



Trail Tales



January 1, 2021

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org



Meeting Minutes

December 10, 2020

By NaDeen F. Roland

The club Christmas party/meeting was turned into another online/phone conference because of the continued gathering restrictions that were issued by the governor. Frank G. Whiston hosted the meeting in his Buddy the Elf shirt and Santa hat. As the president he called the meeting to order at 7 p.m. when his cuckoo clock chimed.

GUESTS: Peter Lyons, Abesh Mubarak, Skip Scott, and Douglas Wilbur.

MEMBERS PRESENT: Bill Bonahoom, Gary Buckingham, Ronnie Caton, Eric Felt, Shirley Godfrey, Dwight Lambert, Jose Lucero, Cliff Meier, Jack Nutter, NaDeen Roland, Don Roy, Suni Smith, Richard Steele, Wayne Sullivan, Donna Whiston, Frank G. Whiston, Frank R. Whiston, and Bob Wilbur.

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

TREASURER'S REPORT - Gary Buckingham. Gary was having some connection issues that made it difficult to understand him so Frank helped him out with his report. There is \$8608 in the savings account. There is \$5962 in the checking account minus \$250 for the RoadRunner Food Bank, \$250 for Toys For Tots, and an annual report filing payment of \$11.95 for the Secretary of State. Also there is \$32.47 in the PayPal account.

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

Past Events:

November 14 Easy Day at Gordy's led by Jack Nutter. Jack said he tried posting three pictures, but he did it under the ride he posted instead of in the gallery, not realizing the ride would be closed on the calendar once the event was over.

November 27 Elephant Butte Extreme (Unofficial) led by Bill Bonahoom. Bill said this run was unofficial because it was not posted on the club calendar. He shared exciting stories like being the leader on a trail and flipping his rig over onto its side with no vehicle in front to help him out. He didn't feel he should be fined by the Sheriff because he did eventually winch himself upright. Bill confessed that some of the obstacles they did were stupid tough.

November 29 Cabezon led by Cliff Meier. Cliff said there were nine vehicles, it was an easy run, they had the best overview during lunch, and no one broke down.

Upcoming Events:

January 14, 2021 thru January 16, 2021 Winter 4x4 Jamboree Hurricane, UT Desert Roads and Trails Society, even leaders.

Let one of the officers know if you want to lead a run.

VICE PRESIDENT'S REPORT - Richard Steele. Rich has a few comments on the impact of COVID-19 and other members added to the discussion. Frank said he compared the number of runs and meetings in 2019 to the number this year and we came fairly close to doing as much this year as we did last year despite not getting together at the church for meetings, not getting together for potluck meetings, and several events being cancelled. Rich felt it was great Bill was out on a run and flipping his rig over, and he doesn't deserve to be fined. As soon as Cliff heard this he felt his fine should be waived as well for getting lost. Rich welcomed our guests and went over the points system.

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT - Suzan O'Larick, absent. Frank said there wasn't a report this month, but she did submit a report to the November 2020 newsletter.

PROGRAM CHAIRMAN'S REPORT - Tracy Bakewell, absent. Frank said there is no raffle, but Tracy is selling swag.

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

WEBMASTER'S REPORT - Don Roy. Don said there is nothing going on, and it has been a quiet month.

2020-12-15 Added 'Vehicle Limit' function to ride sign-up system. Ride owner sets a max vehicle count; members no longer see a 'Yes' button when the ride is full. The owner manages any wait list. (This will be very handy with pandemic restrictions, thank's Don!

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

OLD BUSINESS:

Trail Leader Recognition (medallion awards) ~ Frank will eventually give Jack Nutter his first medallion. Jack is a first-time (with the club) trail leader for the November Gordy's Trip.

If you lead any trails, keep an eye on the Red Level and Yellow Level for COVID-19 restrictions. Frank went over how it varies by County. He also explained through his slides what Red Level, Yellow Level, and Green Level Restrictions are. Cliff added that if you are signed up for a run, but you need to cancel, then please change it right away on the website sign up or contact the ride leader right away so that anyone on a waitlist can have that spot.

NEW BUSINESS:

Cliff said eventually he wants to put on the January calendar a Sage Brush Mesa run. He hasn't been there in 10 years. Don Roy offered to help put that on the calendar once he knows when he wants to do it.

Gary Buckingham stated he checks the club mailbox before every meeting and there was a request for donations from the Ronald McDonald House and Blue Ribbon Coalition.

The guest eligible for membership, Douglas Wilbur, was present for the meeting. He accepted Frank's offer to join the club. A vote to accept Douglas Wilbur was called for and accepted. Bill Bonahoom is the member sponsoring Skip Scott, a resident of Alamogordo, as an Associate Member. Skip was also accepted.

MEETING ADJOURNED at 7:34 p.m.



President's Report

By Frank G. Whiston

In November 2020, the Santa Fe National Forest began to announce their seasonal closures for the roads in the forest. This always gripes me for the fact that the majority of the roads that get closed are designated for year round use on the Motor Vehicle Usage Map. The SFNF chooses to close the gates from January till April or May, regardless of the conditions on the ground. This strikes me as a very lazy way to manage our public lands.

This prompted me to lead a run up on Holiday Mesa after Christmas. I was pleasantly surprised how much snow there was up there. After lunch, we departed the forest traveling FR376, probably the highest use road on the forest. I was sickened to see that people had driven off into just about every accessible meadow and spun donuts in them. This kind of behavior only justifies this forest's seasonal closures. The real problem is that the snow was shallow enough that the tires cut through to the dirt, spraying the snow with it and tearing up the grass below.

If you ever witness this kind of behavior, I urge you to take notes and report what you saw. Let's not let the bad apples get away with this, giving the entire off-highway community a black eye. Turning a blind eye to this kind of behavior will only lead to further closures and restrictions.

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 affairs report this month.

LEAD SOME RUNS AND GET A DISCOUNT ON YOUR CLUB DUES



Special Thanks to Don Roy

From Phil Rodacy

I just wanted to thank Don for doing last month's newsletter for me. I started compiling the newsletter in 2005 and hadn't missed doing an issue until last month, when I was in an area that didn't have any internet access. I suspect that there will be a few more times this year when the same situation will occur. I will probably need someone to step in once in a while to put the newsletter together, so please think about helping out so that the same person doesn't have to help out every time. Hopefully, I won't be out so often that I have to resign as newsletter editor, but this year will tell.

Again, thanks for taking on an extra chore, Don.



High Mountain Driving Part 4

By Jerry Smith

Contributed by Cliff Meier (with permission)

By Jerry Smith

Director of Environmental Affairs for the United Four Wheel Drive Associations

Some of the Hazards

In the mountains, you are going to encounter a few obstacles and situations that are seldom seen in other areas.

The Weather

At the higher elevations, the weather is a very, very, fickle thing. You may begin your day as a bluebird sunny day with the top down and the doors off. You'll be thoroughly enjoying your day when over the mountain top comes a rain or snowstorm. Unless you've experienced a mountain deluge, you don't know diddly about how cold rain can be.

Even just a misty rain can soak you in minutes and you can suffer hypothermia in a very short time if you don't find or make shelter and get dry and warm. Find yourself in a soaking rain, and this all happens even faster.

Then there are the storms that run inches of water down the road in just a few minutes. Yes, flash floods can happen on the road surface and can wash away the road right before your eyes.

I have seen 3" to 4" of water RUSHING down a steep mountain road. Let me tell you, when you start thinking about the fact that you and that water are going the same direction, and as you go more water will be joining what's in front of you already making washed out roads and bridges a distinct possibility.

Don't forget about lightning. It often accompanies these violent storms. You haven't seen hell's fury until you've been through a high-country lightning storm. It is best to stay in your vehicle in one of these, but it is a very good idea to find something taller than your vehicle to park under or near (not the only tree for miles). A low gully is good, but don't get caught in a flash flood.

Other weather you may encounter will be thicker than the rain. Every kind of white precipitation known can occur, sometimes all in one storm. These storms can happen at ANY time of year, so foul weather gear is mandatory, not optional. If you happen to be in the wrong place at the right time, heavy wet snows are common.

High winds can be a problem too. They come from nowhere and can carry limbs and even trees from the forest to the road. Usually, these heavy blows will be brief, but don't count on that. High winds and rains can even trigger rockfalls that can be dangerous.

I have driven roads in a deluge of wind and rain in steep mountains and have seen rocks the size of large beach balls come tumbling down the mountainside, bounce on the road, and continue over the roadside. If one were to hit your vehicle, you could be severely damaged and/or hurt.

Another hazard in that kind of storm is falling trees. You never know when a tree will reach its final ability to stand up in high winds. We've all seen the damage a falling tree can do. All you can do is be where they don't fall.

Altitude Sickness

Altitude sickness is a phenomenon that most people don't give a thought, yet it is very real at the altitudes you will find yourself driving in the Colorado high country.

Altitude sickness is a sneaky thing that slowly begins taking away your ability to focus. Then you may have a dull headache that keeps intensifying. Nausea may accompany the headache as well. If you allow this to continue, there is a chance you may pass out. If you are alone, there is a chance you may die.

If you are driving, your concentration may begin failing and you could drift off the road or hit something without knowing how.

About the only thing you can do is to quickly drop down in altitude significantly. Try to breathe deeper than you normally would. This is difficult to maintain because it is not normal, and your concentration is compromised.

Altitude sickness is nothing to ignore. In fact, you've been warned about it now. Pay attention to what your body is telling you. Remember, high country roads are unforgiving of small lapses of concentration.

Soft Road Shoulders

On steep mountainsides where roads have been cut into the mountain (shelf roads or dugways), the outside road shoulders are often soft and unstable.

I often kid people I see who tightly hug the uphill side of the road in narrow sections as "amateurs" or inexperienced. Truth be told, they are taking a prudent course for their level of expertise.

With over 50-years of mountain driving behind me, I have a bad habit of riding the outside bank of many mountain roads for the "better view". I do this with total concentration to the "look" of the roadside to keep from "finding" that soft place unexpectedly.

If you pay close attention; it is easy to see potential soft roadsides. When the road is being bladed, the operator will be pushing whatever loose material out and over the side. This soil will require several very wet storms or snowmelt to "firm-up" before driving on them will be safe.

I have learned to “read” the outside bank with nearly 100% accuracy and because I constantly practice tire tracking of all 4-tires, I will chance the possibility of hitting a soft shoulder for the closer view of the valleys below. **I do NOT recommend this practice!!!** It takes years of experience and a good knowledge of soil compaction to pull this off.

YOUR best bet is to stay in the middle of the two-tracks on most roads to be safe. Being safe on mountain roads should be your first priority. Few people will take the time to learn critical tire tracking on Jeep roads. They only want to enjoy a day on the trail. That is a very good choice.

It is fairly common for mountain roads to have soft shoulders due to the amount of rains and snowmelt found in the high country. As rain and snowmelt accumulate on a road surface, it will increase in volume and velocity until it finds a place to exit the side of the road. At those points, there is often a “V”-notch carved into the side of the road. These “V”-notches are dangerous and should be avoided. The other thing is that they sneak up on you. Many are difficult to see from very far, so you are surprised by them often.

In my younger years, I would stop and throw rocks and other stabilizing debris into the deeper “V”-notches to keep the roadside from excessive erosion. If you catch them before they are too big, they don’t require too much work. Allow them to grow and soon the trail will not exist.

When I reopened the Pace Lake Jeep trail back in 2008, I worked a whole afternoon filling a 3-foot deep and 3 to 4-foot wide trench of about 75-yards length to re-establish a passable road base.

Let’s resume this on part 5.

Happy Trails.

**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.....

Hope that everyone got all of the Jeep accessories they asked Santa for.....



Keep PUBLIC lands open to the PUBLIC

NM4W Officers

<p>President Frank G. Whiston 505-681-0017 pres@nm4w.org</p>	<p>Vice-President Membership Chairman Rich Steele 505-249-1130 vpres@nm4w.org</p>	<p>Secretary NaDeen Roland 505-918-6300 sec@nm4w.org</p>
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Trail Tales



February 1, 2021

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Meeting Minutes

January 14, 2021

By NaDeen F. Roland

Frank G. Whiston, the club president, hosted the online/phone conference meeting. Frank called the meeting to order at 7:02 p.m.

GUESTS: JP Bowdoin, Pedro Estevan Hernand, Paul Holt, Brian Hughes, Abesh Mubarak and Samuel Wallace.

MEMBERS PRESENT: Tracy Bakewell, Jeff Boggs, James Buck, Gary Buckingham, Ronnie Caton, Shirley Godfrey, Ed Kausche, Lyn Kausche, Dwight Lambert, Jimmy Lloyd, Jose Lucero, Cliff Meier, Bob Norton, Jack Nutter, NaDeen Roland, Don Roy, Wayne Sullivan, Matthew Wheeler, Donna Whiston, Frank G. Whiston, and Frank R. Whiston.

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

TREASURER'S REPORT - Gary Buckingham. There is \$8608 in the savings account; \$5,962 in the checking account; and \$849 in the PayPal account. Frank offered to help Gary make payments for the post office box rental, the NMOHVA membership fee, and the Blue Ribbon Coalition membership fee.

TRIP CHAIRMAN'S REPORT - Jeff Boggs.

Past Events:

December 27 Final 2020 Jemez Ride led by Frank G. Whiston. Frank said eight vehicles met up at the Walatowa Jemez Pueblo Visitor Center. They ran into more snow than they expected which hindered the intended search for dinosaur footprints.

January 9, 2021 Mt. Taylor led by Tracy Bakewell. Tracy said the roads were nice even though they were snowy and icy. It was so cold they couldn't eat lunch outside. There were about 16 people and 11 vehicles including his own.

Upcoming Events:

January 30, 2021 at 8:00 a.m. Sagebrush Flats - Exploratory I-25 La Bajada Rest Area. Cliff Meier, trip leader. Cliff said it will be an adventure, especially if there's lots of snow.

February 13 Save the Date Gordy's Hill Event Jennifer Chapin, event leader. Frank said he will try asking Jennifer about the actual status of this event since not much has been updated since this event was posted. **NOTE: This event has been moved to the fall of 2021. Exact date TBD.**

Jeff offered to help anyone who wants to lead a run with anything including posting the run on the club's website and figuring out the number of vehicles allowed on the run you have planned since it will depend on where you are going.

VICE PRESIDENT'S REPORT - Richard Steele, absent, not feeling well. Frank went over the point system for our guests.

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT - Suzan O'Larick, absent, working on her Master's Degree and her online class is during our meeting. Frank went over Suzan's slide/report on Colorado OHV Permits. He explained OHV stickers, motorized trails, and forest roads. Cliff and Matthew offered advice on how to obtain a sticker such as some of the local stores or visitor centers who sell them. Frank also has slides posted under the documents tab on our website, and he mentioned that stickers can be purchased online.

PROGRAM CHAIRMAN'S REPORT - Tracy Bakewell. Tracy said he was the winner of the 50/50 Raffle; however, he only won his \$1 back. He has a new supply of hats, t-shirts, and license plates for sale. Frank gave NaDeen a moment to model the pretty turquoise blue and yellow hat she bought when the October meeting was held at Tracy's house.

HISTORIAN'S REPORT- Jennifer Chapin, absent, playing in the dirt in Sand Hollow, Southern Utah. No report.

WEB MASTER'S REPORT - Don Roy. Don explained how the new Vehicle Limit For Rides function works. Members can put themselves on a waitlist for the trail leader to contact them if someone cancels, but no one can hit "yes" if the ride is already full. He also explained that a primary member on a ride can be designated to be riding as a passenger with another member, and it will not be counted as a vehicle.

NEWSLETTER EDITOR'S REPORT - Phil Rodacy, absent, probably enjoying his cabin. No report.

OLD BUSINESS:

Trail Leader Recognition medallion awards ~ Frank will be awarding medallions to first-time trail leaders Jack Nutter for his November Gordy's Hill trip and Tracy Bakewell for his January Mt. Taylor trip.

COVID-19 Impact: Red to Green framework ~ Frank talked about how vehicles count as a mass gathering. He also went over how the color-coded restrictions on vehicles/people vary from county to county.

NEW BUSINESS:

First Frank opened the floor to anyone who needed to discuss anything. (1) Gary asked for recommendations on what to do with club records that date back to 1991. Cliff advised him to research how long we should legally hang on to the records so that nothing gets destroyed prematurely. Don recommended that the documents be scanned into digital form. (2) Matthew suggested using MeWe as an additional form of social media. Frank got an “okay” when he asked Matthew if he would run it if the club decided to use MeWe. Matthew feels it’s better than Facebook. Tracy announced how he was in FB jail, and another member said he was banned as well after expressing some political views. Several comments were made by a few on how wonderful our website is and that it will always be our main form of information online.

Frank performed a wonderful, encouraging demonstration on how to set up on our website your ride when you are the trail leader. He also went over what to do should you need to cancel the ride or when the ride is complete and it is time to award points and close the ride. Tracy, who led a ride this month for the first time said the written instructions/documents work the best when you read them all the way down to the bottom. Tracy deeply expressed how patient and helpful Don Roy was.

The guest eligible for membership, Samuel Wallace, was present for the meeting. Samuel accepted Frank’s offer to join the club. A vote to accept Samuel Wallace was called for and accepted.

MEETING ADJOURNED at 8:02 p.m.

	<p>President’s Report</p> <p>By Frank G. Whiston</p>
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There is no President’s report this month.

LEAD A RUN
The trip leader is in control

	<p>Vice President’s Soap Box</p> <p>By Richard Steele</p>
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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 affairs report this month.

LEAD SOME RUNS AND GET A DISCOUNT ON YOUR CLUB DUES



Colorado Trail Information

Contributed by Jennifer Chapin



Pike & San Isabel National Forest Motorized Travel Management Draft Record of Decision

5 years ago, in November 2015, the US Forest Service entered a settlement agreement with a group of environmental special interest groups, who had sued the Forest Service over the newly created and approved motor vehicle use maps for the Pike and San Isabel

National Forest. The settlement immediately closed numerous trails we had been driving for decades, instituted seasonal closures on trails we happily buried our Jeeps in the snow on, and threaten for than 500 miles worth of additional closures. The lawsuit effectively made the Forest Service redo the entire travel management plan, and start from scratch. The new plan would take 5 years to create going through numerous project steps including the scoping step in 2016 and the draft environmental impact statement (DEIS) step in 2019, where public comments were taken on the various alternatives the Forest Service was considering. After a few extensions, and what ultimately feels like a rushed effort, the Draft Record of Decision, or FEIS, was released on November 6th.

In this record of decision, the Forest Service has ultimately chosen Alternative C as the alternative they plan to implement as the new motor vehicle use map. The Forest Service said they made changes to the alternative before choosing it, however, there were very few changes, and they were extremely small. Overall, the situation isn't that bad, but it's not very good either. A few trails such as Tomichi Pass, Halfmoon Creek, Geneva Creek and Lost Canyon, will all remain open for motorized use. However, the top of Twin Cone will be closed, along with 67 miles of trails within South Park Ranger District. Also, the addition of numerous seasonal closures on trails we frequent in the winter for snow busting, such as Tincup, Hancock, and even Rainbow Falls, will drastically change the availability of trails for us to wheel on all year long. November 6th marked the start of a crucial 45-day period.

Until Dec 21st, the Forest Service will be accepting objections to the draft record of decision. If you were an individual who took action over the past 5 years and submitted a comment to the Forest Service about this project, you can file an objection. You can do this on the Forest Service website at <https://cara.ecosystem-management.org/Public/CommentInput?Project=48214>. I cannot stress the importance of filing objections. It is our last effort to help keep trails before they will be lost forever. Although you might see a short spur road that has no exciting obstacles, someone else might see a prime camping location at the end of that spur where they are well off the road and feel secluded. Not all roads have to have excitement and endless droves of traffic to be seen as beneficial to stay open, and I often feel like the Forest Service misses this point. Motorized routes are used for a variety of recreational uses, and it is important to let the Forest Service know.

The motorized advocacy group, CORE, out of Buena Vista, has been extremely busy in the trenches of this fight for the last 5 years. They continue to release vital sources of information to keep the public up to date on this project and resources that help you better understand what is being presented. I encourage you to visit their Facebook page and their website www.keeptrailsopen.com (News section of the website) where you can endlessly indulge in user-friendly content that will help you understand this entire process.

Ryan Boudreau
Land Advocacy Chairman



Wolf Reintroduction Action Alert

Contributed by Jennifer Chapin



ACTION ALERT

Wolf reintroduction discussions have begun and we need to make sure motorized opportunities are not lost.

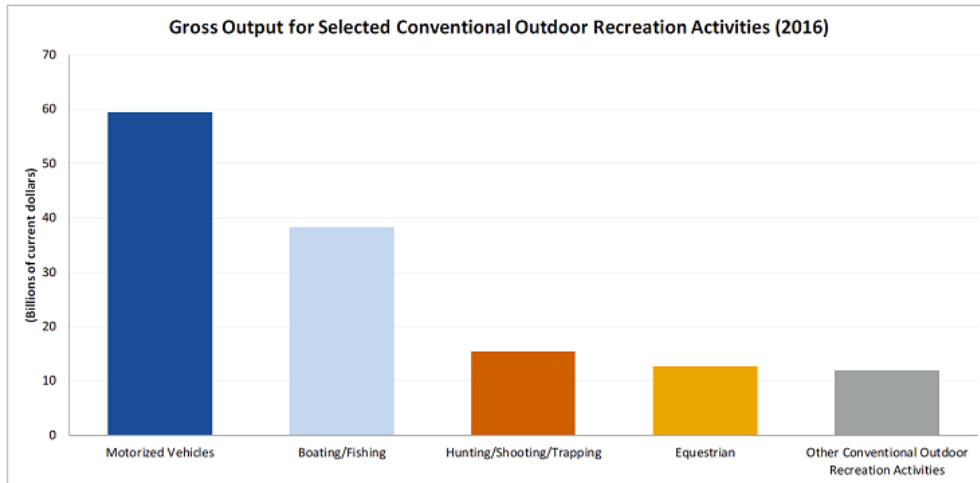
With the passage of Proposition 114, wolves were to be reintroduced in Colorado in designated areas west of the Continental Divide by Dec 31, 2023. Prior to this there was to be extensive public outreach and collaboration to avoid social and economic impacts, preparation of reports to the legislature and an overall management plan for the species before and after the reintroduction. **The Parks and Wildlife Commission addressed this issue in their last meeting and already Governor Polis has instructed to reintroduce the wolves as fast as possible. *This is not okay.***

Why are motorized users concerned?

1. **Where is the money coming from for all of this?** OHV registration monies must be used for OHV trails and resources despite removal of these funding protections by Proposition 114. The Legislature has already swept \$5million in OHV funds and is only providing spending authority for 60% of the funds generated this year from OHV registrations. We want our money and none should be used to support the wolf reintroduction. These funds are protected by law and those protections must be honored in spite of removal of specific protections by Proposition 114 as these are clearly social and economic issues that specifically are relevant under Prop 114.
2. **CPW funding is already allocated to new state parks, increasing herd sizes, reducing maintenance backlogs and other issues such as fixing dams under the Future Generations Act.** As general funds money for these efforts has not become available as the state has lost significant tax revenue from the COVID restrictions, clear funding for these efforts must be identified.
3. **Damage claims for herd damage from wolves should be paid in full even if no general fund money is available to support the reintroduction.** This was a foundational statement around Proposition 114. CPW cannot support these entirely new costs of wolf reintroduction and management, nor should they, even if OHV registrations and other license sales are technically state funds.
4. **We don't want to lose trails merely from the presence of wolves in the area, *which has happened in other states with wolves.*** We also don't want to lose trails due to declines in ungulate herd animal populations that result from wolf predation. Declining populations of

ungulates is a common reason for trail loss in the travel management process. CPW has already recognized that wolf reintroductions will cause a decline in ungulate populations and closing trails will not change this.

- Multiple use recreation is a HUGE ECONOMIC driver for Colorado and possible negative impacts to these economic benefits from the wolf reintroduction must be addressed under Proposition 114.** The US Department of Commerce recently stated OHVs and ATVs created more than \$9 billion in economic activity in the US. The importance of multiple use access to this economic engine is reflected in the following chart from Dept of Commerce.



Until meaningful discussions around the economic and social sustainability of any reintroduction, the only implementation of Proposition 114 that is economically and socially sustainable is the reintroduction of 2 wolves in the state of Colorado. US Fish and Wildlife already thinks there could be sustainable populations in the state already and this population addresses the social conflict around Proposition 114 and the serious restrictions on funding already being experienced by CPW.

**[Our full comments are available here:
prop 114 wolves 1 1378966430.pdf](#)**

Please email CPW Commissioners and leadership members (*politely*) about your concerns at the addresses below:

CPW Commission general mailbox
dnr_cpwcommission@state.co.us

CPW Director Dan Prenzlow
dan.prenzlow@state.co.us

CPW Commissioner Hauser
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CPW Commissioner Adams
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CPW Commissioner Garcia
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CPW Commissioner Trutchton

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CPW Commissioner May
Dallas.May@state.co.us

CPW Commissioner Schafer
Luke.Schafer@state.co.us

CPW Commissioner Vardy
Eden.Vardy@state.co.us

Colorado Off Highway Vehicle Coalition
P.O. Box 741353
Arvada, CO 80006



A City Ordinance Just Banned 4x4 Events in Moab

Contributed by Jennifer Chapin



[January 26, 2021](#) by [Kevin Allard](#)

FOR DECADES, MOAB, UTAH, HAS BEEN A TOP DESTINATION FOR 4×4 EVENTS, BUT NOT ANYMORE.

Moab, Utah, is possibly one of the most well-known 4×4 destinations in the world. Moab trails are known as some of the most challenging and scenic backroads you will find in western America. You might think the small town of Moab is overwhelmingly friendly towards 4×4 enthusiasts, but I suppose you might be wrong.

When I was a child, my father and I visited Moab. Back then, Lions Back was still open. The entire town was full of old Jeeps, square body chevy trucks, Scouts, Motorcycles, and ATCs. Everywhere we went, the parking lots were full of offroad machines.

Being a kid growing up in the offroad industry, I was amazed at the culture of Moab. It was a town where nearly everyone had common ground, a passion for 4×4 adventure. Back then, traveling Moab's backroads earned you bragging rights around the campfire.



Although the entire community is built on the backs of 4×4 users, our access is being threatened by county and town officials. City officials have passed new town ordinances that are gaining the attention of pro-motorized access user groups across the US, especially after popular events like [Rally On The Rocks](#) are now being canceled as these new rules are implemented.

The Utah legislature has passed legislation allowing OHV users to operate their machines on highways. OHV users, like all drivers, are required to carry a valid driver's license, insurance, tags, mirrors, horns, etc., very similar to Arizona. However, the city of Moab decided it's ok to subvert the Utah legislature and pass these ordinances anyway.

According to Blue Ribbon Coalition,

In short, these actions ban OHV events, ban new OHV-related businesses, and create separate traffic laws for street-legal OHV users.

SHARETRAILS.ORG NEEDS OUR HELP. PLEASE SIGN THE PETITION!

Motorized access groups in Utah are banding together to demand local authorities remove the prohibitions, and some are reaching out to us. ShareTrails.org or better known as The Blue Ribbon Coalition, is collecting signatures for a petition. They are challenging these new rules and asking the Moab city officials to reconsider the prohibitions.

Working together with our neighbors, we can help defend motorized access for all user groups. These unconstitutional ordinances should be challenged by all people who have enjoyed Moab's trails.

We are asking everyone to take 2 minutes out of their day to support this effort. If you have "autofill" set up on your device, it literally takes 2 seconds.

[PLEASE CLICK HERE TO SIGN THE PETITION!](#)

READ THE CITY ORDINANCES BELOW.

<https://rallyontherocks.com/wp-content/uploads/2020/12/Attachment-3-Ord-617-Admin-Hearing-process-2020.pdf>

<https://rallyontherocks.com/wp-content/uploads/2020/12/Attachment-1-Res-3245-Joint-City-County-ATV-Moratorium-Fully-Signed.pdf>

	<p>High Mountain Driving Part 5 By Jerry Smith Contributed by Cliff Meier (with permission)</p>
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By Jerry Smith

Director of Environmental Affairs for the United Four Wheel Drive Associations

Wrong Interpretations of Trail Difficulty

Many trails have been described hundreds of times in many places. Trail information is on Facebook, the Wells' books, people you talk to, and a ton of other places. What they don't describe is the commenter's experience level and competence behind the wheel.

The differences between one description and another can be the difference between driving a Mini Cooper and flying a 747.

Like I said before, each of us has a level of expertise that we will achieve for learned skills. It's like being a carpenter. Most of us can drive a nail with a hammer, but most of us could not build a house to code. There are differing levels of being an expert carpenter.

Because there are so many descriptions of the same trail, my recommendation is to take the worst level of difficulty you hear and the easiest level of difficulty you hear and consider somewhere in the middle a fair assessment. Having done that, take into consideration your off-highway driving experience and the capability of the vehicle you will be driving. One last thing is to apply your level of fear of heights or if you have passengers often, their fears and trepidation.

Now you may have some idea of whether a certain trail is within your capability or not. Asking people who know the trails well and you are familiar with their wheeling expertise can also be a confidence booster.

I have known drivers for years that I swear haven't improved their abilities in the slightest. They just show up and drive like it was another Sunday going to the mall. Others I have watched began as total newbies and within two or three trips you start seeing them learning and excelling. One I can think of is very quick at picking up on little things to improve on her driving.

People like me are probably too anal about the tiniest little things. We mentally measure every rock on the road. We observe the air pressure in someone's tires and how the particular tire works in different situations and on the various terrains. How a driver works the throttle or responds to a spotter are other little things we scrutinize. There is nothing that isn't important.

I admit to being in the super anal driving clan. On the one hand, it's a good thing to be aware. On the other hand, let's just say people like me need to know when to hold their tongue and keep their advice to themselves. It can be easy to insult others telling them every move to make.

One Last Thing

The "Rule of Thumb" you'll hear a lot about in wheeling the backcountry is that uphill traffic has the right-of-way. Though that is the rule, rules can be and are broken all the time. There will be times when meeting others on a narrow trail that breaking this rule makes far more sense.

Let's say you are alone climbing a long, steep, narrow stretch of road and encounter two or more vehicles coming down. There is no room to pass and they say there were no wide spots behind them for a long distance and there was one behind you not too far down the road. Do you insist that they back up for a long-distance or give in and back downhill to the wide area?

In most instances, you should be the one in reverse.

Now comes some advice you really need to know, so please pay attention. There are plenty of people who will tell you all kinds of reasons you don't want to back downhill. 99% of those reasons are BS!!

The reason is that while backing downhill, stopping can be very difficult and unpredictable. The weight transfer causes the braking to be mostly on the rear axle and it is designed to be the secondary braking axle. The weight on the front axle will unload and lose traction (steering AND braking ability) and the vehicle may turn uncontrollably. On a steep, narrow gravel road, that is about as dangerous as it gets.

Even with all that, there are times when backing down to yield the right of way is the prudent thing to do. In that case, back down VERRRRY slowly. Maintain control so you may stop safely at a very short distance. You may hear some derogatory jeers about your speed but ignore them. Keep your vehicle under control... period!! It will be no hair off them if you go over the side.

There you have it. I hope I have made a strong impact on your thinking about mountain driving being just like any other. There are other things I could add, but if you understand

what has been said here and try your best to use this knowledge, chances are you will do well in our Rocky Mountain High Country.

Many Happy Trails to you and never forget what Yogi Berra said; "When you come to a fork in the road... take it!"

This concludes our 5- part mountain driving series. Special thanks go to *Jerry Smith for giving permission to reproduce his articles here, and to Cliff Meier for finding this series, contacting Jerry, and obtaining permission to include it in our Newsletter.*




Recovery Gear Sizing and Ratings

Contributed by Frank Whiston

You can essentially outfit the front of your rig with 9k of stump-ripping, mall-parking lot recovery power for a measly \$329.99, and that's before a sale! I'm not at all against this - I think it's awesome. It's enabling a whole new level of people being able to afford and utilize winching systems. I am against the lack of knowledge associated with winching systems and associated equipment. Along with the cheap winch comes cheap gear. Cheap cable. Cheap shackles. Cheap blocks. Cheap rigging. This creates trouble.

In most cases, when the \$329.99 winch fails - it just stops working. The motor fails to operate. You're stuck. No problem, call - complain - gripe - replace. When a winching accessory breaks - it can seriously harm you. It can kill you.



There are a lot of options out there for recovery gear and several different ways that companies assign load ratings to them. This can sometimes be confusing and hopefully after reading this it will help you make informed decisions when choosing the right recovery gear for your vehicle.

The most common rating you will find on recovery gear is Minimum Breaking Strength (MBS). While MBS is great for comparing products, it doesn't help you size recovery gear for your vehicle. That's where Working Load Limit (WLL) comes in since the WLL of a piece of recovery gear should always be greater than the Gross Vehicle Weight.

While MBS is determined through testing, WLL is a calculated number. It is derived by applying a Safety Factor (SF) to the Minimum Breaking Strength (also called Mean Tensile Strength, MTS). See formula below for calculating WLL.

Once you understand the formula for calculating Working Load Limit you will be able to:

- Evaluate what Safety Factor a company is using, and no they don't all use the same SF.

- Compare a product rated in MBS to one rated in WLL, which I see all the time.
- Make an informed opinion of the quality of a company's recovery gear.

Formula for Calculating Working Load Limit

$$\text{MBS} \div \text{SF} = \text{WLL}$$

MBS – Minimum Breaking Strength

SF – Safety Factor

WLL – Working Load Limit

Gross Vehicle Weight

Since the Working Load Limit of our recovery equipment should exceed the weight of our vehicle, we'll first cover determining Gross Vehicle Weight.

