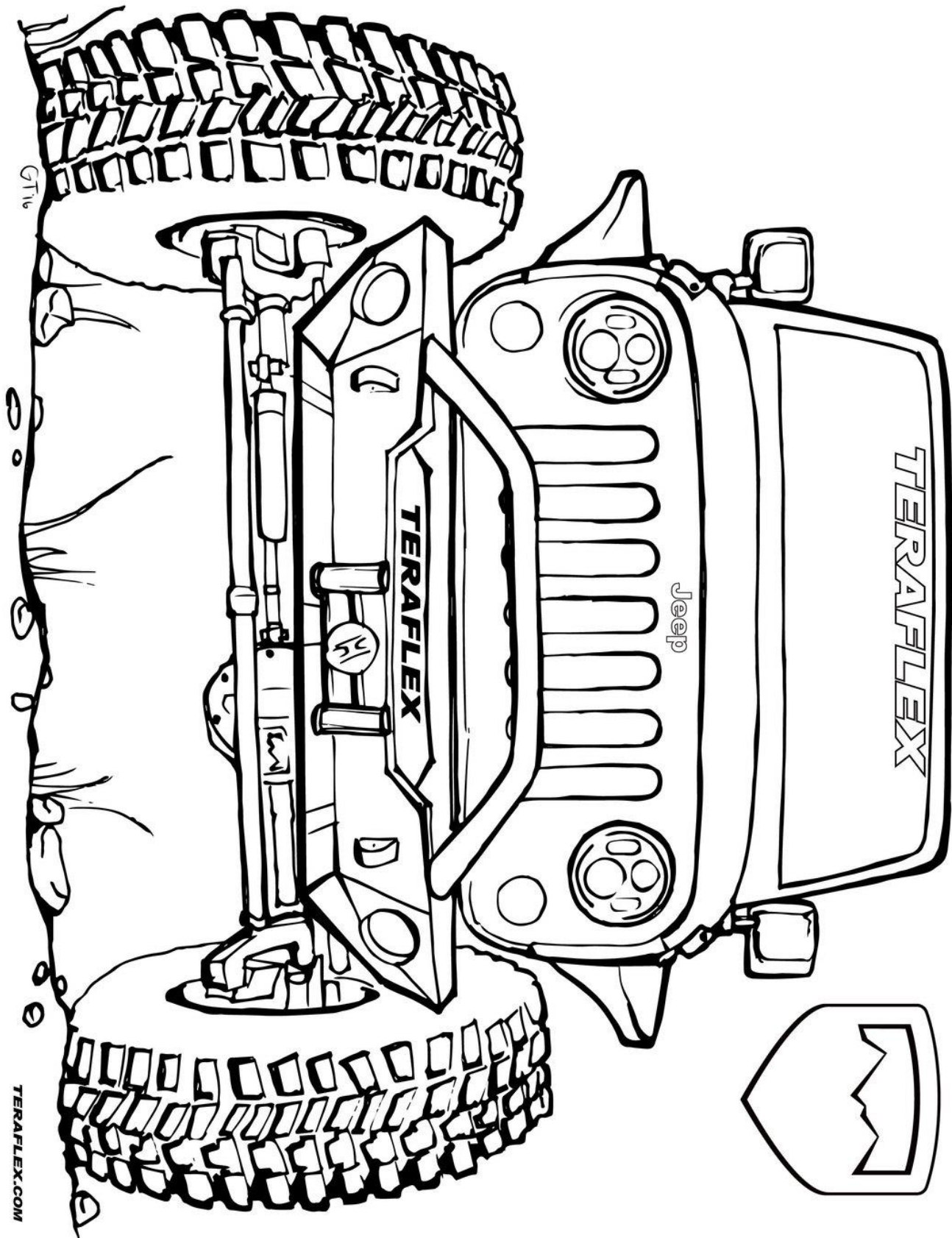


# JEEP BEACH 2016



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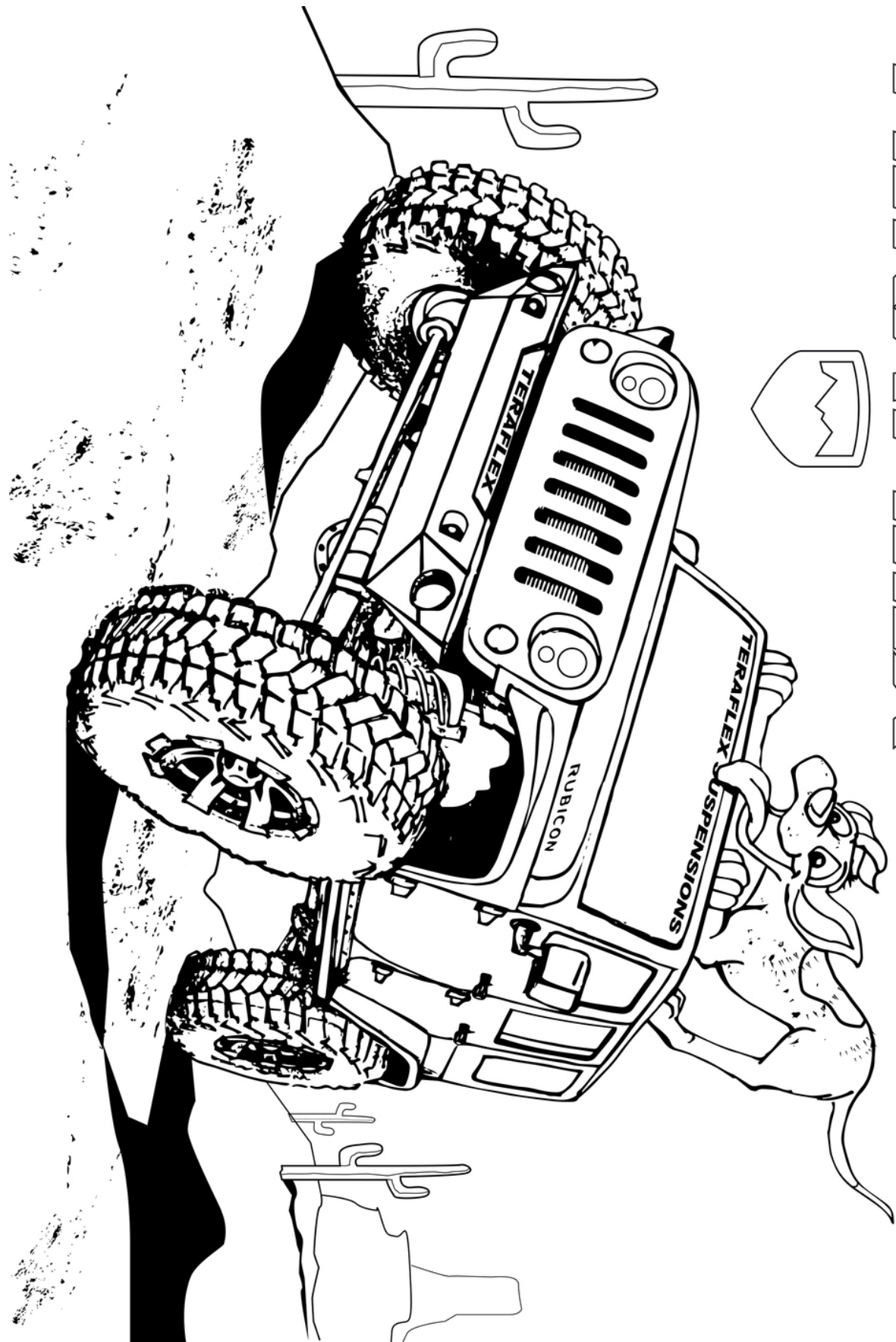




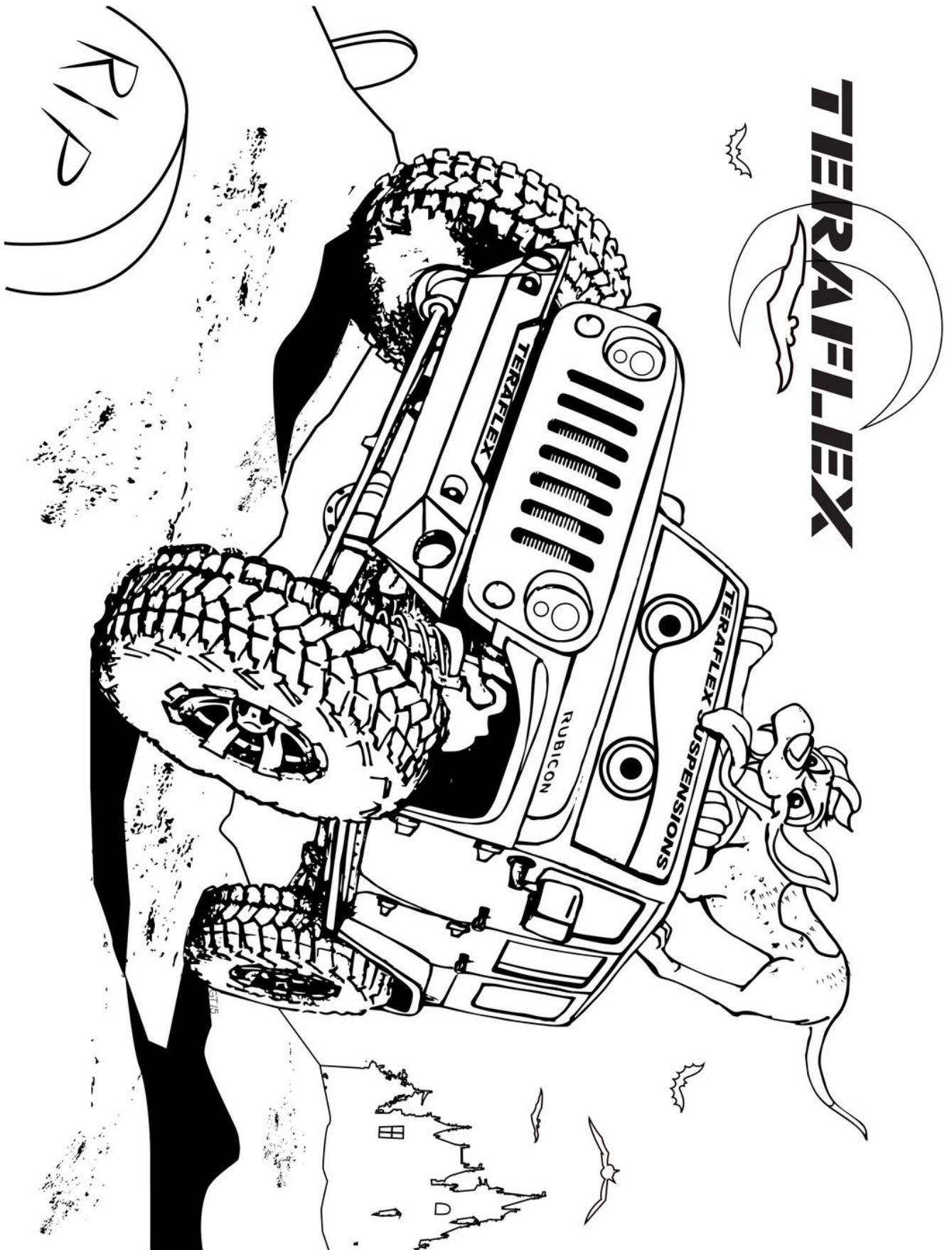


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## WORD SEARCH

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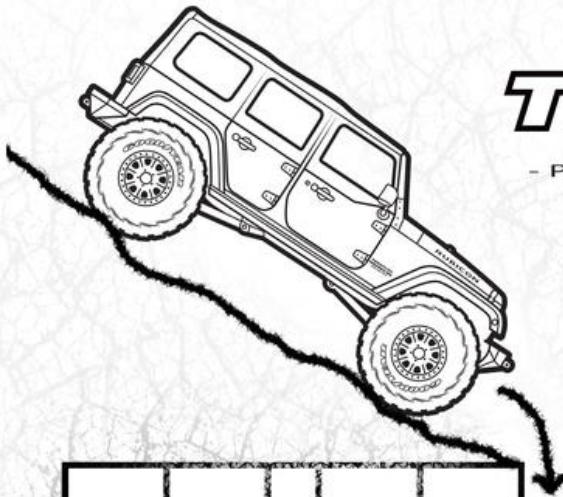
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SHORT ARM  
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TRACK BAR

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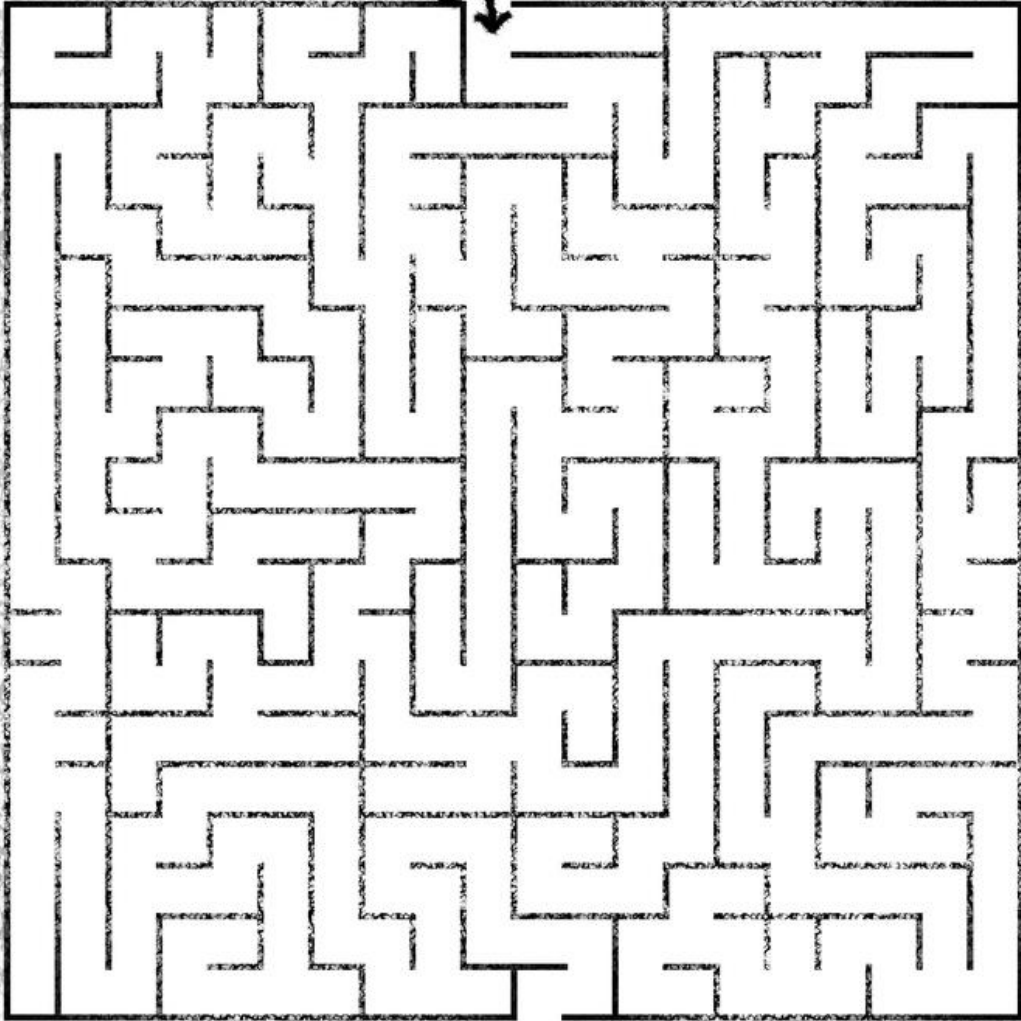




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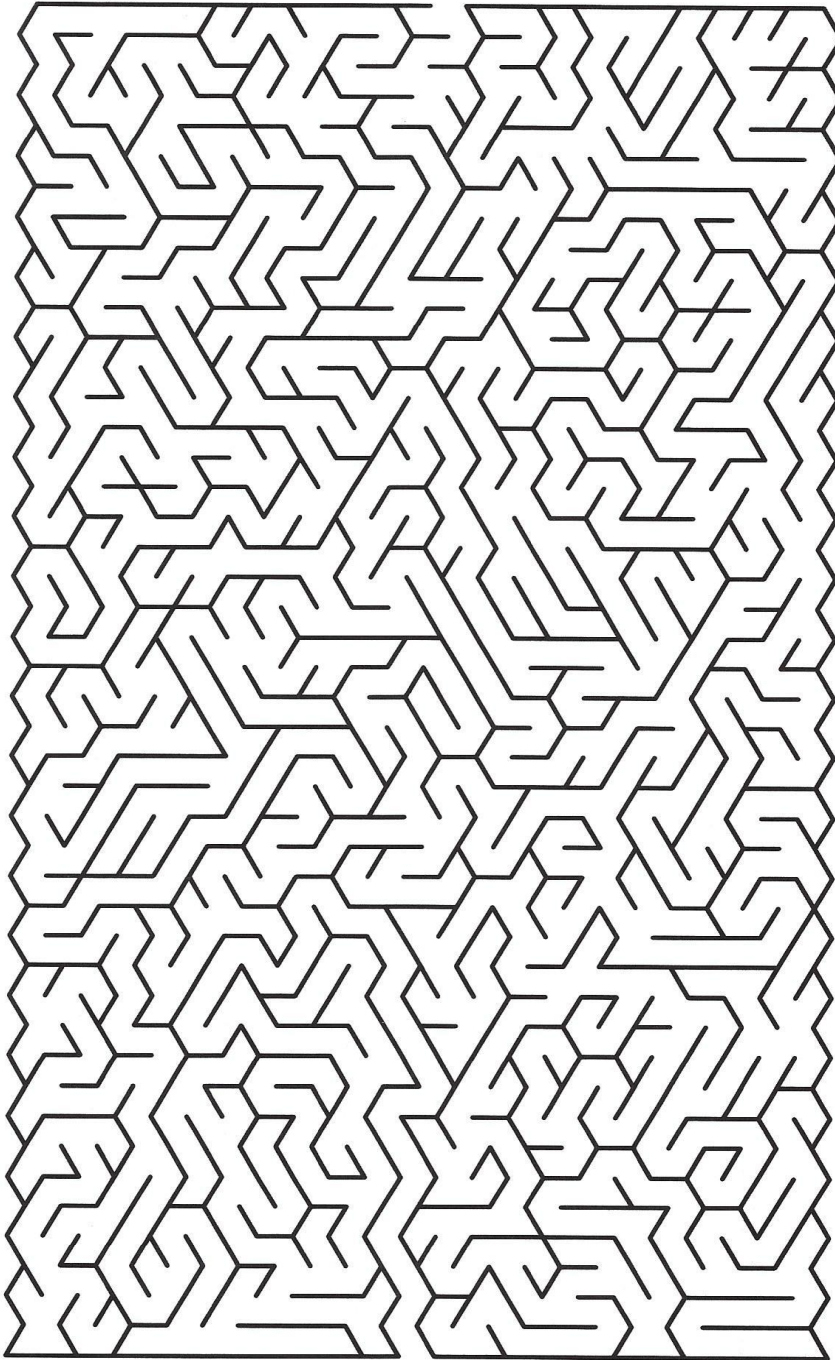
**JEEP  
MAZE**



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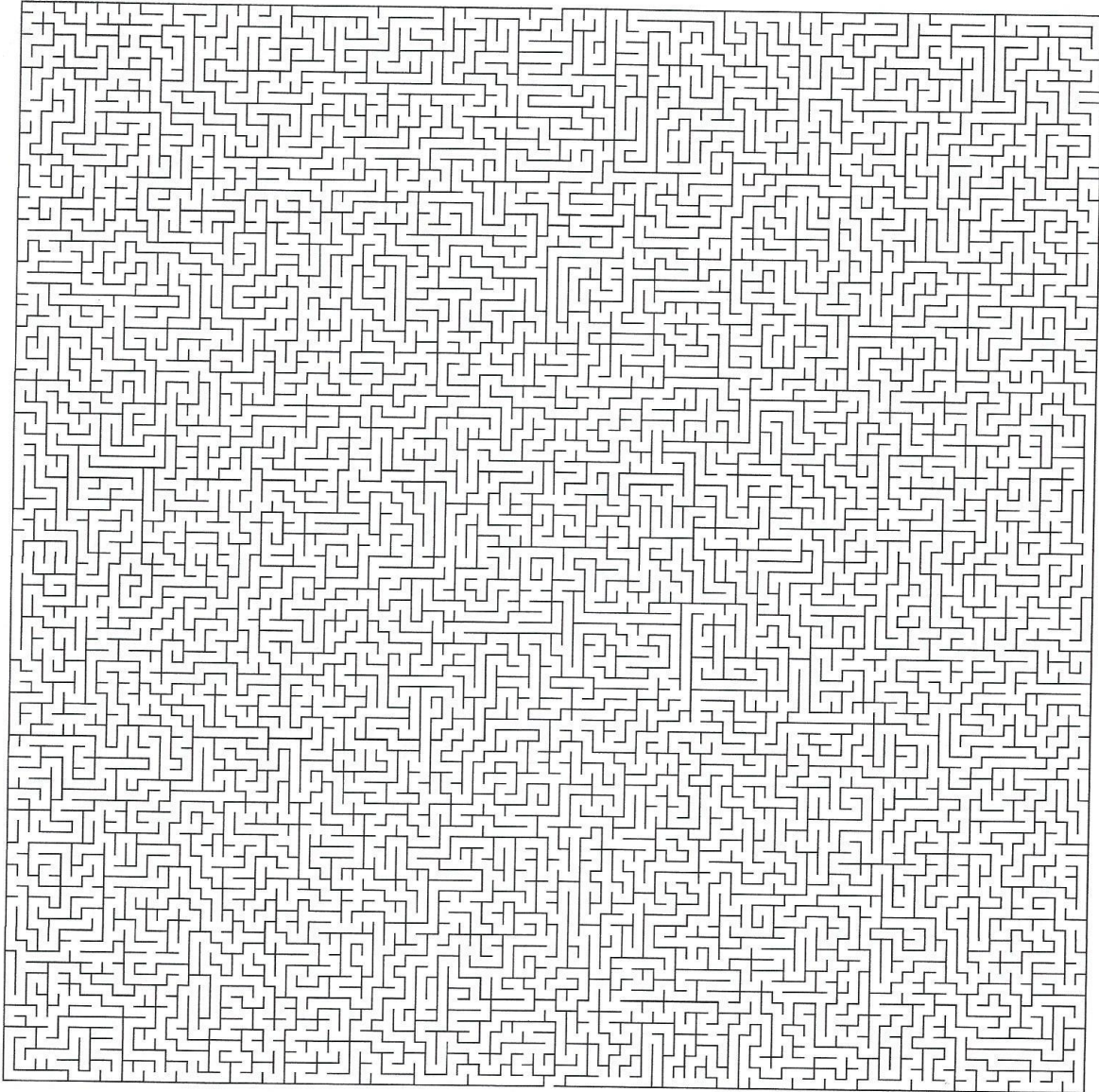
**WIN!**

45 by 45 delta maze



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# 100 by 100 orthogonal maze



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# Keep PUBLIC lands open to the PUBLIC

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<p><b>Trip Chairman</b> Jeff Boggs 505-328-2682 <a href="mailto:trips@nm4w.org">trips@nm4w.org</a></p>	<p><b>Environmental Affairs</b> Bobbie Moore 505-203-1105 <a href="mailto:envdir@nm4w.org">envdir@nm4w.org</a></p>	<p><b>SWFWDA Delegate</b> Bob Norton 281-5315 n5epa@flash.net</p>

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# Trail Tales



May 1, 2020

Official Newsletter  
of the  
New Mexico 4-Wheelers

[www.nm4w.org](http://www.nm4w.org)



## Meeting Minutes

April 9, 2020

By NaDeen Roland

**JUST A NOTE TO REMIND EVERYONE THAT NEXT MONTH'S MEETING WILL BE HELD ON THURSDAY MAY 14 AT 7:00 PM. ONCE AGAIN, IT WILL BE A CONFERENCE CALL.**

Due to the COVID-19 Pandemic, the April meeting was a conference call. Participants attended the meeting via phone and/or internet. Frank G. Whiston hosted this unique meeting.

President Frank G. Whiston called the meeting to order at 7:05 p.m.

**GUESTS:** Gary Buckingham, Stephen Gurule, Jason O'Brien, and Corey Ryan.

**MEMBERS PRESENT:** Cheryle Bakewell, Tracy Bakewell, Jeff Boggs, Ronnie Caton, Jennifer Chapin, Shirley Godfrey, Keith Jurey, Ed Kausche, Lyn Kausche, Dwight Lambert, Cliff Meier, Jeanne Meier, Bob Norton, Jack Nutter, Bob Provance, Carol Provance, Phil Rodacy, NaDeen Roland, Don Roy, Chris Sears, Richard Steele, Wayne Sullivan, Ralph Vigil, Donna Whiston, Frank G. Whiston, Frank R. Whiston.

**SECRETARY'S REPORT** - NaDeen F. Roland. Since the March 2020 meeting was cancelled due to the COVID-19 Pandemic, there were no minutes for last month. February 2020 minutes are located in the February newsletter.

**TREASURER'S REPORT** - Bob Provance. There is \$8595.97 in the savings account and \$3391.21 in the checking account. The only thing outstanding is the yearly \$125.00 donation to Blue Ribbon Coalition.

**TRIP CHAIRMAN'S REPORT** - Jeff Boggs.

### Past Events:

February 15 - February 16 Presidents' Weekend Extreme led by Bill Bonahoom.

February 29 Riley Area - Loop into Cibola National Forest led by Richard Steele.

March 7 NMOHVA Annual Meeting hosted by NMOHVA. They announced their 2020 agenda.

March 14 Exploratory San Antonio Green Chile Cheeseburger led by Richard Steele.

March 20 - March 22 Jornada del Muerto Overland led by Frank G. Whiston. Frank went over where the camps were set up and all the areas that this overnight run covered. Towards the end of the run some of the ride spilled into the Caja de Rio Explore run.

March 22 Caja del Rio Explore and Meet at Santa Fe Brewing led by Jennifer Chapin. Jennifer stated eight of the vehicles participating were from Santa Fe.

Frank went over the list of events, meetings, and rides that were cancelled due to COVID-19.

- March 2020 NM4W Meeting on March 12th.
- Social Distancing Extreme Rock Crawling on March 28th.
- Easter Jeep Safari 2020 led by Red Rock 4-Wheelers from April 14th thru April 12th.
- Easy Day at Gordy's on April 11th.
- NMOHVA Tour de Grants from May 29th thru May 31st.

#### **Upcoming Events (pending the future of COVID-19):**

May 6 to May 22 Green River 2020 Shady Acres RV Park in Green River, UT Cliff Meier, trip leader

June 4 to June 7 Rock Junction Grand Mesa Jeep Club, host

**VICE PRESIDENT'S REPORT** - Richard Steele. As the Sheriff, no one has made him aware of any fines.

**DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT** - Bobbie Moore, absent. Jennifer Chapin is continuing to encourage others to lobby for opening the property around La Bajada Hill.

**PROGRAM CHAIRMAN'S REPORT** - Tracy Bakewell. If you need some NM4W swag, just call or email him. He can come out and meet you somewhere or meet at his house. If you are concerned about social distancing, he promises to stay six feet away.

**HISTORIAN'S REPORT** - Jennifer Chapin. Jennifer made a remarkable spreadsheet from trails run ever since 2012. The data in the spreadsheet is just trail rides and not community events. Start thinking about trails you want to run in the future.

**WEBMASTER'S REPORT** - Don Roy. Because of the secretary's internet issues at the time of the meeting, Don was kind of enough to summarize what he sent to her via email on April 6, 2020. The Galleries tab on the public side of the website has been changed so site visitors now immediately see recent rides. Prior to this change, Galleries were not online to visitors until the photo content was approved by the Historian. Since this was not done until the gallery was closed, several months could elapse between the time the ride took place and the gallery entries were approved. This change allows new galleries marked Public to immediately show up on the public list, making the club look more recently active to site visitors."



**NEWSLETTER EDITOR'S REPORT** - Phil Rodacy. The March 2020 newsletter was one of the biggest newsletters the club has ever had. There is a counter on the newsletter that shows how many people actually read the newsletter. More visitors read the Newsletter than club members. Phil reminded people that there are more articles and subjects in the newsletter that are not just recapping what was in a meeting or in the minutes. Phil really wants more readership, especially by club members as well as guests.

**OLD BUSINESS:**

Sandia RD Volunteer Projects: Because it is snowy and muddy in the area, the Graffiti mitigation in Las Huertas Canyon has been tabled for warmer weather.

If this meeting had been held at the Heights Presbyterian Cumberland Church, then Jennifer Chapin would have received a Trail Leader Recognition Medallion for her Caja del Rio run and Jeff Boggs would have received one for his Jemez Run.

There are still several Mini Jobs that members can help with so that the officers don't get burned out.

The May 9th NM4W Meeting at this time will be another online/conference call meeting. The vice president said he hasn't heard from the forest service regarding cancelling the June picnic.

We still need a host for the July 11, August 8, and September 12 meetings, but this is being tabled for now. We discussed having it at a park if we are not able to have it at the home of a member or a guest, but that will depend upon social distancing restrictions being lifted. We laughed about separating into groups of five at the potluck.

Wayne Sullivan has been more busy than usual because of the pandemic so he has not made any progress with the 4 Wheel Parts Hardware promotional program status. Frank believes the program is essentially dead and that refunds should have already been dispensed.

**NEW BUSINESS:**

Corey Ryan and Jason O'Brien were the two guests present and eligible for membership. A vote to accept them as members was called for and accepted. Don Roy said that their prorated membership fee is built in if they use PayPal.

There was no 50/50 Raffle.

Jeff Boggs mentioned that the Jemez Forest Road 144 is closing due to seasonal weather conditions and COVID-19 until further notice.

The president, Frank, began his online presentation on Tips for Using Gaia GPS and NM4W Tracks. The presentation was very good benefited all who stayed.

**MEETING ADJOURNED** at 7:51 p.m.



## 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 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



# Bad Medicine Trail

## Florence, AZ

Contributed by Mike and Paige Caldwell

### Bad Medicine

One thing about my husband, in case you haven't figured it out already: he likes to push the limits on everything we do. In terms of heading out on the trails, he's constantly calling the scenic trails "boring" while bemoaning the fact that he's not challenged as a driver. Now that we've met up with a few other Jeepers who have built rigs that can handle some tough stuff, Mike's been pushing to run a few of the more difficult trails. The last log covered Elvis and Jackhandle which were plenty difficult, but there are other, even more challenging trails, and Mike really wanted to tackle them. Therefore, yesterday we headed out with Jim Gill, Jerry Smith, and another "new" guy named Greg to run Bad Medicine.

Bad Medicine is the upper end of Box Canyon, where the canyon has narrowed down to a tight wash and has many rocky obstacles, generally known as dry waterfalls. It took about two hours after leaving Palm Creek to get up to the start of Box Canyon, air down, run through Box Canyon to the start of the difficult section. While Box Canyon wasn't the highlight of the run, this run served up two unique sights: saguaro cacti have started to bloom, and for the first time during all our runs through the canyon, we spied a desert bighorn sheep. Woohoo!



Above left: A desert bighorn sheep grazing on the mountainsides of Box Canyon. We've always known that the sheep lived in the area but have never seen one on all our runs through the canyon.

Both photographs at right: Saguaro cactus in bloom. According to John Wiens, a horticulturist for the Arizona-Sonora Desert Museum, saguaro flowers bloom typically at dusk and remain open till about midmorning the next day. By the afternoon the flower will start to wilt, and that's it for that bloom.





After passing our usual left turn that climbs up out of Box Canyon, we continued on in the wash with the sides of the canyon narrowing closer, but also becoming less vertical and less dramatic. Despite less drama in the scenery, the difficulty of the trail started amping up quickly. First up, a “gatekeeper” obstacle, a climbing V-notch that would stop lesser-built rigs or timid drivers.

**Right:** Jerry clearing the first obstacle in Bad Medicine, a climb up through a narrow V-notch.



While there were plenty of obstacles, I’ll just comment on one that took a while to get all four rigs through: the obstacle Jerry called “The Oil Pan.” Not sure why he picked that name, but here’s how it was laid out: approach up through a couple of big boulders, which leaves the vehicle sitting 90° to the obstacle. Wiggle the vehicle back and forth about 10 times to line it up in the right direction, all the while trying to avoid a few big rocks sitting in the middle of the tight space in which we were maneuvering. Climb up and run along the top of some rocks on the driver’s side, and along the side of the rocks on the passenger side, keeping the tires exactly in the right place to avoid falling into the middle section and risk damage to the body of the vehicle. Here’s what it looked like in pictures:



**Above:** The Oil Pan. It doesn’t look like a vehicle can get through there, but it is possible with careful driving.

**Right:** Looking down on Jim Gill as he lines up for the obstacle. The yellow line shows the approach; notice the tight space and rocks which makes turning the vehicle to line up with the obstacle a challenge. By the time I took this photo, Jim had already inched back and forth many times.





Above left: Jim Gill starting into the obstacle. It doesn't look like much from above!



Above right: Greg in his 2-door Rubicon starting the obstacle with his front tires right where they needed to be: up over the tall rock on the driver's side, and along the side of the rock on the passenger side.



Right: And this is what it looks like when you fall off the rock with poor driving. Fortunately, by the time he did this, Greg was already past the steepest/tallest portion of the obstacle so there weren't any consequences; had he done this a few feet earlier he'd would have really banged up the body of his Jeep.

If you're wondering why there aren't any photographs of Mike and the Toad doing this obstacle, it's because I'm always spotting to make sure we make it through safely, and I can't take photos and spot at the same time.

After clearing the Oil Pan and a few other obstacles, Jim Gill radioed that Greg has a flat tire on the rear passenger side of his 2-door Rubicon. Upon closer inspection, the tire's valve stem had been cut in half, probably due to being caught between the wheel and a rock. No problem – time to play with some of the toys we're all packing in case of an emergency. We broke out one of the Hi-Lift jacks that we all carry, jacked up the vehicle, blocked it up with our combo jack & jack stand and changed the tire. Easy peasy!

Right: A close-up of the Hi-Lift jack mounted on the back of Greg's Rubicon. We all got a chuckle out of "Plan B" written on the jack handle. We used Plan B this day!







**Above left:** Stopped in the wash to change the tire on Greg's white 2-door Rubicon behind the Toad.



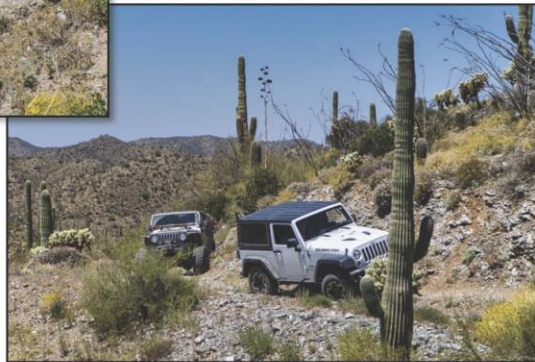
**Right:** Jim Gill working the Hi-Lift jack, lifting the vehicle in the air so we could block it underneath with a combo jack & jack stand that we carry in the Toad. Greg, owner of the 2-door white Rubicon, is in the background.

As the wash petered out and became too tight to drive through, we climbed up the steep hillside and connected into the trail system that laced the hills above. It was a beautiful drive up and down the hills, and we eventually dropped down by Ajax Mine, then took familiar roads out to the west where we met up with AZ-79. We were airing down by 2 pm, and home by 3:30 after we stopped to wash the trail dust off the Toad.

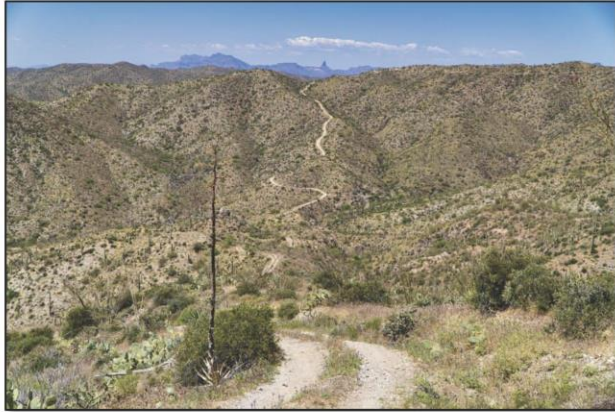


**Left:** Jim Gill on the steep climb out of the Bad Medicine wash where we connected into the trail on the upper reaches of the hills.

**Right:** Greg in his 2-door Rubicon leading Jim Gill along the trail. This particular section of trail had many tricky, nail-biting washouts, and we were glad to put it behind us. We'll take a rocky obstacle over a washout on a steep hillside every time!







Left: Looking out over the trail as it snaked its way across the hillsides. Once past the far hill, the trail dropped down to Ajax Mine, an area with which we're very familiar.

At the end of the day, both Mike and I were pleased with our on-trail confidence and our ability to tackle tough trails, but even Mike was in agreement that we didn't need to do another trail as difficult as Bad Medicine for quite a while. Mike says that unless

we push our limits, we don't know where the limits are; however, I'm pretty sure we brushed up against them on Bad Medicine. Time for a few of those boring trails!

In other news, now that we're waiting out the coronavirus here in Casa Grande, Mother Nature has decided it'd be a good time to start summer early. Temperatures over 100 usually don't start in Casa Grande until June, but we've got a forecast for a week of 100-degree temperatures beginning in a few days. We are NOT pleased! That said, our efforts to bolster our air conditioning capacity and augment our insulation seem to be bearing fruit: with an outside air temperature of 92 degrees, we can keep the coach cool just using our new window air conditioner, and the casita can maintain an inside air temperature of 75 degrees with hardly any effort on the part of the mini-split system. Looks like we're in good shape!

Thu 4/23	Fri 4/24	Sat 4/25	Sun 4/26	Mon 4/27	Tue 4/28	Wed 4/29	Thu 4/30	Fri 5/1	Sat 5/2
94°   61°F	98°   61°F	100°   63°F	103°   68°F	102°   64°F	101°   64°F	104°   67°F	104°   67°F	101°   66°F	96°   62°F
Sunny	Sunny	Sunny	Mostly Sunny	Partly Cloudy	Sunny	Sunny	Mostly Sunny	Partly Cloudy	Partly Cloudy
0 in	0 in	0 in	0 in	0 in	0 in	0 in	0 in	0 in	0 in

Above: The Casa Grande forecast.



## Reminiscing

**Contributed by David and Patti McCollum**

Just an update on us. Were anchored in a cove near La Paz, Baja, Mexico on our sailboat. We have been here since the 4TH of April. We have WiFi connection to keep us up to date. Were very comfortable and safe. Everybody be safe

It was in 1975 Pat and myself were driving up the side of a mountain in our 1975 CJ 5. We were bouncing up and down in our seats as the jeep went up. Next time, I'll tighten the seat belt until it hurts. All of a sudden, the right front end of the jeep pointing down. We were teetering on three wheels. I turned the engine off. We had run the front right tire in a gully and it hung in midair about two feet off the ground. Pat was afraid the jeep was going to turn over. I slowly got up and stood on my seat. Every time I moved, the jeep rocked. I told her to get up, hang on the roll bar, go by me and get out. She backed away from the jeep as I slowly got out, but hung onto the side of the jeep. As my weight lilted from the jeep the front right started pointing down again. I hung on as its right wheel finally settled in the gully. Now, the driver's side rear tire hung in the air. Both of us were looking at the jeep in disbelief. Now what! We made our way down the mountain to a pay phone. Our friend was home and said he would come and get us. He arrived with his wife. The wives stayed at the service station while we went to the jeep. Now mind you, this guy weights close to if not 300 pounds. We were climbing up the mountain with loose rocks on very uneven ground and this guy is going up like a mountain goat. Finally, we get to the jeep. He looks over the situation and ask for the keys. We pull the jeep down on the drivers side and he gets in. He starts the jeep and tells me to stand back. He backs the jeep down until all four tires are on the ground. He continues backing down to the dirt road. Pretty good driving considering very steep and rocky terrain. Easier going up than down. Patti was surprised seeing me drive up in the jeep. I explained that Tommy drove the jeep off the mountain backwards. We went to a Mexican restaurant and had Taco's and a pitcher of margarite's and talk about our adventure.



