



January 1, 2022

Trail Tales

Official Newsletter
of the
New Mexico 4-Wheelers



www.nm4w.org



Meeting Minutes

December 9, 2021

By NaDeen F. Roland

The monthly meeting was another online/phone conference. Don Roy, the president, called the meeting to order at 7 p.m.

GUESTS: Lynn Chessman, Mark Ladd, Larry Miranda, and Robert Stroud.

MEMBERS PRESENT: Jeff Boggs, Bill Bratton, James Buck, Gary Buckingham, Cathy Dickey, Jack Dickey, Shirley Godfrey, Kevin Hill, Cliff Meier, Abesh Mubarak, Jack Nutter, NaDeen Roland, Don Roy, Corey Ryan, Richard Steele, Mary Turpin, and Frank G. Whiston.

SECRETARY'S REPORT - NaDeen F. Roland. A motion to accept the November 2021 minutes as published in the newsletter was called for and accepted.

TREASURER'S REPORT - Gary Buckingham. As of November 30 the savings account balance was \$8,627.53, the checking account balance was \$7,725.40, and the PayPal account balance was \$212.85. On November 9 a \$250-withdrawal was made to repay Frank G. Whiston for the CORE membership. CORE helps keep trails open in Colorado.

VICE PRESIDENT'S REPORT - Jack Dickey. Jack encouraged ride leaders to keep track of attendance to award participants points.

TRIP CHAIRMAN'S REPORT - Jeff Boggs.

Past Events:

November 20 Jemez Somewhere? Snow? Led by Cliff Meier. There was no snow but lots of dust. It was beautiful. They got up to Teakettle Rock.

December 5 Exploratory Gordy's Hill led by Jack Nutter. They did Hidden Valley backwards, and they did Washboard Bridge and went to Sand Hill to play.

Upcoming Events:

Saturday, December 11 at 9 a.m. Annual Exploratory Christmas Tree Run Walatowa Visitor Center Jack Nutter, trip leader. Cliff offered to go with Jack even though the temperature is expected to be below 20 degrees. Jack said if attendance is low, he might cancel this run.

Wednesday, January 12 thru Saturday, January 15 The Winter 4X4 Jamboree St. George/Hurricane, Utah 2022 St. George, Utah

Thursday, January 13 at 7 p.m. January 2022 NM4W Meeting Online/phone conference meeting led by Don Roy.

Saturday, January 22 at 9 a.m. West Mesa Ride Home Depot, Hwy 550 in Rio Rancho, NM Jeff Boggs, trip leader. Jeff said this ride could be snow packed or muddy or dusty.

Thursday, February 10 at 7 p.m. February 2022 NM4W Meeting Online/phone conference meeting led by Don Roy.

Saturday, February 12 at 8:30 am Riley Ghost Town and Area Run Kiva RV Park & Horse Motel Jack Dickey, trip leader. Jack said he is unsure of what the trail and weather conditions will be.

Thursday, March 10 at 7 p.m. March 2022 NM4W Meeting Online/phone conference led by Don Roy.

Thursday, April 14 at 7 p.m. April 2022 NM4W Meeting Online/phone conference led by Don Roy.

Saturday, May 7 thru Saturday, May 14 Green River Utah Trip Green River, Utah Cliff Meier, trip leader.

Saturday, June 4 at 9 a.m. National Trails Day Clean Up and Ride Home Depot Hwy 550, Rio Rancho, NM Jeff Boggs, trip and event leader.

Monday, July 11 thru Sunday, July 17 Buena Vista Area Chalk Creek Campground, Nathrop, CO Cliff Meier, trip leader.

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

WEB MASTER'S REPORT - Don Roy. Don discussed the work he did in the Documents section. Visitors don't see the trails but now they can see the trail ratings.

PROGRAM CHAIRWOMAN'S REPORT - Cathy Dickey. Cathy said she sold a few license plates. She doesn't take merchandise on the trails because they get really dusty. Jennifer Chapin laughed about the time she dropped merchandise she took on a ride into the mud. Don paused to retrieve stickers he found. Cliff asked about an online store for our merchandise, a store that is different from the one already linked to our webpage. Don said he will work on a document that Cathy can edit.

HISTORIAN'S REPORT - Frank G. Whiston. Frank thanked those for putting up pictures on the website. Frank recommended checking out Jack's pictures from last month.

NEWSLETTER EDITOR'S REPORT - Cliff Meier. The last newsletter was sparse on articles. He could use some officer's reports.

OLD BUSINESS:

Don emailed the United Four Wheel Association membership guy. Tomorrow he'll try contacting them again.

Gary has the Christmas donations set up for Roadrunner Food Bank and East Mountain Food Pantry but not Toys For Tots yet.

NEW BUSINESS:

Don went over the BLM/Socorro report for travel management. He went to the BLM website and uploaded information regarding what land and trails we use. He also sent a KMZ file and emailed them our trail rating system. Don said the information was well received, and it should help with their assessment. Frank spoke about Gordy's Hill and the lack of maps. Frank also thanked Don for providing BLM GPS information and our trail rating system.

Guy Gleason and Pedro Estevan Hernandez are eligible for membership, but they were not present for this meeting. However, Robert Stroud and Lynn Chessman/Larry are eligible for membership and present. After they accepted Don's offer of membership, a motion was called for and accepted to have Robert Stroud and Lynn Chessman as our newest members to the club. Afterwards most of us did our ritualic yell of, "Pay your dues!"

Before wrapping up the meeting, James Buck wanted to further discuss Gordy's Hill and the re-evaluation of trails in Colorado. He offered to send Cliff some articles for our newsletter. Frank and Don talked about county roads in Colorado. Bill Bratton and Jennifer Chapin talked about accidents caused by inexperienced four wheelers and Telluride negotiations that are opposed to four wheelers coming through town.

MEETING ADJOURNED at 7:40 p.m.

President's Report

By Don Roy

This month I thought I'd give you some follow-up on things we worked on in late 2021. I mentioned a few months ago that the ride calendar looked weak for day rides. We held a Calendar Committee meeting online with a few members to discuss the problem. Now I am happy to see there is a normal day ride listed each month from January through May! Even

with one per month shown, it's great to have a couple rides per month! If you want to lead a ride, just ask an officer to add it to the Calendar for you.

I gave a report at the last meeting (see minutes) about a Socorro BLM office project for Gordy's Hill. After our meeting, I got a call from the Policy Director of Blue Ribbon Coalition asking what we knew about the Gordy's BLM project. I filled her in on what we did and my conversations with BLM. I let her know I got the impression from BLM that they are mainly interested in documenting usage areas rather than looking for things to close. Hopefully this holds true. I will contact the BLM again in January on this project and report to you any news.

We are still doing online meetings, likely through April. At the December meeting, some people were having connection problems, mainly audio. For our meeting coming up on January 13th, we will be using new software, a package called RemotePC. I have used RemotePC at a Board Meeting in late August and it worked fine. I recently discovered that it also supports phone attendees, so we will use it for a full club meeting in January. You do not need to download and install any software. It works nicely from a web browser on your desktop computer or mobile phone, or by regular phone dial-in. That's about it for now, and Happy New Year!

Note from the Secretary

By NaDeen Roland

Happy 2022 New Year everybody!

When Cliff mentioned at the last meeting that it's been a long time since an officer has submitted a letter, I knew that was a nug from God to write my only Note From the Secretary. I always admired Frank's well-written Note From the President letting everyone know that his third year was going to be his final one as president.

July 2022 will be my final meeting as the club secretary, unless I do like Cher and come out of retirement after a few years. It has been such a tremendous honor these last few years to be the club's secretary. I cannot believe I accepted the position without a computer or a laptop! Just like church, I went from trying to get to the meeting early enough so that I could sit in the back to sitting all the way up in the front! I appreciate being allowed to write the meeting minutes in a way that makes it fun to read and reflects the humor generated at these meetings. Case in point, when a lady this past summer interrupted our meeting in the park to ask if it was an AA meeting and Frank politely told her "no" and that we were addicted to Jeeps and other four-wheel drive vehicles. That was followed by various members announcing their name like AA and saying what they drove versus how long they've been sober.

I also am grateful for Frank G. Whiston for his abundance of help, his wonderful leadership, his organizational skills (especially with his slides), and his overall kindness. I appreciate Phil Rodacy and Cliff Meier working with whatever wackadoodle way I submitted the

minutes since I am not computer savvy at all. And I also want to thank Don Roy for how user-friendly he has made the club's website, especially when it comes to assigning points and closing a meeting. I have enjoyed three years of being under Frank's wing. And I currently enjoy the participatory voice Don has given me these past few months. I have missed only one meeting, and even though I have zero desire to be a president or vice president, I could in a pinch run an in-person meeting with confidence thanks to Frank and Don.

Like Jeanne Meier did for me when I had to miss that one meeting, I would be more than happy to help the next secretary whenever I am present and available to do so. Needless to say, I am excited to be just another member again, hogging most of the host spots when the meetings are in person in the fall, winter and spring or just missing an occasional meeting.

Thank you to all those who have read the minutes and to all those who cheered me on.

With gratitude,

NaDeen F. Roland

LEAD A RIDE – It's way less dusty!

Be a Trip Leader! More trail rides = more fun

Trip Reports

No trip reports this month.

Sombrillo Area Travel Management Plan

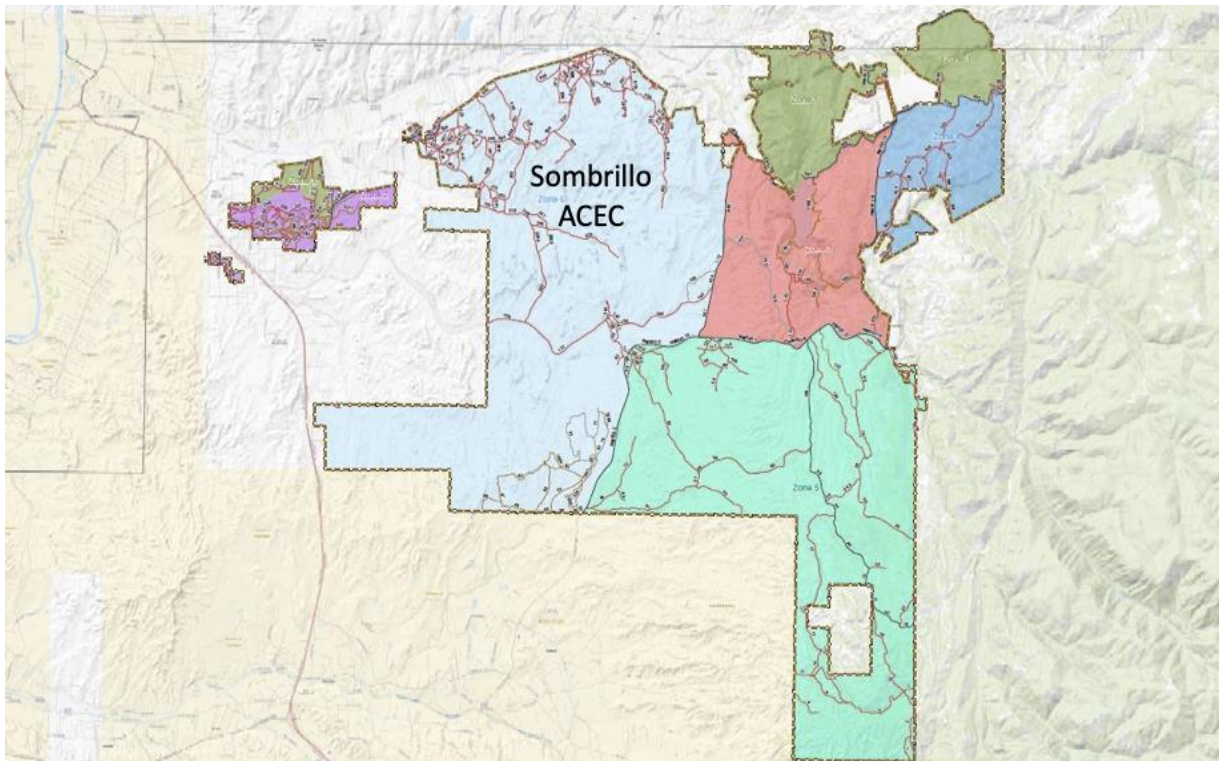
Submitted by Frank Whiston

The BLM, Tao Field Office in New Mexico is seeking public comment for route inventory to update the Sombrillo Area Travel Management Plan. Located in Santa Fe County, this area offers many motorized routes. In 2019 the BLM attempted to update the TMP but discovered their maps were missing routes and inaccurate, therefore they are working to update their maps to continue the process.

BLM is asking for any information we can give them regarding specific roads and trails, whether users want loops and where. They want to identify needs for staging areas,

trailheads and how much use areas are getting. If you have any area specific information please let the BLM know what you would like to see moving forward.

Emergency response teams have informed the BLM that there are many user-created routes that would be beneficial to designate as open. They have not received as much input from the OHV community as they would like. The past alternatives greatly restricted motorized use and we could see similar alternatives proposed in the future if substantial comments are not submitted.



Multiple Action Alerts
Submitted by Jennifer Chapin

Multiple Action Alerts! Your Voice Needed

Blue Ribbon Coalition/Share Trails.org

The volume of planning processes we are tracking continues to be extraordinarily high. We're doing our best to keep up with it all, so that we can keep you informed and engaged. It is crucial that we add our voice to these planning comment periods, because we know for certain that those who want to restrict access are showing up in strength. This week we have several

action alerts that we've prepared to make it easy for you to add your voice to this process.

Dispersed Camping Restrictions Proposed in Chaffee County, Colorado

The Bureau of Land Management has recently released a plan to restrict dispersed camping in Chaffee County in Colorado. This is one of the worst plans we've seen when it comes to managing dispersed camping. Dispersed camping encompasses boon docking, overlanding, RV camping, and even camping in a tent. Traditionally BLM allows free, primitive dispersed camping on much of the lands it manages. We have seen a substantial uptick in efforts to restrict dispersed camping, since it is another form of motorized recreation. In Chaffee County they are proposing road closures. There are proposed alternatives to limit camping on public land to 48 hours instead of the traditional 14 days. Instead of managing impacts, they are proposing closures. Above all, the only camping they want to allow they are calling "concentration camping" (horrible branding, we know), where camping is only allowed in hardened sites where everyone is concentrated in one spot and managed through a reservation system. Comments for this plan are due by **January 31st**. [Please add your voice to ours](#) in asking the BLM to develop a true recreation alternative that recognizes the value of recreation on public land.

Utah Dingell Act Implementation Amendments

When Congressional leaders in Utah went through the final steps of passing the Dingell Act, we knew we were headed for trouble. In Utah the focus of the Dingell Act was the "Emery County Bill," which included numerous land designation changes for this area which includes the San Rafael Swell and some of the high value recreation areas along the Green River. The staff from the Congressional offices assured us that they were capably negotiating the terms of the bill with anti-access groups like the Southern Utah Wilderness Alliance. The final deal included 600,000 acres of wilderness (the most restrictive land designation that inevitably results in permanent loss of access to the public) to avoid a potential national monument. There was no language in the bill to actually prevent designation of a national monument - just backroom promises made. Several roads were cherry-stemmed to be left open in the wilderness areas as a concession to win support for those who didn't want to lose access to public land. The bill explicitly said no buffer zones can be created around the wilderness areas. Finally, with a few exceptions for designations in Uintah County, the bill was intended to only impact Emery County.

The BLM has opened six amendments to the Resource Management Plan that will govern this area to make the plan compliant with the changes that resulted from the Dingell Act. In these six amendments we are seeing BLM propose to restrict access to the cherry-stemmed roads. Grand County is trying to use wilderness designation to justify restrictions in their county to

close some of the most popular Jeep trails on the planet. Buffer zones are being proposed. BLM is still proposing to manage wilderness study areas that were released by Congress from this designation for wilderness characteristics. We expected most of these promises to be broken, and we are not surprised at all to see efforts to restrict access above and beyond the 600,000 acres of wilderness that was already designated.

We have prepared an action alert for each of these amendments, because these agencies need to hear from us that we are watching them. We have also programmed the alerts to send a separate message to your elected representatives in Congress. We do not appreciate that BLM is trying to ignore the rigid limits of the Dingell Act, and they need to hear from your elected representatives in Congress as much as they need to hear from you.

Comments are **due January 7**. You can find the full brief on these plan amendments along with links to the six separate action alerts here: <https://www.sharetrails.org/blm-amendments-to-2008-moab-price-and-vernal-resource-management-plans-following-the-dingell-act/>

Organizations committed to shutting down access in Utah are on track to raise over \$100,000 in their end-of-year fundraising drive. We want to match them dollar for dollar to give us the resources we need to fight back!

[Help Us Crush Our End of Year Fundraising Goal!](#)

BLM Seeks Public Comment

Submitted by James Buck

BLM seeks public comment on roads and trails

Process is lead up to Transportation and Access Plan environmental analysis

By Jim Mimiaga Journal staff writer

Tuesday, Nov 16, 2021 12:40 Updated Tuesday, Nov. 16, 2021 12:41



The Dolores River road, right, is a popular destination on local Bureau of Land Management lands. (Jim Mimiaga/The Journal)

The Tres Rios Office of the Bureau of Land Management is seeking public input on road and trails in Dolores, San Miguel and Montrose counties.

The BLM and its partners initially completed a comprehensive inventory of routes within the field office boundaries, covering about a half-million acres, that was shared with the public in 2017.

Related Stories

Dec 31, 2021

BLM builds parking lot for new access to public lands

BLM is now asking the public to review an updated inventory to identify routes that may have been missed, which will provide the framework for a proposed Transportation and Access Plan.

Initial public review and comments for Travel Area 1 of Montezuma, La Plata and Archuleta was done previously.

Now comments on Travel Area 2 are being accepted for Dolores, San Miguel and Montrose through Dec. 15.



The Bureau of Land Management is seeking public comment on use of roads and trails in Dolores, San Miguel and Montrose counties. (Courtesy Bureau of Land Management)

The preliminary comment periods are in preparation for the proposed Transportation and Access Plan, which will be available for public comment during the environmental analysis process, anticipated to begin early 2022.

To participate in the public review and comment on the routes, the BLM developed a web-based interactive map illustrating each inventoried route. The public can provide feedback via email (include "TCCM" in the subject line) to blm_co_trfo_comments@blm.gov; or mailing feedback to BLM Tres Rios Field Office, 29211 Highway 184, Dolores, CO 81323.

To review the interactive map, visit bit.ly/3nIOGjN

In 2019, the BLM hosted public meetings in Nucla, Dove Creek and Montrose to present information on the road and trail planning effort in Travel Area 2, and to gather input from the community on the resources. Attendees reviewed maps and marked areas of interests and concerns.

Sponsored Content



Heart of Axis awards \$15,000 in grants

By Axis Health System

BLM planner Keith Fox emphasized that BLM's focus in the planning effort is not to close roads. It is to direct limited BLM resources into supporting local priorities, such as increasing economic development through outdoor-based recreation on public lands, while making sure these uses are protective of the planning area's natural, historic and cultural resources.

At the Nucla and Dove Creek meetings, participants emphasized a desire to leave roads open and generally untouched, but to have some additional loops, connector routes, dispersed camping and parking, and limited signage to support outdoor recreation and 'off the beaten path' tourism in the area.

Recreationists identified a list of favorite routes and multiple uses on roads and trails.

At the NUCLA meeting, there was a request for signed full-size OHV routes up to Wedding Bell Mountain. Another suggestion was for the BLM to consider more camping and RV parking near the Gypsum Valley boat ramp used to access the Dolores River.

Connecting Dove Creek to the Rimrocker Trail that goes from Montrose to Moab was another suggestion.

At the Dove Creek meeting, participants had multiple suggestions, including:

- Open King Springs Road (San Miguel County Road 5H) where it is closed on private land, in order to provide access to upper Bishop Canyon and south end of Summit Canyon.
- Designate and maintain camping areas off the Dolores River road, north of the existing Box Elder campground.
- Identify a connector route from the bottom of Summit Canyon to the east rim/Highway 141.
- Improve and maintain the Dolores River Canyon road from the pump station to the Joe Davis Hill area, to allow use by 'standard' ATVs and OHVs
- Improve hunting access off of San Miguel County Road 28 T near Dry Creek Basin State Wildlife Area.
- Reestablish access to historical mines on the eastern Dolores River Canyon rim off San Miguel County Road 15 R.
- Designate the Dolores River road as multimodal from Bradfield campground to Mountain Sheep point. Also consider this section for an OHV route.
- Designate a single-track trail and connectors on Dolores River Canyon (western rim).
- Consider a bike trail from Bedrock to Bradfield.
- Designate a single track, non-motorized trail following the existing two-track at the bottom of Summit Canyon.
- Identify a loop route up Summit Canyon, up to the east rim, connecting over to Bush Canyon and back to the mouth of Summit Canyon.
- Create a loop opportunity on west Summit Canyon.
- Identify loop routes from Dove Creek to provide for four-wheel drive day use and or hunting activities on BLM lands, so visitors can return to Dove Creek to spend evenings.
- Identify multiple single-track connector routes in the vicinity of Dolores River Overlook, to connect with Mountain Sheep Road and the southern end of the 'Pines' area.
- Develop BLM camping area at Slick Rock.

For information, contact Tracy Perfors, BLM planning and environmental coordinator, at (970) 882-1136.