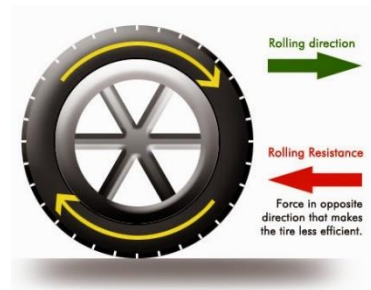
The easiest way to do this is to use the scale at a truck stop or the local dump. This isn't always practical though. For a rough, but fairly accurate, GVW we can use the manufacturer's Curb Weight and add fuel, passengers and cargo.

A 4dr Jeep Wrangler has a curb weight of 4,200lb. Jeep uses an estimate of 600lb for fuel, passengers gear when calculating GVW. Therefore, our back of the envelope calculation of Gross Vehicle Weight would be 4,800. Don't forget about modifications such as heavy-duty steel bumpers and other added armor which also adds weight. If you have an overland setup you can easily be much higher. It is recommended to always size recovery gear to the vehicle being recovered.

Resistance

Another factor that must be accounted for is resistance. There are three, sometimes four types of resistance that affect the load placed on our recovery gear during operation. They are rolling resistance, mire resistance, gradient resistance, and sometimes damage resistance. In extreme recovery situations, we adjust for these resistances by applying a multiplier to the weight of the vehicle being recovered.

Rolling resistance is the force it takes to put a vehicle in motion. On a hard, flat surface (such as concrete or asphalt), you should multiply the vehicle weight by 1.05. On grass or gravel, use a factor of 1.15.



So, what the heck is mire resistance? Mire resistance is created when a wheel or load is sunk into the dirt, gravel, mud, sand or other soft surface. The deeper it's sunk, the more force you'll need to move it. If it's sunk up to the lower part of the wheel ("tire mire"), you'll add an amount of force that's equal to 75% of the casualty's weight. If it's sunk up to the bottom of the wheel rims ("wheel mire"), add 100% of the casualty's weight. If it's sunk up to its body ("body mire"), add 150% of the

casualty's weight. This should shed some light on why it is important to also have a shovel as part of your recovery gear.



Gradient resistance accounts for the force of gravity pulling against the stuck equipment. The steeper the slope, the greater the stress exerted on the towing vehicle. For a 15 degree angle add 25% to rolling resistance, for 30 degrees add 50% and for 45 degrees add 75%.



Damage resistance is the force that resists the movement when the rolling object is damaged, for example, the wheels won't turn freely or the object has missing wheels. Damage resistance is always calculated at the same rate, regardless of surface conditions. It is two-thirds of the total weight of the object you're moving.

HOW TO CALCULATE TOTAL RESISTANCE

1. **Figure out the static weight of the load.** The static weight includes all equipment, luggage, fuel, and anything else the vehicle may be carrying. You may need to adjust your static weight to compensate for weight transfer if there is more than one surface, for example the casualty is mired in mud and then will be on grass. The weight transfer number is added to the static weight, and it's calculated using the same gradient resistance numbers as we showed above (e.g. multiply static weight by 0.25 for a gradient of 15°). This adjusted number is the one you should use to calculate the surface and gradient resistance in step 2 and 3 below.
2. **Calculate the surface resistance.** The surface resistance is either rolling or damage or mire resistance, whichever is the largest number.
3. **Add or subtract the gradient resistance.** Add it if you're moving the casualty uphill. Subtract it if you're moving the casualty downhill.

Minimum Breaking Strength

Minimum Breaking Strength is the minimum rating at which the piece of recovery gear will break. It is determined by destructive testing; pulling a sample until it breaks and noting the force required to break it. After a number of tests the company can calculate Average Breaking Strength and Minimum Breaking Strength.

Minimum Breaking Strength is the best measure of rope strength. Some manufacturers will use Average Breaking Strength since it makes their rope appear stronger. Others may list Breaking Strength, which is not a standard and means absolutely nothing—other than avoid that company.

All recovery gear should come with a listed MBS. If you're unsure about a company ask them to provide the test data for MBS. Any legitimate supplier will be more than happy to oblige. So, you might wonder why if a rope's Minimum Breaking Strength is 18,000lbs you can't use it safely to recover a 5,000lb vehicle. The MBS is determined via destructive static pull, which means the rope is put under a steadily increasing load until it breaks. A rope in the field though is often subjected to dynamic or shock loading, rapid cyclic loading, improper rigging or other unexpected/adverse conditions (resistances, for example) while in use.

You will also stress the recovery component without a sufficient Safety Factor thereby shortening its life or risking it breaking while in use.

In order to account for these issues a Safety Factor, also called design factor (DF) or Factor of Safety (FoS) is used.

Safety Factor

Safety Factor is the ratio between the Minimum Breaking Strength and the Working Load Limit. Generally, with the exception of winch lines and kinetic ropes, the top-tier manufacturers all use a Safety Factor of 5:1.

This number comes from the Cordage Institute, which sets standards for the industrial overhead lifting industry. They recommend a Safety Factor “in the general range between 5:1 and 12:1”. Obviously off-road recovery is a lot less demanding application than lifting a tow truck off a barge so off-road companies use the lower end of the range.

The American Society of Mechanical Engineers also recommends a Safety Factor of 5:1.

Unfortunately, some companies will use a Safety Factor lower than 5:1 to make the Working Load Limit of their product look better. You can easily determine what SF they are using by dividing MBS by WLL. Obviously, companies like this should be avoided.

Detailed information on each category of recovery gear:

Hard Shackles, Winch Hook and Pulleys

The American Society of Mechanical Engineers recommends a minimum 5:1 Safety Factor for detachable rigging hardware. Most quality manufacturers in the off-road industry will use an SF of 5:1 to 6:1. Crosby, for example uses a 6:1 SF.

Kinetic Rope

Although the Cordage Institute stands as a general standard many different markets have evolved to create their own SF standards based on unique applications. One of these is kinetic recovery rope. The argument for using a different Safety Factor is based on the increased elasticity of kinetic rope and the resultant slingshot effect.

While some companies do use the 5:1 standard, others use a lower ratio like 3:1 because, according to them, you start to lose the kinetic effect above that ratio. I have been told this is because the tow vehicle is not able to stretch the rope enough to get the slingshot effect. There is no publicly available testing to support this opinion at the moment, but I can tell you that I have seen people use oversized rope (1") and it did not provide the expected kinetic effect.

There is no official working load limit on using Kinetic Energy Recovery Ropes. However, from experience Bubba Rope recommends that the best method in selecting the right rope is by multiplying the weight of the vehicle you are recovering by 3 or 4 times and then selecting the rope that has a breaking strength that is equal to or higher than that number.

Following is the Safety Factor ratings used by some top-tier companies. The list is not meant to include all of the trustworthy companies, just the ones I'm familiar with.

- Factor 55 5:1
- Advanced Synthetic Rigging 3:1
- Masterpull 5:1
- Bubba Rope 3.5:1 – 4:1

Winch Line

The Safety Factor and sizing for winch lines is calculated differently. In this case, SF is in relation to the pulling power of the winch.

The power of a winch is directly related to the number of wraps the winch has on the drum. An 8,000 lb winch will only pull 8,000 pounds on the first wrap. Because of the need to leave a minimum of 5 wraps of your rope on the winch for friction to hold it securely while under load - the first roll of rope pulling at a maximum 8,000 pounds will be shorter than the remaining wraps. Different manufacturers have different ratings, depending on the size of the winch, line, etc. Check with yours.

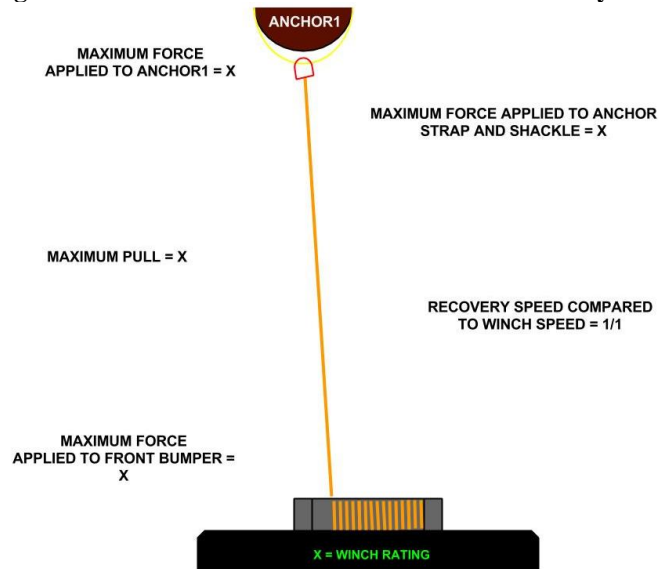
The Army Test Operations Procedure 02-2-618 requires a safety factor of 2:1 (not surprisingly, the military typically has more stringent standards for recovery gear). Master Pull recommends using a 1.5:1 to 2:1 safety factor with the winch that you are installing the winch line on. This means the winch line should have a breaking strength of 1.5 to 2 times the pulling power of the winch.

Using Masterpull's Safety Factor, if you have a 9,000 lb pulling capacity the line should have a breaking strength in the range of 13,500 to 18,000 lbs or higher.

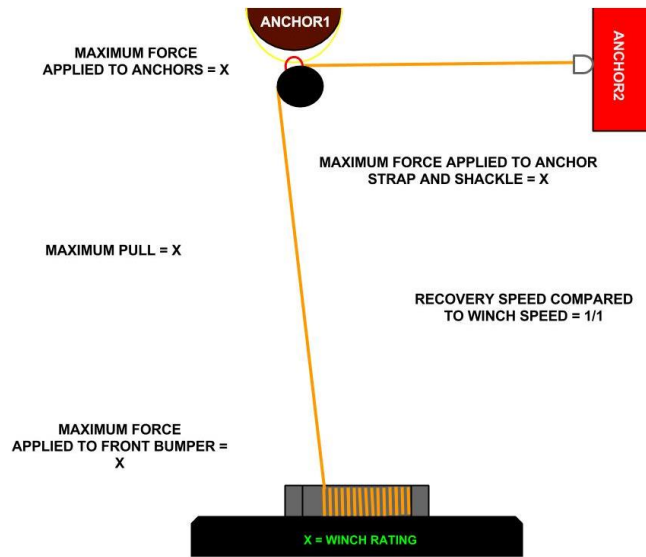
Case Study

Okay, what does all this look like in some actual recovery scenarios? We cover this to show the importance of looking at every piece of recovery equipment, even if it is sold as a kit. Different recovery scenarios can tax recovery equipment in different ways. We will cover three different winching setups and show how easily one can exceed the rating of your rigging.

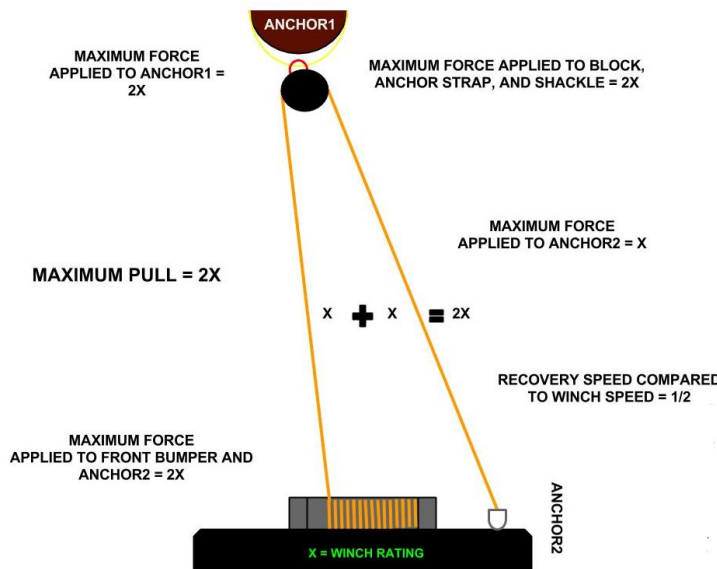
A direct (single line) pull - The vehicle is attached to an anchor via the winch rope. The winch is powered in, applying no more than the maximum force of the winch to your anchor.



A redirected (single line) pull - Utilizes a pulley block connected to an anchor to redirect your winch rope to another anchor or object. Normally used when extracting another vehicle.



A double line pull - Utilizes a pulley block connected to an anchor. The rope from your winch is put through the pulley block and then attached back to your vehicle.



In both a direct and redirected pull situation, the maximum amount of force applied is determined by your winch. With an 8,000 lb winch your maximum amount of force applied will be around 8,000 pounds. With a 10,000 lb winch your maximum amount of force applied will be around 10,000 pounds.

With a double line pull, in layman's terms - you are essentially doubling the power of the winch and decreasing your pulling speed by ½. An 8,000 lb winch will have the capability of pulling up to 16,000 pounds.

Now that we have the basics, let's pick apart a recovery kit. This one belongs to a fairly large company, though I will leave their name out of this.

- 20,000 lbs. maximum capacity snatch block, with grease port.
- 2" x 8' (5cm x 2.4m) tree trunk protector, rated to 14,400 lbs.
- 2" x 30' (5cm x 9.1m) standard recovery strap, rated to 14,400 lbs.

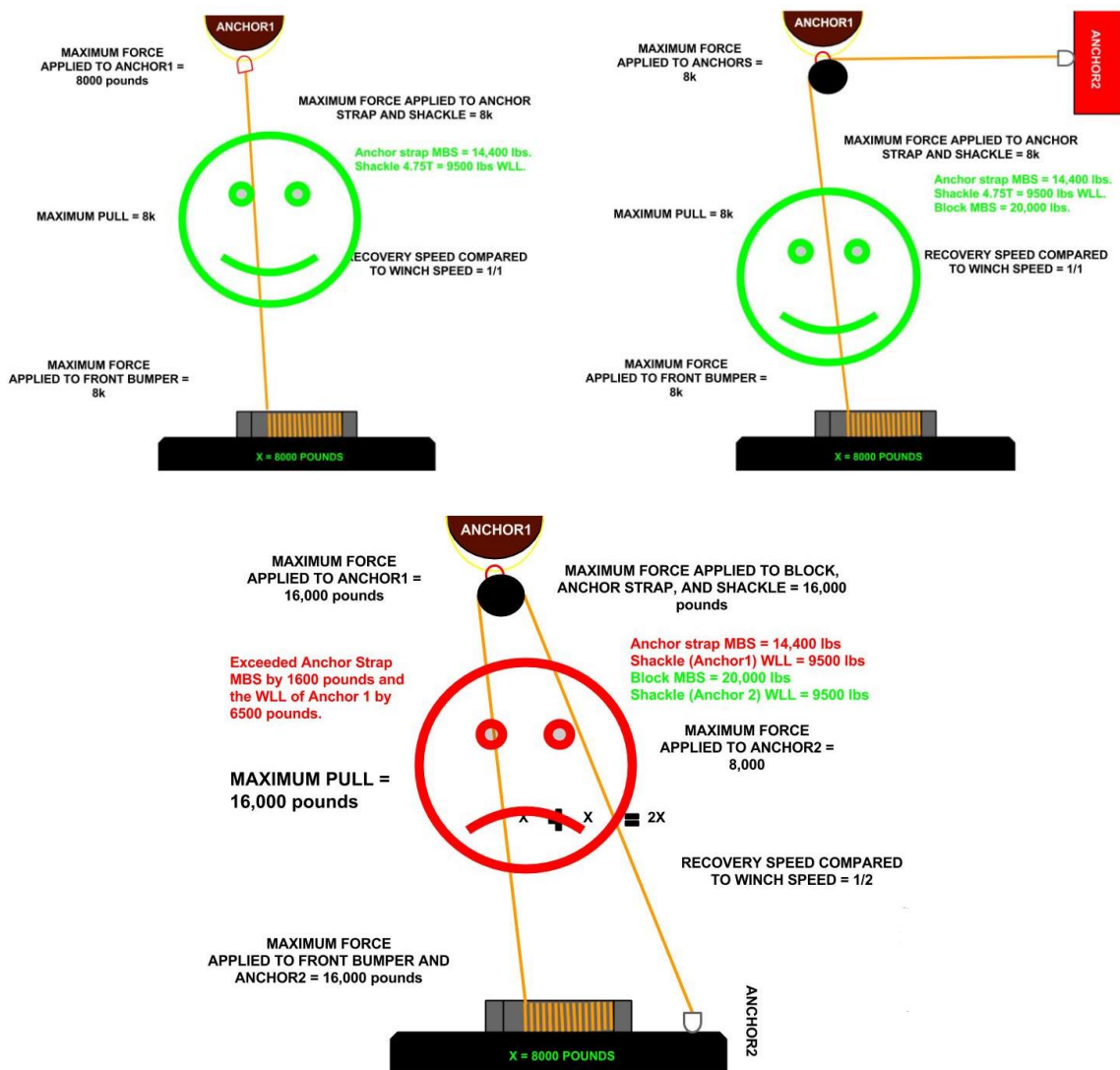
- 3/4" (20mm) D-shackles (2x).

Kit sold to work with winches up to 10,000 lbs.

The first thing I notice is no WLL, Safety factor, or MBS. Are the straps rated for 14,400 lbs in a basket, choker, or 'vertical' position? We don't know if the straps are rated at 14,400 lbs indefinitely or if they will only take that much weight once and break. If we apply 14,401 lbs, are we risking death? When performing a recovery, ALWAYS err on the side of caution. I say yes, the instant we go over that rating we are endangering EVERYONE involved.

Now, lets use this kit with our recovery scenarios assuming the shackles are typical 4.75T WLL, the remaining posted ratings are MBS, the straps are posted a 'basket' rating, and that we are mired to the fenders so we are going to use every ounce of pulling power our little winch will give us.

It will clearly pass when used in the direct and indirect pull scenarios.



It fails when used in a double line pull at maximum pull. This brings up the question of when you'll be at maximum pull? It is not worth the risk to find out, just use equipment with the proper rating for the recovery at hand. Each situation is unique and needs its own scrutiny. I hope this helps you

understand recovery equipment and their ratings so that you can make informed decisions about sizing your equipment.

	<h2 style="text-align: center;">Building Your Jeep</h2> <p style="text-align: center;">By Gary Buckingham</p>
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Which Model?

If you want to build this:



Where do you start?

The time has come for me to buy a new vehicle and I've decided it will be a Jeep, specifically a 2016 Wrangler Unlimited. The question is which model. The search to discover which Jeep is right for me has been an interesting journey so I thought I'd share my thought process behind my decision.

Here are my priorities:

- It will be my daily driver so reliability and creature comforts are very important.
- The Jeep will see occasional trail time but for the first 6 years or so I need to keep the sheet metal straight and shiny.

- I have settled on 37" tires as the goal tire size. This is a compromise between the proportions of the Wrangler Unlimited and drivability & engine power.
- I have long term plans for this Jeep, so I want to build something that will last.
- I have a budget so I need to spend wisely on the initial build. I don't want to buy things twice.

Because of the tire size I have selected there are a lot of options for Wranglers that I can completely ignore. For instance, I don't care which wheels I get since I'll have to buy aftermarket wheels anyways, the stock wheels are too narrow for 37" tires (I ran my 37x12.5R17 on the stock wheels but the contact patch was never good. This was no surprise because the tire manufacturer suggested minimum wheel width is 8.5" (and the stock wheels are less than that.) I also don't want to pay extra for factory gearing options because none of them are high enough for 37" tires. Eventually I'll replace the Jeep as my daily driver and keeping it for purely recreational purposes, after all my CJ7 won't last forever. Even if you are not interested in modifying your Jeep, this article still has a lot of info about the various Jeep Wrangler models you might find interesting.

Here is the Wrangler model line-up for 2016



Sport



Sahara



Rubicon

Base MSRP	\$27,695	Base MSRP	\$33,695	Base MSRP	\$36,895
Sport S	\$30,895	75th Anniversary	\$38,375	Rubicon Hard Rock	\$41,695
Willys Wheeler	\$31,995	Backcountry	\$38,395		
Black Bear	\$32,395				
Freedom Edition	\$33,395				

If you're familiar with how Jeep organizes Wrangler models on their website, you can see my chart is organized differently from theirs. I have the models sorted by the base model with the optional trim packages listed below whereas Jeep sorts them by MSRP. I don't care for Jeep's method because it places the Backcountry

between the Rubicon and Rubicon Hard Rock, yet the Backcountry doesn't have any of the features that make a Rubicon a Rubicon, like the Rock-Trac transfer case, the front Dana 44, or the lockers. They also have the odd Willys Wheeler W above the Sahara (in price) yet it is a Sport based package like the regular Willys Wheeler so you can only get options available to the Sport. Strangely absent from the "build and price" model selector (at the time of this writing) is the 75th Anniversary model, which is based off the Sahara.

Comparing all these models is a little crazy because determining their differences is difficult. The biggest differentiating factor from model to model is what options are available. For example the Sport and all the models based off of it, like the Willys Wheeler, the Willys Wheeler W, the Black Bear, and the Freedom Edition, you cannot get remote start, a body-color hard top, or full leather seats (According to the 01/08/2016 issue of the Order Code Guide you can order the Sport S with the Mopar Premium Sound and Leather (AJC) package which has a note that reads "Katzkin Black Tuscany Leather Seats installed in place of Cloth Seats"). This is a different seat than what you get with the Leather Trimmed Bucket Seats (ALX) option available in other models. I don't know if Mopar Premium Sound and Leather always means Katzkin seats or if that is unique to the Sport S version. My guess is that the Mopar Premium Sound and Leather package always means Katzkin seats). There are also small differences that can't be undone with some models, like the "mid gloss granite crystal grille" that ships on all Freedom Edition models. There are some models that have special colors available that are unique to them like Sarge Green for the 75th Anniversary and Xtreme Purple Pearl for the Backcountry.



2016 Wrangler Unlimited Backcountry in Xtreme Purple Pearl

To simplify things, let's start by ignoring all the options and focusing on the mechanical differences of the base models. All 2016 Wranglers have the same motor and transmissions, so that doesn't play into the decision. There are three differently named suspensions for the various models of Wrangler, the Sahara has the "heavy duty suspension w/gas shocks", the Rubicon and Willys have the "performance suspension", and the Sport settles with the "normal duty suspension". If you're buying a lift kit that includes shocks you can disregard those differences (unless you're going with a budget left that just uses spacers and/or reuses the stock shocks). The meaningful mechanical differences between the models are in the transfer case and the axles.

Here is the drive-line run down.

Model	Transfer Case	Front Axle	Locker Option	Rear Axle	Locker Option
Sport	Command-Trac	Dana 30	n/a	Dana 44	Limited Slip \$395 Option
Sahara	Command-Trac	Dana 30	n/a	Dana 44	Limited Slip \$395 Option** Locker \$1,500 Option**
Rubicon	Rock-Trac	Dana 44	Included	Dana 44	Included

**The base Sahara only shows a limited-slip differential available as an option for \$395, but not a locker. However, you can get a locker in a Sahara based package by ordering either The Backcountry or the 75th Anniversary Edition because both include the limited-slip rear differential as standard with the option to upgrade to a rear locker for \$1,500.

Looking at that chart you can see that when it comes to the mechanical make-up, Wranglers fall into 2 categories; Rubicons or non-Rubicons. The Sport (and its derivatives) are not that different from the Sahara (and its derivatives) however the Rubicon ups the anti at every point.

Rubicon



So, my search began with the Rubicon. If I'm serious about off-roading and Jeeps, it's obvious I should get a Rubicon, right? It's got Dana 44 axles front and rear, it's got lockers front and rear, and it's got a Rock-Trac 4:1 low-range transfer case. This is a shopping list of upgrades that previous generations of Jeep owners had to go outside of Jeep to get. It's reasonable to expect that I could take a Rubicon out of the show room, throw on 33" tires (do I need flat fender to fit 33's?), and wheel to my heart's content without breaking a thing. Depending on driving style and usage I might have no trouble with 35's. Now 35's look nice but they are the maximum tire size where those Dana 44's can be considered "reliable" (meaning I'll know when I'm about to try something that might break them). The stock front axle, thou good, is not as good as it could be. The factory front Dana 44 has smaller diameter axles tubs and inexplicably thinner upper C casting than most aftermarket D44s and they have failed with the added weight and leverage that 35's bring to the party. Plus, the 35's will push the limits of the stock U-joints in difficult situations.

If I want true off-road reliability, I need to address those Dana 44's. The front Dana 44 can be made "strong enough" with a few improvements. I can truss the axles tube, re-enforce the upper C's, or I could just buy a beefier Dana 44 housing from Dynatrac or Teraflex and transplant the stock parts into it. Add some RCV axles shafts and I've probably taken the front axle to the point where it's more reliable than the back. I might as well get aftermarket shafts for the back to complete the package. Throw in some 4.56's gears and the axles are built to take 35's all day long.



Teraflex Tera44 HD replacement axle housing

Did I mention I want 37's? Yeah, all this might not hold up to 37's, especially the front ball joints and the rear entirely. In addition to the strength limits of the Dana 44s, the size and weight of 37's challenge them in other ways. The stock brakes should be upgraded to something like the big brake kit from Teraflex, which runs about \$800. Plus, unless I do go with an aftermarket axle housing designed for a lift kit, the amount of lift required for 37's will raise concerns with caster and/or drive-line angles with the stock axles. In my opinion there are just too many compromises and concerns with the stock Dana 44's if I want to run 37" tires, especially the front.

Well, if I'm not satisfied with the Rubicon axles why buy them in the first place? **This is where the decision of which model Jeep to buy gets tough.** Let's say I don't buy a Rubicon, what am I giving up?

- Dana 44 front axle
- Lockers (at least the front for sure.)
- 4:1 low range
- Electronically disconnecting front sway-bar
- Other niceties like the "Rubicon" embroidered seats and future resale value
- Possibly some options depending what model I drop down to

If I buy a Sahara or Sport instead of the Dana 60's what's the savings?

Rubicon	\$36,895	Rubicon	\$36,895
Sahara	\$33,695	Sport	\$27,695
Savings	\$3,200	Savings	\$9,200

Dana 60's

All the challenges of 37's. Not all the challenges really, the stock steering will definitely need to be addressed eventually. can be solved in one shot with a set of

Dana 60's. A set of Dana 60's custom made for the Wrangler can be had for \$11,000. (See my article on aftermarket Dana 60's here.) A quality set of Dana 60's will hold up to 37" tires in all but the most extreme cases (and even then, they usually survive). They are upgrades to the Rubicon Dana 44 in all areas, bigger axles shafts, bigger u-joints, bigger ball joints, bigger components inside and out. Even improved ground clearance with some designs. For that money I also get a new Ring and Pinion of my choice to get the engine back in its power band. All this in a bolt-on package.



Spicer Ultimate 60 / Mopar Dana 60 axle

Not only have I addressed reliability with larger tires, I also get larger brakes, bracketry that is designed for lifted vehicles which corrects steering linkage angles, and I get raised track bar connection points. Another feature of most aftermarket axles is that the pinion angle is designed for lifted Jeeps that allows me to maintain reasonable drive-line angles without wreaking havoc on my caster angle. In addition to \$11,000 for the axles I need about \$1,200 for driveshafts. Good Dana 60's should have yokes for 1350 series U-joints, a meaningful improvement over the stock drive-line. So, the number to keep in mind for building with Dana 60's is \$12,200.

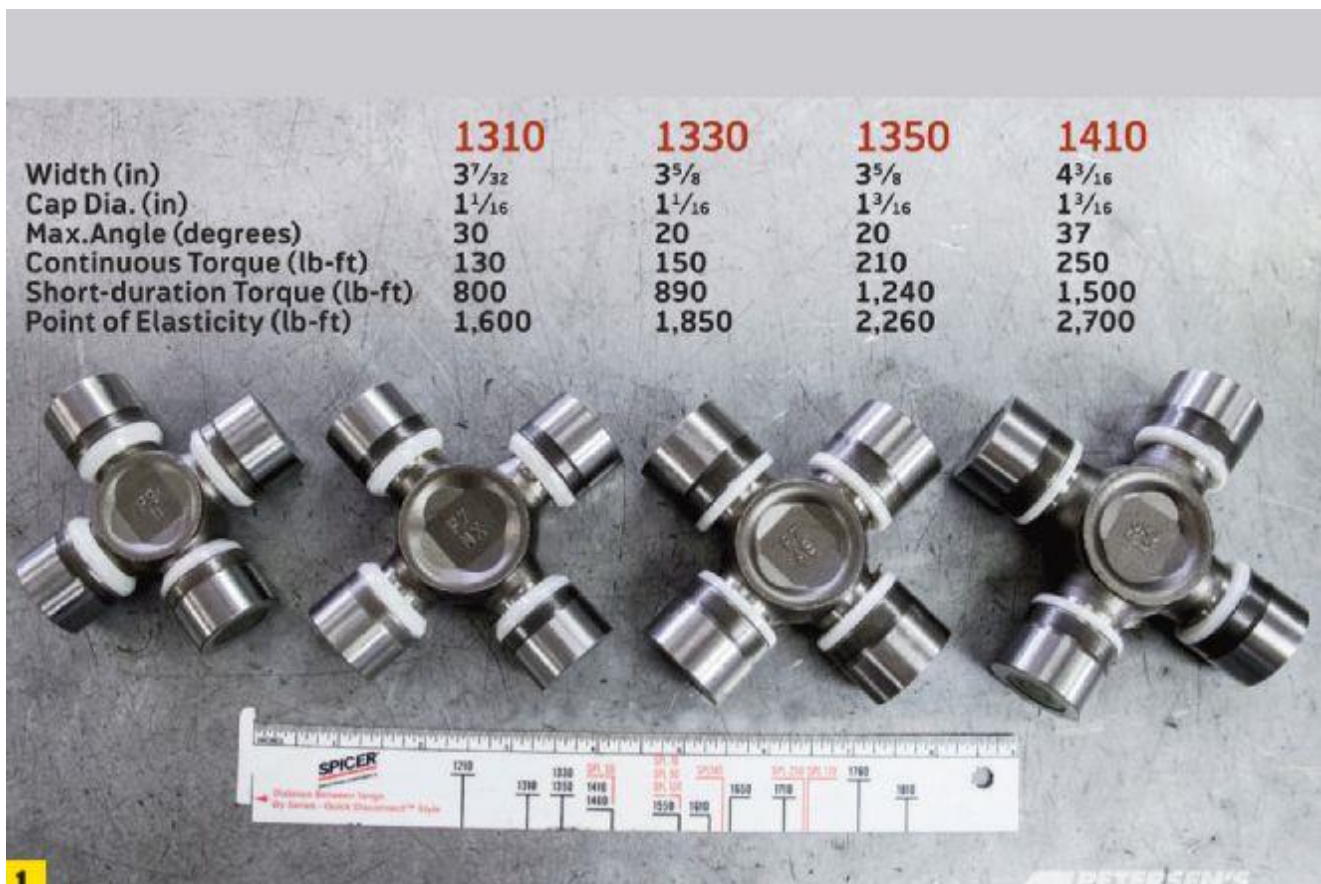


Photo from fourwheeler.com

Aftermarket axles and lockers also solve a problem you might not even know you had - choosing when you can lock the axles. With the Rubicon the lockers can only be engaged when you're in 4 low range. Also, there is a speed limit that will disengage the lockers when it is exceeded. Now this is hack-able to some degree with programmers and/or some clever wiring hacks but it's still less than perfect. I'll probably trigger error codes that may cause warranty issues and I'll get flashing locker indicators on the dash if I use a bypass switch. Flashing lights aren't terrible but it's less than ideal. If I don't get a Rubicon, I'll have to put aftermarket lockers in which means I'll have to install my own switch. This allows me to lock them whenever I see fit. The only downfall that might exist with this setup is the Jeep's traction control might not like the wheels all rotating at the same rate regardless of the steering wheel position. The computer will be expecting the wheels to rotate at different rates when you turn. I don't know if the traction control will start fighting

the lockers or what. See my hacks page for ways to deal with this and other problems.

Sport



The Sport model of the Wrangler starts at \$27,695 MSRP, \$9,200 less than the Rubicon. This makes it an amazing starting point for the cash strapped. However, for my needs the Sport is missing too many creature comforts. I'd have to go without the body-color hard top, all-leather seats, automatic headlights, remote start, and more. In fact, I need to bump up to the Willys just to get power windows and door locks, auto-dimming mirror, and remote key-less entry; none of these are options on the Sport. Bells and whistles aside, a built Sport will wheel just as good as any other JK. So, for a total of \$39,895 (at MSRP) you could have a JKU Sport with Dana 60's (excluding the cost of a 4"+ lift, wheels, and tires.)

Sahara



So let's explore starting with a Sahara and building from there. The base Sahara is \$3,200 cheaper than a Rubicon. That is \$3,200 you can put toward the Dana 60's. With the Sahara I can order almost every option that a Rubicon can get. You can even get the same "power dome" hood and upgraded steel bumpers that come on the Rubicon Hard Rock Edition if you order the 75th Anniversary Edition, however the bumpers on the 75th Anniversary edition only come in bronze. *[CORRECTION: I originally stated that you could not get the power dome hood and steel bumpers on a Sahara based build but I mistakenly overlooked the 75th Anniversary Edition.]* Of course, there is one thing the Rubicon has that none of the other Jeep models have.....

Rock-trac



There is no easy way of getting around the transfer case issue, the NP241OR Rock-Trac transfer case is the best rock-crawling transfer case currently offered by an OEM. Although the Command-Trac transfer case of the Sport and Sahara is of the same lineage as the Rock-Trac, and therefore similar strength, the Rock-Trac's high gear ratio of 4:1 compared to the Command-Trac's 2.72:1 provides a significant performance advantage. It is possible to swap a Rubicon transfer case into a Sahara fairly easily from what I'm told. I've heard that a low-mileage used case is about \$1,000. Another option to improve on the crawl ratio is to replace the stock transfer-case with an Atlas transfer case for \$2,500+. The Atlas is available in a range of gear ratios and is considered to be about as good as it gets in the Jeep transfer case market. One thing to keep in mind here is that if you are running an automatic transmission the Rubicon (2012 or newer) has a unique feature that

might be lost when you swap transfer cases. When starting from a stop, the computer will start with the transmission in second gear automatically. This is because unless you are climbing something steep the motor will rev out almost immediately if it were in 1st gear. By starting in second it puts the Jeep in a more drivable gear. Now perhaps the computer of a Sport or Sahara can detect a Rock-Trac transfer case by way of the wiring harness or perhaps the setting can be turned on with a hack or a programmer. If something like this can be hacked, perhaps it could be made to work with an Atlas as well.