# Pandemic Project Dash Switch Panel

By Frank G. Whiston

I had been wanting to do this for some time now, so since we are under a statewide stay at home order, I decided to finally attack it. I have always been unhappy with the factory switch layout (as shown on bottom). Specifically, the layout of the overdrive lockout switch. It is recessed in the factory panel and as tall as I am, the indicator light is not in my line of sight. Anyone with an 03-06 TJ with an Automatic Transmission will know that this button gets used regularly. The O/D is so tall, it does not take much of an incline on the highway before you need to hit that button or lose speed. On long hills, I would forget that I had locked out the O/D since the indicator light is not visible. A secondary thing that I wanted to address was an in-cab winch control.



There are some companies making aftermarket panels to add switches, but none of them had provisions to retain the factory O/D and rear glass switches. They are awfully expensive and did not fully meet my needs, so I decided to make my own. I always start with a cardboard mock-up (as shown upper left). It is easy to work with and cheap to redo if I did not like the result. It came out fine on the first try, so I went to cutting metal. I had some scrap steel sheet laying around, so that is what I used. It took some time to form the curves to match the opening in the dash, but I finally got it. Then came the tough decision on the layout for the switches. I decided to swap the O/D and rear defrost switches since I use the O/D button much more frequently, I wanted it closer to me. The tricky part was fabricating the retainers for the factory switches. That ate up more time than anything. I also wanted the winch control close so that I will not have to reach for it during use. From left-to-right is Winch Spool in/out, Winch Power, Front Locker, and Rear Locker. Then on the far right, I added a dual USB charging port. I am very pleased with how it turned out.





# Let's be Safe Out There

Contributed by Jennifer Chapin

For off roading, a [Gator-Jaw®](#) synthetic shackle can be used instead of metal shackle. Or as lots of off roaders call them, D-Rings. There are many reasons to use Gator-Jaw® synthetic shackles vs. a metal shackle. The first being safety, they are much safer since if it does fail it will not be a heavy piece of metal flying at your vehicle, family, friends, kids, or pets. Secondly, the typical metal shackle working limit is rated at 7,500lbs., although the breaking strength is significantly higher. The breaking strength [Gator-Jaw®](#) synthetic shackle is 32,000lbs up to 125,000 pounds.

Think of all those places you may use shackles. Connecting to your winch line, connecting a tree saver, connecting multiple tow ropes, or connecting your winch line to a tree saver. You can even connect to the eyes on your bumpers or through a Factor 55 Prolink.



## Benefits:

### Weight



2.4lbs. for a metal shackles



4.3oz. for a Gator Jaw

### Storage:



Most off roaders put the metal shackles on their bumpers, which can be handy but are prone to rusting which makes them difficult to open and use when needed. Also, if they are easily removed, they are prone to thief's helping themselves. [Gator-Jaw®](#) synthetic shackles can be stored just about anywhere you would like. There are many who will keep a shackle under their driver's seat to have it within reach when needed. A Gator-Jaw® synthetic shackle, can be stored there or hang in on the shifter, or on a grab handle. If you are wanting a great storage place to wrap a bunch of them around the roll bar in the back of your Jeep. If you store them in a bag with your tow rope it will not bang around in the back of your vehicle either. Also, just think you got yourself stuck in a deep muddy water mess. You drop your metal shackle it's now somewhere in the mess if you used a [Gator-Jaw®](#) synthetic shackle it would float and you would not risk losing it.

### **All about:**

Use Gator-Jaw® synthetic shackles instead of metal shackles or carabiners as a superior, stronger and safer tow rope connector. Gator-Jaw® synthetic shackles are made from Plasma® rope which is the highest strength synthetic rope available. These superior tow rope connectors are stronger than comparable steel shackles. The biggest advantage is that if the tow rope breaks, the shackle will come flying toward one of the vehicles. If a metal shackle hits you, you'll probably be killed. The synthetic shackle might bruise you, but you'll live to wheel another day. Gator-Jaw® shackles won't rust and are so light they float. Applications include: 4x4 off-road, agriculture & mining equipment and various marine uses.

[Gator-Jaw®](#) shackles are available in the mini, for ATV's and UTV's, 11,000lbs. The Gator-Jaw® 32,000lbs. Jeeps, Trucks, and most off-road vehicles. The Gator Jaw Pro 52,000lbs. Those big off-road rigs, and the Mega Gator Jaw 125,000 lbs. for those with former military rigs. There are a variety of colors to choose from too.

A few years back a group of Central Floridian good-ol' boys, "Bubbas" created the perfect off-road recovery rope. Our one-of-kind snatch rope is adapted from military specifications and has been tested commercially for years, pulling out work trucks and heavy equipment from muddy job sites. Recreational 4x4s, ATVs and other off-road vehicles can benefit from this kinetic energy technology to get unstuck faster and safer. What makes Bubba Rope® unique is our process of dipping our double braided nylon rope in liquid vinyl in a trademarked Gator-ize® process. This coating is what gives Bubba Rope® its water, abrasion and UV resistant properties and ultimately a longer life span. Also, unlike other recovery rope companies Bubba Rope does **NOT** have others make our products and just put our name on it. Every Bubba Rope is made in our USA factory with our own trained master splicing technicians. Our main goal is to continue to make the best recovery rope and the best recovery gear ever! [bubbarope.com](http://bubbarope.com)





## Jeep Prototype National Historic Vehicle

Contributed by Jennifer Chapin

### World's oldest existing jeep prototype, the Ford Pygmy, to go on National Historic Vehicle Register

[Daniel Strohl](#) on Dec 7th, 2015 at 4:00 pm



*Ford GP-001, the world's oldest known jeep prototype. Photo courtesy Veterans Memorial Museum.*

Of the three prototypes that automakers submitted for the U.S. Army's new lightweight scout car in the early days of World War II, Ford's Pygmy probably shouldn't have stood a chance. It wasn't the lightest, it wasn't the fastest, and it wasn't the first submitted. But it's still around today, making it the oldest jeep prototype tested by the Army as well as an excellent candidate for inclusion on the National Historic Vehicle Register.

UPDATE (7.December 2015): The Historic Vehicle Association announced today, to coincide with Pearl Harbor Day, that the Ford Pygmy GP-001 has officially been added to the National Historic Vehicle Register.



Nowadays, nobody disputes the fact that Bantam was the first to submit a prototype for what would eventually become the quarter-ton jeep and eventually the postwar civilian Jeep. In 1940, with global war looming, the U.S. Army assessed its mechanical capabilities and found a need for a fast – and therefore lightweight – reconnaissance vehicle that could handle rugged terrain and deliver a machine gun or two to the front lines. Bantam seemed an ideal candidate for the job: It had plenty of experience building light, four-cylinder-powered cars at a time when most of the rest of the American automotive industry had abandoned fours for six- and eight-cylinder engines to power heavier cars; and as a small and agile company, it could theoretically respond to design requests quicker than larger manufacturers. In addition, as Patrick Foster wrote in *The Story of Jeep*, Bantam had already submitted specially modified cars to the Army for testing even before a committee of Army officers drew up the specifications for the quarter-ton four-wheel-drive scout car, so Bantam officials already had an idea of what the Army was looking for.

Indeed, on September 23, 1940, two months after submitting his designs, freelance engineer and designer [Karl Probst](#) delivered – on Bantam’s behalf – the world’s first jeep prototype, the Bantam Reconnaissance Car, which he drove from Bantam’s factory in Butler, Pennsylvania, to Fort Holabird in Baltimore.

But others would soon follow. Both Willys and Ford had expressed interest in competing for the contract, and the Army figured that both had the capability to produce in volume that Bantam lacked, so the Army shared Probst’s design with both companies, and Willys submitted its prototype – what later became known as the [Quad](#) – for testing on November 13 while Ford submitted two prototypes – the Pygmy, engine number GP-001; and a similar Budd-bodied jeep that was never tested, GP-002 – on November 23.



While the Army was looking for a car that would weigh less than 1,300 pounds, none of the three prototypes came close to that target: The Bantam Reconnaissance Car weighed 1,840 pounds dry; the Ford, 2,150 pounds; and the Willys, 2,450 pounds. The latter made up for its excess weight with its 60-hp four-cylinder, while the 45-hp Continental four-cylinder of the Bantam was deemed adequate, but the 42-hp four-cylinder of the Ford set it at a disadvantage. When it came to powertrains, Ford found itself at a disadvantage simply because, in 1940, it no longer offered four-cylinder engines in its domestic cars and trucks; it had to develop the 120-cu.in. flathead engine from its 9N tractor. For a transmission, Ford engineers essentially brought the Model A's transmission out of retirement, and they then mated it to a Spicer transfer case and axles.



The Ford Pygmy prototype, for all of its disadvantages, did introduce a number of innovations, including headlamps that hinge up to provide engine bay illumination, an under-the-seat gas tank to eliminate external fuel fillers, and a second top bow to keep the top from slapping the driver around. In addition, while the Bantam Reconnaissance Car and the Willys Quad (as well as the 69 BRC-60s that followed the pilot BRC) featured rounded hoodlines and grilles, the Ford Pygmy used a flat front grille constructed of welded flat stock that also doubled as a brush guard for the headlamps.

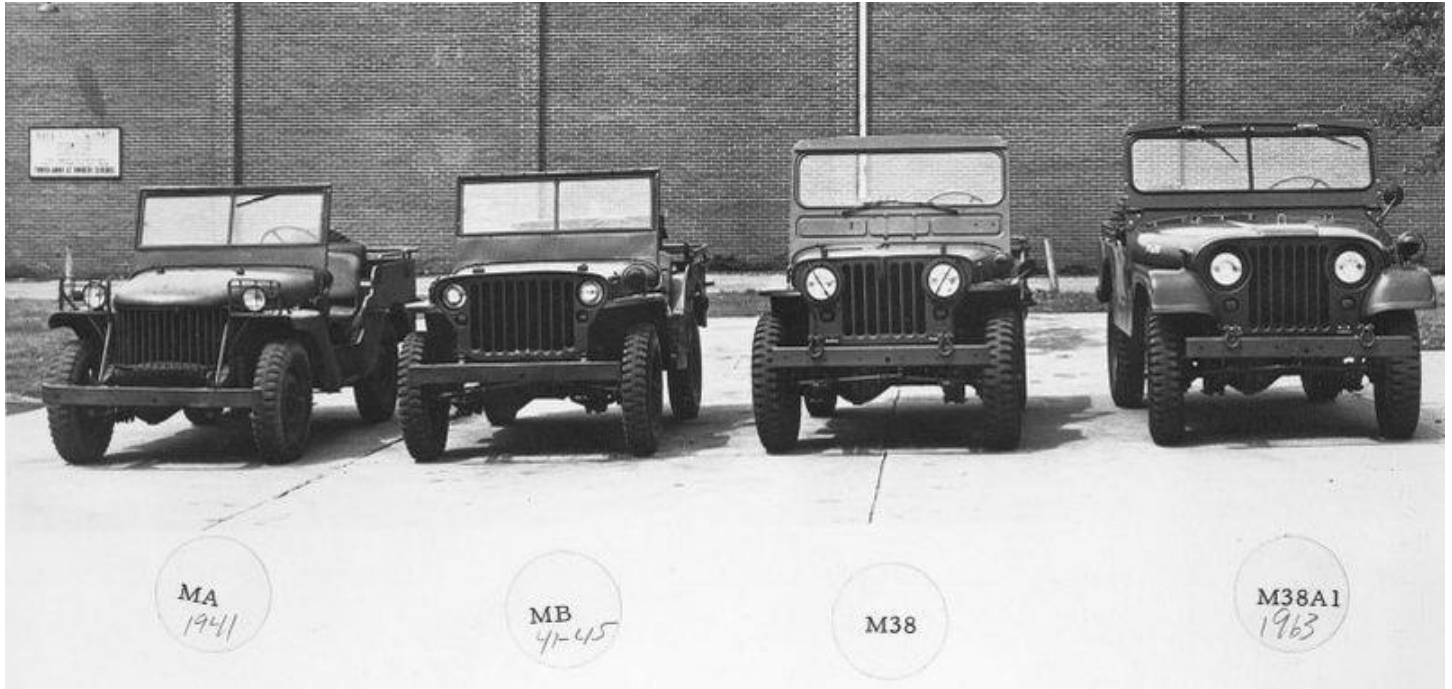


Regardless of the differences among the three prototypes, the Army ordered 1,500 more vehicles from each of the three competitors for the contract. Intriguingly, Army officials revised the maximum weight of the successor models upward to 2,160 pounds, just 10 pounds heavier than



the Pygmy, suggesting that Ford representatives had somehow convinced Army officials that the weight of the Pygmy was sufficient.

From the models that the three companies then built – the Bantam BRC-40, the Willys MA, and the Ford GP – the Army would develop the final standardized version, the Willys MB, which Ford would also build as the GPW during the war.



As for the prototypes, all three went back to their respective companies. The Bantam Reconnaissance Car has since disappeared (documented as wrecked, and possibly rebuilt for testing by the Canadian military), as has the Willys Quad (which did show up in a circa 1963 photo along with Willys's successive military jeeps, as seen above). Both Ford prototypes, however, still exist. The Budd-bodied prototype, which toured the country during World War II, recently surfaced out West. The Ford Pygmy, which also toured the country during World War II, then reportedly served as a company car around Dearborn before Henry Ford II gave it to The Henry Ford in 1948. The Henry Ford, in turn, sold the Pygmy at a deaccession auction in September 1982 to Randy Withrow, who now has it displayed at the [Veterans Memorial Museum](#) in Huntsville, Alabama.

“The museum knew what it was when they sold it to me, but they said it didn’t really fit their theme,” Withrow said. He refused to say how much he paid for the Pygmy more than 30 years ago because he said he doesn’t want people asking him if they can buy it for that much today. “But it doesn’t matter, because it’s not for sale at any price.”



*Ford Pygmy during testing at Fort Holabird.*

Withrow said that he had to do some minor work on the Pygmy after buying it, including a rebuild of the brake system and fuel system as well as sourcing the correct wheels and tires for it, but the Pygmy today remains largely as it was constructed and tested in 1940. “The intent is to leave it as undisturbed as possible,” he said. “It still has the testing dirt on it. It still has the tiedown straps mounted to the frame; the Army never took ’em off, and I sure never will either.”



It does run and drive, though with a little more than 1,100 original miles on the odometer, Withrow and the museum staff understandably don't take it out for excursions all that often.

Of the four criteria for a vehicle to be included in the National Historic Vehicle Register (association with important American historic events, association with important American historic figures, its design or construction value, and its informational value), the Ford Pygmy conceivably meets at least three, given its prototype status, the contributions it made to jeep design, and its role in the development of the military jeep, which has been lauded as one of the key weapons that helped win World War II.

Selection to the register involves a complete documentation of the vehicle, including a fully referenced narrative of the vehicle's provenance and full photography, which will then be placed in the Library of Congress. No restrictions are placed on subsequent use or sale of the vehicle. For more information about the Historic Vehicle Association and the National Historic Vehicle Register, visit [HistoricVehicle.org](http://HistoricVehicle.org)

(Article originally published March 21, 2014.)

## **THIS JEEP MATTERS: 1940 Ford Pilot Model GP-No. 1**

### **Pygmy Video**

<https://youtu.be/HIBfU2ISfkY>





# Jennifer's Top 10 Lists

## Contributed by Jennifer Chapin

### Jennifer's Favorite Moab Trails

1. Hells Revenge
2. Fins and Things
3. Top of the World
4. Chicken Corners
5. Seven Mile Rim
6. Deadman Point
7. Elephant Hill
8. Poison Spider Mesa
9. Secret Spire
10. Steel Bender

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### Oldest 4x4 or Jeep Clubs in the World United States

- |  |      |            |
|--|------|------------|
| 1. Auburn Jeep Club Inc.                     | 1951 | California |
| 2. Hemet Jeep Club                           | 1954 | California |
| 3. Mile Hi Jeep Club                         | 1956 | Colorado   |
| 4. Sacramento Jeepers                        | 1957 | California |
| 5. New Mexico 4 Wheelers                     | 1958 | New Mexico |
| 6. California Association of 4WD Clubs, Inc. | 1959 | California |
| 7. The Roughwheelers                         | 1959 | California |
| 8. Grand Mesa Jeep Club                      | 1962 | Colorado   |
| 9. Tierra Del Sol 4X4 Club of San Diego      | 1962 | California |

## Canada

1. Off Roaders Anonymous Montreal, Canada 1970

## Australia

1. Auckland Four Wheel Drive Club Inc 1969 Australia

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## Jennifer's Favorite Places to Wheel

1. **Silverton, Colorado** – There are so many great trails and every one of them has incredible views too. My favorite trail in the area is Black Bear Pass.
2. **Moab, Utah** – There are so many trails and historic sites, arches and views of the slick rock. What can you say Easter Jeep Safari is an experience for all? My favorite trail is Hell's Revenge.
3. **Hurricane, Utah** – There are tons of trails in the area and such variety of desert trails, rocks, serious rock crawling, and huge sand dunes. Don't forget the lake to enhance your view. I am not sure of my favorite trail since I have not spent enough time there yet.
4. **Sedona, Arizona** – What can you say red rock and sunsets. Another place I would love to spend some more time in. I don't have a favorite trail yet. I will some time.
5. **Daytona Beach, Florida** – Florida is one of my favorite states in the lower 48. I love the beach so how cool is it to drive your 4x4 on the beach and enjoy the sunsets.
6. **Lake Havasu Area- Arizona** - There are lots of trails in this area lots of rock and desert. Take the 4x4 trail to the Desert Bar in Parker, AZ it is a must-see place to go. Also, cross the dam and find the wind tunnel bat cave to climb your Jeep into.
7. **Breckenridge, Colorado** – There are many great trails around the area. My favorite time to do is in July or early in the year to help open trails. It can be very challenging driving on ten feet of snowpack.
8. **Truth or Consequences, New Mexico** – Lots of great trails in the area or within less than an hour away. Lots of old west and New Mexico history. Even an ancient toll road. My favorite trail is Chloride Canyon.
9. **Rausch Creek, Pennsylvania** – This is a pay park but lots on trails and two badge of honor trails in there too. It's a great place close to many states in the area. If you want to see something fun check out some of the giant mud holes that people will attempt to traverse.
10. **Leadville, Colorado** – Many great mountains passes and challenging rock crawling trails. Spectacular views and some historic places along the way too.

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# Jennifer's Favorite Trails in New Mexico

1. **Chloride Canyon** – History and more history, then the fun scenic trail through the canyon, up the hill and out of the canyon, then the side track to the top of the mountain a somewhat scary climb up all the stairs in the fire tower but well worth the awesome views.
2. **The High-Water Road** – Espanola, NM a unique trail of sands, washes, and mountain trails. The short challenges of in and out of the river multiple times and some various hills. Creekside dining for a great lunch spot. This trail can be very dangerous with snow and ice; I recommend The Death Road in Bolivia first.
3. **Elk Mountain** – Pecos, NM a long loop with many different views. It's usually muddy most of the year. If you go in the spring, you will encounter snow and may not make it to the top. One of the highest peaks in New Mexico so above the tree line with incredible 360-degree views.
4. **Diablo Canyon** – Santa Fe, NM I have actually run this trail twelve times in one week. That is two times a day for six days of that week. There are many different routes even though I don't vary it much. It is a great trail to show off New Mexico to tourists that have never been to New Mexico.
5. **The Copper Mines** – Cuba, NM You can take the easy route up or the longer less traveled route up there and then the most challenging part of the trail is down the last section to the actual Copper Mines. One of the best spots for lunch on the trails. If it's too hot just sit in the mineshaft to keep cool.
6. **San Lorenzo Canyon** – Socorro, NM A short trail but a fun side trip when in the Socorro, New Mexico area. Many unique rock formations and a few fun spots to pose your Jeep or climb some rocks.
7. **Monticello Box** – Winston, NM I was fortunate to run this trail a few times before it was closed. It is so much fun with all the water crossing and/or actually driving up the river in certain areas. The best part is the box canyon at the end. All of a sudden you wind into this tall box canyon while driving in water and come out in a field. A must do trail if it is ever open again.
8. **La Bajada Hill** – La Bajada, NM this is a historic part of Route 66, a short winding switch back road with lots of rocks but not that hard. The fun part is to look at all the history that is written about this section of Route 66 and see some pictures of model T's backing up the hill. Hopefully this trail will be open again someday for everyone to enjoy.
9. **Green Canyon** – Truth or Consequences, NM This is one of the harder trails in the area but not extreme. It is short but lots of rock challenges and one very challenging area where you need a spotter and don't be faint at heart because you will teeter back and forth while looking at a five-foot drop on your passenger side. All sorts of fun.
10. **White Sands** – Cloudcroft, NM this is not really a trail but it is still awesome to drive out in the park on the white sand roads and get that great picture of you Jeep with the white sand dunes in the background.

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## Jennifer's Favorite Jeep Wrangler Modifications

1. **iPhone & iPad mounts.** Makes in nice to use the phone and great for using the iPad for mapping and finding trails or attempting to stay on the legal trails.
2. **sPod Switch box.** It sure is nice not to cut into the factory wiring harness and have a place where all the switches are wired and fused.
3. **Flashlight mount.** I have some USB flashlights that fit in the Maglite C cell brackets, so I bolted them to seat rail on the front seats. Flashlights on each side of the Jeep ready to go.
4. **Cat Back exhaust system.** I got rid of the huge suite case OEM muffler, saved some weight and it is louder but an increase in miles per gallon is other benefit, but I did install it to have better ground clearance in the rear of the Jeep.
5. **50-inch LED Light Bar.** It's beyond crazy bright. It lights up at over 1.5 miles out. It is great when you need some light out in the middle of nowhere.
6. **Hood Latches,** of course I don't have the hood vibration no matter how windy it is.
7. **CB & GMRS radios,** it sure is great to have all the communications on board.
8. C02 Tank. I have a compressor too but it is so fast and fun to put a bead back on in a few seconds.
9. **Grab Bar's** in the front and paracord handles on the headrests and back for the passengers.
10. **Sunshade,** of course mine is pink and it is great when the top is off the Jeep.

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## Jennifer's Top 10 States in the Lower 48

1. Florida
2. North Carolina
3. Tennessee
4. California
5. Arizona
6. Colorado
7. Utah
8. Delaware

9. Virginia
10. New Mexico



## Jennifer's Top 10 Favorite Places in the World to Visit

1. Santorini Greece
2. Key West Florida
3. Cape Hatteras, North Carolina
4. Silverton, Colorado
5. Rio de Janeiro, Brazil
6. Lake Tahoe, California
7. Miami Beach Florida
8. Sedona, Arizona
9. Rehoboth Beach, Delaware
10. Moab, Utah



## Automotive Quiz

Contributed by Jennifer Chapin

OK, Folks. Since we're not on the trail, lots of us are working on our vehicles. Here's a test to see how much you know. **Answers will be posted in next month's newsletter, so start filling out the test. If you can't wait, email the newsletter editor and he'll email a copy to you.**

- \_\_\_ 1. Tools that are of good quality are \_\_\_ than "bargain" tools.
  - a. stronger
  - b. lighter
  - c. more dependable
  - d. easier to use
  - e. All of the above.
  
- \_\_\_ 2. A wrench that completely surrounds the bolt head or nut is called a(n) \_\_\_ wrench.
  - a. adjustable
  - b. open end
  - c. box end
  - d. pipe
  
- \_\_\_ 3. The \_\_\_ punch is used to make a small indentation in metal before drilling a hole.
  - a. center
  - b. drift
  - c. pin
  - d. aligning
  
- \_\_\_ 4. Technician A says that the chassis of an automobile typically includes everything but the body. Technician B says that the chassis is just another name for the vehicle's body. Who is right?
  - a. A only.
  - b. B only.
  - c. Both A and B.
  - d. Neither A nor B.
  
- \_\_\_ 5. An automotive \_\_\_ is a group of related parts that perform a specific job.
  - a. system
  - b. sequence
  - c. component
  - d. process
  
- \_\_\_ 6. The engines that are used in most automobiles are \_\_\_ engines.
  - a. multi-cylinder
  - b. four-stroke cycle
  - c. piston
  - d. All of the above.
  - e. None of the above.



- \_\_\_\_ 7. The radiator of a vehicle is part of its \_\_\_\_ system.
- lubrication
  - cooling
  - electrical
  - fuel
- \_\_\_\_ 8. Power for tools used in the automotive shop is provided by \_\_\_\_.
- compressed air
  - hydraulics
  - electricity
  - Only A and C.
  - All of the above.
- \_\_\_\_ 9. Which of the following are used to support a vehicle after it has been raised?
- Floor jacks.
  - Jack stands.
  - Transmission jacks.
  - Bumper lifts.
- \_\_\_\_ 10. A cutting torch generates tremendous heat by burning \_\_\_\_ and acetylene gas.
- oxygen
  - propane
  - nitrogen
  - hydrogen
- \_\_\_\_ 11. Approximately how many people are employed in the automotive field?
- 9 million.
  - 14 million.
  - 18 million.
  - 25 million.
- \_\_\_\_ 12. A technician who is an expert in one area of automotive repair is called a(n) \_\_\_\_.
- expert technician
  - technical consultant
  - component specialist
  - specialized technician
- \_\_\_\_ 13. The initials ASE stand for \_\_\_\_.
- Automotive Service Excellence
  - Auto Specialist Evaluator
  - Automotive Service Education
  - Auto Specification Equipment
- \_\_\_\_ 14. How many ASE tests must be passed to qualify for certified master automobile technician status?
- 3
  - 5
  - 8

d. 16

\_\_\_\_ 15. Which of these specialized technicians would be most likely to use computerized test equipment?

- a. Drivability and performance technician.
- b. Brake technician.
- c. Suspension and steering technician.
- d. Heating and air conditioning technician.

\_\_\_\_ 16. Which of the following is *not* one of the safety rules that apply when working with gasoline?

- a. Always use approved containers for storage.
- b. Soak up any spills with an oil absorbent.
- c. Keep any source of heat away from the fuel system.
- d. Disconnect the vehicle's battery before starting work.

\_\_\_\_ 17. Which of the items listed below is *not* a potential explosion hazard?

- a. Battery.
- b. Empty fuel tank.
- c. Oil pan.
- d. Welding gas cylinders.

\_\_\_\_ 18. An air bag is being replaced in a vehicle. Technician A says that the bag should be carried with the metal housing pointing downward. Technician B says the metal housing should be pointed away from your body. Who is right?

- a. A only.
- b. B only.
- c. Both A and B
- d. Neither A nor B

\_\_\_\_ 19. Technician A says that metric fasteners are used in vehicles assembled outside the United States. Technician B says many cars assembled in the United States use metric fasteners. Who is right?

- a. A only.
- b. B only.
- c. Both A and B.
- d. Neither A nor B.

\_\_\_\_ 20. Subtraction is taking away a certain quantity from another. The amount that is left after subtraction is done is called the \_\_\_\_.

- a. product.
- b. remainder.
- c. subtrahend.
- d. sum.

\_\_\_\_ 21. The tool used to measure small clearances or gaps between parts is called a(n) \_\_\_\_.

- a. Vernier caliper
- b. feeler gauge
- c. ruler
- d. hole gauge

\_\_\_\_ 22. Decimals are used for making \_\_\_\_ measurements.

- a. approximate
- b. large
- c. angular
- d. fine

\_\_\_\_ 23. What types of diagrams are typically found in service manuals?

- a. Wiring diagrams.
- b. Vacuum diagrams.
- c. Hydraulic diagrams.
- d. All of the above.

\_\_\_\_ 24. Which of the following statements about a series circuit is true?

- a. It has only one path for current flow.
- b. It can have only one load connected at a time.
- c. It offers several paths for current flow.
- d. It will keep conducting even if interrupted.

\_\_\_\_ 25. Which basic element of electricity is also described as "electrical pressure?"

- a. Current.
- b. Capacitance.
- c. Resistance.
- d. Voltage.

\_\_\_\_ 26. In a(n) \_\_\_\_\_, the vehicle's frame or body serves as an electrical conductor.

- a. parallel circuit
- b. one-wire circuit
- c. series-parallel circuit
- d. series circuit

\_\_\_\_ 27. Technician A says that an electrical short circuit causes excess current flow. Technician B says a short causes excess resistance to develop. Who is right?

- a. A only.
- b. B only.
- c. Both A and B.
- d. Neither A nor B.

\_\_\_\_ 28. To protect an electrical circuit from damage by a "short," a device called a(n) \_\_\_\_\_ is installed.

- a. diode
- b. capacitor
- c. fuse
- d. relay

\_\_\_\_ 29. Which of the following is *not* a type of thread used on nuts and bolts?

- a. Coarse.
- b. Metric.
- c. Medium.
- d. Fine.



- \_\_\_\_ 30. A soft, flexible material that is placed between parts to prevent leakage is called a(n) \_\_\_\_.
- a. gasket
  - b. frisket
  - c. barrier
  - d. All of the above.
- \_\_\_\_ 31. A large repair facility recycles its used motor oil. Technician A says that only about one quart of high-quality oil can be recovered from each gallon of used oil that is recycled. Technician B says the recovery rate is much higher—about two and one-half quarts per gallon. Who is right?
- a. A only.
  - b. B only.
  - c. Both A and B.
  - d. Neither A nor B.
- \_\_\_\_ 32. When checking hose conditions, which would indicate the need for replacement?
- a. Softening.
  - b. Glazing.
  - c. Hardening.
  - d. Cracks or abrasions.
  - e. All except B.
- \_\_\_\_ 33. If you find fluid dripping from a vehicle, where is the likeliest direction to look for the actual leak?
- a. Directly above the drip point.
  - b. Above and behind the drip point.
  - c. Above and in front of the drip point.
  - d. Immediately to the left or right of the drip point.
- \_\_\_\_ 34. In a typical gasoline-powered automobile engine, how many piston strokes make up a complete cycle?
- a. 1
  - b. 2
  - c. 3
  - d. 4
- \_\_\_\_ 35. \_\_\_\_ is another name used to describe the engine bottom end.
- a. Short block
  - b. Cylinder block
  - c. Crank end
  - d. Lower deck
- \_\_\_\_ 36. The piston is mounted to the connecting rod by the \_\_\_\_.
- a. cylinder bolt
  - b. piston skirt
  - c. wrist pin
  - d. cam lobe
- \_\_\_\_ 37. A timing belt, gears, or a chain drives the engine's camshaft at \_\_\_\_ the rotation speed of the crankshaft.
- a. one-fourth

- b. one-half
- c. three-fourths
- d. twice

\_\_\_ 38. Pistons typically use \_\_\_ compression rings and one oil ring.

- a. 2
- b. 3
- c. 4
- d. 1 to 3

\_\_\_ 39. Which of the following is *not* part of a simple battery cell?

- a. Electrolyte.
- b. Negative plate.
- c. Container.
- d. Neutral plate.
- e. Positive plate.

\_\_\_ 40. The insulating elements positioned between battery plates are known as \_\_\_.

- a. inert plates
- b. separators
- c. insulating grids
- d. partitions

\_\_\_ 41. A hydrometer is used to check the \_\_\_ of battery electrolyte.

- a. voltage output
- b. level
- c. specific gravity
- d. current draw

\_\_\_ 42. Technician A says that a specific gravity reading of 1.265 indicates that a battery is in need of recharging. Technician B says that a specific gravity reading of 1.265 indicates that the battery is fully charged. Who is correct?

- a. A only.
- b. B only.
- c. Both A and B.
- d. Neither A nor B.

\_\_\_ 43. Each of the following is a basic part of the starting system, except:

- a. Solenoid.
- b. Inverter.
- c. Ignition switch.
- d. Starting motor.
- e. Battery.

\_\_\_ 44. Which of the following terms describes a starter solenoid?

- a. Rectified contactor.
- b. High-current relay.
- c. Amplitude-modulated diode.
- d. Shunt-wound motor.

- \_\_\_ 45. The starter pinion gear engages the \_\_\_ to "crank" the engine.
- harmonic balancer
  - cam gear
  - flywheel gear
  - crankshaft pulley
- \_\_\_ 46. A(n) \_\_\_ uses an extra set of gears and an overrunning clutch assembly to provide greater starting torque.
- reduction starter
  - high-torque starter
  - pinion/idler starter
  - geared starter
- \_\_\_ 47. To prevent an engine from cranking while the vehicle is in gear, a(n) \_\_\_ is commonly used.
- selector safety switch
  - lockout actuator
  - neutral safety switch
  - shift interlock unit
- \_\_\_ 48. To be usable in an automotive electrical system, the AC output of the alternator must be \_\_\_ into DC
- biased
  - relayed
  - stratified
  - rectified
- \_\_\_ 49. To properly charge the vehicle battery, alternator output is typically \_\_\_ volts.
- less than 12
  - 13-15
  - 16-20
  - more than 20
- \_\_\_ 50. The turn signal flasher consists of \_\_\_.
- a bimetal strip and heating element
  - a trigger wheel and sensor
  - a make/break contact and trembler switch
  - a stepping relay
- \_\_\_ 51. The most common type of windshield washer pump in new cars is a(n) \_\_\_ pump.
- centrifugal
  - reciprocating
  - rotary
  - diaphragm
- \_\_\_ 52. A halogen headlamp has a light output about \_\_\_ higher than a conventional sealed beam headlight, with no increase in current draw.
- 10 percent



- b. 25 percent
- c. 35 percent
- d. 50 percent

- \_\_\_\_ 53. To reduce radio static, a(n) \_\_\_\_ called a noise suppressor is often used.
- a. resistor
  - b. chip
  - c. transformer
  - d. capacitor
- \_\_\_\_ 54. Which type of tire has the most stable footprint?
- a. Bias ply.
  - b. Belted bias ply.
  - c. Radial ply.
- \_\_\_\_ 55. In a P-metric tire size designation, what do the last two digits represent?
- a. Load/size relationship.
  - b. Rim or wheel diameter.
  - c. Section width.
  - d. Construction type.
  - e. Height-to-width ratio.
- \_\_\_\_ 56. The relationship of tire height to its width is called its \_\_\_\_.
- a. aspect ratio
  - b. sidewall/tread ratio
  - c. width percentage
  - d. cross-sectional mass
- \_\_\_\_ 57. The two sections of a standard wheel are the rim and the \_\_\_\_.
- a. hub
  - b. spider
  - c. disc
  - d. center
- \_\_\_\_ 58. Which of the following is an example of road damage to a tire?
- a. Puncture.
  - b. Feathering.
  - c. Sidewall bulge.
  - d. Cupping.
- \_\_\_\_ 59. Each of the following is a possible cause of tire vibration, except:
- a. ply separation.
  - b. low inflation pressure.
  - c. tire cupping.
  - d. excessive tire runout.
- \_\_\_\_ 60. If wheel lateral runout exceeds \_\_\_\_, it should normally be replaced.
- a. 0.030 in.
  - b. 0.045 in.
  - c. 0.050 in.
  - d. 0.065 in.

- \_\_\_ 61. Abnormal wear patterns can identify tire problems. Which pattern indicates that the tire was consistently underinflated?
- Wear along outer tread area.
  - Wear along the centerline.
  - Wear along one edge.
  - Feathering of tread rubber.
- \_\_\_ 62. Cold inflation pressure of a tire should be \_\_\_ the maximum.
- 5 psi below
  - exactly on
  - 1-3 psi below
  - 1-3 psi above
- \_\_\_ 63. Which of the following is *not* a true statement regarding a hydraulic system?
- Liquids in a confined area will not compress.
  - When pressure is applied in a closed system, it is exerted equally in all directions.
  - Air in a confined area will not compress.
  - A hydraulic system can be used to increase or decrease force or motion.
- \_\_\_ 64. Which of the following is a desirable characteristic for a brake fluid?
- High freezing point.
  - Water tolerance.
  - High volatility.
  - None of the above.
- \_\_\_ 65. Blowing dust off a brake assembly shouldn't be done because the dust may contain cancer-causing \_\_\_\_.
- beryllium
  - asbestos
  - manganese
  - asphaltum
- \_\_\_ 66. Brake system hydraulic parts should be cleaned only with \_\_\_\_.
- brake fluid
  - soap and water
  - parts cleaner
  - gasoline
- \_\_\_ 67. Linings for drum brakes should be replaced if they are worn to a thickness of \_\_\_ in. or less.
- 1/64
  - 1/32
  - 1/16
  - 1/8
- \_\_\_ 68. The distance from the floor to the pedal with the brake applied is called the \_\_\_\_.
- pedal height
  - free play distance
  - adjustment range
  - reserve distance

## True/False

Indicate whether the sentence or statement is true or false.

- \_\_\_ 69. A magnetic pickup will attract any kind of metal.
- \_\_\_ 70. Proper filing speed is about one stroke per second.
- \_\_\_ 71. If the head of a chisel or punch becomes "mushroomed," the tool must be discarded.
- \_\_\_ 72. "Dead blow hammer" is another name for the rubber mallet.
- \_\_\_ 73. An adjustable wrench should be used only when other types of wrenches will not fit.
- \_\_\_ 74. The 6-point box end wrench should be used when a bolt head or nut is extremely tight.
- \_\_\_ 75. The brake system uses friction to stop the vehicle.
- \_\_\_ 76. Piston rings are used to keep combustion pressure and oil from leaking between the piston and the cylinder wall.
- \_\_\_ 77. Opening of the engine's valves is controlled by the crankshaft.
- \_\_\_ 78. Force is transmitted from the engine to the vehicle's wheels by the drive train.
- \_\_\_ 79. All internal combustion engines use spark plugs to ignite the air-fuel mixture.
- \_\_\_ 80. The air conditioner is part of the vehicle's cooling system.
- \_\_\_ 81. For safety, battery charger leads must be connected to the battery before the charger is turned on.
- \_\_\_ 82. An arbor press exerts less pressure than a hydraulic press.
- \_\_\_ 83. A wire wheel in a bench grinder should *not* be used to clean soft metal or brass parts.
- \_\_\_ 84. Shop air pressure is seldom higher than 50 psi.
- \_\_\_ 85. Air-powered tools should always be lubricated before use.
- \_\_\_ 86. It is unsafe to work under a vehicle supported only by a jack.
- \_\_\_ 87. Carbon steel is better than high-speed steel for drill bits.
- \_\_\_ 88. The service manager reports to the shop supervisor in most repair organizations.
- \_\_\_ 89. In cooperative training programs, students usually earn school credit but not wages while working in a repair facility.
- \_\_\_ 90. An apprentice mechanic learns "on the job" from an experienced technician.
- \_\_\_ 91. An entrepreneur is someone who is just learning a trade.
- \_\_\_ 92. Electrical system technician is an automotive specialty that requires less physical strength than the other specialties.
- \_\_\_ 93. There are many automotive careers that do *not* require a great deal of mechanical ability.
- \_\_\_ 94. A technician can gain ASE certification in more than one specialty area.
- \_\_\_ 95. An experienced and skilled auto technician is capable of performing tasks common to a number of other trades.
- \_\_\_ 96. Once a transmission technician learns "the basics," he or she seldom needs additional specialized training.
- \_\_\_ 97. When taking a certification test, your first thought about which answer is correct is usually the correct response.
- \_\_\_ 98. Asphyxiation is caused by breathing toxic substances in the air.
- \_\_\_ 99. Accidents seldom result from breaking safety rules.
- \_\_\_ 100. The safety catch on a hydraulic lift must be engaged before you work under the vehicle.
- \_\_\_ 101. You should always have your instructor demonstrate potentially dangerous equipment before you try to use it.
- \_\_\_ 102. There are only three basic kinds of accidents -- fires, electrical shock, and physical injuries -- that are likely to happen in an auto repair shop.
- \_\_\_ 103. Always pull vehicles through shop doors slowly and carefully to make sure they will clear the bottom of the raised door.