Possible Closure of Black Bear Pass

Submitted by James Buck

New Forest Plan Could Lead To Closure of Colorado's Black Bear Pass, the Most Dangerous Road in the Country

By [Daniel Strohl](#) on Dec 2nd, 2021 at 9:00 am



Photo by [Durango Dave / Flickr](#).

[Comments: 30](#)

In This Article

Category: [Trucks and SUV](#)

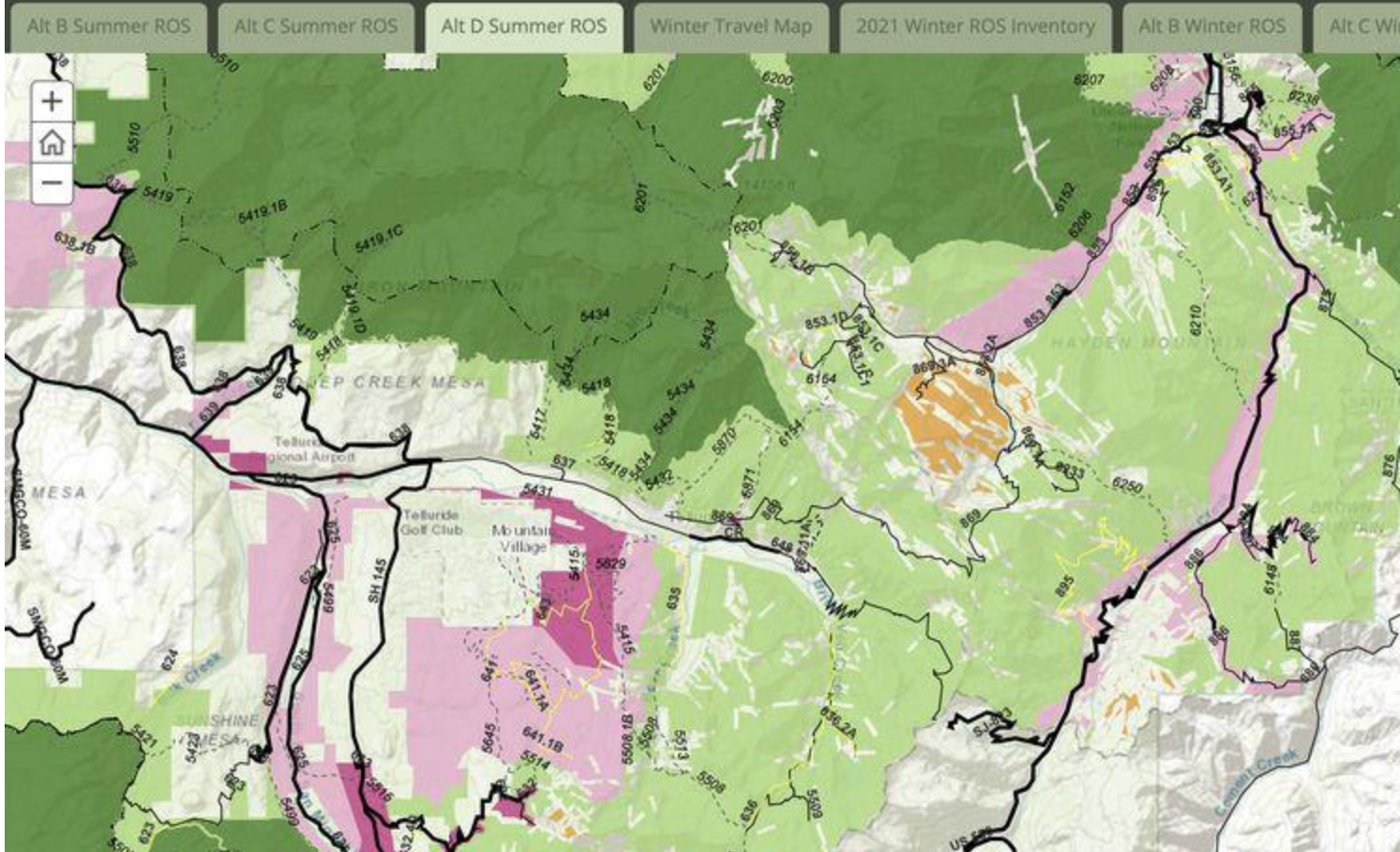
For most travelers, Telluride, Colorado, is a one-way-in, one-way-out town. Steep box canyon walls hem it in, making for world-renowned skiing, but limiting road access to a spur of State Highway 145 from the west. Four-wheel-drive and off-road vehicle owners - at least, those with nerves of steel and confidence in their rigs - have at least a couple other options, including the famed Black Bear Pass that connects to U.S. Route 550, the Million

Dollar Highway, to the east. But a proposed forest management plan for the region may bring an end to motorized access to Black Bear Pass and many other nearby off-road trails. "There is a serious risk that many of the popular areas in the GMUG could be closed to public access," the Blue Ribbon Coalition, a group dedicated to preserving trail access for off-road vehicles, wrote in a recent blog post.

GMUG refers to the Grand Mesa, Uncompahgre, and Gunnison National Forests, about 3 million acres of national forests on the western slope of the Colorado Rockies managed by the U.S. Forest Service. It last saw a comprehensive forest plan process that considered recreation opportunities in 1983. As the Forest Service noted in its draft plan, these plans are much like a city's zoning plan, in that they "describe desired conditions, goals, objectives, standards, and guidelines, and identify land suitability for multiple uses and resources in the plan area."

Under that 1983 plan, much of the area around Telluride, including [Black Bear Pass](#), [Ophir Pass](#), and [Imogene Pass](#), consisted of land designated Semi-Primitive Motorized. As a result, those three - especially [Black Bear Pass](#), immortalized by C.W. McCall in the 1975 song "[Black Bear Road](#)" - have become [destination trails](#) for off-roaders, despite the all-too-present risk of rapid and fatal descents down the steep and unguarded canyon sides. The sign that McCall mentioned in the song was no work of fiction; it indeed marked the Million Dollar Highway entrance to Black Bear Pass for many years, warning drivers that they didn't have to be crazy to drive the trail but it helped.

Whatever danger the trails provided, that apparently didn't figure at all into the Forest Service's decision to revisit the 1983 plan. Instead, the Department of Agriculture, which oversees the Forest Service, adopted a new planning rule in 2012 that charged its various agencies with developing science-based plans that consider a multitude of factors, including local ecology, social concerns, and economic sustainability. In addition, the Forest Service noted that the 1983 plan offered "no internal agreement" on what the various land designations meant, nor did it provide means for actually implementing the designations.



Alternative D, showing Black Bear Pass (Road 648) and Imogene Pass (Road 869) within the Semi-Primitive Non-Motorized lands.

The Forest Service thus created a new plan - essentially a substantial and wide-ranging revision of the 1983 plan - that it [released in draft form](#) in August of this year, with public comment periods following immediately after. The new plan offers [three basic alternative paths forward for summer recreation usage](#) (beyond making no changes at all, which the Forest Service considers Alternative A). The first, Alternative B, "attempts to capture the current condition" of recreation opportunities across the GMUG, with many popular trails "cherry-stemmed" along corridors allowing motorized vehicle access. The second, Alternative C, "favors motorized recreation across the forest," though many of the corridors around Telluride have been replaced with Semi-Primitive Non-Motorized designations. The third, Alternative D, "places a stronger emphasis on non-motorized recreation across the forest."

Table 8. Acreage of summer recreation opportunity spectrum allocation alternative

	Alternative A / No Action (acres)	Alternative B / Blended Alternative (acres)	Alternative C / Active Management Emphasis (acres)
Primitive	360,000	326,000	335,000
Semi-primitive non-motorized	1,411,000	1,380,000	1,086,000
Semi-primitive motorized	772,000	835,000	951,000
Roaded natural	414,000	417,000	585,000
Rural	9,000	9,000	9,000

As outlined by the plan, Alternatives B and C would increase the amount of acreage designated Semi-Primitive Motorized (by 63,000 and 179,000 acres, respectively) while Alternative B would reduce it by 92,000 acres, favoring fully Primitive designations.

"Those of us who support continued access to these forests need to vigorously oppose Alternative D in the plan," the Blue Ribbon Coalition argued in its [alert regarding the plan](#).

"Quite simply, this alternative will close too many popular roads and trails to count."

Instead, the coalition, which includes Colorado Off Road Enterprise and the Trails Preservation Alliance, supports a blend of alternatives B and C, arguing that such a blend comes closest to the current active management of the GMUG but also allows for more flexibility in managing natural disasters such as fires and landslides, with Alternative C considered more favorable to winter motorized recreation. The coalition also argues that a number of errors - such as those that cherry-stem a trail but don't provide a complete path for that trail through Semi-Primitive Non-Motorized designated lands - need to be fixed before the plan can progress.

Whether the plan, with any of the above recreation alternatives, will actually lead to trail closures, however, is a matter of argument. As the Forest Service itself noted, the plan is "strategic in nature and do(es) not compel any action, authorize projects or activities, or guarantee specific results. Specific activities are authorized by later project-level decisions." In the public comment meetings, Forest Service officials have also promised that existing routes [will not be overlaid with non-motorized zones](#).

However, the plan also notes that it would "not regulate public uses, though the plan can provide direction that can then be enforced by forest order." In addition, the plan specifically calls for the closure of at least two unauthorized jeep trails "to reinforce semi-primitive non-motorized settings" within 10 years of the plan's approval.

In whatever form it is approved, the plan will cover the GMUG area for the next 15 years.

Comment from the Editor

Thanks for all the newsletter inputs this month! If I did not include all of them this month, I will save them for next month.

Keep PUBLIC lands open to the PUBLIC

NM4W Officers

President Don Roy 505-681-8116 pres@nm4w.org	Vice-President Membership Chairman Jack Dicky 505-379-9939 vpres@nm4w.org	Secretary NaDeen Roland 505-918-6300 sec@nm4w.org
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Meeting Minutes

January 13, 2021

By NaDeen F. Roland

Due to the Omicron variant of COVID-19, the monthly meeting was another online/phone conference. Don Roy, the president, called the meeting to order at 7:04 p.m.

GUESTS: Russell “Russ” Landis.

MEMBERS PRESENT: Jeff Boggs, Gary Buckingham, Ronnie Caton, Lynn Chessman, Shirley Godfrey, Abesh Mubarak, Jack Nutter, NaDeen Roland, Don Roy, Richard Steele, Robert Stroud, Wayne Sullivan, and Frank G. Whiston.

TREASURER’S REPORT - Gary Buckingham. There is \$212.85 in the PayPal account; \$7,713.45 in the checking account; and \$8,628.63 in the savings account. All three donations were done for Christmas.

SECRETARY’S REPORT - NaDeen F. Roland. A motion was called for and accepted for the December 2020 minutes published in the last newsletter.

VICE PRESIDENT’S REPORT - Jack Dickey, absent. Don went over the points system for our applicant, Russ Landis.

TRIP CHAIRMAN’S REPORT - Jeff Boggs.

Past Event:

December 19 R4Rville Memorial Benefit Event A fundraiser that raised around \$9000 for the Bhattacharya Family.

Ongoing and Upcoming Events:

Wednesday, January 12 thru Saturday, January 15 The Winter 4x4 Jamboree St. George/Hurricane, Utah 2022 St. George, Utah Jack and Cathy Dickey are there, and they report through Jeff that it’s going well, and the weather is decent.

Saturday, January 22 at 9 a.m. West Mesa Ride Home Depot 550 in Rio Rancho, NM Jeff Boggs, trip leader. There are about 20 people and 16 vehicles signed up. Jeff found some new areas last weekend through the trees and in the arroyo.

Thursday, February 10 at 7:00 p.m. February 2022 NM4W Meeting Online/phone conference meeting led by Don Roy.

Saturday, February 12 at 8:30 a.m. Riley Ghost Town and Area Run Kiva RV Park & Horse Motel Jack Dickey, trip leader. So far 11 people and 9 vehicles are signed up.

Thursday, March 10 at 7:00 p.m. March 2022 NM4W Meeting Online/people conference led by Don Roy.

Saturday, March 12 at 8:30 a.m. Cabezon Peak Area San Ysidro, NM Jeff Boggs, trip leader. Currently 5 people and 4 vehicles are signed up.

Thursday, April 14 at 7:00 p.m. April 2022 NM4W Meeting Online/phone conference led by Don Roy.

Saturday, April 16 at 9:00 a.m. Gordy's Birthday Party! RoadRunner Travel Center Don Roy, trip leader and birthday dude. Don said he hasn't picked trails yet, but he may include ones he hasn't been on in awhile.

Saturday, May 7 thru Saturday, May 14 Green River Utah Trip Green River, Utah Cliff Meier, trip leader. Right now 12 people and 8 vehicles are signed up.

Saturday, May 15 Go Topless Day 2022 - Cedro Peak Sandia Ranger Station Diego Serna, trip leader.

Wednesday, October 12 thru October 15 Chile Challenge 2022 Cabalillo Lake State Park Las Cruces 4 Wheel Drive Club, event leader.

Jeff encourages people to become trail leaders.

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

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

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

HISTORIAN'S REPORT - Frank G. Whiston. Frank encouraged members to upload some pictures to share in the Gallery. It helps us keep a historical record. Don added that photos are great pre-ride information for those going on the upcoming ride.

NEWSLETTER EDITOR - Cliff Meier, absent. No report.

OLD BUSINESS:

Gary will write a check for the United Four Wheel Drive membership. Don will send them an electronic roster list of present members.

Don is working on touching base with the BLM again for Gordy's Hill. He wants to touch base and make sure they don't need anymore information.

New News ~ Don received a phone call from the Blue Ribbon Coalition to discuss the BLM and Gordy's Hill. A second email from Samone has been received regarding the BLM in the Taos region. Don let her know that we don't four wheel in the Taos region so we can't give an assessment or any feedback.

NEW BUSINESS:

Guy Gleason and Pedro Estevan Hernandez are both eligible for membership, but they are not present at this meeting.

Jeff Boggs talked about the new Ford Bronco. After being questioned by Frank, Gary talked about the Bronco he has had on order for over two years. Boggs also mentioned how members Lauri Rector and Jeff Rector will be going on the West Mesa ride.

Don shared how he's taking an astronomy class, he has homework tonight, and how a new moon has been discovered.

Russell had his rig questions answered by Jeff Boggs. When asked what type of rigs are mostly on these rides, Jeff replied moderately-built ones.

MEETING ADJOURNED at 7:39 p.m.

President's Report

By Don Roy

I thought I'd use this months report to bring you up to speed on my recent work with the BLM. As you know, the BLM is doing a project to document the usage area of Gordy's Hill near Socorro (also called Johnson's Hill). In December we contributed to their Comment Period and I uploaded our Trails map to their web site. Today (Jan 26) I had a long conversation with their GIS person, the same person I visited at their office in 2017 to get ownership information/data for all of NM. Today's call was very positive and informative. First, they were thrilled that we actually uploaded our exact trail mapping for Gordy's. Apparently no other person or group did. Our trail information has now been added to their master trail mapping. They even liked the trail names we chose and will include them in the new plan. I was told the Gordy's project will likely be completed by late 2023. In the next few days, they will be sending me new land ownership data for all of NM, much updated from what I got in 2017. This is data in a format used for all the land west of the Mississippi and is used by all emergency groups in all those states to pinpoint locations for police, fire, emergency groups. I'll try to find a way to get it on the web site of possible. I maintain a few of the Trails mappings on our web site, for areas that I am familiar with and enjoy. I use Google Earth Pro (free) exclusively. The BLM GIS person suggested today that NM4W might consider using the software package they use, which he believes has a

\$100 or so annual subscription for personal use. I'll look at that more, and if it looks useful for us, I'll bring purchasing it up at a meeting.

Working with the BLM has been nothing but positive in my every experience (well... there was that one time they wanted to arrest us, might tell you about that some other time...lol).

Note from the Secretary

By NaDeen Roland

NaDeen F. Roland

LEAD A RIDE – It's way less dusty!

Be a Trip Leader! More trail rides = more fun

Trip Reports

Winter 4x4 Jamboree January 2022 – A Trip to Remember Jack Dickey

Last fall, the idea came up to attend Winter 4x4 Jamboree at Sand Hollow near Hurricane, Utah. You might recall that a few years ago, club members put together a trip over Spring break to do several 8 and 9 rated trails. So, with fond memories of the previous trip; as soon as on-line registration was open; trails were selected for Wednesday, January 12th through Saturday the 15th and reservations for an Airbnb were made. Dennis Mann, a former NM4W member, who showed the previous group around, was tail-gunner for two of three trails scheduled for this trip. His wife, Laurie Mann and their dog Kayla rode shotgun

with Dennis. The wheeling there is like nowhere else. The area is an open OHV area on Sand Hollow State Park and BLM managed Sand Mountain. One does not have to stick to named trails. Fun can be had on the sand dunes and exposed sandstone, depending on your rig, skill, and nerve. To accommodate the Jamboree, several named trails were closed to public use during the event. Many folks compare Sand Hollow to Moab. But it is different. Yes, there is incredible scenery and sandstone. But traction on the sandstone



and the nature of the trails is different.

It's a 10 ½ hour drive from Tomé, NM to Hurricane, UT. So as to not start the first trail ride tired from the long drive, travel began on Monday, January 10th with the goal to reach Flagstaff, AZ by late afternoon. After filling the buggy's fuel cell in Los Lunas, our butts were settled into the pick-up truck seats and our nerves steeled for a dreaded drive west on I-40. But, for whatever reason, there was no wind, traffic was lighter than usual, cars were doing the speed limit, and 18-wheelers were traveling at around 65 mph for the whole day! Setting cruise control at 70 mph provided a comfortable towing speed and a happy median for traffic encountered. Even pot-holes were not too bad. The remaining drive that afternoon was uneventful if not boring. We arrived at Flagstaff and settled into a motel along Historic Route 66.



We awoke to a beautiful, clear, crisp morning. The truck and buggy were frosty with a temperature at about 18 degrees. The San Francisco Peaks were white with early season snow. We headed north out of Flagstaff and stopped at McDonalds for breakfast. What a shock: two biscuits with egg and sausage, hashbrowns, and coffees for \$20.00! Before long we were at the Marble Canyon Bridge over the Colorado River. The scenery just kept getting better. Across the Navajo Nation, very few jewelry stands were open along the highway. Stopping at the bridge there were three Navajo ladies with tables set up. One lady saw the buggy and asked if we were going to Hurricane for the jamboree. Her son was going to be there later in the week. She also had very good sales instincts and before long we became owners of a unique ceramic piece decorated with native symbols. The history, natural splendor, and bridge engineering and construction are astounding.



There were few other vehicles on the road that morning. Our route took us west over the north end of Kaibab National Forest with a 6% climb and decent over the mountains. Lunch was served at a snowy forest road turnoff near Jacobs Lake.



That afternoon the weather was as gorgeous as the scenery. We arrived at Hurricane, got some groceries, checked into a delightful Airbnb, and got ready for our first day of wheeling. Like many “destination” cities, there are many new subdivisions and roads in Hurricane that had been constructed since our last trip. We dined-in with rotisserie chicken and a salad.

Winter 4x4 Jamboree is held at Washington County Fairgrounds, a few minutes south of Hurricane. This is the biggest 4x4 event we have attended by far. There were 32 trail staging lanes at the fairgrounds and 9 rated trails staged at Sand Hollow State Park! Visiting with an event staffer, we learned that registered participants, volunteers, sponsors, and vendors, made up about 1,400 rigs. Trails difficulty spans from 4x4 101 to level 10 (rear steer buggy only). Events including 4x4 rodeo courses, live music, fire pits, and food vendors were held Wednesday and Thursday afternoon and evening at a resort 20 minutes south of Hurricane. Food trucks, vendor show, raffle ticket sales, prize drawings, and raffle drawing and auction were at the fairgrounds on Friday and Saturday afternoon and evening.

On Wednesday, the alarm went off early as trial rides departed fairgrounds staging lanes starting at 8:00 am. Our wheeling trip breakfast trips is typically microwaved Blake’s breakfast burritos and strong coffee. We buy burritos ahead of time and freeze them for the trip. We were in lane 18 for Fawltly Towers, an 8-rated trail. As to be expected, it was hurry-up and wait at staging and a while before we rolled out to air-down. There was a light breeze, 26 degrees, and the sun was barely over Sand Mountain to the east. Even with multiple layers it was chilly to be out of the tow-rig and visit with other drivers. Rigs included mildly built JKs, heavily modified four-door JKs, and Jeep based buggies. Along with Roscinante (our buggy) the tail gunner had a custom-built rock buggy. There were sponsor rigs (Bestop) company rigs (Just 4 Fun Offroad) and club parties; about 30 rigs in all. The group finally headed out to air-down via a rather long route along local paved and dirt roads. Many of us wondered about the route as there was a highway exit about 5 minutes from where we parked the tow-rigs and trailers.



After unloading rigs, airing down, and potty stops the trial ride began. Because of the large group, it was slow going on the trial. The sponsor rigs stopped at every obstacle for pictures and many drivers needed spotting. Fawly Towers trail was unremarkable for us. Talking with several drivers, we were wondering why Fawly Tower had an 8 rating. There are several different trails in the area of Fawly Towers. Many of us pondered if we were actually on the trail as we seemed to wander from obstacle to obstacle. There were not break downs or other problems. We were back to our tow-rig and trailer by late afternoon. We got to the Airbnb before dark and after giving the buggy a once-over, ate in again enjoying leftover holiday posolé and tamales.