Another nifty feature unique to the Rubicon is the Electronic Front Sway Bar Disconnect. Personally, I think this sounds like a great feature. However, you can disconnect the sway bar of any jeep, just not as conveniently as the Electronic Front Sway Bar Disconnect makes it. After you've manually dealt with the sway bar, there is no performance advantage to be had by the Rubicon over other models, only a convenience, and it's not a big enough convenience to make it a deal breaker to me.

And the last thing to consider is the resale value of the Rubicon axles. If I do buy a Rubicon and replace the axles with Dana 60's the stock axles have some meaningful resale value. I'd estimate I could get \$3,500 for a complete set or new Rubicon Dana 44's. That is too much money to overlook.

Let's Do The Math

So let's put all this together and crunch the numbers. I'm leaving out any options I might order on my Jeep because all the options are the same price for the Rubicon and the Sahara. Things like A/C, heated seats, remote start, and the Alpine 9 speaker system, they are all the same price so I'm just sticking with the base model. I'm also leaving out the wheels and lift kit because that too is the same price for any model Wrangler. Perhaps there is a small difference for an 8 on 6.5" bolt pattern to mate up with some versions of the 60, but I'm ignoring that for this comparison. For the "Improve Stock 44's" I'm going with a Tera44 front housing (\$2,316), RCV axle shafts (\$1,285 front, \$1,795 rear), and Mopar Big Brake kit (\$800).

	Rubicon w/44s	Rubicon w/60s	Sahara w/60's	Sahara w/60's & Atlas	Sport w/60's & Atlas
MSRP	\$36,895	\$36,895	\$33,695	\$33,695	\$27,695
Improve Stock 44's	\$6,196	n/a	n/a	n/a	n/a
Dana 60's	n/a	\$11,000	\$11,000	\$11,000	\$11,000
Atlas	n/a	n/a	n/a	\$2,500	\$2,500
Drive Shafts	n/a	\$1,200	\$1,200	\$1,200	\$1,200
Sell Stock D44's	n/a	-\$3,500	n/a	n/a	n/a
Totals	\$43,091	\$45,595	\$45,895	\$48,395	\$42,395

Conclusions

Well, what do you think of that? Biggest shocker for me is that a Rubicon with 60's is virtually the same cost to build as a Sahara with 60's once I've taken the resale value of the Rubicon 44's into account. Even if you only get \$3,000 for the Dana 44's you'd still be on par with building a Sahara yet you'd get the Rock-Trac transfer case and the words "RUBICON" across the hood. Also amazing, you can build a Sport with an Atlas and Dana 60's cheaper than you can budget build a Rubicon!

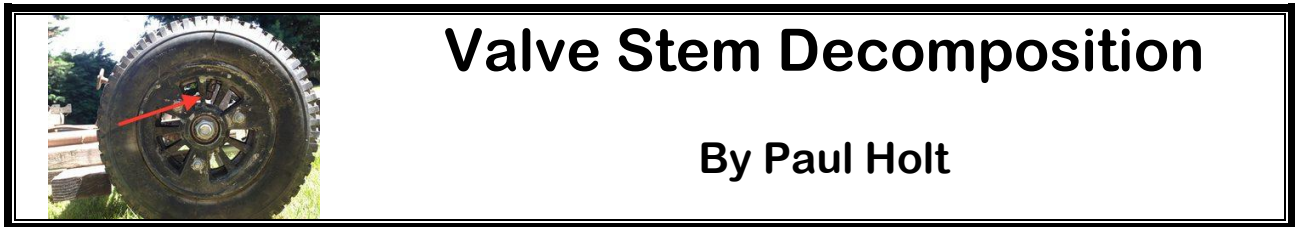
As I mentioned earlier, there are factory options I want that a Sport doesn't offer so it looks like it will be a Rubicon for me.

Follow-up 10/2/2016

It's been about 10 months since I did the research for this article so I thought I'd post a follow-up. I did special order a Rubicon Unlimited with the options I wanted for a final sale price of \$42,000. I also ordered the Mopar Dana 60's from Dynatrac for \$10,900 and driveshafts from Adams Driveshaft for \$1,186. I sold the stock Dana 44 axles on Craigslist for \$3,400 to put me at \$50,686 for my Dana 60 Rubicon Unlimited. This doesn't include the lift (which is **required** to run Dana 60's for clearance) and the 8 lugs wheels but you get the idea that this project can be done within the budget shown above plus the price of whatever options you order with you Jeep.

Make sure you buy a lift with adjustable control arms so you can dial in the location of the wheels in the wheel wells and center the axles left-to-right under the Jeep. I

had to fiddle with my control arm lengths several times before I was happy with it but now it's great. The only thing that doesn't work is the parking brakes. There is no easy way to get the parking brake cables to work with the Dana 60 axles.



While unloading groceries from my Red 1979 FJ40 parked in my driveway I looked at the right, front passenger tire. What?! Flat. Completely flat. Hadn't noticed sluggish steering so it must have just happened, I thought. I had only owned "Little Red" for a month and figured, well now is as good a time as any to change the tire, make sure I have the tools needed, etc. Much better to accomplish this on a sunny Saturday morning in my driveway than in the middle of the forest, only to discover the jack doesn't work or something like that. Turns out I had all tools needed, the bumper-mounted hi-lift jack functioned perfectly, and I quickly swapped the spare for the flat.

Initial examination of the flat tire revealed no obvious problems. No nails, no screws, which are the usual culprits. I mentioned this to my wife and she said, "did someone let the air out of the tire?" Not likely, I thought but that served as a reminder to check the valve stem. Ah-ha. Barely touched the valve stem and heard the sound of hissing air and noticed several cracks in the stem. Slightly more force and the dry-rotted valve stem came off in my hand. "Yikes," I thought as I recalled that within the past month I had driven the Land Cruiser home from Taos, where I purchased it, taken it up to Fenton Lake in the Jemez, and driven it to and from work the past couple weeks. Of all the places to get a flat tire, my driveway is definitely the preferred location.

Off to Discount Tire, where I've purchased tires for the last 40 years. I figured I'd ask them to just replace the valve stems in all five rims, assuming the other valve stems might be in equally poor condition. Will probably take a couple hours and I'll be on my way, I figured. At Discount Tire, I explained the problem and requested their most reliable, strongest valve stems. Oops, not so fast, the salesperson explained. According to their information the wheels were too narrow for the BF Goodrich Mud Terrain tires and Discount, therefore, would not work on the vehicle. I was taken aback, as the seller had special ordered the rims from Japan to replace the oversize tires on the FJ40 when he bought it. "Is this a State regulation or something," I asked? No, just company policy.

To their credit, Discount gave me five steel valve stems at no charge. But I would have to replace the tires or rims if I wanted them to do the work. Ugh. The tires and rims are in excellent condition (well, except for the valve stems) so that wasn't an option. The salesperson gave me the rim size that would fit the existing tires and I said I'd think about it as they would have to be ordered anyway. I explained to the salesperson this was way more complicated than I anticipated – I was thinking I'd have the new stems installed and be 4-wheelin' later that afternoon. Told him I'd think it over and started back home.

On the drive home I remembered seeing a small-scale, independent tire shop in my neighborhood. If they're open on Saturday, I thought, perhaps I'll ask them for help. Rio Grande Tire to the rescue! I

talked to the owner, Neftie. Explained the situation and before I could even finish talking he was rolling out the floor jacks and getting the job done. An hour later the Land Cruiser had all new, steel valve inserts installed. So, I gave Neftie a generous tip and thanked him profusely for helping me out so quickly and on short notice. Two hours later, my wife, our dog and I were enjoying a beautiful Saturday afternoon drive on Forest Road 462, right off of Highway 333 near Tijeras, but that's another story. Suffice to say, the valve stems held up just fine. Friendly suggestion to all, check your valve stems for dry rot.



Steering Freeplay Adjustment 1979 Land Cruiser

By Paul Holt

“Will you be driving it home or trailering?” That was the question the for-sale-by-owner seller asked me shortly after we agreed on a price and I said I’d be back the next day to pick up the Red 1979 FJ40. Truthfully, it never occurred to me that I should consider trailering what we later nicknamed “Little Red” home to Albuquerque from Taos, where the seller lived. Owning a vintage Landcruiser has long been on my list and I eagerly anticipated the first drive. In retrospect, I probably should have gone with the trailering option. But I didn’t think about that until the next day, while I was driving home.

That next day, my wife, Andrea drove me from Albuquerque to Taos to pick up Little Red. On the way there I warned her, “it’s got a straight six and four speed, manual transmission; seller says 65 mph is top speed. So, when we’re driving back to Albuquerque feel free to go on ahead of me if you’d like.” Turns out he was exaggerating about top speed.

Been a long time since I drove a vehicle without power steering. The last time was in 1993, the year my older daughter was born and I realized my two-bucket seat 1983 Toyota long bed 4x4 just wasn’t going to work for our small family. Driving Little Red home, I became reacquainted with manual steering and steering free play. Excessive free play. As thrilled as I was to be driving a vehicle manufactured the same year I was a freshman at Sandia High School, I quickly determined 55-60 mph was top speed as I gripped the steering wheel ever tighter on that 2 1/2 hour drive home. Definitely some white-knuckle moments and I didn’t mind at all being the slowest vehicle on the freeway.

Addressing the free play became my top priority, along with some sticky shifting, neither of which I noticed during the test drive the day before. While showing the FJ40 to my mechanically inclined brother on Christmas Day, he quickly checked several steering components and pointed out the bolt and lock nut on the steering box designed to adjust steering free play. Later, he sent me a short, informative YouTube video showing how to adjust free play. Per the YouTube video, steering free play should be 1.57”, an awfully precise spec I thought.

Not knowing how the pro's actually measure free play, I just improvised with a tape measure. I rocked the steering wheel back and forth and estimated the free play was more like 3", clearly out of spec. After loosening three bolts, I removed the steering box heat shield, exposing the free play adjustment bolt. The lock nut was easy enough to remove but there was only about 1 1/2" clearance between the slotted bolt and exhaust pipes, precluding use of even a stubby screwdriver. An offset screwdriver, S-shaped screwdriver worked perfectly, though. Not knowing how much affect the adjustment screw would have I only turned the bolt one revolution, then retightened the lock nut, re-installed the heat shield and took it for a test drive. Better, but still too much free play and I realized I should have accomplished the test drive before re-installing the heat shield. Repeated the whole procedure but this time turned the adjustment bolt about three revolutions. Subsequent test drive yielded much better results and free play now measures just about 1 1/2". After a month of ownership, daily driving and a couple short highway road trips, I'm much more comfortable with the steering. I'm still in the slow lane but knuckles aren't white. Next project: work on that sticky shifting.....

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



Ford Bronco Warthog

Contributed by Gary Buckman

For those interested in keeping up with the Broncos check out this nice video on the new Warthog.

<https://youtu.be/48q3whlku4s>



Redneck Engineering

Contributed by Phil Rodacy

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

If one is good, 2, 10, or even more is way better. Keep this in mind when ordering your next set of off-road lights. The locker can wait.....



Keep PUBLIC lands open to the PUBLIC

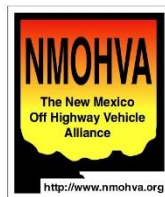
NM4W Officers

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Trail Tales



March 1, 2021

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org



NM4W Meeting Minutes

February 11, 2021

By NaDeen F. Roland

Frank G. Whiston, club president, hosted the online/phone conference meeting. Frank called the meeting to order at 7:02 p.m.

GUESTS: Joseph Bifulk, Kevin Hill, Paul Holt, Brian Hughes, Abesh Mubaraki, Wendy Riggs, Bertin Rivera and Von Stell.

MEMBERS PRESENT: Tracy Bakewell, Jeff Boggs, Bill Bonahoom, Gary Buckingham, Ronnie Caton, Eric Felt, Shirley Godfrey, Ed Kausche, Lyn Kausche, Dwight Lambert, Jose Lucero, Cliff Meier, Jack Nutter, Homer Paddock, Rosemary Paddock, NaDeen Roland, Don Roy, Corey Ryan, Richard Steele, Wayne Sullivan, Donna Whiston, Frank G. Whiston, and Frank R. Whiston.

SECRETARY'S REPORT - NaDeen F. Roland. Meeting minutes from January 2021 were accepted as published.

TREASURER'S REPORT - Gary Buckingham. There is \$8,615 and some change in the savings account; \$5,324 and some change in the checking account; and \$175 in the PayPal account. The Blue Ribbon Coalition Membership fee was paid on February 5, 2021. After doing some research, Gary found out that our post office box rental is not due until April, and the NMOHVA membership fee is not due until July.

TRIP CHAIRMAN'S REPORT - Jeff Boggs.

Past Events:

January 30 Sagebrush Flats - Exploratory led by Cliff Meier. Cliff said he had not been there since 2014. It was very pretty, and there wasn't as much pin-stripping as last time. They got off the trail about 3:30 pm and had no issues. There were ten vehicles.

Upcoming Events:

Sunday, February 21 at 7:30 a.m. Run in the Zuni Mountains Snow Fun Meet at the PIT/Across from Route 66 Casino. Travis Bakewell, trip leader. Travis was not present for

commentary, but his father, Tracy, said during his Program Chairman Report that he didn't know why Travis had this run as "Members Only," but if a guest is really interested in going on this run then they should reach out to Travis.

Friday, February 26 thru Saturday, February 27 Alamogordo Extreme Ride. The meeting place is TBD. Bill Bonahoom is the trip leader. Bill said this trip filled up fast after it was posted. Associate member Skip Scott will be helping him with this ride. It's going to get crazy with some Phoenix and California boys who are going to come out to play. This will be Bill's first time in Alamogordo with the ride being towards a community called La Luz.

Saturday, March 13 at 8 a.m. Gallinas Long Day Ride. Meet at the Sandia Ranger Station. Cliff Meier will be the trip leader. Cliff said it is going to be a really long ride, and he does mean A REALLY LONG ride. During the Old Business portion of the meeting, he said he would take off the vehicle restriction/limit in light of the governor's newest mandates.

Saturday, April 10 Easy Exploring at Gordy's. Meet at the RoadRunner Travel Center, I-25 Exit 156 in Lemitar, NM. Don Roy is the trip leader. Don said he plans to go around easier trails.

Sunday, May 2 through Monday, May 10 2021 Green River, UT Annual Trip.; Meet at the Shady Acres RV Park in Green River, UT. Cliff Meier is the trip leader. Cliff recommended you get your place to stay pretty quick because it's a very popular destination.

Jeff Boggs encouraged ride leaders to do a write up and submit it to Phil with pictures for the newsletter. Jeff added that you can contact him, and he will give you tips on the area you want to lead a ride. He will help you do the write up for the club website and any other encouragement you may need to lead a ride. Please keep an eye on the website because sometimes ride leaders will post a ride with not much notice prior to it coming up.

VICE PRESIDENT'S REPORT - Richard Steele. Rich attempted to explain the points system to our guests, but half way halfway through no one could really hear him. Frank stepped in and finished the review of the points systems.

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT - Suzan O' Larick, absent. No report.

PROGRAM CHAIRMAN'S REPORT - Tracy Bakewell. Tracy said to give him a call if you are interested in buying some swag.

HISTORIAN'S REPORT - Jennifer Chapin, absent. No report. Frank's slide represented Jennifer's reminder of the benefits of the club newsletter and photos.

WEB MASTER'S REPORT - Don Roy. Don said every now and then he goes on to our website so he can see what our guests see. He made photos public instead of private but blocked anything that could potentially be embarrassing. Don explained how ride leaders can mark ex-members as attending a ride and they can be marked as attending anything such as a meeting. Don also added icons next to the title of a ride on the calendar to quickly describe the ride's difficulty. He received various expressions of praise for all these wonderful additions, and he also fielded a few questions about search functions and filter functions.

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

OLD BUSINESS:

Trail Leader Recognition Medallion awards ~ Jack Nutter and Tracy Bakewell are first time trail leaders who will eventually receive their awards.

COVID-19 Impact: Red to Green Framework ~ Frank went over the Red, Yellow, and Green Level Restrictions that vary from county to county. Bill explained the confusing "mass gathering limits." He said for the red level it means there can be up to 40 vehicles gathered but not more than five people gathered closely around each other. A couple trail leaders commented that since a ride almost never has more than 40 vehicles, placing a limit is not really necessary.

Frank asked if any other Old Business was missed, but everything was satisfactory.

NEW BUSINESS:

Peter Lyons was the only guest eligible for membership, but he was not present at the meeting. Frank mentioned that guests eligible for membership must be present at a meeting in order to be voted in the club and after a certain period of time they will be dropped off the guest list.

Corey Ryan advised us to look into getting Zoleo which is a great source of communication when you are in areas with no cell phone service. He briefly described its features and said he even taught his kids how to use it to reach out for help just in case anything happened to him.

Frank announced a Gordy event that used to be on the calendar has been pushed out a year and is now scheduled for February 2022.

Before the meeting ended Frank had some pictures up on a slide and opened an enlightening and slightly humorous discussion of Member Projects. Frank, Corey, Don, Cliff, and Jeff were some of the members explaining projections they have worked on.

Jeff recommended we look up King of the Hammer if we needed something interesting to view.

MEETING ADJOURNED at 7:50 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 Susan O'Larick

There is no environmental affairs report this month.

LEAD SOME RUNS AND GET A DISCOUNT ON YOUR CLUB DUES



West Mesa Ride

February 27, 2021

By Jeff Boggs

Twenty-one 4x4's showed up at Home Depot parking lot on Hwy 550 and we soon left for a tour of the West Mesa area of Rio Rancho, NM. We had several new guests with us and they all had a good time. We got into the dirt and entered the "Snake"; a twisty, up and down, tight 4 low trail that parallels Hwy 550.



We took a break and then worked our way across Unser and turned into an arroyo that took the group into washes, hills and rough two track. We found a good lunch spot, an old dry stock tank. Got windy in the afternoon, and about 2-3 o'clock in the afternoon, a few folks split off and headed home. About 10 rigs followed me into one more big loop. This took us



northwest and then south down a rugged two track that eventually dropped into an arroyo. We got back to Rainbow RD and aired up at King park. A good day. A good place to explore, close to town. Many more areas to check out and we always find something new out there.

Thanks to Cliff for tail gunning, and for everyone that came along for the ride. Check out the gallery for more pictures.



Redneck Engineering

Contributed by Phil Rodacy

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

When your control knobs break and you also want to keep your tools handy.....



Keep PUBLIC lands open to the PUBLIC

NM4W Officers

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Trail Tales



April 1, 2021

Official Newsletter
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New Mexico 4-Wheelers

www.nm4w.org



NM4W Meeting Minutes

March 11, 2021

By NaDeen F. Roland

The club president, Frank G. Whiston, hosted the online/phone conference meeting. Frank called the meeting to order at 7:01 p.m.

GUESTS: Matt Beckmann, John Fisher, Kevin Hill, Mark Holbrook, Paul Holt, Peter Lyons, Abesh Mubarak, Wendy Riggs, Von Stell, and Javier Torres.

MEMBERS PRESENT: Jeff Boggs, Randal Cannady, Eric Felt, Shirley Godfrey, Shannon Hidalgo, Ed Kausche, Lyn Kausche, Dwight Lambert, Jose Lucero, Cliff Meier, Jack Nutter, Homer Paddock, Rosemary Paddock, 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 February 2021 were accepted as published.

TREASURER'S REPORT - Gary Buckingham, absent. Report submitted via email to the president and secretary on March 14th by Gary. "The only transaction for last month is for the \$188 yearly P O Box rental. I paid it with my CC and then cut myself a check from the club checking acct. Yes, it is due on the last day of February like the club paperwork says. I have the P O Box linked to my home address so I could pay the fee quickly and easily manage the box in the future . . . Savings = \$8617 Checking = \$5136

TRIP CHAIRMAN'S REPORT - Jeff Boggs.

Past Events:

February 21 Run In the Zuni Mountains Snow Fun led by Travis Bakewell.

February 26 thru February 27 Alamogordo Extreme Ride led by Bill Bonahoom. Randall Cannady said the massive boulders were great. Pictures are in the gallery.

February 27 West Mesa Ride led by Jeff Boggs. Jeff Boggs said there were 20 vehicles and 8 guests. With 20 vehicles they didn't get to go everywhere they intended to go, but they did go to some new areas.

UPCOMING EVENTS:

Saturday, March 13 at 8 a.m. Gallinas Long Day Ride Sandia Ranger Station Cliff Meier, trip leader. Cliff stated it's 105 miles to the trailhead. We're going to Corona and heading south of that. Details are on the website.

Saturday, April 3 at 5 p.m. April 2021 NM4W Meeting North Domingo Baca Park Frank G. Whiston, host. Frank said the online/phone conference meetings are getting a little old. If the weather is nice, then we will have the meeting at the park. Masks will be required unless we are sitting down and eating. We will have to space out six feet apart. Remember to bring a chair/blanket, your dinner, and your own shade if you need it. If the weather doesn't hold up, then the meeting will be rescheduled to the following Thursday when it can be done as an online/phone conference.

Saturday, April 10 Easy Exploring at Gordy's Meet at the RoadRunner Travel Center, I-25 Exit 156, Lemitar, NM Don Roy, trip leader. Don said there is an 18-vehicle limit with one person on the waitlist. He's hesitant to do a moderately difficult ride.

Jeff interjected the importance of a CB radio so that there is constant communication, especially when there are so many vehicles on a ride.

Sunday, May 2 thru Monday, May 10 2021 Green River, UT Annual Trip The base will be Shady Acres RV Park in Green River, UT Cliff Meier, trip leader. Cliff said Guy Conway will be helping with this ride. Green River is a different experience than Moab. Make reservations at Shady Acres as soon as possible.

Jeff's final reminders were to keep your eye on the calendar for changes; and if you want to be a trip leader but need help, just send him an email.

VICE PRESIDENT'S REPORT - Rich Steele. Rich tried to go over the points system and the fact that there were no sheriff fines or violations reported, but Rich was barely audible. Frank wrapped up the report by further explaining for our guests what Rich meant by "fines."

DIRECTOR OF ENVIRONMENTAL AFFAIRS - Suzan O'Larick, absent. Frank reminded everyone of the email he sent out on March 9th titled, "New Mexico's Statewide Comprehensive Outdoor Recreation Plan."

PROGRAM CHAIRMAN'S REPORT - Tracy Bakewell, absent. Frank explained how half of the pot from the 50/50 Raffle is used as a fundraiser, and the other half of the pot goes to the winner of the raffle. Tracy has the club swag.

HISTORIAN'S REPORT - Jennifer Chapin, absent. Frank's slide reminded members to submit articles and pictures to the newsletter and to take some time to check out old newsletter articles.

WEBMASTER'S REPORT - Don Roy. Don's very detailed report is on Frank's meeting slides. Don briefly went over how you can designate on the ride sign up family members with separate vehicles attending the same ride. Don explained that visitors to our website can see more recent stuff in our gallery. The slide also reflects bugs that Don has fixed.

NEWSLETTER EDITOR'S REPORT - Phil Rodacy, absent. Frank suggested submitting to the newsletter product reviews or anything you've done recently to your rig.

OLD BUSINESS:

Trail Leader Recognition medallion awards still need to be presented to first-time trail leaders Jack Nutter and Tracy Bakewell.

COVID-19 Impact: Red to Green Framework Frank had on this slide what the color levels mean and a map of New Mexico. Most likely the Turquoise Level Restriction will never apply to our group.

NEW BUSINESS:

Kevin Hill, Paul Holt, Peter Lyons, and Abesh Mubarakhi were the guests eligible for membership, and all four guests were actually present at the meeting. The gentlemen accepted Frank's offer to join the club. A vote to accept Kevin Hill, Paul Holt, Peter Lyons, and Abesh Mubarakhi was called for and accepted.

Although he was barely audible, Rich ended the meeting by announcing that his PJ7 project was going to CNM so the students could finish the project. Rich is also excited that their welder program is on board. Frank did an excellent job of giving a synopsis of what Rich was trying to announce, and he encouraged Rich to contribute something to the newsletter regarding his PJ7 project.

MEETING ADJOURNED at 7:40 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 Susan O'Larick

There is no environmental affairs report this month.

LEAD SOME RUNS AND GET A DISCOUNT ON YOUR CLUB DUES



Alamogordo Extreme Run

February 26, 2021

By Jeff Boggs

On February 26th the NM4W extreme group traveled south to Alamogordo and met up with new member Skip Scott so that he could show us around his back yard. Skip has an awesome area with some very technical ginormous slippery boulders. Friday we owned the rocks; Saturday the rocks got the better of several of us. The first ledge we managed to get only 2 out of 8 rigs up it and managed to break a rear end.

A bit further up the trail I lost a rear axle shaft, and a bit further up the trail yet another rig went down with a busted rear upper truss.

Sunday was not much better as a rear frame side link mount broke off a pro-unlimited comp buggy and need to get rewelded on the trail.



We ran the following trails:

Friday: Sweet Pea, lower part of Body Damage, and Hard On (your rig)

Saturday: Twin Towers and Popeye

I've got to say that these trails are killer, definitely a step up from many the southern NM trails we run. They will test you mentally and your rig physically. I had a blast and cannot wait to get back.

A huge shout out to Skip for letting us park on his property and leading us around.



Sedona Off Road Adventure

By Paul Holt

Where could I off-road test my recently purchased 1979 red Toyota FJ40 Landcruiser? That's what was on my mind a few weeks ago when research revealed Sedona, AZ, as a promising location that met three criteria: 1) Less than a day's drive from Albuquerque, 2) good off-road trails, 3) good food and options for non-off-road activities my wife would likely enjoy, thus qualifying the time away as a vacation for both of us.

I quickly learned Sedona is quite proud of its lodging options (and food!) but it's been a while since we had a vacation, so I figured it was OK to splurge a little. Of the four nights in the Sedona area, we spent two at the Alma De Sedona Bed & Breakfast within the city limits and two nights at Orchard Canyon in Oak Creek, a short drive north of Sedona. Both places were nice, but Orchard Canyon was our favorite, where we stayed in a rustic cabin featuring post/beam construction and a spectacular view, all located on an apple orchard. Amenities there included breakfast and dinner, delivered to the cabin by friendly staff. Very relaxing. I was also struck by the picturesque creek crossing to access the orchard property.



Creek crossing at the entrance to Orchard Canyon



View from front porch of cabin at Orchard Canyon



Cabin "Nora" at Orchard Canyon

Preparations for the journey included topping off windshield washer fluid and checking the oil level and tire pressure. I had installed new seat belts a few weeks ago and a new window regulator for the passenger door the night before departure.

We departed Friday, 12 March about 7:45 AM and arrived Sedona about 3:00, which according to Google maps isn't very good time. But, averaging about 10 MPG I had to stop three times for gas even though it's only a 360 mile journey. A brief Google search indicates 10 MPG with the FJ40's straight six engine is about average. We encountered strong headwinds, so sometimes even at full throttle we were only going about 60 mph (although on the trip home, thanks to some highway signs equipped with radar I learned my speedometer reads about 10 MPH low when it indicates 65 MPH). Even though Car Crafters had recently installed a new door & window seal kit from Cool Cruisers of Texas,

the Land Cruiser was pretty loud on the freeway. I had recently read an article about using earplugs for a cross-country Jeep trip and so at the last minute I packed a container of foam earplugs. Glad I did as I used the earplugs for most of the freeway time, while my wife used noise-cancelling headphones to listen to an audio book.

We encountered steady snowfall in Flagstaff and on the way to Sedona and stopped to take pics a few times as the local scenery is truly spectacular.



Snow falling just south of Flagstaff



Stopped to take pictures between Flagstaff and Sedona

First stop in Sedona was the Chamber of Commerce and I was a bit dismayed to be greeted by locked doors and a sign indicating the Chamber was closed Friday and Saturday due to “inclement weather.” Hmmm, I thought, with an elevation of 4350’ and nearby Flagstaff at almost 7000’ I figured inclement weather was fairly routine and something the Chamber would be prepared for, especially on a Saturday during what I learned is the beginning of their peak tourist season. So, my plans to seek advice for off road trails at the beginning of the trip were thwarted. (Part of my research included viewing several YouTube videos of nearby trails and I had an idea of some trails I wanted to try but I figured I’d check with the locals upon arrival). Similarly, in spite of visits to several jeep rental stores and an outdoor outfitter I had no luck finding a store that sells local off-road maps. Fortunately, the small library at the Alma De Sedona B&B had a *Guide to Arizona*

Backroads & 4-Wheel-Drive Trails by Charles A. Wells and Matt Peterson that a previous guest had donated. I found the book useful and made a mental note to order a copy when back home.

My first attempts at 4-wheelin' were met with frustration as I encountered closed gates and/or large boulders blocking access to roads. Between blocked roads and/or outdated maps, I couldn't access three trails: Devil's Bridge, Soldier's Pass and Crescent moon. I headed back to the Chamber of Commerce on Sunday and they did provide useful advice and maps, which



Near Devil's Bridge trail (unfortunately closed)

led me to Schneblys Hill trail, easily accessible from the middle of town and clearly a favorite of the Local Pink Jeep tour guides. Even Schnebly's Hill wasn't completely open but it still provided about four miles of good, fun 4-Wheelin before encountering a "Road Closed" sign. Stayed in 4-wheel high the whole way so not too challenging. Rocky, bumpy, a few mudholes, overall beautiful. Snowfall from the last few days was melting; very pretty. Fellow trail riders were friendly, courteous, and inquisitive about "Little Red." We stopped at the end of the trail and took a brief walk at "Cow pies," which feature some very nice views of the surrounding area.

My favorite trail of the trip was Outlaw trail. Wow, what fun!! Some pretty challenging sections. Didn't engage 4wd until ascending an uphill section and had to stop for oncoming traffic. They pulled over so I could pass by and I was further impressed by fellow trail rider courtesy. I engaged 4WD low at this point and stayed there for the rest of the trail. Some steep climbs up rocky hillsides. And mud, lots of beautiful mud! Loved it, so much fun. Little Red did quite well, even if a bit slow compared to other vehicles, and somewhat bumpy. On several occasions the steering wheel rapidly whipped back and forth as I encountered rock and obstacles. I was glad I had my thumbs outside steering wheel. Would have been painful otherwise! Stopped at the end of Outlaw trail and took a short hike to Hozoni ruins, which reminded me of Mesa Verde cliff dwellings. Felt sorry for the poor Park Ranger, who

was enforcing “masks on all federal property” policy. A group of folks in front of me weren’t exactly kind to the ranger. Overall on the trail we saw probably two dozen vehicles, a combination of Jeeps and OHV’s, all very friendly and courteous. At the end of Outlaw trail I disengaged 4wd and unlocked the manual hubs.



Final trail was Ranch Loop. Pretty benign off-roading and only mildly interesting scenery, featuring a lot of scrub brush. Would not do this trail again. A few muddy spots and some rocky terrain but quite mild compared to Outlaw trail. Did the entire trail in 2wd with no problem. Not near as much traffic on Ranch Loop either. Bumpy in a few places but not bad.

The town of Sedona is clearly a tourist trap. Not sure we’ll return there but if we did, I’d be more inclined to camp nearby than stay in town. Traffic in Sedona is pretty bad, very congested, very slow. Traffic is predominantly controlled via several roundabouts that I think are effective for the most part. But even the roundabouts have a capacity limit that was often surpassed during our brief stay, causing traffic to slow to a crawl.

A highlight of the trip was the weather. It snowed every day and just carpeted everything in pristine white. I’m told Sedona gets fairly hot later in the year, but it was quite pleasant while we were there. Our last day, Tuesday, we woke up to a fresh coat of 3” of snow on ground. So beautiful. Just as we were leaving Orchard Canyon I heard that I-40 was closed at Flagstaff but it was open by the time we got there about 9:00 AM. Close to Gallup we drove through the snowstorm that had deposited snow in the Sedona area earlier that day. Later that evening in Albuquerque the same storm brought a little bit of snow here at home. I’d say the Land Cruiser passed its first off-road test under my ownership and I’m looking forward to many more trail rides.



Interesting rock formation on Outlaw Trail, reminded us of a dog's head with ears sticking up



Redneck Engineering

Contributed by Phil Rodacy

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

Half-way finished installing my new lift.....



Keep PUBLIC lands open to the PUBLIC

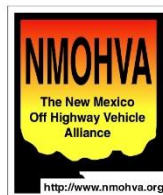
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Trail Tales



May 1, 2021

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org



NM4W Meeting Minutes

April 3, 2021

By NaDeen F. Roland

Frank G Whiston, the club president, hosted the meeting that was at North Domingo Baca Park in Albuquerque, New Mexico. Frank called the meeting to order at 5:34 p.m.

GUESTS: Matt Beckman, Joseph Bifulk, Irv Brock, Katherine Brock, Stephen Post, and Wendy Riggs.

MEMBERS PRESENT: Cheryle Bakewell, Tracy Bakewell, Travis Bakewell, Gary Buckingham, Chelsea Collette, Cathay Dickey, Jack Dickey, Lucille Ellis, Terry Ellis, Kevin Hill, Linn Jenkins, Rodger Kane, Ed Kausche, Lyn Kausche, Cliff Meier, Jeanne Meier, Joseph Miranda, Kim Miranda, Abesh Mubarak, Jack Nutter, Homer Paddock, Rosemary Paddock, Bob Provance, Carol Provance, Don Roy, Chris Sears, and Frank G. Whiston.

SECRETARY'S REPORT - NaDeen F. Roland. Meeting minutes from March 2021 were accepted as published.

TREASURER'S REPORT - Gary Buckingham. There is \$8,618 in the savings account; \$5,324 in the checking account; and \$154 in the PayPal account. No payments have gone out, and we have received some new dues.

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

Past Events:

March 13 Gallinas Long Day Ride led by Cliff Meier. Cliff said they went to Gallinas Mountain and to Gallinas Peak and back. He informed us that Corona is now the 5th Wheel Capital of America. The day run was 110 miles one way.