- \_\_\_ 104. If you use power tools carefully, wearing eye protection usually is *not* necessary.
- \_\_\_ 105. Dust from brake shoes should be blown off parts with compressed air.
- \_\_\_ 106. An electric-powered tool should never be used unless the plug has a functional ground prong.
- \_\_\_ 107. The tool used to measure very small part movements is a dial indicator.
- \_\_\_ 108. A metric micrometer is graduated to provide readings in tenths of inches.
- \_\_\_ 109. The customary measurement system is the most widely used, especially outside the United States.
- \_\_\_ 110. For measurements smaller than 1/64 inch, fractions are the easiest, most accurate unit to use.
- \_\_\_ 111. Illustrations are an essential part of a service manual.
- \_\_\_ 112. A tree diagnosis chart provides a logical sequence for inspecting or testing components.
- \_\_\_ 113. An owner's manual usually contains only basic information on operating and maintaining a vehicle.
- \_\_\_ 114. The VIN is usually found on the dashboard.
- \_\_\_ 115. A service manual is one of the technician's most important tools.
- \_\_\_ 116. Printed circuits are most often used in instrument panels of vehicles.
- \_\_\_ 117. "Secondary wire" refers to all vehicle circuits that are *not* part of the ignition system.
- \_\_\_ 118. An ammeter is a device for directly measuring the resistance of a circuit.
- \_\_\_ 119. When electrical current passes through a wire, a magnetic field is generated.
- \_\_\_ 120. According to Ohm's Law, current flows from positive to negative.
- \_\_\_ 121. Sealer must always be used when installing a gasket.
- \_\_\_ 122. A seal is used to prevent leakage between a stationary part and a moving part.
- \_\_\_ 123. The only way to remove a broken bolt is to "drill it out."
- \_\_\_ 124. When tapping aluminum to accept a fastener, use a fine thread for better holding power.
- \_\_\_ 125. In automotive work, bolts and nuts are often named after the parts they hold.
- \_\_\_ 126. A key fits into a slot cut in a shaft and a mating part, and keeps the part from turning on the shaft.
- \_\_\_ 127. When installing a gasket, all fasteners should be hand-tightened before a wrench is applied.
- \_\_\_ 128. An O-ring seal should never be exposed to oil or other engine fluids.
- \_\_\_ 129. A long screwdriver can be used like a stethoscope to listen to engine sounds.
- \_\_\_ 130. If certain fluids are not changed at recommended intervals, they can cause damage to vehicle systems.
- \_\_\_ 131. A filter wrench should be used to "snug up" the filter after an oil change.
- \_\_\_ 132. Transmission fluid should be checked with the engine warmed up and running and the gear selector in "Park."
- \_\_\_ 133. If examination reveals rusty engine coolant, the system should be drained and filled with new coolant.
- \_\_\_ 134. Most batteries today do *not* require periodic refilling with electrolyte.
- \_\_\_ 135. Vehicle door locks should be oiled periodically for smooth operation.
- \_\_\_ 136. The combustion chamber is located directly above the piston.
- \_\_\_ 137. In a four-stroke cycle engine, the crankshaft must make four complete rotations to complete the cycle.
- \_\_\_ 138. The crankcase is the upper part of the engine block, where the valves are located.
- \_\_\_ 139. An intake valve is usually smaller than an exhaust valve.
- \_\_\_ 140. A crank damper helps prevent crankshaft vibration.
- \_\_\_ 141. Explosive hydrogen gas can be produced by a battery.
- \_\_\_ 142. The chemically active material on a battery's negative plates is lead peroxide.
- \_\_\_ 143. Electrolyte is a mixture of sulphuric acid and water.
- \_\_\_ 144. The red battery cable is usually grounded on the engine block.

- \_\_\_ 145. Each battery cell produces approximately 2.0 volts.
- \_\_\_ 146. Two 12-volt batteries connected in parallel will produce an output of 12 volts.
- \_\_\_ 147. A cold cranking rating indicates how low a temperature a battery can operate in.
- \_\_\_ 148. Most modern automobiles can use 6-volt batteries.
- \_\_\_ 149. Cell voltage readings that vary by more than 0.2 volts indicate that the battery should be replaced.
- \_\_\_ 150. When jump-starting a car, the red jumper cable should connect positive terminals of the two batteries.
- \_\_\_ 151. Quick charging is the preferred method for recharging an automotive battery.
- \_\_\_ 152. A specific gravity reading of 1.175 indicates that the battery is fully charged.
- \_\_\_ 153. A battery load test is one of the most accurate way of determining battery condition.
- \_\_\_ 154. A small wire brush is the best tool for cleaning battery terminals.
- \_\_\_ 155. As a battery becomes discharged, the percentage of water in its electrolyte increases.
- \_\_\_ 156. A dirty battery top can permit current leakage across its surface.
- \_\_\_ 157. A series-wound motor will develop maximum torque at start-up.
- \_\_\_ 158. The starter relay allows a smaller current flow (from the ignition switch) to control a larger current flow (to the starter solenoid).
- \_\_\_ 159. A magnetic field is generated around a wire that carries electrical current.
- \_\_\_ 160. The rotating starter armature generates a strong magnetic field in the field windings of the motor.
- \_\_\_ 161. A solenoid plunger moves when electric current is supplied to the coil surrounding it.
- \_\_\_ 162. An electronic voltage regulator cannot be repaired.
- \_\_\_ 163. An alternator fan cools windings and diodes to prevent overheating and damage.
- \_\_\_ 164. All vehicles today use an alternator, rather than a DC generator, to supply current.
- \_\_\_ 165. A diode that is forward-biased will act as an insulator, blocking current flow.
- \_\_\_ 166. A fully charged battery will produce a voltage reading of 12.6 volts.
- \_\_\_ 167. The alternator pulley is usually brazed onto the end of the rotor shaft.
- \_\_\_ 168. To reduce output of the alternator, the electronic voltage regulator introduces more resistance between the rotor windings and battery.
- \_\_\_ 169. The sound emitted by a vehicle horn is usually made by a rapidly vibrating diaphragm.
- \_\_\_ 170. An open circuit results when a hot wire touches ground.
- \_\_\_ 171. A dimmer switch allows the driver to vary the brightness of daylight running lights.
- \_\_\_ 172. Windshield wiper motors must normally be replaced, rather than repaired.
- \_\_\_ 173. When there is no power at the fuse panel, a fusible link in the circuit is probably burned out.
- \_\_\_ 174. The voltage drop across a bulb or electric motor should *not* exceed .5 volts.
- \_\_\_ 175. Headlight high and low beam selection is made with a dimmer switch.
- \_\_\_ 176. A varying magnetic field causes speakers to reproduce sound.
- \_\_\_ 177. A radio signal that varies in frequency is called an AM signal.
- \_\_\_ 178. Automotive CD players may be mounted in the trunk of the vehicle.
- \_\_\_ 179. Power seats usually use more than one electric motor.
- \_\_\_ 180. An inoperative power window can sometimes be caused by stripped window motor transmission gears.
- \_\_\_ 181. Seat belt reminder systems usually use an audible warning signal.
- \_\_\_ 182. The speed control servo on a cruise control system opens and closes the vehicle's throttle as needed to maintain speed.
- \_\_\_ 183. A heated windshield system has current flow high enough to cause a serious electric shock.
- \_\_\_ 184. Driving wheels and nondriving wheels have different wheel bearing and hub designs.
- \_\_\_ 185. Wheel lugs and nuts usually have left-hand threads.
- \_\_\_ 186. On a nondriving wheel assembly, the wheel and hub spin freely on the spindle.

- \_\_\_ 187. A wheel with a safety rim has small ridges to hold the tire bead in place if a blow-out occurs.
- \_\_\_ 188. An air chuck is the spring-loaded valve threaded into a tire's valve stem.
- \_\_\_ 189. The drop center style of wheel is most common on passenger vehicles.
- \_\_\_ 190. The primary purpose of a wheel cover is appearance.
- \_\_\_ 191. A thumping sound while driving usually indicates a tire problem.
- \_\_\_ 192. Wheel lug nuts should be tightened in order, moving clockwise.
- \_\_\_ 193. Static imbalance will cause a tire to both hop and shimmy.
- \_\_\_ 194. When pressing a wheel bearing in or out, force applied to the wrong race could damage the bearing.
- \_\_\_ 195. A longitudinally split brake system uses one master cylinder to operate the brakes on the left side of the vehicle and the other cylinder to operate brakes on the right.
- \_\_\_ 196. Equalizing braking action at each wheel is the primary function of the brake system metering valve.
- \_\_\_ 197. Automotive disk brake pad linings no longer use asbestos as a friction material.
- \_\_\_ 198. Dual master cylinders are being replaced on newer cars by more efficient single cylinder units.
- \_\_\_ 199. The compensating port acts to help keep the brake system full of fluid.
- \_\_\_ 200. When a small piston acts on a larger piston, the larger piston will move with more force, but will travel a shorter distance.
- \_\_\_ 201. The power booster in a power braking system is usually located between the master cylinder and the wheel cylinders.
- \_\_\_ 202. Brake lines are usually made of double-wall steel tubing.
- \_\_\_ 203. A master cylinder must be bench bled before being installed in the vehicle.
- \_\_\_ 204. A wheel cylinder rebuild normally involves honing the cylinder and installing new cups.
- \_\_\_ 205. On a drum brake, the larger secondary lining faces the front of the vehicle.
- \_\_\_ 206. A warped brake disc can cause severe vibration when the brakes are applied.
- \_\_\_ 207. With a car that has power brakes, the engine must be running to check brake pedal action.
- \_\_\_ 208. Brake system flushing uses air pressure and new fluid to bleed out old, contaminated fluid.







# How COVID-19 Is Affecting Outdoor Recreation

Contributed by Jennifer Chapin



## The COVID-19 Pandemic is Changing the Way People Recreate Outdoors

On March 11th, 2020, the World Health Organization officially declared COVID-19 a pandemic. The pandemic is rapidly altering daily life and leading to changes in the way we spend time outside. In an effort to gather timely and relevant data on national recreation patterns, before, during, and after the pandemic, the Leave No Trace Center for Outdoor Ethics worked quickly with its research partner, Pennsylvania State University, to offer guidance to land managers, recreation providers, and outdoor enthusiasts across the country. In total, 1,012 outdoor recreationists were surveyed through the Leave No Trace community in a 48-hour window beginning on the morning of April 9th. Our hope is that the results of this rapid assessment will provide valuable information for managing the changing recreation use of public lands, predicting spikes in recreation, and offering insight for land managers as they work to protect the natural world. Here's what we know:



Learn more at [lnt.org/why/problems-we-solve/covid-19-and-leave-no-trace](https://lnt.org/why/problems-we-solve/covid-19-and-leave-no-trace)

For more information contact Ben Lawhon at the Leave No Trace Center for Outdoor Ethics ([ben@lnt.org](mailto:ben@lnt.org)) or Dr. Derrick Tiff at Penn State University ([tdt3@psu.edu](mailto:tdt3@psu.edu)).

Authors: William L. Rice<sup>1</sup>, Ben Lawhon<sup>2</sup>, B. Derrick Tiff<sup>3</sup>, Tim Matber<sup>4</sup>, Nathan Reigner<sup>5</sup>, and Peter Newman<sup>1</sup> (The Pennsylvania State University Department of Recreation, Park, and Tourism Management; <sup>2</sup>Leave No Trace Center for Outdoor Ethics)

\*Statistically significant at a 95% confidence interval

Penn State  
 Recreation, Park, and Tourism Management

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# The COVID-19 pandemic is changing the way people recreate outdoors.

Preliminary report on a national survey of outdoor enthusiasts amid the COVID-19 pandemic.

William L. Rice<sup>1</sup>, Caleb Meyer<sup>1</sup>, Ben Lawhon<sup>2\*</sup>, B. Derrick Taff<sup>1\*</sup>, Tim Mateer<sup>1</sup>, Nathan Reigner<sup>1</sup>, and Peter Newman<sup>1</sup>

<sup>1</sup>The Pennsylvania State University Department of Recreation, Park, and Tourism Management

<sup>2</sup>Leave No Trace Center for Outdoor Ethics

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On March 11th, 2020, the World Health Organization officially declared COVID-19 a pandemic. The pandemic is rapidly altering daily life and leading to changes in the way we spend time outside. In an effort to gather timely and relevant data on national recreation patterns, before, during, and after the pandemic, the Leave No Trace Center for Outdoor Ethics worked quickly with its academic partner, Pennsylvania State University, to offer guidance to land managers, recreation providers, and outdoor enthusiasts across the country. In total, 1,012 outdoor recreationists were surveyed through the Leave No Trace community in a 48-hour window beginning on the morning of April 9th. Our hope is that the results of this rapid assessment will provide valuable information for managing the changing recreation use of public lands, predicting spikes in recreation, and offering insight for land managers as they work to protect the natural world.

The following tables, figures, and corresponding brief descriptions are intended to provide initial results of this research effort. Further results are forthcoming.

Please note that not all respondents answered all questions.

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## Sample Demographics.

### Response Rate:

63,890 recipients within the Leave No Trace Center for Outdoor Ethics' email listserv  
3,005 recipients opened the email containing the survey link  
1,012 recipients completed the survey

### Gender:

Female: 57.8%  
Male: 39.0%  
Transgender: 0.2%  
Non-binary: 1.3%  
Other: 0.2%  
Prefer not to say: 1.5%

### Age:

Mean: 45 years old  
Standard deviation: 15.6 years

### Residency:

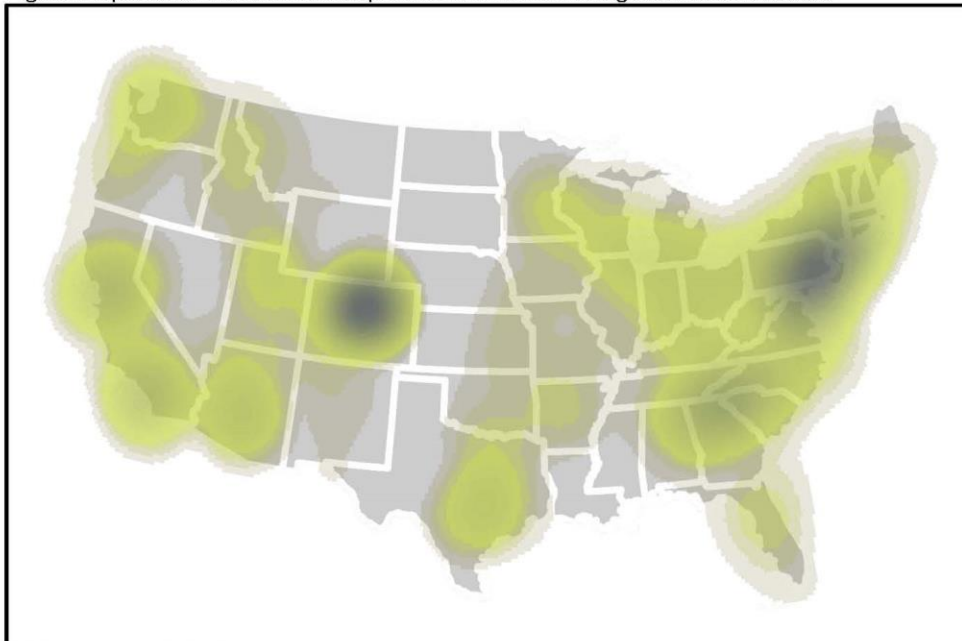
U.S. residents: 97.5%  
Non-U.S. residents: 2.5%

Table 1: Community of Residence

Community with a population of...	Frequency	Percent
...less than 50,000 (non-urban)	555	59.4%
...more than 50,000 (urban)	380	40.6%

Adapted from Miller and Vaske (2003)

Figure 1: Spatial Distribution of Responses within the Contiguous United States\*



\*Darker gradients indicate more responses

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**Ethnicity:**

White: 88.5%

Hispanic or Latina/Latino/Latinx: 3.2%

Asian or Pacific Islander: 2.1%

Black or African American: 0.8%

Native American, American Indian, or Alaska Native: 0.6%

Other: 1.6%

Prefer not to say: 3.1%

**Recreation Specialization.**

Table 2: Specialization Items

My primary outdoor recreation activity...	Mean*	Standard Deviation
...says a lot about who I am. <sup>1</sup>	1.08	0.97
...allows me to really be myself. <sup>1</sup>	1.29	0.92
...allows others to see me the way I want them to see me. <sup>1</sup>	0.56	1.15
...is very important to me. <sup>2</sup>	1.66	0.67
...is one of the most satisfying things I do. <sup>2</sup>	1.55	0.74
...is pleasurable. <sup>2</sup>	1.74	0.61
...is more important to me than other outdoor recreation or leisure activities. <sup>3</sup>	0.68	1.05
...has a central role in my life. <sup>3</sup>	1.12	0.94
...is becoming a more central part of my life each year. <sup>3</sup>	1.03	1.00

\*Scale: -2 = Strongly disagree, 2 = Strongly agree, 0 = Neither agree nor disagree

<sup>1</sup>Measure of Identity<sup>2</sup>Measure of Attraction<sup>3</sup>Measure of Centrality

Table 3: Skill Level

Reported skill level in primary outdoor recreation activity	Mean*	Standard Deviation
	3.65	0.861

\*Scale: 1 = Beginner, 2 = Novice, 3 = Intermediate, 4 = Advanced, 5 = Expert

Table 4: Reliability of Specialization Scales

	Mean	Cronbach's Alpha
Identity	0.98*	0.77***
Attraction	1.651*	0.82***
Centrality	0.94*	0.74***
Skill level	3.65**	N/A

\*Scale: -2 = Strongly disagree, 2 = Strongly agree, 0 = Neither agree nor disagree

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\*\*Scale: 1 = Beginner, 2 = Novice, 3 = Intermediate, 4 = Advanced, 5 = Expert

\*\*\*Beyond adequate reliability (Vaske, 2008)

Table 5: Results of Specialization k-means Cluster Analysis

	Cluster center for Specialized	Cluster center for Non-specialized
Identity*	1.41	0.22
Attraction*	1.91	1.19
Centrality*	1.36	0.22
Skill level*	4	3

\*Statistically significant difference between groups at 99.9% confidence interval

Recreation specialization scales were adapted from Jun et al. (2015) to assess the breadth of recreation focus, particularity, and skill of the respondents of the sample. Results indicate that respondents within this sample are fairly specialized and of intermediate or advanced skill level on average (Tables 2 and 3). The measurement items were then grouped into the constructs of identity, attraction, centrality, and skill. Reliability analysis shows that these measurement items fit well within their assigned constructs (Table 4). Respondents were finally clustered around their level of specialization, resulting in two significantly different clusters: specialized and non-specialized (Table 5).

## Change in Frequency of Outdoor Recreation.

Table 6: How many days per week did you participate in outdoor recreation for each of the following time windows before and after March 11th, 2020 (the date when the World Health Organization officially designated COVID-19 as a pandemic)?

	Mean Amount of Days*	Standard Deviation
In the month prior to March 11 <sup>th</sup>	5.07	1.97
Since March 11 <sup>th</sup>	4.76	2.52

\*Difference between groups is statistically significant at a 95% confidence interval

Table 7: Results of one-way ANOVAs to test the difference in change in the amount of days with outdoor recreation of different groups

	Mean Change in Days	F-value
Non-specialized Recreationists	+0.58	11.46***
Specialized Recreationists	-0.52	
Non-urban	-0.17	4.033**
Urban	-0.52	
Male	-0.32	0.103 <sup>ns</sup>
Female	-0.26	

\*\*Statistically significant at a 95% confidence interval

\*\*\*Statistically significant at a 99% confidence interval

<sup>ns</sup>Not statistically significant

Respondents significantly reduced the amount of days they participate in outdoor recreation on average since March 11<sup>th</sup> (Table 6). The change in recreation was significantly different based on respondents' level of recreation specialization and the size of the communities in which they reside. There was no significant difference by gender (Table 7).

## Changes to Time of Outdoor Recreation.

Table 8: Since March 11th, 2020 (the date when the World Health Organization officially designated COVID-19 as a pandemic), have you changed the time of day you participate in outdoor recreation?

	Frequency	Percent
Yes	440	46.5%
No	507	53.5%

Table 9: If yes, of the times you normally recreate, which of the following times have you avoided for outdoor recreation since March 11th, 2020?

	Frequency	Percent*
Early morning	119	9.3%
Mid-morning	131	10.3%
Mid-day	202	15.8%
Early afternoon	173	13.6%
Mid-afternoon	176	13.8%
Early evening	151	11.8%
Mid-evening	108	8.5%
Night	117	9.2%

\*Percent of those who reported change in timing of outdoor recreation (440 respondents)

Just less than half of all respondents reported changing the time of day they participate in outdoor recreation (Table 8). The most commonly avoided times since March 11<sup>th</sup> fall between mid-day and mid-afternoon (Table 9).

## Change in Outdoor Recreation Activity Styles.

Table 10: Frequencies of activities in which respondents reported either increased or decreased participation since March 11<sup>th</sup> and average changes in participation levels for listed activities

	Frequency*	Frequency of activity being listed as Primary Activity**	Average Change in Participation Level***	Standard Deviation
Backpacking	218	31	-2.60x	1.92
Bicycling or Triathlon	192	42	+0.15x	3.21
Birdwatching or Wildlife Viewing	167	27	+0.30x	3.18
Boating or Sailing	23	3	-1.48x	3.03
Camping or RVing	259	48	-2.93x	1.62
Flatwater Canoeing, Kayaking, Rafting,	79	13	-1.46x	2.66

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or Stand-up Paddling				
Climbing (outdoor)	90	35	-2.63x	2.05
Downhill Skiing or Snowboarding	111	63	-3.40x	1.25
Equestrian	18	6	-2.56x	1.85
Fishing	66	5	-0.85x	3.14
Gardening	198	19	+0.67x	3.36
Hiking	656	457	-0.87x	2.98
Hunting or Trapping	6	1	-2.40x	1.52
Motorcycling or ATVing	12	2	-1.67x	3.00
Nordic Skiing or Snowshoeing	45	36	-2.02x	2.35
Recreational Flying	3	1	-3.00x	1.73
Running (outdoor)	189	99	+0.39x	3.15
Scuba or Snorkeling	12	2	-2.67x	2.23
Shooting or Archery	34	6	-2.24x	2.27
Snowmobiling	1	0	+3.00x	N/A
Surfing	9	4	-2.00x	2.35
Whitewater Canoeing, Kayaking or Rafting	26	7	-1.42x	2.80
Other	134	105	-1.17x	3.30

^May not reflect seasonal changes

\*\*For the items below, please select up to 3 activities that you have either increased or decreased your participation the most because of the COVID-19 pandemic since March 11, 2020 (the date when the World Health Organization officially designated COVID-19 as a pandemic)?"

\*\*\*Of the activities listed below, which was your primary outdoor recreation activity in the month prior to March 11, 2020 (the date when the World Health Organization officially designated COVID-19 as a pandemic)?"

\*\*\*\*Of those activities selected in the previous question, to what degree have you either increased or decreased your participation since March 11, 2020 (the date when the World Health Organization officially designated COVID-19 as a pandemic)?"

For activities with more than 50 participants, backpacking, camping and RVing, outdoor climbing and downhill winter sports saw the greatest decreases in participation by respondents as a result of the COVID-19 pandemic (Table 10). Birdwatching and wildlife viewing, gardening, and outdoor running saw slight increases in participation.



## Reasons for Changing Activity Styles.

Table 11: Mean responses of agreement and disagreement with statements related to change in participation by activity\*\*

	Honor*	Expose*	Ill*	Caring*	Risk*	Closed*
Backpacking	4.26	3.93	1.54	1.69	3.58	4.10
Bicycling or Triathlon	4.20	4.12	1.55	1.67	3.28	2.41
Birdwatching or Wildlife Viewing	4.13	4.03	1.61	1.49	2.74	2.51
Camping or RVing	4.40	4.16	1.54	1.64	2.99	4.38
Flatwater Canoeing, Kayaking, Rafting, or Stand-up Paddling	4.18	3.89	1.51	1.57	2.96	3.08
Climbing (outdoor)	4.56	4.08	1.41	1.57	3.81	3.64
Downhill Skiing or Snowboarding	4.19	3.84	1.56	1.65	3.62	4.63
Fishing	4.18	4.28	1.81	1.78	3.01	2.84
Gardening	4.14	4.02	1.51	1.57	2.42	1.76
Hiking	4.35	4.10	1.53	1.56	3.21	3.16
Running (outdoor)	4.07	3.83	1.45	1.64	2.85	2.26
<b>All Activities</b>	<b>4.23</b>	<b>4.03</b>	<b>1.53</b>	<b>1.6</b>	<b>3.13</b>	<b>3.14</b>

Table 11 (continued)

	Open*	Obligations*	Economic*	Transport*	Friends/Fam*	Alone*
Backpacking	2.31	2.43	2.77	2.05	2.71	3.76
Bicycling or Triathlon	4.01	2.49	2.62	1.93	2.10	4.60
Birdwatching or Wildlife Viewing	3.69	2.47	2.42	2.14	2.17	4.65
Camping or RVing	1.85	2.60	2.63	1.91	2.76	3.44
Flatwater Canoeing, Kayaking, Rafting, or Stand-up Paddling	3.09	2.34	2.68	1.86	2.37	3.77
Climbing (outdoor)	2.52	2.47	2.82	2.00	3.02	2.02
Downhill Skiing or Snowboarding	1.49	2.36	2.40	2.10	2.47	3.33
Fishing	3.50	2.68	2.81	2.00	2.54	4.46
Gardening	4.28	2.32	2.36	1.76	1.71	4.61

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Hiking	3.25	2.41	2.54	1.97	2.33	4.27
Running (outdoor)	3.92	2.22	2.49	1.99	2.13	4.62
<b>All Activities</b>	<b>3.15</b>	<b>2.43</b>	<b>2.55</b>	<b>1.97</b>	<b>2.35</b>	<b>4.08</b>

Scale: 1 = Strongly disagree, 5 = Strongly agree, 3 = Neither

\*Key:

Honor	I wanted to honor social distancing recommendations/policies
Expose	I did not want to expose myself to individuals who may be carrying COVID-19
Ill	I felt ill
Caring	I was caring for an ill individual
Risk	I did not want to risk injury that would require medical attention
Closed	The area(s) where I am able to participate in this activity was closed due to the COVID-19 pandemic
Open	The area(s) where I am able to participate in this activity has remained open during the COVID-19 pandemic
Obligations	Other obligations in my life (e.g., childcare, household responsibilities) now occupy my recreation time
Economic	My economic situation has changed because of COVID-19
Transport	My access to transportation has changed because of COVID-19
Friends/Fam	The friends or family with whom I recreated are no longer recreating and I don't want to/can't do it alone
Activity	It is an activity I can do alone

\*\*Only activities with more than 50 participants are included in these measures

Honoring social distancing guidelines was the most agreed with statement as to why respondents chose to change their outdoor recreation activity levels (Table 11). Statements related to recreation areas being closed and respondents not wanting to expose themselves to COVID-19 also saw higher levels of agreement. Being ill and caring for an ill individual generally saw higher levels of disagreement from respondents.

## Distance Traveled to Participate in Outdoor Recreation.

Table 12: Distance travelled by respondents to participate in outdoor recreation\*

		0-2 Miles	3-5 miles	6-15 miles	16-50 miles	>50 miles
In the month prior to March 11th	Frequency	102	109	187	295	240
	%	10.9	11.7	20.0	31.6	25.7
Since March 11th	Frequency	440	167	169	81	20
	%	50.2	19.0	19.3	9.2	2.3

\*Means are statistically significant at a 95% confidence interval

Respondents significantly reduced the distance travelled to participate in outdoor recreation following March 11<sup>th</sup>, 2020 (Table 12). Prior to March 11<sup>th</sup>, 10.8% of respondents typically traveled within just two miles from home to participate in outdoor recreation. Respondents are now staying significantly closer to home, with 49.9% remaining within two miles.

## Change in Outdoor Recreation Area Use.

Table 13: Average change in use among respondents for various land designations

	Average Change in Use <sup>a</sup>	Standard Deviation
Private land or waters	-0.68x <sup>*2</sup>	2.22
Neighborhood or city streets	+0.92x <sup>*2</sup>	2.46
City or town parks	-0.85x <sup>*2</sup>	2.35
County or regional parks	-1.15x	2.21
Land trust or conservancy lands	-1.07x <sup>*2</sup>	1.94
State Parks	-1.58x <sup>*2</sup>	2.12
State Forests	-1.35x <sup>*2</sup>	2.08
State Game Management lands	-1.04x <sup>*2</sup>	1.88
National Forests	-1.38x <sup>*2</sup>	2.05
Bureau of Land Management lands	-1.18x <sup>*2</sup>	1.88
National Wildlife Refuges	-1.19x <sup>*2</sup>	1.81
Army Corps of Engineers recreation areas	-0.94x	1.73
National Park Service sites	-1.62x <sup>*1</sup>	1.85
Wilderness Areas	-1.28x <sup>*2</sup>	1.99
Ocean	-1.05x <sup>*2</sup>	1.78

<sup>a</sup>Statistically significant at a 95% confidence interval

<sup>1</sup>Statistically significant between specialized and non-specialized recreationists

<sup>2</sup>Statistically significant between non-urban and urban residences

<sup>a</sup>“Please indicate by what amount you have changed your use of the following types of recreation areas since March 11th, 2020 (the date when the World Health Organization officially designated COVID-19 as a pandemic).”

Of all the varying types of land designations listed, only neighborhood and city streets saw increases in use due to the COVID-19 pandemic (Table 13). Of those with declining use, urban residents saw significantly larger decreases in use of nearly all land designations than non-urban residents. For National Park Service sites, specialized users saw significantly larger decreases in use than non-specialized users.

## Change in Outdoor Recreation Group Size.

Table 14: Typical outdoor recreation group size by respondents

	Average group size <sup>a</sup>	Standard Deviation
In the month prior to March 11th	5.61	10.35
Since March 11 <sup>th</sup>	1.85	1.08

<sup>a</sup>Statistically significant at a 95% confidence interval

Outdoor recreation group sizes significantly dropped among respondents since March 11<sup>th</sup> (Table 14).

## Backcountry Distance Traveled During Outdoor Recreation.

Table 15: Approximate distance from roads ventured by respondents for outdoor recreation activities

	Average miles traveled* <sup>1</sup>	Standard Deviation
In the month prior to March 11th	4.77	2.97
Since March 11 <sup>th</sup>	2.61	2.49

\*Statistically significant at a 95% confidence interval

<sup>1</sup>Statistically significant between specialized and non-specialized recreationists

Respondents significantly decreased their average distance travelled from roads during outdoor recreation since March 11<sup>th</sup> (Table 15). Specialized recreationists decreased their backcountry distance travelled significantly more than non-specialized recreationists.

## Psychosocial Factors Influencing Outdoor Recreation Decisions.

Table 16: Importance of various items when making outdoor recreation decisions

How important are the following factors when making outdoor recreation decisions (e.g. frequency of outing, distance from home, activity) during the COVID-19 pandemic?	Mean*	Standard Deviation
How severe I perceive the COVID-19 pandemic to be in the area I am recreating. <sup>1</sup>	3.75	1.175
How likely I believe I am to contract COVID-19 while participating in my outdoor recreation activity. <sup>1</sup>	3.38	1.330
The likelihood that I will unintentionally spread COVID-19 to others while recreating outdoors. <sup>1</sup>	3.69	1.277
The outdoor recreation behaviors of my friends or family. <sup>2</sup>	3.36	1.308
The outdoor recreation behaviors of my neighbors and surrounding community. <sup>2</sup>	3.51	1.239
The discussion I see on social media about recreating outdoors during the COVID-19 pandemic. <sup>2</sup>	3.02	1.325
The behavioral recommendations provided by the Center for Disease Control. <sup>3</sup>	4.14	0.951

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The behavioral recommendations provided by the World Health Organization. <sup>3</sup>	3.94	1.144
The orders and regulations of my state of residence regarding allowed behavior during the COVID-19 pandemic. <sup>3</sup>	4.27	0.887
Recommendations from land management agencies regarding outdoor recreation during the COVID-19 pandemic. <sup>3</sup>	4.12	0.948
The open/closed status of public lands or public lands facilities. <sup>3</sup>	4.42	0.849
The desire to support my physical health through exercise. <sup>4</sup>	4.27	0.917
The desire to support my overall health by spending time in the outdoors. <sup>4</sup>	4.35	0.889
The desire to relieve stress and support my mental health. <sup>4</sup>	4.33	0.889
To fill the time I normally spent doing other recreation activities that I cannot do during the COVID-19 pandemic. <sup>5</sup>	3.20	1.257
To have a reason to leave home during the COVID-19 pandemic. <sup>5</sup>	2.99	1.400
The desire to partake in a safe leisure activities during the COVID-19 pandemic. <sup>5</sup>	3.96	1.062

\*Scale: -2 = Strongly disagree, 2 = Strongly agree, 0 = Neither agree nor disagree

<sup>1</sup>Included in Perceived Risk Scale

<sup>2</sup>Included in Social Norms Scale

<sup>3</sup>Included in Orders from Authority Scale

<sup>4</sup>Included in Health Benefits Scale

<sup>5</sup>Included in Substitution Scale

Table 17: Scales developed on psychosocial factors influencing outdoor recreation decisions during the COVID-19 pandemic

	Mean*	Cronbach's Alpha
Perceived Risk	3.6072	0.788**
Social Norms	3.2976	0.757**
Orders from Authority	4.1783	0.840**
Health Benefits	4.3166	0.847**
Substitution	3.3853	0.665**

\*Scale: -2 = Strongly disagree, 2 = Strongly agree, 0 = Neither agree nor disagree

\*\*Beyond adequate reliability (Vaske, 2008)

**The COVID-19 pandemic is changing the way people recreate outdoors.**

The Pennsylvania State University Department of Recreation, Park, and Tourism Management  
 Leave No Trace Center for Outdoor Ethics  
<https://doi.org/10.31235/osf.io/prnz9>

Table 18: Results from repeated measures ANOVA examining psychosocial factors influencing outdoor recreation decisions

Mauchly's W	p-value	Huynh-Feldt Epsilon
0.603	<0.01	0.787*
Omnibus Test	F-Statistic	p-value
	316.537	<0.001
Scale Mean Comparisons	Mean Difference	p-value**
Perceived Risk-Social Norms	0.310	<0.001
Perceived Risk-Orders from Authority	-0.586	<0.001
Perceived Risk-Health Benefits	-0.706	<0.001
Perceived Risk-Substitution	0.226	<0.001
Social Norms-Orders from Authority	-0.878	<0.001
Social Norms-Health Benefits	-1.016	<0.001
Social Norms-Substitution	-0.084	0.398
Orders from Authority-Health Benefits	-0.138	<0.001
Orders from Authority-Substitution	0.795	<0.001
Health Benefits-Substitution	0.932	<0.001

\*Huynh-Feldt correction utilized due to violation of assumption of sphericity

\*\*Bonferroni adjustment applied to account for multiple comparisons

When making outdoor recreation decisions (e.g. where to go, group size, activity), respondents rated the importance of benefits to mental and physical health significantly more than any of the other measured factors. Orders from authority, both from land managers as well as from state and federal governments, were rated significantly less important than health benefits but significantly more important than all other factors. Perceived risk was rated significantly less important than health benefits and orders from authority but significantly more important than social norms and substitution behaviors. Social norms and substitution behaviors were not significantly different than each other and were rated less important than all other factors when making outdoor recreation decisions.

## Likelihood of Returning to Preferred Outdoor Recreation Behavior and Patterns.

Table 19: How likely are you to continue or return to your preferred recreation behaviors/patterns when you perceive the threat of COVID-19 has become minimal?<sup>1</sup>

	Frequency	Percent
Not at all likely	11	1.2
Slightly likely	37	3.9
Moderately likely	97	10.3
Very likely	219	23.2
Extremely likely	582	61.5

<sup>1</sup>Statistically significant between specialized and non-specialized recreationists

The vast majority of respondents reported that they are very or extremely likely to return to their preferred recreation behaviors and patterns once they perceive the threat of COVID-19 has become minimal (Table 19). Specialized recreationists are significantly more likely to return to their preferred behaviors and patterns than non-specialized recreationists.

## Perceived Long-Term Changes in Recreation Behavior.

Table 20: Do you perceive that your outdoor recreation behavior (i.e., where, when, how, and with whom) will change in the long-term following the World Health Organization's official announcement ending the COVID-19 pandemic?

	Frequency	Percent
Yes	356	37.7%
No	588	62.3%

Table 21: If yes, please respond by indicating your agreement or disagreement with the following statements.

Following the World Health Organization's official announcement ending the COVID-19 pandemic, my long-term outdoor recreation participation will change from how I recreated before the pandemic by...	Mean	Standard Deviation
...traveling further than I previously did to recreate.	3.07	1.23
...utilizing my local public lands more often.	3.69	1.05
...participating in more types of outdoor recreation.	3.66	1.09
...participating in more fitness-based outdoor recreation activities.	3.44	1.12
...changing the types of outdoor recreation I participate in.	3.13	1.12
...changing the time of day I recreate.	3.09	1.08
...changing the days of the week I recreate.	3.19	1.10
...recreating alone more often.	3.12	1.24

\*Scale: 1 = Strongly disagree, 5 = Strongly agree, 3 = Neither agree nor disagree

Just over one third of respondents perceive that the COVID-19 pandemic will have long-term impacts on their recreation behavior (Table 20). Of those who perceive long-term personal changes, the most highly rated changes include utilizing local public lands more often, participating in more types of outdoor recreation, and participating in more fitness-based outdoor recreation activities (Table 21).

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



## Redneck Engineering

Contributed by Phil Rodacy

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

We're all spending more time at home, so don't forget to get your lawn mower tuned up.....



# Keep PUBLIC lands open to the PUBLIC

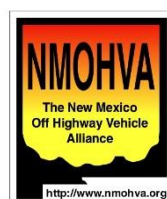
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# Trail Tales



June 1, 2020

Official Newsletter  
of the  
New Mexico 4-Wheelers

[www.nm4w.org](http://www.nm4w.org)



## Meeting Minutes

May 14, 2020

By NaDeen Roland

**JUST A NOTE TO REMIND EVERYONE THAT NEXT MONTH'S MEETING WILL ONCE AGAIN PROBABLY BE A CONFERENCE CALL. WATCH THE WEBSITE FOR DETAILS.**

Due to the continuing COVID-19 Pandemic, the meeting was once again a conference call where participants attended the meeting via phone and/or online. Frank G. Whiston hosted the meeting.

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

**GUESTS:** Gary Buckingham and Ed Whitman.

**MEMBERS PRESENT:** Tracy Bakewell, Jeff Boggs, Terry Ellis, Bob Norton, Jason O'Brien, Bob Provance, Carol Provance, NaDeen Roland, Don Roy, Suni Smith, Richard Steele, Wayne Sullivan, Frank G. Whiston, and Frank R. Whiston.