Thursday morning didn't require an early start. We signed up for Chain Reaction, a 9-rated trail that departed from the south end of Sand Hollow State Park at 10:00 am. Most rigs, about 20, were trailered to air-down. There were highly modified four-door JKs, Jeep based buggies, and custom rock buggies including one rear-steer. While waiting for the driver's meeting we were able to visit with Dennis and Laurie Mann who drove up from Henderson, NV the night before. As Dennis was tail gunner for the group, we stayed at the back to be able to visit on the trial. After departing the parking and driving through a tunnel under the highway, we engaged 4x4 for a short drive through the sand to the start of Chain Reaction. The trial is a combination of slot canyon, waterfalls, notches, ridges/fins, off-camber traverses, and steep climbs.

Going up and over a relatively small ledge, the group lined up for the gatekeeper waterfall. The gatekeeper is a quite challenging waterfall as there is a ledge, notch, and climb covered with loose sand. If not negotiated correctly, a roll-over to the bottom is possible. The bypass is a sketchy, loose, steep, ledgy climb that requires wheel speed/horsepower. After about two-hours of watching drivers flog their rigs, several drivers and us met up with the trail leader and decided to take an easy bypass around the whole obstacle that was behind us. Part of the group including Dennis stayed to attempt the gatekeeper.

Once moving again, we were in our groove and wheeling did not disappoint. Dennis, having conquered the gatekeeper, and the rest of group caught up with us. There are multiple lines at each obstacle that range from challenging to extreme rear-steer buggy only. It was somewhat slow going as the JKs, while well built for the trail needed lots of spotting to avoid body damage and not belly-out or hang up on their rear links.



Near the end of the trial is the optional Chute, which we could not resist. Near the top, all you see out the front is sky. As the day continued, trail challenges began to take their toll on rigs – a JK with rock rash and a scuffed window and a Jeep buggy with a temperamental power steering pump. At the end of Chain Reaction it merges with the easier 7-rated Double Sammy. At this point, with sun setting, a light breeze, and temps dropping, a steering Heim joint broke on a rig necessitating use of a trial welder to get it off the trail. Night wheeling on an unfamiliar trail was a little daunting. Everyone made it off the trail before too late in the evening. We enjoyed smoked ribs from home and a fruit salad back at the Airbnb.



Friday morning found us back at Sand Hollow State Park lining up to do 9-rated Joint Effort. This trial has similar obstacles as Chain Reaction, but shorter and much harder. We started to recognize folks from trails earlier in the week: guys from Idaho and Colorado. Also, we had the same trail leader (Randy) and Dennis Mann was our tail gunner. The rigs, about 20 again, were all Jeep based or custom chassis rock buggies. There is a reason Hurricane got its name. The wind was already blowing hard and predicted to get stronger throughout the day.

We made our way through the tunnel and across sand to start the trail. This trail has very tight obstacles, with names like S-turn and Z-turn, that require tight turning and front digs

and steep climbs compelling use of front suck down. Roscinante's relatively short wheel base (107 inches) proved to be nimble on turns, but "sporty" on steep climbs.



About one-third through the trail, word got passed along that our trail leader Randy's rig had a broken front ring/pinion or locker and he was limping back to the parking lot. Not much later we heard that Dennis' rig has suffered the same fate. Luckily, like many trails at Sand Hollow, there is a bail-out trail paralleling the main trail. Randy and Dennis were able to get back to the parking lot without much



assistance. At this point the trail became a Joint Effort since we no longer had our trail leader and tail gunner. Luckily the guys from Colorado, who are friends of Dennis, and other folks who were familiar with the trail stepped up to help spot the rest of us and keep the group moving. The drive down the sand dunes was brutal – wind was in your face and on windward sides of dunes sand pelted your face and filled your eyes. One could see plumes of sand blowing off tops of dunes. Thanks to a well match group and great folks that stepped up, we finished the trail by early afternoon. Once Roscinante was loaded and we negotiated parking lot and park road sand drifts, we headed over to the fairgrounds to check out the vendor show.

The show had a wide variety of vendors with everything including tires, welders, recovery gear, lighting and overland bits and things. The local You Tube channels had booths where you could meet folks from Matt's Offroad Recovery, Fab Rats, and Lite Brite. Other You Tube folks such as Trail Mater and Mischiefmaker TV were at the event. The wind was blowing harder and staging lane flagging whipping violently made the parking lot surface look like it was moving. We headed back to the Airbnb to shower and get sand out of our eyes, ears, and other unmentionable places. We enjoyed a dinner of chicken curry with carrots and rice and mini-fruit pies. A few Santa Fe Brewing Java Stout beers were consumed to wash our throats.

Saturday started with an early alarm since we were at fairgrounds staging again for 8-rated The Maze trail. Since we were in Lane 16, we were not in any hurry as the line-up would not leave early. There were a wide variety of rigs (about 30) staged for the trail: mildly built Jeep vehicles (including a pick-up and CJ), highly modified four-door JKs, Jeep based buggies, custom chassis rock buggies, and a 4500 class Ultra 4 Jeep. The group caravanned to the south side of Sand Hollow State Park where there were hundreds of other rigs airing down. The weather was relatively warm with no wind! This was a good thing since The Maze is located along the southwest rim of Sand Mountain. Everyone had

fun blasting up the sand dunes with a potty stop at the Top of the World. The Maze starts with an optional obstacle called The Drop. This is a large ledge that threatens to flip your rig forward with an intimidating panoramic view over the rim into the valley hundreds of feet below. The group moved fast as in addition to the trail leader and tail gunner, there were multiple mid-gunners to help spot on the obstacles. There are many drops and climbs as the trail weaves in and out of the rock formations.



The group stopped at a large bowl for lunch where optional obstacles “You Got to Be Nuts” and “You Got to Be Totally Nuts” are located. Drivers with a LS powered custom suspension JK and a Dodge based buggy tackled both. A driver with a stock Ford Bronco attempted “You Got to Be Nuts” and almost made it before being strapped over the top.





After the testosterone waned, the group continued along the trail to the next optional obstacle called Soup Bowl. From the start of the trail, we knew we wanted to take this one on. Roscinante has a good wheelbase, gearing, and suspension for this type of obstacle.

When we arrived a Toyota pick-up was thrashing around in the bowl and eventually flopped on its side. Once the truck was strapped out, we entered the bowl. With patience, good spotting, a few adjustments including front and rear digs, Roscinante climbed out with finesse to the delight of the large crowd. The Dodge buggy was next. He powered his through making quick work of the bowl. A nicely built Wrangler attempted the bowl next. He worked it and got lined up for the exit. But the rig didn't have low enough gears so with a generous amount of throttle the driver almost flipped the Jeep over backwards, flopping hard on its side. He made it out on the end of a strap.





Trail's end was a short drive to the rim top. It was a high-speed romp down the dunes back to the parking lot. Loading Roscinante for the last time of the trip was bittersweet. We went back to the Airbnb to pack up. Dinner was leftovers. But a few beers were consumed to celebrate a wonderful time at Sand Hollow. On Sunday there was very little traffic on highways through Utah, across Arizona Strip and through the Navajo Nation down to Flagstaff. I-40 was almost up to its reputation with aggressive drivers, a few speeding 18-wheelers, and pot holes that threaten your tires and suspension. We made it home before dark and resigned ourselves to unloading and consoling our two cats who were in desperate need of their people's attention.

This trip is one that we will remember for a long time. Although we didn't take in the many activities at the fairgrounds and resort venue due to COVID concerns, there was plenty to do off the trail. We recommend going to Winter 4x4 Jamboree and hope that in the future there will be a New Mexico contingent participating.

Jack and Cathy Dickey

. West Mesa Ride 2022

Jeff Boggs

17 4x4's went on this year's West Mesa Ride. We met up at Home Depot, on Hwy 550. It was a cold start, but wind was not an issue, as it was nearer the Sandias. We aired down and drove off onto the West Mesa, starting with a quick steep hill climb to wake everyone up. Then we drove up a narrow arroyo and connected with another arroyo

going back the other way with a tight squeeze gate was a V shaped floater a few tires in the stock tank area. We had friends and seeing some Jeff and Lauri new drivers show up for club.



way. f We finished off that area arroyo with tall walls. This exit area that got some flex and air. Lunch was done in a dry a good time meeting new folks from the past. Hello again, Rector!! We also had several their first ride with the NM4W

In the afternoon, we drove north and got some good views of the Jemez Mountains. We dropped in to and out of several arroyos while heading generally south, to finish up the ride. We finished up in a parking lot next to a Park on King Blvd. Time to air up and head home. So many areas we need to come back to and explore on the West Mesa. Let's do it again!

Yellowstone National Park Celebrates 150 Year

Submitted by Jennifer Chapin

As the act [declares](#), "...the tract of land in the Territories of Montana and Wyoming, lying near the headwaters of the Yellowstone River ... is hereby reserved and withdrawn from settlement, occupancy, or sale ... and dedicated and set apart as a public park or pleasuring-ground for the benefit

report helped to convince the U.S. Congress to withdraw this region from [public auction](#). On March 1, 1872, President [Ulysses S. Grant](#) signed *The Act of Dedication*^[8] law that created Yellowstone National Park.^[30]

Hayden, while not the only person to have thought of creating a park in the region, was its first and most enthusiastic advocate.^[31] He believed in "setting aside the area as a pleasure ground for the benefit and enjoyment of the people" and warned that there were those who would come and "make merchandise of these beautiful specimens".^[31] Worrying the area could face the same fate as [Niagara Falls](#), he concluded the site should "be as free as the air or Water."^[31] In his report to the [Committee on Public Lands](#), he concluded that if the bill failed to become law, "the vandals who are now waiting to enter into this wonder-land, will in a single season despoil, beyond recovery, these remarkable curiosities, which have required all the cunning skill of nature thousands of years to prepare".^{[32][33]}

Hayden and his 1871 party recognized Yellowstone as a priceless treasure that would become rarer with time. He wished for others to see and experience it as well. In 1873, Congress authorized and funded a survey to find a [wagon route](#) to the park from the south which was completed by the [Jones Expedition of 1873](#).^[34] Eventually the railroads and, some time after that, the automobile would make that possible. The park was not set aside strictly for ecological purposes; however, the designation "pleasure ground" was not an invitation to create an amusement park. Hayden imagined something akin to the scenic resorts and baths in [England](#), [Germany](#), and [Switzerland](#).^[31]

THE ACT OF DEDICATION^[33]

AN ACT to set apart a certain tract of land lying near the headwaters of the Yellowstone River as a public park. Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the tract of land in the Territories of Montana and Wyoming ... is hereby reserved and withdrawn from settlement, occupancy, or sale under the laws of the United States, and dedicated and set apart as a public park or pleasuring ground for the benefit and enjoyment of the people; and all persons who shall locate, or settle upon, or occupy the same or any part thereof, except as hereinafter provided, shall be considered trespassers and removed there from ...

Approved March 1, 1872.

Signed by:

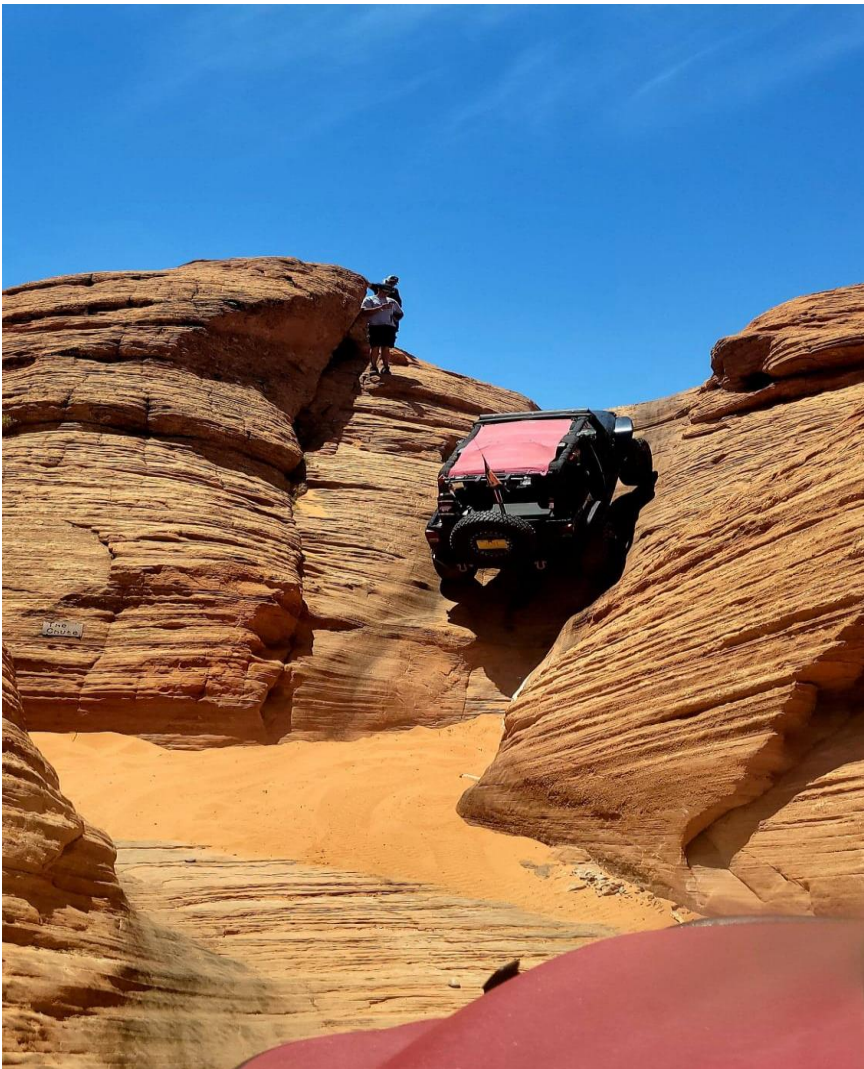
- [ULYSSES S. GRANT](#), President of the United States.
- [SCHUYLER COLFAX](#), Vice-President of the United States and President of the Senate.

G.



- [JAMES BLAINE](#), Speaker of the House.

Fun Photo - Jennifer on the Chute at Sand Hollow, Hurricane, UT



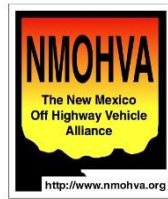
Keep PUBLIC lands open to the PUBLIC

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Trail Tales



Mar 2, 2022

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of the
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Meeting Minutes

February 10, 2022

By NaDeen F. Roland

Although this meeting was another online/phone conference, Don did announce the expected temperatures for Saturday, March 12, 2022. He said if the weather is nice like it is expected to be, then the meeting will be at the park. If the weather is not favorable closer to the day of the meeting, then it will be an online/phone conference on Thursday, March 10, 2022. Don also announced that as vaccine boosters keep increasing and COVID case numbers keep decreasing, hopefully we can go back to meeting at the church starting this fall. Don Roy, the president by the way, called the meeting to order at 7:00 p.m.

GUESTS: Shawna Ballay, William Crawley, David Ham, Linda Jensen, Bill Keeffe, Diana Kelleher, Russ Landis, and Tina Landis.

MEMBERS PRESENT: Cathy Arlowe, Jeff Boggs, James Buck, Gary Buckingham, Cathy Dickey, Jack Dickey, Shirley Godfrey, Kevin Hill, Cliff Meier, Jack Nutter, NaDeen Roland, Don Roy, Corey Ryan, Richard Steele, Greg St. John, Robert Stroud, Wayne Sullivan, and Frank Whiston.

TREASURER'S REPORT - Gary Buckingham. Gary stated via email and at the meeting that there is \$8,629.73 in the savings account; \$6,438.45 in the checking account; and \$28.46 in the PayPal account. The Blue Ribbon Coalition dues were paid. The post office box rental for the year has been paid. Also the UFWDA dues of \$1,305 were paid.

SECRETARY'S REPORT – NaDeen F. Roland. After some verbal prodding from Don, a motion was called for the January meeting minutes to be accepted as published in the last newsletter. The motion was accepted and passed.

VICE PRESIDENT'S REPORT - Jack Dickey. Jack asked each guest to introduce themselves, share about how they found us, and what they drive. Then for the guests he went over the points system.

TRIP CHAIRMAN'S REPORT - Jeff Boggs.

Past Events:

January 12 thru January 15 The Winter 4X4 Jamboree St. George/Hurricane Utah 2022 Jack and Cathy Dickey went so they spoke about this event. 1400 rigs were registered. There were vendor shows. They did their rides and then went back to their Air B & B instead of engaging in the post-ride activities that they had. They did level 8 and 9 rides with the buggy. It was so windy that Hurricane, Utah was an appropriate name. The sand coming off the dunes blasted them in their open buggy. Jack said he wished he had worn goggles instead of just his glasses. There were some YouTube celebrities there. The cost was \$50 per trail ride day. If you wanted to do all four days, then it would have been \$200. They offered rides from easy to extreme in difficulty.

President's Report

By Don Roy

Hopefully, not long after this is published, we will have our first outdoor face to face meeting since last September! Also hopefully, we had our last COVID related online meeting last month! So, time to move forward!

The next major thing coming up is a new slate of officers for the 22-23 fiscal year. The election isn't until July, but we need a few new people, so I'm planting the seed now. NaDeen has been the Secretary for 3 years now and is stepping down. Gary Buckingham has been Treasurer for two years and is also stepping down. I said last summer that I was only going to be President for one year, because though I already had a club job with the web site, no one wanted to give Frank a break after 3 years. Frank is enjoying his new Historian job and would like to keep it, so the President position is open too. That's three primary positions that need volunteers, ones where a vacancy is not an option. Officers are regular folks like you. They just appreciate what the club offers enough to help out. It's not a lifelong commitment. If we all take turns at one of the positions for a year or two, everything is better for everyone. If you are interested in any of these opportunities to help *your* club, please contact any officer. The jobs are all easier than you may think.

Vice President's Report

By Jack Dickey

WHEELING-WATCH-OUTS

Have you ever gone out for a trip and have small mishaps and misjudgments add up to a big problem? Where there situations that pointed to potential disaster ignored before and during the trip? Here are some wheeling watch-outs to think about:

- *Going out alone, not telling anyone where you are going, and when to expect you back.* This situation might not be a big deal as long as there is reliable communication (cell phone, ham radio), roads are well travelled with regular traffic, and you are in an area where AAA/Good Sam is willing to come get you. But, a lot of backroads and trails we like to travel don't have these conveniences.
- *Unfamiliar with roads and trails in the area you want to travel.* It's a good idea to ask beforehand about an area, roads, trails you want to explore for the first time. Get a map before heading out. U.S. Forest Service (USFS) has forest and/or motor vehicle use maps for the land under their management. Bureau of Land Management (BLM) has land use maps for the entire state that show type of management/ownership: USFS, BLM, State, US Fish and Wildlife, tribal, and military as well as roads. Does the GPS app on your cell phone work without a signal? Did you download all of the maps for the area? Can you easily discern land management and landownership using your cell phone app? It's not a good situation when you start on public land, cross into State and then privately owned lands without encountering any signs or gates only to reach a locked gate on your final leg and a landowner who is really angry about you crossing their property! Also, what conditions can be expected on the roads/trails you want to travel? Is there actually a road or trail that is passable by your vehicle?
- *Uninformed on local weather and not prepared for conditions.* Do you have proper clothes, gear, food, and water for conditions (cold or hot, wet or dry)? Will you be in an area prone to heavy snowfall and drifts or a canyon/arroyo prone to flash floods? Check the weather forecast and prepare accordingly. Don't let your quick trip turn into a rescue mission.
- *Adventure creep – over-committing to the road/trail.* Pay attention to road/trail conditions. We all like to take the road-less-traveled. But, are you overcommitting yourself and your rig? Watch out when the graded gravel road turns into a two-track then after lunch on the backside of a saddle it becomes a UTV/stock trail in the bottom of a brushy/rocky/boulder filled arroyo. Have a plan/itinerary and stick to it. Set a predetermined turnaround time. You don't want to get stuck or have a flat tire or vehicle problem with several miles to a good road and the sun setting. Allow yourself plenty of time to deal with unexpected problems and get back to civilization. Don't let yourself get tired or exhausted and start making poor decisions! Turn around; you can always wheel that trail or road another day.
- *Vehicle not prepared for the planned trip.* When we do our daily commute or errands, we tend to just hop in our truck and go. But, a spare tire with low air pressure can have significant consequences when on backroads. Develop and use a pre-trip vehicle check list to prepare your rig, whether it is your daily driver Jeep or extreme rock crawler.

The more we wheel, the more comfortable we become with our rigs and conditions. Don't become complacent. Remember these watchout situations so that your adventure does not turn into an ordeal!

Do you have other wheeling watch-outs? Let me know and we can keep a list to share with others.

LEAD A RIDE – It’s way less dusty!

Be a Trip Leader! More trail rides = more fun

Trip Reports

Winter Remoteness – Riley Ghost Town and Two-Track Trail Jack Dickey

Winter wheeling provides an opportunity to see countryside in a different backdrop than other times of year. On Saturday morning, February 12, 2022, members and guests of New Mexico 4-Wheelers traveled from varied locations including Rio Rancho, Corrales, Albuquerque, East Mountains, and Datil for a day-trip through remote areas south of Riley Ghost Town and northeast of Bear Mountains. Our route for the day had us traveling across Sevilleta National Wildlife Refuge, lands managed by Bureau of Land Management Socorro District and Cibola National Forest Magdalena Ranger District and private lands.