Upcoming Events:

Saturday, April 10 Easy Exploring at Gordy's RoadRunner Travel Center, 1-25, Exit 156, Lemitar, NM. Don Roy, trip leader. Don lifted the 18-vehicle limit to include two vehicles that were on the waitlist. Twenty vehicles, Don stated, is a lot for him. They will do easy

stuff with a little bit of exploration. He will send those 20 drivers a picture of where they will be meeting.

Don said for personal reasons he was most likely going to have to bail on the next ride that he had scheduled.

Sunday, May 2 thru Monday, May 10 2021 Green River, Utah Annual Trip Shady Acres RV Park in Green River, UT Cliff Meier, trip leader. Cliff said the number of people signed up now is the most he has ever had for this trip. Normally it's half that amount. They plan to go to Cathedral Valley.

Saturday, May 8 at 5 p.m. NM4W Meeting North Domingo Baca Park Albuquerque, NM

Frank announced that World Go Topless Day is coming up on the calendar and someone needs to host this event.

Cliff said plans are still being worked on for the 55th Annual All-4-Fun event.

VICE PRESIDENT'S REPORT - Rich Steele, absent. Rich sent his apologies. He got his second COVID vaccine shot and didn't feel so great afterwards. Frank explained the point system and Sheriff fines to our guests.

DIRECTOR OF ENVIRONMENTAL AFFAIRS - Suzan O' Larrick, absent. Frank said Suzan is working on her master's degree and is out of the state right now. Jeff Boggs attended an online meeting led by representatives for the state parks. Jeff and Mark Werkmeister represented motorized vehicles.

PROGRAM CHAIRMAN'S REPORT - Tracy Bakewell. There is \$57 to be won in the 50/50 Raffle. He has not placed an order lately because there have hardly been any in-person meetings. Tracy was sporting one of the new hats he is currently selling.

HISTORIAN'S REPORT - Jennifer Chapin, absent. Frank said she is four wheeling in California, but she encourages members to submit their pictures to the newsletter.

WEBMASTER'S REPORT - Don Roy. Other than some background changes, it has been an easy month.

NEWSLETTER EDITOR'S REPORT - Phil Rodacy, absent. Frank encouraged everyone to submit any four-wheeling related articles to the newsletter.

OLD BUSINESS:

Tracy Bakewell and Jack Nutter finally received their Trail Leader Recognition Medallions. Frank apologized to Travis Bakewell for not bringing a third medallion for his Run In the Zuni Mountains Snow Fun back in February, and he promised a disheartened Travis that he will present him a medallion at the next meeting. Frank suggested Tracy give his son his medallion, but Tracy promptly rebuffed that suggestion.

Gary Buckingham and Frank said there were web hosting fees in the mailbox. Gary and Don will investigate it further. Don said we should be good (or paid up) until 2022. After

the meeting, it was cleared up that it was just a company looking to manage our domain name and had nothing to do with the web hosting fees, no issue.

NEW BUSINESS:

Tracy tried to make a motion that we have a better sound system for these outdoor meetings. The motion was not entertained because there was not enough information about available products and prices to choose from. Tracy said that since he was the one who brought up the idea, he would volunteer to look into PA systems/microphones and prices.

Wendy Riggs and Von Stell were the guests eligible for membership. Wendy was the only guest present at the meeting. She accepted Frank's offer to become a member of the club. A vote to accept Wendy Riggs was called for and accepted.

Frank said that he has been the club's president for the last three years, and he has previously been this club's president. Rich Steele has been the club's vice president for two years. Both Frank and Rich will NOT be seeking re-election. These two positions will need to be filled when the election comes up in July 2021.

Congratulations to Cathy Dickey for winning the 50/50 Raffle.

MEETING ADJOURNED at 6:01 p.m.

	President's Report By Frank G. Whiston
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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
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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 affairs report this month.

**LEAD SOME RUNS AND GET A DISCOUNT ON
YOUR CLUB DUES**





Easy Exploring at Gordy's

By Don Roy

We had 28 people and 19 vehicles enjoy absolutely perfect weather exploring Gordy's Hill.

I discovered that one negative of leading a large group; not getting time to mingle with everyone throughout the day. This is especially true when the 'Exploratory' part of the day had some surprises.

We spent the morning on the north half of the area, then lunch, then an arc through the south side. That got a bit 'Moderate', but to my surprise, no one volunteered to take the easy bypasses.



The exploration aspects of the day didn't work out as I hoped, especially coming to a no-gate fence and having to turn 19 rigs around in an arroyo.



We ended the day with a trip up to Vista Grande, where there was only a nice light breeze and the views were great! Everyone was troopers though and as they say, "A good time was had by all."





High Water Road

By Frank G. Whiston

Ever since the club first made it all the way through this route in 2016, I have wanted to check it out. In March of 2020, I really got the itch to go, but we were experiencing the first round of lockdowns due to the COVID pandemic and then was not the time to organize a club run. Roughly three weeks prior to the trip, one of my Facebook acquaintances posted some photos of running this route reigniting my desire to check it out. By 12 April 2021, the trip was up on the NM4W calendar.

A little background on how the club came to find this route. Former club member, Eammon O'Brien, took the time to look at the Motor Vehicle Usage Maps (MVUM) for the Santa Fe National Forest (SFNF). That along with a comparison with the terrain using Google satellite image mapping, this route intrigued him. He informally gathered a handful of club members to check it out. His curiosity has produced a route that has a little bit of everything and something rare compared to other MVUM routes that the club frequents on the SFNF. We could use more folks with that kind of initiative, who knows what might be hiding in our backyard!

On 24 April 2021, 9 rigs assembled on the north end of Espanola, NM along US84. After a short driver's meeting, the group traveled ~7.5 miles north to Rio Ariba CR456 where we hit the dirt. At the first wide spot we could find, we stopped to air down our tires. Unfortunately, this area is plagued by illegal dumping. Most of this is on private land. There is a small section of BLM land before crossing the cattle guard into the SFNF becoming FR31.



The road drops into the Rio Del Oso drainage following the sandy arroyo bottom which is wooded with cottonwood trees. With snowmelt still happening, it was not long before the road actually had water crossings. Further upstream, the sand became less deep and round, black lava rock began to appear. The route climbs on the Northern bank of the drainage affording beautiful views of the Sangre De Cristo mountain range all the way from

Taos down to Santa Fe. At the next water crossing, FR31 passes several private inholdings where a couple have lived-in structures.



As we hit ~6500ft elevation, we begin the transition from pinion/juniper forest to tall ponderosa pine and beautiful grassy meadows. The topo map marks San Lorenzo which is within one of the private sections, but a couple of ruins are visible from the forest road. The first being a log cabin and the second a log/adobe/stone hybrid structure. By the time we come to San Lorenzo spring we were in a full Ponderosa forest and lush green meadows with the Rio Del Oso in full flow. At this point, the road becomes pretty tight, but we were able to find a nice spot to break for lunch.

After lunch, the road makes many creek crossings and we leave the round, black lava rock for larger grey volcanic rock in the creek beds. It is just this short ~1 mile section that affords this route a moderate to hard rating. To quote Eammon: "The trail has multiple water crossings, and constantly changes owing to flowing water redesigning the landscape." When one returns, they must be prepared for anything including fallen trees. This section entertains with steep and often off-camber descents/climbs into and out of the rocky creek bed. Many areas are only wide enough for a Jeep to get through.

Only one in our group had any problems here, that being the most capable looking rig in the

bunch. Matthew brought his Jeep Comanche buggy on 40's. He had just finished the reassembly of a rebuild front axle the night before. On one of the first climbs earlier in the day, he noticed that the front end wasn't pulling, and he was rather perplexed, fearing that his brand-new Eaton E-locker was a dud out of the box. Having an Atlas T-case, I suggested that he put the rear in neutral and try and run only the front. We did this test, the

driveshaft spun, so did the axle shafts at the steering knuckles. Yes, the lockout hubs were engaged. Matthew figures he made an error in reassembling his hubs. Being an experienced driver in an otherwise overly capable vehicle for this trail, he proceeded with just 2WD. Matthew did have to winch several times through the hard section.



Once through the hard stuff, the canyon bottom opens again to another beautiful grassy meadow studded with tall ponderosa pines. I urge people to stay the trail here to help maintain this beauty. Far too many once grassy meadows in the Jemez are now all dirt due to too many people straying from the trail. After a short, steep climb out of the canyon, we reached FR144, a rocky/gravel road that would lead us back to Espanola, where we started. We made this ~36-mile loop in just under 6 hours with a moving time of 3 hours and 23 minutes. Overall, this was a near perfect day and a good time was had by all.



Utah Public Lands Alliance

Contributed by Jennifer Chapin



Representing Users of Public Lands In Their Efforts To Keep Public Lands Open To The Public!

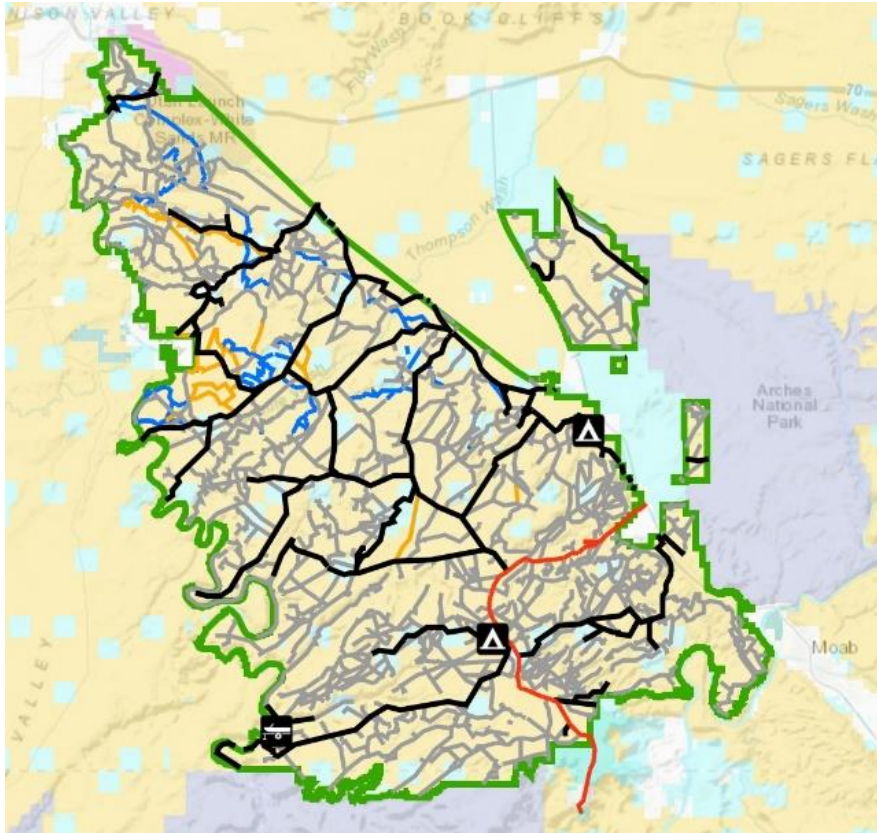
Letter from the President

Welcome to all the UPLA members and supporters! This year we are thrilled to see our membership steadily gaining. The last time I counted, we had over 830 lifetime members! Be sure to tell your friends about our lifetime memberships for only \$25! We are constantly adding content to our Trail Reports, Tracks, and Maps in the member section.

We feel very fortunate to have Julie Floyd join UPLA as our Bulletin Chair Person. Julie is an avid jeeeper who just moved to Hurricane, Utah from Kentucky. Julie has family roots in SW Utah. Her dad (Paul Furr) lives in St. George and was the initial founder of a small group of local retiree/jeeper that eventually evolved to be the St George Jeepers (no longer a small group, they are now over 600 members!) As the first trail leader, Paul introduced us to many of the trails that now documented in our UPLA members area.

I'm often asked about the mission of Utah Public Lands Alliance. The short answer is that we are dedicated to preserving public lands for public use. We do this through representation and education. That is why I am so happy we are now going to be sending Bulletins out regularly to our members and other supporters. In these bulletins, we will identify areas that we are focused on. In this flagship edition, we have included an article from Joan Hayes identifying an issue that jeopardizes the future of dispersed camping on public lands.

Happy Trails!
Gil Meacham



The BLM is initiating an Environmental Assessment (EA) to analyze motorized access in the Labyrinth Rims/Gemini Bridges area in Moab. The area under study is 304,000 acres west of HWY 191 from Moab to I-70. OHV trails potentially affected by this include Gemini Bridges, Golden Spike, Rusty Nail, Poison Spider, Gold Bar Rim, Golden Crack, Mashed Potatoes, Determination Towers, Seven Mile Rim; just to name a few, as well as atv and single track trails.

Public input is needed by Monday, April 26, 2021. Please follow the links below for the full BLM Press Release, Interactive Map, and Public Comment form. Please keep your comments respectful.

Comments should mention as many of the following areas that are personally relevant to you in as much detail that you are able to share.

- Your personal use of these trails: Is this an area you and your family visit for vacations or you meet up with friends? Describe how you use the trails, viewing scenery and wildlife, archaeology, geology, any details that reflect special areas of interest to you (and your family), including photos, are strong influencers.

- The financial impact to the area: Moab's economy derives primarily from tourism. How many times a year do you visit Moab, and for how long have you been coming? Would you continue to visit Moab if these trails were closed to motorized access?
- Would you be unable to visit the area if you could not use motorized vehicles, i.e. physical limitations that would deny access to you?

Utah Public Lands Alliance

P.O. Box 833,
St. George, UT 84770



Moab Needs Help

Contributed by Jennifer Chapin



The CORE Mission: To keep trails open through action adoption, stewardship, education, collaboration and to involve multiple user groups to accomplish this goal.

Moab Needs Your Help!

We wanted to provide an update regarding the current scoping phase of travel management planning the BLM is doing for the Labyrinth Rims/Gemini Bridges area North West of Moab. It's great to see so much energy and enthusiasm around this issue for an area that so many of us know and relate to.

This process is the result of a lawsuit filed on behalf of the Southern Utah Wilderness Alliance (SUWA) claiming the BLM failed to follow the correct process in 2008 when developing its Travel Management Plan (TMP) across much of southern Utah. SUWA settled and as part of the 2017 settlement agreement the BLM is now revisiting a number of Travel Management Areas (TMA) across the state of which Labyrinth is the third of 12 total TMA's.

The first revisited TMA was the San Rafael Desert, essentially all the land south of I-70, west of the Green River to Highway 24, and south towards Hanksville. The San Rafael Desert final TMP decision was viewed as acceptable for motorized recreationists in that it kept two-thirds of the existing routes open, most of which SUWA set out to close. The second, the San Rafael Swell, which includes trails such as the infamous 5 miles of Hell, Colored Trails, Waterfall, and Devil's Racetrack is also underway with the scoping phase that ended in early March 2021.

Together, Ride with Respect (RwR), The Trails Preservation Alliance (TPA), and the Colorado Off-Highway Vehicle Coalition (COHVCO) have been engaged in this process from the beginning and named as interveners. We have been working diligently providing comments for the previous reviewed TMA's and will continue to do so as this process moves forward to provide a voice for all motorized recreationists.

Additional Info-

- The Labyrinth Rims/Gemini Bridges TMA is 330,000 acres and is one of twelve TMA's which collectively threatens millions of acres.
- There are 9 more TMA's that will be undergoing the same process in the coming months. We hope to get the same enthusiasm for the others but know that groups such as RwR, TPA, COHVCO, and others such as CORE are engaged for all motorized recreational.
- Other TMA's are not as popular or as well-known as the Labyrinth/Gemini zone; they are all valuable motorized routes to our recreation group. And as more and more people find value in this form of recreation it's important to protect all designated routes.
- This is a scoping process which is the first step in travel management planning and is when the agency seeks to identify public concerns and issues to be analyzed.
- Wilderness groups, such as SUWA, want everything closed to motorized use which is unreasonable. We have thousands of acres protected and designated as wilderness.
- Less than 1% of the TMA's are designated routes so essentially 99% of the existing TMA's are already non-motorized.
- In the upcoming TMA's scoping processes it will be valuable to ensure that all existing routes are included. Any routes that are not on current BLM maps need to be documented in the scoping period.

This threatens Dispersed Camping which is more than just a motorized user issue.



Redneck Engineering

Contributed by Phil Rodacy

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

If anyone is interested, I can get you a good deal on a crate engine.....

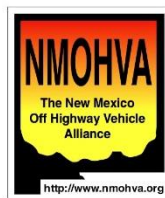


Keep PUBLIC lands open to the PUBLIC

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Trail Tales



June 1, 2021

Official Newsletter
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NM4W Meeting Minutes

May 8, 2021

By NaDeen F. Roland

Frank G. Whiston, the club president, led the club meeting held at North Domingo Baca Park in Albuquerque, New Mexico. He called the meeting to order at 5:24 p.m.

GUESTS: Irv Brock, Katherine Brock, Raymond Caldwell, Pedro Estevan Hernandez, Evan Fraley, Larry Langway, Chris Otto, and Von Stell.

MEMBERS PRESENT: Jeff Boggs, Shirley Godfrey, Kevin Hill, Dwight Lambert, Abesh Mubarak, Jack Nutter, NaDeen Roland, Don Roy, Chris Sears, Richard Steele, Wayne Sullivan and Frank G. Whiston.

SECRETARY'S REPORT - NaDeen F. Roland. Meeting minutes from April 2021 were accepted as published.

TREASURER'S REPORT - Gary Buckingham, absent. Email sent to the president and secretary on May 6, 2021: Hi Frank. I won't be in town for the meeting so I wanted to tell you that for the treasurer's report all we did last month was deposit \$238 cash related to swag sales and raffles. You guys have fun! GB

TRIP CHAIRMAN'S REPORT - Jeff Boggs.

Past Events:

April 10 Easy Exploring at Gordy's led by Don Roy. Don said there were 19 4X4 vehicles and 25 people on the ride. Don said do not lead 19 vehicles up to a fence and then turn them around in an arroyo. There were nice peaks along the way.

April 24 Highwater Road led by Frank G. Whiston. Frank said this run was started by a former member back in 2006. The route begins out of Espanola and heads south. Frank and Don rate the trail hard even though it's mostly moderate. It was great to have the beauty of the scenery and how it changed in various areas. He had to turn away bigger vehicles because some of the areas were tight. Frank did a write up for the April newsletter.

May 1 Elk Mountain Ride led by Abesh Mubaraki. Abesh said there were five vehicles, and they did not make it to the top of Elk Mountain. There was so much snow, mud, dust and downed trees that he later bought traction boards and a battery-operated chainsaw. And even though they didn't make it to the top of Elk Mountain, they still saw about 20 to 25 elk.

May 3 Monday 4X4 Ride led by Jeff Boggs. Jeff posted this run with Mark and Joan Wolf of Prescott, AZ. Jeff was surprised that for a weekday ride that was planned with very little notice, they had 15 people and 11 vehicles in attendance. They went to the Jemez Mountains and to the Gilman tunnels, and then into the San Miguel Mountains. Jeff said there were some downed trees blocking the trail from overhead. Even though Jeff has a gas chainsaw, Frank and other members made quick work of clearing the trail with their battery-operated chainsaws. So, Jeff also bought a battery-operated chainsaw.

May 2 to May 10 2021 Green River, UT Annual Trip led by Cliff Meier. This week-long ride has 11 vehicles going on it.

Upcoming Events:

Saturday, May 15 at 9:00 a.m. Go Topless Day Sandia Ranger Station in Tijeras, NM. Diego Serna, trip leader. This ride will be considered mostly easy.

Saturday, May 22 at 9:30 a.m. Vintage 4X4 Run Sandia Ranger Station in Tijeras, NM Frank G. Whiston, trip leader. Frank said this ride is mostly for vehicles that are 30 or more years old. Younger vehicles are welcome to join in and see what the old timers can do.

Saturday, June 5 at 9:00 a.m. Glorieta Mesa - Exploratory NM-50 in Pecos, NM Abesh Mubaraki, trip leader. Abesh said that after getting stuck overnight on the trail doing a pre run for his first ride, he would just call this exploratory so he could explore the Pecos trails with others who can help him if needed.

Jeff reported the out-of-state events and rides coming up such as Rock Junction 2021 and the 55th Annual All-4-Fun in Colorado and the Labor Day Safari 2020 in Moab, Utah.

Friday, July 23 thru Sunday, July 25 Overland to Colorado (If the Forests stay open) Walatowa Visitors Center Frank G. Whiston, trip leader. Frank mentioned taking his Chevrolet since he needs the room for camping gear. It will start in Jemez, NM, go approximately 211 miles and up into Colorado. Abiquiu is one of the places where they will get gas and ice, etc. He said he found part of the route using Butler Maps~BackCountry Discovery Routes. The trail will be mostly dirt. Please keep in mind that the forests they will be using could be closed due to fire danger.

Jeff ended his report by encouraging everyone to post pictures and write articles. He offered help with posting rides and planning rides. You can contact him via email. He also put a plug in again for CB radios. A Uniden is around \$40. There are four wheeling shops that can install it. Even a hand-held radio would mostly likely maintain good communication since our rides don't usually stretch out longer than a mile.

VICE PRESIDENT'S REPORT - Rich Steele. Rich had some of his thunder stolen by the Trip Chairman when Jeff mentioned how many points certain rides were worth, and he chatted about fines. Nonetheless, Rich still carefully went over the points system and

explained fines to our guests. Jack Nutter paid \$1 to the Sheriff for getting stuck in a snow drift and needing his Jeep Rubicon unstuck by a stock Jeep.

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT- Suzan O'Larrick, absent, pursuing a master's degree. No report other than Frank stating there is a potential land grab around Moab.

PROGRAM CHAIRMAN'S REPORT - Tracy Bakewell, absent, went to Green River with Cliff. Frank said Tracy's out of stickers, but Tracy is getting a quote. Tracy still sells other swag, and there is an online store the club uses. Frank modeled his hat, and NaDeen bragged about her two NM4W aprons.

HISTORIAN'S REPORT - Jennifer Chapin, absent, trying to make a living four wheeling and succeeding. No report.

WEBMASTER'S REPORT - Don Roy. Not many changes. He mostly did clean up.

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

OLD BUSINESS:

Frank said Von Stell has been eligible for membership for so long that voting him in now seems like Old Business instead of New Business. He has like six or seven points. Von accepted Frank's offer to become a member of the club. A vote to accept Von Stell as a member was called for and accepted.

NEW BUSINESS:

A Trail Leader Recognition medallion award was presented by Frank to Abesh for his Elk Mountain Ride.

A lady walking through the park interrupted our meeting to ask if we were having a meeting. Frank told her "yes". She proceeded to ask if it was an AA meeting. Frank politely said, "No. We're just addicted to Jeeps," and he pointed to the parking lot. We all had a great chuckle over this with one person stating his name and how many four-wheel drive vehicles he owned. Our guest Katherine Brock recommended this humorous and light-hearted moment be added to the minutes.

Phil Rodacy has been the club's newsletter editor for the last 16 years and only once did he ask for help getting the newsletter out when he was on vacation with no internet access. He will be finishing out the rest of this year which is a contract year ending in July. Frank recommended that the club do something for Phill to say thank you for all his years of service as Newsletter Editor. Don recommended Phil be made an honorary member of the club. Frank explained that Mark and Joan Wolf are the only other two members to be made honorary members for all years they helped out the club before moving to Arizona. NaDeen made a motion that Phil Rodacy be made an honorary member of NM4W and never have to pay club dues again. This motion was seconded and voted on to pass. And although Phil is leaving some very big shoes to fill, the club needs members to please think about taking on this position when voting during the election commences soon.

Rich Steele discussed CB radios and other GMRS communication. He also talked about a book on flooding called "Oasis." He said the author is doing a Zoom event on Monday, June 7 for \$10.

With the possibility of the forest being shut down due to fire danger and with COVID-19 still being a health issue, Frank stated that it would be best to postpone the annual club picnic until maybe July or August. No one expressed any opposition to this.

Frank said the June 12 meeting will be held in the same shady spot at North Domingo Baca Park if the spot is not already occupied. Everyone agreed that was a good idea.

NaDeen was thanked for hosting the meeting and our guest Katherine Brock was thanked for bringing chocolate chip cookies in celebration of Mothers' Day on Sunday.

MEETING ADJOURNED at 6:38 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 Susan O'Larick

There is no environmental affairs report this month.

LEAD SOME RUNS AND GET A DISCOUNT ON YOUR CLUB DUES



NM4W Newsletter Editor Needed

By Phil Rodacy

The club will be needing a new Newsletter editor starting this summer and we are looking for a volunteer. I've been doing the Newsletter for the past 16 years (back before electronic communication when I typed the newsletter up, made copies, and sent it out via snail-mail) and its now time to give someone else the opportunity to act as editor. My wife and I will be spending quite a bit of time in an area where we don't have internet service, so continuing to do the newsletter will not be possible for me.

It generally only takes one to two hours to do the newsletter; most of the work is editing articles people submit. Some contributions don't need any editing, while others need quite a bit as it appears that some servers change formatting and the documents get somewhat scrambled. I currently use Microsoft Word for the Newsletter and will pass on the templates I use and can assist if you need any help getting started.

Please contact either Frank Whiston or me if you'd like to be the editor for a while (and no, it doesn't have to be a multi-year commitment – but if you enjoy doing it as much as I did, you will probably continue for a while). Thanks for your help.



Monday 4x4 Ride

May 3, 2021

By Jeff Boggs

We had 10 4x4's show up in San Ysidro, NM for a ride into the Jemez Mts. Wolfie (Mark Wolf) and his wonderful wife, Joan have lived out in Prescott, Az for several years now and they had come over to the Albuquerque area for a brief visit. Wolfie wanted to get out on a 4x4 ride while they were here. So, NM4W put together a Jemez ride in their honor.

We all gathered together in San Ysidro, NM , gassed up and drove up into the Jemez, via the Gilman Tunnels and FR 376. Airing down near the tunnels, we started getting rain showers, that came and went all day long, except at higher altitudes, when it got cold enough to change over to a full snow storm at times. We turned west and



got into 4 LOW for a long climb. Some mud, lots of rocky slow travel, is what we got. No views, because of the clouds and snow. We saw a deer and an elk run across the road.



We found a nice wide spot in the road for lunch. Cool, but no wind, and the snow stopped. Suni brought out some amazing Coconut chocolate cookies!!!!!! **RECIPE BELOW !!!!!!!**

We had a nice visit with Wolfie and Joan. Also, Von and Erica came along and got another point toward joining the NM4W. They had just put on a nice new lift on their 4Runner. Looking Good!!

We dropped back down in elevation, but almost immediately started our climb up San Miguel Mountain. Low range took us into a narrow two track and we came to a halt with a dead aspen tree hanging across the trail. What to do, since , trail leader Jeff and Paula could not fit under it, because of their roof top tent and traction boards were too tall. Luckily, Frank and Terry had brought along their battery powered chain saws. Also, KW had his hand-held saw , too. While the chain saws were being readied, KW started a cut on one end of the aspen; it was at least an eighteen-inch diameter size log.



In not much time, the large hanging log was in two large sections that could be rolled out of the way. Now we could move forward again. These battery powered chainsaws are amazing, strong, fast, and no need to carry outside your rig, because no gas smell, and can be stored away easily. Lithium batteries give them strong, long lasting power. Any trail leader may want to have one of these along, or ask other drivers to bring their saw along, just in case.

We then continued our climb through lots of tight trails and then started our decent down the north face. Once we hit the main road in the afternoon, we drove back on a nice forest road to the Gilman tunnels to air up and say our good byes.



Great to have a fun day, with good friends and to see some snow and cool weather. Glad we all got to see Wolfie and Joan, and we hope this isn't the last time they come over and visit us.

Good to see KW back on the trail. Good to see Frank Sr, too. We may find that a week day ride on the calendar is a good thing, as we had the back roads all to ourselves. No DUST, thanks to the moisture. Beautiful to see the mountains again. Thanks for a great , fun day, 4x4ing, and getting out of town.



Suni's Chocolate Coconut Bars

By Suni Smith

Chocolate Coconut Bars

3 cups finely ground cookies (graham crackers or chocolate wafers)

1/4 Cup sugar

3/4 cup unsalted butter melted

1 cup pecan pieces

1 cup semisweet chocolate chips

1 can sweetened condensed milk

1/2 cup sweetened shredded coconut

Directions

Preheat oven to 375 degrees. Line 15 x 10-inch rimmed baking sheet with parchment paper.

In a large mixing bowl, sift together cookie crumbs, sugar, and butter until combined. Evenly press onto bottom and up sides of prepared baking sheet. Bake, rotating half way through, until firm, about 10 mins. Transfer to a wire rack; cool, about 20 mins.

Sprinkle cooled crust with pecans and chocolate. Pour condensed milk over the top, spreading to cover completely (Do not let it spill over the edges). Sprinkle with coconut.

Bake until coconut is toasted, 10 to 15 mins. Transfer to rack; cool completely. Cut into bars.

ENJOY,

Suni Smith



Jemez Run

By Joan and Mark Wolf (Wolfie)

We were so happy to go on the trail run to the Jemez Mountains led by Jeff Boggs on May 3. The run included everything—rain, sleet, snow, beautiful overlooks, and fallen trees requiring chainsaw removal. Except for the snow-covered areas at the mountaintop, everything was lush and green.

Jeff took us to some of our favorite places including the Gilman tunnels, San Miguel Mountain, and Porter Landing. We always marvel at how close the Jemez area is to Albuquerque and yet it's like a different planet.

We enjoyed catching up with longtime friends including Frank R. and Frank W., Phil, Jeff & Paula, KW, and some we haven't seen in quite a while. We have so many great memories of NM4W outings and this will be added to our collection.

A special thanks to Jeff Boggs for setting this run up and for leading us on a great run! It was perfect for us! I got to test out the new ZJ and it did well.



Southern Utah Overlanding

By Jeff Boggs

I went on a 6-day overlanding trip into southern Utah. I was joined with my friend Dale. We met up with 8 other 4x4 rigs just south of Hanksville, Utah on Thursday morning. Dale and I had set up in Hanksville, at Duke's Slickrock RV campground on Wed afternoon. Dale had his ground tent and I slept in my roof top tent. There, we were joined by Amando from Palo Alto, California. Amando had a Lexus 570 with an RTT. Once we had set up our tents, we had a great dinner at the cafe next to the campground. Excellent food!



The next morning, we topped off our gas and drove south of town to the Poison Springs turnoff. Other members of our group started arriving and everyone was airing down by

10:30 a.m. We had Carlos and Marge from Chicago, Mike and Pat from New York, Dan and Julie from Reno, NV.

The rest of the group had driven up from Albuquerque area. Ali, Jon, Larry, and Steve. 2-4 door Jeeps, 2 - Lexus, and 5 Toyotas. Ali got this trip together and he knew everyone. We quickly made some new friends from all over the country.

Off we went into the Canyon Lands following the amazing Poison Springs road, headed East.



As we drove this first route, we dropped into low range as it got rougher. Soon we drove past some cows and that means water. We drove through several miles of water and pools of water. The canyon walls were getting taller as we soon got the Dirty Devil river crossing. Low water level there made for a quick crossing.

We climbed up to Gunsite Butte and Sunset pass. There we got our first big view of our goal for the day. The

Dollhouse area of the Canyonlands National Park. But we had many slow miles to go before we pitched our camp. We drove a few miles on a dirt road, in high range, but at Teapot Rock, the slickrock begins in earnest. Met a group of bike riders setting up camp there. They were on a multi-day cycling trip with shag wagons carrying their gear. We visited and then pushed on, in low range for several hours.

Had a Land cruiser get high centered on a rock, so out came the winch for a quick tug. Some spotting was necessary in places. We passed Standing Rock, The Wall, Lizard Rock, Chimney Rock. All fantastic! It had been a long day, but we got to the DollHouse about 7:30 p.m.



Wind was the forecast, and as we set up camp, it hit like a Mike Tyson punch! WOW, what a night! I ate cold food and went to bed in the RoofNest RTT. Dale's Marmont ground tent was tucked behind some junipers next to a 60-foot sandstone DollHouse rock. We were divided up into 3 groups of 3 rigs at each of 3 DollHouse campsites, within a quarter mile of each other. THE WIND BLEW HARD ALL NIGHT!!! At Least 50 mph! BLOWING SAND!!

Next morning, with more wind predicted for next 2 nights, the Chicago and Reno folks said they were headed out that morning. They did not want any more of this wind.

The rest stayed put, eager to hike down to the Colorado River that day. Great steep hike, but the temps were good. Just try to not get blown off the trail by the wind.

Next night, more hard winds. But we got some visiting in with everyone. Sand was into everything, even in bottom of the Margarita's.



Saturday morning was decision time. Go to Cleopatra's Chair and be even more exposed to winds, or start thinking of alternatives. After removing a Midget Faded Rattlesnake from next to my rear tire, we met up for a meeting. We decided to go out of Canyonlands and back to Hite, Utah for gas and then go to Blue Notch Canyon, down next to Lake Powell. And that's where we ended up, next to the lake. After two rigs got stuck in the mud near the lake looking for a good

camp, we settled in for another windy night. But after using our winches to extract our friends, we got to build a nice fire, something not allowed in the Canyonlands. Another cold food dinner for me.

Winds all night.

Next morning, Amando left to get back to his family in Palo Alto, and we were down to 5 4x4's. Our goal was to find and drive the rugged 4x4 road between Blue Notch Canyon and Red Canyon. It took some searching but we found a likely route and we finally had a less windy day to explore this route, all to ourselves. Fantastic drive and rather technical, as in don't screw up or you die spots. We made it through and drove out to HWY 276. There Mike and Pat took off toward NY. They did let us know that they got stuck in a snow storm on Wolf Creek Pass, CO the next day. Their plans of making some time going home was slowed by this weather.