**SECRETARY'S REPORT** - NaDeen F. Roland. NaDeen was in such shock that in her nearly two years of being the club secretary no one made a motion to skip over April's meeting minutes that Frank kindly stepped in and rapidly highlighted the key elements of last month's meeting.

**TREASURER'S REPORT** - Bob Provance. There is \$8,597.94 available in the savings account and \$3,503.87 in the checking account.

**TRIP CHAIRMAN'S REPORT** - Jeff Boggs.

### Cancelled and Present Events:

Rock Junction from June 4 through June 7 was cancelled.

Richard Steele reported that he received a notice that our Oak Flats reservation for June was cancelled. After some discussion amongst a few members, it was decided that Rich will try to move the reservation to either July 11 or July 18 and make that our Annual Club Picnic.

May 10 through May 15 Green River 2020 led by Cliff Meier. Tracy Bakewell was currently there and said there were really good runs, they got really great pictures, and the weather was great. He

said he wishes he were good at writing so that he could do an article for the newsletter. The restaurants and the whole town were open in Green River, Utah. Tracy stated that what happens in Green River stays in Green River.

### **Upcoming Events:**

May 30 Easy Day at Gordy's [mostly] Road Runner Travel Center, I-25 Exit 156 in Lemitar, NM Don Roy, trip leader. Don said it will be the same run as usual. He will be wearing a face covering while he drives but mainly because he will be driving his Jeep topless. Frank went over the COVID-19 information he compiled on recommendations, requirements, and restrictions.

June 13 Back the Blue Albuquerque, NM NM Jeep Group, host. We will have to watch and see if this event gets cancelled.

**VICE PRESIDENT'S REPORT** - Richard Steele. As the Sheriff he was promptly told by Tracy during the Trip Chairman's Report that what happens in Green River stays in Green River. Rich at that point had nothing further to report.

**DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT** - Bobbie Moore, absent. This position needs a volunteer to fill it.

**PROGRAM CHAIRMAN'S REPORT** - Tracy Bakewell. T-shirts are available. Just call him to make arrangements to safely meet up. He may order more stock soon since he's running out of certain sizes. Frank interjected that the custom embroidered clothing store that is on the club website is currently having a 30% off sale and free shipping through Sunday.

**HISTORIAN'S REPORT** - Jennifer Chapin, absent. Frank said he noticed on Facebook that our Historian is currently four wheeling out of the state.

**WEB MASTER'S REPORT** - Don Roy. Everything is pretty quiet and there is nothing to report.

**NEWSLETTER EDITOR'S REPORT** - Phil Rodacy, absent. Frank said the last newsletter was 55 pages and made a recommendation to check it out.

### **OLD BUSINESS:**

Las Huertas Canyon ~ Suni Smith didn't see any graffiti when she was up there last weekend. Frank said we will remove it from the Sandia RD Volunteer Projects list since Cliff Meier didn't see the graffiti either when he went to do research for the burned car extraction. Frank added that we will look for other projects so that we can continue to be good stewards of the land.

The next time we see Guy Conway, Frank will give him his Trail Leader Recognition Medallion.

Volunteers are still needed to help out with Mini Jobs.

Hosts for upcoming meetings are needed. The June meeting will most likely be online again. Hopefully Richard Steele can get the July meeting/picnic moved to July 11, but we will still need a host for that picnic. It would also be appreciated if a member or guest was willing to open up their home and host either the August or September potluck meeting.



## **NEW BUSINESS:**

Gary Buckingham was the guest present and eligible for membership. A vote to accept him as a member was called for and accepted. He is happy that all he has to pay right now is the small prorated membership fee since this spring he has been experiencing the true JEEP acronym of Just Empty Every Pocket. He is looking forward to volunteering for a Mini Job.

Early Food Donation ~ Even though the club usually does their food donations around the holidays there have been several DOT signs stressing the food crisis that COVID-19 has caused. Frank recommended a monetary donation to a food bank. He went over a list of food banks in New Mexico and highlighted with Tracy's input the areas where people aren't working such as the Echo Food Bank servicing the Farmington area and the Community Pantry which services the Gallup area. Meeting attendees as a majority felt it was best to serve the community in which most of us live. Therefore, a decision was made to keep it local and donate to the Roadrunner Food Bank. A motion to donate \$200 was made and after a vote, the motion was accepted. Bob Provance will make arrangements to get the club's monetary donation over to the Roadrunner Food Bank. NOTE: Bank of America matched donations in the month of May, so our donation was in effect \$400!

Ed Whitman discussed Easy Off Roding which is an online publication. Ed is a blogger who will have writers write articles for our club if we are interested in doing that. Tracy Bakewell offered to do the questionnaire that Ed will need completed. Ed will find some comments to add and draft an article for us to review before it is published. Since there was no money involved and no one was openly opposed to this, a vote was not deemed necessary.

Voting for the 4-Wheeler of the Year will open in June. Don Roy will put it on the club website.

Officer elections will be held in July. Frank asked that everyone please consider taking a turn to help run the club and present fresh ideas. Old officers are willing to help new officers take over.

Tracy Bakewell asked if it was fineable if he was given a bad drive shaft by Cliff Meier. Frank said Cliff wasn't around to defend himself so he didn't know.

Richard Steele ended the meeting by saying he will try to transfer our Oak Flats picnic reservations to July 11, 2020.

Frank was thanked by several people before signing off the meeting.

**MEETING ADJOURNED** at 8:18 p.m.



## President's Report

By Frank G. Whiston

Hello everyone! I hope you all are weathering the cabin fever well. Things appear to be opening up where you can get out some. Perfect time to lead a trail! 4-wheeling is a great social distancing activity! We are also at the time of year where we all need to think about officer elections. Please consider taking a turn helping the club run for a while. Especially the Director of Environmental Affairs that has been vacant for nearly two years. The bar is really low for this one. Anything you can bring to the table would be welcomed. Our current board has been doing it for a long time and could use a break. All of the current board would be happy to contribute to the club in other ways, including mentoring new volunteers.

## 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**



## Tread Lightly Youth Online Course

Contributed by Jennifer Chapin

Tread Lightly! has updated the Youth Online Course!



Tread Lightly!, in partnership with the Right Rider Access fund and the Federal Highway Administration's Recreational Trails Program (RTP), is happy to announce the redesigned [Tread Lightly! Youth Online Course](#). Enrollment is open and we are ready for students!

Lightfoot has a new look and is ready to introduce you to two new friends - Claude the Bear and Ranger Jane. Follow Claude on his adventures in the outdoors and watch as Lightfoot teaches him how to Tread Lightly!



Return to the updated [Tread Lightly! Youth Online Course](#) to earn your new certificate and take the T.R.E.A.D. Pledge:

Travel on trails  
Respect animals, plants and people  
Educate yourself. Be safe and be prepared

Always be careful with fire  
Do your part. Always treat the outdoors with care

As responsible recreationists, it's our job to make sure we keep the environment and wildlife healthy so we can continue to enjoy the great outdoors!

Take the new course  
Get your new T.R.E.A.D. Pledge certificate  
Share it with your friends using the hashtag #treadpledge



**tread**  
**lightly!**<sup>®</sup>





## 2020 Green River – Ouray Trip

by Cliff Meier

After a delay from May 5 to May 10 departure date the trip was on. The delay was mostly to waiting for the restaurants in Green River to be open for dining in, with reduced capacities and social distance spacing. They opened just before we arrived. We had seven Jeeps with 9 members and two guests, Erwin and Jeanie Greven from Green Valley, AZ. Erwin and Jeannie used to be NM4W members until they moved to Green Valley. We had an itinerary change because it was so good to be out; we decided to continue to Ouray, CO on May 18<sup>th</sup> for 4 days. Unfortunately, the restaurants there were still only doing take out so we had to cook for ourselves. On the way up we drove through Moab which has just opened up, but it was dead! I had never seen so few people or vehicles there (would have been a good time to go to Moab).

Most of the trail heads at Green River are 20-60 miles from the city, makes for long days, normally starting at 9:00am and arriving back at the RV Park about 6:00pm or later. The first day we traveled south to Poison Spring trail. This trail starts 17 miles south of Huntsville, UT and ends after crossing the Dirty Devil River, it is crossable (depends on the run off. This year we were able to cross, only slightly over hub deep. Along the trail we saw petroglyphs, a rock with Butch Cassidy's



signature on it and lots of great scenery and Indian art. The following day ran the Eva Conover trail, but to be different we ran it backwards, from the bottom to the top. This trail was built to transport material for the building of the I-70 Eagle Canyon Bridge. The trail is steep and narrow with switch backs. It's hard to believe that much stuff could have been hauled over it. This part of I-70 was last part of the Interstate system built. The next day we ran the Eagle Canyon trail that runs through the bottom of Eagle Canyon underneath the I-70 Bridge.

The next day we ran several trails in the San Rafael Swell. All with spectacular scenery! On Saturday we had our longest day in the Green River area. We traveled about 60 miles west on I-70 and turned about 30 miles south into the Cathedral Valley. Cathedral Valley has some of the most spectacular Mesas and rock formations I have ever seen. In addition to these we saw Glass Mountain. It gets its name from the large formation of what looked like large pieces of mica or gypsum. We left the valley about 6:00pm.

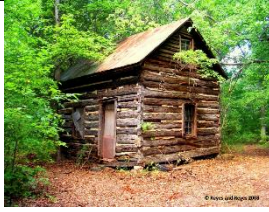


On Sunday went in search of two boulders that were in fields mostly by themselves. They were covered with petroglyphs, one of which were a snake that went around the edge of the corner of the boulder and the other was an eagle. I had seen these during our first trip to Green River and wanted to see them again.

On Monday the 17<sup>th</sup> we broke camp in Green River and drove 197 miles to Ouray, CO. We knew that the high mountain passes were not open yet, clearing

had started just a couple of weeks ago. Luckily the winter snow had been much less than previous years so we were able to get a long way up Engineer's Pass from the Ouray side. We also were able to get to the ghost town of Animas Forks driving through snow banks higher than the Jeeps. We spent a day west of Ouray in the Montrose area on the Uncompadre Mesa National Forest This day was longest of the trip. We left Ouray about 9:00 am and did not get back until 9:30 that night with only a stop for burgers in Montrose. On Sat the 23<sup>rd</sup> we returned home.





## Monica Cabin/Grassy Lookout Loop May 23, 2020

By Frank G. Whiston

After a couple months of the NM Health Department's Stay at Home order in effect, cabin fever was setting in pretty good. May 15 was marked as the day that the Governor could ease some of the restrictions, which she did, but the Stay at Home order remained in effect. "Non-essential businesses" were allowed to open, but "New Mexicans must remain home except for outings essential for health, safety and welfare." Given this, I deemed a trip to the mountains as an essential outing for health. Of course, to treat a severe case of cabin fever! So, 8 other members/families and one guest joined us on an outing for the day in the San Mateo Mountains southwest of Magdalena, NM.

With indications of the Jemez mountains being overrun with visitors, I wanted to get away from big crowds in effort to maintain social distancing practices. This area was fresh in my mind from the tail end of the Jornada del Muerto Overland trip that I ran back in March, so it was time to go back. The last time I was on this exact loop was Memorial Day weekend 2010!

The group assembled their vehicles at US60 and FR549 where we quickly aired down before starting the loop. We began heading south on FR549 across the very eastern edge of the Plains of San Augustin (home of the Very Large Array (VLA)) and the road actually crosses one of the rails where the VLA receivers travel, but they were all bunched up in the center out to our west. Once we neared the foot of the San Mateo Mountain range, we took a left turn on FR52 toward Monica Cabin. The cabin is one of several on the Magdalena Ranger District still standing. These cabins were used primarily during the early to mid-1900's by Forest Service personnel who needed to stay "in the field" for several days and avoid having to make the trip back to headquarters in Magdalena. Monica Cabin was also used as a Ranger/Guard station in the early days of the Cibola NF. It was used, by the District, until the 1990's as an office/housing mainly for fire personnel.



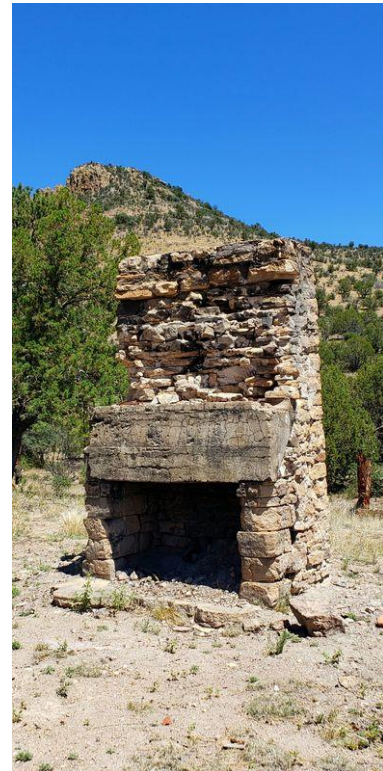
Past the cabin, the route follows the NE side of the Withington Wilderness Area. As the lead vehicle, I encountered a couple mule deer and a group of three pronghorn. Eventually we reached NM107 (dirt) where we sped south to FR 330. Heading west back towards the mountains, Chris got in a race with a pronghorn. Our lunch spot was the old mining community of Rosedale. Gold was first discovered in the north end of the San Mateo Mountains in December of 1882. The initial rush of prospectors to the area precipitated Apache raids resulting in massacres that drove most of the



miners from the area. The raids lasted over a period of several years and it was not until the mid-1880s that Rosedale began to grow. The town was never large having a population of about one hundred in 1905. Mining operations continued until 1937 when people began to move away to greener pastures. The only obvious remain is a fireplace near our lunch spot.

After lunch we climbed to the top of the main ridge of the San Mateo Mountains. A short excursion south took us to Grassy Lookout affording views of the Gila National Forest. At this point, a USFS tower rests that was unoccupied. After taking in the views to the south, we headed north to Mt. Withington Lookout elevation 10119'. The first lookout at Mt. Withington on the Cibola National Forest was built in 1934. It served for 18 years and was replaced with the present station in 1952. The lookout affords near 360-degree views and was occupied at the time.

Descending the peak on FR138 to the north, we would return to FR549 at Monica Saddle leading us back to our start point. The descent offered great views of the VLA in the distance. After over six and a half hours in the dirt and dust, everyone was happy to be back to the pavement shortly after 4PM. In normal times, it would have been nice to find a restaurant to have a nice dinner before heading back to the big city. Next time!







# Guide to Two Way Radios HAM, CB, FSR, and GMRS

Contributed by Cliff Meier

Info taken from the PrimalSurvivor Website

I have been asked to provide information on the types of 2-way radios commonly used in the 4-wheeler community. This write up will not discuss base station radios, those installed in a permanent location, but will discuss mobile units, both those installed in a vehicle and hand held radios. The discussion will be top level covering basic descriptions of each type of radio, protocols in using the radio and licensing requirements. It is important to understand which radios require an FCC license to transmit legally. But we need to start with some terminology. There is a lot into learning 2-way radios. If you are going to get your HAM license, you'll have to learn all this, plus operating practices (protocols) FCC rules, and much more. But you no longer have to learn Morse code! Here's some terminology.

**Wattage:** Wattage is a measure of how much power a 2-way radio uses. The higher the wattage the better it will transmit. This is important if you want to transmit messages over a long distance – especially if obstacles like forests or mountains may be in the way. The downside of high wattage is that it will blow thru batteries quickly. Good 2-way radios will let you select from a wattage range or levels. This allows you to conserve the battery when you don't need high wattage.

**Range:** Range is how far a 2-way can transmit. It is common for 2-way radios to overstate their range. Many reviewers find that a 25-mile radio, for example, will only transmit 3 miles! Keep in mind that range is given for ideal circumstances. Obstacles like trees, mountains, tall buildings or bad weather can limit range. This has to do with the fact that 2-way radio waves can usually travel in a straight line. On certain types of 2-way radio, range can be increased using: better antennas, repeaters (a device which receives a signal and repeats it at a higher power) and better batteries.

**Frequencies:** 2-way radios use either VHF (Very High Frequency) or UHF (Ultra High Frequency). Of the two UHF tends to be stronger as it can better transmit through obstacles. Note UHF and VHF are not compatible. If you already have a VHF radio and want to add another to communicate with it, you won't be able to use an UHF radio.

**Channels:** Channels are specific frequencies over which you can communicate. You can set a channel for each group. For example, a concert venue might have one channel for security and another for the lighting crew. Most 2-way radios have at least 22 channels. Some models offer many more. However, you may not be able to communicate over all the channels. For example, 10 of the channels may be weather alerts.

It also means that you could hear other people (which makes a lot of noise). To squelch (lower or eliminate this noise, you can use "privacy codes" These use a filtering system which blocks any communications which aren't set to the same privacy code. Not all radios have the privacy code function, especially older FRS radios.

Ok it's time to talk about the radios. Let's start with HAM radios.

### **Amateur Radio (HAM)**

The Amateur Radio Service, more commonly referred to as Ham radio, allows users to talk to other operators across the globe, depending on frequency, signal strength and class of the operator's license. The "amateur" part doesn't mean novice. Rather, amateur means non-commercial. Because of the long range and the skills required to operate a HAM radio without causing interference, the FCC requires Ham radio operators to be licensed. Another reason for the licensing requirement is to keep the HAM frequencies from becoming like the CB and FRS frequencies which have become full of operators that do not know the proper way to use the radio. These frequencies have become full of profanity and chit chat which makes them unusable at times. HAM transmissions follow an established protocol, such as the use of an assigned call sign when signing off, limit chit chat, etc. It should be noted that it is not the radio that must be licensed but the operator. In an event of an emergency, an unlicensed operator may transmit on a Ham radio. A license is not required to receive or listen to a HAM radio. In addition to a longer range than the unlicensed radios such as CB and FRS, Ham radios have much longer range and clearer more understandable transmissions.

Ham radios can be very powerful, but the typical handheld is about 5 watts or less. Mobile radios are around 10 to 100 watts. Note that there are different HAM radio license types and some limit how many watts you can use and what frequencies you can transmit on.

#### **Overview**

**Max Power:** 5 watts (handheld) and 50 watts (mobile)

**Bands:** HF, UHF and VHF

**Assigned Channels:** No

**Range:** 1-20 miles (handheld) and 5-1200 miles (mobile) Range is dependent on several conditions such as terrain, atmospheric conditions, etc.

**License required:** Yes, The ham radio license fee is \$0, the license itself is absolutely free. You just need to pass the test to get the license. And since the examination is administered by the ARRL, they charge around \$15 for the service.

**Cost:** This is a hard question to answer. You can spend from \$30 for a Chinese handheld radio such as the BOFENG to several hundred dollars for a high-quality handheld or mobile radio. It should be noted the BOFENG radio is not a legal HAM radio and the company has been stopped importing them to the US even though you can still get them on E-Bay. The reason they are not a legal radio is that they have too many frequencies. A HAM radio can only have HAM frequencies, the BOFENG radio has HAM, GMRS, FRS and other frequencies. Also, for FRS it is too powerful and FRS radios cannot have a removable antenna which the BOFENG has.

For more detailed information go to the FCC's website that contains the e-CFR Title 47, Part 95 Personal Radio Services and the Amateur Radio Relay League (ARRL) websites. In addition there are several Ham Radio clubs in Albuquerque and other NM cities, such as the Caravan Club <https://caravanradio.org> and the High Desert Amateur Radio Club [www.nm5hd.com](http://www.nm5hd.com) that have excellent websites with Ham radio information. Also, if we are interested, we can have a member of one of the clubs come to our meeting to discuss Ham radio in more depth.

## CB

CB stands for Citizens Band Radio Service. These can be very powerful 2-way radios and have been commonly by truckers and operate on 27 MHz HF (shortwave) band. CB is the “wild west of the radio waves. Our club normally uses AM CB radios on our runs and strongly encourages all vehicles on a run to have one, either mobile or handheld so can have communications between the vehicles on the run.

There are almost no legal requirements for using a CB radio. The FCC rules (95.403) only state that foreign governments cannot use CB radios and people with an FCC cease and desist order cannot operate a CB radio. You are not allowed to have overseas communications with a CB radio.

There are 40 channels on a CB radio. Each channel can be used in AM mode or single side-band mode (SSB). The SSB mode is further divided into upper side band (USB) and lower sideband (LSB) modes. This gives users even more channels to choose from. SSB CB radios usually cost more than AM CB radios. However, SSB CB radios tend to have much longer range and more are reliable in bad weather conditions.

**It should be noted that Channel 9 on a CB radio dedicated to emergency communications.**

### Overview

**Max Power:** 12 watts in SSB and 4 Watts in AM

**Band:** SSB and AM

**Assigned Channels:** Yes (1-40)

**Range:** 3-5 miles Handheld and 7-10 miles (Mobile) Depending on terrain and weather conditions. Also, the performance of a CB radio is strongly dependent on using a good antenna and correct installation.

**License Required:** No

**Cost:** A mobile CB costs about \$50, not counting the antenna system, the antenna and cable which can cost up to \$200 for a good one professionally installed.

### GMRS Radios

General Mobile Radio Service (GMRS) is a 2-way radio designed for short-distance communications originally set up for commercial use. However, you can use repeaters with GMRS to get much longer range.

A great thing about GMRS is that it is FM. By comparison, CB operates on the 11-meter (27mhz) HF band in AM. Without getting into details this means it is much quieter and has better sound quality.

There are a total of 15 channels, of which 7 are shared by FRS. A license is required for GMRS, but only license is needed for a group or family. Licensing has changed by adding individual licenses. Licenses are more costly than a HAM license.

## **Overview**

**Max Power:** 50 Watts

**Band:** UHF

**Assigned Channels:** Yes

**Range:** 5-25 miles (mobile)

**License Required:** Yes

**Cost:** License cost \$70 for 10 years. Radio less than \$200 for 2 handhelds (Midland)

In summary, the above is a very brief discussion on these radios. If more detailed information is needed go to the referenced websites or search the Internet, there is a lot out there. Also, if club members are interested in becoming a HAM, we can look into getting a HAM club member to come to our one of our meetings and provide a presentation as we have done in the past. They could also provide a discussion on the difference in radios.

One last thing. If you are an unlicensed HAM or GMRS operator and get caught by the FCC, it is a criminal offense and could cost thousand dollars in fines. Also, there are groups of HAMs that specialized in tracking and identifying unlicensed users.





## Tools Explained for those who want to know

Contributed by Frank Whiston

**DRILL PRESS** : A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

**WIRE WHEEL** : Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh\*t'

**ANGLE GRINDER** : A portable cutting tool used to make studs too short.

**PLIERS** : Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

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

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

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

**OXY-ACETYLENE TORCH** : Used almost entirely for setting on fire various flammable objects in your shop. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

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

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

**BAND SAW** : A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

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

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

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

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

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

HAMMER : Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

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

ADJUSTABLE SPANNER: aka "Another hammer", aka "the Swedish Nut Lathe", aka "Crescent Wrench". Commonly used as a one size fits all wrench, usually results in rounding off nut heads before the use of pliers. Will randomly adjust size between bolts, resulting in busted knuckles, curse words, and multiple threats to any inanimate objects within the immediate vicinity.

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



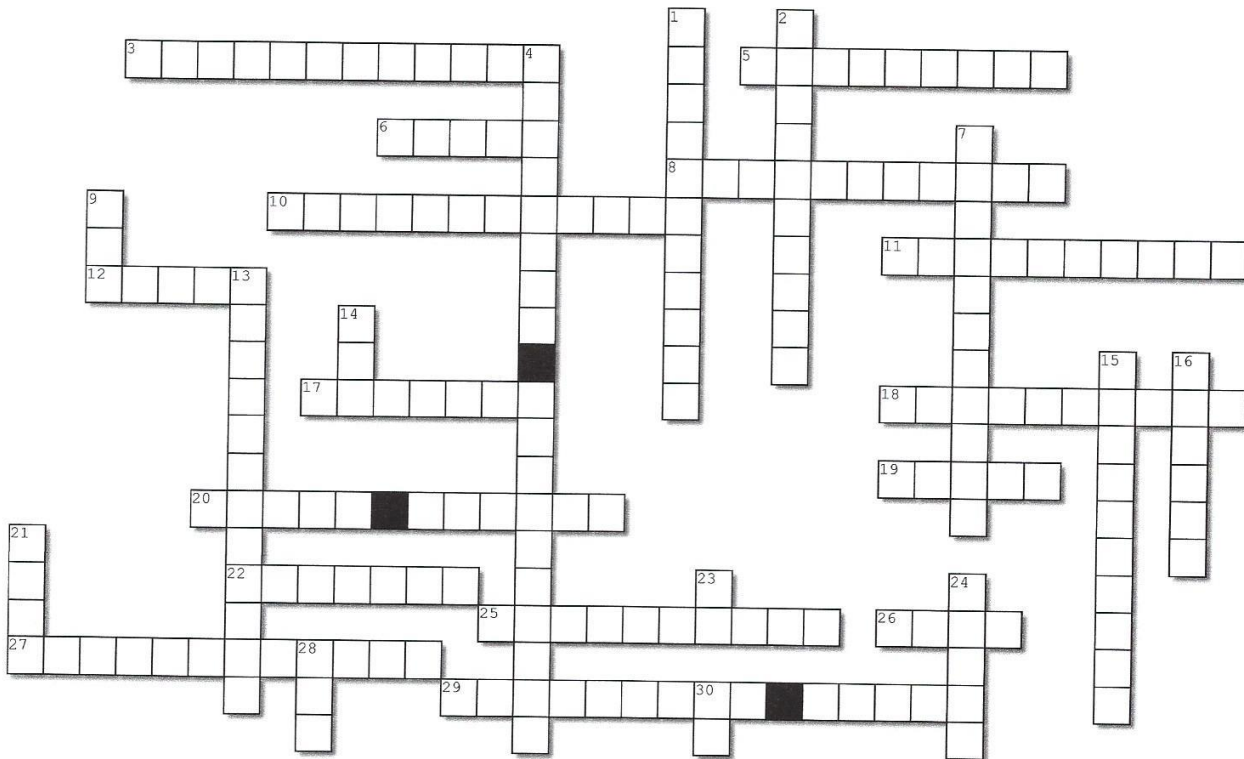
# How well do you know your club?

Contributed by Jennifer Chapin

Name: \_\_\_\_\_

## New Mexico 4Whealers

Complete the crossword puzzle below



Created using the Crossword Maker on TheTeachersCorner.net

### Across

3. What was the original name of New Mexico 4Whealers from 1958
5. Short term for 4 wheel drive
6. What animal should we listen for
8. What is the most popular tire size since 2018
10. What do you use to get to 4WD
11. Where does NM4W go in the winter
12. What many Jeepers like to remove when it's warm out
17. Gets you in more trouble than open diffs
18. What type of tires do most 4x4 run
19. Most wanted recovery tool
20. What do all the Jeep people call the front end shaking
22. A famous trail and model of Jeep
25. That 50 cal machine gun on many Jeep hoods
26. What brand 4x4 is the most modified vehicle in the world
27. What best practice does New Mexico 4Whealers practice
29. What you should always use when you park your 4x4

### Down

1. What help with traction with the rear tires that can both drive
2. What animal do we see on the trail in New Mexico
4. What will hide your death wobble
7. What is the most popular new 4x4 adventure
9. Something messy we encounter on the trails
13. Most important thing to do on the trails
14. How many wheels drive on your 4x4
15. What 4x4 part shorter in the front than the rear
16. What was the first Jeep Manufacturer
21. What we see most of the year on the trails in New Mexico
23. What was the first Jeep for the general public
24. What is one of the most popular 4x4 areas in New Mexico
28. What radio has more range than a typical citizens band radio
30. What radio to most truckers and Jeeps use

(Answers follow the automotive quiz answers)

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



## Redneck Engineering

Contributed by Phil Rodacy

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

The governor opened up restaurants for outdoor seating only, but tables will likely be very hard to find. Not a problem if you're creative.....

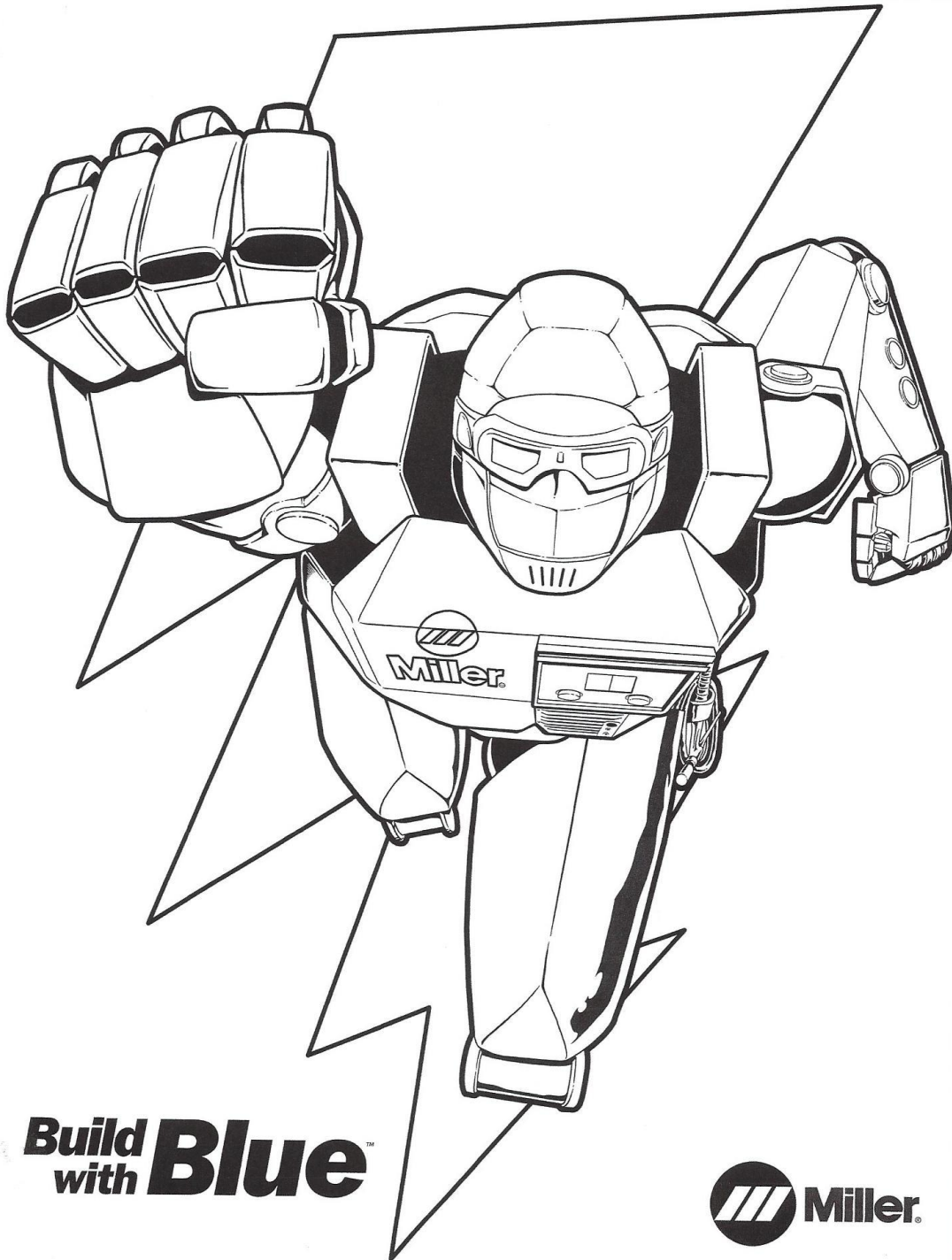


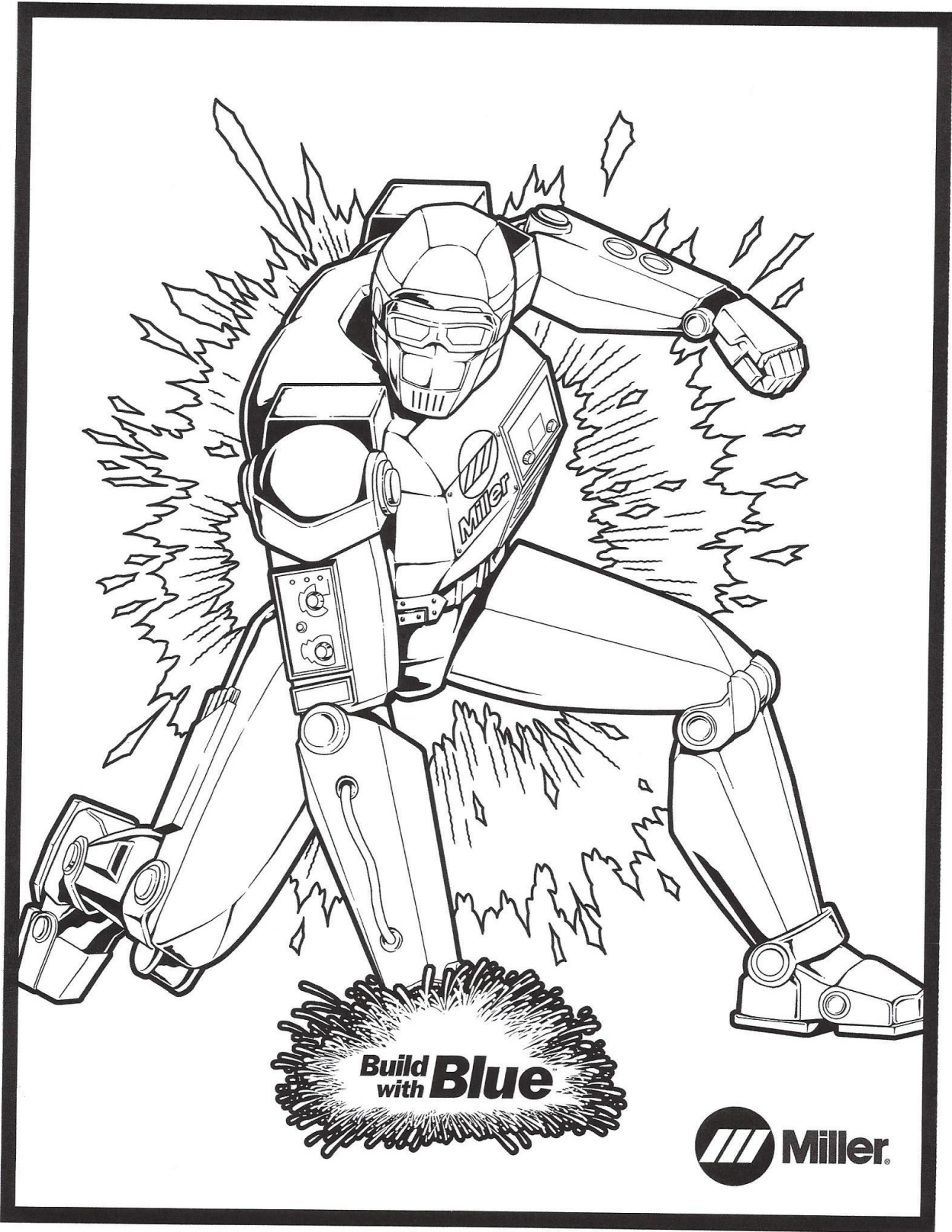




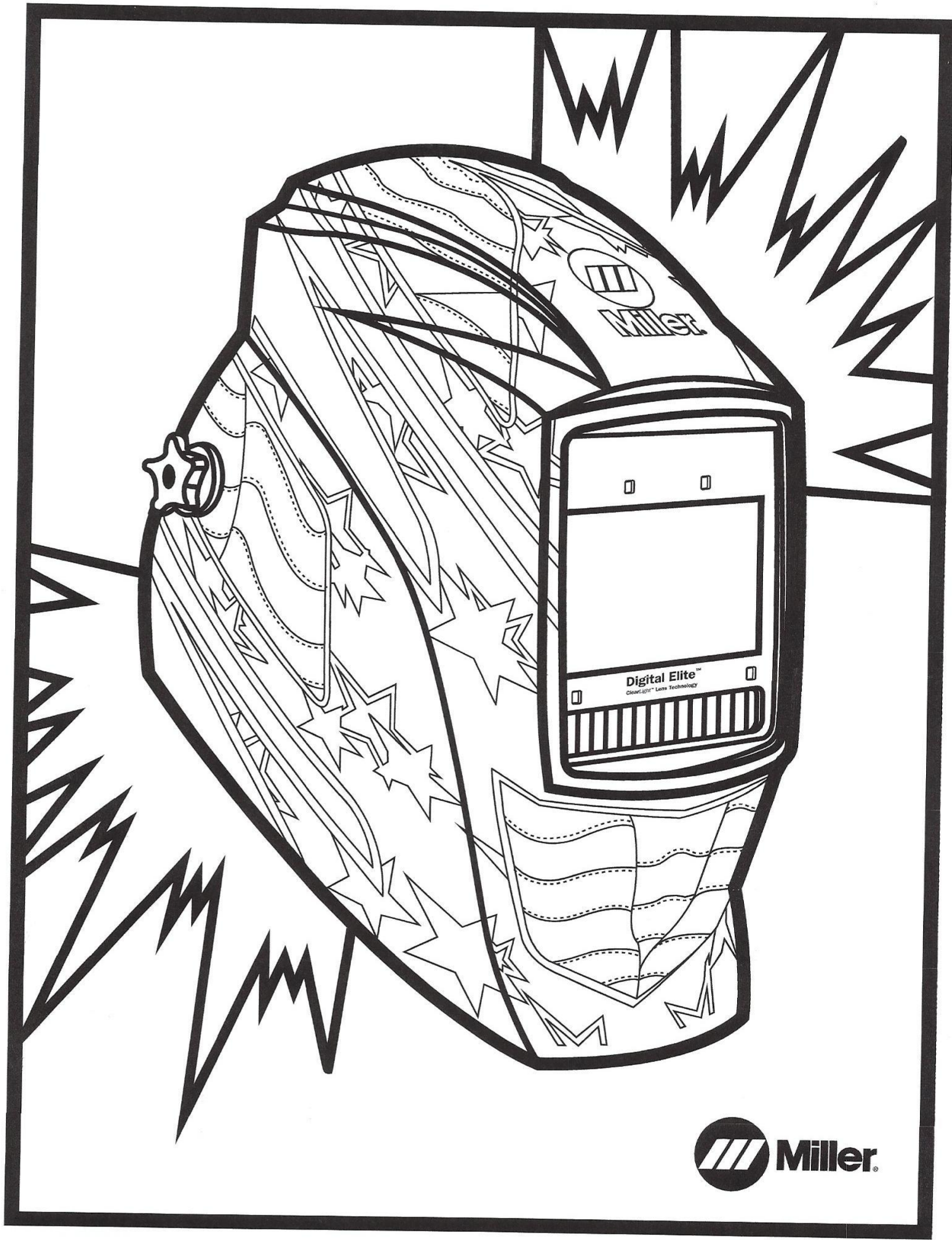
## For the Kids

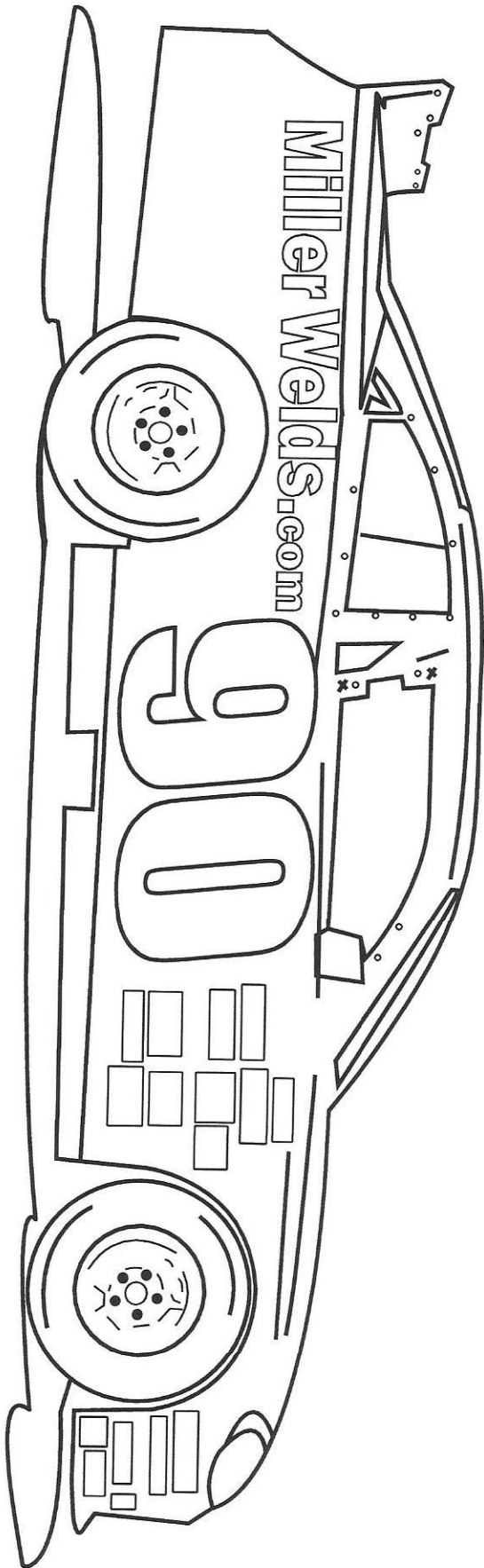
Contributed by Jennifer Chapin



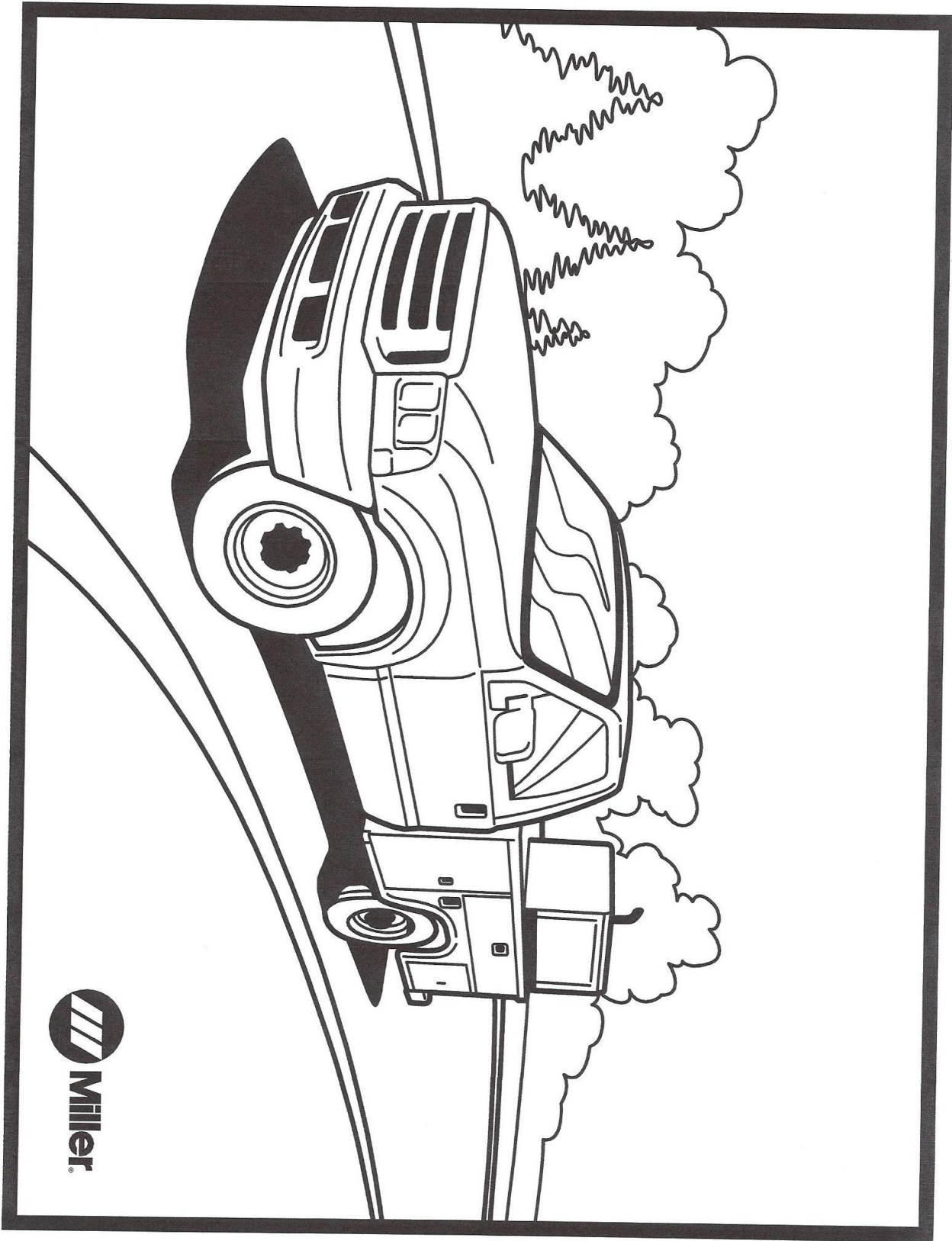














## Answers to Last Month's Automotive Quiz

Contributed by Jennifer Chapin

OK, Folks. Here are the answers to our automotive test. How did you do?