With mostly clear skies and mid-30s temperatures, 23 folks in 17 four-wheel drives confronted a brisk east wind to visit each other and air-down tires at the meeting point west of I-25 Bernardo exit near Kiva RV Park. After a brief driver’s meeting to discuss itinerary, trail etiquette, and radio channel, the group departed shortly after 9:00 am. Momentarily traveling southwest, we crossed a newly constructed two-lane bridge over Rio Salado. The old one-lane steel and wood bridge looked rather sad after providing US Highway 60 travelers a safe river crossing for so many years. The county dirt road turned west and drivers and passengers equally settled in for an hour drive north and west of Ladron Peak and Sierra Ladrones Wilderness Study area.



Photo by Jack Dickey

North slopes of Ladron Peak looked wintery with snow cover from two previous storms. Along the route, only indications of winter were occasional snow patches on shady sides of pinyons and junipers and drifts along edges of arroyos. Recent moisture somewhat abated road dust contrasted to drier times of year. Usual radio conversations were interrupted by a call that a Jeep had lost its spare tire carrier and attached bit and pieces. Wash-board roads and occasional eroded spots conspired to snap the carrier swing-away spindle and send it bounding into the bar ditch. Folks helped collect pieces, and load them into another rig. After hills, switch-backs, sharp turns, the “Fork-in-the Road” and crossing a flowing Rio Salado; we dropped into the western arroyo which launched the trip’s off-road travel.

Shifting into four-wheel drive, rigs moved upstream along the arroyo. Scenery included high walls and rock outcroppings. Shortly, drivers came upon a rocky section that offered different lines through easy steps or larger ledges. High clearance rigs with lockers made easy work of ledges. Drivers of rigs with open differentials were challenged to find consistent traction on the larger ledges. At a fence line, our



Photo by Bob Wilbur



Photo by Diana Kelleher

route crossed from BLM into National Forest. After a few miles twisting, turning, and dodging boulders along the arroyo bottom, a sharp turn east and steep climb onto a two-track trail transitioned the route.



Photos by Bob Wilbur

We were now heading southeast and east while winding through pinyons and junipers, climbing onto ridgetops and dropping into arroyos. The trail surface was generally dry dirt and gravel apart from isolated mud and snow patches and a few small steps. Just to keep one's attention there were an off-camber section, trail-side drop-off, and a boulder that threatened to rub the side of one's rig. Views from ridgetops were splendid; rugged southwest slopes of Ladron Peak and snowy Bear Mountain north slopes.

At 12:30 we arrived at our lunch spot at a large relatively flat ridgetop. There was bright sun and only a light breeze. This spot is attractive with a few larger trees and a tumble-down ruin of a rock walled shanty. There are also trees a short distance away to afford some privacy for when nature calls. After enjoying jovial conversations and various gastronomical delights it was time to continue our remote journey.



Photo by Bob Wilbur

After a short time on more two-track, our route turned north dropping into an arroyo. This turn is the remotest point and begins the return to Riley. This arroyo is different from the first. It is tighter in the trees and rocks. A few spots require careful tire placement. Several old gnarled cottonwood trees that attest their defiance of the harsh high desert environment stand along the route. Before long we

Photo by Bob Wilbur

We crossed the fence line back into BLM lands. The two-track traversed low ridges and deeply incised washes where a few bumpers dragged. Various sandstone outcrops aroused curiosity about geologic forces that formed the terrain. Soon we were back at the county road at a point just before where we entered the western arroyo earlier in the day. Taking an alternate route to Riley Ghost Town, we crossed Rio Salado a couple of times. The third alternate crossing was impassable with a five-foot drop-off and deep pool at the bottom. We turned the snake of vehicles inside out and took the routine (boring) route to Riley.

Riley was settled in 1882 by farming families from Polvadera. Santa Rita church was established in 1883. Springs in the area provided water for farming. The town was originally named Santa Rita, but was changed to Riley in 1892 when application was made for a post office. There was already a Santa Rita near Silver City. Riley became known for pinto beans, peaches, and pears. Riley and nearby Puertocito were stopover points for travelers along Rio Salado from Arizona to the Rio Grande. During the 1930s, springs dried up and water table dropped causing an irreparable downturn of farming in the area. The post office was closed in 1931. The school closed in 1953. Most residents moved to Magdalena and Belen. Descendants of three original families remain in Riley. The school still stands, but is slowly succumbing to weather and time. Ruins of a few original adobe houses rest near the school. Santa Rita church, which is lovingly maintained by its parishioners, remains an active part of San Miguel parish in Socorro. There is an annual fiesta for current and former residents and their descendants.

Our travelers delighted in an opportunity to explore the old school and ruins and view the church and graveyard. Keeping with traveling shopkeepers of the past, Cathy Dickey brought along and opened up the club's stores of t-shirts, hoodies, hats, stickers, and license plates. After taking in the surroundings, shadows were getting long so folks gathered up and headed back along the dusty county road. North side of Ladron Peak was dramatic with snowy white slopes and dark shadows cast by ridges in the late afternoon sun. By 4:30, everyone made it safely back to our starting point, aired-up tires, and headed



home.

Photo by Bob Wilbur



Photo by Jack Dickey

Two hours on a dusty county road are well worth the remoteness, dramatic views, easy to moderate but engaging four-wheeling, and history offered by the trip.

Stuff

From Jennifer Chaplin

Camping Along Route 66 in NM

New Mexico is known as the Land of Enchantment, and for good reason. There is certainly something enchanting about the Southwest. Maybe it's the combination of hot springs, forests, desert, and mountains, or the area's rich history and strong, visceral ties to the past. Towns such as Santa Fe and Taos are full of art galleries, boutiques, innovative architecture, museums, great restaurants, and more. There are some gorgeous side trips you can enjoy, including the High Road to Taos or a drive down the Turquoise Trail, a scenic byway that connects Santa Fe to Albuquerque. The trail commemorates the state's mining history as it passes through the stone- and ore-laden mountains and former boom towns.

New Mexico ROUTE 66 CAMPGROUND GUIDE Plan your trip! Trip guide for Leg 4 of Route 66: rt.guide/CMCT Blaze-in-Saddle RV Park 2500 East Route 66 Boulevard, Tucumcari, NM 88401 blaze-in-saddle.com 575-815-4085 Price range: \$30–\$40 General amenities: Full hookups, restrooms, laundry, WiFi, pet area Tucumcari, known as the "Heart of the Mother Road," is a must-see for Route 66 travelers. The town is home to dozens of iconic landmarks from the era, as well as kitschy attractions like the Mesalands Dinosaur Museum and Tee Pee Curios shop. The creators of the animated movie *Cars* were influenced by the town and its surroundings, including the distinctive Tucumcari Mountain. Blaze-in-Saddle RV park provides a comfortable and convenient overnight spot just outside of town and right on Route 66. While the park is no-frills, campers enjoy the

easy access to I-40, the well-maintained grounds and facilities, and the helpful staff. Santa Rosa Campground & RV Park 2136 U.S. Route 66, Santa Rosa, NM 88435 santarosacampground.com 575-472-3126 Price range: \$30–\$40 General amenities: Partial and full hookups, restrooms, WiFi, store, restaurant, pool, dog run Heading west out of Santa Rosa, Route 66 travelers can choose between taking the 1937 alignment along I-40 toward Albuquerque, or detouring through Santa Fe to follow the original 1926 alignment. This can depend on time available and weather conditions through the higher altitudes around Santa Fe. Either way, Santa Rosa Campground provides a convenient and comfortable base for an overnight before continuing west. RVers appreciate the full hookups and amenities for a reasonable rate. Santa Rosa has several vintage buildings and the Route 66 Auto Museum to visit. It's also a unique oasis in the Southwest, with lakes, ponds, and streams fed by natural springs. Santa Fe KOA Journey 934 Old Las Vegas Highway, Santa Fe, NM 87505 koa.com/campgrounds/santa-fe 505-466-1419 Price Range: \$45–\$75 General amenities: Full hookups, restrooms, dump station, store, laundry, WiFi, game room, playground, horseshoe pit, dog park For travelers following the original Route 66 alignment, Santa Fe is a destination in its own right, with a unique mix of Native American, Mexican, and Spanish culture reflected in the city's famous architecture and cuisine. The Santa Fe KOA is located about 15 miles southeast of historic Santa Fe Plaza, along I-25 and Old Route 66. With kid-friendly amenities, the KOA is a great base for families to tour the area. The price range reflects peak pricing and different site types, including deluxe sites with a patio and a fire pit. A KOA membership discount makes this one of the best-value RV parks with full hookups and amenities in the area. Featured campgrounds Santa Fe Skies RV Park 14 Browncastle Ranch, Santa Fe, NM 87508 santafeskiesrvpark.com 505-473-5946 Price range: \$60–\$70 General amenities: Partial and full hookups, restrooms, dump station, laundry, WiFi, walking trails On the southwest edge of the city, Santa Fe Skies RV Park offers a peaceful, upscale atmosphere. RVers appreciate the beautiful landscaping and walking paths, outdoor sculptures, spotless facilities, and comfortable sites. The park's location provides panoramic views of the surrounding valley, with unforgettable sunrises and sunsets. Families are welcome, but note that there are no playgrounds or other kid-friendly amenities. Santa Fe Skies is an easy drive into old Santa Fe to explore the city's historical and cultural landmarks, including the Route 66-era LaFonda on the Plaza Hotel. The Santa Fe Brewing Company Beer Hall nearby is a popular spot for locals and campers alike. Coronado Campground 106 Monument, Bernalillo, NM 87004 townofbernalillo.org/departments/coronado_campground 505-980-8256 Price range: \$20–\$30 General amenities: Partial hookups, dump station, restrooms, playground, grill Coronado Campground provides a comfortable, economic stay for RVers just 15 minutes outside of Albuquerque and under an hour's drive from Santa Fe. If you're driving the 1937 Route 66 alignment from Santa Rosa to Albuquerque, Coronado is a good base from which to tour Albuquerque and make an easy day trip to Santa Fe. Run by the town of Bernalillo, Coronado Campground offers spacious sites with partial hookups, grills, and picnic tables under an adobe shelter. The highlight of the campground is its setting, next to the Rio Grande and boasting spectacular views of the Sandia Mountains. With restaurants and shops nearby, this is a hidden gem just outside Albuquerque. Albuquerque KOA Journey 12400 Skyline Road Northeast, Albuquerque, NM 87123 koa.com/campgrounds/albuquerque 505-296-2729 Price range: \$50–\$90 General amenities: Full hookups, dump station, restrooms, store, WiFi, bike rentals, hot tub, mini golf, dog park The Albuquerque KOA offers a central location with scenic surroundings, plus the expected amenities and hospitality of a KOA. The wide price range reflects a variety of site types and seasonal rates. Located just off I-40, this is a convenient spot for campers to visit nearby attractions, take advantage of big-city shopping, and still enjoy beautiful mountain views. RVers appreciate the spacious sites; many are long enough to

park without unhooking your tow vehicle. Albuquerque's historical sites and cultural attractions are within easy driving distance. The city is rich in Route 66 history, and many landmark buildings can be found in eastern Albuquerque close to the KOA. Featured campgrounds

Route 66 RV Resort 14500 Central Avenue Southwest I-40, Albuquerque, NM 87121 rt66rvresort.com 505-352-8000 Price range: \$45–\$60 General amenities: Full hookups, restrooms, laundry, store, exercise room, pool, pickleball, horseshoe pit, volleyball, dog park, dog wash

Route 66 RV Resort provides a central base for visiting Albuquerque and Grants, and to explore the Route 66 and Native American history of surrounding small towns. Albuquerque Plaza is less than 30 minutes away, and Grants under an hour. Both cities can be reached by traveling straight along I-40 or on portions of Route 66. RVers appreciate the easy highway access and spacious pull-through sites at the RV resort. Extensive amenities, well-maintained facilities, and friendly staff make it a comfortable stay for one or more nights. Guests also have access to amenities at the adjacent Route 66 Casino Hotel. Don't miss nearby Rio Puerco Bridge, a Route 66 national landmark.

Grants KOA Journey 26 Cibola Sands Loop, Grants, NM 87020 koa.com/campgrounds/grants 505-287-4376 Price range: \$40–\$60 General amenities: Full hookups, restrooms, laundry, store, snack bar, WiFi, playground, dog park, walking trail

Grants is a small city rich in Route 66 history, with several landmark motels and attractions. It's also a gateway to Native American history and culture and unique landscapes, including Zuni Pueblo, Acoma Sky City, El Malpais National Monument, and El Morro National Monument. Grants KOA Journey provides a comfortable stay with full hookups and amenities while you tour the area. The KOA is surrounded by open land, making for a peaceful location still just minutes from downtown Grants and I-40. RVers appreciate the natural setting, extensive walking paths, and friendly staff. The campground even offers home-cooked dinners delivered to your RV.

USA RV Park 2925 West Historic Highway 66, Gallup, NM 87301 usarvpark.com 505-863-5021 Price range: \$30–\$40 General amenities: Partial and full hookups, restrooms, laundry, store, WiFi, pool, playground, putting green, entertainment room, business center, dog walk

Situated amid spectacular red rock surroundings, Gallup is a unique destination for outdoor recreation, Native American arts and culture, and Route 66 history. Landmark attractions include El Rancho Hotel, where stars of Hollywood's golden age stayed while filming Westerns. Over a thousand Native American artisans from several area tribes create and sell unique works at shops and galleries in town. USA RV Park has a convenient location on Route 66 just outside of downtown. Some guests have found the sites tight and the traffic noise disruptive. Others recommend it as the best option in the area, with clean, well-maintained facilities, family-friendly amenities, and full hookups at a good value.

Featured campgrounds You'll know you're crossing into Arizona from the east when you spot the large, bright white Teepee Trading Post advertising "jewelry, pottery, kachinas, and southwest souvenirs." The teepee-shaped souvenir shop is set against a striking backdrop of dramatic red rock cliffs and it's a great place to pull over, grab a drink, use the restroom, and load up on souvenirs.

Funny Driveshaft Picture –



**Keep PUBLIC lands open
to the PUBLIC**

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Trail Tales



Apr 1, 2022

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org



Meeting Minutes

March 12, 2022

By NaDeen F. Roland

With delightfully beautiful weather, this afternoon's meeting was at the north side of North Domingo Baca Park in Albuquerque, New Mexico. Don mentioned that we haven't been together in person since September 2021. Don Roy, the club president, called the meeting to order at 4:08 p.m.

GUESTS: Michael Arndt, Don Dale, Joseph Espinoza, David Ham, Rebecca Ham, Russ Landis, Tina Landis, Jorge Pacho, and Bob Pariza.

MEMBERS PRESENT: Jeff Boggs, Cathy Dickey, Jack Dickey, Shirley Godfrey, Cliff Meier, Jeanne Meier, Joseph Miranda, Kim Miranda, Jack Nutter, NaDeen Roland, Don Roy, Wayne Sullivan, and Frank Whiston.

SECRETARY'S REPORT - NaDeen F. Roland. A motion to accept the February meeting minutes as published in the newspaper was called for and accepted.

TREASURER'S REPORT - Gary Buckingham, absent. Report by Don. The \$212-post office box annual rental fee was paid this month.

VICE PRESIDENT'S REPORT - Jack Dickey. Jack went over for guests the point system and the difference between voting members and associate members. Jack explained his duties as the Sheriff, the duties of members as his honorary deputies, and what the \$1 fine represents. Cliff paid \$1 for a mystery fine. Jack was ratted out by his wife Cathy and she was backed up by Don for missing a turn on a run that he pre ran. Reluctantly he paid \$1 for the fine.

TRIP CHAIRMAN'S REPORT - Jeff Boggs. Jeff started off by encouraging members and guests to be trip leaders.

Past Events:

February 12 Riley Ghost Town and Area Run led by Jack Dickey. There were 8 vehicles. Pictures are on the gallery section of the website. Some of the roads hadn't been driven on in months. For Show and Tell, Jeff brought an orphaned baby doll sans its clothes and a bowling pin that he found way out on the trails. He paid a \$1 fine for not making sure everyone made it off the ride okay since unintentionally most of the

participants started heading towards Cuba while he assisted one vehicle that was having issues further back. So instead of being behind the group like he thought, him and the other vehicle were ahead of the pack.

Upcoming Events:

Saturday, March 26 at 9 a.m. Cabazon Peak South Area The closed Dollar Store parking lot in San Ysidro, NM Cliff Meier, trip leader. Cliff said they will visit a couple ghost towns and drive through Guadalupe to watch the transition of a hotel out there. The ride is not only suitable for stock vehicles, if Jeanne still had her Subaru, they could do the ride in her Subaru.

Saturday, April 9 at 5 p.m. April 2022 NM4W Meeting North Domingo Park in Albuquerque, NM.

Saturday, April 23 at 9 a.m. Gordy's Week Later Birthday Party! Road Runner Travel Center Don Roy, trip leader. Don said he and his son plan to do stuff together on his actual birthday so that's why he decided to make this the week after his birthday. He hasn't decided yet if it will be an easy, moderate, or hard ride. There are 40 miles worth of trails to choose from so that's why Don hasn't decided yet.

Saturday, May 7 thru Saturday, May 14 Green River Utah Trip Green River, Utah Cliff Meier, trip leader. Cliff said there will be old uranium roads and beautiful cliffs and mesas. There is a big write up for this ride on the calendar.

Saturday, May 15 at 9 a.m. Go Topless Day 2022 - Cedro Peak Sandia Ranger Station Diego Serna, trip leader. There will be a little pinstriping in some areas.

Saturday, June 4 at 9 a.m. National Trails Day Clean Up and Ride Home Depot Hwy 550 in Rio Rancho, NM Jeff Boggs, trip leader. Jeff said there are no details posted yet. The goal is to haul out as much trash as possible.

Monday, July 11 thru Sunday, July 17 Buena Vista Area Chalk Creek Campground in Nathrop, CO Cliff Meier, trip leader. Chalk Creek RV Park is where Cliff said he and Jeanne will be staying.

Wednesday, October 12 thru Saturday, October 15 Chile Challenge 2022 Cabillo Lake State Park Las Cruces 4 Wheel Drive Club (LC4WDC), event host. You can stay in T or C, NM. Frank said registration is now open for this event. He warned us that LC4WDC's trail rating system is different from ours. Their rating of easy is what we consider moderate; and what they consider moderate, we call it hard.

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

WEB MASTER'S REPORT - Don Roy. Don said the hosting company upgraded our website so he's been fervently working on the various issues that the update has recently created.

PROGRAM CHAIRWOMAN'S REPORT - Cathy Dickey. Cathy explained the 50/50 Raffle, and she described some of the merchandise available for sale at her pick up truck after the meeting.

HISTORIAN'S REPORT - Frank G. Whiston The gallery has lots of photos. It's still open for you to upload your Riley or Cabezon ride pictures.

NEWSLETTER EDITOR'S REPORT - Cliff Meier. Thanks for submitting your articles and pictures. Make sure the stuff you use to submit off of the internet is downloadable for him.

OLD BUSINESS:

None. {Secretary is doing "the Happy Dance!"}

NEW BUSINESS:

Officers are elected in July for the fiscal year. The president only did it in a pinch but does not want to do it for a second year since he's already the webmaster. The secretary did it for four years. Gary did it for two years and now is often away on travel. So at the very least the president, secretary, and treasurer are crucial positions up for re-election.

The best deal for the hosting company for our website is a three-year deal. May 22 is the official deadline for us to figure out a new hosting company deal. Don said he will bring more information and figures to the next meeting so that we can make a voting decision. Hopefully it won't be \$250 a year.

Russ and Tina Landis are two guests that were present and eligible for membership. Jack Dickey called for a motion to have them as our newest members. Cliff seconded the motion, and the members present accepted it. Jack led us in a rousing rendition of, "Pay your dues!" William Crawley is our newest associate member who lives in Battle.

NaDeen won \$35 in the 50/50 Raffle.

MEETING ADJOURNED at 4:57 p.m.

LEAD A RIDE – It's way less dusty!

Be a Trip Leader! More trail rides = more fun

Trip Reports

Cabezon Peak North Ride – Jeff Boggs Trail Leader

On a cold Saturday morning, 8 4x4's met in San Ysidro, NM for a NM4W ride out to the Cabezon Peak area. We were getting a light snow at our gathering place. After driving up

Hwy 550 , we turned off the highway and soon found a good place to air down. We explored several two track dirt roads that we found. All were dead ends at stock tanks or old abandoned homesteads. Many cows thought we might be delivering some hay , so they were following us in some places. There are so many little roads to check out and we will have more rides in this area and find out where they all go. Great views and interesting rock formations are around every turn.



We left the pipeline road area and drove west to the old ranch house for a lunch break. After lunch we drove up a big dry arroyo for a bit and found a rock garden to play in. Several different lines were found, with only a few metal to rock encounters. In the afternoon, we explored a mesa top and ended up out on a high point for a great view of the entire Cabezon Peak area. The light snow had stopped in the afternoon, but the cloud cover remained. It turned out to be a nice day to be off road, except for the dusty parts. We all had a challenge of going up and down a sandstone notch. Next we dropped down into a canyon and followed the old two track road that eventually ended up in the bottom of a sandstone wash. Several items were found at this area.