Our group was able to find a nice remote campsite off of Cottonwood Wash back closer to Blanding, Utah. I finally made a cooked meal. Nice fire, calm winds, nearly full moon, reminded



us that Utah can give us weather of all kinds, but if we stay awhile, it has its rewards. The

next morning 3 of us drove to the Over/Under ruins and got some views of this unusual ruin. Then we all gassed up at White Mesa and went our separate ways back home.

I am ready to do that trip again. Wind or no wind , it was epic.

	<h2 data-bbox="743 373 1203 436">Vintage 4x4 Run</h2> <p data-bbox="841 478 1105 520">May 22, 2021</p> <p data-bbox="667 527 1279 569">Contributed by Frank Whiston</p>
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We had 14 vehicles show up for this vintage run. Six of the vehicles were pre-1990. We did the usual 462 to 13 and then to 534 loop. A few of us played on the steps. The weather turned out great despite the forecast. Seeing Dad's and Shayne's Broncos, Paul's FJ-40, and Jack's Old School CJ-8 out on the trail together sure brought back childhood memories. See more photos on the website.









Jeep Camping

By Phil Rodacy

In honor of Jeff's Overlanding article in the newsletter, the upcoming Overland to Colorado that is on our calendar for July 23 – 25, the vintage Jeep run to Cedro, and the coming summer camping season, I thought that everyone would enjoy seeing the campers that Jeep used to offer. These were mainly designed for the CJ-5s. Now I know why my '65 CJ-5 had a spring pack that would be suited for a ¾ ton truck. Sure wish I would have kept that Jeep...



1969 Jeep Campers with wood or aluminum bodywork. The rig is in the 4th level camp with wood bodywork or 2nd or 4th level with aluminum. (Management address) See dealer for price and 1969

New Camp Rigs for '69

Sharp-eyed quality control, new ideas and lots of models are all yours in a booming year for recreation vehicles.

The great 'Jeep' escape.

New family camper for your 'Jeep' Universal.



With 'Jeep' 4-wheel drive, you say goodbye to crowded campsites! Put this new 'Jeep' Camper on any CJ-5 'Jeep' Universal with V-6 engine. Room for the whole family. Notice how smoothly you cruise the highway. How easily the whole rig handles!



Back in the boondocks park your camper and cut loose! You can really "take it or leave it." Take off and go hunting, fishing, exploring.



Inside, it's like a small yacht on wheels. Sleeps 4. All the floor space and features you expect: kitchen, running water, toilet, ice box, etc.



Go shopping in your Universal. Tackle any job. It's truly one of the 'Jeep' 2-Car Cars. Winches, etc. available. See your 'Jeep' dealer. You've got to drive it to believe it.

Jeep'. The 2-Car Cars. 

KAISER JEEP CORPORATION FOLLOWS THE 4MP





RPM Act Reintroduced in Congress

Contributed by Jennifer Chapin

Our voices have been heard! After receiving more than 1 million letters from enthusiasts like you, the Recognizing the Protection of Motorsports Act (RPM Act) has been reintroduced in the U.S. House of Representatives in the 2021 – 2022 session of Congress.

Thank you for previously contacting your lawmakers about the RPM Act! With the effort's current momentum we need your voice once again now that the bill has officially returned for consideration in 2021. Now is not the time to take her feet off the gas. Reminder U.S. Representative to do their part to finally save racing from government threat by supporting and passing the RPM Act [H.R. 3281](#) into law this year.

The RPM Act must be enacted into law to guarantee your right to modify streetcars trucks and motorcycles into dedicated race vehicles, and ensure that industry can offer parts that enable racers to compete.

Please go to <https://www.votervoice.net/SEMA/campaigns/45394/respond> to sign a letter encouraging your Representative to support this legislation.



GMRS Radios Special Offer

Contributed by Jennifer Chapin

I don't know if anyone in the club is interested, but we've discussed GMRS radios before. Jennifer sent information to me regarding Rugged radios. Rugged Radios has a special discount offer for members of Jeep clubs. If enough people are interested, I'm willing to contact Randy (contact info below if you want to contact him directly)) to see what kind of discount we could get for a bulk purchase. They have both handheld and vehicle mount kits available. Check out their offerings at <https://www.ruggedradios.com/>

Jeep clubs everywhere are making the switch to GMRS, and Rugged Radios has the comms you need! We offer member discounts and exclusive offers for Jeep Clubs to help you stay connected on the trails.

Jeep Club Discounts:

- 20% OFF GMRS radios for club members
- Bigger discounts available for bulk orders - outfit the entire club!

How To Save?

- Contact Randy, our Jeep Club Specialist:

Call: 1-888-541-7223

Email: randy@ruggedradios.com

Rugged GMRS Provide Many Benefits:

- Powerful & versatile mobile radios
- Compact & rugged handheld radios
- Jeep-specific radio & antenna mounts





Redneck Engineering

Contributed by Phil Rodacy

Staying with the vintage vehicle theme, here's our monthly Redneck Engineering Inspiration.....

You got a new lift? Well, its not a new idea.....



Keep PUBLIC lands open to the PUBLIC

NM4W Officers

<p>President Frank G. Whiston 505-681-0017 pres@nm4w.org</p>	<p>Vice-President Membership Chairman Rich Steele 505-249-1130 vpres@nm4w.org</p>	<p>Secretary NaDeen Roland 505-918-6300 sec@nm4w.org</p>
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<p>Trip Chairman Jeff Boggs 505-328-2682 trips@nm4w.org</p>	<p>Environmental Affairs Susan O'Larick 541-554-2282 envdir@nm4w.org</p>	<p>SWFWDA Delegate Bob Norton 281-5315 n5epa@flash.net</p>

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Newsletter editor, Phil Rodacy, editor@nm4w.org

Club Attorney, Karen Grohman, legal@nm4w.org





July 1, 2021

Trail Tales

Official Newsletter
of the
New Mexico 4-Wheelers



www.nm4w.org



NM4W Meeting Minutes

June 12, 2021

By NaDeen F. Roland

Frank G. Whiston, the club president, hosted the meeting that was at North Domingo Baca Park in Albuquerque, New Mexico. Frank called the meeting to order at 5:25 p.m.

GUEST: Chris Otto

MEMBERS PRESENT: Michael Arndt, Tracy Bakewell, Jeff Boggs, Jennifer Chapin, Chelsea Colette, Cahty Dickey, Jack Dickey, Linn Jenkins, Rodger Kane, Ed Kausche, Lyn Kausche, Jimmy Lloyd, Abesh Mubarak, Bob Provance, Carol Provance, Wendy Riggs, NaDeen Roland, Don Roy, Chris Sears, Richard Steele, Wayne Sullivan, Donna Whiston, Frank G. Whiston, and Frank R. Whiston.

SECRETARY'S REPORT - NaDeen F. Roland. Meeting minutes from May 2021 were accepted as published.

TREASURER'S REPORT - Gary Buckingham, absent, on a road trip. No report.

TRIP CHAIRMAN'S REPORT - Jeff Boggs.

Past Events:

May 15 Go Topless Day led by Diego Serna. Frank said they did the usual loop and had fun on some stairs. Diego registered for this event so he handed out packets from Extreme Terrain.

May 22 Vintage 4X4 led by Frank G. Whiston. Frank said he drove his Dad's old Bronco they both worked on during the pandemic. Paul Holt brought his FJ40. Chris Sears drove his Bronco. Anyone who wanted to join the ride with a vehicle younger than 30 years old was welcome to attend. After the ride they hung out at Fastinos.

June 3 thru June 5 Rock Junction 2021 led by Grand Mesa Jeep Club. Matt Wheeler went, but he was not present at the meeting to talk about it.

June 5 Glorieta Mesa - Exploratory led by Abesh Mubarak. Abesh said there were six vehicles, and Don Roy was the tail runner. They came upon a fence. According to the map the trail was approved for public use so they opened the gate and closed it after going through.

Upcoming Events:

Saturday, June 26 between 8:30 am and 9 am Mt. Taylor the Hard(er) Way Sky City Travel Center (I-40, Exit 102). Don Roy, trip leader. Don said this ride depends on the status of the forest due to fire restrictions. They will be going the back way up Mt. Taylor.

Saturday, July 10 at 8:30 am Jemez Day Ride San Ysidro Jeff Boggs, trip leader. Jeff said the area is pretty rugged. He will be taking a chainsaw just in case they encounter any downed trees. Even though they are legal forest service roads, there will be some tight areas.

Friday, July 23 to Sunday, July 25 Overland to Colorado Walatowa Visitors Center Frank G. Whiston, trip leader. Frank said if fire restrictions do not cancel this ride, he will be taking his stock Chevy Colorado because they will be camping on the trail. (Frank has fantastic trip details on the club website's calendar.)

Saturday, July 31 to Saturday, August 7 55th Annual All-4-Fun Mile High Jeep Club, event leaders. There is information about this event on our club calendar.

VICE PRESIDENT'S REPORT - Rich Steele. Rich went over the point system for our one guest. As the Sheriff he did not collect any fines since no fines were reported.

DIRECTOR OF ENVIRONMENTAL AFFAIRS- Suzan O' Larrick, absent. No report.

PROGRAM CHAIRMAN'S REPORT - Tracy Bakewell. Tracy said there is \$25 to be won in the 50/50 Raffle. He said he was having a hard time getting stickers. Jennifer Chapin informed him that the club has an account at Fast Signs on Eubank.

HISTORIAN'S REPORT - Jennifer Chapin, actually present. Although she had no report, she did tell us some great stories.

NEWSLETTER EDITOR'S REPORT - Phil Rodacy, absent. No report. Frank said he's probably in his cabin in Colorado. Phil has been the editor for 16 years, and we will be resigning at the end of this contract year. Please think about becoming the club's new editor. It's been great having the newsletter done monthly, but the new editor could do the newsletter quarterly if that's what works best for them.

WEBMASTER'S REPORT - Don Roy. Don said he worked on the back side programming for "What's New Since You Last Logged In." The changes go in effect after you have signed in twice since May 24, 2021.

OLD BUSINESS:

The next club meeting will be at the park again on July 17, 2021.

NEW BUSINESS:

The United Four Wheel Drive Association dues are due on June 15. Frank highlighted what the association does and what the membership entails. After reviewing the treasurer’s report from the April and May meetings to get an idea of how much money the club has, a motion to pay the dues at the same level as last year was called for and accepted.

Pedro Estevan Hernandez was the only guest eligible for membership. Unfortunately, he was not present at the meeting. He must be present to be voted in and accept the membership.

Frank opened the table up for any other discussions before going any further.

The poll is open for 4-Wheeler of the Year and so far, only six people have voted. Please go on the website and vote.

The officer elections are coming up. Frank has been the president for the last three years, and he has previously served as president. He wants to do things for the club because he wants to and not because he has to. He is not seeking re-election. Rich Steele has been the vice president for two years and is not seeking re-election. Suzan O’Larrick hasn’t been heard from since our first video/phone conference meeting so the club also needs a director of environmental affairs. Jennifer Chapin has been too busy working and travelling to be the historian so this position is available as well. Tracy announced that the club will be looking for a new program chairman as well if there isn’t someone willing to be the president and vice president. Jeff Boggs, Gary Buckingham, and NaDeen Roland said if no one else is interested in their positions, then they do not mind continuing their roles for another year. Don Roy didn’t have anything to say.

Jeff Boggs won the 50/50 Raffle.

Frank was thanked for hosting and running the meeting. NaDeen was thanked for bringing monster cookies.

MEETING ADJOURNED at 5:57 pm.

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

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 Susan O'Larick

There is no environmental affairs report this month.

**LEAD SOME RUNS AND GET A DISCOUNT ON
YOUR CLUB DUES**



New Mexico Magazine Interviews Corey about Overlanding

By Corey Ryan

I was interviewed for the New Mexico magazine about overlanding and off roading. Pick up a copy of the July 2021 issue and check it out!

New Mexico

JULY 2021

Ghost Towns

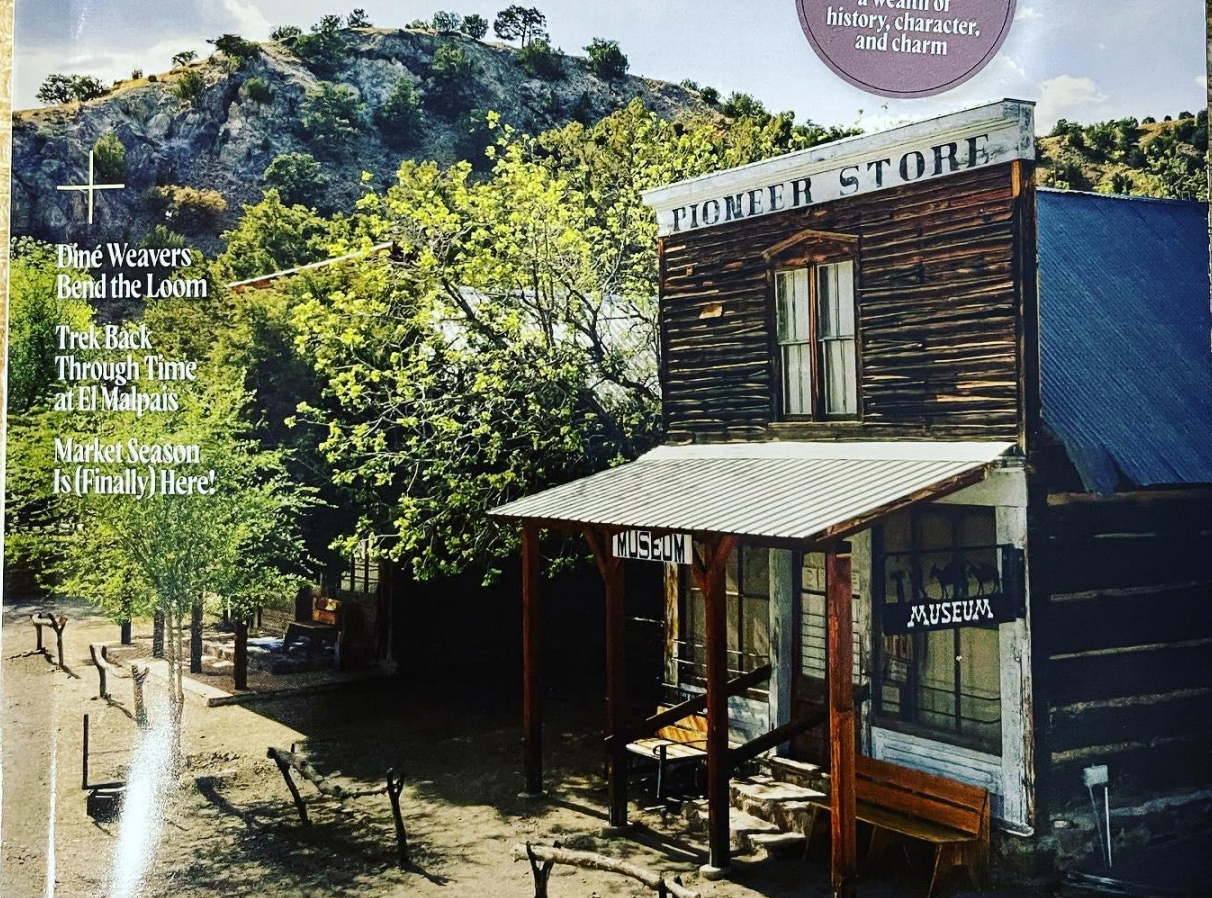
More than forgotten ruins, these haunts offer a wealth of history, character, and charm

+

Diné Weavers
Bend the Loom

Trek Back
Through Time
at El Malpais

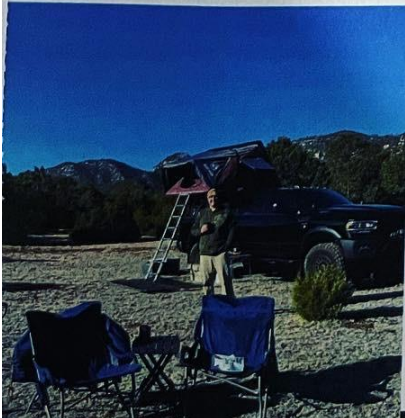
Market Season
Is (Finally) Here!



Chokecherry Canyon

Located within Farmington city limits in the Glade Run Recreation Area (known affectionately as the Glade), Chokecherry Canyon is a haven for off-road enthusiasts ready for an exciting day trip. You can explore numerous beginner-friendly dirt and gravel roads in this vast trail system, but there's a reason Chokecherry has played host to the World Extreme Rock Crawling Nationals. The local Chokecherry Crawlers off-roading club has put considerable effort into classifying the trails, so when you see a trail rated "roll-overs likely," they mean it. **Trail types:** Expansive, sandy washes; difficult slick-rock; and boulders, rock piles, and other treacherous terrain just for rock crawlers. **Pit stop:** Once the sun goes down, grab some snacks and get cozy under a blanket for some world-class stargazing. "We don't have your typical city nightlife here in Farmington," says Ingrid Gilbert, assistant director and online marketing manager for the Farmington Convention & Visitors Bureau. "Our nightlife is out there at the Glade."

nmmag.us/chokecherrycanyon



Hackberry Lake OHV Area

More than 100 miles of trails crisscross the 55,000 acres of the Hackberry Lake OHV Area, an off-roader's paradise north of Carlsbad filled with rocky, hard-packed trails that give way to alluvial soils with sandy sections. There's also a 132-acre sand dune complex where off-highway vehicles (OHVs) of all types—dune buggies especially—can zip around anywhere they please. Just make sure to pack water, as none can be found on-site, and take note of campfire restrictions. **Trail types:** Singletrack for dirt bikes, trails wide enough for side-by-side OHVs, and open sand areas in the dune complex. **Pit stop:** Keep your eyes peeled (or better yet, bring some binoculars) for a chance to see the mule deer, coyotes, bobcats, and more that call the area home. nmmag.us/hackberrylakeohv

Johnson (Gordy's) Hill OHV Trail

Beginners and experts alike will enjoy a day trip cruising around the canyons, sandstone and limestone bluffs, and miles of desert trails found at this OHV hot spot in Socorro. "The terrain is rolling desert hills with sandy washes and some rocky areas," says Ryan. Be sure to take a moment to enjoy the high-point views, which look down over the Río Grande Valley. And with numerous arroyos to explore, the terrain never gets old. **Trail types:** Singletrack

Stay in touch.

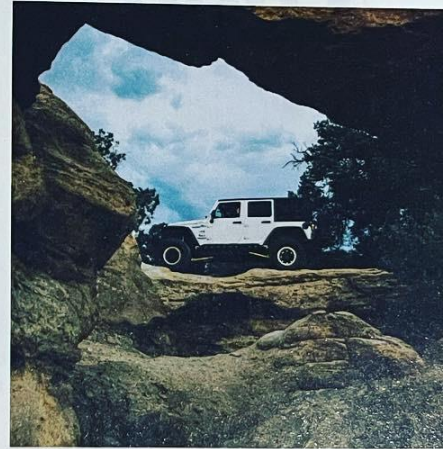
Cell service can be hard to come by in New Mexico's most remote areas. Invest in a satellite communicator. "You want to make sure you get out, you enjoy yourself, you have fun, and you know you'll get back," says Gary Swinford, owner of Red River Offroad, which offers Jeep and snowcat tours.

Join the club. The safest (and cheapest) way to learn the ups

off-roading groups, like the Chokecherry Crawlers in Farmington or Albuquerque's New Mexico 4 Wheelers.

Follow the signs.

"Trails are marked for particular use in an effort to protect the area," says Ingrid Gilbert, assistant director and online marketing manager for the Farmington Convention & Visitors Bureau. "You don't just drive anywhere. It's a set trail system that you have to stay on."



for dirt bikes, side-by-side trails for wider OHVs, and gnarly spots for rock crawlers.

Pit stop: After a day of rugged dirt, you deserve a green chile cheeseburger. The only question is which iconic spot to hit down the road in San Antonio: Original Owl Bar & Cafe or the Buckhorn Tavern? nmmag.us/johnsongordyskill

I also changed my set up from a bed rack with a RTT to a AT Overland Habitat camper for the truck.











Mt. Taylor the Hard(er) Way

June 26, 2021

By Don Roy

After a month-long NM heat wave, the temps finally were nice. The forest fires also died down to give us a clear sky. There were 13 vehicles and 17 people on the ride, 6 of them new applicants on their first NM4W adventure.

After the long northbound hard(er) rocky climb on FR400 from 5000' near I-40 to 8500' on Mt Taylor, we stopped for lunch and let all the new people have a chance to learn more about NM4W. Lunch was a bit longer than usual and was very enjoyable. After lunch we headed to a favorite always beautiful and always windy viewing spot at over 10,000', Cerro Pelon. We could see the Sandia's 68 miles to the east and near 100 miles to the north and east.

The day was longer than I hoped it would be. We got to the air-up point at 5pm, then had a 14-mile drive on pavement to Grants. The only thing wrong with this ride for me is the start and end are quite far apart for a trailering. Ex-member Paul Caskey trailered too, so our day was even longer as we had to find our way back to Sky City from Grants. I got home about 7:30PM. The long day was worth it though with the nice weather and great views. In the future, this ride will start and end in Grants for sure, even though it is a few more I-40 miles for everyone.





Chaffee County Needs Your Help

Contributed By Jennifer Chapin

Read the whole plan here: https://mk0envisionchafnrnvlf.kinstacdn.com/wp-content/uploads/2021/05/The-Chaffee-Recreation-Plan_FINAL_DRAFT2_forweb.pdf

We need your help with an important issue in Central Colorado. A citizen planning group, Envision Chaffee County, has produced a Draft Recreation Plan for Salida and Buena Vista. Within this plan, we have identified some issues and concerns we would like to share with you. While it is possible to submit responses through the Envision website we encourage you to send them directly to the Chaffee County Commissioners, Chaffee County Planning & Zoning, and Cindy Williams the co-chair of Envision Recreation in Balance. Please copy and paste the following email addresses into your browser.

Commissioner Greg Felt (ERiB Co-Chair), gfelt@chaffeecounty.org

Commissioner Kieth Baker, kbaker@chaffeecounty.org

Commissioner Rusty Granzella, rgranzella@chaffeecounty.org

Planning and Zoning Dan Swallow, dswallow@chaffeecounty.org

Planning and Zoning Jon Roorda, jroorda@chaffeecounty.org,

Planning and Zoning Christie Barton, cbarton@chaffeecounty.org

Cindy Williams (RiB Co-Chair), cindy@envisionchaffeecounty.org

1. Who you are, and be sure to mention if you are a Chaffee County resident. What do you like to do in Chaffee County?
2. You do not think a 3rd party special interest group like Envision should be developing a plan that insinuates they have decision authority on public land management.
3. Envision should not be implying the Travel Management Planning process mandated by federal law - specifically with Voluntary Seasonal Closures, Recreation development "no go" zones, and identifying areas of critical wildlife habitat in a county Recreation Plan.

That's it - clean, simple, and to the point. **The more input the better!**



So, Where is Jennifer?

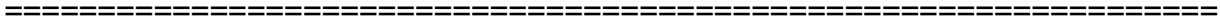
Contributed By Jennifer Chapin

This is a great picture from 2021, on one of my many trips to Moab. In case you are looking for me, I have been on the road constantly. 13.5 Days in Albuquerque so far this year. 12 Days in Florida. 7 Days in Virginia, 17 days in California, 25 days in Minnesota and 22 days in Moab!



Special Note, if you ever travel the Extraterrestrial highway, there is a sign that states 125 miles no services. It is actually almost 200, even if your Garmin, phone or google maps says different. We had 2 people run out of gas on this highway. It added an extra 5 hours to our trip. It was not me! I made it to the gas station and filled my truck for \$148.60 ouch! However, I certainly recommend this highway. It's interesting with lots of views.

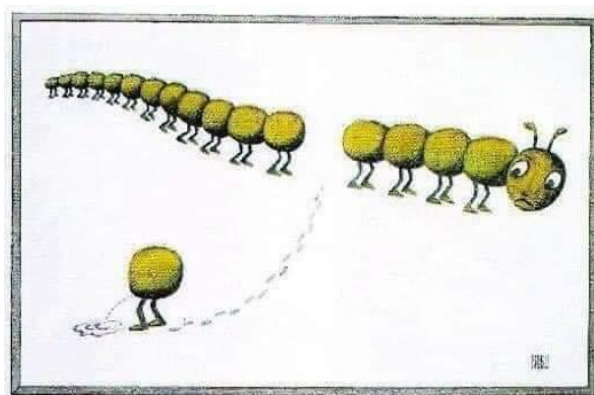




And here is how you fix a brake line on the Rubicon Trail.



A fun photo from Jeep Beach 2021. If you have not been I highly recommend it. One of the most fun things you can do is drive on the Daytona International Speedway. They told us maybe 50mph, However, I was doing 70mph when this picture was taken.



Even insects have 10-100 breaks

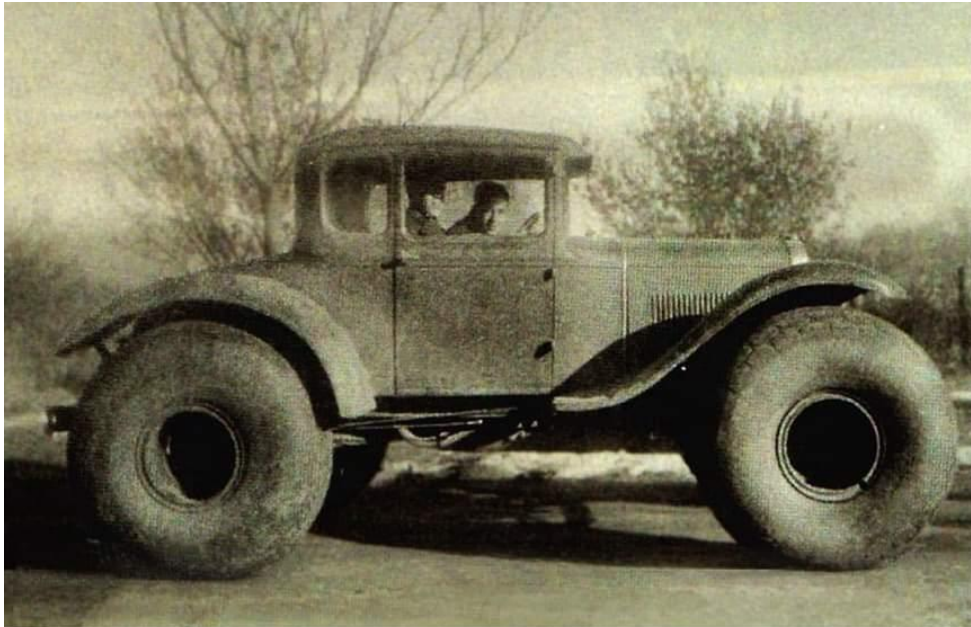


Redneck Engineering

Contributed by Phil Rodacy

One more vintage vehicle for our monthly Redneck Engineering Inspiration.....

I especially like the last sentence in the description. Some things never change.....



Old Car With an Inflated Ego

The vehicle in this photo from the winter of 1940 might have been the first monster truck! The Ford Model A body was put on a Model AA truck frame with airplane tires installed. The guy leaning forward is my brother Eugene Myers, who was on leave from the Navy.

Our dad put this modified Ford together to handle the snow on his rural mail route around Fullerton, Nebraska, and there was a lot of snow in the 1930s and '40s. Dad said the Ford would run over anything, but it was so high that the wind sometimes would blow it off the road.

Leland Myers, Plattsmouth, Nebraska

Keep PUBLIC lands open to the PUBLIC

NM4W Officers

<p>President Frank G. Whiston 505-681-0017 pres@nm4w.org</p>	<p>Vice-President Membership Chairman Rich Steele 505-249-1130 vpres@nm4w.org</p>	<p>Secretary NaDeen Roland 505-918-6300 sec@nm4w.org</p>
<p>Treasurer Gary Buckingham 505-469-6424 treas@nm4w.org</p>	<p>Program Chairman Tracey Bakewell 505-250-3876 prog@nm4w.org</p>	<p>Historian Jennifer Chapin 305-333-3375 hist@nm4w.org</p>
<p>Trip Chairman Jeff Boggs 505-328-2682 trips@nm4w.org</p>	<p>Environmental Affairs Susan O'Larick 541-554-2282 envdir@nm4w.org</p>	<p>SWFWDA Delegate Bob Norton 281-5315 n5epa@flash.net</p>

Web Site Administrator Don Roy, webadmin@nm4w.org

Newsletter editor, Phil Rodacy, editor@nm4w.org

Club Attorney, Karen Grohman, legal@nm4w.org





Trail Tales



August 1, 2021

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org



Meeting Minutes

July 17, 2021

By NaDeen F. Roland

Frank G. Whiston, the club president, hosted the meeting that was at North Domingo Baca Park in Albuquerque, New Mexico. Frank called the meeting to order at 5:08 p.m.

GUESTS: Cathy Arlowe, Paul Caskey, Chris Otto, and Mary Turpin.

MEMBERS PRESENT: Cheryle Bakewell, Tracy Bakewell, Cathy Dickey, Jack Dickey, Shirley Godfrey, Linn Jenkins, Rodger Kane, Ed Kausche, Lyn Kausche, David McCollum, Patricia McCollum, Cliff Meier, Jeanne Meier, Joseph Miranda, Kim Miranda, Jack Nutter, Don Owen, Karen Owen, Bob Provance, Carol Provance, NaDeen Roland, Don Roy, Richard Steele, and Frank G. Whiston.

SECRETARY'S REPORT - NaDeen F. Roland. Meeting minutes from June 2021 were accepted as published.

TREASURER'S REPORT - Gary Buckingham, absent. Information from emails and PDFs were sent to the President and the Secretary on Sunday, July 25, 2021. Statement from First Financial Credit Union: April 2021 Savings Account is \$8,619.95 and Checking Account is \$5,374.74; May 2021 Savings Account is \$8,621.05 and Checking Account is \$5,374.74; and June 2021 Savings Account is \$8,622.11 and Checking Account is \$5,374.74. Gary sent \$1,068 from the PayPal Account to the bank and that will be reflected on the July statement. Also, Gary is in the process of renewing the NMOHVA (Annual Organization) membership for \$100. The membership expired on Tuesday, July 6, 2021.

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

Past Events:

June 26 Mt. Taylor the Hard(er) Way led by Don Roy. Don said it can get pretty boring if you don't take the back way. They searched for lookout points for some views. It was a good run.

July 10 Jemez Day Ride Jeff Boggs injured himself playing softball before the ride so Von Stell stepped up and led the ride. Ed Kausche said it was a scenic run on Forest Road 534 that made a loop.

Upcoming Events:

Fri., July 23 to Sun., July 25 Overland to Colorado Walatowa Visitors Center Frank G. Whiston, trip leader Frank said they will meet at 9:30 a.m. at the visitors center. He briefly went over the details of the trip such as the initial camp site and where they will be fueling up.

Sat., July 31 to Sat., August 7 55th Annual All-4-Fun Mile High Jeep Club, event host Cliff Meier scoffed at the \$500 per person fee. A couple of our guests shared that they will be attending because this is their vacation, and they haven't been on a vacation in over a year so they have saved up for the expense.

Sat., July 31 at 8:30 a.m. Cedro Peak Morning Ride Sandia Rangers Station Jack Nutter agreed to lead this ride since a volunteer was called for by Frank.

Sat., August 7 at 8 a.m. NMCCC All Clubs Picnic and Cruise 200 Tramway SE, 87123 New Mexico Council of Car Clubs, event host It is a "bring your own food" picnic.

VICE PRESIDENT'S REPORT - Rich Steele. Rich reviewed the points system for our guests. A few fines were implied, but no one admitted guilt and paid a fine.

PROGRAM CHAIRMAN'S REPORT - Tracy Bakewell. Tracy said he has t-shirts and swag in the car but no raffle tickets. Shirley Godfrey offered to donate a roll of raffle tickets she has, and she said she will try to remember to bring the roll to the next meeting.

DIRECTOR OF ENVIRONMENTAL AFFAIRS - Suzan O'Larrick, absent. No report.

HISTORIAN'S REPORT - Jennifer Chapin, absent. Out making a living four wheeling. No report.

WEB MASTER'S REPORT - Don Roy. There was a problem with minor PayPal earlier in July. If you paid your membership dues using PayPal, it now properly reflects on your website profile as paid. If you have led four or more rides this contract year, then you receive a \$10 discount on your membership dues. That discount is now reflected on the PayPal bill. Don entertained us by recounting the extraordinary effort it took to fix the glitches. We expressed appreciation, especially Cheryl Bakewell.

NEWSLETTER EDITOR'S REPORT - Frank stated that we are officially without an editor. Please keep in mind that if you volunteer for this position, you can do the newsletter quarterly instead of monthly if you wish.

OLD BUSINESS:

Von was not present at the meeting to receive his Trail Leader Recognition medallion for leading the Jemez Ride.

Don said the winner for the 'Four Wheeler of the Year' was a landslide. Seven people were nominated, but Frank got half of all the votes, way more than 2nd place. Don presented Frank with a beautiful plaque created by Phil Rodacy. One member vocalized how we appreciate Frank keeping the club functioning appropriately during the pandemic and quarantine.

Tracy went to Fast Signs to research how much it would cost to reorder stickers that we have run out of. Tracy explained the quote he received of 100 stickers for \$344.16. It means we would be paying about \$3.50 per sticker, and the club sells the stickers for \$5 each. A motion to proceed with ordering the stickers from Fast Signs was called for and accepted.

NEW BUSINESS:

The Treasurer, the Secretary, and the Trip Chairman stated that they were willing to maintain their current positions for another contract year. The positions of Historian and Director of Environmental Affairs still need to be filled along with the aforementioned Newsletter Editor position. Don Roy agreed to be the President for one year. Cathy Dickey will be taking over as the new Program Chairman. Jack Dickey agreed to be the new Vice President. And Frank G. Whiston stated he will take over as the new Historian. Club positions are as follows:

Old President: Frank G. Whiston
New President: Don Roy

Old Vice President: Richard Steele
New Vice President: Jack Dickey

Secretary: NaDeen F. Roland

Treasurer: Gary Buckingham

Trip Chairman: Jeff Boggs

Old Program Chairman: Tracy Bakewell
New Program Chairman: Cathy Dickey

Web Master: Don Roy


Old Historian: Jennifer Chapin
New Historian: Frank G. Whiston

A motion to accept all the officers for the new 2021-2022 contract year was called for and accepted. The new officers will be taking over starting in August 2021.