- \_\_\_ 1. Tools that are of good quality are \_\_\_ than "bargain" tools.
  - a. stronger
  - b. lighter
  - c. more dependable
  - d. easier to use
  - e. All of the above.
  
- \_\_\_ 2. A wrench that completely surrounds the bolt head or nut is called a(n) \_\_\_ wrench.
  - a. adjustable
  - b. open end
  - c. box end
  - d. pipe
  
- \_\_\_ 3. The \_\_\_ punch is used to make a small indentation in metal before drilling a hole.
  - a. center
  - b. drift
  - c. pin
  - d. aligning
  
- \_\_\_ 4. Technician A says that the chassis of an automobile typically includes everything but the body. Technician B says that the chassis is just another name for the vehicle's body. Who is right?
  - a. A only.
  - b. B only.
  - c. Both A and B.
  - d. Neither A nor B.
  
- \_\_\_ 5. An automotive \_\_\_ is a group of related parts that perform a specific job.
  - a. system
  - b. sequence
  - c. component
  - d. process
  
- \_\_\_ 6. The engines that are used in most automobiles are \_\_\_ engines.
  - a. multi-cylinder
  - b. four-stroke cycle
  - c. piston
  - d. All of the above.
  - e. None of the above.

- \_\_\_\_ 7. The radiator of a vehicle is part of its \_\_\_\_ system.
- a. lubrication
  - b. cooling**
  - c. electrical
  - d. fuel
- \_\_\_\_ 8. Power for tools used in the automotive shop is provided by \_\_\_\_.
- a. compressed air
  - b. hydraulics
  - c. electricity
  - d. Only A and C.
  - e. All of the above.**
- \_\_\_\_ 9. Which of the following are used to support a vehicle after it has been raised?
- a. Floor jacks.
  - b. Jack stands.**
  - c. Transmission jacks.
  - d. Bumper lifts.
- \_\_\_\_ 10. A cutting torch generates tremendous heat by burning \_\_\_\_ and acetylene gas.
- a. oxygen**
  - b. propane
  - c. nitrogen
  - d. hydrogen
- \_\_\_\_ 11. Approximately how many people are employed in the automotive field?
- a. 9 million.
  - b. 14 million.**
  - c. 18 million.
  - d. 25 million.
- \_\_\_\_ 12. A technician who is an expert in one area of automotive repair is called a(n) \_\_\_\_.
- a. expert technician
  - b. technical consultant
  - c. component specialist
  - d. specialized technician**
- \_\_\_\_ 13. The initials ASE stand for \_\_\_\_.
- a. Automotive Service Excellence**
  - b. Auto Specialist Evaluator
  - c. Automotive Service Education
  - d. Auto Specification Equipment
- \_\_\_\_ 14. How many ASE tests must be passed to qualify for certified master automobile technician status?
- a. 3
  - b. 5
  - c. 8**
  - d. 16

\_\_\_ 15. Which of these specialized technicians would be most likely to use computerized test equipment?

- a. **Drivability and performance technician.**
- b. Brake technician.
- c. Suspension and steering technician.
- d. Heating and air conditioning technician.

\_\_\_ 16. Which of the following is *not* one of the safety rules that apply when working with gasoline?

- a. Always use approved containers for storage.
- b. **Soak up any spills with an oil absorbent.**
- c. Keep any source of heat away from the fuel system.
- d. Disconnect the vehicle's battery before starting work.

\_\_\_ 17. Which of the items listed below is *not* a potential explosion hazard?

- a. Battery.
- b. Empty fuel tank.
- c. **Oil pan.**
- d. Welding gas cylinders.

\_\_\_ 18. An air bag is being replaced in a vehicle. Technician A says that the bag should be carried with the metal housing pointing downward. Technician B says the metal housing should be pointed away from your body. Who is right?

- a. A only.
- b. B only.
- c. **Both A and B**
- d. Neither A nor B

\_\_\_ 19. Technician A says that metric fasteners are used in vehicles assembled outside the United States. Technician B says many cars assembled in the United States use metric fasteners. Who is right?

- a. A only.
- b. B only.
- c. **Both A and B.**
- d. Neither A nor B.

\_\_\_ 20. Subtraction is taking away a certain quantity from another. The amount that is left after subtraction is done is called the \_\_\_.

- a. product.
- b. **remainder.**
- c. subtrahend.
- d. sum.

\_\_\_ 21. The tool used to measure small clearances or gaps between parts is called a(n) \_\_\_.

- a. Vernier caliper
- b. **feeler gauge**
- c. ruler
- d. hole gauge

\_\_\_ 22. Decimals are used for making \_\_\_ measurements.

- a. approximate



- b. large
- c. angular
- d. fine

\_\_\_ 23. What types of diagrams are typically found in service manuals?

- a. Wiring diagrams.
- b. Vacuum diagrams.
- c. Hydraulic diagrams.
- d. All of the above.

\_\_\_ 24. Which of the following statements about a series circuit is true?

- a. It has only one path for current flow.
- b. It can have only one load connected at a time.
- c. It offers several paths for current flow.
- d. It will keep conducting even if interrupted.

\_\_\_ 25. Which basic element of electricity is also described as "electrical pressure?"

- a. Current.
- b. Capacitance.
- c. Resistance.
- d. Voltage.

\_\_\_ 26. In a(n) \_\_\_\_, the vehicle's frame or body serves as an electrical conductor.

- a. parallel circuit
- b. one-wire circuit
- c. series-parallel circuit
- d. series circuit

\_\_\_ 27. Technician A says that an electrical short circuit causes excess current flow. Technician B says a short causes excess resistance to develop. Who is right?

- a. A only.
- b. B only.
- c. Both A and B.
- d. Neither A nor B.

\_\_\_ 28. To protect an electrical circuit from damage by a "short," a device called a(n) \_\_\_\_ is installed.

- a. diode
- b. capacitor
- c. fuse
- d. relay

\_\_\_ 29. Which of the following is *not* a type of thread used on nuts and bolts?

- a. Coarse.
- b. Metric.
- c. Medium.
- d. Fine.

\_\_\_ 30. A soft, flexible material that is placed between parts to prevent leakage is called a(n) \_\_\_\_.

- a. gasket

- b. frisket
- c. barrier
- d. All of the above.

\_\_\_ 31. A large repair facility recycles its used motor oil. Technician A says that only about one quart of high-quality oil can be recovered from each gallon of used oil that is recycled. Technician B says the recovery rate is much higher—about two and one-half quarts per gallon. Who is right?

- a. A only.
- b. B only.
- c. Both A and B.
- d. Neither A nor B.

\_\_\_ 32. When checking hose conditions, which would indicate the need for replacement?

- a. Softening.
- b. Glazing.
- c. Hardening.
- d. Cracks or abrasions.
- e. All except B.

\_\_\_ 33. If you find fluid dripping from a vehicle, where is the likeliest direction to look for the actual leak?

- a. Directly above the drip point.
- b. Above and behind the drip point.
- c. Above and in front of the drip point.
- d. Immediately to the left or right of the drip point.

\_\_\_ 34. In a typical gasoline-powered automobile engine, how many piston strokes make up a complete cycle?

- a. 1
- b. 2
- c. 3
- d. 4

\_\_\_ 35. \_\_\_ is another name used to describe the engine bottom end.

- a. Short block
- b. Cylinder block
- c. Crank end
- d. Lower deck

\_\_\_ 36. The piston is mounted to the connecting rod by the \_\_\_.

- a. cylinder bolt
- b. piston skirt
- c. wrist pin
- d. cam lobe

\_\_\_ 37. A timing belt, gears, or a chain drives the engine's camshaft at \_\_\_ the rotation speed of the crankshaft.

- a. one-fourth
- b. one-half
- c. three-fourths
- d. twice

- \_\_\_\_ 38. Pistons typically use \_\_\_\_ compression rings and one oil ring.
- a. 2
  - b. 3
  - c. 4
  - d. 1 to 3
- \_\_\_\_ 39. Which of the following is *not* part of a simple battery cell?
- a. Electrolyte.
  - b. Negative plate.
  - c. Container.
  - d. Neutral plate.
  - e. Positive plate.
- \_\_\_\_ 40. The insulating elements positioned between battery plates are known as \_\_\_\_.
- a. inert plates
  - b. separators
  - c. insulating grids
  - d. partitions
- \_\_\_\_ 41. A hydrometer is used to check the \_\_\_\_ of battery electrolyte.
- a. voltage output
  - b. level
  - c. specific gravity
  - d. current draw
- \_\_\_\_ 42. Technician A says that a specific gravity reading of 1.265 indicates that a battery is in need of recharging. Technician B says that a specific gravity reading of 1.265 indicates that the battery is fully charged. Who is correct?
- a. A only.
  - b. B only.
  - c. Both A and B.
  - d. Neither A nor B.
- \_\_\_\_ 43. Each of the following is a basic part of the starting system, except:
- a. Solenoid.
  - b. Inverter.
  - c. Ignition switch.
  - d. Starting motor.
  - e. Battery.
- \_\_\_\_ 44. Which of the following terms describes a starter solenoid?
- a. Rectified contactor.
  - b. High-current relay.
  - c. Amplitude-modulated diode.
  - d. Shunt-wound motor.
- \_\_\_\_ 45. The starter pinion gear engages the \_\_\_\_ to "crank" the engine.

- a. harmonic balancer
- b. cam gear
- c. flywheel gear
- d. crankshaft pulley

\_\_\_ 46. A(n) \_\_\_ uses an extra set of gears and an overrunning clutch assembly to provide greater starting torque.

- a. reduction starter
- b. high-torque starter
- c. pinion/idler starter
- d. geared starter

\_\_\_ 47. To prevent an engine from cranking while the vehicle is in gear, a(n) \_\_\_ is commonly used.

- a. selector safety switch
- b. lockout actuator
- c. neutral safety switch
- d. shift interlock unit

\_\_\_ 48. To be usable in an automotive electrical system, the AC output of the alternator must be \_\_\_ into DC

- a. biased
- b. relayed
- c. stratified
- d. rectified

\_\_\_ 49. To properly charge the vehicle battery, alternator output is typically \_\_\_ volts.

- a. less than 12
- b. 13-15
- c. 16-20
- d. more than 20

\_\_\_ 50. The turn signal flasher consists of \_\_\_.

- a. a bimetal strip and heating element
- b. a trigger wheel and sensor
- c. a make/break contact and trembler switch
- d. a stepping relay

\_\_\_ 51. The most common type of windshield washer pump in new cars is a(n) \_\_\_ pump.

- a. centrifugal
- b. reciprocating
- c. rotary
- d. diaphragm

\_\_\_ 52. A halogen headlamp has a light output about \_\_\_ higher than a conventional sealed beam headlight, with no increase in current draw.

- a. 10 percent
- b. 25 percent
- c. 35 percent



d. 50 percent

- \_\_\_ 53. To reduce radio static, a(n) \_\_\_ called a noise suppressor is often used.
- a. resistor
  - b. chip
  - c. transformer
  - d. capacitor
- \_\_\_ 54. Which type of tire has the most stable footprint?
- a. Bias ply.
  - b. Belted bias ply.
  - c. Radial ply.
- \_\_\_ 55. In a P-metric tire size designation, what do the last two digits represent?
- a. Load/size relationship.
  - b. Rim or wheel diameter.
  - c. Section width.
  - d. Construction type.
  - e. Height-to-width ratio.
- \_\_\_ 56. The relationship of tire height to its width is called its \_\_\_.
- a. aspect ratio
  - b. sidewall/tread ratio
  - c. width percentage
  - d. cross-sectional mass
- \_\_\_ 57. The two sections of a standard wheel are the rim and the \_\_\_.
- a. hub
  - b. spider
  - c. disc
  - d. center
- \_\_\_ 58. Which of the following is an example of road damage to a tire?
- a. Puncture.
  - b. Feathering.
  - c. Sidewall bulge.
  - d. Cupping.
- \_\_\_ 59. Each of the following is a possible cause of tire vibration, except:
- a. ply separation.
  - b. low inflation pressure.
  - c. tire cupping.
  - d. excessive tire runout.
- \_\_\_ 60. If wheel lateral runout exceeds \_\_\_, it should normally be replaced.
- a. 0.030 in.
  - b. 0.045 in.
  - c. 0.050 in.
  - d. 0.065 in.
- \_\_\_ 61. Abnormal wear patterns can identify tire problems. Which pattern indicates that the tire was consistently underinflated?

- a. Wear along outer tread area.
- b. Wear along the centerline.
- c. Wear along one edge.
- d. Feathering of tread rubber.

\_\_\_ 62. Cold inflation pressure of a tire should be \_\_\_ the maximum.

- a. 5 psi below
- b. exactly on
- c. 1-3 psi below
- d. 1-3 psi above

\_\_\_ 63. Which of the following is *not* a true statement regarding a hydraulic system?

- a. Liquids in a confined area will not compress.
- b. When pressure is applied in a closed system, it is exerted equally in all directions.
- c. Air in a confined area will not compress.
- d. A hydraulic system can be used to increase or decrease force or motion.

\_\_\_ 64. Which of the following is a desirable characteristic for a brake fluid?

- a. High freezing point.
- b. Water tolerance.
- c. High volatility.
- d. None of the above.

\_\_\_ 65. Blowing dust off a brake assembly shouldn't be done because the dust may contain cancer-causing \_\_\_.

- a. beryllium
- b. asbestos
- c. manganese
- d. asphaltum

\_\_\_ 66. Brake system hydraulic parts should be cleaned only with \_\_\_.

- a. brake fluid
- b. soap and water
- c. parts cleaner
- d. gasoline

\_\_\_ 67. Linings for drum brakes should be replaced if they are worn to a thickness of \_\_\_ in. or less.

- a. 1/64
- b. 1/32
- c. 1/16
- d. 1/8

\_\_\_ 68. The distance from the floor to the pedal with the brake applied is called the \_\_\_.

- a. pedal height
- b. free play distance
- c. adjustment range
- d. reserve distance

## True/False

Indicate whether the sentence or statement is true or false.

- 69. A magnetic pickup will attract any kind of metal.
- 70. Proper filing speed is about one stroke per second.
- 71. If the head of a chisel or punch becomes "mushroomed," the tool must be discarded.
- 72. "Dead blow hammer" is another name for the rubber mallet.
- 73. An adjustable wrench should be used only when other types of wrenches will not fit.
- 74. The 6-point box end wrench should be used when a bolt head or nut is extremely tight.
- 75. The brake system uses friction to stop the vehicle.
- 76. Piston rings are used to keep combustion pressure and oil from leaking between the piston and the cylinder wall.
- 77. Opening of the engine's valves is controlled by the crankshaft.
- 78. Force is transmitted from the engine to the vehicle's wheels by the drive train.
- 79. All internal combustion engines use spark plugs to ignite the air-fuel mixture.
- 80. The air conditioner is part of the vehicle's cooling system.
- 81. For safety, battery charger leads must be connected to the battery before the charger is turned on.
- 82. An arbor press exerts less pressure than a hydraulic press.
- 83. A wire wheel in a bench grinder should *not* be used to clean soft metal or brass parts.
- 84. Shop air pressure is seldom higher than 50 psi.
- 85. Air-powered tools should always be lubricated before use.
- 86. It is unsafe to work under a vehicle supported only by a jack.
- 87. Carbon steel is better than high-speed steel for drill bits.
- 88. The service manager reports to the shop supervisor in most repair organizations.
- 89. In cooperative training programs, students usually earn school credit but not wages while working in a repair facility.
- 90. An apprentice mechanic learns "on the job" from an experienced technician.
- 91. An entrepreneur is someone who is just learning a trade.
- 92. Electrical system technician is an automotive specialty that requires less physical strength than the other specialties.
- 93. There are many automotive careers that do *not* require a great deal of mechanical ability.
- 94. A technician can gain ASE certification in more than one specialty area.
- 95. An experienced and skilled auto technician is capable of performing tasks common to a number of other trades.
- 96. Once a transmission technician learns "the basics," he or she seldom needs additional specialized training.
- 97. When taking a certification test, your first thought about which answer is correct is usually the correct response.
- 98. Asphyxiation is caused by breathing toxic substances in the air.
- 99. Accidents seldom result from breaking safety rules.
- 100. The safety catch on a hydraulic lift must be engaged before you work under the vehicle.
- 101. You should always have your instructor demonstrate potentially dangerous equipment before you try to use it.
- 102. There are only three basic kinds of accidents -- fires, electrical shock, and physical injuries -- that are likely to happen in an auto repair shop.
- 103. Always pull vehicles through shop doors slowly and carefully to make sure they will clear the bottom of the raised door.
- 104. If you use power tools carefully, wearing eye protection usually is *not* necessary.
- 105. Dust from brake shoes should be blown off parts with compressed air.

- \_\_\_ 106. An electric-powered tool should never be used unless the plug has a functional ground prong.
- \_\_\_ 107. The tool used to measure very small part movements is a dial indicator.
- \_\_\_ 108. A metric micrometer is graduated to provide readings in tenths of inches.
- \_\_\_ 109. The customary measurement system is the most widely used, especially outside the United States.
- \_\_\_ 110. For measurements smaller than 1/64 inch, fractions are the easiest, most accurate unit to use.
- \_\_\_ 111. Illustrations are an essential part of a service manual.
- \_\_\_ 112. A tree diagnosis chart provides a logical sequence for inspecting or testing components.
- \_\_\_ 113. An owner's manual usually contains only basic information on operating and maintaining a vehicle.
- \_\_\_ 114. The VIN is usually found on the dashboard.
- \_\_\_ 115. A service manual is one of the technician's most important tools.
- \_\_\_ 116. Printed circuits are most often used in instrument panels of vehicles.
- \_\_\_ 117. "Secondary wire" refers to all vehicle circuits that are *not* part of the ignition system.
- \_\_\_ 118. An ammeter is a device for directly measuring the resistance of a circuit.
- \_\_\_ 119. When electrical current passes through a wire, a magnetic field is generated.
- \_\_\_ 120. According to Ohm's Law, current flows from positive to negative.
- \_\_\_ 121. Sealer must always be used when installing a gasket.
- \_\_\_ 122. A seal is used to prevent leakage between a stationary part and a moving part.
- \_\_\_ 123. The only way to remove a broken bolt is to "drill it out."
- \_\_\_ 124. When tapping aluminum to accept a fastener, use a fine thread for better holding power.
- \_\_\_ 125. In automotive work, bolts and nuts are often named after the parts they hold.
- \_\_\_ 126. A key fits into a slot cut in a shaft and a mating part, and keeps the part from turning on the shaft.
- \_\_\_ 127. When installing a gasket, all fasteners should be hand-tightened before a wrench is applied.
- \_\_\_ 128. An O-ring seal should never be exposed to oil or other engine fluids.
- \_\_\_ 129. A long screwdriver can be used like a stethoscope to listen to engine sounds.
- \_\_\_ 130. If certain fluids are not changed at recommended intervals, they can cause damage to vehicle systems.
- \_\_\_ 131. A filter wrench should be used to "snug up" the filter after an oil change.
- \_\_\_ 132. Transmission fluid should be checked with the engine warmed up and running and the gear selector in "Park."
- \_\_\_ 133. If examination reveals rusty engine coolant, the system should be drained and filled with new coolant.
- \_\_\_ 134. Most batteries today do *not* require periodic refilling with electrolyte.
- \_\_\_ 135. Vehicle door locks should be oiled periodically for smooth operation.
- \_\_\_ 136. The combustion chamber is located directly above the piston.
- \_\_\_ 137. In a four-stroke cycle engine, the crankshaft must make four complete rotations to complete the cycle.
- \_\_\_ 138. The crankcase is the upper part of the engine block, where the valves are located.
- \_\_\_ 139. An intake valve is usually smaller than an exhaust valve.
- \_\_\_ 140. A crank damper helps prevent crankshaft vibration.
- \_\_\_ 141. Explosive hydrogen gas can be produced by a battery.
- \_\_\_ 142. The chemically active material on a battery's negative plates is lead peroxide.
- \_\_\_ 143. Electrolyte is a mixture of sulphuric acid and water.
- \_\_\_ 144. The red battery cable is usually grounded on the engine block.
- \_\_\_ 145. Each battery cell produces approximately 2.0 volts.
- \_\_\_ 146. Two 12-volt batteries connected in parallel will produce an output of 12 volts.



- \_\_\_ 147. A cold cranking rating indicates how low a temperature a battery can operate in.
- \_\_\_ 148. Most modern automobiles can use 6-volt batteries.
- \_\_\_ 149. Cell voltage readings that vary by more than 0.2 volts indicate that the battery should be replaced.
- \_\_\_ 150. When jump-starting a car, the red jumper cable should connect positive terminals of the two batteries.
- \_\_\_ 151. Quick charging is the preferred method for recharging an automotive battery.
- \_\_\_ 152. A specific gravity reading of 1.175 indicates that the battery is fully charged.
- \_\_\_ 153. A battery load test is one of the most accurate way of determining battery condition.
- \_\_\_ 154. A small wire brush is the best tool for cleaning battery terminals.
- \_\_\_ 155. As a battery becomes discharged, the percentage of water in its electrolyte increases.
- \_\_\_ 156. A dirty battery top can permit current leakage across its surface.
- \_\_\_ 157. A series-wound motor will develop maximum torque at start-up.
- \_\_\_ 158. The starter relay allows a smaller current flow (from the ignition switch) to control a larger current flow (to the starter solenoid).
- \_\_\_ 159. A magnetic field is generated around a wire that carries electrical current.
- \_\_\_ 160. The rotating starter armature generates a strong magnetic field in the field windings of the motor.
- \_\_\_ 161. A solenoid plunger moves when electric current is supplied to the coil surrounding it.
- \_\_\_ 162. An electronic voltage regulator cannot be repaired.
- \_\_\_ 163. An alternator fan cools windings and diodes to prevent overheating and damage.
- \_\_\_ 164. All vehicles today use an alternator, rather than a DC generator, to supply current.
- \_\_\_ 165. A diode that is forward-biased will act as an insulator, blocking current flow.
- \_\_\_ 166. A fully charged battery will produce a voltage reading of 12.6 volts.
- \_\_\_ 167. The alternator pulley is usually brazed onto the end of the rotor shaft.
- \_\_\_ 168. To reduce output of the alternator, the electronic voltage regulator introduces more resistance between the rotor windings and battery.
- \_\_\_ 169. The sound emitted by a vehicle horn is usually made by a rapidly vibrating diaphragm.
- \_\_\_ 170. An open circuit results when a hot wire touches ground.
- \_\_\_ 171. A dimmer switch allows the driver to vary the brightness of daylight running lights.
- \_\_\_ 172. Windshield wiper motors must normally be replaced, rather than repaired.
- \_\_\_ 173. When there is no power at the fuse panel, a fusible link in the circuit is probably burned out.
- \_\_\_ 174. The voltage drop across a bulb or electric motor should *not* exceed .5 volts.
- \_\_\_ 175. Headlight high and low beam selection is made with a dimmer switch.
- \_\_\_ 176. A varying magnetic field causes speakers to reproduce sound.
- \_\_\_ 177. A radio signal that varies in frequency is called an AM signal.
- \_\_\_ 178. Automotive CD players may be mounted in the trunk of the vehicle.
- \_\_\_ 179. Power seats usually use more than one electric motor.
- \_\_\_ 180. An inoperative power window can sometimes be caused by stripped window motor transmission gears.
- \_\_\_ 181. Seat belt reminder systems usually use an audible warning signal.
- \_\_\_ 182. The speed control servo on a cruise control system opens and closes the vehicle's throttle as needed to maintain speed.
- \_\_\_ 183. A heated windshield system has current flow high enough to cause a serious electric shock.
- \_\_\_ 184. Driving wheels and nondriving wheels have different wheel bearing and hub designs.
- \_\_\_ 185. Wheel lugs and nuts usually have left-hand threads.
- \_\_\_ 186. On a nondriving wheel assembly, the wheel and hub spin freely on the spindle.
- \_\_\_ 187. A wheel with a safety rim has small ridges to hold the tire bead in place if a blow-out occurs.

- \_\_\_ 188. An air chuck is the spring-loaded valve threaded into a tire's valve stem.
- \_\_\_ 189. The drop center style of wheel is most common on passenger vehicles.
- \_\_\_ 190. The primary purpose of a wheel cover is appearance.
- \_\_\_ 191. A thumping sound while driving usually indicates a tire problem.
- \_\_\_ 192. Wheel lug nuts should be tightened in order, moving clockwise.
- \_\_\_ 193. Static imbalance will cause a tire to both hop and shimmy.
- \_\_\_ 194. When pressing a wheel bearing in or out, force applied to the wrong race could damage the bearing.
- \_\_\_ 195. A longitudinally split brake system uses one master cylinder to operate the brakes on the left side of the vehicle and the other cylinder to operate brakes on the right.
- \_\_\_ 196. Equalizing braking action at each wheel is the primary function of the brake system metering valve.
- \_\_\_ 197. Automotive disk brake pad linings no longer use asbestos as a friction material.
- \_\_\_ 198. Dual master cylinders are being replaced on newer cars by more efficient single cylinder units.
- \_\_\_ 199. The compensating port acts to help keep the brake system full of fluid.
- \_\_\_ 200. When a small piston acts on a larger piston, the larger piston will move with more force, but will travel a shorter distance.
- \_\_\_ 201. The power booster in a power braking system is usually located between the master cylinder and the wheel cylinders.
- \_\_\_ 202. Brake lines are usually made of double-wall steel tubing.
- \_\_\_ 203. A master cylinder must be bench bled before being installed in the vehicle.
- \_\_\_ 204. A wheel cylinder rebuild normally involves honing the cylinder and installing new cups.
- \_\_\_ 205. On a drum brake, the larger secondary lining faces the front of the vehicle.
- \_\_\_ 206. A warped brake disc can cause severe vibration when the brakes are applied.
- \_\_\_ 207. With a car that has power brakes, the engine must be running to check brake pedal action.
- \_\_\_ 208. Brake system flushing uses air pressure and new fluid to bleed out old, contaminated fluid.



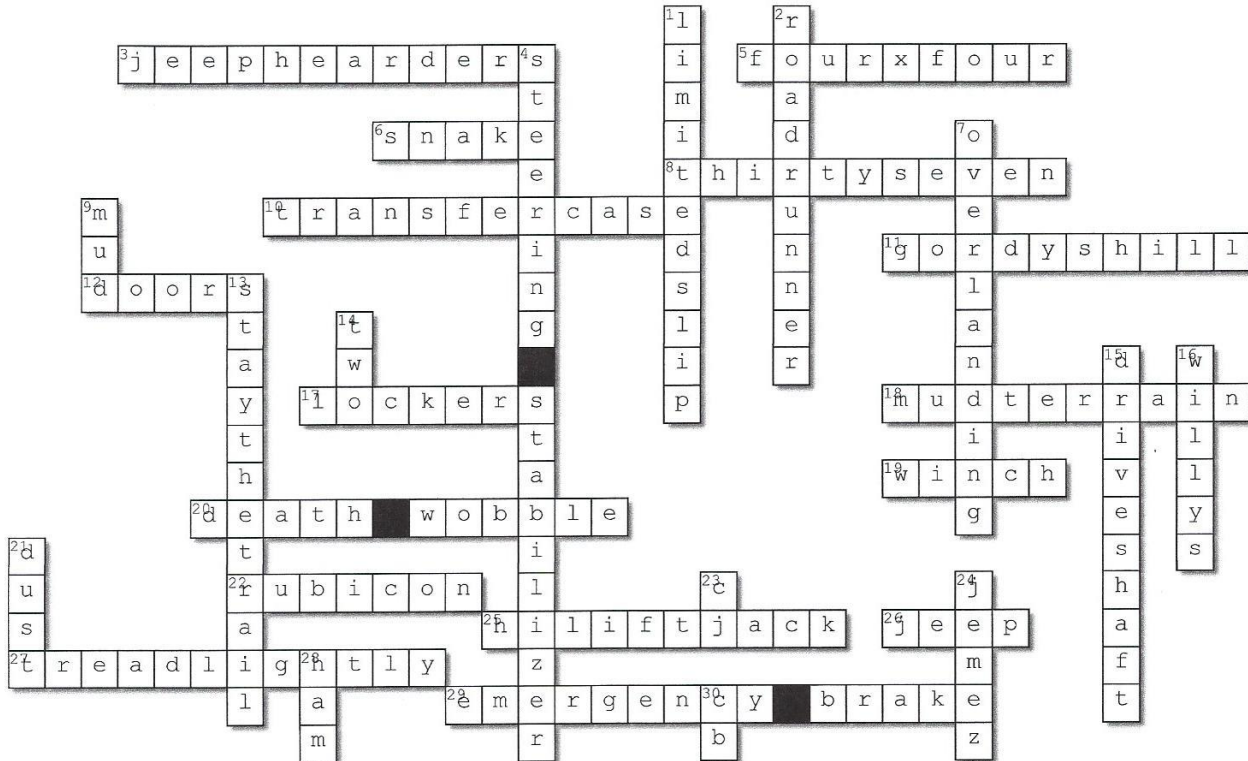
# Crossword puzzle answers

Contributed by Jennifer Chapin

Name: \_\_\_\_\_

## New Mexico 4Wheelers

Complete the crossword puzzle below



Created using the Crossword Maker on TheTeachersCorner.net

### Across

3. What was the original name of New Mexico 4Wheelers from 1958 (**jeephearders**)
5. Short term for 4 wheel drive (**fourxfour**)
6. What animal should we listen for (**snake**)
8. What is the most popular tire size since 2018 (**thirtyseven**)
10. What do you use to get to 4WD (**transfercase**)
11. Where does NM4W go in the winter (**gordyshell**)
12. What many Jeepers like to remove when it's warm out (**doors**)
17. Gets you in more trouble than open diffs (**lockers**)
18. What type of tires do most 4x4 run (**mudterrain**)
19. Most wanted recovery tool (**winch**)
20. What do all the Jeep people call the front end shaking (**death wobble**)
22. A famous trail and model of Jeep (**rubicon**)
25. That 50 cal machine gun on many Jeep hoods (**hillftjack**)
26. What brand 4x4 is the most modified vehicle in the world (**jeep**)
27. What best practice does New Mexico 4Wheelers practice (**treadlightly**)
29. What you should always use when you park your 4x4 (**emergency brake**)

### Down

1. What help with traction with the rear tires that can both drive (**limitedslip**)
2. What animal do we see on the trail in New Mexico (**roadrunner**)
4. What will hide your death wobble (**steering stabilizer**)
7. What is the most popular new 4x4 adventure (**overlanding**)
9. Something messy we encounter on the trails (**mud**)
13. Most important thing to do on the trails (**staythetrail**)
14. How many wheels drive on your 4x4 (**two**)
15. What 4x4 part shorter in the front than the rear (**driveshaft**)
16. What was the first Jeep Manufacturer (**willys**)
21. What we see most of the year on the trails in New Mexico (**dust**)
23. What was the first Jeep for the general public (**cj**)
24. What is one of the most popular 4x4 areas in New Mexico (**jemez**)
28. What radio has more range than a typical citizens band radio (**ham**)
30. What radio to most truckers and Jeeps use (**cb**)

# Keep PUBLIC lands open to the PUBLIC

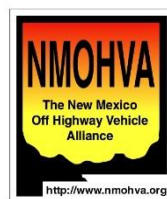
## NM4W Officers

<p><b>President</b> Frank G. Whiston 505-681-0017 <a href="mailto:pres@nm4w.org">pres@nm4w.org</a></p>	<p><b>Vice-President</b> <b>Membership Chairman</b> Rich Steele 505-249-1130 <a href="mailto:vpres@nm4w.org">vpres@nm4w.org</a></p>	<p><b>Secretary</b> NaDeen Jackson 505-918-6300 <a href="mailto:sec@nm4w.org">sec@nm4w.org</a></p>
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<p><b>Trip Chairman</b> Jeff Boggs 505-328-2682 <a href="mailto:trips@nm4w.org">trips@nm4w.org</a></p>	<p><b>Environmental Affairs</b> Bobbie Moore 505-203-1105 <a href="mailto:envdir@nm4w.org">envdir@nm4w.org</a></p>	<p><b>SWFWDA Delegate</b> Bob Norton 281-5315 n5epa@flash.net</p>

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Newsletter editor, Phil Rodacy, [editor@nm4w.org](mailto:editor@nm4w.org)

Club Attorney, Karen Grohman, [legal@nm4w.org](mailto:legal@nm4w.org)







July 1, 2020

# Trail Tales

Official Newsletter  
of the  
New Mexico 4-Wheelers



[www.nm4w.org](http://www.nm4w.org)



## Meeting Minutes

June 11, 2020

By NaDeen F. Roland

**UNFORTUNATELY, THE FOREST SERVICE IS KEEPING THE CAMPGROUNDS CLOSED, SO WE HAVE TO TO CANCEL OUR PICNIC AND IN-PERSON JULY MEETING, SO ONCE AGAINN THE NEXT MEETING WILL BE A CONFERENCE CALL. WATCH THE WEBSITE FOR DETAILS.**

Once again, due to the COVID-19 Pandemic, the meeting was a conference call where participants attended either via phone and/or online. Frank G. Whiston was the host.

President Frank G. Whiston called the meeting to order at 7:00 p.m.

**GUESTS:** Eric Felt and Kari Taylor.

**MEMBERS PRESENT:** Tracy Bakewell, Gary Buckingham, Ronnie Caton, Jennifer Chapin, Shirley Godfrey, Arno Granados, Ed Kausche, Lyn Kaushe, Dwight Lambert, Jose Lucero, Jack Nutter, Suzan O'Larick, Bob Provance, NaDeen Roland, Don Roy, Corey Ryan, Suni Smith, Richard Steele, Wayne Sullivan, Matthew Wheeler, Donna Whiston, Frank G. Whiston, and Frank R. Whiston.

**SECRETARY'S REPORT** - NaDeen F. Roland. Meeting minutes from May 2020 were accepted as published.

**TREASURER'S REPORT** - Bob Provance. There is \$8,599.20 in the savings account and \$3,189.49 in the checking account. Bob said there is nothing outstanding as far as due for payment. Frank brought up for discussion the membership options for renewing our membership with United 4-Wheel Drive Association. Frank read aloud the bylaws that state however many people in attendance at the time of the meeting is enough to decide what funds the club will use for any subject discussed at the meeting. A motion was called for renewing the club's membership at ~\$1300.00, and it was accepted. Bob will take Frank's advice and reach out to the association for the membership renewal versus waiting to hear from them.