Late in the day we climbed out of the canyon and made our way to Torreon, NM and pavement. There is a grocery store and gas there. Good to know. Everyone hit the highway and made it back home around sundown. We all saw new country and a good time was had by all. Try to join our next ride out into this big wonderful area. Several dogs, Bo and Peanut had a good time exploring the terrain at our rest stops, too.

Thanks to Cliff and Von for closing all those gates. Kevin helped me open some gates too. Thanks to everyone for coming on this ride. Post any pictures you took on the Gallery site for this ride, thanks.

Cabezon Peak South Ride – Cliff Meier Trail Leader

On March 26th 8 members and 6 guests met at San Ysidro for a run in the southern end of the Cabezon area northwest of Albuquerque. Only a couple of the folks and myself had been in this area before so it was a fun day showing off the area. The weather was excellent all day. We took several side roads/trails that we had not explored before. The first stop was at what appeared to be an old stone ranch line cabin. After the cabin we proceeded north to the gas pipeline pumping station and the Pipeline Road. The group then turned off Pipeline Road on the Ridgeline Road and on to the lunch site. We had a

issue at the lunch site when one of the Jeeps ran over a half buried branch that punctured a tire. The group pitched in and changed the tire and after lunch we continued on and circled around the west side of Calezon Peak. After passing the peak we had a view of the Cabezon ghost town. The town is on private land and is a ranch headquarters so we could only view it from the road. After viewing Cabezon we proceeded to Guadalupe, another ghost town. The road went through the center of the town but all the buildings are on private land so we parked on the road. Guadalupe is known for remains of 2 story hotel



which mother nature is slowly reclaiming.

After a

shot photo stop the group continued on to visit a small mesa top ancient Native American ruin that had two protected kivas. About half the group climbed the mesa top to see the ruins. After the ruins we traced our way back to return to Albuquerque. The day went outstanding with the only issue was a flat tire.

Campfire Safety – Jennifer Chapin

Smokey Bear's Guide

Keep your campfire from becoming a wildfire!

BEFORE ... • Choose a spot that's protected from wind gusts and at least 15 feet from your tent, gear, and anything flammable. • Clear a 10-foot diameter area around your campfire spot by removing leaves, grass, and anything burnable down to the dirt. • Don't build your campfire near plants or under tree limbs or other flammable material hanging overhead. • If allowed, dig a pit for your campfire, about 1-foot deep, in the center of the cleared area. • Build a fire ring around the pit with rocks to create a barrier. • Don't use any type of flammable liquid to start your fire. • Gather three types of wood to build your campfire and add them in this order: **DURING ...** • Keep your fire small. • Always keep water and a shovel nearby and know how to use them to put out your campfire. • Be sure an adult is always watching the fire. • Keep an eye on the weather! Sudden wind gusts can blow sparks into vegetation outside your cleared area, causing unexpected fires.

AFTER ... • If possible, allow your campfire to burn out completely – to ashes. • Drown the campfire ashes with lots of water. • Use a shovel to stir the ashes and water into a "mud pie." Be sure to scrape around the edges of the fire to get all the ashes mixed in. • Drown the ashes with water again. • Check that your campfire is cold before leaving. Hold your bare hand just above the wet ashes, especially around the edges of the fire. **DO NOT** touch

the ashes or you might burn yourself. • If you feel heat, stir more water into the ashes. • When the ashes are cold, disassemble your fire ring and scatter the rocks. • If you built your campfire in a fire pit, be sure it's filled in with wet dirt. Tinder – small twigs, dry leaves or grass, dry needles. Kindling – dry sticks smaller than 1" around. Firewood – larger, dry pieces of wood up to about 10" around

Cool Campfires! Here's how to safely build three kinds of campfires: • **TEPEE:** Make a pile of tinder and arrange your kindling over it like the poles of a tepee. Keep the tepee shape as you add more wood to the fire, and be careful that the tepee doesn't tip over. • **CROSS FIRE:** Place a pile of tinder between two parallel pieces of kindling. Once the fire is burning, lay more pieces of kindling across the fire perpendicular to the first pair. As you add larger sticks to the fire, make each new layer perpendicular to the last, building a pyramid shape. • **LOG CABIN:** Surround your tinder pile with a square of kindling built by laying two sticks parallel on either side of the tinder, then two sticks on top of and perpendicular to the first pair. Build up several levels and end with a "roof" of small kindling across the top. Add larger sticks in pairs to keep the fire's log cabin shape

Use This Checklist to Make Sure Your Campfire is Safe. © 2012 USDA Forest Service DO
o Light a fire only when an adult is present and in charge. o Keep young children and pets away from the fire. o Make sure your campfire is a safe distance from your tent or anything that can burn. o Use rocks to create a fire ring in the center of a large cleared area. o Use the Drown-Stir-Drown-Feel method to put out your campfire safely. DON'T X Don't start a campfire when it is windy. X Don't leave a fire unattended. X Don't leave your fire without first putting it completely out. X Don't use flammable liquids to start a campfire. X Don't extinguish a campfire with just dirt or sand — add H₂O! X Don't bury warm/hot coals or ashes in a campfire pit. X Don't burn glass, cans, plastics, or garbage in your campfire. X Don't play or goof around near a campfire. Find out more about preventing wildfires at www.SmokeyBear.com.

Trail Etiquette – Trails Off Road

Trail Etiquette: Guide for First Time Off-Roaders

Heading off-road is a truly freeing experience. You can drive off into the wilderness and leave all of the stresses and noise of the modern world behind you. However, it's not as simple as getting in your 4x4 and pointing it in the right direction. There's a lot to consider and pack beforehand.

If you're ready to test your mettle against [the great outdoors](#) and see what obstacles your vehicle can overcome, here are some rules for 4x4ing that every beginner needs to know:

Know Where You're Going

Rule number one is to never [head off into the unknown](#). That may seem counterintuitive to a 4x4 adventure, but it's the only way to ensure you stay safe. Knowing the route you're

taking – where the turns are, where it starts and where it ends – will go a long way to getting you there and back again in one piece.

Good route knowledge helps you understand exactly how tricky the terrain is, and if there are any potentially hidden surprises you may come up against. You still have to get up and over the obstacles (or around them) but knowing what's coming will allow you to pack the right equipment and set your vehicle up correctly beforehand.

An up-to-date GPS and a map book are non-negotiable tools when [going off-road](#).

Don't Ever Go Alone

Anything can happen on a 4x4 trip, from flat tires to broken drivetrains, getting stuck in mud or sand, or ending up with an injury. If you're on your own, you could have serious issues if you come undone.

The correct etiquette for this type of activity is to always go in a group, or at the very least to have a second vehicle on the route. You can assist each other with towing or getting back on track if you tip over, as well as having someone to go for help if you really get into a bad situation.

Get The Right Equipment For Your Trail

Different types of terrain require different things from an off-road vehicle. You need to make sure you're [ready for the trail](#) that you are going to be facing. For example, soft, sandy ground is best tackled with tires that have low pressure. They provide a wider surface area as they press down, giving you more traction on terrain that's constantly shifting. An accurate tire deflator and inflator will be your best friend in a situation like this.

If you're in a very rocky area or you're driving over sharp, shale on the trail, then you need to ensure you have a good puncture repair kit and at least one spare tire. A monitor in the cabin for watching your tire pressure can be a big help too. This will alert you to any shifts in pressure, allowing you precious time to stop before a tear or hole becomes unfixable.

Stock Up On Safety Gear

Safety gear in off-roading applies to a medical kit for you and equipment for your 4x4. Heading out of town without these essentials is a big mistake because anything can happen in the middle of nowhere – and no one but you and your travel companions can help.

Start with [a first aid kit](#) that has proper bandages and disinfectants. A few painkillers and space blankets are a good idea in case of a bad accident, as are splints and gauze pads.

For your vehicle, pack tow ropes, a jack lift, winch, snatch block, D rings, and a tree-assist tow rope. These will allow you to get out of many difficult situations, as long as you have a friend to assist. Sturdy gloves and a shovel are other good additions to your safety kit.

Keep Communication Open

Being able to communicate with your travel companions in other 4x4s is critical. The vehicle in front can report back to the rest of the group about major obstacles to give them a warning. They can also alert the people behind them if they get stuck. This can avert an accident as a stationary object in the middle of a trail can be a major hazard. Likewise, the people at the back of the train can warn those up ahead if they are getting left behind.

There are various types of radios to choose from. It's up to your group to decide if you need something more powerful like a HAM radio or if a CB radio that works on line of sight is sufficient. The key is to ensure that all of the radios you have are compatible and you won't lose touch with each other. [Relying on your mobile phone is definitely not enough](#) – most trails won't offer cellular reception.

Learn How To Signal and Pass

There's a certain [code of conduct](#) when it comes to off-road adventuring. You may not always come across other groups or individuals out in the wilderness, but on the occasions that you do, it's important to know the right way to deal with them.

Trails are often narrow and don't have enough room for [rugged 4x4 vehicles](#) to pass each other going in opposite directions. The general rule of thumb, if you're on a hill, is to let those heading up the pass have right of way and those heading down should pull over as much as possible. This is because you have more control and it's easier to get going again if you're heading downhill.

In any passing or overtaking situation, it's important for the group leaders to signal to each other how many members they have with them. The leader of the group that's moving should use fingers to signal how many vehicles are behind them – the number of fingers equals the number of vehicles. The last to pass should then signal to the stationary group with a closed fist to show that they are the tail-end.

By observing the correct etiquette your off-roading experience will be safer, smoother, and more enjoyable. A whole world of [4x4ing adventures](#) awaits, and they'll be far more fun if you stick to the rules.

Sad News

Last month the club lost a long time member. Bob Provance passed away from medical complications. Bob was known for his green H3 Hummer, custom Harley and vast knowledge of the Cabezon area. He will surely be missed. Please keep Bob's family in your thoughts and prayers.

Keep PUBLIC lands open to the PUBLIC

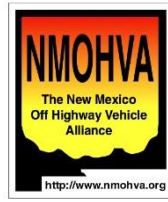
NM4W Officers

President Don Roy 505-681-8116 pres@nm4w.org	Vice-President Membership Chairman Jack Dicky 505-379-9939 vpres@nm4w.org	Secretary NaDeen Roland 505-918-6300 sec@nm4w.org
Treasurer Gary Buckingham 505-363-3120 treas@nm4w.org	Program Chairman Cathy Dicky 505-379-5111 prog@nm4w.org	Historian Frank G. Whiston 505-681-0017 hist@nm4w.org
Trip Chairman Jeff Boggs 505-328-2682 trips@nm4w.org	Environmental Affairs Suzan O'larick 541-554-2282 envdir@nm4w.org	

Web Site Administrator Don Roy, webadmin@nm4w.org

Newsletter editor, Cliff Meier, editor@nm4w.org

Club Attorney, Karen Grohman, legal@nm4w.org





Trail Tales



May 1, 2022

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org



Meeting Minutes

Apr 9, 2022

By NaDeen F. Roland

The meeting was held at North Domingo Baca Park in Albuquerque, New Mexico.

President Don Roy called the meeting to order at 5:03 p.m.

GUESTS: Jeff Averhoff, Chris Eyrich, Jourdan Graham, David Ham, Ken Ham, Rebecca Ham, Jorge Pacho, and David Stout.

MEMBERS PRESENT: Jeff Boggs, Gary Buckingham, Lynn Chessman, Cathy Dickey, Jack Dickey, Shirley Godfrey, Ed Kausche, Lyn Kausche, Russ Landis, Cliff Meier, Jeanne Meier, Joseph Miranda, Kim Miranda, Larry Miranda, Lauri Rector, Wendy Riggs, NaDeen Roland, Don Roy, Beth P. Steele, Richard Steele, and Wayne Sullivan.

SECRETARY'S REPORT - NaDeen F. Roland. Meeting minutes from March 2022 were accepted as published.

TREASURER'S REPORT - Gary Buckingham. Only two checks were written and cashed. \$212 was for the yearly post office box rental and \$574 was for our website hosting fee. There is \$17 in the PayPal account, \$8631.82 in the savings account, and \$5768.56 in the checking account. Don added that the website hosting fee is for three years so we are good until May 2025. And when Don picked up the mail before the meeting we got someone else's mail accidentally placed in our box with a check in it that he opened. NaDeen put it in a new envelope and re-mailed it.

VICE PRESIDENT'S REPORT - Jack Dickey. Jack allowed the guests to introduce themselves, he went over the point system, and explained the \$1 fines that he enforces as his role of Sheriff. No one had any fines to report.

TRIP CHAIRMAN'S REPORT - Jeff Boggs.

Past Events:

March 26, 2022 Cabezon Peak South Area led by Cliff Meier. Eleven vehicles went. They stopped at the old line camp and went down the pipeline road.

Upcoming Events:

Saturday, April 23 at 9 am Gordy's Week Later Birthday Party! RoadRunner Travel Center Don Roy, trip leader. Don said he's leaning towards a moderate ride based on the number of people signed up.

Saturday, May 7 thru Saturday, May 14 Green River Utah Trip Green River, Utah Cliff Meier, trip leader. Cliff explained that this trip is as long as you want to make it. If you only want to do a couple days of the trip, then just come for that. Jeanne said the Red Cliff

Lodge is under new management, and they won't be having the Mother's Day brunch. The Lodge has decided to take a more upscale approach to business.

Saturday, May 14 at 9 am Go Topless Day 2022 - Cedro Peak Sandia Ranger Station Diego Serna, trip leader. You get an extra point for going topless.

Sunday, May 15 at 5 pm May 2022 NM4W Meeting North Domingo Baca Park Don said this will give those a chance to get back from the Green River Utah Trip.

Saturday, June 4 at 9 am National Trails Day Clean Up and Ride Home Depot Hwy 550 in Rio Rancho, NM Jeff Boggs, trip leader. Jeff said he will be taking his four-wheel drive truck. Please come prepared to pick up trash by bringing gloves, bags, and being ready to haul the trash out of the forest,

Saturday, June 11 at 4 pm June 2022 NM4W Meeting and Picnic! Oak Flats Group Picnic.

Monday, July 11 thru Sunday, July 17 Buena Vista Area Chalk Creek Campground in Nathrop, CO Cliff Meier, trip leader. There is no limit to how many people can sign up to attend this ride. Cathy Dickey advised that if Chalk Creek is full, there is a KOA nearby.

Wednesday, September 7 thru Friday, September 9 Fall Crawl 2022 - 4 Corners 4x4 Week Glade Road and Pinon Hills Blvd, Farmington, NM 87041 Cliffhangers 4WD Club, event host.

Wednesday, October 12 thru Saturday, October 15 Chile Challenge 2022 Cabillo Lake State Park Las Cruces 4 Wheel Drive Club, event host.
Jeff ended his report by encouraging us to be trip leaders.

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT - Suzan O'Larrick. Absent, report by Jack Dickey. Through a series of contacts, Jack received a fax regarding Sandia National Forest Services' Jemez Recreation Action Plan. Jack read us some of the fax. He has volunteered to be a collaborative member of this plan. Jack discussed with the forest service past land usage and current land usage. We want to have access to these trails but also protect our resources. He will do a write up for the newsletter and keep us updated on the plan's progress.

WEB MASTER'S REPORT - Don Roy. Don worked a couple hours today on the website issues that began before the March meeting. The website host went from Windows 10 to Windows 11 and that created some issues. The attendance sheets are a few of the functions he had to revise since the old ways were no longer allowed. Don worked on the home page alone for one hour this morning. Don added that we got a good deal on the hosting fee.

PROGRAM CHAIRWOMAN'S REPORT - Cathy Dickey. Cathy didn't bring the swag. She explained the 50/50 Raffle system.

HISTORIAN'S REPORT - Frank G. Whiston. Absent, no report.

NEWSLETTER EDITOR'S REPORT - Cliff Meier. Cliff asked Don if he could give his report before we moved on to club business. We laughed, Don apologized and promised to put Cliff's report on the meeting outline so that he didn't get skipped again. Cliff prompted everyone to go through the website. There is loads of information on it. There are four-wheeling articles about "almost" everything.

OLD BUSINESS:

The website hosting fee is done. It was a good deal, we have our own IP address, and there is adequate security.

The officers needed for the season are President, Treasurer, and Secretary. Jack Dickey declared that he will not be the next club president. He wants to maintain his position as vice president, and he does not mind helping out occasionally with the director of environmental affairs reports. Richard Steele agreed to be the next treasurer.

NEW BUSINESS:

Jack Dickey said Diana Kelleher and David and Rebecca Ham were our three guests present and eligible for membership. Jack called for a motion to have them become our newest members after he gave each of them a moment to address the audience. The motion was seconded and the members present accepted it before yelling the magic words: Pay your dues!

The 50/50 Raffle was \$56. Kim Miranda was the winner of \$28, and Joseph Miranda was left uttering, “She got my ticket.”

MEETING ADJOURNED at 5:58 pm.

President’s Report

By Don Roy

We are still looking for volunteers for NM4W Officers for the coming year. **I am happy to announce that Rich Steele has agreed to be Treasurer for the coming year!** That just leaves two critical positions to fill, President and Secretary. I hope to not sound like a broken record, but it is important that we keep this issue in people’s minds.

Both the President and Secretary jobs seem more daunting than they really are. The president’s main job is spending 30 mins or so in the days before the meeting to get the agenda set, then running the meeting. It’s really not much work, just a bit of mental organization. The Secretary job is similar. Just take notes at the meeting, then spend an hour putting them into a text document to send the Newsletter Editor. “But I can’t be sure I can make every meeting.” Don’t worry, just let the other officers know you can’t make a meeting and we will work around it.

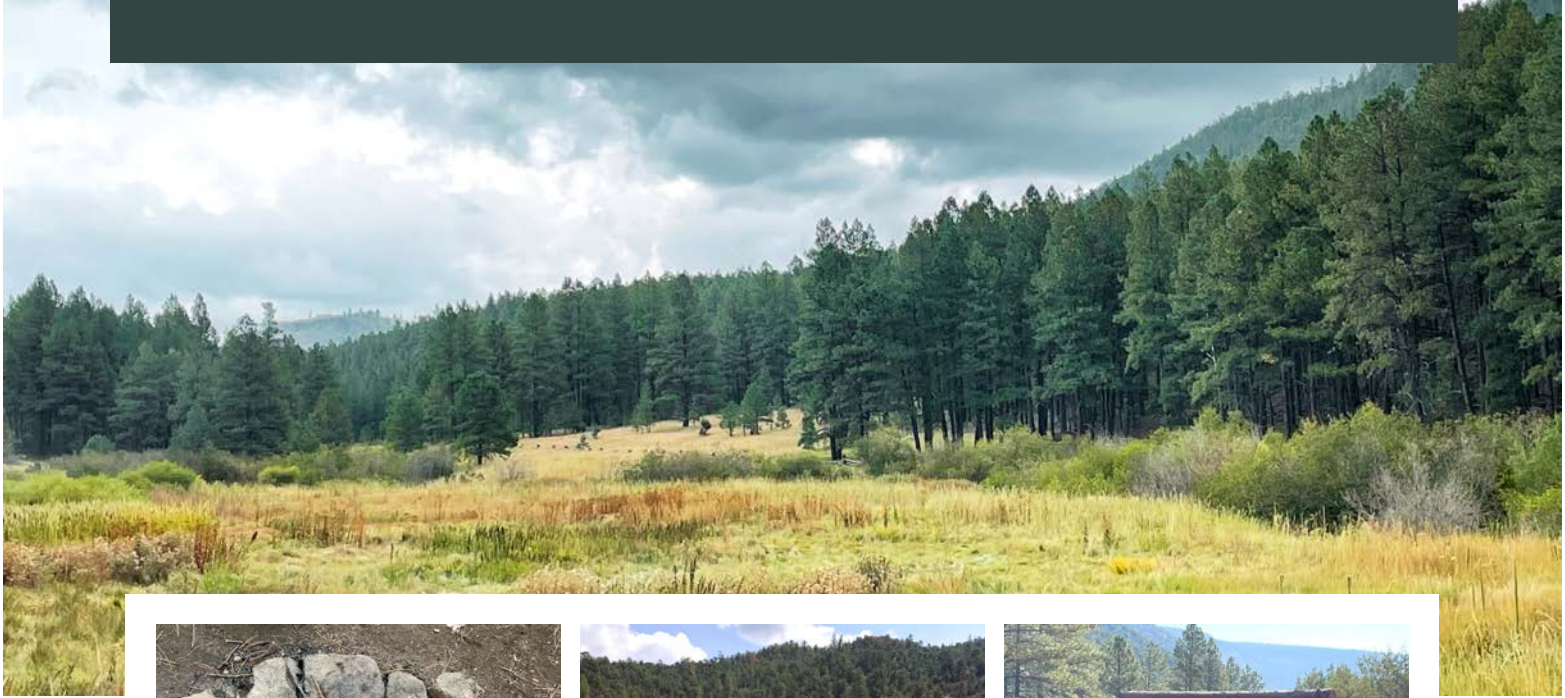
As you can imagine, not having a volunteer for these two remaining positions would, well, just not work. Please think about helping out *your club* as an officer!

Vice President’s Report

By Jack Dickey

I have working with the Forest Service on Travel Management. Below is their over view for the Jemez Mountains Dispersed Recreation Action Plan.

Jemez Mountains Dispersed Recreation Action Plan



Working together to enhance recreation and resource protection

The Santa Fe National Forest is seeking collaborative partners to assist in identifying and providing opportunities for high quality motorized and non-motorized recreation experiences across the Jemez Mountains while protecting sensitive resources.