The next club meeting will be at the park again on the second Saturday of August which is August 14, 2021.

Frank said he spoke to Paul Holt about the issues he was having getting our usual room reserved at Heights Presbyterian Cumberland Church for six months starting October 2021. Paul is a member of that church so he will try to help us reserve that room.

MEETING ADJOURNED at 5:43 p.m.

	<p>President's Report</p>
	<p>By Don Roy</p>

Hi everyone, I'm Don, and I'm a clubaholic. Taking on the job of NM4W President for the coming fiscal year is not new to me. I've been in various club types for 50 years. From the Hudson Valley Ski Club in NY in the '70s, through a bicycle club, a radio controlled model airplane club, a photography club, a model railroad club, and last in NY was the Hudson Valley 4 Wheelers for 14

years. In all those organizations I was involved as an officer, or newsletter editor, or web guy, something. I always felt obligated to contribute to the group that gave me joy.

NM4W is one of the largest groups I have been part of, a large volunteer pool, and yet I now have two official positions and am filling in as needed on a third. There are several positions available for volunteers, such as Newsletter Editor, so please consider one of these that are listed on the website. We would appreciate your help, and you will enjoy knowing you are contributing to the club. Besides officers and staff, we also always need ride leaders, and there is support available if you would like to learn how to lead a ride.

I do see some light shining through in the helper ranks though. In the past few months I am thrilled to see Abesh Mubaraki and Von Stell step up as new ride leaders, both only NM4W members for a few months! Last month Jack and Cathy Dickey volunteered to be first time officers for VP and Program Chair, thank you!

Please consider taking on a task in the club, help us steer the ship we all enjoy sailing. I will be happy to answer any questions you have about any of these positions that make our club function well.

LEAD A RIDE – It's way less dusty!



Vice President's Report

By Jack Dickey

Popcorn makes memories. Think about the fun times you've had that involved popcorn. Was it the movies at a theater pre-COVID or watching something at home with your family? How about a cookout or camping trip? Recently a group of NM4W members enjoyed over 200 miles of forest road wheeling and two nights of camping in two states and three national forests. The group included singles, married couples, and families. Ages ranged from pre-teen to seasoned citizen. There were a wide varied of four-wheel drives: medium and full-sized pickups, an SUV, and Jeeps. But the craziest fun was the popcorn!

Arriving at our first night's campsite; lightning flashed, the sky opened, and thunder roared. Folks had to scramble to set up their camps in a downpour. After each camp chef prepared their tasty suppers – everything tastes better when it's wet and 50 degrees at 10,000 feet – a campfire was started and friends, new and old, gathered around to get warm and dry.

A homemade version of Jiffy-Pop appeared. After much coaxing over the fire, most of the kernels were burned, but a few actually popped. But this limited success didn't dampen the fun! A cast iron skillet, more popcorn kernels, and some oil arrived at the fire. Again, it seemed that only burned kernels were going to be the result. But not to be defeated again, the hot skillet was picked up and kernels swirled around in hot oil. The resulting showering cascade of popping kernels sent kids young and old scrambling – scurrying to catch hot popcorn in midair, quickly plucking ones that hit the ground, and without burning their fingers, snatching popcorn from the pan. The air and ground were white, like the hailstorm earlier that day. All the while, everyone was laughing and howling like coyotes hot on a rabbit. The burned kernels, old-maids, and popcorn were gleefully munched. Come join our next meeting or trip. You never know what crazy fun memories might be made – like popcorn!

Jack Dickey, Vice President

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Suzan O'larick

Hello Club,

I wanted to remind everyone about trail Etiquette and safety. Please enjoy this short video from CORE with instructions on safe water crossing.

CORE: Water Crossing

https://www.youtube.com/watch?v=3dlW-p8G_I8

Remember that we represent not only ourselves but the entire off-road community when we are on the trails. We must leave the environment in the condition we found it, if not better.

Respect others on the trail and play safely.

Here are a few tips and helpful sites:

Prohibited Activities

It is **illegal** for any person to:

- » Destroy signs, windmills or other property.
- » Operate any OHV in a way that damages environment, plants, animals or creates excessive noise.
- » Harass, pursue or hunt wildlife or domestic animals.
- » Operate any OHV where prohibited or on private land without permission.
- » Negatively affect livestock and or agricultural practices.
- » No one, regardless of age, may drive under the influence of drugs or alcohol.

[Trail Tips and Etiquette | Stay The Trail](#)

<https://www.treadlightly.org/>

<https://www.nohvcc.org/>



Trip: Jemez Day Ride

By Von Stell

On Saturday, July 10th, 8 vehicles met in San Ysidro and loaded up for a fun filled ride in the beautiful Jemez mountains. This ride almost didn't happen because the original ride leader, Jeff Boggs, had an unfortunate injury occur while playing softball. We are all hoping that Jeff has a speedy recovery and can go wheeling in his awesome rig again soon.

I am a new member to the group and had been wanting to lead a ride but was very hesitant to put myself out there as the planner and leader of the group. I look forward to these trips tremendously and this seemed like a great opportunity to lead and ensure the ride didn't get cancelled. I have driven this particular track before on a ride led by Jeff Boggs back in May. I used my Gaia GPS app to record the ride last time so I had a plan and a ride mapped out to use.

The weather was a bit warm but sunny throughout the day. We started off with a nice section of mild rock climbing and bumps. For those looking to practice riding through small rock gardens and

rough sections, this is a great place to go. Nothing too challenging but fun and very exciting. My wife Erica drove this section in our vehicle and did a fantastic job crawling the rocks for the first time.

We stopped for lunch at a very nice shady spot and had time to eat and to chit chat with the other people in the group. The group consisted of members, prospective members and guests as well. After lunch we did a nice loop which consisted of some tighter trails with heavy vegetation on both sides. Thankfully the pinstriping was minimal for me this time. This portion of the ride was a bit more technical with some descents with very rugged terrain. The combination of climbs, descents and uneven terrain proved to be a fun ride which challenged the flex in my new suspension on my 4Runner. Riding up front as the group leader was pretty nice because #1 there was no dust to deal with and #2 we got to see a mama bear and her cub sprinting up the mountainside. I just wish others had seen the bears but they were moving way to fast for the others to see.

My first time as group leader was a very rewarding experience for me. No one got lost, nobody broke their rigs, and everyone who attended was very patient with me and seemed to enjoy the ride. Thanks to Jeff Boggs and Don Roy who helped me plan and complete this wonderful ride through the Jemez mountains.



Trip: Overland to Colorado

By Frank and Rebecca Whiston

On July 23rd, eight vehicles from the New Mexico 4-Wheelers met near Jemez Pueblo. We all gathered at the Walatowa Convenience Store off HWY4 and made sure we were topped off on gas, as well as of all the necessary supplies. After a short trip up the highway, we made our way onto to NM485 from the highway. This road parallels the Rio Guadalupe River and transitions to FR 376 at the boundary of the Santa Fe National Forest. We reached the Guadalupe Box, then drove through the Gilman Tunnels. Just past the tunnels, FR 376 turns to a dirt road full of washboards. Prior to the end of the pavement, we found a spot to pull over and air down. FR 376 is a well-traveled road that continues to follow the Rio Guadalupe until you reach Porter Landing. At this point, there is a bridge that crosses the Rio Guadalupe, and the road continues up Lake Fork Canyon. At the North end of the canyon, FR 376 crosses NM 126. We took a left, and climbed the hill to the next dirt road, FR 144, where we continued north. Lunch time was approaching, so we found a nice spot to pull off the main road and have lunch. We then continued to follow FR 144 to the north end of the Valles Caldera National Preserve. This part is very rough and rocky. Nothing hard, but slow going. FR 144V is a short spur road that took us to Poachers Point which has a spectacular view of the Valles Caldera looking south. After taking in the view, we continued on FR 144 to FR 27, that put us pointed north, making forward progress to the goal of reaching Colorado. Between FR 144 and Cienega Redonda, we made camp for the night. Day 1, 58.5 miles.

As some of us were still setting up camp, a rain shower came through. This was before Jack and Cathy got the rain fly fully installed on their tent. After the shower, I saw them lifting it up to dump the water out. Thankfully, the rain did not last long. Everyone got busy preparing dinner, then settled around the campfire for the evening. The Serna family brought all the

entertainment to the campfire. First were fixings for S'mores with the most enormous marshmallows that I had ever seen! Then Lysle brought out some popcorn to pop on the fire. It started in a foil pan with somewhat disappointing results. After, Diego brought over a brand-new cast-iron pan, added some oil and popcorn, then set it over some hot coals. The kernels began to pop rather unpredictably all over the place, we tried to catch them with little success. Lysle brought a sheet of foil to aid in the catching and eventually covered the pan with it. Then Jack Dickey grabbed the pan with an oven mitt supplied by Diego and started a sautéing action which spurred a chain reaction of popping kernels. That had everyone laughing. Fortunately, the popcorn landed on the blades of grass around the fire, and we were able to eat them without the dirt ruining them. Shortly after the full moon rose above the clouds on the horizon, the fire was doused, and we all turned in for the night.

On Saturday, the whole group packed up and we were moving just shortly after 9AM. We were continuing north on FR 27 towards Abiquiu, NM via the Polvadera Mesa. After being in route for almost an hour, we spotted a nice-looking buck, then stopped for a 10-100. This road was very rough from recent rains which had caused washing out. This section took twice as long as I had expected, and we didn't reach Abiquiu till around 11AM. Everyone stopped at Bode's for gas. I was relying on getting more ice for my cooler here, but they were out! Thankfully, there was a Family Dollar about 2 miles down the road that was fully stocked. I was beginning to think that I was going to have to go about 13 miles to find ice, what a relief!



The group went about $\frac{1}{4}$ mile up US 84 and turned on another dirt road CR 155 which parallels US 84 on the other side of the Rio Chama River. Rain began to pour about that time, and we ended up crossing several flooding arroyos along this route. Thankfully, there was a local in a 4x4 Dodge in front of me who tested the waters for us. I'm glad that I didn't have to be the guinea pig for the group. Then we had about 15 miles of pavement to El Rito, NM. Shortly after returning to the dirt, we found a place to pull over for a quick lunch. We were now on the northern half of section 7 to the New Mexico Backcountry Discovery Route ([NMBDR](#)). We

were now in the Carson National Forest following the El Rito on FR 559. Where 559 turns towards Canjilon, we turned left on FR 106 towards Vallecitos, NM. This road quickly climbs the Tusas Mountains, peaking at around 9400 ft., then descends eastward to Vallecitos through lush and green canyons. The route then took us back north on NM 111 for roughly 3 miles of pavement to reach FR 45 where we climbed on Mesa De La Jarita where we picked up FR 110 continuing north. This area was being logged and there were many stacks of timbers alongside of the road. In a couple of years, this forest is going to be very beautiful with the thinning that has been done. FR 110 continues north terminating at FR 42 where we headed east crossing the Cleveland Gulch. On the east side of the gulch, we made a left on FR 91 and FR 712, returning to our northern trajectory and eventually crossing US 64. This portion of the trip was pretty smooth, and we were able to pick up the pace and cover some ground quickly. We picked up FR 421 and FR 133 which climbs the Tusas Ridge to Cisneros Park. From there, we got our first view of San Antonio Mountain. We continued on FR 133 all the way to FR 87 heading back west up the Rio San Antonio, then north again all the way to the southeast corner of the Cruces Basin Wilderness. We decided to head west about 1.5 miles to make camp on FR 572, a corridor into the center of the wilderness area. Day 2, 128 miles.

It was a relaxing evening, setting up camp, making dinner, and some campfire time. This was a beautiful area! Jason said, "I counted 7 different flowers just sitting at camp." There were dark clouds and lots of thunder to our south, which was somewhat ominous. Then a little after 9PM, it began to rain. We all quickly retreated to our tents. Jason said "Nature threw quite the concert the last night. Surround sound and all. Day making lightning and heart stopping, hold your breath booms, cracks and pops. Wind and big fat rain too." I could feel the mist from the raindrops beating on my tent through the nylon shell. I adjusted myself closer to the center, checking all my belongings to make sure that they were staying dry. Jason was cozy in his hard-shell rooftop tent above his JK. In his elevated position, he had cell service and opened his weather app and took a screen shot of the live radar, which revealed that the most intense part of the storm passed right over us. I remember waking at about 11:30PM, it was bright! The clouds cleared, and the moon lit up everything. I survived the intense storm. The next time I woke up, it was 4:30AM, I was crouched up in my sleeping bag. I stretched my feet out to find the bottom of my sleeping bag was soaking wet. Last night's rain must have run in the door zipper and pooled in a low spot near my feet. Thankfully, my inflatable sleeping pad saved me from being completely soaked. So, I rolled over, curled back up, and drifted back to sleep as an owl was calling out from a nearby tree.

Sunday Morning, Diego cooked up a disc full of bacon, eggs, green chile, and potatoes, offering some to everyone, it was delicious! We left camp at about 9:30, backtracking to FR 87A where we continued north on the east side of the designated wilderness to the Rio De Los Pinos at San Miguel. Here, Jason and the Mccollums peeled off from the group and headed toward Antonito, Colorado. The rest of us took FR 284 upstream to where it terminates at private land. A sharp, near 180-degree, turn got us on FR 494 that climbs out of the valley, crossing the narrow-gauge tracks of the Cumbres and Toltec Railroad. A short jaunt on FR 75 got us to FR 103 which led across the state line into Colorado and the Rio Grande National Forest. We continued west on FR 103 west to the first switchback down the hill to Osier. From there, we took FR 107 paralleling Osier Creek. The trail begins through an aspen grove where we spotted a deer in the road. Not long after that, we cleared the aspens to find a group of pronghorns in the clearing. FR 107 climbs up Pinorealosa Mountain to an elevation just shy of 11,000 ft. Then, we went down to Spruce Hole to have lunch and air our tires back up. After lunch, it was just a short trip on FR 108 to HWY 17, just north of La Manga Pass. Day 3, 36.3 miles.



At this point we hit the pavement, headed to Chama to top off on gas, then back home. 222 total miles, very little paved. This was an epic trip that I can cross off my bucket list. I got to see parts of New Mexico that I had never seen before. It was a great trip with very little traffic. We found campsites that we had all to ourselves reminding me of past camping trips closer to Albuquerque when I was a kid. Thanks to everyone who went out and shared this experience with us!

Keep PUBLIC lands open to the PUBLIC

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Trail Tales



September 1, 2021

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org



Meeting Minutes

August 14, 2021

By NaDeen F. Roland

Don Roy, the new club president, led the club meeting that was at North Domingo Baca Park in Albuquerque, New Mexico. Don called the meeting to order at 5:10 p.m.

GUESTS: Denis Dimick

MEMBERS PRESENT: Travis Bakewell, Jeff Boggs, Gary Buckingham, Cathy Dickey, Jack Dickey, Shirley Godfrey, Andrea Holt, Paul Holt, Ed Kausche, Lyn Kausche, Cliff Meier, Jeanne Meier, Jack Nutter, Suzan O'larick, Bob Provance, Carol Provance, NaDeen Roland, Don Roy, Richard Steele, Wayne Sullivan, and Frank G. Whiston.

SECRETARY'S REPORT - NaDeen F. Roland. Meeting minutes from July 2021 were accepted as published.

TREASURER'S REPORT - Gary Buckingham. There is \$7,189.58 in the checking account, \$8,623.21 in the savings account, and \$128.82 in the PayPal account.

VICE PRESIDENT'S REPORT - Jack Dickey. Jack skipped the points system because our one guest, Denis Dimick, was eligible to become an associate member since he's from Los Alamos, New Mexico. Don said that even though he just met him at the meeting, Denis is a good guy who is responsible. Don agreed to sponsor Denis. A motion to accept Denis Dimick as an associate member was called for and accepted. Jack said thank you to Cliff Meier for filling the position of newsletter editor and for being the Outside Organizational Manager. Jack said the Closure Manager, Social Media Manager, and Promotional Position are mini jobs that are vacant. Jack closed his report by explaining his duties as the Sheriff and what fines are. Jack Nutter shelled out a dollar for turning around during the Cedro Peak Morning Ride due to a locked gate.

TRIP CHAIRMAN'S REPORT - Jeff Boggs.

Past Events:

July 23 to July 25 Overland to Colorado led by Frank G. Whiston. Frank said it was two nights and three days. It was 220 miles all the way up to Colorado starting in Jemez, New Mexico. Instead of there being fire issues, there were monsoon issues. Frank, along with Cathy and Jack Dickey, told entertaining stories. Eight vehicles went.

July 31 Cedro Peak Morning Ride led by Jack Nutter. Jack said it was dusty but a nice ride.

July 31 to August 7 55th Annual All-4-Fun hosted by the Mile High Jeep Club. Ed Kausche said attendance was down, and it was overall a scaled-down event. Wheeler Lake had eroded quite a bit. There were around 150 in attendance. Lynn Kausche said the vendors were few and far between. They used to have things there geared towards women but not this year.

August 7 NMCCC All Clubs Picnic and Cruise hosted by the New Mexico Council of Car Clubs. Jeff recommended everyone check out their website for upcoming car shows.

Upcoming Events:

Thursday, August 26 at 7 p.m. Board Meeting - Officers and Staff Don Roy is hosting this online meeting for officers only.

Saturday, August 28 at 8:30 a.m. East Side of the Manzano Mountains Sandia Rangers Station in Tijeras, New Mexico. Cliff Meier, trip leader. Cliff said it will be an easy all-day ride. He may jokingly call it exploratory if there are any locked gates.

Saturday, September 4 thru Monday, September 6 2021 Red Rock 4 Wheelers Labor Day Safari Red Rock 4 Wheelers, event leader.

Wednesday, September 8 thru Friday, September 10 Fall Crawl - 4 Corners 4X4 Week Chokeycherry Canyon Entrance Glade Road and Pinon Hills Blvd Cliffhangers 4 Wheel Drive Club, event host.

Saturday, September 11 at 5 p.m. September 2021 NM4W Meeting North Domingo Baca Park in Albuquerque, New Mexico.

Saturday, October 9 at 9 a.m. Gordy's Hill - South Side Road Runner Travel Center, I-25, Exit 156. Don Roy, trip leader. This is a moderate-level ride for members only.

Wednesday, October 13 thru Saturday, October 16 2021 Chile Challenge 30th Year Caballo Lake State Park, New Mexico. Las Cruces 4 Wheel Drive Club, event host.

DIRECTOR OF ENVIRONMENTAL AFFAIRS - Suzan O'Larrick. Suzan went over how the environment can damage your vehicle. One example she used was how the smoke and ash from some of these fires from our state and states as far away as California can damage a vehicle's paint. She gave advice on how to wash your vehicle and protect it. Then she spoke about how your vehicle can damage the environment. One example she used was airing down your tires and then having a blow out that could cause sparks that result in a fire. Suzan will be submitting a detailed article on this subject in the newsletter.

WEBMASTER'S REPORT - Don Roy. Don discussed the PayPal issues he fixed that had arisen in July as membership dues were being paid.

OLD BUSINESS:

Winter Meetings ~ Weather permitting, the September meeting will be held at the park again. Starting in October and going through the winter, we need to consider an alternate location since the Heights Presbyterian Cumberland Church room is too small and too close. With some individuals not interested in becoming vaccinated for the coronavirus, it makes for an uncomfortable meeting location. Don said the multi-generational center at North Domingo Baca is a candidate. Don is also going to talk to the church on Monday, August 16. Jeanne asked if the conference room at the church was still available. Don said it is, however, our usual second

Thursday meeting this November falls on Veteran's Day; and the church will be closed in observance. This is a possible issue that can be addressed at a later date.

Frank asked Gary about the United Four Wheel Drive Association dues. The club will be renewing it in September. This will line up with our fiscal year, and our list of members will be up to date by then since the window to pay club dues will have closed. The members who did not pay will be removed, and a current list of members will be given to United Four Wheel Drive Association so they can mail members any swag such as stickers.

NEW BUSINESS:

Cliff Meier is the new editor. Suzan will put her article in the newsletter, and Frank will do a write up for his Overland to Colorado ride to submit as well.

The new president said aloud to himself that he couldn't believe that he had eight officers, and he forgot two of their reports. We all had a good chuckle . . . except for the new president.

PROGRAM CHAIRWOMAN - Cathy Dickey. There are no raffle tickets to sell, but she will work on getting some for the next meeting. She has swag for sale in her car. She requested a show of hands for anyone who would be interested in going to a local store that has our logo and can put it on a shirt of their choice. The downside would be going back to the store to pick it up when it was done. Frank and NaDeen mentioned the perks of using the online store off the club's website. They sell almost every type of apparel with our logo. NaDeen bought two aprons from there. Frank noted that even though it has our logo on the front, there is nothing on the back of the shirts like what we purchase from Cathy.

HISTORIAN'S REPORT - Frank G. Whiston. Frank encouraged all to check out our website's Gallery for a run you may have missed so you can enjoy the pictures from it. He will be working on tidying up some of the uploaded pictures.

MEETING ADJOURNED at 6:08 p.m.



President's Report

By Don Roy

The new news this month is that we had a (online) Board of Directors meeting, our first meeting in quite a while! The high points discussed by the board were the winter meeting plans, the ride calendar, and member training sessions.

Meetings: We didn't come to a full winter meeting location plan, but we did decide that extending the summer meetings at the park for another month into October would work.

That at least gives us more time to figure out where to meet on the colder winter months.

Calendar: As you know, the ride calendar over the past few years has been haphazard.

Things just pop up at the whim of someone deciding to lead something. In the past we had a committee meet a couple times a year to plan out a calendar of rides, fitting them around major events like Moab, Chile Challenge, and All-4-Fun, with at least one a month. The board decided that worked well before, so we will reinstate it again. The committee mostly consisted of the ride leaders. If you are interested in helping on the Calendar Committee, please let me know. One new idea that came up is having a 'Sadie Hawkins' Ride, with lady drivers only! Bring you thoughts on this idea to the Sept meeting at the park.

Training: We also recognized that a large percentage of current members really don't know much about their vehicles. How to do you fix it if something happens on the trail? What actually are the sort of things than can happen? Have you ever changed a flat tire by yourself? If you have a winch, do you know how to use it safely? The Board thought offering 4x4-101 classes would be a great idea.

Covid-19: The Board also discussed how to deal with the new flair up of the pandemic. The consensus was to just be strict in adhering to current guidelines established by New Mexico. The guidelines for a particular club gathering will be stated prior to each event. Thank you for giving me the opportunity to help lead NM4W forward.

LEAD A RIDE – It's way less dusty!



Vice President's Report

By Jack Dickey

No Report

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Suzan O'larick

Protect Your Vehicle from the Environment

Summertime is a beautiful time to get outdoors and play. However, as we are all experiencing the past few years, summer also brings wildfires. On August 8th Colorado had the worst air quality in the world due to the California fires. Ash filled smoke can travel hundreds of miles. In addition to concerns about health issues we must also be concerned with the health of our vehicles under these conditions as wildfire smoke can also damage your vehicle. Your paint and air filters are at risk of damage. So, what can we do to protect our vehicles from damage?

Mixing water with fire ash can create potassium hydroxide, which has similar corrosive effects as drain cleaner. Taking an ash-covered car outside on wet nights or damp mornings can result in chemical etching and, in some cases, cause serious damage to a vehicle's painted surfaces.

– Whenever possible, put the car in the garage, or cover it.

– **Do not try to wipe ash off a car;** it is abrasive and will damage the paint.

– If washing the vehicle at home wet a soft mitt, towel or sponge, and wash the vehicle with warm water and formulated pH balanced car wash, starting at the roof and working down. Rinse thoroughly and dry with a clean soft towel or chamois. Ash is high in alkalinity so there is no sense in trying to get rid of alkaline with an alkaline car wash. A pH balanced car wash soap will do the job without damaging your car's paint by ensuring that the surface remains at close to a neutral pH of 7. You can take it to a professional car wash, but there is no guarantee the soap will be pH balanced. A good way to preemptively defend your car's paint is to wax or polish it.

- The air intake is located at the base of the windshield. Keep it clear of pine needles, dirt and dust to prevent it getting in through the air conditioner or heater.
- After the fires are over, inspect and replace the engine air filter if necessary. Have a mechanic inspect and replace ventilation filters in the passenger compartment. A dirty air filter can reduce fuel economy and increase emissions.
- Keep the sunroof and windows closed. Outside of fire areas, run the air conditioner on recirculate until the outside air quality significantly improves. Once it does, set the system to “fresh” or “vent.” If the interior smells like smoke, vacuum it and use an air freshener.
- Keep your headlights on, especially in areas of reduced visibility. Plan trips carefully and drive as little as possible, as streets could be busy with emergency crews.

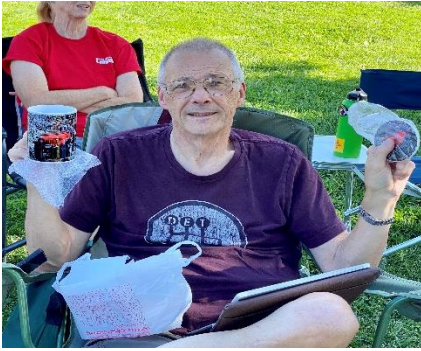
Protect Your Environment from Your Vehicle

Studies show that 10 percent of wildland fires are ignited from vehicles. The Cold Springs Fire, which started Friday, spread after a truck towing a trailer sparked at least seven fires over a half-mile span. Here are 6 ways you could help prevent your vehicle from accidentally igniting a fire.

1. Fires can spark when trailer chains drag on the ground. Make sure your safety chains are the proper length when towing a trailer.
2. Tire blowouts can ignite a wildland fire. Ensure your tires are properly inflated to avoid throwing sparks.
3. Severely worn brake pads cause metal on metal contact, which can spark a fire. Don't let your brake pads wear too thin.
4. Avoid parking on or driving over dry vegetation, especially on high fire danger days. Hot vehicle components can ignite dry fuels.
5. Equip off-highway vehicles, dirt bikes and motorcycles with spark arrestors to prevent hot exhaust from igniting a blaze. Spark arresters cost on average \$150.00.
6. Catalytic converters and other exhaust components can ignite fuels by contact, or ignite fires if they fail.

Special Award

By Frank
Whiston



At the August club meeting, Shirley Godfrey presented a custom mug to Don Roy in appreciation of taking on the duties of club President. The mug has a picture of Don driving his YJ on the High Water Road earlier in the season. Thanks to Shirley for recognizing Don's commitment to NM4W!

Trip Reports

No Trip Reports this month.

Nuts and Bolts

*From: Carroll Smith. Nuts, Bolts, Fasteners & Plumbing Handbook S Smith
Carroll. Nuts, Bolts, Fasteners & Plumbing Handbook, 1990
Carroll. Nuts, Bolts, Fasteners & Plumbing Handbook, 1990, ()*

Introduction

Why an Article on a Topic as "Simple" as Nuts and Bolts?

Because an understanding of fastener tech forms a solid foundation for all extreme off-road tech. It's a great place to start – from the ground up. Much of what we do as builders and maintainers of off-road vehicles is strictly custom, often one-off, stuff. We don't have the luxury of detailed instructions or the benefit of a major manufacturer's years of engineering and research. In short, we're on our own so we need to have a good solid understanding of fastener tech in order to answer questions such as: What size and type of thread should we use to attach our custom



suspension links? What type of locking mechanism should we use on our beadlock wheels? Should we use studs or bolts to attach our steering arms to the knuckles?

Bolts

The basic parts of a bolt are:

- Head – commonly sized 4/16ths larger than the nominal size of the bolt (diameter of the shank). For example, a ½ inch bolt has a head that takes a ¾ inch socket.
- Bearing Surface – machined true and perpendicular to the shank, the bearing surface is the area through which the bolt is loaded in tension.
- Shank – unthreaded portion of the bolt. Its diameter is the nominal size of the bolt (equal to major diameter of thread).
- Male Threads – the threads on a bolt, screw, or stud are known as “male,” those on a nut or tapped hole are “female.”
- Point – the extreme end of the threads, often chamfered for easier thread starting.
- Grip Length – the length from the bearing surface to first complete thread.
- Thread length – how much of the shank is threaded from point to last complete thread.
- Length – the total length of the bolt (the dimension you specify when purchasing) is the total of the grip length and the thread length.

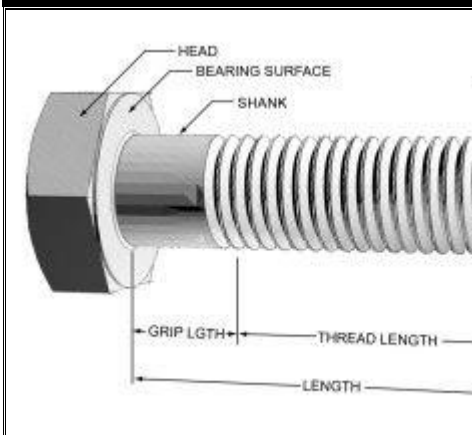


Figure 1 – The basic parts of a bolt.

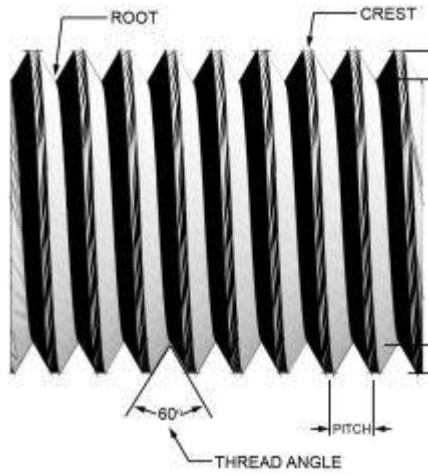


Figure 2 – The parts and dimensions of a thread.

The basic parts and most important dimensions of a thread are illustrated in Figure 2. A male thread is depicted, but the terms apply equally to female threads. The thread pitch is the distance from a point on the thread to a corresponding point on the next thread measured parallel to the bolt's axis (equal to 1 divided by the # of threads per inch). The major diameter is the largest diameter of a thread (measured over the crests of the thread) while the minor diameter is the smallest diameter of a thread (measured over the roots of the thread).

Nuts

Compared to a bolt, a nut is a fairly simple beast. It is really nothing more than a chunk of steel into which is cut appropriate internal threads so that it may be screwed onto a bolt. The flat area of the nut that contacts the joint when it is tightened is known as the "nut face". Because the only practical way to form the internal threads is to cut them into the nut, these threads are always weaker than the rolled threads of a quality bolt or stud. Selection of an appropriate nut consists of choosing the correct grade and thread to match the bolt used. The only other concern is whether or not to use some sort of "locking" nut. Unless an assembly sees very little load and must also be frequently disassembled, it is best to always use some sort of locking nut – selection of which is covered later in this article.

Bolt, Screw, or Stud?

The choice between bolt or screw is really just a naming convention. A bolt is an externally threaded fastener intended to be used with a nut. It is tightened or loosened by turning a nut on the bolt's threads. A screw is an externally

threaded fastener designed to be threaded into a tapped hole in a part. A screw is tightened or loosened by turning it by the head. In practice, most people call both bolts and screws, “bolts” – in the majority of this article the terms can be used interchangeably.

A stud is an externally threaded fastener that has 2 threaded ends with a non-threaded shank between them. It is designed to have one end threaded into a tapped hole while the other end uses a nut. Most often one end is coarse thread, for threading into a tapped hole, and the other end that takes the nut is fine thread, so that the benefits of both fine and coarse threads can be utilized – these differences will be discussed later. In the manner of operation, a stud is no different than bolt, they are both clamping devices, and neither should really be used as locating dowels or bearing trunnions. The advantage to using a stud occurs when you have a piece that needs to be fastened to a large, cast part that requires semi-frequent disassembly. By using a stud, the assembly can be disassembled leaving the stud in place, reducing the chance of fouling or stripping the internal threads in the cast part, which would be difficult to repair. Using studs to hold a steel steering arm to a cast or forged steering knuckle is an excellent example of this principle.



Figure 3 - Clockwise from left: Grade 8 flat washers, Grade 5 UNF bolt, UNF/UNF stud, UNC/UNF stud, Grade 8 bolts.

The Unavoidable Physics

In discussing fastener selection and joint design we must make use of a few engineering terms. Stress is a force or load applied to a part, divided by how big the part is, in other words force per unit of cross sectional area, commonly measured as pounds per square inch (PSI). Strain is a change in shape or dimension in response to a stress. The concept of strain allows us to describe how a part or material responds to an applied force or load. There are 3 things that can happen when a bolt strains:

1. It can change shape temporarily, “springing” back to its original shape when the stress is removed. This happens when the bolt is stressed

below its yield point, and is called, appropriately enough, “elastic deformation.” Note that this is the case, even when the strain is so small it cannot be seen with the naked eye.

2. It can change shape permanently, taking a “set” even after the load is removed. This is called “plastic deformation” and occurs when a material is stressed beyond its yield point.
3. Thirdly, if stressed beyond its “ultimate strength,” it will rupture. This is called bad; very, very bad!

How Bolted Joints Work

Nuts and bolts are clamps. They work by tightly clamping the parts of a bolted joint together. They are able to do this because of stress and strain. When a nut and bolt is tightened in a joint, the bearing surface of the bolt and the nut face come up against the halves of the joint. If tightening continues, the bolt will stretch slightly – it will strain. As long as it is not stressed beyond its yield point it will try and return to its original length, establishing a clamping force. This bolt-stretch, which creates the desired clamping force, is called bolt pre-load. Establishing and maintaining appropriate fastener pre-load in a bolted joint is the principle on which all bolted joints work and is the chief determining factor in how strong, tight, and fatigue-resistant a bolted joint will be.

Most, if not all, properly designed bolted joints in a 4x4 application will cause the joint and the bolt to be stressed in one of two distinct ways: tension or shear.