**TRIP CHAIRMAN** - Jeff Boggs (not present) Frank G. covered.

## **Cancelled Events:**

Back the Blue was cancelled for Saturday, June 13, 2020.

Overland Expo West was cancelled for Friday, July 24 through Sunday, July 26, 2020.

Overland Expo Mountain West was cancelled for Friday, August 28 through Sunday, August 30, 2020.

## **Rescheduled Events:**

Saturday, July 11 at 4 p.m. 2020 Club Picnic and Meeting It has been decided that instead of a full potluck, we will do a box lunch where everyone will bring their own beverage. Richard Steele volunteered twice to pick up the food. Anyone can come to the meeting; they just have to sign up in order to get a meal. Please email Rich with any suggestions. The limit is \$10 per person which was a motion that passed. Don Roy offered Rich help, and Bob Provance offered as the treasurer to pay straight away. Bob and Rich agreed that Rich would put it on his credit card and give Bob the receipt for reimbursement.

## **Past Events:**

May 10 through May 15 Green River 2020 led by Cliff Meier. Ed Kausche said that it was a great trip, and they ran all over Utah. Shirley Godfrey and Jack Nutter also said it was a great trip and that Guy Conway was an excellent guide. They got snowed out of Colorado.

May 23 Monica Cabin/Grassy Lookout Loop led by Frank G. Whiston. The run went through the San Mateo Mountains and went west and south of Magdalena. Frank also stated they went to Monica Cabin and to the mining town of Rosedell. They went to a grassy lookout for lunch. There was six and a half hours of driving through dirt. Frank wrote an article about this run.

May 30 Easy Day at Gordy's [mostly] led by Don Roy. Don went over the mishaps of the run, including the very tragic loss of Karie Taylor's vehicle after it spent one night on the trail.

## **Upcoming Events:**

June 13 at 7:30 p.m. Cedro Peak Sunset Run Sandia Ranger Station in Tijeras, NM Frank G. Whiston, trip leader Frank said it is a ride out to Cedro Peak to watch the sun set.

June 20 Grants the Back Way San Ysidro Cliff Meier, trip leader. The ride will start in San Ysidro and end in Grants. The ten-vehicle limit has been reached.

June 27 at 8:30 a.m. Jemez Via Cuba, NM Family Dollar in San Ysidro, NM Jeff Boggs, trip leader. Jeff stated that this run also has a ten-vehicle limit. Frank explained that ride leaders will oftentimes set a ten-vehicle limit not only to stay under the radar for mass gatherings but also to make a run more manageable.

July 11 at 4 p.m. 2020 Club Picnic and Meeting Oak Flats Picnic Area Richard Steele, host.

**VICE PRESIDENT'S REPORT** - Richard Steele. Rich went over the point system. As the Sheriff he went over how fines were implemented for those who create an issue on a run. Inflation has caused the fines to go from 25 cents to \$1. Wrong turns were reported for Gordy's run, but no fines were issued since it was really nice to see new neighborhoods.

**DIRECTOR OF ENVIRONMENTAL AFFAIRS** - Bobby Moore, absent. Report by Frank G. Whiston. Frank reminded everyone that this position needs an applicant. He also went over how NMOHVA needs a Newsletter Editor and a Recreational Resources Director.

**PROGRAM CHAIRMAN'S REPORT** - Tracy Bakewell. Tracy has swag in his garage to sell. Obviously, there is no 50/50 Raffle.

**HISTORIAN'S REPORT**- Jennifer Chapin. Just a word of advice, do not cross the arroyo at Diablo Canyon because rock climbers are tattling on us. Jennifer also mentioned some future events in four wheeling that are still on the calendar.

**WEB MASTER'S REPORT** - Don Roy. Submitted by Don via email to the secretary on June 11, 2020: "Two changes this month: 1) Ride leaders can now easily add Ex-Members to the attendance list. There was only attendance ability for Members, Guests, and Applicants before, just an oversight. 2) The Promotional Program was suspended from the website (4 Wheel Parts). The programming is still there, just not visible. We can easily bring it back if things change. Don further elaborated during the meeting that ex-members do not need to apply to be members again. They just need to accrue the points necessary to become eligible again for membership. Also, they can use their old records from their past membership,

**NEWSLETTER EDITOR'S REPORT** - Phil Rodacy, absent.

### **OLD BUSINESS:**

Frank gave Jeff Boggs his Trail Leader Recognition medallion award for his Jemez Run. Still yet to receive their medallion awards are Andy Townes, Terrill Wade, and Bruce England for Chile Challenge; Jennifer Chapin for Caja de Rio; and Guy Conway for Green River Utah Run.

Mini Jobs are a great way to help out the club if you do not want to fully commit to becoming an officer in the club.

Corey Ryan in Corrales volunteered to host the September 12 summer meeting/potluck. A host is still needed for the August 8 meeting/potluck. Frank said we will revisit that at a future meeting.

Voting is now open for 4-Wheeler of the Year.

Officer Elections are coming up in July. Standing officers would not mind mentoring any new officers willing to take a turn to help run the club. Contact Frank regarding what position you are interested in. The DEA especially needs a volunteer.

Tracy Bakewell sent off the questionnaire for Easy Off Rounding's blog. Frank said whatever else is needed has been sent off to the writer for us to review later.

## **NEW BUSINESS (Roundtable):**

Matt Wheeler said if you want to travel, the Big Horn event is being held by 605 Jeeps in South Dakota.

Jennifer Chapin said you can go to [TheTrailHero.com](http://TheTrailHero.com) to find out more information about the Sand Hollow event taking place during the first week of October, around October 2 or 3 for three to four days.

Keep in mind that runs that the Cliff Hangers will be having before the Chile Challenge.

Frank was thanked for hosting the meeting.

**MEETING ADJOURNED** at 8:03 p.m.



## **President's Report**

**By Frank G. Whiston**

With half the year gone already, election of club officers is here. I have held office in some form for more than a decade. If nobody else volunteers for President, this will be my third consecutive year in that position this go around. I have no intention to make it four. I am happy to spend the coming year mentoring someone for next year, and I plan to still remain active. It has been a rough 2020. This pandemic is indicating that online/teleconference is going to be with us for a while. I truly miss seeing all of you face-to-face. I am also quite impressed with the attendance for your virtual meetings, especially those of you that are not very technology savvy. It is working. It is the active members that make this club great and it is an honor to lead you. We are 62 years strong and this too shall pass.

**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**

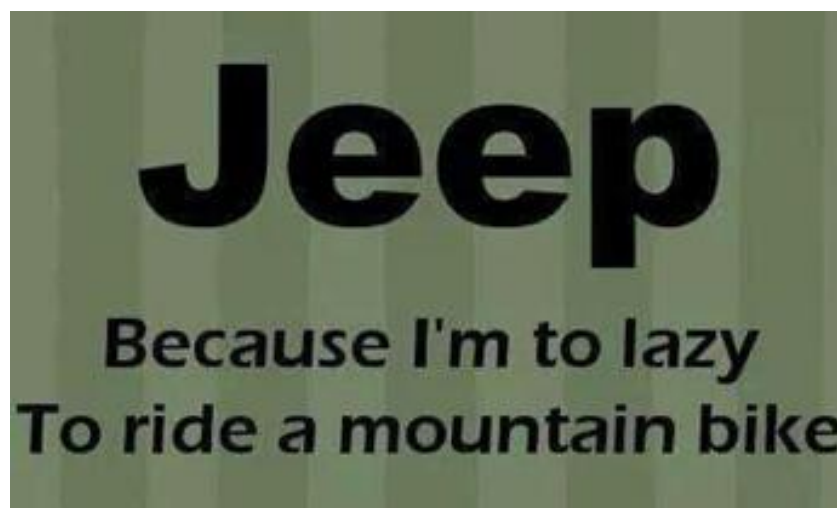


## Director of Environmental Affairs

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**





## Grants the Back Way

By Jeff & Paula Boggs

On June 20, 2020, Cliff and Jeanne Meier led a group of folks on a long day ride from San Ysidro, NM to Grants, NM on mainly dirt roads. It was a route I have always wanted to do, but I had never done the middle part, the long mesa north of Mt Taylor. We drove dirt roads up to Cabezon Peak, then up onto the Mesa. We stopped for a lunch, and then continued on south across a lava covered mesa, with the road going across big open grass land and then through forested areas. Eventually, the road got smoother and we made it to Grants, and everyone headed home. Although we did not stop for dinner at Laguna Burger, some others had planned to do that.



Thanks for a great trip; everyone had a good time. It was nice and cool up there, in the low 80's. A good summer trip.



# Jeff's camping trip to Utah

Early May, 2020  
by Jeff Boggs

This was not a NM4W trip, but I want to share with you my trip I took with some other folks into southern Utah this last May, 2020.

I have gotten more into multi day camping out of 4x4 vehicles. I enjoyed my rock crawling experiences, but now it is more about back country exploration, dry camping, and planning to be in the outback for days at a time; that has become my goal.

I was invited to go on a 4-night, 5-day route with some other folks who do this type of 4x4 adventure. We took Hwy 550 up to the four corners area, and met up with a couple from California. We set up our first night's camp high in the Henry Mts, just west of lake Powell. We had the entire campground to ourselves at Lonesome Beaver Campground. It was at 8000 ft, with a good size river flowing through it. It was 80 degrees at dinner, but was high 30's by morning time. I was camping in my new Roofnest Falcon RTT for the first time. We broke camp the next morning and drove on up higher into the Henry's. We tried to go over a pass at 9500 ft, but the lead vehicles got stuck in snow covering some of the roads and we had to use winches to get these rigs safely out. We turned around and found a lower elevation route and got to a good camp site in a cottonwood filled arroyo. Warmer and a nice fire before bedtime.

Next day we headed down to Capitol Reef Nat Park. All facilities were closed because of Covid-19, but we were just traveling through. We climbed the Burr trail and took a side road to Upper Muley Twist trail. We found a nice 2-mile round trip hike to get a great view of the hundreds of miles of Capitol Reef.

We later found our way down to a nice campsite a few miles north of Escalante, Utah. The next day we hit dirt roads that took us deep into canyons to the northwest of Lake Powell. Our friends from California then headed back to the west coast. We found a good camp site in a dry arroyo. We were way back in there, and saw no one for most of our day. The next day we got to the cliffs above Lake Powell and spent some time checking out future camp sites along the shores of the beautiful lake.

Each night we all cooked up our dinners, and sat around a good fire, and enjoyed good company. We had only a few mechanical issues. One low pressure power steering line leak, that took about 3 hours to repair. Had the hose, but we needed baby hands to get into the area where the line had to go. A couple of engine light codes, but those did not affect the vehicles. We carried 20 gallons extra gas, 6-8 gallons of water, and whatever each person wanted to eat each day. Beer was the favorite beverage around the camp. It was a great trip, and I would do it again in a heartbeat.

See the NM4W Gallery to see some photos.



# Essence of Trust Photography Project

By Rich Steele

Essence of Trust Photography Project  
By Rich Steele

Photography has been a hobby of mine for a number of years. I started in earnest back in the 1980's with film. My first camera was a Nikon N8008s. I took lots of continuing education classes which gave me the confidence I needed to take higher level classes. Some of my best memories are from high level classes I took with accomplished photographers from Outdoor photography magazine's educational program. My favorite was Galen Rowell, a world class rock climber who photographed while climbing! Over the years I accumulated more Nikkor lenses which has kept me a Nikon user to this day. I moved into the digital photography world with a Nikon D7200. Digital is Sooo... much more fun than film!

After retirement I joined the Enchanted Lens Camera Club (ELCC) here in Albuquerque and was immediately impressed by the high-quality photographers that belong to the club. Earlier this year I decided to challenge myself to learn more photography skills- so I committed to joining an ELCC portfolio group. The portfolio group is a small group of dedicated photographers that meet about once a month to help each other with their portfolio project. I most fortunately found myself around some excellent people with outstanding photographic skills and they are happy to share their knowledge and experience with me!  
Lucky me!

Essence of Trust is the name of my portfolio project.

The idea for this project came to me by watching how the skilled, experienced drivers and spotters of our NM4W club would overcome obstacles out on the challenging trails. My photographic objective was to capture the essence of trust between the driver and the spotter. I made these images during two separate trips down to Gordy's with some of our members of NM4W who have the extreme rock buggies. I took around two thousand images and then culled them down to the twelve images that you see here, that became my portfolio project. This project has helped me reach some of my learning objectives such as how to use Adobe Lightroom and Photoshop!

I was one of thirty-nine ELCC members to show their portfolio projects at the club exhibition. I was a little anxious about how well a rock buggy photographic story would go over with this talented group of photographers but to my delight my portfolio was well received!  
My hope is that our members of NM4W will also enjoy the photographs and the story it conveys!



## Essence of Trust

These images document the essence of trust and satisfaction of the rock crawling teams as they overcome seemingly impassable obstacles together.

*Rich Steele*



























# Jemez via Cuba Ride

## June 27, 2020

### By Jeff Boggs

I led a ride into the Jemez Mountains on sat. 6/27/2020.

I had 8 4x4's show up for this ride. We met in SanYsidro, NM and drove up about 2/3's of the way to Cuba, NM, on Hwy 550, before turning off on Old Hwy 44. This route took us up to FR 20 where we aired down. We took a route that eventually got us up on top of Bluebird Mesa. FR 98A was overgrown making it a tight go for a while. Forgive the pinstriping. This climb got wider nearer the top, but got rocky with some small ledges. James and Julia were looking for a camp spot for the night, to get some more time in their RTT. They found something and after lunch they went back up Bluebird Mesa and settled in. We had a lunch break along FR 103. Lots of big trailers, and many folks camping along this stretch of this road. We had a group, flock,?, school?, litter,?, gaggle?, of cows come over and check us out. Cliff and Jeanne's dog, Mya thought she owned that part of the forest, so she really had her eye on them.



The rest of us drove high into the Jemez, after lunch to try and Beat the Heat. We did, by getting above 8000 ft, along the East side of the San Pedro Peaks Wilderness area. FR 93 and FR 461 took us to 9000 ft and 70 's temperature. Lots of horse trailers at Resumidero Campground, along with lots of RV's, showed that these folks liked the cooler temps, also. Dusty conditions all day, hope it rains soon.

We saw very few folks off the main roads. I saw an elk run in front of my truck. We stopped at a view of a water fall right next to the road. In the afternoon, we returned to FR 103, and decided to head back to Cuba from there.

Some of the FR's we did were new to me, and there are others to scope out next time in this area.

Thanks to Cliff for tail gunner duties and to everyone who followed me along that day. Check out pictures in Gallery section of website. See you next time, out on the trail.





# Cedro Peak Sunset Run

## June 13, 2020

By Frank Whiston

The weekend prior to this, Tom Coston had a late thought. June's full moon had just happened, and this got him looking at the calendar and the only other weekend near the full moon would be in July as we celebrate Independence Day. So, he sent a shout-out on social media to go Cedro and watch the moon rise. I figured what the heck and joined him and several others. It was a gorgeous evening, an experience worth sharing with more people. We would not have a moonrise, but I figured that we could see the sunset and that is the name the run was given.



The afternoon before the run, clouds were building, and isolated rain showers were happening. I jumped on the local news station website to monitor their interactive radar and it showed that the heavy rain was occurring well to the south and most of the rain should continue to track that way. The radar had shown some light rain over Cedro, but nothing of concern. This area can get very muddy in spots and should be avoided when that happens in order to protect our access to the area pretty much year-round. However, there is evidence where people do not heed that advise as there are some deep ruts and, unfortunately, bypasses to them. This kind of behavior brings closures, do not do it!



Eight vehicles gathered at the Tijeras Ranger Station for the run including Gary Buckingham, his first run with the club in his freshly restored CJ-7. A quick air-down and we headed for the dirt. Despite the radar imaging, the trail was still very dry. We worked our way up Chamisoso Canyon to FR13 where we paused for a 10-100 before the more technical part of the route began. FR13 features about three rocky climbs and two of them have two routes of varying difficulty. On the second, I picked a line where my forward progress was halted until I engaged my lockers. As we crested the last hill, we noticed the western sky was lit, so a pause was in order to take in the view and snap some pictures of the sunset.



As we continued along the route, it began to sprinkle some rain which would stay with us for the duration of the run. We stayed on the usual route on to FR542. It was completely dark by the time that we reached the steps and the light rain was still coming down. The group opted not to stop and play this time. We ended up at the Juan Tomas Road by about 9:30PM. It was a nice trip, close to town, to cool off and enjoy our backyard.

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



# Redneck Engineering

Contributed by Jennifer Chapin

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

With the weather getting warm, half-doors are on nearly everyone's wish list.....



# Keep PUBLIC lands open to the PUBLIC

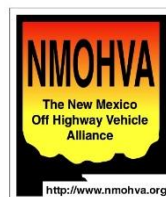
## NM4W Officers

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# Trail Tales



August 1, 2020

Official Newsletter  
of the  
New Mexico 4-Wheelers

[www.nm4w.org](http://www.nm4w.org)



## Meeting Minutes

July 9, 2020

By NaDeen F. Roland

**UNFORTUNATELY, COVID-19 IS STILL CAUSING PROBLEMS, SO ONCE AGAIN, THE NEXT MEETING WILL PROBABLY BE A CONFERENCE CALL. WATCH THE WEBSITE FOR DETAILS.**

The annual club picnic was cancelled due to the forest service extending the closure of the picnic grounds. Frank G. Whiston hosted the meeting that was an online/conference call.

President Frank G. Whiston called the meeting to order at 7:00 p.m. with a cuckoo clock serving as his gavel.

**GUESTS:** Kevin Hill

**MEMBERS PRESENT:** Jeff Boggs, James Buck, Ronnie Caton, Shirley Godfrey, Arno Grandos, Ed Kausche, Lynn Kausche, Dwight Lambert, Jose Lucero, Cliff Meier, Jack Nutter, Jason O'brien, Suzan O'Larick, Phil Rodacy, NaDeen Roland, Don Roy, Richard Steele, Wayne Sullivan, Donna Whiston, Frank G. Whiston, and Frank R. Whiston.

**SECRETARY'S REPORT** - NaDeen F. Roland. Meeting minutes from June 2020 were accepted as published.

**TREASURER'S REPORT** - Bob Provance, absent. Bob sent a text message to the club secretary at 3:22 p.m. on July 9 stating there is \$8,600.61 in the savings account and \$3,649.49 in the checking account. Frank added that the membership dues deadline is July 31, 2020. He went over the two payment options: pay online or mail in a check. Due to the pandemic there will be no in-person payments.

**TRIP CHAIRMAN'S REPORT** - Jeff Boggs.

### Past Events:

**June 13** Cedro Peak Sunset Run led by Frank G. Whiston. Frank said they were concerned with rain and the clouds because it made it hard to see the sunset. The trail was dry and the rain was great. He looks forward to doing that run again.



**June 20** Grants the Back Way led by Cliff Meier. Cliff said there were nine vehicles. He said the trail was dry with no mud towards Grants. Afterwards most of the group went to Laguna Burger.

**June 27** Jemez Via Cuba, NM led by Jeff Boggs. Jeff said eight people were in attendance. They went around Blue Mesa ,and it was below 80 degrees most of the day.

### **Upcoming Events:**

**July 19 at 9:00 a.m.** La Ventana Mesa Jemez Run Closed Family Dollar Store in San Ysidro, NM Cliff Meier, trip leader. Cliff said he will put more details on the website closer to the trip date.

Jeff paused to recommend checking for runs twice a week on the website, especially for runs in July and August.

**October 14 thru October 17** 2020 Chile Challenge: 30th Anniversary Caballo Lake State Park, Riverside Campground in Southern New Mexico Jeff announced that registration is open for this event. He mentioned Caballo Lake State Park is near Truth or Consequences, New Mexico. Anywhere from stock vehicle runs to extreme runs will be available.

On a final note, Jeff recommended to stay cool by going on runs in the mountains.

Frank added at the end a recap of all the events cancelled due to COVID-19 which were the 2020 NM4W Club Picnic on July 11 and the 2020 NMCCC All Clubs Picnic on August 9.

**VICE PRESIDENT'S REPORT** - Richard Steele. Richard said he will refund \$73 to the club for the picnic reservation since his credit card has been refunded by the forest service. He also went over the point system for our guest, Kevin Hill.

**DIRECTOR OF ENVIRONMENTAL AFFAIRS** - Bobbie Moore, absent. Frank and another gentleman wrote letters of recommendation for Suzan O'Larick who is now NMOHVA's new Recreational Resources Director.

**PROGRAM CHAIRMAN'S REPORT** - Tracy Bakewell, absent. Frank stated that Tracy has swag if you need to buy any. And Frank explained the 50/50 Raffle which is currently unavailable.

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

**WEBMASTER'S REPORT** - Don Roy. Nothing new to report.

**NEWSLETTER EDITOR'S REPORT** - Phil Rodacy. Phil poignantly expressed his disappointment that out of the last 500 viewings, only 17 NM4W members (around 11% of the club) viewed last month's newsletter. The rest were visitors. Its great that a lot of people from outside the club are reading about our activities, but its kind of disappointing that we get very few new members because of it, and that only 3% of the reads were by NM4W members.

Please email Phil with any suggestions on how to boost member readership of the newsletter. The newsletter takes work to put together every month and there is more to view on there than just the meeting minutes.

### **OLD BUSINESS:**

As Frank had up the list of members on the meeting slide show for Trail Leader Recognition, he explained that the Latin on the medallion award stands for Trail Leader and Eat No Dust because trail leaders eat no dust.

On the slides Frank had the Mini Jobs list just one click away.

For the remaining summer meetings, the August 8th meeting will most likely be another conference call. Even though Corey Ryan is on the schedule to host the September 12th potluck meeting, we will have to see if gatherings are permitted by then.

The blogger for Easy Off Roading has published the article.

Frank reviewed the list of people with multiple nominations for 4-Wheeler of the Year:

- Cliff Meier
- NaDeen Roland
- Don Roy

Frank Whiston

Frank won for the second year in a row, and he showed us a picture of the remarkable plaque that Phil had made for him.

### **NEW BUSINESS:**

Frank went over the list of trail leaders who will receive a dues discount:

- Guy Conway (10 Trails)
- Bill Bonahoom (8 Trails)
- Frank G. Whiston (6 Trails)
- Cliff Meier (4 Trails)
- Rich Steele (4 Trails)

A \$10 club dues discount is received when a trail leader leads four or more runs.

Suzan O'Larick agreed to be the club's new Director of Environmental Affairs, and Gary Buckingham will serve as the new club treasurer. Frank had the list of officers who agreed to do another term:

- President (Incumbent Frank G. Whiston)
- Vice President (Incumbent Rich Steele)
- Program Chair (Incumbent Tracy Bakewell)
- Trip Chair (Incumbent Jeff Boggs)

- Director of Environmental Affairs (Suzan O’Larick)
- Secretary (Incumbent NaDeen Roland)
- Treasurer (Gary Buckingham)
- Historian (Incumbent Jennifer Chapin)

A motion was called for and accepted to approve all the officers listed.

Chris Raver was the only guest eligible for membership. Unfortunately, Chris was not present.

**MEETING ADJOURNED** at 7:35 p.m., a classically quick summer meeting!

	<p><b>President’s Report</b></p> <p><b>By Frank G. Whiston</b></p>
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Wow, August!?! How did that happen already? 2020 sure has turned out to be a rough year! Especially when it comes to social events. However, NM4W is adapting and not letting it get us down. I see many clubs that are just canceling their monthly meetings. We adapted and went to online/phone meetings and our attendance is just as strong as it is for the in-person meetings. Thank you to all who continue to participate. I truly enjoy seeing folks’ names on the screen, hearing your voices, and seeing a few of your faces, (at least those of you who are not web-cam shy). It appears that we are going to continue having a rough year regarding 4WD events. I just found out that the W.E. Rock pulled the Grand Nationals out of Farmington for September. The event is not cancelled, it has moved to Cedar City UT, due to how restrictive our state is about out-of-state visitors. With that, the Cliffhangers 4WD Club is also cancelling their 4-Corners 4x4 Week which was to be the lead-in to the Grand Nationals competition. This doesn’t appear to be a good indication for events further in the future either. Stay tuned for the fate of the 30<sup>th</sup> Chile Challenge.

All this is about events, but it is still okay for us to hit the trails in a small group of vehicles and social distance. Hopefully we will continue to have leaders for day trips close to home. Hang in there. NM4W is 62 years strong and will outlast this pandemic.

**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

A special thanks to Suzan O' Larick for taking on this position. We really appreciate it!

## LEAD SOME RUNS AND GET A DISCOUNT ON YOUR CLUB DUES



## La Ventana Run

July 19, 2020

By Cliff Meier

On July 19 12 club members and 4 guests meet at the closed Dollar Store in San Ysidro for a run on the La Ventana Mesa. It had been several years since I had been this run so it was somewhat exploratory. But we manage to bring everyone back! The club used to run the trail on a regular basis, about annually. In recent years it had dropped of our list of trails to run. It is well worth the drive to the trail head. The scenery is great with mesa top views and varied geologic formations. This run starts off the old original Cuba highway about 27 miles up Hwy 550 just before Cuba. The trail starts off the old road just before where the bridge, which was washed out years ago. The tail



starts climbing up to the mesa top with on and off views of Hwy 550 below. The trail appeared to have not much use. I used the track downloaded from the Club's website to the GAIA application, the first time I tried this. It worked great.



We wound our way cross the Mesa top the side track, hardly any evidence that anyone had been on it for some time, that lead to the lunch spot. This was an overview that overlooked the area below which included Hwy 550 and Cabazon Peak in the distance. You used to be able to drive almost to the overlook but over the years too many trees have blocked the track so we had to walk a ways to the overlook. The walk was well worth it. After lunch we continued on the Mesa

top and eventually came off the top into a canyon with some really interesting geological formations. In past runs we went to a water fall, most likely dry this year, I tried to find the track to it but wasn't successful. Something to go back and find on a later run. There some concern that there may be a locked gate across the road out but the gate had been replaced by a cattle guard. We followed the road across the plain by a number of cross roads/trails and finally found our way back to Hwy 550 where we aired up and set off for home. One of the guests was from Los Alamos and here took a short cut across the Jemez to his home.







## 2020 New Mexico Four-Wheeler of the Year

This award is the most coveted of all as the winner is selected by the club members and presented to the person who has gone beyond the norm and has made significant contributions to the New Mexico Four Wheelers. This year, several people received multiple nominations – Frank Whiston, Cliff Meier, NaDeen Roland, and Don Roy. Thanks to each of them for their support. The winner of this year's award goes to Frank Whiston. Congratulations, Frank.



Previous winners: Current club members are indicated in blue.

- 2020 [Frank G. Whiston](#)
- 2019 [Frank G. Whiston](#)
- 2018 Ross Burchard
- 2017 [Bill Gardner](#)
- 2016 [Jennifer Chapin](#)
- 2015 [Jennifer Chapin](#)
- 2014 [Don Roy](#)
- 2013 [Jennifer Chapin](#)
- 2012 [Jeff Boggs](#)
- 2011 Dixon Patrick
- 2010 [Jeanne Meier](#)
- 2009 [Cliff Meier](#)
- 2008 [Frank G. Whiston](#)
- 2007 [Mark Werkmeister](#)
- 2006 Glenn Bontly
- 2005 [Lauri and Jeff Rector](#)
- 2004 Chuck Peeples
- 2003 [Leon Duggar](#)
- 2002 Glenn Bontly
- 2001 Pat Brady
- 2000 [Mark Wolf](#)
- 1999 [Mark Wolf](#)
- 1998 [Bob Telepak](#)
- 1997 Charlie Wilson
- 1996 [Mark Werkmeister](#)



# The History of Warn Winches

Contributed by Jennifer Chapin

Founded in 1948 by Arthur Warn, Warn Industries began producing locking hubs for surplus World War II Jeeps, converting thousands into useful, on-road vehicles. Originally based in Seattle, Washington, Warn Industries' innovation revolutionized the hub industry. The WARN winch, developed in 1959, was the first recreational winch. With pioneering features such as a rugged drive train, the WARN winch quickly became the leading brand for off-road racers, avid four wheelers, weekend adventurers and hardworking ranchers.

Warn Industries added to its product family throughout the 1970s with manual and automatic hubs for all 4WD vehicles, new electric and hydraulic winches, severe duty winches and new winch mounting systems. By the end of the decade, the company began its long-standing relationship with Ford Motor Company, established worldwide product distribution capabilities and opened manufacturing operations near Portland, Oregon. The WARN severe duty winches have since become the "winch of choice" for manufacturers such as AM General, manufacturer of the Hummer.

Warn Industries introduced more new products to the winch market in the 1980s, including the industry's first 3-stage planetary gear train and free-spooling clutch, a new utility model, and the industry's first all-terrain vehicle (ATV) winch. Continuing to diversify its product line the company also added fender flares and off-road accessory products.

Also, in the late 80's the ATV market was emerging, and WARN introduced the industry's first ATV winch and was issued at patent in 1988. By 1986, the company had moved its headquarters to Portland, Oregon and Michael Warn, Arthur Warn's grandson, became Warn Industries' new Chairman of the Board and CEO.

1991 to 1999 were pivotal years for Warn Industries. The company moved to just-in-time manufacturing, implemented Total Quality Control practices and received ISO 9001/QS-9000 certification. The company also created an industrial division, building winches and accessories for the towing and recovery market. In the mid-90's, WARN's ATV division grew as fast as the Powersports industry, and WARN established relationships with OEM's such as Polaris, Yamaha, and Bombardier. In 1997, Warn Industries opened its state-of-the-art world headquarters, a 200,000 sq. ft. manufacturing and distribution facility. This helped it to become the dominant winch manufacturer in the ATV market segment and the number one supplier of wheel-end disconnect technology to OEM customers.

Mike Warn decided to step away from the business in 2000, selling 100% of the company in a management buyout led by Jon Kreitz, Endeavour Capital (Portland, Oregon) and Norwest Equity Partners (Minneapolis, Minnesota). This transaction brought a new infusion of capital into Warn Industries, allowing the company to pursue commercialization of its proprietary wheel-end technology with automotive OEMs, continued rapid expansion of its strong ATV business and support for marketing its leading core products.

In 2002, Warn Industries introduced WARN Works, a new product line designed for the professional workers and do-it-yourselfers who need a powerful tool to assist them. The WARN Works line is developing new distribution channels for WARN, and expanding its product offering to include utility winches, hoists and accessories.

During 2001 - 2004, WARN's Senior Management Team implemented numerous process improvements that have resulted in improved productivity, cost reductions and improved safety for workers. WARN also successfully implemented a full suite of JD Edwards software, which replaced all the legacy information systems. WARN has also extended its manufacturing certificates to include the ISO 14001 environmental management system certificate for both Oregon facilities and WARN's Human Resources team implemented a performance based compensation system that includes formal performance reviews and career development discussions for team members.

WARN implemented a Red Letter dealer program, comprising of over 200 elite members of WARN authorized retail outlets that help provide consumers with the highest level of WARN brand product information, availability and service.

The WARN Team Members have a long tradition of sponsoring food drives and charitable events and volunteering to help the local community. In 2002 that generosity evolved into a formalized giving program called the WARN Employee Community Impact Project which assists our neighbors in the Milwaukie and Clackamas areas.

In October 2003, WARN extended its manufacturing certificates to include the upgrade of the QS9000 to ISO/TS16949:2002 and the 2000 revision of the ISO9001. Also in October 2003, Warn Industries joined Dover Corporation, a multi-billion dollar, global manufacturer of diversified products. Dover is (DOV) on the New York Stock Exchange. ([www.dovercorporation.com](http://www.dovercorporation.com))

To comply with the latest automotive industry standard ISO/TS 16949:2002 Warn Industries obtained certification in 2004.

In 2005, WARN opened a sales office in the Netherlands, added a Distribution Center in Clackamas, Oregon, a distribution facility in Gahanna, Ohio and expanded its manufacturing capability by opening a new production plant in Saltillo, Mexico. Also in 2005, Jon Kreitz retired from WARN, and Thomas Giacomini was selected and promoted as WARN's CEO and President



In 2005 and 2006, WARN brought several innovative new products to the market, including the PowerPlant compressor winch and the PullzAll tool, a hand-held electric pulling tool.

In late 2007, Thomas Giacomini was promoted to President of the Dover Industrial Products/Material Handling, and John McCalla was promoted to Warn's CEO and President. In 2007, Warn developed the 18,000 lb. winch for the tow/recovery, severe duty, and trailer/equipment markets and was selected to provide all the vehicle self recovery winches for the U.S. military's MRAP program.

In 2008, Warn celebrated its 60th anniversary by releasing the XL product line of 20,000 and 30,000 lb. winches for use on trailers, roll back carriers, and the tow/recovery market; plus a 60th anniversary edition of our iconic 8274 winch; and we introduced the off-road industries first fan cooled electric winch, the Endurance 12.

In 2009, WARN was selected to provide the self recovery winch for the U.S. military's M-ATV program; launched our all new ProVantage plow system for ATVs and UTVs; and announced an all new line of off-road lighting products for both our Truck/Auto segment and our Powersports segment.

In 2011, John Stransky was named President of Warn. The revolutionary new Olympus winch was released, showcasing Warn's legendary engineering capabilities. Also in 2011, Warn released the VR winch line, targeted at the entry level consumer. In 2012, Warn released a new entry level powersports winch line (Vantage), as well as a new premium line (ProVantage) and an all new premium truck winch line (ZEON). Warn also introduced the Warn Authorized Retail Network program, to ensure that WARN products are sold to consumers through Authorized Retailers and dealers, that can provide a high level of customer service, product knowledge and a positive selling experience

In 2014, Warn launched the ZEON Platinum winch line - the most technically advanced winch on the market, with the industry's first remote clutch, using an advanced wireless remote. The aftermarket premium locking hubs were launched for 2005+ Ford SuperDuty trucks that offer new styling, and a more robust design that allows for easier installation and maintenance. Also introduced were a full line of replacement synthetic ropes and rope extensions, LED lights for truck and Powersports applications, and the innovative drill-powered portable winch.



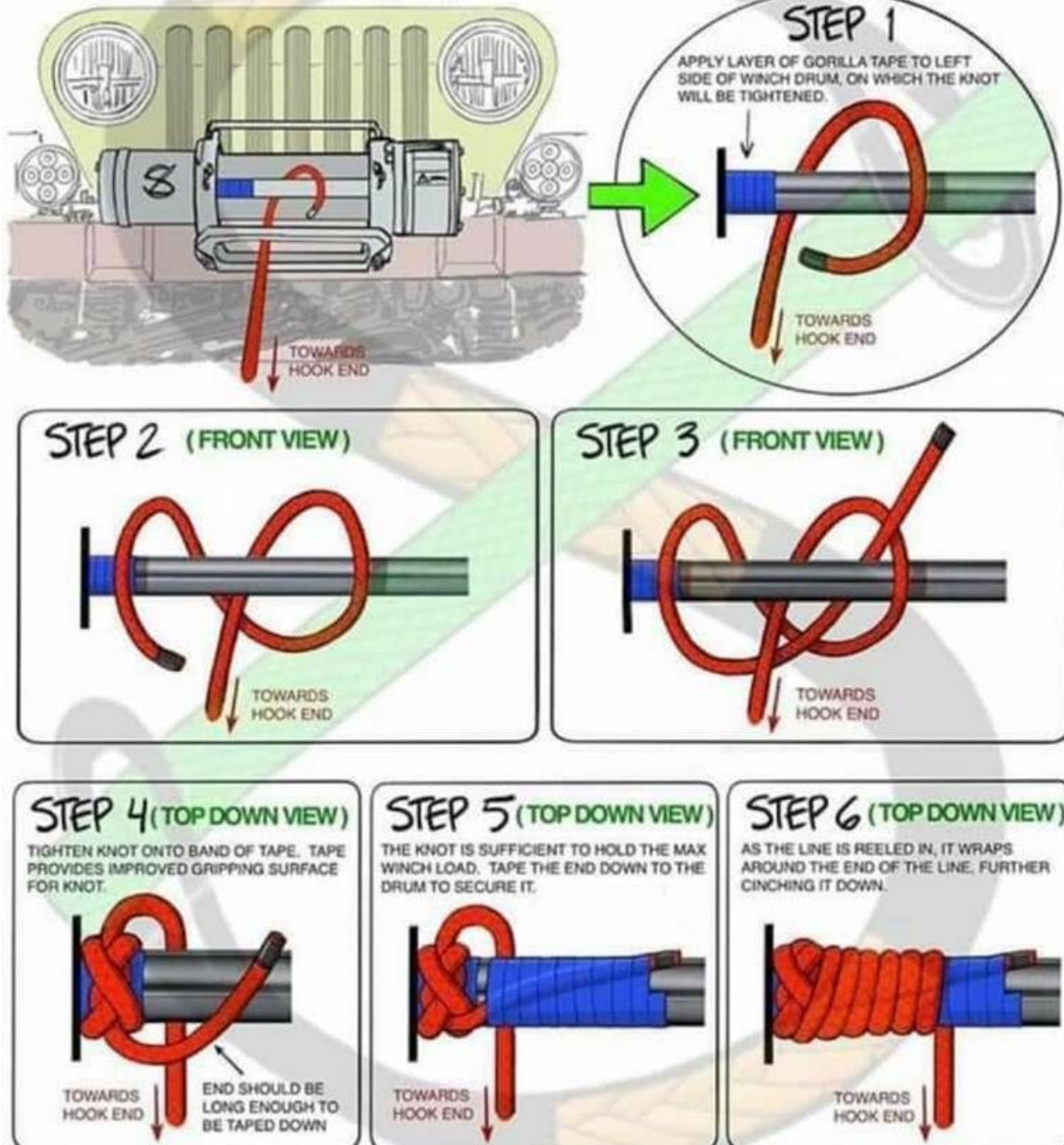
# Attaching Synthetic Winch Lines

Contributed by Jennifer Chapin



## HOW TO ATTACH A SYNTHETIC WINCH LINE TO A WINCH DRUM

Synthetic Winch Lines offer many significant advantages over cable winch lines, and are relatively easy to install. The below directions - which assume the winch is 'underground' (that the line enters the drum from the bottom) - will help get you through this rather simple install using only some gorilla tape and a reverse constrictor knot.



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



## Redneck Engineering

Contributed by Phil Rodacy

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

Make sure you have the proper safety equipment when venturing off the pavement. Roll bars can save your life.....



# Keep PUBLIC lands open to the PUBLIC

## NM4W Officers

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# Trail Tales



September 1, 2020

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## Meeting Minutes

August 13, 2020

By NaDeen F. Roland

**GOOD NEWS!** September is the last of the summer meetings, and we have missed all of our potluck's. The CDC still warns that potlucks are high risk, so let's do this a little differently before summer gets away from us! Let's meet at a park in everyone can bring their own picnic meal! We can spread out and keep our distance from one another, but still have an in-person club meeting. To follow state and local health department orders, we will still need to wear masks would not eating. North Domingo Baca Park has ample parking, so this will be the location of the meeting. Park at the lot on the north side of the park (Corona Avenue [how appropriate]) between the dog park and the fire station. There are some shaded picnic tables next to the playground that we will try to use if they are not already occupied. Otherwise, be ready with folding chairs or blankets and portable shade if you have to sit in the grass. We will eat and have a short business meeting afterwards. Looking forward to seeing everyone in person!

Due to the continued governor-mandated gathering restrictions for New Mexico, the September meeting was an online/conference call that was hosted by President Frank G. Whiston. Frank called the meeting to order at 7:01 p.m.