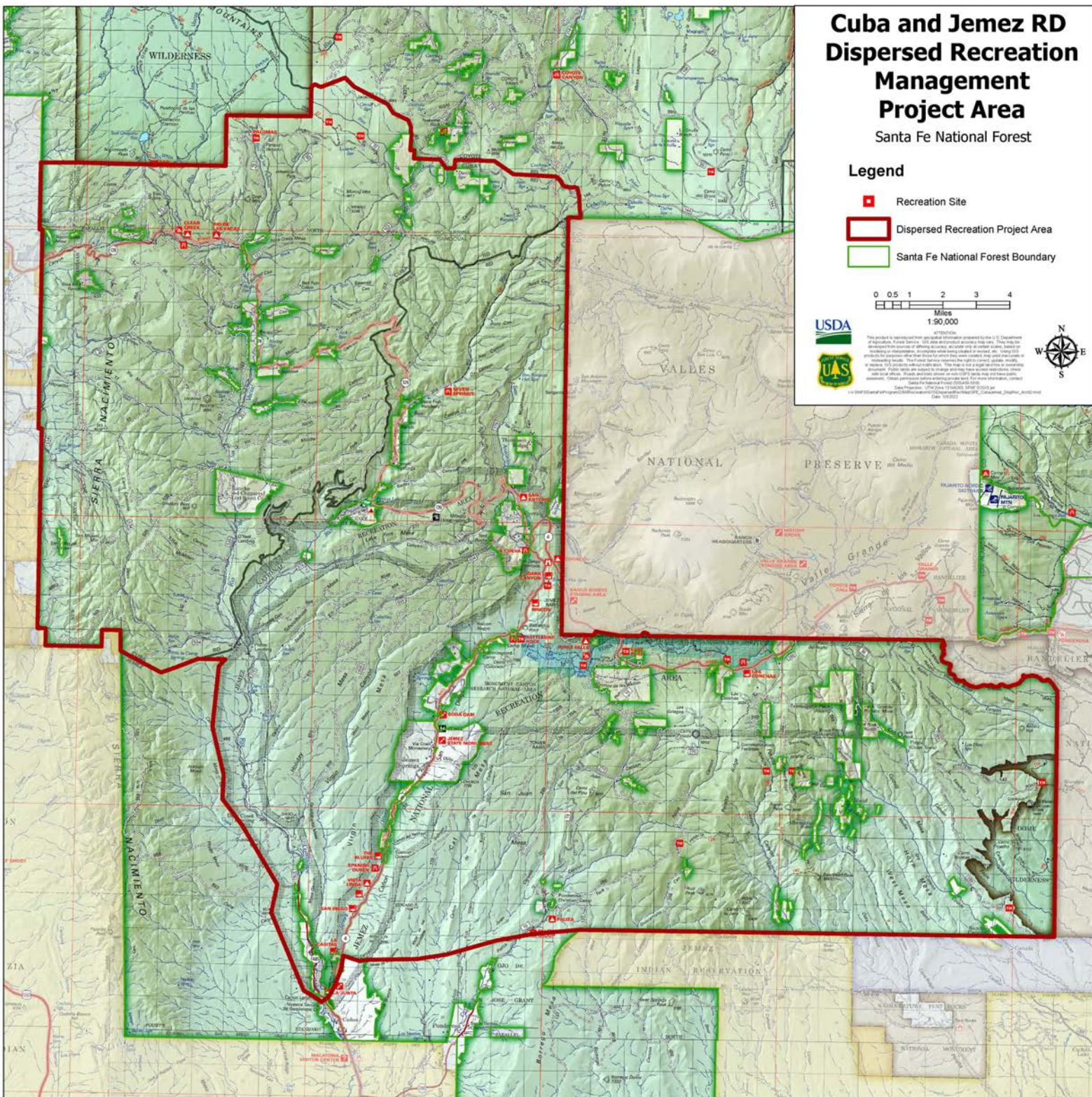
The National Forest System lands within the Jemez Mountains are beloved by a wide array of stakeholders. Yet, this landscape – particularly on the Cuba and Jemez Ranger Districts – is experiencing a rise in visitation and unmanaged (dispersed) recreation such as camping, motor vehicle use, and off-highway vehicle use in undesignated areas. These activities are causing damage to natural and cultural resources, including to sites that are sacred to Pueblos and Tribes in northern New Mexico. For more information about this collaborative effort, please contact Bjorn Fredrickson, Santa Fe National Forest Public Services Staff Officer.

Bjorn Fredrickson
Santa Fe National Forest Public Services Staff Officer
bjorn.fredrickson@usda.gov

In partnership with National
Park Service Rivers, Trails, &
Conservation Assistance



Jemez Mountains Dispersed Recreation Action Plan



Bjorn Fredrickson
Santa Fe National Forest Public Services Staff Officer
bjorn.fredrickson@usda.gov

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LEAD A RIDE – It's way less dusty!

Trip Reports

Gordy's Week Later Birthday Party! By Don Roy

My birthday was Saturday April 16th, but I was busy with family, so this club 'party' was a week later.

The consensus of the 10 people in 8 vehicles on this ride was that we all had a really nice



day! And the fun pretty much never stopped. As leader, I usually get wrapped up in leading, and miss the fun. This time even I enjoyed the ride, didn't think 'leader' all the time. Part of that letting go was because I had Rich Steele and Von Stell spotting the back of the group through things. We had no breakages other than one quickly fixed bent exhaust tip (allegedly, I did not witness the issue personally, this testimony can not be used in 'court').

We started at the Byway parking knoll (Parking #2 on the Trails map), then aired

down and headed out. First was Hidden Valley and it's intimidating first main obstacle, which then flowed into Upper Amado. After that we did a quick side trip so I could do a 10 min test of a short Moderate section.

After lunch we headed north on easy trails from the Byway to the east end of Coyote Canyon. We ran Coyote Canyon backwards, from east to west. I think it was the first time the club had done that. Though generally downhill, it was still a challenge, with little bypasses for the tougher spots.

Next we headed back west and to Parking #3 via Washboard Ridge, trying some north/south crossovers between the Ridge and north border main arroyo. We were airing up at Parking #3 before 4PM.

The high points of the ride for me was to see new to off-roading Jourdan Graham in his 2021 Bronco. It is locked and on 35's, so I knew the vehicle could do it, and Jourdan mustered the courage and did great. Another one I had faith in was Wendy Riggs. Though her JK has open axles, it is lifted on 35's, I've ridden with her enough to know she could do this tougher day fine, and she did!

Thank you to all my old and new friends on this ride for making my 2nd birthday party this month so enjoyable!

Other Stuff

If someone asks why join NM4Ws here an article from our website that may help you answer that question.

Here are a some of the many benefits...

- Access to member-hosted trail runs, NM4W events/activities, and volunteer opportunities.
- Access to GPS data for many 4WD trails used by NM4W.
- Learn the skills for safe 4WD touring
- Having fun with other people enjoying their vehicles and recreation, You're never alone.
- You are part of the 4WD movement and are kept aware of issues and legislation affecting the recreation. Members are able to contribute to the future development of the 4WD movement through promoting and practicing responsible 4WD touring.
- Membership fees contribute towards the website, our annual club-hosted events (most of which are free to members), and membership to state and national level 4WD advocacy groups such as NMOHVA, CORE, UFWDA, and Blueribbon Coalition.
- Thinking of accessories for your vehicle? Your experienced club mates can help you pick the right ones.

NM4W can help you...

- Make the best use of your gears.
- Develop techniques to drive competently in sand, mud, and other terrains while maintaining traction.
- Drive in the best interests of the environment and other back-country users.
- Learn basic recovery techniques to get you going again when stuck.
- Learn to find your way around with a map or GPS device.
- Know what to do in an emergency, when your trusty mobile phone has no signal.
- Learn how to plan and prepare for an extended 4WD trip.

NM4W can help you get into off-roading safely and responsibly. Come to a club meeting and start your new adventure!

Keep PUBLIC lands open

to the PUBLIC

NM4W Officers

<p>President Don Roy 505-681-8116 pres@nm4w.org</p>	<p>Vice-President Membership Chairman Jack Dicky 505-379-9939 vpres@nm4w.org</p>	<p>Secretary NaDeen Roland 505-918-6300 sec@nm4w.org</p>
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Web Site Administrator Don Roy, webadmin@nm4w.org

Newsletter editor, Cliff Meier, editor@nm4w.org

Club Attorney, Karen Grohman, legal@nm4w.org





June 1, 2022

Trail Tales

Official Newsletter
of the
New Mexico 4-Wheelers



www.nm4w.org



Meeting Minutes

May 15, 2022

By NaDeen F. Roland

The meeting was held at North Domingo Baca Park in Albuquerque, NM.

President Don Roy called the meeting to order at 5:02 p.m.

GUESTS: Ben Green and Ken Ham.

MEMBERS PRESENT: Tracy Bakewell, Jeff Boggs, Cathy Dickey, Jack Dickey, Shirley Godfrey, David Ham, Rebecca Ham, Ed Kausche, Lyn Kausche, David Mccollum, Cliff Meier, Jeanne Meier, Jack Nutter, Wendy Riggs, NaDeen Roland, Don Roy, Richard Steele, and Frank Whiston.

SECRETARY'S REPORT - NaDeen F. Roland. Meeting minutes from April 2022 were accepted as published. Cliff said he thinks the secretary should read the minutes at least once before she retires.

TREASURER'S REPORT - Gary Buckingham, absent. No report.

VICE PRESIDENT'S REPORT - Jack Dickey. Jack reviewed the points system for our two guests. He explained the duties of the Sheriff and the fines. Jack paid \$1 for slicing the sidewall of his tire on the trail. On a happy note, we gave Wendy Riggs a hand clap for loaning a rim and tire to a stranded gentleman who had damaged two tires on a trail. She said he returned the tire and rim yesterday.

TRIP CHAIRMAN'S REPORT - Jeff Boggs.

Past Events:

April 23, 2022 Gordy's Week Later Birthday Party! led by the birthday guy Don Roy. Don stated the general consensus was that it was the best Gordy's trip ever. Great weather. Guest Jourdan Graham did fine in his Bronco and made it all the way through.

May 14, 2022 Go Topless Day 2022 – Cedro Peak led by Diego Serna. David Mccollum said he lost a wire and ruined the sidewall of a tire. Frank said there were about 14 vehicles, and they were done before 2 p.m.

May 7 thru May 14 Green River Utah Trip led by Cliff Meier. Cliff paid \$2 in fines. One was for Redland's Loop where he missed a mine turn off. On the second day of the trip he forgot to take off his inflators. Thirteen people went on this trip. The wind was really bad on Wednesday, and the dirt was terrible. Jack Dickey said if you love rocks and geology, you can really geek out. Cathy said she had to drive some just so Jack could geek out.

Upcoming Events:

Saturday, June 4 at 9 am National Trails Day Clean Up and Ride San Ysidro, NM at the vacant parking lot near the Dollar Store, west side of Hwy 550. Jeff Boggs, trip leader. Jeff said that depending on the fires, they will probably go up to Cuba, NM, gas up at San Ysidro and go through the part of the Jemez that is not closed.

Saturday, June 11 at 4 p.m. June 2022 NM4W Meeting and Picnic! (This event has been revised since the meeting.) 30 Marquez Road Los Lunas, NM 87031. Jack Dickey, host.

Monday, July 11 thru Sunday, July 17 Buena Vista Area Chalk Creek Campground in Nathrop, CO. Cliff Meier, trip leader.

Wednesday, September 7 thru Friday, September 9 Fall Crawl 2022 - 4 Corners 4x4 Week Glade Road and Pinon Hills Blvd, Farmington, NM 87041. Cliffhangers 4WD Club, event host.

Saturday, September 24 at 9 a.m. National Public Lands Day Sandia Ranger Station Jeff Boggs said this is another pick-up-trash event that needs a leader.

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT - Suzan O'Larrick, absent. Report by Jack Dickey. Jack announced that the meetings he discussed at the April meeting have been postponed until fall due to the fires. They are doing interviews with stakeholders and other collaborative groups. Jack also wanted us to remember proper techniques for peeing and pooping when on the trails. He shared a story of how he and Cathy were on their own ride recently and when he went to "take care of business," someone had left a whole roll of toilet paper out there. As disgusting as it was, he stated he did clean it up.

WEBMASTER'S REPORT - Don Roy. Don explained the stuff he re-arranged on the homepage.

NEWSLETTER EDITOR'S REPORT - Cliff Meier. Send your articles and anything you find interesting that is related to four wheeling to him. If you send him anything off the internet, make sure he's able to download it.

PROGRAM CHAIRWOMAN'S REPORT - Cathy Dickey. Cathy explained the 50/50 Raffle. After the meeting she will have merchandise for sale at her vehicle.

HISTORIAN'S REPORT - Frank G. Whiston. Don got a shout out from NaDeen for remembering all of the officers' reports for the first time. Don said since he's only going to be the president for two more meetings after this, he might as well get it right. Frank said

he's eager to see the pictures from Green River. The gallery is open for that and the Go Topless run. Contact Frank if he has locked a gallery, and you want to add something. He usually closes the gallery a couple months after the ride.

OLD BUSINESS:

With over 120 members, surely someone could be a president and someone a secretary.

NEW BUSINESS:

For the annual club picnic we cannot grill or have a fire. It is a potluck picnic. Cliff recommended Subway. Tracy suggested Firehouse Subs. And Cathy recommended Rudy's catering. Don said to get a headcount for how much food to order, everyone who is attending the picnic/meeting needs to sign up. Tracy made a motion for up to \$1000 be designated for food from the club's bank account. Don said this not necessarily saying we will spend the whole \$1000. Shirley brought up the point that we have not had a Christmas party or an annual picnic for two years so we deserve this. Rich seconded the motion, and it was accepted by the members present. Shirley wanted to remind everyone that it is still a potluck so bring on those desserts!

Summer meetings have typically been held at a member's home. According to Don, Frank would have had this meeting at his house but this meeting was held on a Sunday instead of the usual Saturday. So hosts are still needed for July, August, and September for most likely 5 p.m. Cliff and Jeanne said they can do August. Cliff said to thank Jeanne. (Since this meeting Frank has agreed to host the July meeting.)

Jorge Pacho is a guest who is eligible for membership but is not present at this meeting. Even though Jack Dickey didn't have an accurate count of Ken Ham's points, enough members vouched for Ken, claiming he does have enough points to be voted in at this meeting. Jack said he'll correct this count, and a motion was called for and accepted to have Ken Ham as the club's newest member. He was told in unison by the group to pay his dues.

Rich asked Don how Gordy's land management was going, and Rich thanked him for all his work and representation that he is doing to keep Gordy's Hill going.

Ed Kausche won \$27 in the 50/50 Raffle. He was excited since it's been a long time since he won last.

MEETING ADJOURNED at 5:58 p.m.

President's Report

By Don Roy

I was thinking (yes, I'm told I do have the tools), I don't fit in well with NM4W, and maybe not even here in NM. I'm a no top, no doors, trailer dragging day rider. My Jeep is too loud and rough riding for me to enjoy being in it for a 12 hour day. My rig is reliable, just not fun on the highway. I get home after a long off-road day and don't want to look at the Jeep for a few days. I'd much rather trailer the Jeep to the dirt.

When I trailer though, my day starts 30 minutes before everyone else because I have to gather all my toys together in front of the house, Durango + trailer + Jeep. After the long day in the bush, it's another 30 minutes to unload everything. The short days during the colder months also mean that the load/unload might be in the cold and dark. I also can't go on half of the club's day rides because they don't start and end at the same place, aren't trailer friendly.

I carry my spare tire in the back of the Jeep, not hanging off the rear like regular people, so there is pretty much no storage space for the club's overnight adventures, so no overlanding. I also don't camp, yet most multi-night trips are based at RV campgrounds and are not motel friendly (EG, it's a 40 mile round trip to a motel for Chile Challenge). I'm part of the 1% (no, not that 1%). The other 99% of off-roaders barely know what season it is. They use their Jeep like a car, roll up the power windows, turn on the heater or A/C, and listen to the radio in their insulated quiet cabin. Even when I have the hard top and doors on for 3 months in winter, the carpet was removed in 1998, so it's still loud and not fun on the highway.

Why all this bother you ask? There is a deeper attachment to obstacles and the trail you feel when Jeeping in the open air. One of my best memories is wheeling with my old NY club friends, no top, no doors, in Vermont, in November, in 6" of snow!

All that said, and even though my current body makes this all harder than it was 10 years ago, I'm ok with it! I love my Jeep and all the work I've done to it in 25 years, and climbing rocks with friends is just too much fun! I'm not going anywhere!

[P.S. We still need two volunteers to be President and Secretary next year! This is important! Don't make me just pick someone!]

LEAD A RIDE – It's way less dusty!

Be a Trip Leader! More trail rides = more fun

Trip Reports

Gordy's Week Later Birthday Party! By Don Roy

My birthday was Saturday April 16th, but I was busy with family, so this club 'party' was a week later.

The consensus of the 10 people in 8 vehicles on this ride was that we all had a really nice day! And the fun pretty much never stopped. As leader, I usually get wrapped up in leading, and miss the fun. This time even I enjoyed the ride, didn't think 'leader' all the time. Part of that letting go was because I had Rich Steele and Von Stell spotting the back of the group through things. We had no breakages other than one quickly fixed bent exhaust tip (allegedly, I did not witness the issue personally, this testimony can not be used in 'court').



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down and headed out. First was Hidden Valley and it's intimidating first main obstacle, which then flowed into Upper Amado. After that we did a quick side trip so I could do a 10 min test of a short Moderate section.

After lunch we headed north on easy trails from the Byway to the east end of Coyote Canyon. We ran Coyote Canyon backwards, from east to west. I think it was the first time the club had done that. Though generally downhill, it was still a challenge, with little bypasses for the tougher spots.

Next we headed back west and to Parking #3 via Washboard Ridge, trying some north/south crossovers between the Ridge and north border main arroyo. We were airing up at Parking #3 before 4PM.

The high points of the ride for me was to see new to off-roading Jourdan Graham in his 2021 Bronco. It is locked and on 35's, so I knew the vehicle could do it, and Jourdan mustered the courage and did great. Another one I had faith in was Wendy Riggs. Though her JK has open axles, it is lifted on 35's, I've ridden with her enough to know she could to this tougher day fine, and she did!

Thank you to all my old and new friends on this ride for making my 2nd birthday party this month so enjoyable! There are pictures in the Website Gallery from this ride.

Green River, UT by Cliff Meier

This years Green River multiday ride was held May 7-14, We had 17 folks attend with 7 Guests/Applicants.. There were attendees from Arizona, California, Washington, Texas and our club members from New Mexico. The following trails were run Eagle Canyon, Eva Conover/Coal Wash, Black Dragon/Buckhorn Wash, Redlands Loop, Fix It Pass/Cane Wash, and Crystal Geyser area. We all meet at Ray's Tavern



several evenings for cheese burgers, pork chops, steaks, etc. Guy Conway lead the runs except for Saturday when I lead the Red Lands Loop run giving Guy a break to work on his Jeep. The whole week was great with almost no 4X4 issues, good food and the chance to meet new friends and renew ties with old friends. One highlight was crossing beneath I-70 in Eagle Canyon, the last part of the



Interstate to be completed. pictures in the Gallery on the ride.

There are many

National Trails Clean Up Day Ride. – Jeff Boggs

National Trails Clean Up Day and Ride. June 4 , 2022, Saturday:
13 people and 9 4x4's showed up in San Ysidro, NM on Saturday. We had a drivers meeting. There were several new folks that showed up for this ride. We drove up Hwy 550 to La Ventana BLM area. Most had never done this loop ride , which goes up and down Mesas with some great views. Some trash was removed from a campsite and along the road. We had lunch at the Chimney site, at the bottom of the switchbacks. Once we got back to Hwy 550, at the turn off to La Ventana, we spent some time picking up trash at the pull off there. We filled up my pickup and more full trash bags were placed in other vehicles.

From there, we drove back down the highway to the Cabezon Peak road. Not much trash was found along that road. We drove to the Cabezon Peak Trailhead parking area for a short afternoon break. Great views. From there we drove back down the Gas pipeline road and aired up at a BLM parking lot near Hwy 550. At this parking lot there was a large

dumpster for people to throw trash. That's where we put all our collected trash. Perfect!. Everyone had a good time. We got lots of trash picked up and had a great off road day. Thanks to Richard Steele for tail gunning duties. Great to meet some newer members of our club, too

Cruise Moab by Marsh Dugger

Cruise Moab celebrated its 25th year in late April, 2022 with 250 vehicles and sold out in record time. This event is run by Rising Sun 4WD Club of Colorado and is a Toyota Land Cruiser Association sanctioned event. I had this on my list for post-pandemic stuff, and it didn't disappoint!

I registered the day of opening, Feb 1, at <https://www.cruisemoab.com/>. The web server hung for a bit at the initial wave, and then resumed. Trail registration was done separately and at a later time. Trail descriptions were thorough and accurate. You could sign up to be on a wait list for a trail. I chose the 3-day overland Kokopelli trail, ending in Moab. Then I would do Flat Iron Mesa.