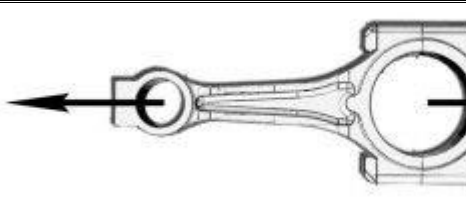


Figure 4 – Connecting rod is an example of a bolted tension joint.

Tension Joints

A joint can be designed so that the bolt will be loaded in tension (Figure 4). The parts are loaded such that they try to pull apart. In this case the load is applied along the longitudinal axis of the bolt. A connecting rod bolt is an example of a bolt loaded in tension.

Shear Joints

A joint can be designed so that it will be loaded in shear. In this case, the load on the joint acts perpendicular to the length of the bolt, and tries to cut, or

shear, the bolt in half. Bolts used to hold suspension links in their brackets are loaded in shear. There are two sub-types of shear joint: bearing and friction.

Bearing Shear Joints

In a bearing joint, it is the very close fit of the fastener in the holes that carries the load. Assembled properly, the bolt will be an extremely close fit in its hole – such that SAE fasteners and drilled holes are not appropriate – they allow too much tolerance or slop. Bearing shear joints should be avoided if possible, unless specialized aerospace bolts with exacting tolerances and precise hole-making methods (machining or reaming) are employed. The exception to this rule is if some additional method is employed to ensure there is an extremely tight fit between the fasteners and the holes. The most common method is to employ a floating, split, conical-shaped washer on the fastener with a matching tapered hole in the part. In this fashion, as the fastener is tightened, the conical washer cinches down in the tapered hole as well as against the shank of the bolt or stud, creating a tight, zero clearance fit and preventing slop, wear, and fatigue. The Dana 44 front axle steering arm attachment is a classic example of this method. Zero-clearance locating dowels are another method that can be employed.

Friction Shear Joints

The second type of shear joint is a friction shear joint. In this case, the bolt clamps the parts of the joint together so that the friction between the clamped parts carries the majority of the load. When this is the case, the bolt itself is loaded only in tension, as it is designed to be, at least until the load overcomes the friction and the parts slip, loading the bolt in shear. Obviously the in-service load on the joint determines the amount of friction required, which in turn determines the clamping force required, and therefore the correct bolt pre-load, as measured by torquing the bolt to spec.

When shear joints are employed, whether they are friction or bearing, they should always be designed so that the fastener is loaded in “double shear” if possible. As can be seen in Figure 5, the fastener or bracket must fail in 2 places for the joint to fail, making it almost twice as strong as the single-shear joint seen in Figure 6.

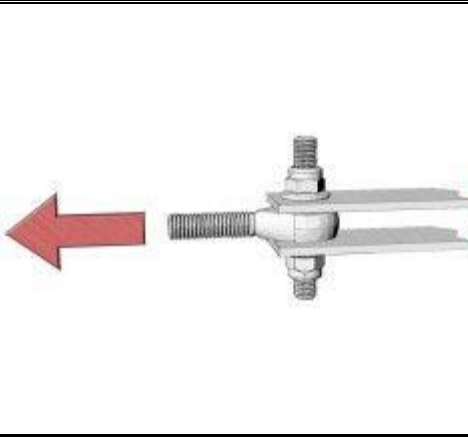


Figure 5 – Double shear joint.

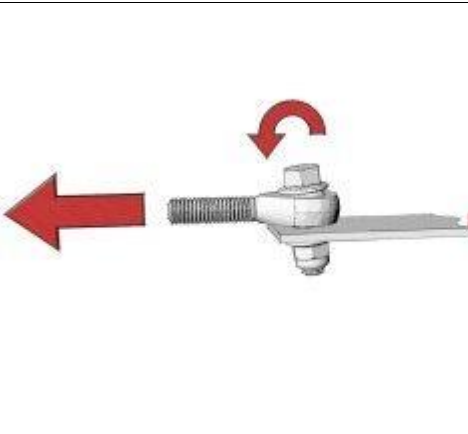


Figure 6 – Single shear joint. Note the bending load on the fastener.

Because shear joints (which are the most demanding on fasteners) are very common and are often highly loaded, as in suspension bracketry, the following rules of thumb can help achieve successful joint design:

- Ensure that the parts are a very close fit (preferably machined) so that maximum strength can be obtained from the friction between the bolted parts.
- Ensure that the joint is sufficiently rigid, and that the holes are perfectly aligned to minimize possible loosening of the bolt and subsequent introduction of shock and bending loads.
- Tighten the bolt and nut to achieve proper pre-load and clamping force, and check frequently.
- If you must drill the holes, do so with a drill press and properly sharpened bit to keep tolerances to a minimum.
- Use only top quality fasteners, minimum of SAE Grade 8, from reputable manufacturers.
- Use double-shear joints for all but the most lightly stressed joints.





There is a third type of load all too often imposed on bolts in 4x4 joints, that should be avoided at all costs. This type of load is called bending load and, naturally, occurs when the forces try to bend the bolt. Bending load is actually a





combination of tension and compression load on opposite sides of the bolt. Bolts are not designed for this type of load, and if subjected to it will quickly fatigue and fail. In a bending load, the force is acting perpendicular, or nearly perpendicular, to the bolt, similar to a shear load. The difference is, in a shear joint, the parts of the joint themselves are clamped very closely together, creating friction and supporting the bolt. In a bending load, the force is applied some distance from the support of the joint. As a rule of thumb, bending loads are assumed when the load is applied at a distance from the joint greater than the diameter of the bolt. In the case of the single shear joint in Figure 6, the bending load is caused by a lack of support from the overly-thin joint. It is common to observe bending loads in steering linkages where excessively long spacers have been used between the brackets and the spherical rod ends.

Fastener Specifications

Once the joint is designed, the next step is to select the right fastener. There are an almost limitless number of options available to the 4x4 builder. Time and space restrictions prevent a complete discussion of all possible types here (see 'resources' section for further reading). For the sake of simplicity and brevity, we shall concentrate on steel SAE fasteners. Table 1 provides the specifications and method of identification of the fasteners of greatest interest to us.

Table 1 - SAE AND ISO Grade Markings and Mechanical Properties for Steel Fasteners

Identification Markings	Specification	Material	Nominal Size Range (in.)	Mechanical Properties
				Yield Strength Min (psi)
 No Markings	SAE J429 Grade 2	Low or Medium Carbon Steel	1/4 thru 3/4	57,000
			Over 3/4 to 1-1/2	36,000
	SAE J429 Grade 5	Medium Carbon Steel, Quenched and Tempered	1/4 thru 1	92,000
	SAE J429 Grade 7	Medium Carbon Alloy Steel, Quenched and Tempered 4	1/4 thru 1-1/2	115,000
	SAE J429 Grade 8	Medium Carbon Alloy Steel, Quenched and Tempered	1/4 thru 1-1/2	130,000

 8.8	ISO R898 Class 8.8	Alloy Steel, Quenched and Tempered		92,000	120,000
 9.8	ISO R898 Class 9.8			105,000	130,000
 10.9	ISO R898 Class 10.9			130,000	150,000
 12.9	ISO R898 Class 12.9			156,000	175,000

What Size?

The diameter of the fastener used will often be pre-determined by the joint design, as in the size of the collar in a bushing. If not, the diameter will have to be determined by a careful analysis of the clamping force and/or shear strength required. Tables 1 and 2 can be used for guidance with the knowledge that an SAE fastener's shear strength is approximately 60% of its tensile strength. The length of the fastener should be carefully chosen so that there is sufficient grip length to hold the joint securely at the required torque setting without bottoming the nut between the shank and threads and without using washers as shims; while simultaneously having sufficient thread engagement in the nut or tapped hole, without excessive threads protruding from the nut. As a rule of thumb a bolt should protrude through a nut by at least 3 full threads. The reason for this is because often the first 2 or 3 threads of a bolt are poorly formed, usually due to a chamfer on the end of the bolt for easier starting. Thus they will not produce the full strength of the fastener. A screw should thread into a tapped hole at least 1.5 times the diameter of the screw, to ensure the screw will break before stripping the internally tapped threads. Formulae for more precise calculations are published in the Machinery's Handbook.

Table 2 –Torque Specs for SAE Coarse and Fine Thread Fasteners

Nominal Size (in)	Threads/Inch	Tensile Stress Area (sq. in)	Grade 5		Grade 8	
			Clamp Load (lb)	Tightening Torque * (ft-lb)	Clamp Load (lb)	Tightening Torque * (ft-lb)
.250	28	.0363	1855-2782	6-8	2619-3928	9-12

	20	.0318	1622-2432	5-7	2291-3437	8-11
.3125	24	.0580	2961-4441	12-17	4180-6270	18-25
	18	.0524	2674-4011	11-15	3775-5662	17-22
.375	24	.0878	4479-6719	22-30	6324-9486	32-45
	16	.0774	3952-5928	19-27	5579-8369	28-39
.4375	20	.1187	6054-9080	34-48	3546-12820	51-70
	14	.1063	5421-8132	31-43	7654-11480	45-63
.500	20	.1599	8151-12236	53-73	11516-64746	81-103
	13	.1419	7237-10855	47-65	10217-15325	72-96
.5625	18	.2029	10356-15528	76-105	14615-21922	115-154
	12	.1731	9279-13319	68-90	13100-19651	103-138
.625	18	.2559	13053-19580	106-147	18428-27643	175-233
	11	.2260	11526-17289	94-130	16277-24408	143-191
.750	16	.3729	19021-28531	185-257	26853-40280	284-378
	10	.3344	17055-25582	166-230	24081-36122	254-338
1.000	12	.6630	33815-50722	440-609	47739-71608	670-894
	8	.6060	30892-46339	402-566	43613-65420	619-817

* The upper end of these values represents approximately 85-90% of the fastener's maximum torque.

What Grade?

This is a simple question, despite persistent myths to the contrary. The answer is, SAE Grade 8 from a reputable national manufacturer. Un-graded and Grade 2 fasteners have no place whatsoever on a 4x4 as they are weak and unreliable, and while Grade 5 fasteners may exhibit the necessary strength in some applications, in others they do not, and the lower strength and possible misuse of them is simply not offset by the marginal cost benefit. Grade 8 bolts exhibit greater tensile, yield, and shear strength as well as greater fatigue resistance and, just as important, are capable of greater torque specs and therefore much greater pre-load and clamping strength.

There exists an often quoted myth, that Grade 5 bolts are better in shear than Grade 8 since they will bend before breaking. Not true. Shear strength of alloy steel is approximately 60% of its ultimate tensile strength. Reference to Table 1 shows that the yield strength of a Grade 8 bolt is higher than the ultimate strength of a Grade 5 bolt. The Grade 5 bolt will therefore always fail first whether in tension or shear. The only "gotcha" with the Grade 8 bolt is that, being harder, it is more "notch sensitive." This means it is more sensitive to build up of stress concentrations caused by notches, nicks, and gouges leading to fatigue and failure. This becomes a non issue if good quality new fasteners are always used and periodically inspected.

Different grades of fasteners can be identified by the markings on their heads (Table 1). Of course, matching grades of nut and bolt/stud must be used together.

Note that many manufacturers (e.g. Caterpillar, Bowman) manufacture bolts to specifications that exceed those for SAE Grade 8 bolts. These fasteners (Figure 7) are often marked in a similar fashion to SAE graded hardware by means of dashes embossed on the head of the bolt. Despite this, it is not technically correct to refer to these bolts as "Grade 12" or such, as no such SAE specification exists. Bowman calls their line "Bowman Special Alloy."



Figure 7 - Bowman Grade 8 bolt & Bowman "Special Alloy" bolt.

Which Thread – Coarse or Fine?

While there exist many different classes of threads, the only classes likely to be of interest to us are Class 2A/2B and Class 3A/3B (the 'A' denotes external threads; the B denotes internal threads). Class 2A/2B is the recognized standard for normal production of the great bulk of commercial bolts, nuts and screws. Class 3A/3B is used where a close fit between mating parts for high quality work is required. This class is usually only found on certain specialized engine hardware (e.g. connecting rod bolts) or aerospace fasteners. The vast majority of our fasteners will be in Class 2A/2B. The thread class should be matched between nut and bolt. When tapping a hole, be sure the tap cuts the same class of thread as the screw or stud you intend to use. SAE fasteners come in a choice of either Unified National Coarse (UNC) or Unified National Fine (UNF). Sometimes the older designations NC and NF are still used. The differences are as follows:

- UNC fasteners are the most common, easiest to find, quickest to assemble, and most resistant to cross threading and thread fouling. They are easier to disassemble when corroded and are also less susceptible to thread stripping - making coarse threads a good choice for threading into cast pieces.
- UNF fasteners have a larger minor diameter than UNC, giving them a corresponding slightly larger tensile stress area and therefore tensile and shear load carrying capability. They are not appreciably more resistant to vibration loosening than UNC threads. The only thing that really keeps a fastener tight is the correct pre-load, and this can be just as easily achieved with either thread. UNF threads are more prone to damage and thread fouling. Fine thread bolts are also more susceptible to stripping and require greater thread engagement for equivalent thread strength than the same size coarse thread fastener. Due to their higher tensile stress area UNF fasteners can be torqued more, and therefore develop greater clamping force than the equivalent size UNC fastener.

Why Torque?

The reason we torque fasteners to a given spec is because it is the most convenient, practical method for controlling the amount of pre-load or "stretch" in the bolt, which in turn provides the necessary clamping force for the assembly. Torque values are calculated considering the material of the nut and bolt, the surface finish (including lubricants or retention compounds), and other factors. In practice, the most common method is to use a table of pre-calculated torque values such as that shown in Table 2.

There is a pitfall to controlling pre-load by torque though. The majority of the torque used to tighten a fastener is not directly used in achieving the desired pre-load. Of the torque we apply to a fastener, approximately 45% is consumed to overcome friction in the threads, 40% consumed to overcome friction between the nut face and the joint, and another 5% is consumed by prevailing torque - the torque required to screw a locking-type nut down the threads of a bolt. Thus only 10% is available to produce bolt pre-load. This means that changes in either the friction of the threads (as in rusty or oily threads), or under the nut face (when flat washers are used or the nut embeds in the bracket) can have a huge impact on the pre-load. This is why top pro engine builders tend to use strain gauges or ultrasonic measurement to measure actual bolt stretch, rather than torque. These methods are not practical for most of us though, but there are some rules we can follow to minimize the pitfalls:

- Avoid using multiple flat washers, as the relative motion between them and the nut and the joint alters the friction under the nut face. It is difficult to avoid using flat washers altogether, as having the nut embed in the bracket does the same thing. The best solution is to use a flanged nut and/or flange head bolt when embedding is a problem.
- Always turn the nut with the torque wrench, rather than the bolt, to avoid further muddying the waters with bolt torsion and shank/bracket friction.
- Use a calibrated torque wrench to evenly and smoothly tighten nuts to spec.

The more a nut and bolt is tightened, the greater the pre-load in the bolt, and therefore the more external load it can sustain within material limits. As the bolt strains to return to its original length it “fights back” against any external tension load, until its pre-load clamping force is exceeded. In addition, the tighter the bolt and nut, the more friction in the threads, and the less it is susceptible to loosening. In summary – loose is useless and tight is right!

But how tight is tight enough? A good rule of thumb is to use an established table of recommended torque values or to tighten a fastener to about 70-80% of its maximum torque capacity. Note that almost all torque specifications published are for clean, dry threads. In calculating assembly torque for any threads that are not clean and dry, exact figures are difficult to determine – experience and judgement are the best tools, along with direct strain measurement in critical applications. Common compounds applied to threads such as grease and anti-seize normally reduce the required torque by 20-40% or more. It’s worth noting the reason critical fasteners such as ring gear bolts are never to be re-used. Such bolts are required to achieve extremely high clamping loads in order to do their job. This means they must be installed and torqued so highly that they approach their yield point, sometimes very closely.

Add the stress they see in service, and we cannot be sure that they will retain all of their tensile strength if they have been removed and reinstalled.

Setting Torque

The proper technique for tightening a fastener to spec is as follows: Tighten the fastener a little at a time (3 or more steps), pausing to allow the stress in the threads to relax. Finish with an even pull until the torque wrench clicks or indicates final torque, pause, and then pull again to check.

Checking Torque

When checking an assembled joint, such as wheel lugs or steering-arm-to-knuckle joints, the best procedure is to loosen the fasteners and torque evenly to spec, as above. When one needs to know if the fastener had loosened in service, one can simply place the socket over the nut, make an alignment mark between the socket and a part of the joint that is stationary, back the nut off a quarter turn, and then re-torque to spec – how close the alignment marks line up will give an indication as to the degree of loosening in service (Figure 8). The snag is: this method is problematic for checking fasteners that use chemical thread-locking compounds. Breaking the chemical bond in checking the torque defeats the purpose of the thread locker, and the resulting cured compound in the threads increases thread friction, resulting in less torque available for pre-loading the fastener – meaning the fastener will now be looser and weaker if torqued to the same spec again. However, since the cured thread locker will add to the friction in the threads, it stands to reason that it would take more than the original assembly torque used when it was not cured, to break the fastener free either by tightening or loosening. Therefore, torque can be checked by holding the bolt head stationary, and applying assembly torque to the nut, while checking to make sure there is no relative movement between nut and bolt. If the torque wrench indicates assembly torque and the nut and bolt have not moved relative to one another, the fastener is still tight.



Figure 8 – Torque checking.

Washers

If a washer is necessary, there is really only one type that should be considered in a structural bolted joint, and that is the flat washer. Its purpose is to act as an increased load-bearing surface for either the head of the bolt and/or the face of the nut. This use should only be considered when using a nut or bolt with insufficient bearing area resulting in it digging into the surface of the joint (embedding) if a washer were not used. Embedding is to be avoided. Not only does it damage the surface, but the unpredictable stress that occurs when fasteners embed into the joint destroys any chance we have of achieving proper pre-load by torquing. The only other purpose a flat washer serves is to act as a shim to either position the threads more favourably, or to adjust the position of a castle nut so that the slots better line up with the hole in the bolt. Use of washers as shims is dubious at best, and should be avoided if possible by using the correct length bolt.

Preventing Loosening

As we have seen, loose fasteners are weak and quickly lead to failure. The best way to prevent a fastener from loosening is to do it up tightly enough that there is sufficient clamping force across the joint to prevent relative motion between the bolt head/nut and the joint, as well as sufficient inter-thread friction to prevent any relative motion between the threads. If a fastener is new, clean, dry, torqued to the proper spec with a calibrated wrench and it is properly sized and used in a sufficiently rigid joint - it will stay tight. Of course, there are a lot of "ifs" in that statement, and we off-roaders live in an imperfect world at best, so there are several methods available to assist in preventing the loosening of fasteners. Which is best for the application depends partly on the root cause of the loosening, and partly on the characteristics of the locking device. Root causes of loosening are usually one of:

- Overloading of the joint causing clamping force and friction in the joint to be overcome, leading to slippage in the joint, bending of parts, and ultimately slippage of the bolt head and/or nut face which will lead to loosening. Undersized fasteners, improperly torqued fasteners, and insufficiently rigid joints are culprits here.
- If the parts of a bolted joint are subjected to different amounts of heating and cooling, or if they are made from different materials subject to the same thermal cycle, the resulting differences in thermal expansion and contraction in the joint can lead to loosening. Effects are cumulative and can combine with other forms of loosening. The difficulty of keeping aluminium wheels tightly fastened to steel hubs with steel lugs and nuts is a classic example.

- Severe vibration in a joint can lead to bolt loosening. Again, effects are cumulative and can combine with other causes.

The following are the most effective methods of helping to control loosening – but none will replace a properly tightened fastener. There are many other methods not listed (such as split beam nuts, star washers, Bellville washers and lock wiring), simply because they are uncommon, largely ineffective or too complex and expensive for the majority of our uses.

Lock Nuts

There are many types and brands of lock nuts available (Figure 9). There are also countless proprietary types available, but most use some variation, or combination, of the following basics:

Nylon Collar Lock Nuts

The most common type of locking nut, they have a small nylon insert at the top of the nut, the ID of which is slightly less than the major diameter of the bolt's thread. As the bolt threads into the nylon area it impresses its own threads into the nylon and the friction bond achieved resists loosening. Nylon collar lock nuts can be re-used up to about 10 times, but are only good up to temperatures of about 250 degrees Fahrenheit.

Deformed Thread (Elliptically Offset) Lock Nut

This all-metal lock nut is my personal favourite. It has no practical temperature limit and can be reused many, many times. The top threads of this nut are deformed (usually elliptical or triangular in shape) so that they tightly grip the male threads of the bolt, creating a very secure locking action but without damaging the male threads. Examples include Torquenut®, Stover®, and Clevloc® nuts.

Castellated Nut

The castellated nut has slots cut in the top and is used with a bolt that has a single hole through its threaded end. In use, the nut is installed and torqued to spec and then rotated so that the nearest slot aligns with the hole in the bolt. A cotter pin is then installed through the slots and the hole, to lock the nut in place. The disadvantage to this type is that, because of the clearance required between the slots to allow for cotter pin insertion, it is difficult to achieve a precise torque setting and simultaneously line up the hole and slots. For the

same reason, the cotter pin prevents the nut from backing off, but due to the clearances involved, does not hold the nut tightly to prevent any loosening. The castellated nut is best suited for low-torque applications such as holding a wheel bearing in place.



Figure 9 – From left: nylon collar lock nuts, castellated nuts, spring lock washers, flanged and non-flanged deformed thread lock nuts.

Spring (Split) Lock Washers

I mention this so-called locking device only in an effort to turn you off them forever! I can't stand the things and believe they are next to completely useless. The typical spring washer is made of slightly trapezoidal wire formed into a helix of one coil. It is supposed to work by acting as a compressed spring – presumably to add to bolt pre-load and prevent loosening. However, when we combine our knowledge of bolt stretch and pre-load with the fact that the split washer is always compressed completely flat under any properly tightened bolt, we can see that the idea that this thing would effectively contribute to bolt pre-load is ridiculous. The only other way it could possibly help is that the sharp trapezoidal ends dig in slightly to the bolt's bearing surface and the face of the joint (but only if the washer were harder than the bolt's bearing surface, which is extremely unlikely). However, when we remember the pitfalls of inaccurate pre-load caused by excessive/unpredictable friction under the bolt head/nut face consuming too much of the tightening torque, we can see that this is hardly a good idea. Not only that, but experience teaches us that the damn things invariably squish and splay out under any decent amount of torque anyway. I think they are useless junk that should be avoided on extreme off-road machines!

Thread Locking Compounds

The final method to consider is the family of chemical thread locking compounds such as Loctite™. A thread locking compound is an anaerobic adhesive, meaning it is applied to threads in a liquid form, and when the fasteners are joined and oxygen is excluded, they cure into a solid, plastic-like

compound “locking” the threads together. They are available in a wide variety of strengths to suit different applications, from those that can be disassembled by hand to those that require the application of heat and power tools. The manufacturer’s application directions should be carefully followed and it is advisable to avoid using too much – usually a drop or two will do. They provide excellent resistance to loosening but can be messy and expensive. They also make tightening to spec, torque checking, and disassembly more complicated. Most thread locking adhesives actually create more friction in the threads than clean, dry threads so that assembly torque will have to be adjusted accordingly.

Conclusion

Fasteners are an essential and integral part of every one of our machines. Getting them right is critical, as the consequences of their all-too-common failure, ranges from embarrassing and frustrating to down-right scary. Let’s face it – nothing particularly good happens when fasteners or bolted joints fail! As with any other tech topic, the wise fabricator/builder must apply this or any other technical information with great care, at his/her own risk, and always seek competent professional help when required. May you experience great success in your fastening endeavours and keep safe out there!

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to the PUBLIC**

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Trail Tales



October 1, 2021

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org



Meeting Minutes

September 11, 2021

By NaDeen F. Roland

Club president, Don Roy, led the monthly meeting that was at North Domingo Baca Park in Albuquerque, New Mexico. Don called the meeting to order at 5:02 p.m.

GUESTS: Cathy Arlowe, Paul Caskey, Deborah James, Richard James, Chris Otto, and Mary Turpin.

MEMBERS PRESENT: Shirley Godfrey, Cliff Meier, Jeanne Meier, Joseph Miranda, Kim Miranda, Jack Nutter, Suzan O’Larick, NaDeen Roland, Don Roy, Chris Sears, Wayne Sullivan, and Frank G. Whiston.

SECRETARY’S REPORT - NaDeen F. Roland. After a brief discussion between the former president and current president regarding a possible revision, a motion to accept the August 2021 meeting minutes was called for and accepted.

TREASURER’S REPORT - Gary Buckingham, absent, emailed his report to the president and secretary. There is \$321.30 in the PayPal account; \$8,624.32 in the savings account; and \$7,907.90 in the checking account.

VICE PRESIDENT’S REPORT - Jack Dickey, absent. No report.

TRIP CHAIRMAN’S REPORT - Jeff Boggs, absent, emailed the outline of his report to the president who then forwarded it to the secretary.

Past Events:

August 28 East Side the Manzano Mountains led by Cliff Meier. Cliff said they saw lots of campers and bow hunters.

September 6 Power Ford Labor Day Car Show event hosted by Frank G. Whiston. Frank talked about some of the vehicles entered in the car show.

September 8 to September 10 Fall Crawl - 4 Corners 4X4 Week hosted by Cliffhangers 4WD Club. Guest Paul Caskey shared fun stories from the event he just got back from.

Upcoming Events:

Saturday, October 2 at 9 a.m. Gordy's Hill - South Side Don Roy, trip leader. Don said he may cancel this member's-only ride. It is a moderate ride on the edge of being hard. Knowledge of how to use lockers will be necessary.

Saturday, October 23 at 9 a.m. Cabezon South San Ysidro, NM. Cliff Meier, trip leader. Cliff said it's an easy ride suitable for stock vehicles.

DIRECTOR OF ENVIRONMENTAL AFFAIRS - Suzan O'Larrick. Suzan started her informative yet humorous report by asking how many of us poop. She discussed what the aftermath has been with public restrooms being closed due to COVID-19. Digging a hole and burying poop is no longer recommended. She gave us the health and environmental studies of how the bodily waste goes through the soil and into the trees and contaminates water supplies. She brought a portable toilet to demonstrate how to set it up and dispose of waste. Don't be like the people who leave bags of dog poop everywhere. Also, pack out your toilet paper. Suzan along with other members talked about Trash-A-Roo and know what the requirements are for your waste wherever your four wheeling destination is.

WEB MASTER'S REPORT - Don Roy. There were just a couple of fixes to the website.

PROGRAM CHAIRMAN'S REPORT - Cathy Dickey, absent. No report and no raffle.

HISTORIAN'S REPORT - Frank G. Whiston. Frank talked about the galleries he has been creating online and how he has uploaded pictures from both members and guests.

PRESIDENT'S REPORT - Don Roy. Don discussed some of the topics brought up at the online board meeting for officers last month. He shared with the club his desire to resurrect the calendar committee. He wants more ladies to lead rides and to have themed rides like a Sadie Hawkins Ride. The club used to have 4X4-101 sessions. He said changing a tire out on Cedro Peak trail would be a great way to start those tutorials again.

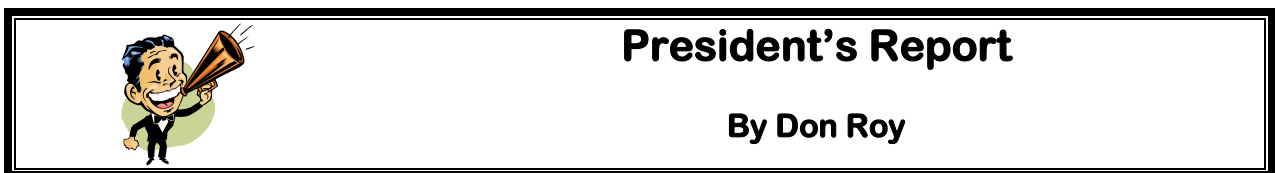
NEWSLETTER EDITOR'S REPORT - Cliff Meier. No report, sort of got skipped over.

OLD BUSINESS:

A \$100 cash award went to Jack Nutter for the member with the most points this past year. He went to nearly every single meeting, he went on several rides, and he led a few rides. Jack announced that he wanted to donate his \$100 win back into the club despite Shirley reminding him that the club has nearly \$16,000 in the bank and NaDeen offering to read him the Treasurer's Report again. He still felt that you never know when the club is going to need that money. Don jokingly wanted this noted in the minutes so that Gary doesn't keep the money and that it's deposited back into the bank account.

Don further discussed why the October meeting at the park will be at 3 p.m. With it getting colder and darker earlier, it was best to have the meeting earlier.

MEETING ADJOURNED at 5:57 p.m.



There is no President's report this month.



Vice President's Soap Box

By Jack Dickey

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



Director of Environmental Affairs

By Susan O'Larick

Do you poop? Of course, you do. Everybody poops. There is even a book titled "Everybody Poops!" It is a very personal question. So, why do I ask? I ask because the fact that everybody poops is a problem in our outdoor environment.

Over the past year, due to the covid-19 epidemic, indoors activities were unavailable and people flocked to the parks, rivers, campgrounds and hiking trails. Public restrooms at all these places were closed to protect people from exposure to the virus. They go there and then have to go there. So, where did the go? The answer is everywhere! With restrooms closed people deposited their waste in the natural areas adjacent to high traffic areas creating a health hazard.

Part of recreating responsibly is ensuring you're not going to harm anybody else, and poop is harmful. We, as 4-wheelers have the privilege to be recreating outside in beautiful areas where we don't have access to restrooms. Poop is deadly. It's a health hazard. You can kill someone if your poop gets into water streams or if someone happens to touch it. Most fecal pathogens are immediately infectious/contagious upon excretion and end up in water. Enteric pathogens are characteristically stable in water environments and waterborne transmission is a highly effective means for spreading pathogens to a large portion of the population.



There was a study done in the Grand Staircase-Escalante National Monument examining how human waste degrades in the desert. The study found that it takes over a year in some cases for waste to fully degrade here, and you can still find bacteria at harmful levels after a year. They also were able to see how far bacteria traveled. It doesn't just stay confined in the cathole; the bacteria will go up root systems or it will go into wormholes or other animal burrows and get further outside.

Our visitation is off the charts. We're hitting that poop capacity of no longer being able to just bury our waste. The study made the point that if even just 2% of harmful bacteria is left after a year, when you have thousands of visitors, that's way more than enough to contaminate a water supply and make people seriously ill.

So, how do we safely go to the bathroom outdoors? As 4-wheelers we can use a portable bucket with sealable bags. The system costs approximately \$20. Imagine off-roading on slick-rock in Moab. Where would you go? The bucket is always available. Catholes are no longer recommended as a safe way to dispose of waste, however if you must dig a cathole be sure that it is at least 200 feet from water, trails and camp.

4-Wheeling can be Dangerous!

By Frank Whiston

Extremely capable vehicles can be purchased right off the dealer lot, (33-35" tires and lockers) but are you up to the task of testing those capabilities on the trail? Years ago, people would buy a 4x4 and must upgrade their equipment before taking on a tough trail. This usually would take some time, allowing a new driver to learn about their vehicle on easier and safer trails and progress in difficulty along with their vehicle build. We have lost this now with folks being able to fully finance anything from an SUV with enhanced off-road modes to a very capable crawler brand new. Below is a harsh example of how quickly one can get in over their head with severe consequences. There are a lot of new folks getting into the outdoors, if you are among them, I would encourage you to join or be active a local club such as ours and enroll in a driving and/or recovery class. Heck even if you aren't new to wheeling there is still always something new to be learned. I wish those involved in the incident below a speedy and 100% recovery.



San Miguel County Sheriff

September 26 at 8:40 AM · 📍

*Black Bear Pass and Bridal Veil Rd open since 10am Sunday after being closed to vehicle traffic at 745am due to vehicle rollover. The pass re-opened after the vehicle was cleared. Thank you for your patience. See below for details.

230pm Deputies have learned that the women were driving up Bridal Veil Road and entered the one-way Black Bear Pass going the wrong way. The passenger told Deputies they did not see the sign indicating the beginning of the one-way pass. After a couple of switchbacks, they decided it was best to turn around. The passenger then stepped of the vehicle to help the driver navigate, and while backing up, two of the wheels went high enough on the embankment to cause the vehicle to begin to roll. The 2021 Ford Bronco rolled off the cliff an estimated 400 feet, ejecting the driver, the dog, and the vehicle's engine before coming to a stop.

1045am Dog update: 1-year-old golden doodle "Chewy" treated for minor injuries, doing well.
10am According to initial reports, driver is an out of state 23-year-old female who was ejected and suffered serious injuries. Her passenger was out of the vehicle when rollover occurred and not injured, and a dog was ejected and being treated at a local vet. Fortunately, no hikers or drivers of other vehicles were killed or injured by this falling car or associated debris.



Sheriff Masters wishes to thank TFPD, Telluride Marshal's Deputies, and CSP for their efficient response and care and extends his best wishes to the driver for a good recovery from her serious injuries. Sheriff Masters also wants to remind everyone, "Black Bear Pass is an extremely dangerous road and should only be driven by experienced off-road drivers in appropriate off-road

vehicles. Legally, a 16-year-old who got his driver's license a few hours prior, may attempt to drive the pass in his grandmother's 1980's sedan. That doesn't mean it's safe to do so."

Photos courtesy of Telluride Fire Protection District

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Trail Tales



November 1, 2021

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org



Meeting Minutes

October 7, 2021

By NaDeen F. Roland

Due to scheduling conflicts, Don Roy, the club president, switched the monthly meeting from October 9 at the park to October 7 as an online/phone conference. Don called the meeting to order at 7:04 p.m.

GUESTS: Cathay Arlowe, Lynn Chessman, and Larry Miranda.

MEMBERS PRESENT: Jeff Boggs, Paul Caskey, Cathy Dickey, Jack Dickey, Eric Felt, Shirley Godfrey, Jack Nutter, NaDeen Roland, Don Roy, Suni Smith, and Mary Turpin.