**GUESTS:** Bill Bratton, Eric Felt, Kevin Hill, Chris Raver, Karie Taylor, and Doug Wilbur.

**MEMBERS PRESENT:** Tracy Bakewell, Jeff Boggs, James Buck, Gary Buckingham, Ronnie Caton, Shirley Godfrey, Ed Kausche, Lyn Kausche, Dwight Lambert, Jose Lucero, Bob Norton, Jack Nutter, Suzan O'Larick, NaDeen Roland, Suni Smith, Wayne Sullivan, Donna Whiston, Frank G. Whiston, Frank R. Whiston, and Bob Wilbur.

**SECRETARY'S REPORT** - NaDeen F. Roland. Meeting minutes from July 2020 were accepted as published in the club's newsletter.

**TREASURER'S REPORT** - Gary Buckingham ~ WELCOME!!! There is \$8,602 plus dividends of \$1.46 in the savings account and \$5,611.24 in the checking account. The annual club dues were due on July 31, 2020. Frank added that it states in the club bylaws that members have up to one month after the deadline to pay their dues. You can pay online or submit a payment through the mail, but due to the pandemic there will be no in-person payments accepted.

**TRIP CHAIRMAN** - Jeff Boggs.

## **Cancelled Event:**

**September 9 - September 23** 4 Corners 4X4 Week: Offroad Downtown Takeover hosted by the Cliffhangers in Farmington, NM. Refunds will be issued since the event has been cancelled due to COVID-19 and the state of New Mexico having such strict quarantine guidelines for out-of-the-state visitors.

## **Past Events:**

**July 19** La Ventana Mesa Jemez Run led by Cliff Meier. Jeff said there were about 12 vehicles. He added that the area looked like Utah and this run would be great in the spring or fall season.

## **Upcoming Events:**

**August 16 at 9 a.m. Exploratory Jemez Ride II** Walatowa Jemez Pueblo Visitor Center in Jemez, NM Cliff Meier, trip leader. Cliff was not present for the meeting, but Jeff warned that there will be lots of dust.

**August 23 - August 29 Silverton Colorado** Silver Summit RV Park in Silverton, CO Cliff Meier, trip leader. Frank said that you do not have to stay at the RV park. It is just the meeting place. There are other places to stay in Silverton if you are not using an RV.

**October 14 - October 17 2020 Chile Challenge 30th Anniversary** Caballo Lake State Park near Truth or Consequences, NM LC4WDC, event host. So far, this event is still on. Frank noted on his meeting slide that if the event is cancelled, all registration and merchandise fees will be refunded.

Jeff said to call or email him about leading a ride.

**VICE PRESIDENT'S REPORT** - Richard Steele, absent. Frank didn't hear of any fines being reported, and he went over the point system with special emphasis on a club-sponsored overnight trip coming up that will be worth three points.

**DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT** - Suzan O'Larick ~ WELCOME!!! (Due to the fuzzy reception during the meeting, Suzan was gracious enough to send (at NaDeen's request) a synopsis of her report via email on August 16, 2020.)

Even though trip leaders are responsible for gathering all the information about their proposed trip(s), Suzan would be glad to help them determine closures, permit needs, environmental concerns, etc. if they would like help.

Suzan has been looking over the BLM, State, and county websites for information on the trails we use. What she found was that:

1. The La Ventana picnic areas and vault toilets were open.
2. The Malpias Ranger Station and Joe Skeen Campground are still closed.
3. Social distancing information is posted on the trails:

Remember,

- a. Don't gather in large groups.
- b. Pack out your trash.
- c. Take your own soap and sanitizer. None is provided.
- d. Stay 6 feet apart when outside vehicles.
- e. Stay home if sick.

4) Campgrounds and trails are closing again due to excessive trash and human waste being left behind.

Please respect the environment, and we will be able to continue to enjoy it.

**PROGRAM CHAIRMAN'S REPORT** - Tracy Bakewell. Sales are slow, but Tracy still has flags and shirts for sale. Frank explained that when we do have the 50/50 Raffle at a meeting, 50% goes towards the club's funds and the other 50% goes to the winner of the raffle.

**HISTORIAN'S REPORT** - Jennifer Chapin, absent.

**WEBMASTER'S REPORT** - Don Roy, absent. Frank went over the Website Change Log and explained descriptive text for the gallery.

**NEWSLETTER EDITOR'S REPORT** - Phil Rodacy, not only absent, but way out of social distancing and electronic communication range. Frank mentioned that the newsletter posts around the first of every month.

#### **OLD BUSINESS:**

Frank said it's hard with COVID to pass out the Trail Leader Recognition medallion awards. On the meeting slide he listed the members who are yet to receive their awards and a list of those who have received their medallions.

Mini Jobs help the officers avoid burnout. Please consider taking on one of these small tasks.

The final summer meeting on September 12th is tentatively being hosted by Corey Ryan. It will depend on the governor's social distancing restrictions.

#### **NEW BUSINESS:**

Should the club consider texting the newsletter posting, meeting reminders, etc.? Don Roy is not interested in doing the programming that it would take to integrate text messaging into the website. The paid services discussed as far as pricing and capabilities were twilio.org and ET: EXPERTTEXTING. In general, please make sure you are checking your email regularly to get your club information.

The \$100 Prize for most Participation Points was awarded to Frank G. Whiston who had 26 points. Frank had up a list during the meeting of approximately 15 other members down the line after him with their accrued points. Gary, the brand-new treasurer, let Frank know he needs access to the club checks. Frank laughed and agreed that if wants he's \$100 check, he'd better get right on helping Gary with checking access.

The guests eligible for membership, Chris Raver and Eric Felt, were present for the meeting. A vote to accept Chris Raver and Eric Felt was called for and accepted. Jeff Boggs will be the member sponsoring Bill Bratton as an associate member. Frank explained why the associate membership fee is so much lower than the regular membership fee, such as associates do not have club voting rights.

Wayne Sullivan suggested that after these online/conference call meetings, people who are interested can stay connected for some chit chat time.

A small discussion resumed regarding text messaging and a possible poll being set up on the website regarding who wants text reminders and who is their phone carrier.

**MEETING ADJOURNED** at 7:47 p.m.



## **President's Report**

**By Frank G. Whiston**

September! Traditionally, it starts cooling down about now, so think about leading a club run. As of this writing, we do not have any club runs on the calendar. It can be a very beautiful time of year.

Also, be sure to see the information about the September club meeting. Look forward to seeing you then!

## **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 Susan O'Larick

There is no Environmental report this month.

**LEAD SOME RUNS AND GET A DISCOUNT ON  
YOUR CLUB DUES**



# Jemez Ride

August 8, 2020

## By Jeff Boggs

Thirteen 4x4's showed up for this ride, starting in San Ysidro, NM. We drove to Cuba, NM and entered the Jemez on Hwy 126. We turned off on FR 103 and aired down. Our goal was to explore some rarely used FR's north of the Valle Grande. We went by Teakettle Rock and got some pictures.

We went onto FR 316, and drove up FR 317, 100 and 317K. This made a nice loop; rugged and little used. We had a nice lunch in a meadow, with aspen trees.



We finished our exploring by climbing up FR 458, with some steep switchbacks near the top.



We headed home via FR 453 and 144, getting back on pavement just north of La Cueva. We had 2 new guests with us and they had a good time and plan to do some more activities with the club.

Very dusty conditions and seeing lots of campers in some areas. On the back roads, we only met a couple of ATV riders.

Overall, a very good day and great to find some new roads to drive. I would like to go back into this area and explore several in and out FR's. With this big group we decided to just do loops, and avoid having a difficult time turning around a bunch of 4x4's, at the end of a road.

Thanks to Richard Steel for tail gunner duties. CB radio comm worked well and having several drivers with good map options helped in finding our way in unfamiliar areas.

Thanks to all who joined with me on this ride.





## Jemez Ride II

August 16, 2020

By Cliff Meier

On Sunday Aug 16, nine members and one guest met at the Jemez Pueblo Walatowa Visitors Center for an exploratory run in the central part of the Jemez. This was an area that I had not been in. We left the visitor's center and drove north on Hwy 4 past the soda dam and Battleship Rock, turned left at La Cueva onto FR 126. We next turned on to FR 144 where we aired down. Last week we came out on Hwy 126 from 144. We backed tracked on 144 past the Valles Caldera fence. The original plan was to turn onto FR 99 into the new area to explore but Jeff said Jennifer C had told him about a great overview lookout of the Caldera. We decided to find the overlook, it was just a short distance from the turnoff on FR 99. This was an excellent choice! The overlook into the Caldera was amazing!




After the overlook we headed back to FR 99 and headed north. This area has a number of roads that run through large really nice open areas, mostly ranch lands where there were lots of cattle. We saw very few other vehicles. I had planned to explore along this forest road and FR 100 up to Hwy 96 and then loop back down to the south on FR 316. But as with exploratory runs the plan changed. I had been too optimistic on how long it would take so we only made it to Hwy 96 and it was time to come home. As we traveled up FR 100 we explored several side roads which were on the Forest Service (FS) Motor Vehicle Usage Map (MVUM). Several dead ended and on one we tried to get to a tower but we ran into a locked FS gate. Just before we reached Hwy 96 we decided to explore another side road. This ended up being the most challenging road of the day, all the other roads were easy 2-wheel drive roads. This road had several significant washouts

which did not slow us down much, Jeff's luxury Lexus made short work of them. We attempted to get to the mesa top but a large tree blocked the road. Without Jennifer's chainsaw and no way to go around the tree we turned around and proceeded back and



onto Hwy 96. We aired back up and after a group discussion it was decided to come back home via 96 to Abiquiu, across the dam and Espanola/Santa Fe. With still half of my original route left unexplored there will have to be a Jemez III run before the snow flies!



## Jeep Schoolroom

Contributed by Gary Buckingham

## 2 teachers in Florida transformed their desks into Jeeps to ease students into social distancing

mhumphries@businessinsider.com (Monica Humphries) - INSIDER - Wednesday, August 19, 2020



First-grade teachers Patricia Dovi and Kim Martin wanted to turn the tri-fold plastic dividers they were given into something playful for their students.

They designed their desks to look like Jeeps, and the plastic dividers function as the cars' windshields and windows.

The dividers are one strategy many schools are employing to keep students safe, but many people are questioning if the partitions will be enough.

First-grade teacher Patricia Dovi will pull up to St. Barnabas Episcopal School in DeLand, Florida, on the first day of school in her Jeep. She'll walk down a hallway and head into her classroom, where she'll be met with 13 mini-Jeeps, which will function as her students' desks for the year.

The Jeeps are a clever approach to help ensure that her students are social distancing in the classroom.

"Anything that we can do to add some silliness and some creativity to get them excited is going to be really important in the longevity of this school year," Dovi told Insider.

—Nan Lafferty (@NanLafferty) August 18, 2020

The desks feature a three-sided plastic shield and a colorful, laminated car design



Next door, Kim Martin's classroom is filled with similar desks resembling the popular car.

The two first-grade teachers share curriculum and learning plans, and this year, their classrooms will both feature the playful desks.

The idea came about when a colleague showed Dovi a similar design from an elementary school teacher in Texas. Dovi, who is obsessed with Jeeps, immediately wanted to re-create the design. The school supplied the plexiglass tri-folds, and Dovi and Martin paid for the decorations out of pocket. Martin estimates that the desks took about seven days to complete. With the help of friends and family, each of the students will find their own Jeep waiting for them when they get to school on August 26.

"It's colorful and it just shows the age of innocence," Martin told Insider. "If we can get them to buy into the idea that sitting in a vehicle is really exciting, maybe it won't be so hard to keep them at their desks."

On the first day of class, the students will design their own license plate for their Jeeps. Martin said she's embracing a highway theme and Dovi is implementing outdoor and camping elements throughout her classroom decorations.

The teachers said the goal was to make the plastic dividers more playful and friendly





"We were just trying our best to make the room look more kid-appropriate and not so scary," Dovi said.

"It's going to be more fun to say, 'Hey, purple Jeep, you're getting out of your lane,'" Martin added. "I think it will be a smart way to keep the kids engaged."

Mark Allen, the head of Jeep exterior design, said he was impressed by the teachers' imagination and ingenuity.

"As the 'head crayon and master doodler for Jeep' this makes my heart truly smile," he told Insider. "What a fun and unique way to welcome back students and ease them into a new way of learning. Hats off to the teacher whose creativity is sure to inspire these young minds."

Preparing for this school year has been 'daunting' for the teachers



At St. Barnabas Episcopal School, students and families at the school had a choice between virtual and in-person learning. Dovi will be teaching 17 kids in total and 13 chose the in-person setting. Martin is teaching 18 in-person students and one online.

"Preparing for this year has been daunting, to say the least," Martin said. She's been a teacher for more than 20 years, and she said she's thankful that she can teach her students in person this year.



Both teachers think the partitions will provide some added protection. "But what will it feel like when [the students] are all here?" Martin questioned.

"I do feel a little better having those shields there, but it also makes me worried for little people to come in and see those there, you know, it's hard," Dovi said.

Schools across the country are currently balancing how to welcome students back into the classroom while keeping them safe. Some argue that plastic dividers will help, but many think they're still not enough.

However, Martin said the response has been overwhelmingly positive.

"The whole thing is just wrapped in a big box of kindness," Martin said. "We're doing the best we can with social distancing."

## FOUR STAGES OF OFF-ROADING





# High Mountain Driving Part 1

By Jerry Smith

Contributed by Cliff Meier (with permission)

*BY JERRY SMITH*

Director of Environmental Affairs for the United Four Wheel Drive Associations

Most 4-wheelers think that high mountain driving is the same as wheeling other terrains.

While there are many similarities, there are many differences. We will try to explain some of those little things that you may or may not have heard of.

Yep, the Colorado high country can turn white with deep snow ANY time of year. Yes, it can be that cold over about 9000 feet.

You can start in the morning to a blue-sky day and sometime during the day, a dark cloud will appear coming over the mountain. Some of these storms are surprisingly violent.

Many of us like to run with the top down or off and the doors off our vehicles. Where are you going to ride out the storm?? Will you have some warm clothes that will keep you dry??

This is why the United Four Wheel Drive Association and the Colorado Four Wheel Drive Association both preach; "Go prepared to spend at least one overnight out in the country EVERY TIME YOU VENTURE into the Colorado high country. I live this no matter where I go.

You never know about a calamity that will strand you for a day or two in the mountains. Landslides, rockfalls, washouts, wildfires, and blown down trees are some of the possibilities. Has anyone ever had a breakdown?? These things can happen before or after you pass by and then you cannot return to your camp or hotel. Be ready to survive a cold night on the mountain.

Can you build a fire?? Do you have at least warm clothes to wear?? Blankets or a sleeping bag are even better. A small tent or tarp will be like a palace. Food and water are other necessities. If it rains, will you be wet and cold or at least semi-dry?? You're going to be cold.

How about a flashlight and spare batteries you can find? These seem like such a hassle and will take up a lot of room. One cold dark night without all this stuff while you're stuck under a tree high up in the mountains and you'll think of this warning long and hard. Some of us speak from experience.

I was out with two others one day reopening a trail that Nature had closed a long-time ago (maybe 25-years). We had made good progress and were near the end of the loop when it

got dark and we were stuck behind obstacles in both directions. Crossing, either way, would have been dangerous in the dark, so we set up “camp”. One of my companions had awakened late and had zero with him.

Between all the gear I pack and the third guy, we were able to feed and outfit the second with enough to keep warm that very cool night and feed him again the next day. People have always told me I carry too much, but the second man had no such thoughts.

## **Your first gear purchases**

The first thing I bought when I purchased my '73 CJ5 was a Hi-Lift Jack. It was a few months before I could afford a winch and that jack saved me a few long nights out digging my way out of deep snow I insisted I could drive through. In the years I owned that first jack, I literally wore out the pins and springs and rebuilt it once.

With the attachments they have for the Hi-Lift Jack now, you are a fool not to have one with the attachments you may need (IMHO). Learn how to safely use that Hi-Lift before you're out in the bush in bad conditions. You will thank me for that advice.

## **Your second gear purchases**

The same advice applies to your new winch. Learn the proper use of the winch and the recovery gear you'll need to use it.

You'll need some stout recovery anchor points on both ends of your rig. Those are NOT a maybe thing, those are mandatory. You don't want a recovery point being jerked off the vehicle flying around looking for someone to hurt.

You will want to KNOW how to rig a winch in differing configurations to do what needs doing when the time comes. Not all pulls will be straight ahead. There are plenty of videos on the internet to learn from.

Next will be another piece of recovery gear... the kinetic snatch rope. This will be called to duty many times if you wheel often. Hopefully, it will be to pull others out of a predicament.

Get to KNOW the difference between a tow strap and a kinetic snatch strap if that is the way you choose to go. The snatch strap can be used to tow, but except in dire emergencies, never try snatching with a tow strap.

One note of interest about snatch straps you seldom hear. Snatch straps have a very limited use cycle. Each time you make a pull/snatch with it will make it less stretchy. After about 10 of these hard pulls, most will have no stretch left and should be retired. This is why I recommend using a kinetic ROPE rather than the kinetic strap. If not abused, the kinetic rope will last for 200+ hard pulls.

## **MOUNTAIN DRIVING**

Okay, let's talk about the business of mountain driving and why it is different from other wheeling you may have done.

High mountains and their thin air will make your rig labor more than usual. That is one small thing to remember. Overheating can and will happen easier even though the air may be cooler. Be extra watchful of your temperature.

High mountain roads and trails are often steeper than lower elevation roads. It is often best to stay in a lower gear to keep from overheating or slipping the transmission on the uphill climbs and to use the engine as a braking force rather than riding the brakes for long distances going down. DO NOT overheat your brakes by riding them for long distances.

Those with drum brakes will notice brake fade before the ones with disc brakes, but either will "fade" or diminish as they heat. You want brakes that will stop you without fail on mountain roads.

Using your low range and turning off the overdrive at times will help the engine hold your speed on most hills. Try to never use your brakes to learn this technique on a steep downhill. It can take a bit of experimenting to find the right gears to keep your speed down.

One more thing about the brakes. Whenever you drive through water, slush, or runny mud, apply the brakes for a short distance to dry them every time you exit the water. Watch the guy ahead of you. If his brake lights aren't coming on after a water crossing, tell him you're watching. Make a game out of catching each other forgetting.

## **Rules of Thumb**

Rule of thumb number one. Uphill traffic has the right-of-way. In Colorado, it is a LAW, but the law states there are exceptions that should be made.

You'll hear all kinds of reasons for this law/rule, but here is the right one.

Have you ever had to back down a hill on gravel? What happened when you tried to stop?? The vehicle may or may not stop and it may change direction which can be more than dangerous on a narrow road.

That is the "rule", but there are going to be exceptions to that rule. Common sense must overcome the "rule" if necessary or circumstances make sense. Just be VERY careful if you are the one backing downhill. Do not hurry for any reason!!

Rule of thumb number two. Unless otherwise marked, the legal speed limit on most mountain roads is 25 mph. Although you will seldom see this enforced, this is one of the rules. County road speed limits will vary.

## **Be Courteous**

You will be sharing the backcountry with others. We ask that you treat any others like you would want them to treat you. A smile and wave should be the minimum you offer. If someone is broken down, ALWAYS offer assistance if you can. There may come a day when it will be you will be the one needing help.



This subject is a loaded one. When someone in a faster rig pulls up in back of you, please move over at the first opportunity and allow them to pass. Here is where the “loaded” part comes in.

When passing another rig on the road, do it in a safe and sane manner. Don't speed by at full-throttle spraying rocks, gravel, and dust all over the guy who was polite enough to move over for you.

The same thing applies when passing a pedestrian or bicyclist. Don't go by and leave them injured from flying debris and choking on dust. SLOW DOWN!! Show some class. Share the trails with others graciously. We are all out there for the same reasons and showing a little courtesy won't hurt you.

We'll pick this up again in part 2.



Good morning Family! 🐾

FYI: What to do if you encounter horseback riders while off-roading.

1. If approaching them coming from opposite direction: Pull over, come to a complete STOP and Turn OFF engine.
2. Look for direction from lead rider. ( They may wave you on OR may continue past you - this is their decision, please respect the safety of horses and riders above your desire to get around them)
3. When passing horseback riders: GO SLOWLY. Tell kids not to stick their hands out and wave and try to keep dogs from barking or lunging out the sides.
4. If riders are passing you: keep engine off, stay in vehicle, keep kids from sticking hands out to wave, dogs quiet and from lunging out of the vehicle.
5. WAIT 30 seconds until last horse has passed you before turning engine on and continuing on your way.
6. If approaching from same direction & they do not wave you past: continue to follow SLOWLY from a safe distance ( about 4 vehicle lengths) until you are waved by. Sometimes riders need to get to a safer spot to allow you to go around safely. Follow #3 above.

HAVE AN AMAZING DAY IN THE SAN JUANS!

Saddle Up! Happy Trails! STAY THE TRAIL!



# The Great Smokey Mountain Jeep Invasion

By Jennifer Chapin

If you get the opportunity to visit Tennessee there is a great event to go to in Pigeon Forge, TN. This is a tourist area so it is busy with many things to do close by. Winrock Off-Road Park in Oliver Springs, TN and Beasley Knob OHV just across the border in Georgia. The area is also known for the many shows, waterparks, amusements in the area such as Dollywood.

There are 3 Jeep Badge of Honors Trails at Winrock and 1 at Beasley Knob OHV. These trails would be not that challenging for most of us from New Mexico. However, it there is rain and lots of it the slick mud and rocks with steep hills in places can make it exciting and/or winch time. We took on Winrock in the rain and were the first people to hit the trails on a Sunday morning. The goal for the day was the badge trails and any other adventures we could find.

The rain stopped but the trails were very wet in most spots with large puddles and lots of water crossings. We were at the park on our own. We came upon a down tree we had to clear to continue down the trail. We then had to winch ourselves a couple of times before we even got to a badge trail. It was a sign of what was to come. Lots of challenges and winching through the day. Maybe not the best idea to go on our own but it's a park with many other off-roader's will be out there too.

The park hours are from 8am to 5pm, well we were first on the trails at 8:30am and found our way out at 10:00pm. Just another epic adventure. 3 Jeep Badge of Honor badges earned we even had to exit the park through trail #26 so we checked in again and ran the trail again.

Some adventure pictures:



view from the

Helicopter



Starting the trail with the fog of the Great Smokey Mountains





Just a little water running down the trail







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





# Redneck Engineering

Contributed by Phil Rodacy

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

Winter is coming, so you may want to get rid of those wide tires and switch over to narrower tires that cut through the snow more efficiently.....



# Keep PUBLIC lands open to the PUBLIC

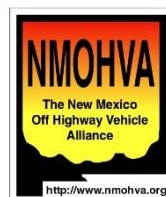
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# Trail Tales



October 1, 2020

Official Newsletter  
of the  
New Mexico 4-Wheelers

[www.nm4w.org](http://www.nm4w.org)



## Meeting Minutes

September 12, 2020

By NaDeen F. Roland

The meeting was held at the North Domingo Baca Park in Albuquerque, New Mexico.

President Frank G. Whiston called the meeting to order at 5:45 p.m.

**GUESTS:** Shannon Hidalgo, Homer Paddock, and Rosemary Paddock.

**MEMBERS PRESENT:** Cheryle Bakewell, Tracy Bakewell, Travis Bakewell, Gary Buckingham, Eric Felt, Shirley Godfrey, Ed Kausche, Lyn Kausche, David McCollum, Patricia McCollum, Cliff Meier, Jeanne Meier, Joseph Miranda, Kim Miranda, Jack Nutter, Bob Provance, Carol Provance, NaDeen Roland, Don Roy, Wayne Sullivan, Donna Whiston, Frank G. Whiston, and Frank R. Whiston.

**SECRETARY'S REPORT** - NaDeen F. Roland Meeting minutes from August 2020 were accepted as published.

**TREASURER'S REPORT** - Gary Buckingham. The current balance in the savings account is \$8,608.53, and the current balance in the checking account is \$5,729.24. Dues were due September 1, 2020 before the club membership expired. All the payments are in. The post office box and PayPal accounts were checked to insure all the payments were processed in time.

**TRIP CHAIRMAN** - Jeff Boggs, absent. Report by Frank.

### Past Events:

**August 16** Exploratory Jemez Ride II led by Cliff Meier. There were eight to nine Jeeps on the trip to Jemez. They went north to Calera and enjoyed a nice overhang. They only did half the run because it got late.

**August 23 - August 29** Silverton, Colorado led by Cliff Meier. Cliff said it was a neat run that had up to ten vehicles. They took a new route back during the run because 30 to 40 side by side rentals had done lots of damage in the area. They travelled to Emma Jean. Ed Kausche paid a fine for getting lost on a roundabout. Cliff also paid \$1 for taking them

to the Telluride airport. And Tracy paid \$1 for breaking his wife Cheryle who was sporting a lovely cast on her wrist during the meeting.

### **Upcoming Events:**

**September 19 at 9:30 a.m.** Exploratory Jemez III Run Chevron Station on Hwys 285/84 North Espanola, NM Cliff Meier, trip leader. Cliff said the third phase of this Jemez run will go from north to south starting at Espanola. Details are going to be on the website.

**October 3 at 9:00 a.m.** Gordy's Hill ~ South Side Road Runner Travel Center at I-25, Exit 156 in Lemitar, NM Don Roy, trip leader. Don said they'll be in the bush for three to four hours.

Frank relayed that even though the Chile Challenge has been cancelled, LC4WDC is calling this event postponed. The event was due to be at the Caballo Lake State Park, and the state park is closed.

**VICE PRESIDENT'S REPORT** - Richard Steele, absent. Frank explained why three members during the TRIP CHAIRMAN'S REPORT were paying \$1. He also explained the point system and what it takes to become a member of the club.

**DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT** - Suzan O'Larick, absent. No report.

**PROGRAM CHAIRMAN'S REPORT** - Tracy Bakewell. Tracy said there is \$37 to be won in the 50/50 Raffle tonight, and he brought swag for sale.

**HISTORIAN'S REPORT** - Jennifer Chapin, absent. Frank said keep sending in pictures because there are some great ones out there of Silverton.

**WEBMASTER'S REPORT** - Don Roy. Don said he still does the website for his club back in New York. He's been busy helping them in August but our club has been quiet.

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

### **OLD BUSINESS:**

Frank gave Ed Kausche his Trail Leader Recognition medallion award for Silverton's run.

October Club Meeting - While we wait for certain health orders to expire, we entertained ideas to have the meeting either at this park or if someone wants to host the meeting at a different park. Jeanne Meier inquired about the room at Heights Presbyterian Cumberland Church that we have reserved for meetings six months out of the year. Frank said he submits the paperwork for the church in October. Tracy said he has a 36 x 36 open space at his shop, and the address of his house is on the club website. You just need to bring your own food and drinks, and he hopes NaDeen will bake something again to bring. The final consensus was that the October meeting will be at Tracy and Cheryle's house in Rio Rancho, NM.

The topic of text messaging reminders is being tabled for right now.

## **NEW BUSINESS:**

CORE is a club we joined last year. They are continuing to fight and do good things for trails and the environment. The membership is \$250. A motion to renew our membership was called for and accepted.

Shannon Hidalgo was the guest present and eligible for membership. She said whether we vote her into the club or not, she's going to keep showing up. Thankfully a vote to accept Shannon into the club was called for and accepted.

Unfortunately, it was not noted well enough in the July meeting minutes that Bob Provance is no longer the NM4W treasurer which caused a dilemma with the bank where the club has an account. During the July 9, 2020 meeting Bob Provance resigned from being the club treasurer, and a motion was accepted for Gary Buckingham to be the new New Mexico 4-Wheeler treasurer. Bob Provance shall be removed from all NM4W accounts. Gary has already switched out passwords, and Frank is helping to finalize the bank paperwork for the switch in treasurers from Bob Provance to Gary Buckingham.

Our guest, Homer Paddock, won \$37 in the 50/50 Raffle. A winch lock was raffled off and won by David McCollum. Kim Miranda won a quick connect for a winch which was also raffled off.

**MEETING ADJOURNED** at 6:26 p.m.



## **President's Report**

**By Frank G. Whiston**

Another month has gone by. It sure was nice to see some folks in person at the park at last month's club meeting. I will miss the October meeting. It falls on APS Fall Break, so we are taking advantage of the time for a family camping trip.

The pandemic continues to instill uncertainty. Normally, we would be back at the church for the winter meetings, but the CDC still advises against indoor gatherings and the Governor forbids it.

Keep an eye on the website for the latest as we try to adjust. We are open to suggestions from the members. Be safe everyone!

**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 Susan O'Larick

Please see the update on the Gulches elsewhere in this newsletter. Get involved as these trails are very close to us.

## LEAD SOME RUNS AND GET A DISCOUNT ON YOUR CLUB DUES



## Silverton 2020

By Cliff Meier

On August 23 – September 5, the club held an event at Silverton, CO. Depending on the day we had up to 10 vehicles on the runs. We had two guests join us, Shannon Hidalgo and Tom Elements. Shannon's mother and sister live in Silverton year around and Tom had been a club member a

number of years ago. The weather was outstanding with normal after noon showers. Tom and Jeri Pullman really appreciated the showers in their topless Toyota FJ, only had a sun shade type top! See the website Gallery for many pictures of the event. On Monday we





started out thru the gulches on the way to the Animas Forks ghost town, Eureka, Picayune, Placer, California and Corkscrew. On Tuesday we got an early start to run the Alpine Loop,



Engineer Pass, lunch at Lake City and the mandatory stop at the ice cream parlor, then back to Silverton over Cinnamon Pass with a side trip into American Basin. This year there has been tremendous increase in tourists driving rental side by sides. Many of these folks do not know or care about protecting the alpine tundra, i.e. driving and tearing it up. The tundra takes years to recover from vehicle tracks/damage. As we started up the road to Cinnamon Pass, we encountered a Sheriff's Department informational road block that was reminding everyone to respect the environment, Stay the Trail. I had heard of these road blocks and impending closure of the

highly impacted trails. The American Basin, known for its wild flowers and spectacular scenery was one of the vehicle damaged areas. I asked if the basin was open and was told yes. Well this "yes" was partly true we found out. You used to be able to go several miles into the Basin but as we found out now it had been closed to motorized traffic about 1/3 mile after starting up the trail. I had scheduled Wednesday for Black Bear Pass. Black Bear is famous for its views down in to Telluride, thousands of feet below, the road down is not really technically difficult but is 10+ on scary scale due to sharp hairpin turns, being narrow and steep, did I say steep drop offs. It had been a number of years since I ran it so I enlisted Ed Kausche to lead it. We also provided another run for anyone who did not want to run it. There were a couple of folks who took advantage of this. The run went fine with lunch in the Telluride City Park. There was one interesting thing on the way down. As you started down there are a couple of sharp hair pin turns and then you pass by Ingram Falls. As we approached the Falls, we saw a Mercedes Benz SUV at the side of the Falls with flat tires, front end damage, etc. Found out later it had a damaged oil pan also. Guess the driver did not believe the several signs that said high clearance vehicles only! We heard the next day the road was closed while a D8 Cat was used to recover the Mercedes. After lunch Ed led us back over Ophir Pass with a side trip through one of Tellurides condo areas. A particular member said Ed got lost in the roundabout but somehow an extra roundabout had been added. I had originally scheduled Imogene Pass and Last Dollar Road for Thursday but after finding out the Jeep Jamboree was running Imogene on Friday, we switched the Red Mountain District thru Brown's Gulch and back to Silverton over Corkscrew to Friday and Imogene to Thursday. Imogene Pass is the 2<sup>nd</sup> highest vehicle pass in the US at 13114 ft. After descending off Imogene we stopped at the Tomboy Town Site for lunch. We then preceded down thru Telluride to the start of Last Dollar Road. The same person again complained when I provided a tour of the Telluride Airport parking lot to see the business jets parked on the adjacent ramp. He claimed I missed the turn off to Last Dollar! After finding the turn off we went to the ice cream shop in Ridgeway and then home to Silverton. The last day, Friday we ran the Red Mountain Ming District and back Over Corkscrew to Silverton. One of the high lights of this area was stopping at one of the most photographed mines in Colorado. The Yankee Girl Mine.



## High Mountain Driving Part 2

By Jerry Smith

Contributed by Cliff Meier (with permission)

*BY JERRY SMITH*

**Director of Environmental Affairs for the United Four Wheel Drive Associations**

Let's continue with some thoughts about the differences between mountain driving and the other types.

One of the first things on your list is to leave word of where you are going and when to be expected back with a reliable person. Furnish them with phone number(s) for you. If it is convenient, show them on a map. If you don't show up or call when the time is up, ask them to call the authorities in the area to start looking for you.

Unless you live in or near the mountains, your journey will be a long one. Unless you want to spend your precious vacation time shopping, spend some time with the packing.

Laying out your gear close to your vehicle is one of the best ways to be sure you have it all. Put the camping gear in one pile and take inventory. Imagine being out in the woods and setting up camp. Is EVERYTHING you're going to need there??

Use the same technique with clothing. If there are two or more of you, get the other person(s) involved with their own clothes. If THEY forget something, it's not your fault.

Have the cook go over the foodstuff. Ask them to plan for a few extra meals for safety. Make sure they inventory the cookware and the eating utensils.

Doing all this also gives you an idea of the room requirements for all your gear. Before starting to pack, think about what you will want out first when setting up camp. Start packing the least necessary pieces and pack the first thing you'll want last.

Next, do a pre-trip check of your vehicle. Fluids, lights, loose things, tire pressure, top to bottom, and front to rear. Check it all or have it done by a trusted mechanic. Fixing everything a week ahead will turn the tension down and give time to order parts if they are needed.

Check the short and long-range weather report for the area you are headed to. This might trigger a thought about some different clothes. Don't trust the weather forecast. Mountains can be fickle and dump on you just because they can.

Carry maps of the area. Don't rely on GPS only. A good compass is another must. Mountain roads tend not to be straight. They go in and out and around and will leave you confused as to what direction you're going. Keeping a map handy and knowing roughly where you are on it helps you make decisions as the day goes by.

At intersections, slow to look at each one to KNOW which way is back to camp. A wrong choice later on an empty fuel tank can be fatal. If the roads are marked, keeping a log of the numbers or names you follow is a good idea. I like to put a simple symbol with the direction I turned there too.

Keep a mental note of good-looking camping areas as you drive. If you have need of one, you'll know where to find it later. Look for things like water, firewood, and shelter makings (remember, your tent is set up in camp already).

Of course, you ALWAYS have an ax, bucket, and shovel on your rig, don't you?? A bow saw is another good tool to carry. Sometimes a small tree will block your way and cutting it is much easier with a saw than an ax.

While driving around, if you see something that you want a better look at, STOP, then look. Don't take your attention from your driving while moving. We've recovered several who didn't from precarious places off the side of the road.

### **Water Crossings**

Crossing water, especially fast-moving waters, can be very dangerous. My Aussie friends taught me to get out and walk into the stream BEFORE committing the vehicle. I have to admit, I don't do that, but in probably over 400 crossings around the country, I've never lost a vehicle or stalled one.

I have found that you need to look at streaming waters like a surfer. Good surfers learn to "read" the waves and pick the best ones. There are tiny giveaways as to the depth and the bottom composition if you study the waters long enough.

Big rocks in the way tend to have a bulge in the waters just downstream from where they are. Rocks large enough to cause a small eddy downstream should probably be avoided. It's all about becoming a student of the trails and of Nature. Never stop learning what Nature is telling you in whispers.

### **Water Crossing Rules**

BEFORE entering large bodies of water, especially swift-moving water, there are some things you want to do.

First, unbuckle all seat belts. You don't want to struggle with a seat belt if things go wrong.

Second, roll down all windows. Make egress or rescue easier.

Third, remove clothing that will hinder your ability to swim.

We'll pick this up again in part 3.



# Stay the Trail

Contributed By Frank Whiston



Here is a seemingly simple photo, but captures a huge issue we are dealing with on trail access.

1. The trail is supposed to go straight here, but the go-around was created by those who didn't want to slow down for that small rock shelf on the left.
2. The go around crosses the gas pipeline. The gas company has made it clear that they will lock the gate if the public drives across the pipeline. Let me be clear that this road only exists because the gas company obtained a permit to build it. Public safety and their USFS permit allows them to lock the gate whenever they want.
3. The go around allows drivers to go so fast that you can see the trees turning red from dust. This will eventually suffocate and kill the trees and now we have more trail widening and erosion, which will also get the trail closed to the public.



Just FYI, there are much harder non-optional obstacles on this trail, so this is not a function of vehicles on the trail not being able to clear the bump on the left. What are the solutions so that we can keep it open? Three E's.

1. Engineering: we will replace the rock barriers that we put up this spring with larger ones, to direct traffic to stay straight here.
2. Education: we try to instill respect and @treadlightlyteam principles in all our guests, and anyone with whom we come into contact who stops by the shop for info or people we meet on the trails.
3. Enforcement: if you witness someone driving around barricades or off of the established trail, speak up. If it appears that they just don't know, I politely say "Hey, I know you're having fun, but you should know that in this area, not staying on trails is a huge fine." Some will say "oh, we didn't know", others might flip you a finger. Get photos, call the ranger station.

Please do your part, whatever you can. We aren't getting any more trails; we have to take care of the ones we have.



## Route 66 100<sup>th</sup> Anniversary Legislation

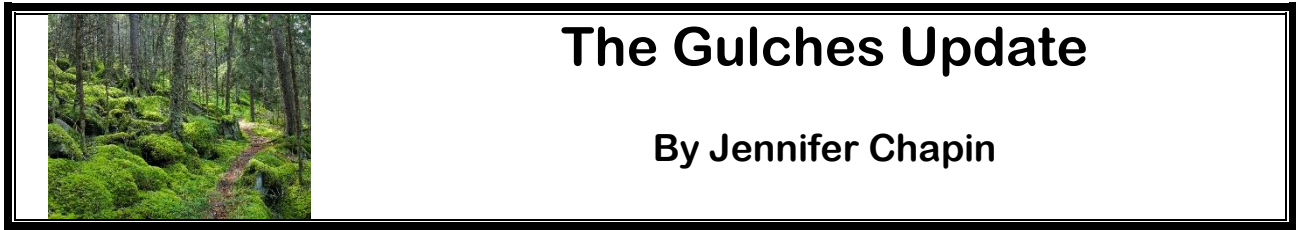
Contributed By Jennifer Chapin

***By SEMA Washington, D.C., Staff***

The U.S. Senate unanimously passed legislation to create a commission that would recommend ways to commemorate the 100th anniversary of Route 66, which was commissioned in 1926 as the first all-paved U.S. highway.

The "Route 66 Centennial Commission Act," S. 1014, creates a 15-person commission with representatives appointed by the president of the United States based on recommendations from the Secretary of the U.S. Department of Transportation, U.S. House and Senate Republican and Democrat leaders and the Governors of Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona and California. The bill provides the commission with two years from the time that each member is appointed to make recommendations to Congress for celebrating the 100th anniversary of Route 66. The commission may recommend the production of various written materials, films and documentaries, education programs, artistic works, commemorative memorabilia and celebrations to commemorate Route 66's storied history.

A similar version of this bipartisan bill, H.R. 66, passed the U.S. House of Representatives in 2019 by a margin of 393 to 22. Because there are minor differences between the two bills, the next step will be for the House to take up S. 1014.



Before we get into the specifics, it's important to note that the majority of our dealings with the Forest Service have been overwhelmingly positive. We have a great working relationship with multiple districts and multiple forests. The following situation is unfortunate and requires all of our attention and action.

What do you know about the Gulches? Are they open, closed, and what is their future? We have seen numerous questions like these over the years and in early 2019 CORE began working on a long-term solution.