My goal was to experiment with a new-to-us bat-wing awning from Rhino with 4 walls, using this as a tent with a cot. At first we'd hoped my husband Leon could go but things eventually indicated I would be solo. Two active high schoolers that don't drive yet, some dogs and chickens that needed tending to and a job change meant I was on my own. After taking my daughter to Houston for a robotics championship with 35K attendees, I was more than ready to head out to Grand Junction, Colorado to join a group of only 10 rigs. The quickest route was through Silverton and Ouray, my happy place, with cool crisp snow still on the peaks.

First camp spot was at Joufflas in Rabbit Valley, just a mile south of I-70. Next day we met our group, including trail leader and tail gunner. We had met these two earlier via web meetings organized prior to the run. The Rising Sun club had also done a webinar for trail leaders at the amazing venue of the Land Cruiser Heritage Museum in Salt Lake City, Utah.

The group was a good mix of Tacomas, an FJ Cruiser, Land Cruiser 80, 100, and 200 series, all modified and trail-ready. Our rig is a 1996 FZJ80 with Slee bumpers front and rear, ARB lockers front and rear, Old Man Emu lift, rock sliders and Slee belly plate. We added a 5-gallon fuel can for this trip. One of the Tacomas was driven by a couple from Israel that represented ASFIR, a vendor that makes aluminum skid plates and other protection. A couple rigs were from Montana where they had to wait for a blizzard to clear before setting out.

First day we had beautiful views of the Kokopelli bike trail we were paralleling, and easy to moderate trail. Typical Utah scenery that can only be accessed by trail. Camp was at Fish Ford the first night with plenty of time to set up and enjoy a campfire. Leon had fabricated a special tent stake driver for me that came in handy with the awning and the sandy soil. We had active cattle close by (not the same vibe when you're in a cot on the ground versus one of those roof-top tents!) and we heard turkeys through the night.

Second day was much more serious trail work, including the Top of the World (TOW). The Cruiser had been running unusually hot the first day. Leon had replaced all heater hoses before this trip but I couldn't see a leak anywhere. I was running the heater intermittently and opening the hood at every opportunity. I decided to try TOW anyway, and I'm glad I did. This was ledges and bigger steps more like what I was used to from my Texas days! I heard on the radio my new mantra – "Marcia took the [whatever was hardest] path"! I got to explore the lockers off/on and enjoy this new power. I do know exactly which ledge I broke my exhaust hangers on(!). Amazing 360-degree views at the top were the reward. Trail leader got high-centered in his Tacoma and was winched down (the only recovery done on Kokopelli). We came back down those same ledges more hurriedly and less gracefully since it was getting dark. I thanked Mr. Slee many times for the solidly built rear bumper. Who needs a full-length tail pipe anyway?! Got to camp late that night at Robert's Bottom.

Next day we gathered Bridge and drove out Colorado River Road to Road. Truly scenic with crossings. Amazingly going through the red spied from above at previous day. My gauge was better climbed up the La Sal and back down to trail at the event base Spanish Trail Night filled the main arena, where I pitched a



up at Dewey along the Onion Creek lots of water we were now canyons we had TOW the Cruiser temp now. We mountain road Moab, ending the camp at Old Arena. Vendor barn that camped in the tent.

Next day was Flat Iron trail rating. It was much technical. We had mixed group, including Forerunner with father-Jersey. We got through then the FJ Cruiser joint. The trail crew

Mesa, a solid 6 more another good a 70-series and a son from New Rubble Hill and broke a CV repaired it (a

Tacoma owner had a spare) but it set us back timewise. We ran the Chute obstacle next, where the 70 had to be winched up, and then called it a day and headed back for the BBQ dinner and raffle. I met Sara that night who had made a delightful quilt using t-shirts from 17 years of Cruise Moab events. Sara has her own Cruiser and leads trails, my hero!

I had to miss the next day of trails to get back home in time for a concert my daughter was performing at Popejoy. I came back through Shiprock, down to I-40 at Gallup, completing the New Mexico scenic tour portion. It turned out the heat issue was because the head gasket on the Cruiser had deteriorated (a known issue and expected at almost 200K miles) so Leon has a new summer project! I highly recommend the Cruise Moab event as a well-organized and worthwhile adventure!

From Jennifer Chapin

San Rafael Desert Legal Update



In the Fall of 2020, the Price Field Office of the Bureau of Land Management released their decision to open hundreds of miles of roads in the San Rafael Desert. The San Rafael Desert is South of Green River Utah, and features terrain similar to what you find in Moab without the crowds.

This decision was part of a settlement between wilderness advocates, the BLM, and included multiple defendant intervenors - including BlueRibbon Coalition. The wilderness groups weren't happy that the BLM recognized and opened hundreds of miles of roads in this spectacular desert riding area, so they appealed the decision. Their administrative appeal was rejected, so they filed an appeal in federal court.

We joined this appeal as defendant intervenors to ensure that the interests of our members were represented in this legal challenge. We've spent time in this area ground-truthing the trails. We've reviewed the administrative record. All of this was to

prepare to respond to the complaint filed by the wilderness advocates. The wilderness groups asked for numerous extensions, and months became years.

In January 2022 we learned that BLM released a categorical exclusion to close 35 miles of roads in this travel area. By closing these roads through a categorical exclusion, BLM wasn't required to solicit public input. In short, this was a devious way to close roads that had just been analyzed through an extensive process and were the subject of active litigation. We are currently working on appealing this closure, but this closure was the first indication that things were moving in an unexpected direction.

The day after the 30 day window to appeal the 35 miles of closures in the categorical exclusion, our attorneys received notice that the BLM, the Department of Justice, and the wilderness groups had drafted a settlement and motion to dismiss the federal appeal. This was turning into a classic sue and settle case, where these environmental groups were manipulating the legal process to put themselves in a position to make a backroom deal. Surprisingly, the Defendant Intervenors were left out of the process of negotiating the terms of the settlement.

Last week BlueRibbon Coalition, the State of Utah, and Ride with Respect submitted our opposition to this sham settlement.

Support our Legal Effort to Protect Your Trails

The terms of the settlement require the BLM to analyze 12 more miles of roads for closure. The way these routes were singled out positions this settlement to violate the Dingell Act, which includes statutory language from Congress that roads like these in Emery County be left open. The settlement requires a public process to analyze the routes, but a bizarre condition of the settlement also forbids the BLM from sharing maps and data which will be necessary for the public to provide meaningful feedback.

When combined with the 35 miles of closures in the Categorical Exclusion decision, this settlement perpetuates the uncertainty that has plagued recreation users of public land in Utah for over a decade now due to never-ending litigation from the wilderness groups.

We recognize that the legal process is convoluted, but we want to keep you informed that we continue to fight these processes every step of the way. The San Rafael Desert is the first decision that was reached in a process that includes 12 other travel areas that cover over 10,000 miles of routes in Utah. Here are the takeaways we want to share from what we've learned as we work through this appeal in the San Rafael Desert.

- If we weren't involved with our intervenor partners, we can guarantee the wilderness groups would be abusing the process every chance they get.
- Users need to get out and explore the San Rafael Desert and prepare to be involved in the next round of public feedback. We've highlighted some of these areas in our [Lost Trails Guidebook](#) project.
- The appeals from the wilderness groups demanded heavy restrictions on vehicle-based dispersed camping. If you like camping on public land, we need you in the fight.
- We need to work with elected officials to roll back the power of the courts and federal agencies to collude in sue and settle schemes.

We know that this travel planning process in Utah is going to be a long haul project. We know we will have to aggressively fight on every one of these plans to protect your rights enjoy your public land. We started the 10,000+ Project to build a community around our effort to defend these 10,000+ miles of roads. The lifeblood of this effort is the growing number of 10,000+ Project subscribing members who are donating only \$5 a month to our legal fund. There is strength in numbers, and we need 1,000 members donating at least \$5 a month to build the legal war chest we need to go the distance on these fights.

[Support our Legal Effort to Protect Your Trails](#)



Jennifer's new wrap on her Jeep!

Escaping Cabin Fever with the North Idaho Trailblazers



Wikipedia defines Cabin Fever as “the distressing claustrophobic irritability or restlessness experienced when a person, or group, is stuck at an isolated location or in confined quarters for an extended time.” Cabin Fever is also the name of the annual gathering of the North Idaho Trailblazers Jeep Club that occurs during the time of year when the snow in the mountains around Coeur D’Alene, Idaho melts enough to enable the seasons first wheeling excursions. The organizers of the event know what so many of us have experienced: that getting out into the great outdoors with friends is more often than not a cure for Cabin Fever.

We know that outdoor recreation is good for our health, and we’re not surprised that the health benefits of outdoor recreation are starting to be recognized by the medical establishment. Recently news stories reported that doctors in Canada are starting to prescribe the great outdoors to patients.

As these health benefits become more thoroughly documented, the right of the public to access these health benefits from outdoor recreation on public land will become increasingly important.

We started the Operation: Accessible project to ensure that the right policy discussions are happening to ensure that those with mobility impairment disabilities aren't cut off from the health benefits of outdoor recreation simply because they require motorized access to the great outdoors.

>>If you haven't added your name to the Operation: Accessible support list, we invite you to join us in this important effort.<<


On April 14, 2022, the Department of Interior released its Equity Action Plan, and the plan addressed concerns raised by BRC and our members about access barriers to public lands for those with disabilities. In the plan they recognized these barriers exist, and proposed initial steps to reduce these barriers. Acknowledging a problem is a good first step for finding solutions to a problem, and we will be incorporating this acknowledgment into all of our public engagement with Dept. of Interior agencies. There is still a lot of work to do to ensure that biases towards road closures don't lead to discriminatory loss of access to those who must access public lands with motorized assistance.



Our Executive Director, Ben Burr, was the guest speaker at their dinner banquet. Because of difficulties with the Bureau of Land Management issuing permits for the event, there were no formal guided trail rides this year. Nevertheless, he had a great time with the friends he met there and still enjoyed a snow wheeling adventure with NITB President, Darrel River, to learn about some of the local trail issues that need to be resolved.

North Idaho Trailblazers have been longtime supporters of BRC, and we appreciate their efforts to work with us to Defend Your Ground!

Snowmobile Giveaway Sweepstakes




Sierra Snowmobile Foundation
TO PROTECT AND PRESERVE SNOWMOBILE
AND BACKCOUNTRY ACCESS IN THE SIERRA
NEVADA MOUNTAINS

DONATIONS MADE MINIMUM TO AWARD PRIZE

♥ **\$28,750** 🏆 **\$30,000**

Win the 2022 Ski-Doo Summit SP 154 E-TEC Sweepstakes!

🕒 *12 Days Left*



RAS 3 Front Suspension, Pilot DS 3 skis, ROC cover included

If you haven't contributed to the legal challenge to oppose the closure of nearly 85% of the Stanislaus National Forest to snowmobiling, you now have a good chance to support the cause and potentially win a new sled. We are partners with the Sierra Snowmobile Foundation on this challenge, and they are running a sweepstakes to give away a brand new Ski-Doo Summit SP 154 E-Tec Snowmobile. Because we're needing to raise money quickly to fund the legal action, the short deadline on the sweepstakes means there is still a good chance to win. Of course by donating to enter the sweepstakes you are also supporting a legal effort that will potentially set precedents for other forests across the nation. This is a fight that should unite snowmobilers everywhere, and if everyone chips in we will have the resources we need to put up a good fight.

**Keep PUBLIC lands open
to the PUBLIC**

NM4W Officers

<p align="center">President Don Roy 505-681-8116 pres@nm4w.org</p>	<p align="center">Vice-President Membership Chairman Jack Dicky 505-379-9939 vpres@nm4w.org</p>	<p align="center">Secretary NaDeen Roland 505-918-6300 sec@nm4w.org</p>
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Web Site Administrator Don Roy, webadmin@nm4w.org
 Newsletter editor, Cliff Meier, editor@nm4w.org
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Trail Tales



July 1, 2022

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org



Meeting Minutes

June 11, 2022

By NaDeen F. Roland

The meeting was held at the spacious and tranquil home of Jack and Cathy Dickey at 30 Marquez Road in Los Lunas, NM. Don Roy, the club president, started off by thanking Cathy and Jack for hosting the club's first potluck meeting in two years. Don said with all the forest fires and picnic area closures, he was relieved that they offered their home after Oak Flats was no longer available. Don also thanked Shirley Godfrey and Jack Nutter for organizing the catering from Rudy's BBQ. After we sufficiently stuffed our faces, Don called the meeting to order at 5:25 p.m.

GUESTS: Nada, none, zero, zip.

MEMBERS PRESENT: Cathy Arlowe, Bill Bonahoom, Lisa Bonahoom, Scott Cridge, Cathy Dickey, Jack Dickey, Shirley Godfrey, Gwenevere Johnson, Russ Landis, Tina Landis, David McCollum, Patricia McCollum, Cliff Meier, Jeanne Meier, Jack Nutter, Chris Otto, Don Owen, Karen Owen, NaDeen Roland, Don Roy, Chris Sears, Beth P. Steele, Richard Steele, Wayne Sullivan, Andy Townes, Rhonda Townes, and Mary Turpin.

SECRETARY'S REPORT - NaDeen F. Roland. Shirley motioned for the minutes to be read, and Cliff seconded the motion. Don came to the rescue of NaDeen and said anyone who votes for the reading of the minutes will be the next president. Cliff said that wasn't legal. Fortunately Cliff and Shirley were the only two in favor of the minutes being read and everyone else was opposed. Jeanne mentioned that when she was the secretary they voted to have her read the minutes and by the time she got through the members present, they asked her to stop reading. The minutes for the May meeting eventually were accepted as published in the newsletter.

TREASURER'S REPORT - Gary Buckingham, absent. Don informed us that Gary has some family issues currently going on. His mother recently passed away. Rich Steele, the future club treasurer, agreed to be the official Assistant for the next two months. Rich has access to the bank accounts and the PayPal account. Rich reported there is \$8633.98 in the savings account, \$5768.56 in the checking account, and \$64.52 in the PayPal account. Rich said there were no transactions that have occurred since he's been the Assistant.

VICE PRESIDENT'S REPORT - Jack Dickey. Even though there were no guests present, Jack explained his role as the Sheriff and the fines involved for a member who was not aware of the club's fine system.

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

Past Events:

National Trails Day Clean Up and Ride led by Jeff Boggs. Don and Karen Owen talked about the areas they cleaned and the amazing amount of trash they collected. There were guests that showed up from Santa Fe.

Upcoming Events:

Monday, July 11 thru Sunday, July 17 Buena Vista Area Chalk Creek Campground in Nathrop, CO. Cliff Meier, trip leader. Cliff said however long you want to attend this week-long ride is fine. And if you are interested in this ride, make sure you get in touch with the RV park quickly. If you sign up for this ride, Cliff will email you the itinerary.

Jack and Cathy shared details of the Rock Junction event they went on. Jack highly recommends this event to be on the calendar next year, and Rich concurred. There were small groups and good vendors at the expo. All skill levels are welcomed and dry camping is available on site.

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT - Suzan O'Larrick, absent. Jack Dickey said the committee meetings he discussed a couple of meetings ago are still being postponed due to all the fires in New Mexico.

PROGRAM CHAIRMAN'S REPORT - Cathy Dickey. Cathy stated she didn't want to deal with the 50/50 Raffle and the wind possibly blowing money and tickets around. She said if we really wanted her to drag it all out then she would, but no one insisted that she do that. She said the store will be available after the meeting.

HISTORIAN'S REPORT - Frank G. Whiston. Absent, no report.

WEB MASTER'S REPORT - Don Roy. Don said there was nothing noteworthy to report.

NEWSLETTER EDITOR'S REPORT - Cliff Meier. Cliff requested there be no video submissions to the newsletter.

OLD BUSINESS:

Don made us laugh as he reiterated that the club president and club secretary positions need to be filled. Don't make him appoint a member to be the new president. Mary announced that Cathy Arlowe would be the new club secretary. After Cathy gave Mary a playful smack in the arm, she said Mary was going to need a new best friend and a ride home.

NEW BUSINESS:

Don turned on the poll for four wheeler of the year. Phil can still do the plaque for the winner even though he spends half his time in Colorado.

Cliff said that on his trip to Green River he met a man and his wife from Texas. Cliff agreed to be the sponsor for Joseph and Helen Breton so that they can become associate members. Don explained what an associate membership entails and how someone qualifies for it.

Mary shared that Paul Cassidy passed away in December. As she fought back tears, she told us of how this club was an intricate part of their relationship blossoming. She asked aloud if she could be an associate member since she will be moving to California this summer. Don said once this contract year is over this month, he will flip the switch to make her an associate member in July.

Jack Dickey announced that there were lots of leftovers to take home.

MEETING ADJOURNED at 6:03 p.m.

Officer's Reports

No officer's reports this month.

Be a Trip Leader! More trail rides = more fun

Trip Reports

There no trips this month to report on due to the forests being closed because of the fires.

Other

Colorado OHV Permits – In preparing for the Buena Vista trip I discovered that in certain parts of Colorado permits are required for off road travel. It seems that each Colorado Parks & Wildlife (CP&W) office can designate the trails that full size vehicles are allowed on. The CP&W e-mail identifies which trail that require a permit. The CP&W website has more information on this. This information may be of interest if you are planning a 4X4 trip to Colorado.

“Trails Open to Full Size Vehicles in Colorado

OHV Permit In addition to the many miles of Off-Highway Vehicle trails and ‘roads open to all vehicles’, there are a number of Full Size Trails open for recreational travel in Colorado. Although these trails allow for full width vehicles, they differ from most BLM and U.S. Forest Service roads as they are designed for recreational, motorized use rather than simply for transportation. A Colorado Off-Highway Vehicle Permit is therefore required on any licensed/plated vehicle that is used for recreation on these trails. This \$25.25 permit must be displayed on any full size vehicle traveling these trails even if that vehicle has a currently registered license plate from Colorado or any other state.

The funds collected from the sale of these OHV permits is used to build, maintain, and ensure the continued access to these trails for motorized and non-motorized users. A list of full size routes which hold a ‘trail’ designation in Colorado can be found in this brochure. However, it is always recommended to contact the local land management office with questions regarding any specific trail and any current closures or restrictions that may be in place.

Visit the Colorado Parks & Wildlife website to read more information on how to purchase OHV registrations and permits, and the projects that the OHV Registration program funds, call (303) 791-1920, or visit one of the OHV Registration Locations.

Colorado Full Sized Trails

The following trails require an OHV permit even if the vehicle has a currently registered license plate from Colorado or any other state.