SECRETARY'S REPORT - NaDeen F. Roland Despite Jack Dickey's thumbs down on accepting the meeting minutes as published, Don said that did not count and the meeting minutes for September 2021 were accepted as published.

TREASURER'S REPORT - Gary Buckingham, absent. He sent Don and NaDeen a revised email with the PayPal amount of \$399.94. He was locked out of the bank account and was unable to give us a checking and savings account balance.

VICE PRESIDENT'S REPORT - Jack Dickey. Jack went over the points system with our three guests. Jack and Don said Cathy Arlowe will be given the opportunity to join our club during New Business.

TRIP CHAIRMAN'S REPORT - Jeff Boggs.

Upcoming Events:

Wednesday, October 13 to Saturday, October 16 2021 Chile Challenge 30th Year Caballo Lake State Park, NM Las Cruces 4 Wheel Drive Club, event host. The weather will have a little wind. People from our club and all over the country have signed up to attend.

Saturday, October 23 at 9 a.m. Cabezon South San Ysidro, NM Cliff Meier, trip leader. About 18 vehicles are signed up for this ride so far. It was discussed towards the end of this meeting as a suggestion to our guest Lynn that Cliff's ride will be great for

starting out in four wheeling. Cliff is a great source of information for some of her questions.

Thursday, November 11 at 7 p.m. NM4W November 2021 Meeting Online/Phone Conference.

Past Events:

Jeff did a slightly different review of some past events that were discussed at the September meeting.

October 2 Gordy's Hill - South Side led by Jeff Boggs. Jeff stepped in for Don Roy who was the original leader. There were eight vehicles that met at the gas station before heading off to Coyote Canyon. There were several rocks and ledges they had to pay attention to. Cathy Arlowe quickly met up with a sharp rock that cut into the side of her tire and gave her a flat. With the help of several hands they had the tire changed in 30 minutes. The weather was great and there were only a couple Jeeps and motorbikes out. They went to Hidden Valley with a waterfall entry. Jeff gave a detailed description of other breakdowns that occurred during the ride. They did a trail repair on the leaf spring on Peter's Hummer. Jeff gave special recognition to Jack Dickey and others for their help and expertise. Three or four people had never been to Gordy's before so several people are excited to go back.

Jeff kindly offered his help if you are ever interested in leading a run or need information about a run.

DIRECTOR OF ENVIRONMENTAL AFFAIRS - Suzan O'Larrick, absent. No report.

WEB MASTER'S REPORT - Don Roy. No report.

PROGRAM CHAIRWOMAN'S REPORT - Cathy Dickey. She said you can contact her about swag ,or you can shop using the online store on the club's website.

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

PRESIDENT'S REPORT - Don Roy. Nothing to report.

NEWSLETTER EDITOR'S REPORT - Cliff Meier, absent, out of the country. No report.

Old Business:

Don discussed Frank's email from September 21. The officers have a Yearly Task List, and we missed discussing our CORE membership. The membership is past due as of September 15, 2021. The dues are \$250 a year. A motion to renew our CORE membership was called for and accepted. Don said he will ask Frank if he wants to pay the membership just to expedite the situation, but most likely just waiting for our Treasurer to pay it will suffice. Don said that while Frank was the president for three years he did so much for this club behind the scenes, things others don't necessarily know about, that Frank shouldn't be burdened with this despite Frank's offer to pay the membership and later be reimbursed by the Treasurer.

The winter meetings will be online or a phone conference for the second Thursday in November and December. Don hopes this will motivate us to have more rides and have fun getting together on the trails.

Don said we agreed in a past meeting to renew our United Four Wheel Association membership, but he wondered if the Treasurer actually paid the dues.

New Business:

Cathy Arlowe was the guest present and eligible for membership. She expressed during the Trip Chairman's Report and currently during New Business how everyone's kindness was greatly appreciated during her flat tire episode on the Gordy's Hill run. She also said she would be more than happy to pay the \$1 fine even though Jeff said she should focus on her new tire. All of that to say, she did accept Jack Dickey's offer to join our club. A motion was called for to have Cathy Arlowe as our newest member, and the motion was accepted.

Even though Jack Dickey's online reception was bad, he wanted to welcome our guests Lynn Chessman and Larry Miranda to the club.

Lynn had a few questions about four wheeling and rides. Even though she had hoped that this meeting would be in person, Don encouraged her to still ask some of her questions. Jack Dickey reminded Don and others that the 4 X 4 Run Prep List document on the club's website is an excellent resource for knowing how to get ready for a ride. Jeff and Don threw in other recommendations like a good CB radio and good tires.

MEETING ADJOURNED at 7:50 p.m



President's Report

By Don Roy

There are two directions of view for organizations like NM4W, looking Outward and looking Inward. Both are important to the overall health of the group. Looking Outward for us means keeping up with land access issues and organizations like NMOHVA, CORE, UFWDA, etc.. Looking Inward means keeping NM4W an enjoyable place for members with rides, meetings, and fun things to do.

My weakness as President is the looking out part. I had a good outside view of things when I lived on the east coast. Since moving to NM though, I never dug into the outside view. Fortunately, NM4W has members like Frank and Suzan doing great job of that.

For me specifically, being an off-roader has three equally enjoyable inside view parts. One is working in the garage on my rig, two is getting out in the bush for rides, and three is spending time with friends at meetings and picnics. Working in the garage gets a bit

tougher as years go by, but still gets done and is still fun. The rides and social aspects are what keeps me up at night as president.

It was great seeing everyone at meetings at the park this summer, especially after nearly a year of online only. With anti-vaxers/anti-maskers keeping Covid going, the only safe thing to do is to have another 6 or so months of the less fun online meetings this winter. I can't fix that part.

The last of my personal 4x4 fun trio is Rides. Lately there has been only one future ride on the Calendar, which is why I will bring back the Calendar Committee of a few years ago. The committee will add planned speculative rides to the Calendar. This lets members plan ahead, and also shows website visitors that we are an active club. Recent personal things prevented me from following up on organizing the Calendar Committee, but getting it rolling will be my main push over the next few weeks. Let me know if you are interested in joining the committee.

LEAD A RIDE – It's way less dusty!



Vice President's Report

By Jack Dickey

No Report

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Suzan O'larick

No report.

Trip Reports

Gordy's Hill Southside – Jeff Boggs

Some NM4W members showed up at the Lemitar Truck Stop, Exit 156, I-25 at 9 AM. We gathered together on a nice clear day to do several moderate trails in the Gordy's Hill OHV area. We had a variety of rigs. Jeeps, Toyotas, a Nissan XTerra, and a Hummer. After a

meeting, we drove to dirt and aired down, picking up some empty beer bottles and tossed them in the trash. Good Karma for anything later in the day.

We got off the main dirt road and got to the start of Coyote Canyon. A moderate rated trail. Lots of rocks in the middle of the trail, with some solid rock ledges and tight tree areas. Low range. Just what everyone wanted to do. Several folks had never been in this canyon. Not to far into this drive, Cathy caught a pointy rock that gave her a puncture sidewall flat in the front driver's side tire. Her XTerra was in a nice flat area, so we all helped her and Tyrone get her spare tire on the rig. Thanks to all who helped. We soon were rolling again, but we made sure that Cathy got some spotting help when she needed it. Tyrone and Mary helped her very well. Grant drove his Toyota Buggy through a tough, tight section. Vonn eased his 4Runner into there , but thought better of it and backed out. Too much of a chance to drop into a 3 foot hole and risk body damage. Paul floated both front tires of his YJ coming out of a water filled hole. We finished Coyote Canyon and drove to a nice view spot for a lunch break.

After lunch, we talked with Cathy and she decided it would be best to head on home, since she had no spare tire. The next trail was just as hard. She did great on the morning trail. She says she needed to get some new tires anyway

Off they went back to town, and the rest of the group went to Hidden Valley for the afternoon. The entry dry waterfall section greets all who enter. We did this section, one at a time for pictures, spotting and so everyone could see the different ways to attack this problem.

Jeff lead up first and had a wheelbase issue near the top and needed a rock added for a step to get out. Catching front and rear wheels on different ledges, at the same time. Next Mary drove up the YJ and made look easy. One by one everyone made it to the top. Grant tried it in 2 wheel drive and bounced up over the top steps.

We worked our way through another tight rocky canyon that is typical of Gordy's Hill area. Near the end of this canyon is an area of road that is very washed out, giving everyone a chance to see how their 4x4 flexes. Got some great pictures of tires floating through space. Peter's Hummer got lots of air with his right rear tire, but when we heard a loud POP, we knew something was not right. Coming to a stop, we could see his left rear tire was now rubbing against the wheel well. Closer inspection revealed the drivers side rear leaf spring had broken off the mount and the axle had shifted backward. OPPS!. Everybody got out and we started brainstorming on a way to get the Hummer off the trail, without helicopter support..... Check out the pictures. Using 2 winches, 3 jacks, a ratchet strap, a chain, some bailing wire, zip ties, and working all this together, we were able to get the leaf spring back into place. But, the fix was fragile, and we had to finish the trail and then climb up a long , loose, rocky two track road. Then it was still a long way back to a good dirt road and still further to the Truck Stop. Did I mention the sun was going down soon? We decided to use Jeff's Kinetic

"Bungee" Rope to help smoothly pull the Hummer up the hills. With the extra smooth stretch of this rope, maybe the 4x4 would not bounce too much and come apart. The chain was rapped around the rear axle and frame to limit travel too. Out we went one at a time , up the steep hill, with the setting Sun in our eyes. Gordy's was extracting a toll, but our early morning karma was holding . We made it up the hill and then we worked our way, up and down, back to the main dirt road. Off came the Bungee rope, and Peter and Ian could drive slowly back to the truck stop gas station , on I-25.

We met together and some headed on home. Peter would have to leave the Hummer, overnight, at the gas station. Jeff gave Peter and Ian a ride home. Grant was nice enough

to offer to use his trailer to come get the Hummer the next morning, and that is what happened.

Peter will have to do some work to get his Hummer back on the trail. This was its first real off road adventure, but many modes are in store for it.

Thanks to all who chipped in to deal with our trail mishaps. Everyone kept up a positive attitude and helped out. Jack and Grant's knowledge of leaf spring equipped 4x4's really helped get this trail fix done and everyone helped with the work. Grant helped get the vehicle home , with his trailer. Cathy got her XTerra off the trail too.

This could have gone much worse, but I think just picking up some trash, in the morning, gave us a little good karma to get through some tough issues later in the day. You don't have to believe this, but I do. Thanks to everyone who carry all the recovery equipment that is sometimes needed out there in the boondocks.

Everyone really enjoyed the trails and next time we will get to the other trails on our list.

Jeff Boggs, Trail leader for the Day, for better or worse.

Cabazon South – Cliff Meier



We took a side trip to the base of the Peak, no one was interested in climbing the peak. After leaving the Peak we passed the Cabezon ghost town that is on private land and is a ranch headquarters on our way to another ghost town, Guadalupe. Along the way we stopped the artisan Homestake

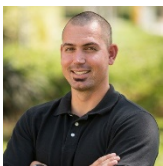


After finishing at the ruins we retraced our steps and arrived back at Albuquerque after 6. The weather was great and there no issues on the ride. Be sure to check out the photos in the Gallery.

Tire Air Down

There seems to be continuing questions, especially folks new to 4 wheeling about should I air down my tires on a run? The article below taken from Offroad Extreme discusses this,

Tire Pressure: Does Airing Down Really Matter?



By STEVEN OLSEWSKI APRIL 06, 2017



We have all heard it time after time: “You should have aired down.” Does airing down really matter? Is it something you should do all the time? When is the proper time to air down? These are all questions that an off-road enthusiast will have at one point or another.

We dive in to see what happens when you air down, different situations for when airing down can be beneficial, and to see if airing down is even needed on the trail.

Things To Consider Prior To Airing Down



Before we get too far down the deflated path, there are some things that need to be taken into consideration before any air is let out. The first thing that should be considered when

thinking of airing down is how are you going to air back up. This does not count for those extreme emergency situations where anything needs to be done to get back to a safe location.

Driving on a deflated tire long enough could start to cause damage to the tire, just as if a flat tire was driven on for too long. If weeks go by without properly airing back up, improper tire wear could begin.





Aftermarket air compressors have come a long way. Many companies make kits to fit specific vehicles.

Airing up after hitting the trail could be as easy as stopping at the first gas station off the trail, using an onboard air system, or a portable air tank. For rigs that are getting trailered to and from the trail, this is something that would not need to be worried about.

When it comes time to air down, there are multiple ways to let the air out of the tires. You can use anything from a stick to an automatic tire deflator. What you use really depends on your budget.





There are many options on the market to help aid in deflating your tires – adjustable tire deflators (left) or EZ tire deflators (right).

Using a stick or key to deflate a tire can come in handy in a pinch, but it leaves you in the dark. That's because while they will allow you to let that air out of the tire, you will have no clue on how much air you have let out.

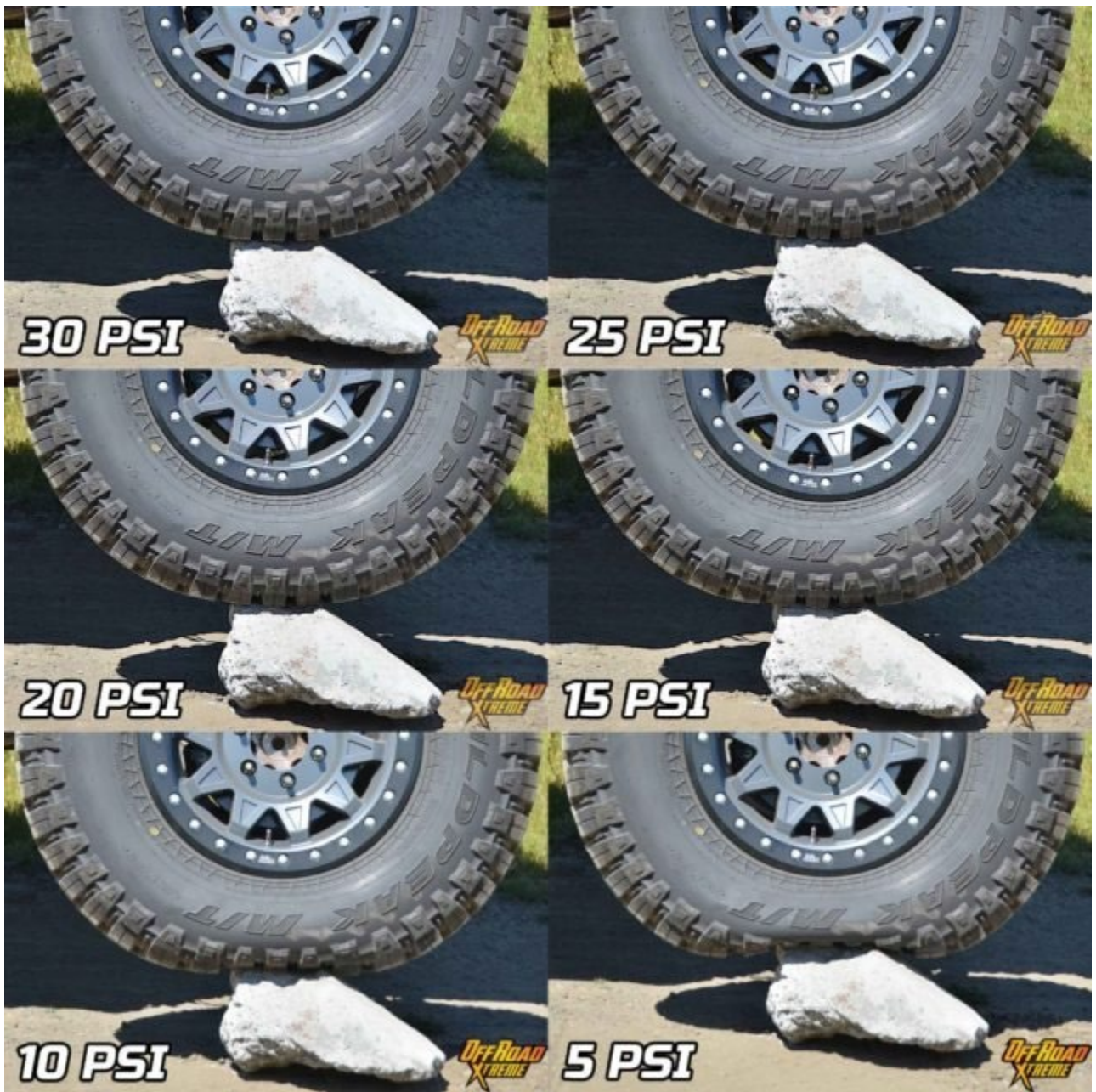
One other thing that should be considered before airing down is the wheel and tire combination. Sidewalls on tires can vary in thickness and the amount of abuse that they can handle. Where the wheel comes into play is how low of an air pressure you can go down to. Beadlocks can allow you to drop the pressure further, as the beadlock ring will keep the bead seated.

How Low Should You Go



with an aggressive sidewall, which does more than adding to the looks of the tire. When it comes to figuring out the perfect tire pressure to drop to, there is no special formula or chart to go by. It all depends on your vehicle, terrain, and tires. To find the perfect tire pressure for your adventures, it will take time on the trail, playing around at different pressures.

Airing down is the perfect way to get extra traction on the trail or the rocks. When air is let out of the tire, it increases the footprint on the surface. Many off-road tires on the market are being designed



Don't think pressure makes a difference? Check out this chart that shows the same vehicle and tire at different air pressures. 10 PSI may not seem like much, but check out the difference between 15 PSI and 5 PSI.

When the tire pressure is lowered, a 12.5-inch wide tire can easily turn into a 14-inch-wide tire. A larger surface contact patch allows for more tread to grip the dirt or rocks below. When it comes to tire pressure, it does more than adding to the traction of the vehicle, it can also help with the ride quality. A lower tire pressure can make a drive on a washboard road more enjoyable.

If a TPMS system is being used on the vehicle, airing down may cause a dummy light to come on for the trip. It is more of a nuisance than anything else. Fortunately, there are

aftermarket programmers and tuners that can adjust the TPMS system to allow the lower pressure and keep the light off the dash.





Regardless of what pressure you run in your tires, they will see some major abuse.

Airing down is something that any off-roader should be informed about, not just the rockcrawler guys. No matter if you are on an overland expedition, traversing a muddy swamp, or in the sand dunes, if your tires hit the dirt, you should be letting some air out.

Out In The Dirt



As with anything, practice makes perfect. The best part about airing down is there is no wrong pressure. Go out to a local trail and play around on an obstacle. Start at a particular pressure, attempt the obstacle, then go back and do it again at a lower pressure.

Once you find a pressure that works, you may be surprised how much more your vehicle is capable of on the trail. If anything, it gets you off the couch and out in the great outdoors.

**Keep PUBLIC lands open
to the PUBLIC**

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Trail Tales



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Meeting Minutes

November 11, 2021

By NaDeen F. Roland

Due to the COVID-19 Delta Variant, the monthly meeting was another online/phone conference. Don Roy, the club president, called the meeting to order at 7:06 p.m.

GUEST: Lynn Chessman

MEMBERS PRESENT: Shirley Godfrey, Jose Lucero, Cliff Meier, Jack Nutter, NaDeen Roland, Don Roy, Richard Steele, Wayne Sullivan, and Frank G. Whiston.

SECRETARY'S REPORT - NaDeen F. Roland. A motion to accept the October 2021 Minutes as published was called for and accepted.

TREASURER'S REPORT - Gary Buckingham, absent. Gary sent Don and NaDeen an email on November 10, 2021. As of October 31, 2021 there is \$8,626.47 in the savings account; \$7,975.40 in the checking account; and \$435.64 in the PayPal account.

VICE PRESIDENT'S REPORT - Jack Dickey, absent, camping with the Program Chairwoman. Don went over the point system for our guest.

NEWSLETTER EDITOR'S REPORT - Cliff Meier, present. No report.

TRIP CHAIRMAN'S REPORT - Jeff Boggs, absent. Report by Don Roy.

Past Events:

October 13 thru October 16 2021 Chile Challenge 30th Year hosted by the Las Cruces 4 Wheel Drive Club.

October 23 Cabezon South led by Cliff Meier.

Upcoming Events:

Saturday, November 20 at 9 a.m. Jemez Somewhere? Snow? Pueblo of Jemez Welcome Center Cliff Meier, trip leader.

Jack Dickey may be planning a ride in Riley since they haven't been up there in a couple years.

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT - Suzan O'Larrick, absent. No report.

WEBMASTER'S REPORT - Don Roy. Trivial changes were made to fix things.

PROGRAM CHAIRWOMAN'S REPORT - Cathy Dickey, absent, camping with the Vice President. Don said it's nice having the swag and raffle tickets available for sale at the in-person meetings.

HISTORIAN'S REPORT - Frank G. Whiston. Pictures help us keep track of where we have gone so we appreciate submissions. Historically someone leads a Christmas tree run. We will tentatively schedule it for December 11 and announce that this ride needs a leader.

Old Business:

Frank paid the \$250-CORE dues. Frank will be reimbursed from the club's bank account.

Don will double check with Gary to make sure the dues were paid to the United 4 Wheel Drive Association.

New Business:

Pedro Estevan Hernandez is the only guest eligible at this time for membership, but he was not present at this meeting.

Jack Nutter volunteered to lead the Christmas Tree Ride. Anyone who intends to cut down a tree will need to obtain a permit. Frank mentioned that a permit could possibly be obtained online.

After a short discussion, a motion made by Shirley Godfrey was called for and accepted to have this year's annual club donations be \$250 to East Mountain Food Pantry, \$250 to the Road Runner Food Bank, and \$250 to the Marine's Toys For Tots. Don will double check with Phil Rodacy to make sure the East Mountain Food Pantry will be operating for a while and accepting donations even though a member during the meeting did an internet search to make sure they were currently in business.

Don brought up how a Ride Committee was discussed during an officers' meeting. Old members want to join this committee but no new members. The committee will meet, and hopefully new members like Abesh Muberaki and Von Stell will join. The committee will try to put more rides on the calendar.

Shirley Godfrey has agreed to be the face of NM4W. She is handling the "info email," and she will be the greeter at the in-person meetings. Don stated he will help with any questions she is unable to answer.

Frank did a thank you shout out to all our veterans for Veterans' Day.

MEETING ADJOURNED at 7:35 p.m.



President's Report

By Don Roy

No Report

LEAD A RIDE – It's way less dusty!



Vice President's Report

By Jack Dickey

No Report

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Suzan O'larick

No report.

Trip Reports

Jemez Somewhere –Snow? - Cliff Meier

On November 20th we had a run in the Jemez and find some snow. Well, the run was fine but no snow! 18 folks and 16 vehicles. Bob Myers brought along his granddaughter. The group met at the Walatoa Visitors and then proceeded to Forest Road 144 via Hwy 4, Cueva ad Hwy 126. Forest Road 144 runs along the of the Valles Caldera, The Jemez has been extremely the road had about 6-8 inches of very fine slit of on which resulted a lot of dust, except in the front! good reason to lead runs, no dust! After reaching the



hoped to
We had

Center
thru La
west side
dry and
places
Another
top we



turned west and continued on to Tea Pot rock stopping along the way for lunch. One thing nice about the Jemez this time of year there were very few people even less campers. We had a wood collector with us. After back on Hwy 126 we continued toward La Cueva and turn on and proceeded back to the center through the Gillman All in all it was a good day, or people problems.



and fire arrived back Hwy 376 visitor's Tunnels. vehicle

Source OffRoaders.com

Guide To Gearing Up For Offroad

OFFROADERS GUIDE TO GEARING UP FOR OFFROAD

[Offroaders Staff Editor Driving & Recovery Techniques](#)



From Basic Equipment to Well Equipped. The following links take you down to Checklists below.

- [The Basic List](#)
- [Safety and Survival](#)
- [Beyond the Basic Offroad Checklist](#)

- Vehicle Recovery Items
- Tools Checklist
- Versatile Items
- For the Vehicle
- For the Serious Offroader
- Basic Camping / Extended Stay List

- 25 Tips to do before going Offroad

Basic Tips

- Always travel in groups of 2 or more vehicles
- Always alert someone back home where you are going and when you expect to return
- Take at least a basic supply of tools and gear (see The Basic, Minimal Offroad Checklist)

Pre-departure Maintenance Checklist

- Check engine oil
- Check transmission oil
- Check brake fluid
- Check radiator coolant
- Check windshield wiper fluid
- Check fan belts
- Check hoses
- Check air cleaner
- Check seat belts
- Check tire air pressure (air up to recommended pressure for highway driving, air down at trail head, air up prior to trip home)
- Check for tire wear or damage
- Tighten drive shaft u-bolts
- Check and tighten lug bolts
- Check for frame cracks
- Check brake pads & shoes (adequate braking pad material, in good condition and without contamination)
- Check for loose bolts or nuts throughout vehicle
- Grease all fittings (u-joints, steering)
- Check gear oils: transfer case/differentials, replace if necessary
- Check Winch for proper operation, check winch cable for kinks, frays or damage, straighten winch cable if necessary
- Check shocks

- 25 Tips to do before going Offroad

The Basic, Minimal Offroad Checklist

The minimal list is the basics that you should always carry in your vehicle when offroad. These items are good to have in the vehicle at all times.

- First Aid Kit (See Safety and Survival below)
- Basic Personal Essentials (water, food)
- Spare Tire, Full Size

- Jack and tire iron to change your tire
- Tow strap
- Tree saver
- Come-alongs
- Basic Tool Kit
- Spare Key for vehicle

Safety and Survival

The First Aid Kit

First aid kits come in many shapes and sizes. You can buy them, or you can make your own kit. Whether you buy a first aid kit or put one together, make sure it has all the items you may need. Include any personal items, such as medications.

Here are suggestions for the contents of a first aid kit:

- Activated Charcoal (use only if instructed by Poison Control Center)
- Adhesive Tape
- Antiseptic Ointment
- Alcohol swabs, individually wrapped
- Band-Aids (assorted sizes)
- Blanket
- Cold Pack
- Disposable Gloves
- Gauze Pads and Roller Gauze (assorted sizes)
- Hand Cleaner
- Plastic Bags
- Scissors and Tweezers
- Small Flashlight and Extra Batteries
- Syrup of Ipecac (use only if instructed by Poison Control Center)
- Triangular Bandage
- Burnaid gel
- Snake Bite kit
- Disposable emergency blanket
- Instant Cold pack
- Instant Hot pack
- Medications:
Anti-diarrhea medication, Tylenol (fever reducer), Ibuprofen (Nuprin, Motrin, Advil) inflammation reduction, sprains bruises, etc, Benadryl for mild allergic reactions, Epinephrine in the form of an Epi Pen to treat more serious allergic reactions that might otherwise be fatal.

Safety Items

- Safety Glasses

- Leather Gloves
- Fire Extinguisher – Should be mounted in the vehicle in an easily accessible location.
- Flares
- Tarp
- flashlights
- matches / lighter

Basic Personal Essentials

- **Water** – At least one Gallon per person, per day if not more. Drier, hotter climates may require more. Remember: Alcohol doesn't hydrate. In fact alcoholic beverages dehydrate since it take more water to metabolize alcohol than the beverage contains. Plus it may cause you to require the above mentioned First Aid Kit.
- **Food** – Bring food for twice the amount of time you are planning on being gone. Should you be delayed and have to spend a night out on the trail, you wont have to worry about going hungry. Good ideas for trail food: trail mix, beef jerky, fruits, dry/canned food, etc.
- **Extra Cloths** – Nobody likes to sit in wet cloths or an extended period of time.
- **Personal items** – This includes toilet paper, anti- microbial hand cleaner, etc
- Sun block
- Rain Jacket
- Communication devices – Cell Phone, CB Radio, GMRS/FRS radios
- Power inverter if necessary (e.g. Cell phone recharger, battery recharger for communication devices and camera)
- Trash bags – Keep your trails clean
- Maps, information about the area
- Compass or GPS
- Water purification tablets

Survival – Seasonal Specific

Winter

- *Extra clothing*
- *Warm outer layers (jacket, wind breaker)*
- *Head gear (warm hat, hooded jacket)*
- *Emergency blanket (compact survival type)*
-

Summer

- *Sun Block*
- *Insect repellent*
- *Sunglasses*

What goes beyond the basic checklist are items that depend on many factors. Factors like what form of offroading you will be doing, your driving style, the terrain you will encounter, how much room you have for packing gear, how remote you will be traveling, how long you will be gone as well as many other factors you should consider. However three primary things you should gear up for are Safety and Survival, Vehicle Recovery and Vehicle Breakage.

Vehicle Recovery

Recovery Items

- Hilift Jack
- Tow straps – 2 or more, 2 inch width or wider, 20 foot or longer
- Tree saver
- Come-along (one or more)
- D-rings, Shackles
- Shovel
- Chainsaw and bar oil, 2 cycle engine oil, spare chain (can be handy in recover situations, as well as for trail clearing on wooded trails)
- Winch Kit: tree strap, hi-lift jack, snatch block, pickle fork, shackle, gloves
- Pullpal
- Snow tire chains (if tires don't cut it)

Tools

Basic Tools

Basic tools are the versatile, essential tool sets that consist of a variety of sizes and combinations of commonly used tools such as socket sets, wrench sets, Allen wrenches, Torx sets and screw drivers. Your tool sets should cover the variety of sizes found in your vehicle. Regardless of whether your vehicle is American made or an import 4x4, when it comes to socket sets and wrenches, it's sometimes wise to carry standard and metric socket since sometimes there are a mix of both standard and metric on custom vehicles not to mention helping a fellow 4wheeler.

- Complete Socket Set with SAE (standard) and Metric with 3/8" and 1/2" drives. Deep and standard sockets.
- Crescent, open end combination box wrenches SAE (standard) and Metric
- Allen Wrenches
- Torx sockets (especially if you own a Jeep)
- Standard & Phillips screwdrivers, large, medium, small

Versatile Tools

Versatile tools are those that have many uses.

- Large Hammer (a.k.a. the "BFH")
- Pliers (various sizes)
- Needle Nose Pliers

- Vice Grips, various sizes
- Large channel-lock Pliers
- Pipe wrenches – having 2 medium of these can be useful for tie-rods.
- Utility knife or razor blades
- Crescent wrenches (medium & large)
- A BIG pry bar or length of strong metal pipe, inside diameter of pipe large enough to slip over a wrench or socket drive for extra leverage.
- Magnet

Specialty Tools

- Snap ring pliers
- Air Pressure Gauge
- Portable air pump
- Jumper cables

Additional Items

Versatile Items

- Duct Tape
- Bailing wire
- wood blocks – Useful as chock blocks, jacking platforms, ramps, suspension supports (for broken torsion bars)
- Bungee cords, several in multiple sizes – good for securing gear, temporary repairs, etc.
- Rope lengths
- Super glue
- Epoxy
- Tie wraps
- rags
- Work Gloves, leather

For the Vehicle

Fluids

- Engine Oil
- Brake Fluid
- Power steering fluid
- Automatic transmission fluid
- Coolant or Water
- Bearing Grease
- WD-40
- Starter Fluid
- Extra gas
- Funnel, siphon hose

Spare Parts / Repair Items

- Lug Wrench
- Extra Fan / serpentine belts
- Hoses, fuel line, coolant hoses
- Spare Tire
- Tire repair kits, plugs
- Extra Lug nuts, tire star wrench or lug key with key socket
- Cotter pins / keys – various sizes
- Valve stems, Valve stem remover
- Nuts & bolts assorted standard and metric sizes
- RTV or Hylomar HPF – form-a-gasket
- Radiator stop leak – silver flakes in tube
- Spare Hub (and hub fuses if applicable).
- Electric fuel pump
- Coil / electronic ignition
- Spare Universal Joints (U-joints for drive shaft & axles)
- Spare Drive Shaft (rear and front)
- Extra spark plug wire (size of longest wire)
- Spare points

Electronics Repair Kit

- Volt ohms meter (multimeter)
- Wire cutters / wire crips / wire strippers (multi-tool)
- Spare fuses of all sizes and types used in your vehicle
- Electrical tape
- Spare wire – lengths of various gauges
- Spare switches
- Spare relay if you use relays
- crip on ends (male and female, various gauges)
- Small pocket sized needle point blow torch (handy for soldering wire)
- Flux core solder for repairs
- Wiring Diagram of your vehicle

Expanded List

The Expanded list includes items for the extreme wheeler with tools and gadgets that you may want to consider if you are serious about offroading.

- Winch and Winch Accessories
- Onboard Welder, welding supplies and welding gear
- Onboard Air
- Spare axles (rear left / right, front left / right)
- Spare tie rod assemblies (tie rod, drag link, ball joints, ball joint nuts and cotter pins)
- Spare Idler Arm

- Parts that have broken twice before (if you can't carry it, you should have upgraded it)

Camping List for Extended Stay or Remote Excursions

- Maps, information about the area
- Camera
- Compass or GPS
- Duct Tape
- Flashlight
- Propane Lanterns
- Mosquito repellent
- Lighter, matches
- Firewood
- A knife of some sort
- Toilet paper
- Towel
- Water purification pills
- Backpack/sacks
- Cooler with beverages
- Cooking Pans for breakfast
- Paper plates
- Paper towels
- Folding camping chairs
- Sleeping bag
- Sleeping pad or air mattress
- Stove or grill and fuel
- Tarps, lots of tarps
- Tent(s)
- Bathing suit
- Flip flops or swimming shoes (no bare feet while swimming)
- Funky fishing hat
- Hiking boots
- Rain jacket
- Sunglasses
- Sunblock
- Binoculars
- Bottle opener
- Cooler cup
- Jacket
- Pocket knife
- Snacks
- Trash bag
- Water
- Extra keys
- Compass
- Sunscreen
- Hat
- Sunglasses and/or goggles
- Ice and ice chest or cooler
- Camera, case, film and batteries

- Maps: Sidekick Off Road Maps, state, county, Forestry, BLM Desert Access Guide, etc.

Keep PUBLIC lands open to the PUBLIC

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