Unfortunately, what we discovered was the deliberate and willful attempt to close the Gulches forever. You won't believe what has happened over the last 18 years!!!

If you are an off-road business, user, motorized supporter, and if you value access to public lands, you need to see this.

Please read the following summary or watch a video and email the Park County commissioners, the South Platte and South Park Rangers, the Forest Supervisor, and the reps for Doug Lamborn and Cory Gardner. We need your help; we need all of our voices to be heard.

1. Get educated. Read the summary or watch the video.
  - a. Summary: <https://www.keeptrailsopen.com/news>
  - b. Video: <https://youtu.be/CqtuBzeczSRM>
2. Draft an email requesting that all recipients work together with multiple user groups to ensure that multi-use recreation is able to continue on the Gulches Trail System. Ask them to work with CORE and other motorized user groups to find an acceptable management plan. Tell them that closure is not management and that they need our help. Tell them how you feel, and why you love to recreate in Park County.
3. Email your comments to:
  - a. Park County commissioners: [MBrazell@parkco.us](mailto:MBrazell@parkco.us), [RDouglas@parkco.us](mailto:RDouglas@parkco.us), [DElsner@parkco.us](mailto:DElsner@parkco.us)
  - b. District rangers: [bbanks@fs.fed.us](mailto:bbanks@fs.fed.us), [jvoorhis@fs.fed.us](mailto:jvoorhis@fs.fed.us)
  - c. Forest Supervisor: [diana.m.trujillo@usda.gov](mailto:diana.m.trujillo@usda.gov)
  - d. Lamborn rep: [Joshua.Hosler@mail.house.gov](mailto:Joshua.Hosler@mail.house.gov)
  - e. Gardner rep: [cory@corygardner.com](mailto:cory@corygardner.com)
  - f. CORE: [landuse@keeptrailsopen.com](mailto:landuse@keeptrailsopen.com)

# Article Overview

by Patrick McKay

a coalition of motorized access groups led by Colorado off-road enterprise (CORE) has recently uncovered a disturbing plot by officials in the Pike San Isabel national Forest to illegally close one of the most popular motorized trail systems in Colorado in circumvention of the ongoing travel management process and in violation of the national environmental policies act (NEPA)

## Background

for Many Decades, Off-Road Vehicle Enthusiasts Nationwide Have Enjoyed Driving the Rugged Four-Wheel-Drive Roads in Wildcat Canyon in the Pike National Forest. Located in a steep canyon along the South Platte River about an hours drive west of Colorado Springs on the border between Teller and Park Counties, these jeep trails are also known as “The Gulches” after the three primary trails of Hackett, Longwater, and Metberry Gulches. Since roughly the late 1950s, these roads have been one of the most popular off-road trail systems in the front range for recreation enthusiasts seeking adventure, offering a unique set of off road challenges, river access for swimming and fishing, and spectacular scenery in a rugged gorge filled with towering rock formations.

Since the early 2000’s however, Wildcat Canyon has been ground zero for one of the most contentious battles in Colorado between off rotors and environmental groups determined to close these roads and lock motorized users, but not themselves, out of the canyon in the name of “conservation”. In 2002, the area around Wildcat Canyon was devastated by the Hayman Fire, the largest wildfire in Colorado History. All of the Roads of the Region Were Temporarily Closed after the Fire, and the Forest Service subsequently began working on a new environmental analysis to determine how to manage the roads in the burn zone.

After a highly continuous public comment. Off-road groups facing off against environmental groups wishing to close the Wildcat Canyon to motorized use, the Forest Service issued a decision in 2004 which concluded that reopening the roads in the canyon was the best option both to meet the public demands for motorized recreation and to protect the environment. However, due to its limited resources, the Forest Service would only allow the roads to be reopened if the relevant county governments agreed to take responsibility for maintaining these roads.

Teller County immediately applied for and was quickly granted easements allowing it to take over management of the eastern half of the Gulches trail system, which was reopened to the public by 2009, with the Colorado Springs off-road group Predator 4WD agreeing to maintain the trails on behalf of the county as they had already done for many years prior. Park County, which contains the western half of the trail system, first applied for an easement in 2008. In contrast to Teller County, Park Counties attempts to obtain easements were repeatedly stonewalled by the Forest Service. Ultimately, Park County submitted no less than four easement applications between 2008 and 2014, with each being met with either silence or excuses from the Forest Service such as claims that they have lost the paperwork, or not having the budget process it. Internal Forest Service emails obtained by CORE show agency employees, including two different South Park District rangers, repeatedly searching for reasons not to grant easements and attempting to discourage Park County officials from moving forward with their request.

Finally, in 2015, Park County manager Tom Eisenman retracted the counties easement application, apparently without Obtaining the Approval of the Park County Commission, Leaving the Park County roads in limbo. With the Eastern Half of the Trail System Open and No Signs or Barriers at the County Line to Indicate the Roads in Park County were closed, they have continued to be regularly driven by motorized users to this day.

## **New Travel Management Process**

Also in 2015, a lawsuit by a coalition of preservationist groups resulted in a settlement agreement in which the Pike San Isabel National Forest agreed to completely redo its motorized travel plan with a new travel management process. During the scoping. In 2016, the Forest Service received numerous comments asking it to reopen the closed roads in Wildcat Canyon.

The Forest Service responded by including an alternative in the draft EIS published in 2019, which considered reopening some (but not all) of these roads, but leaving out crucial connecting routes to restore the loop opportunities provided by the original trail system. This analysis was flawed from the start, as it relied on a 2015 Travel Analysis Report written by South Park District Ranger Josh Voorhis. That report rated most of these roads as having low recreational value solely because they were currently closed, rather than considering the incredibly high value they had for motorized recreation when they were open, which had been repeatedly acknowledged by the Forest Service in prior environmental analyses. Internal emails show that Mr. Voorhis strongly opposed including these roads in the travel management EIS at all, as he had already decided to permanently close and decommission them. As a result of the wide latitude Voorhis was given making decisions for the roads in his district, he preferred alternatives in the 2019 draft EIS propose to decommission almost all of the Wildcat Canyon roads in Park County, with no indication that any serious consideration was ever given to reopening them. The preferred alternative also contain more road closures in the South Park District then and all the other districts combined.

## **The plot to decommission the roads**

instead of waiting for a final decision on the Wildcat Canyon roads to be made in the travel management process, Mr. Voorhis (along with the South Platte District Ranger Brian Banks) decided to circumvent that process entirely and begin working with local anti-motorized user groups to illegally decommission the roads with no environmental analysis or public involvement.

In May of 2018, Voorhis wrote an internal memo kicking off a decommissioning project with three elements: (1) removing all existing metal signs and fencing from the Park County roads, (2) installing heavy metal barriers blocking access to the closed Park County roads from the open roads in Teller County, and (3) recontouring the roads on the west side of the river to physically remove them from the ground. Another Forest Service employee strongly objected to Voorhis' plan, saying in an email that decommissioning these highly desirable roads in a controversial area with no supporting environmental analysis or public input was illegal and invited distrust and justified outrage from the motorized community.

Nevertheless, Voorhis move forward with this project, purchasing the metal barriers in the summer of 2019 and searching for contractors to install them that fall. Simultaneously, he and a Forest Service biologist with the demonstrably strong bias against motorized recreation wrote up a document claiming "changed circumstances" which would prevent Park County from being granted an easement under the 2004 EA, thereby thwarting a renewed push by CORE and other motorized groups to get Park County to reapply for an easement in spring of 2019.

It was during the public comment period for the draft EIS in fall 2019 that CORE first became aware of Voorhis' plans to decommission these roads, when he unsuccessfully sought permission from Teller County to barricade the roads on the east side of the canyon further up in Teller County. CORE subsequently hired an attorney to file a FOIA request for all Forest Service documents pertaining to Wildcat Canyon, which we obtained in early 2020.



## **The Forest supervisor's response**

having learned through the documents provided in response to our FOIA request of Voorhis' plans to install permanent barriers blocking access to the park County road sometime in 2020, CORE wrote to Forest supervisor Diana Trujillo This Spring Asking for Her Assurance That No Actions Would Be Taken to Decommission Any Roads in Wildcat Canyon until after the Final Decision Was Made in the Travel Management EIS.

After a phone conversation with the supervisor in May, Deputy Forest supervisor Dave Condit wrote to us on her behalf on July 1 stating that, "*the Forest does not plan to do any work on the roads in Wildcat Canyon this year. There will be no changes until we complete Travel Management Final Environmental Impact Statement (FEIS) and sign the subsequent project Record of Decision (ROD)*".

Unfortunately, this assurance turned out to be false. On the same day Mr. Condit sent his email, Wild Connections (the lead environmental group pushing for closure of Wildcat Canyon) published their July monthly newsletter in which they announced that they had received a grant from Park County and permission from the South Park Ranger District to move forward with a "metal removal project" in Wildcat Canyon later this summer.

This project was the same as the first element of Mr. Voorhis' decommissioning plan for May 2018, removing all the old signs and fencing from the park County roads in preparation for obliterating the routes from the ground. Those signs and fences were originally placed decades ago by Predator 4WD in partnership with the forest, and continue to be helpful today in preventing drivers would inadvertently drive the closed roads without knowing of the closure from going off trail. They would also be crucial for this purpose if the roads were ever legally reopened.

When CORE contacted Ms. Trujillo again in August with these concerns master to prevent Wild Connections from completing this project until a final travel management decision had been made, she dismissed our concerns, falsely claiming that the metal removal work was not decommissioning and it would not affect the outcome of the travel management process. This is unfortunate as it shows the forest service has no interest in partnering with or maintaining the trust of motorized groups who wish to see these trails reopened, and already predetermined to close them regardless of public demand for motorized recreational opportunities in Wildcat Canyon.

At this point CORE has no choice but to assume the Forest Service has not been proceeding with good faith in this matter, and to prepare for inevitable objections and likely litigation over the Forest Service's malfeasance regarding these roads.

## **Call to action**

week call on all motorized recreationists to write to Supervisor Trujillo expressing extreme disappointment over her decision to allow Ranger Voorhis and Wild Connections to proceed with decommissioning these roads before the travel management process is even complete. We also ask that you write to Congressman Doug Lamborn, Senator Cory Gardner, and the Park County Commission about these trails. This is an election year and enough attention from motorized users could persuade the County commissioners to reverse their current position that they want nothing to do with this controversy and will defer to the Forest Service's decision to close these roads. Follow the steps outlined above to make your voice heard.

The fight is not yet over. The off-road community in Colorado is hopeful that, if enough individuals get involved and show that motorized recreation is important to them, these treasured rows will once again be open to all outdoor recreation enthusiasts.

**There you have it, all the background information, supporting documentation, and how you can help. Send an email, and tell the authorities that this situation is unacceptable.**

**Thank you to all our business sponsors and their commitment to helping keep trails open.**

**The Edge Automotive 4 X 4 Center  
Mount Princeton Hot Springs Resort, Nathrop, Colorado  
Tomken Machine  
Desert Valley Overlanders  
Scrambler Owners Association  
J8 Fabrication  
McCrea Allen  
Baker Garage  
Boneshaker Cycles  
New Mexico Four Wheelers  
Next Venture Motorsports  
Souled Out T-Shirts  
On Trail Training  
Well Sorted  
Elite Four Wheeling  
Collegiate Peaks Realty  
Larimer County 4Wheel Drive Club  
Global Underground Corporation**

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



# Redneck Engineering

Contributed by Phil Rodacy

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

Many people lost work because of the COVID-19 shutdowns, but still want a lift for their ride.....



# Keep PUBLIC lands open to the PUBLIC

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# Trail Tales



November 1, 2020

Official Newsletter  
of the  
New Mexico 4-Wheelers

[www.nm4w.org](http://www.nm4w.org)



## Meeting Minutes

October 10, 2020

By NaDeen F. Roland

The meeting was held at the home of Tracy Bakewell in Rio Rancho, NM.

Program Chairman Tracy Bakewell called the meeting to order at 5:32 pm. Frank is camping with his family, and Richard is sick. Our prayers are with Rich to get better soon.

**GUESTS:** Homer Paddock, Rosemary Paddock, and Douglas Wilbur.

**MEMBERS PRESENT:** Cheryl Bakewell, Cody Bakewell, Tracy Bakewell, Travis Bakewell, Ed Kausche, Lyn Kausche, Cliff Meier, Jeanne Meier, Bob Provance, Carol Provance, NaDeen Roland, Bob Wilbur.

**SECRETARY'S REPORT** - NaDeen F. Roland. Meeting minutes from September 2020 were accepted as published.

**TREASURER'S REPORT** - Gary Buckingham, absent. No report. Tracy quickly read the report from the September meeting.

**TRIP CHAIRMAN** - Jeff Boggs, absent.

### Past Events:

**October 3** Gordy's Hill - South Side led by Don Roy. Cliff said there were no deputies so what happened on Gordy's Hill stayed on Gordy's Hill. However, Ed still paid \$1 for his license plate being ripped off his Jeep. As he approached the coffee can to pay, he complained that Jeep just doesn't make license plate holders like they used to.

### Upcoming Events:

Cliff mentioned that Jennifer Chapin will be planning a run to test out her new tires.

**October 17 at 9 a.m.** Cedro Peak - Testing New Tires Sandia Rangers' Station Don Roy, trip leader. Don also got new tires and wants to do a run dedicated to testing them out.

**December 12 at 5 p.m.** Christmas Party Details and a host are TBD.

**February 13** Save the Date (Gordy's Hill Event) Johnson Hill OHV in Socorro, NM  
Jennifer Chapin, trip leader.

**VICE PRESIDENT'S REPORT** - Richard Steele, absent. No report. Ed already paid his fine.

**DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT** - Suzan O' Larick, absent. Tracy read part of an email sent to him by Suzan. It included some BLM closures and some information on RTP trail programs. Tracy hopes to place this email in the October newsletter.

**PROGRAM CHAIRMAN'S REPORT** - Tracy Bakewell. Every hat, patch, and sticker is out for purchase. Tracy will eventually order more stock to cover shirt sizes that are not plentiful. For the 50/50 Raffle he made it an even \$20 due to the lack of \$1s.

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

**WEBMASTER'S REPORT** - Don Roy, absent. No report.

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

#### **OLD BUSINESS:**

Tracy confirmed with Frank that there is no Old Business to discuss.

#### **NEW BUSINESS:**

Ideas for how to hold the November meeting were discussed. Some of the ideas presented were online, at the park, or if someone else had an open space at their house. Jeanne recommended we have it at Mariposa Park, weather and governor mandates permitting. The Meiers agreed to be the host of next month's meeting. A vote to have the Meiers host the November 2020 meeting at Mariposa Park was called for and accepted.

Christmas is coming. We can't go to some place with buffet-style dining. In lieu of a traditional Christmas party we could do a Christmas tree run with a gift exchange at the end. Homer, our guest, asked if we went out to the forest and decorated a tree. We informed him that individuals would get a permit to kill a tree, take it home, and then decorate it. Tracy offered to contact a couple restaurants to see who is okay with a group of 30 to 40 people under the COVID rules.

Jeanne humorously brought up that with a meeting this small we could be trouble makers, vote on switching some things around, and really cause a mess. One of the items discussed was switching the fines back to a quarter. Unfortunately, this suggestion wasn't brought to a vote.

When Douglas Wilbur introduced himself as a guest, he felt that this meeting was his fifth point. Tracy and NaDeen did not know how to verify that so Douglas was okay with him officially being eligible for membership at the next meeting.

Our guest, Homer, won the 50/50 Raffle again! We suggested he use his two consecutive winnings for his future membership dues.

**MEETING ADJOURNED** at 6:02 p.m.

	<b>President's Report</b>
	<b>By Frank G. Whiston</b>

There is no President's report this month.


## **LEAD A RUN**

### **The trip leader is in control**

	<b>Vice President's Soap Box</b>
	<b>By Richard Steele</b>

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

## **Be a Trip Leader! More trail rides = more fun**

	<b>Director of Environmental Affairs</b>
	<b>By Susan O'Larick</b>

There are 2 items to report this month. The first is the BLM Pro-Adventure Travel Management Plan in San Rafael Desert.

For more information the 86 page plan is available at:  
[https://www.sharetrails.org/blm-releases-pro-adventure-travel-management-plan-in-san-rafael-desert/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+BlueRibbonCoalition+%28BlueRibbon+Coalition+News+and+Alerts%29](https://www.sharetrails.org/blm-releases-pro-adventure-travel-management-plan-in-san-rafael-desert/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+BlueRibbonCoalition+%28BlueRibbon+Coalition+News+and+Alerts%29)

The second item is the listing of BLM closures.

## BLM Recreation Closures

The following BLM recreation facilities in New Mexico are temporarily closed until further notice:

1. Albuquerque District Office
2. Rio Puerco Field Office
3. El Malpais Ranger Station
4. Kasha-Katuwe Tent Rocks National Monument

### Farmington District

1. Farmington Field Office
2. Taos Field Office
3. Big Arsenic Campground - 50% capacity
4. Chiflo Campground
5. El Aguaje Campground 50% capacity
6. La Junta Campground - Day-use only, no camping
7. Little Arsenic Campground - 50% capacity
8. Montoso 50% capacity
9. Posi-Ouinge Trail (Closure due to structure fire.)
10. Santa Cruz Lake is open with the following limitations:

Day-use only.

New seasonal hours:

Thursday through Sunday, 7 a.m. – 7 p.m.

The area will remain closed Monday through Wednesday.

Exact change is required and should be deposited into fee tubes; entrance station will not handle cash.

\$5 day-use fee or \$20 for the Taos Field Office Annual Pass

The North Shore and Overlook Campground will remain closed.

Due to low water levels, the boat launches at the lake are closed.

Only personal watercraft should be used at this time.

Wild Rivers Inner Gorge primitive campsites - Day-use only

### Las Cruces District

1. Three Rivers Visitor Center
2. Lake Valley School House
3. A.B. Cox Visitor Center at Dripping Springs Natural Area

**LEAD SOME RUNS AND GET A DISCOUNT ON  
YOUR CLUB DUES**





# Gordy's Hill – South Side

By Don Roy

Over the past couple years, I've been leading a lot of Easy level rides on the north side of the Gordy's Hill area, north of the Quebradas Road. This time the ride was designated Moderate and we hit a total of five Moderate trails, plus some interconnecting Easy level trails. Eight vehicles had a beautiful day that started at 50° and only rose to 80° when we finished.

For the Moderate trails, we did Lower Amado first. This trail used to be designated Hard 5 - 8 years back, but erosion had lowered the difficulty to Moderate a couple years ago. The consensus vote today was that it was indeed tough, but could still keep it's Moderate rating, though it is on the high end of Moderate.



Hidden Valley was next, well known for its daunting first obstacle. All vehicles made it through that part pretty easily, so the rest of that trail was not tough at all. After lunch, the next Moderate trail was Upper Amado, which was the easiest of the three.

As a finale, we climbed up to Vista Grande peak for a great view. This trail too used to be tougher and was designated Moderate by the club. A few years of use by people wanting to appreciate the view had made bypasses for the toughest parts. The Vista Grande trail will now be designated Easy, making it more attractive for future rides. Getting to the peak was a disappointment today though as there was too much smoke to enjoy the view.

There was no breakage, no need to winches or use straps, and we were back at the start point at exactly 4PM as planned. Overall a perfect day.



# Cedro Peak Testing New Tires

By Don Roy

I bought a set of new tires to replace my 7-year-old, well-worn BFG KM2's. I chose, Milestar Patagonia M/T in size 35x12.5/R15 based on great reviews, and the low price didn't hurt (Amazon, with free shipping!). The new Milestar tire specs for pressure and load were similar to the old BFG's, but when driving home from Desert Rat after mounting, the 26 PSI I had used for the street with the BFGs was way too harsh for the Patagonias. At 26 PSI, they also didn't lay flat enough on the road. After a week plus of driving around town on between 20-26 PSI, and internet research from other Patagonia owners, 23 PSI seems like a good choice for now. I'll see how the tires look after a few thousand miles. They recommend rotating them every three thousand miles, I'll do every two thousand.

I also had to see what off-road pressure would be good for rock crawling. My BFGs were good off-road at 8.5 PSI, which my automatic Staun Deflators had been set to for years. With the street pressure set, a local trip to Cedro Peak was needed to help me dial in the off-road pressure. Since we know it's not wise to go off-road alone, even to a place as close and mild as Cedro Peak, I wanted a few club buddies along for general trail backup. Rather can just call a couple friends, I added a members-only 'Ride' to the club Calendar. I guess people were Covid bored, so we ended up with 10 vehicles.



We ran the area backwards from the usual use of the area, first climbing FR542 north to the Steps obstacle for tire testing. After playing on the Steps a bit, we went up FR13, then made a right onto TR05627 over to FR12. At the north end of FR12, we headed west back to Tijeras via FR462.

I had carefully set the Patagonia tire pressure at exactly 8 PSI for this adventure and they worked great. The tires handled the steps fine for grip, and also took the harshness out of the general rocky terrain of typical off-roading. There is a Gallery for the day on the web site with photos and video.







# High Mountain Driving Part 3

By Jerry Smith

Contributed by Cliff Meier (with permission)

*BY JERRY SMITH*

**Director of Environmental Affairs for the United Four Wheel Drive Associations**

By now, I hope you are seeing some of the differences of mountain driving from other terrains. Of course, much of it is the same, but not all.

## **Animals**

In the high country, you may encounter animals you won't see anywhere else. Always give them respect by slowing down or stopping to allow them to move off without a huge amount of energy expenditure. Late winter till late spring and even into early summer is calving season.

Pregnant females don't need the stress of running away from you. They need that energy to grow the life within them and to keep them warm. Feed in the winter is not always abundant, so they must make the most of what they can find.

## **Hydration**

Stay hydrated. During the day, you may not notice it, but you will dehydrate in the often-dry air. This also helps keep you from experiencing altitude sickness which is very unpleasant.

## **Don't burn**

Use a good sunscreen. The sun is particularly intense at high altitudes. That exposed left arm that often has direct sun on it all day is very vulnerable to a nasty sunburn. The sleeves that many bikers use to protect themselves from the sun while not being too warm to wear are very useful.

## **Slow Down**

Why did you come to the mountains? Think about it. Wasn't some R&R a big part of the reason?? Why bring all that city rush with you?? Take your time to just be in Nature at her pace. Not everything in Nature is a rushing stream or a wind blowing the trees sideways. Slowing down to "smell the flowers" or to see more than just the road surface is how you're going to get that R&R you came in search of. Otherwise, you may as well have stayed in the city.



When you see something that interests you, you won't be a half-a-mile past it when you get slowed down. Stop if it is safe to look. Distracted driving on a narrow mountain road can leave you "off road" literally. At speed, things go bad faster.

### Air Down

Deflating your tires to a lower air pressure has some great advantages. Your overall comfort will improve is one you'll be thankful for. It causes less fatigue as the day goes by.

Your traction will improve on the loose gravel and rocks. Stopping power will improve too.

### Tire Tracking

Here is one tip that will help your off-pavement driving anywhere, but particularly in the mountains and rougher lower country.

**KNOWING** where each tire is at all times is a necessity on narrow trails wherever you go. So, how do you learn this??

Whenever I go out on a dirt trail, I look for opportunities like a small round rock in the road ahead. I try to put a tire sidewall within 2" of that rock without sticking my head out the window. If you look in the mirror soon after passing such a rock, you can usually see your tire track near the rock. Practice doing this with the inside and outside tire sidewall of all four tires going straight and in cornering at different angles.

When you can do this consistently, your confidence to drive any kind of obstacle or narrow road will go up exponentially. It will also keep you from having flat tires as often. In over 50-years of wheeling, I've had exactly one flat tire. This is having driven many difficult trails and obstacles. I'm not easy on my Jeep!!

That might be the most important thing you can learn in off-roading.

There are other little things I could relate, but experience will be your best professor. I hope these things will help you enjoy your adventures safely and with pleasure.

There are two last things to remember. Go prepared is the first one. Last, when you come to a fork in the road... take it. That is where adventure begins.

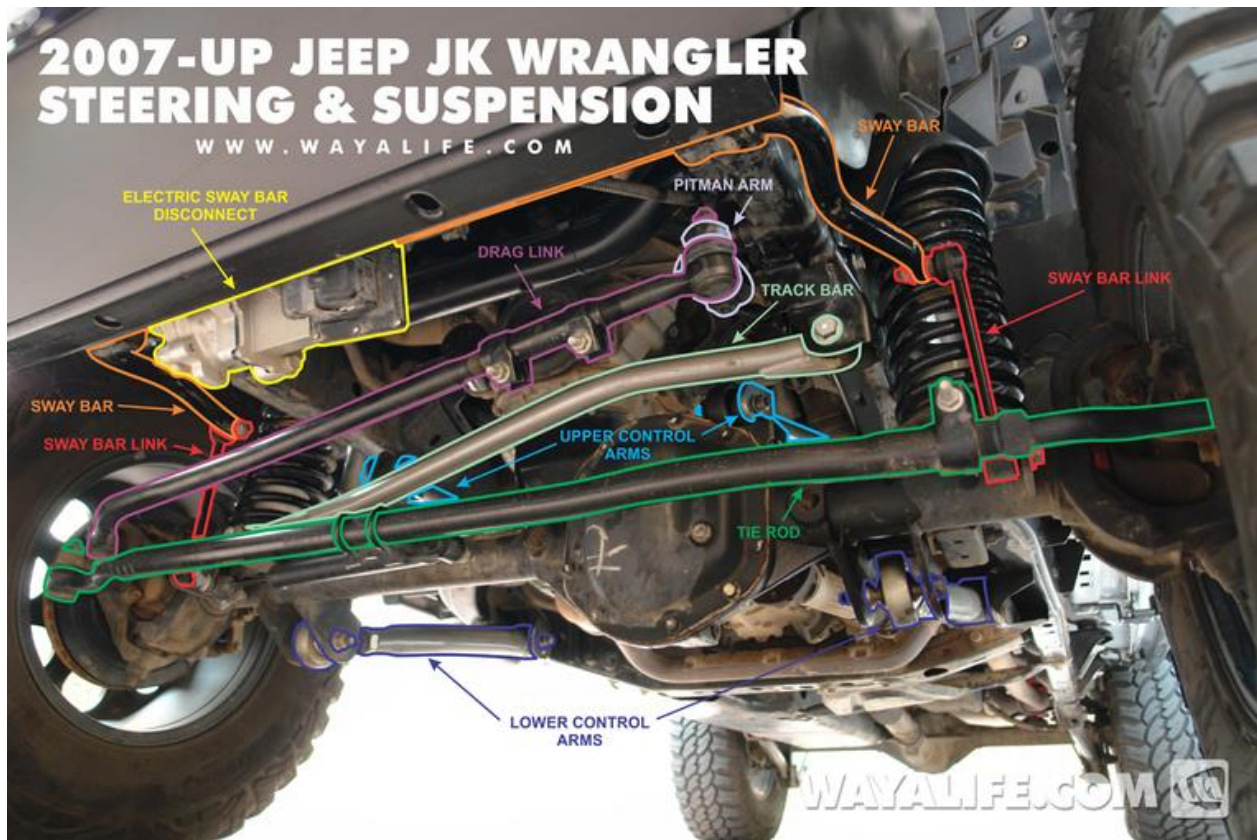
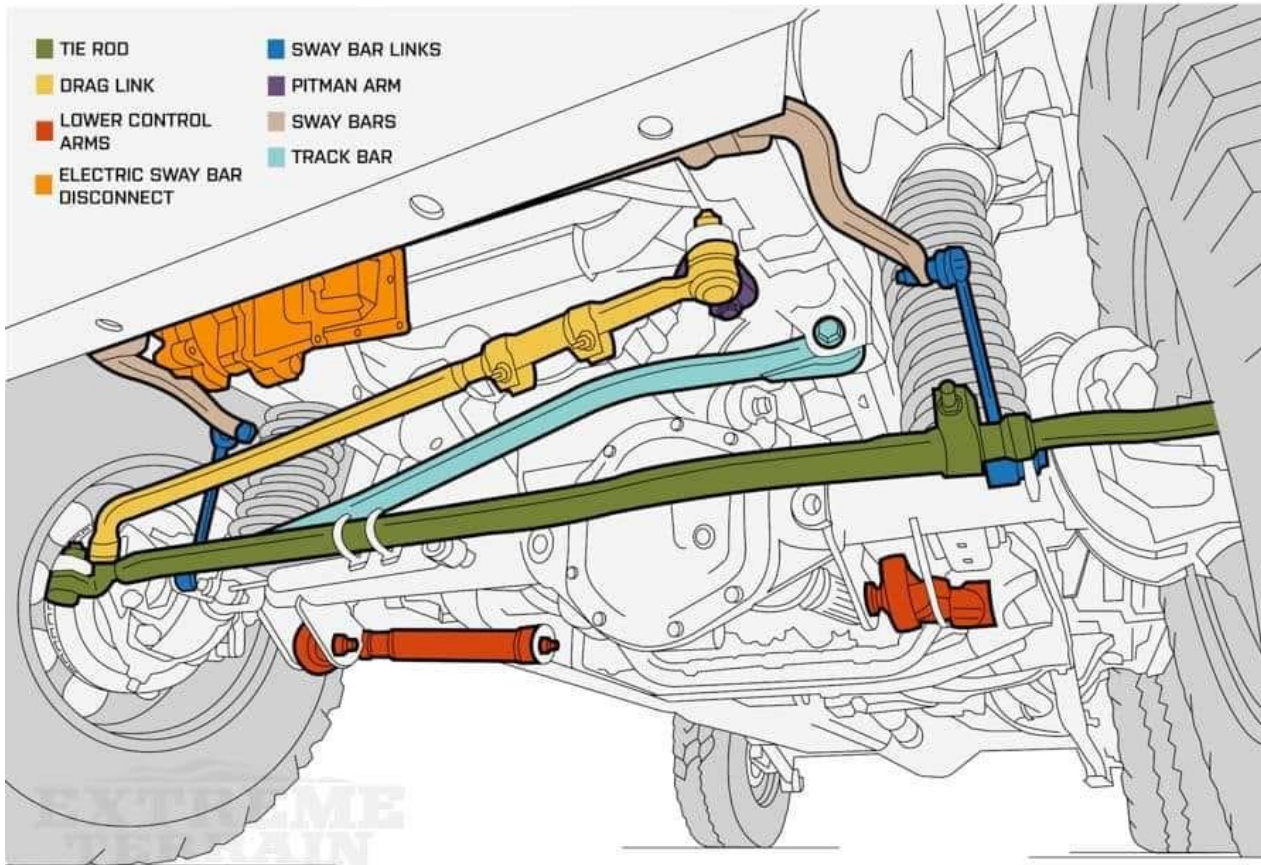
Happy Trails.

(Look for part 4 next month!)



## Steering and Suspension Parts

Contributed By Jennifer Chapin





# NM4W Word Search

Contributed by Jennifer Chapin

## New Mexico 4Wheelers

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

- ENGINE
- JEMEZ
- BEADLOCKS
- BRAKES
- SNYTHETIC
- TRACBAR
- BALLJOINTS
- CATBACKEXHAUST
- JEEP
- TACOMA
- BUMPER
- CBRADIO
- TIEROD
- LOCKERS
- TRANSMISSION
- UJOINT
- WINCH
- MUFLER
- RUBICON
- GEARS

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





# Redneck Engineering

Contributed by Phil Rodacy

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

Sometimes 4 wheel drive is not enough.....





# Keep PUBLIC lands open to the PUBLIC

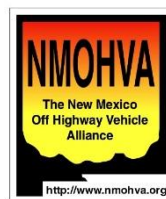
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# Trail Tales



December 1, 2020

Official Newsletter  
of the  
New Mexico 4-Wheelers

[www.nm4w.org](http://www.nm4w.org)



## Meeting Minutes

November 12, 2020

By NaDeen F. Roland

Due to the latest health mandate issued by the governor, the meeting was switched from being in the park over the weekend to an online/phone conference that was hosted by the president, Frank G. Whiston. Frank called the meeting to order at 7:05 p.m.

**GUESTS:** Kevin Hill, Homer Paddock, Rosemary Paddock, and Wendy Riggs.

**MEMBERS PRESENT:** Jeff Boggs, James Buck, Ronnie Caton, Eric Felt, Shirley Godfrey, Arno Granados, Jose Lucero, Cliff Meier, Jack Nutter, NaDeen Roland, Don Roy, Corey Ryan, Richard Steele, Wayne Sullivan, Beth Whiston, Donna Whiston, Frank G. Whiston, Frank R. Whiston, Bob Wilbur, and Mark Wolf.

**SECRETARY'S REPORT** - NaDeen F. Roland. Meeting minutes from October 2020 were accepted as published.

**TREASURER'S REPORT** - Gary Buckingham, absent. Report by Frank. There is \$8,606 in the savings account, \$5,121 is in the checking account, and the \$841 in the PayPal account was deposited into the bank account. A membership dues payment of \$250 has been deducted from the checking account for CORE (Colorado Off Road Enterprises). A motion to accept this report was called for and accepted.

**TRIP CHAIRMAN'S REPORT** - Jeff Boggs.

### Past Events:

October 17 Cedro Peak - Testing New Tires led by Don Roy. Don said there were about 10 vehicles on this members-only run. The run turned out well. With it being members only, Don enjoyed focusing his attention on his new tires. He did a write up in the newsletter. A couple members vocalized what a wonderful time they had on this run with Don.

### Upcoming Events:

November 14 at 8:30 a.m. Easy at Gordy's Marathon Road Runner Travel Center, I-25 Exit 156 in Lemitar, NM Jack Nutter, trip leader. Frank said this is Jack's first time leading a ride with the club so please go out and support him.

November 29 at 9 a.m. Cabezon North US550 @ 297 Cliff Meiers, trip leader. Cliff said the ease of this San Ysidro run will depend on how much has changed in the last two years since he's been there and how lost he might get.

Frank mentioned that tree-cutting permits are becoming available. He recommended making it a club run if you want some company when getting your tree.

**VICE PRESIDENT'S REPORT** - Richard Steele. Frank reviewed the point system for the guests since Rich's connection was cutting in and out.

**DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT** - Suzan O'Larick, absent. Arno mentioned that even though Suzan was attending a class, she did have slides for the meeting. Since Frank didn't receive anything, Suzan will submit those slides to the newsletter.

**PROGRAM CHAIRMAN'S REPORT** - Tracy Bakewell, absent. Frank explained how the raffle works and how to access club swag.

**HISTORIAN'S REPORT** - Jennifer Chapin, absent. Frank mentioned that this club has endured a lot in the last 50 years. Please continue to share your stories and pictures.

**WEBMASTER'S REPORT** - Don Roy. Don worked on the web site Trails section clean up it's 'members only' settings.

**NEWSLETTER EDITOR'S REPORT** - Phil Rodacy, absent. Frank said Phil appreciates contributions to the newsletter.

#### **OLD BUSINESS:**

Jack Nutter will be getting his first Trail Leader Recognition medallion award this Saturday.

COVID-19 Impact: NM4W Christmas Party ~ The governor's health order is prohibiting gatherings of more than five people. Frank said the Christmas party will have to be another online/phone conference scheduled for December 10, 2020.

#### **NEW BUSINESS:**

Annual Charity Donation ~ Jeff Boggs started us off by recommending a \$500 donation be made to the RoadRunner Food Bank. Five meals are generated from each dollar donated. A different recommendation by another member was to split the \$500 with East Mountain Food Pantry. After some discussion it was discovered that the RoadRunner Food Bank helps the East Mountain Food Pantry. Someone else recommended that an online donation be made to the Marine's Toys For Tots program. Unfortunately Toys For Tots does not accept checks and our PayPal account has already been emptied into our bank account. Someone asked Frank if the club had a debit card. Frank said they tried to access one. Him and Gary met with several annoyances with First Financial Credit Union which is the financial institution that the club uses. The bank representatives were rude, hinted at having the club have a bank account elsewhere, and continued to try to classify the club as a business making a profit. Shirley Godfrey then volunteered to put \$250 on her credit card for the club for the donation to Toys For Tots with the understanding/agreement that the club will reimburse her. Beth, who was kind enough to research the Toys For Tots information while Frank conducted the meeting, will be forwarding Shirley that information. A motion was passed that \$250 be donated to the RoadRunner Food Bank and \$250 be donated to Toys For Tots. During the course of this discussion Frank said that since we haven't used the church since February, our focus should be on the food pantries and others in need for right now.

Jeff Boggs led the club in a warm welcome to Mark Wolf who delighted us with his presence at the meeting. Mark elaborated on his purchase of another 1998 Jeep ZJ.

Doug Wilbur had a work conference call so he wasn't present to be offered a club membership. Frank said he will be kept in mind when he attends a future meeting. Homer and Rosemary Paddock were the guests present and eligible for membership. A vote to accept Homer and Rosemary Paddock was called for and accepted. Frank encouraged us to yell our favorite welcome to new members: "Pay your dues!"

Shirley added a final idea that there be a Luminaria Jeep Run since no buses are running luminaria tours.

**MEETING ADJOURNED** at 7:45 p.m.

	<b>President's Report</b>
	<b>By Frank G. Whiston</b>

There is no President's report this month.


## **LEAD A RUN**

### **The trip leader is in control**

	<b>Vice President's Soap Box</b>
	<b>By Richard Steele</b>

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

## **Be a Trip Leader! More trail rides = more fun**

	<b>Director of Environmental Affairs</b>
	<b>By Susan O' Larick</b>

**SANTA FE, NM** – The State Land Office (SLO) and the Department of Game and Fish (DGF) today announced the completion of project work aimed to increase access to state trust land.



- In March 2020, SLO and DGF signed an Easement giving licensed sportspeople access to 8.8 million acres of state trust land.
- DGF paid the SLO \$800,000 for access, with an agreement to partner with SLO for \$200,000 worth of projects aimed to enhance access to state trust land.

The projects completed to date toward achieving that goal include:

- 67 new sportsperson access points including signage (20 vehicle access, 47 walk-in access)
- improvements completed to Luera Mountains Access Road in Catron County
- new Turkey Ridge campsite on Chupadera Mesa in Socorro County

The SLO and DGF worked collaboratively to identify and sign 67 new vehicle or walk-in access points where licensed sportspeople can access state trust land. The new and previously existing access points are mapped online and can be found [here](#).

The improvements made to the Luera Mountains Access road allows for clearance in most standard four-wheel drive vehicles, whereas before the work, it was only passable in an ATV or modified high clearance four-wheel drive vehicle.

Finally, the addition of a campsite at Chupadera Mesa in Socorro County will provide a new camping opportunity in one of the largest contiguous areas of state trust land in the state. The nearest camping opportunity on state trust land is over 22 miles away.

**BLM – Rio Puerco Update**  
**NEW MEXICO RECREATION ACTIVITIES**  
**New Mexico Public Lands Update:**

BLM campgrounds are closed, although many recreation areas remain open to day use activities. Some recreation areas, like Orilla Verde and Wild Rivers, are open, but Santa Cruz is completely closed.

**BLM – Socorro Division**

SOCORRO, N.M. – Beginning November 15, and continuing through the end of 2020, the Bureau of Land Management Socorro Field Office plans to burn piles of juniper and piñon cuttings in three locations in Catron County, weather permitting.

Details on each location and size are as follows:

- Pie Town Pile Burn - 196 acres, located one mile west of Pie Town and immediately north of Highway 60.
- Datil Pile Burn - 30 acres, located in the Datil Well Recreation Area approximately 3/4 mile west of the junction of Highway 60 and Highway 12.

Active ignition will take 1-5 days, with some smoke visible in the burn areas for up to a week after ignition operations are completed. Firefighters will monitor the burns until there is no visible smoke.

# Keep PUBLIC lands open to the PUBLIC

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