1. 21 Road Jeep Trail (Hunter Canyon) BLM Grand Jct. Field Office
2. Bang’s Canyon Area Full Size Trails BLM Grand Jct. Field Office
3. Basin 4WD Trail - #2603 GMUG National Forest – Grand Valley RD
4. Big Creek Trail - #265 (+spurs) GMUG National Forest – Grand Valley RD
5. Billing’s Canyon Rock Crawl Route BLM - Grand Jct. Field Office
6. Bittle Loop Trail #269 GMUG National Forest – Grand Valley RD
7. Boulder Canyon Rock Crawl Trail
BLM – Dry Creek Area - Montrose
8. Brush Creek Jeep Trail - #9738 GMUG National Forest – Gunnison RD

9. Cabin 4WD Trail - #2606 GMUG National Forest – Grand Valley RD
10. Cactus Ridge Trail
BLM – Dry Creek Rec. Area – Montrose Field Office
11. Calamity Canyon Rock Crawl Trail
BLM – Dry Creek Rec. Area - Montrose
12. Carnage Canyon Rock Crawl Route BLM/USFS/CPW – Buena Vista/Salida
13. Castle Rock Jeep Trail #881 (+spurs) GMUG National Forest – Paonia RD
14. Coal Creek Mesa Trail #711 (+spurs) GMUG National Forest – Paonia RD
15. Corral Gulch Trail #2658 GMUG National Forest – Grand Valley RD
16. Death Row Rock Crawl Trail
BLM – Dry Creek Area - Montrose
17. Deplar Park Jeep Trail #9769 GMUG – Gunnison National Forest
18. Die Trying Rock Crawl Trail
BLM – Dry Creek Area - Montrose
19. Flattop Jeep Trail #9863 (+spurs) GMUG - Gunnison National Forest
20. Freedom Rock Crawl Trail BLM Royal Gorge Field Office – near Penrose
21. Full size trails #265 & 701 (seasonally) GMUG National Forest – Paonia RD
22. Gunsight Pass Trail #9585 GMUG – Gunnison National Forest
23. Hancock Pass Jeep Trail #9266 GMUG – Gunnison National Forest
24. Independence Rock Crawl Trail BLM Royal Gorge Field Office – near Penrose
25. Italian Pass Jeep Trail #9642 GMUG – Gunnison National Forest
26. Jenny Creek 4WD Trail #808.1
Boulder RD – Roosevelt National Forest
27. La Fair Trail #2668 GMUG National Forest – Grand Valley RD
28. La Plata Canyon Full size trails #791-798
San Juan National Forest – Columbine RD
29. Land's End Trail #897 GMUG National Forest – Paonia RD
30. Liberty Rock Crawl Trail BLM Royal Gorge Field Office – near Penrose
31. Lime Ridge Jeep Trail #9624 GMUG - Gunnison National Forest
32. Little Coal Creek Jeep Trail #883 GMUG National Forest – Paonia RD
33. Little Bear Lake Trail #2660 GMUG National Forest – Grand Valley RD
34. Lone Cabin Jeep Trail #876 GMUG National Forest – Paonia RD
35. McDonald Mesa Jeep Trail #8891.B GMUG National Forest – Paonia RD
36. Middle-Middle Rock Crawl Route BLM Colorado River Valley Field Office – near Gypsum
37. Mud Holes Trail #2670 GMUG National Forest – Grand Valley RD
38. Mud Springs Rock Crawl Routes/ Area BLM Tres Rios Field Office – near Cortez
39. Napoleon Pass Jeep Trail #9540 (+spurs) GMUG – Gunnison National Forest
40. Needle Rock Jeep Trails #712.1B&.1C & 881 GMUG – Paonia RD
41. North Bench Trail #2633 GMUG National Forest – Grand Valley RD
42. Old Tin Cup Pass Jeep Trail #9267.3D GMUG – Gunnison National Forest
43. Patriot Rock Crawl Trail BLM Royal Gorge Field Office – near Penrose
44. Rangely Rock Crawl Park (all trails) BLM White River Field Office – Rangely, CO
45. Raven Mesa Trail #711 GMUG National Forest – Paonia RD
46. Red Canyon Trail #5118 GMUG National Forest – Norwood RD
47. Rifle-New Castle 62" Trails #1271,2290,2293
White River National Forest – Rifle RD

48. Route #51 (62" wide vehicle max)
White River National Forest – Dillon RD
49. Ruedi Reservoir Trails #3500's (62" wide max) White River National Forest –
Sopris RD
50. Schoneman Ditch Camp Jeep Trail #8703.3A GMUG – Paonia RD
51. Scratch and Dent Rock Crawl Trail
BLM – Dry Creek Rec. Area – Montrose Field Office
52. Sidewinder Jeep Trail BLM – Kremmling Field Office
53. Sims Mesa Trail #6115 GMUG National Forest – Ouray RD
54. Spur Jeep Trail #6544.3B GMUG National Forest – Ouray RD
55. Sun Creek Jeep Trail #9637 GMUG – Gunnison National Forest
56. Ten Falls Rock Crawl Route #8483 BLM CO River Valley FO – near Gypsum
57. Throughline Jeep Trail #8864 GMUG National Forest – Paonia RD
58. Tierod Bender Rock Crawl Route BLM CO River Valley FO – near Gypsum
59. Todd Reservoir Jeep Trail #8891 GMUG National Forest – Paonia RD
60. Tomichi Pass Jeep Trail #9888 GMUG – Gunnison National Forest
61. Topless Rock Crawl Trail
BLM – Dry Creek Rec. Area – Montrose Field Office
62. Transfer Trail #1846 (62" max*) BLM CO River Valley FO / WR National Forest -
near Glenwood Springs
*Adjacent "Transfer Trail Jeep Road" FSR#802 (no trail desig, plated vehicle OK)
63. Union Canyon Trail #9631 (+spurs) GMUG - Gunnison National Forest
64. Upper-Middle Rock Crawl Route #8469 BLM CO River Valley FO – near
Gypsum
65. Virginia Creek Jeep Trail #814 (+spurs) GMUG National Forest – Paonia RD

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Caroline Czenkusch
Admin Asst II/CSR"

**Keep PUBLIC lands open
to the PUBLIC**

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Trail Tales



August 1, 2022

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org



Meeting Minutes

July 17, 2021

By NaDeen F. Roland

The meeting was held at the warm and inviting residence of club historian Frank and his congenial wife Beth Whiston in Albuquerque, New Mexico. Don Roy, the club president, called the meeting to order at 6:55 pm. Don announced that the August meeting will be at Cliff and Jeanne Meier's house. If no one steps up to host the September meeting, then it will be at North Domingo Baca Park.

GUESTS: Michael Arndt, Brady Corriere, Erwin Greven, Jeannie Greven, Stephen Kukendall, Jorge Pacho, Christine Robson, Steve Robson, and Christopher Skeen.

MEMBERS PRESENT: Cathy Arlowe, Cheryle Bakewell, Tracy Bakewell, Cathy Dickey, Jack Dickey, Denis Dimick, Melissa Jacobs, Ed Kausche, Lyn Kausche, Diana Kelleher, Russ Landis, Cliff Meier, Jeanne Meier, Joseph Miranda, Kim Miranda, Lauri Rector, NaDeen Roland, Don Roy, Chris Sears, Richard Steele, Wayne Sullivan, Mary Turpin, Beth Whiston, and Frank Whiston.

SECRETARY'S REPORT - NaDeen F. Roland. Jeanne made a motion that the meeting minutes from June 2022 be accepted as published in the newsletter. The motion was seconded and accepted.

TREASURER'S REPORT - Gary Buckingham, absent. Report by future treasurer, Rich Steele. Don stated that Gary had a parent recently pass away so he's selling his parents' house in Illinois. Rich said Gary will be back in August and at that time he will retrieve from him the checkbook and the cash box. Rich and Gary have been navigating through the bank's two-tiered security system at First Financial Bank. The NMOHVA dues have been paid. There is \$8635.04 in savings, \$4894.37 in checking, and \$548.43 in PayPal. Dues are often paid by members using PayPal. Three hundred dollars worth of merchandise/club swag has been sold. Jack Nutter and Shirley Godfrey were reimbursed \$853 for the food from Rudy's for the club's last meeting.

VICE PRESIDENT'S REPORT - Jack Dickey. Jack explained his duties as both the vice president and the sheriff. As the sheriff he went on to explain the fine system. Jack had our guests introduce themselves. Jorge Pacho was the only guest present and eligible for membership. Cliff made a motion that Jorge be voted in and the motion was seconded and accepted. Our vociferous club welcomed him in with "Pay your dues!"

TRIP CHAIRMAN'S REPORT - Jeff Boggs, absent. No report!

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT - Suzan O'Larick, absent. Don said Suzan will no longer be the officer for this position. This position has been vacant before so it's not a big

deal. If anyone wants to report anything, they can. Don reported that he's been working with the Bureau of Land Management and trying to keep a good rapport. Pojoaque (and not Pocahontas) is interested in getting trails and maps set up. Don talked about the maps he has worked on for the club so that we know what trails are on private land and which ones are on public land.

PROGRAM CHAIRWOMAN'S REPORT - Cathy Dickey. Cathy announced that she brought club swag, and she explained the 50/50 Raffle that she was selling tickets for.

HISTORIAN'S REPORT - Frank Whiston. There is a big repository of photos. Don has a ticker on it, and it is at 15,909. There are albums for all the rides. If one ride gallery is closed, let Frank know and he will open it for your submissions.

WEB MASTER'S REPORT - Don Roy. Don fixed a couple broken things.

NEWSLETTER EDITOR'S REPORT - Cliff Meier. No report.

OLD BUSINESS:

Please vote for the Four Wheeler of the Year. You have a couple weeks to do so. There is currently a four-way tie. Another couple weeks after that Phil will make a plaque for the winner. Jack recommended to Don that he send an email blast. Another member recommended members vote while they are paying their dues.

NEW BUSINESS:

In the past the club has done classes and 101 sessions. In the future that will be on the calendar again for subjects like winching, four wheeling, and basic welding.

The New Mexico 4 Wheelers 2022 - 2023 Officers are as follows:

Cliff Meier	President
Jack Dickey	Vice President
Cathy Arlowe	Secretary
Richard Steele	Treasurer
Jeff Boggs	Trip Chairman
Cathy Dickey	Program Chairwoman
Frank Whiston	Historian

A request for any other nominations was called for. No one had any further nominations, and the voting was closed. A motion to accept these 2022 - 2023 club officers was called for and accepted.

Seventy dollars was collected in the 50/50 Raffle. Jeannie Greven was the lucky winner of \$35.

MEETING ADJOURNED at 7:36 pm.

LEAD A RIDE – It's way less dusty!



President's Report

By Don Roy

This is my last President's Report. I've been an officer in many clubs over the past 50 years, but not since moving to Albuquerque in 2011. **This past year reminded me it is much more enjoyable driving the bus rather than just riding along! I encourage you all to volunteer to help!**

We are in good hands this coming year with my good friend and long time active member Cliff Meier guiding us along.

I'm still active as NM4W web administrator, but I also just took over as temp newsletter editor starting this month. Last year Cliff reluctantly picked up the newsletter after Phil Rodacy had to hang up his word processor after 16 years as editor. I've always felt that with as many people as we have, there is no reason for anyone to have to do two jobs. If anyone has reasonable prowess with Microsoft Word, being editor is a great low stress way to be involved in NM4W.



Trip: Buena Vista, CO Ride Report

By Cliff Meier

On July 11, 21 folks in 15 vehicles set off to the Chalk Creek RV Park, Nathrop, Colorado for 4-5 days of wheeling in the scenic mountains. We had one guest, Chuck Crawley and Erwin and Jeanne Greven, previous members from Green Valley with us. The weather all week was outstanding with only a few light showers in late afternoons.



After everyone arrived on Monday the group prepared for the first day of wheeling on Tuesday. Tuesday morning we went to Timberline Motor Sports to pick up OHV permits, yes Jeeps/full size vehicles are allowed on certain OHV trails but you



need a permit. Check the August Newsletter to see which trails these are. After getting the permits we proceeded on the Lost Canyon trail. Along this trail we saw spectacular views and ended up a large cabin ruins overlooking the mountains for lunch. The following day, Wednesday, we ran Mosquito Pass, the highest motor vehicle pass, 13184 feet, in the US. As we approached the pass, we stopped the North London Mine for lunch. After crossing the pass we proceeded through Leadville, the highest incorporated town in the US. After leaving Leadville we came back over Wesson pass on our way home.



Thursday was planned as a free day but the group wanted to go over Tin Cup pass so away we went with a stop in St. Elmo to see the large number of chipmunks (the local general/tourist store has chipmunk food for sale so you can feed them). St. Elmo is semi-ghost town. After our visit we proceeded on to the pass. At the top we checked out the views and took a group picture. We then continued to Tin Cup which is semi-ghost town. On the way we stopped for lunch at a pristine mountain lake if you didn't count all the fishermen and two standup paddle board folks. That evening a number of the group went to Quincy's Steakhouse for dinner. At Quincy's about the only choice you have is how you want your filet mignon cooked and what you want on your bake potato. On Friday we proceeded to the Mary Murphy Mill on our way to the Pomeroy Lakes. where we had lunch. All the runs during the week were mostly rated easy but the last part of the climb to the lakes was a little above moderate but everyone made it! The views at the lake were great!

Saturday, our last day, we ran Aspen Ridge, named after all the aspens we drove through. This run was meant to be a short day but as with 4X4 runs things don't always turn out as planned. We did not have any problems with our vehicles but stopped to help/rescue a pickup truck that had two flat tires. The occupants in the truck had very little experience with the truck, the owner had just bought it and did not even know where the jack was! It appeared that he had run over something on the gravel road that punctured both driver's side tires. We broke out a jack, an impact wrench, tire plugs and a CO2 cylinder loaned from a nearby camper, we plugged the tires and sent them off to Buena Vista to a tire shop for a permanent fix. Overall the trip was great! To see more pictures go the website Gallery.





Environmental Affairs Activity

Item 1:

The state on Colorado is working to reintroduce timber wolves into the forests. See [this article](#) for more information on the project. [submitted by Jennifer Chapin]

Item 2:**Release of Final Santa Fe National Forest Land Management Plan!**

The Santa Fe National Forest (SFNF) is pleased to announce the signed record of decision for the final revised Santa Fe National Forest Land Management Plan and final environmental impact statement. The revised Land Management Plan will take effect 30 days after the Acting Forest Supervisor James Duran signs the Record of Decision and a Notice of Plan Approval is published in the Federal Register on July 29, 2022. The Land Management Plan, Final Environmental Impact Statement (Volumes 1 through 4), Record of Decision, and other project documents are located on the Santa Fe National Forest website at: <http://www.fs.usda.gov/goto/santafeforestplan>.

The revised land management plan (forest plan) for the Santa Fe National Forest (SFNF) reflects the current economic, social and ecological conditions in northern New Mexico. The forest plan represents many years of hard work and dedication to a collaborative process that engaged numerous people with varied interests. The final plan describes the desired conditions, goals, objectives, standards, and guidelines that will provide the foundation for all future management activities on the SFNF. Developed collaboratively by forest staff and cooperating agencies—including local, state, federal, and tribal governments; land grant communities; non-governmental organizations; and other members of the public—the final plan represents a commitment to managing productive and sustainable forests. The Santa Fe also worked closely with the Carson and Cibola National Forests to develop consistent plan components for traditional uses, including grazing, fuelwood and acequias, to better serve the needs of tribes, community land grants and subsistence-based rural communities.

This framework reflects consideration of relevant issues and concerns; values people and places; and contributes to the social, economic, and cultural values important to traditional communities. Based on the best available science, the forest plan supports partnerships and an “all lands” approach to working across administrative boundaries to accelerate landscape-scale restoration of forested areas and watersheds while mitigating the risk of high-severity wildfire. The plan also improves public access to the forest and preserves the special characteristics of designated areas like wilderness, inventoried roadless areas, and wild and scenic rivers.

For further information about the final plan, please contact Sarah Browne, Acting Forest Planner, at (505) 414-3301 or santafeforestplan@usda.gov. Thank you for helping to develop the SFNF forest plan; we look forward to partnering with you on implementation.

SMOKEY'S SCOUT



Smokey's Scouts is a forest-friendly match 3 game where players take on the role of aspiring scouts. Players are tasked with helping Smokey in preventing wildfires by removing fire hazards along their hike. Players will learn about Smokey's history and wildfire prevention and safety through additional mini games along the way. Completing tasks results in being awarded badges and game currency (bear tokens) to better assist scouts in their training.

Download Today!



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Keep PUBLIC lands open to the PUBLIC

NM4W Officers

<p>President Cliff Meier pres@nm4w.org</p>	<p>Vice-President Membership Chairman Jack Dickey vpres@nm4w.org</p>	<p>Secretary Cathy Arlowe sec@nm4w.org</p>
<p>Treasurer Rich Steele treas@nm4w.org</p>	<p>Program Chairman Cathy Dickey prog@nm4w.org</p>	<p>Historian Frank Whiston hist@nm4w.org</p>
<p>Trip Chairman Jeff Boggs trips@nm4w.org</p>	<p>Environmental Affairs Vacant envdir@nm4w.org</p>	

Web Site Administrator Don Roy, webadmin@nm4w.org

Newsletter editor, Don Roy, editor@nm4w.org





Trail Tales



September 1, 2022

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org



Meeting Minutes

August 13, 2022
By Cathy Arlowe

The meeting was held at Cliff and Jeanne Meier's home 5105 Fairmont Ct NW Albuquerque, NM 87120

President Cliff Meyer called the meeting to order at 6:12 p.m.

GUESTS:

Christine (Crissy) Robson and Steve Robson

MEMBERS PRESENT:

Cathy Arlowe, Jeff Boggs, Paula Boggs, Jack Dickey, Cathy Dickey, Ed Kausche, Lyn Kausche, Russ Landis, Tina Landis, Patricia Mccollum, Cliff Meier, Jeanne Meier, Jack Nutter, Lauri Rector, NaDeen Roland, Don Roy, Chris Sears, Richard Steele, Frank Whiston, Beth Whiston.

SECRETARY'S REPORT – Cathy Arlowe. Meeting minutes from June 2022 were accepted as published.

TREASURER'S REPORT -Rich Steele. Rich reported that 59 members have paid their dues. 30 members have not paid. Members have 18 days left to pay dues. Currently, the checking account has \$5,288.12 (this amount will go up with 6 outstanding checks), the savings account has \$8,636.14. The Treasurer's report was accepted on motion without discussion.

VICE PRESIDENT'S REPORT - Jack Dickey. Guests were already introduced. Jack goes over fines: Cliff Meier owe fines for forgetting his CB antenna and other trip related transgressions during the Buena Visa trip. Cliff pays \$5 in fines (although this is probably overpayment).

New voting members voted in without discussion: Linda Jensen, Bill Keefe.

New associate members voted in without discussion: Erwin and Jeanne Greven.

TRIP CHAIRMAN'S REPORT - Jeff Boggs.

Past Events:

Monday, July 11 thru Sunday, July 17 2022; Buena Vista Area, Chalk Creek Campground in Nathrop, CO. Cliff Meier, trip leader. Cliff reported some highlights, including the "Good Samaritan" event on Aspen Ridge where members rescued three young people (not riding with the club) with 2 flat tires. Tires were patched and the folks were sent back to Buena Vista. All who attended agreed that it was a good trip.

Upcoming Events:

Details for all upcoming events can be found on the website.

Saturday, August 20, 2022; Summer Jemez Ride. Jeff Boggs, trip leader. Meet at San Ysidro, NM at 9:00 a.m. travel to San Pedro Peaks Wilderness. Back in San Ysidro area around 5:00 p.m. There will be some "newbies" joining the ride. This will be an easy to moderate run.

Wednesday, September 7 thru Friday, September 9, 2002; Fall Crawl 2022 - 4 Corners 4x4 Week. Glade Road and Pinon Hills Blvd, Farmington, NM 87041. Cliffhangers 4WD Club, event host.

Saturday, September 10, 2022, at 5:00 p.m. next club meeting at Diego Serna's home (address to be announced).

Saturday, September 24, 2022, at 9 a.m.; National Public Lands Day. Sandia Ranger Station. Jeff said this is another pick-up-trash event that needs a leader.

Monday, October 3 thru Saturday, October 8, 2022; The 7th Annual Trail Hero event in Southern Utah. Details can be found on the website

Wednesday, October 12 thru Saturday, October 15, 2022; Chile Challenge 2022 at Cabaillo Lake State Park.

Beginning in October, meetings will Thursday nights.

Thursday, October 13, 2022, October meeting at 7:00 p.m. at North Domingo Baca Multi-Generational Center (indoors).

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT – There is no director of environmental affairs so, no report.

PROGRAM CHAIR'S REPORT – Kathy Dickey. "Kathy's got stuff." In other words, there was club merchandise for purchase at the meeting.

HISTORIAN'S REPORT – Frank Whiston. Frank encouraged folks to check the gallery on the website for pictures of different trips. He encourages everyone to upload photos of their trips. Currently, there are over 16,000 photos.

WEBMASTER'S REPORT - Don Roy. Don has something in the works and will report next time.

NEWSLETTER EDITOR'S REPORT – Don Roy. Send your articles and anything you find interesting that is related to 4-wheeling to him. Don also encourages everyone to read the newsletter for the minutes from last meeting and other interesting articles, photos etc. about 4-wheeling.

PROMOTIONS - Currently, there are no active promotions.

OLD BUSINESS:

Happy Birthday Chris Sears!

The “4-Wheeler of the Year Award” goes to Don Roy, as voted on by members. Congratulations to Don for the well-deserved award!

The “Most Participation Award” for 2022 is a tie between: Jack Dickey and Jack Nutter. Both received \$50 for their excellent participation during 2022. Congratulations to the Jacks!

NEW BUSINESS:

4x4 Poll results:

- 1) 4Wheeling 101 class. People showed interest in a 4-wheeling 101 course. Jack Dickey volunteers to run a course. Details to be determined.
- 2) Radio poll. While there were over 32 responses, it was inconclusive. The issue is whether we should require members to use a particular kind of radio, and whether those currently with CB, Ham, and FRS should be required to switch to GMRS radio. Cliff reviewed many of the pros and cons of GMRS noting that GMRS seems to be the trend. There was extensive discussion with much member participation and questions. Cliff volunteered to get more information about a club discount for GMRS radios. Ed Kausche volunteered to provide an update on the quality and ability of communication with GMRS vs. other forms of communication on the trial at the next meeting. The issue was tabled for now.

Christmas Party

After discussion, the Club agreed that we would like to have a Christmas party at a member's home. The Christmas party will be held at Cliff and Jeanne Meier's home if no one else volunteers to hold the party. The Club voted to have an afternoon, rather than evening party. The Club will pay for the meat and the rest will be potluck. Details to be determined.

Johnson Hill (Gordy's Hill)

Frank Whiston reported that the BLM is in the process of taking comments regarding their modifications to off-road trails on Gordy's Hill. The biggest concerns are changes to moderate and hard routes as well as access to other routes. The Club sent the BLM a map that included the trails that we use which was apparently ignored. There was extensive discussion. Frank, Jack Dickey, and Cliff all encouraged members to send in individual comments. Frank noted that comments cannot be a template or they will count it as one comment. Each comment must be individualized to count and make a bigger impact. Frank will put bullet points on the website to assist anyone who would like to make a comment. Comments are due August 30, 2022 (although Rich pointed out that

the BLM website indicates that the comment period is September 1 through September 30, 2002). Members are encouraged to send in comments to preserve this area for 4-Wheelers.


Next Two Meetings

Cliff announced that he will be gone for the next two meetings and Jack Dickey will be running the show.


50/50 Raffle

Ed Kausche won \$23 in the 50/50 Raffle.


MEETING ADJOURNED at 7:33 p.m.

	President's Report By Cliff Meier
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There is no President's report this month.

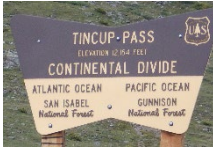
	Vice President's Soap Box By Jack Dickey
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There is no Vice-President's report this month.

	Director of Environmental Affairs This officer position is currently open, contact any officer to volunteer.
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Last month (Aug 2022) was a comment period for the BLM Socorro, NM office on their Gordy's Hill trail usage project. Many NM4W members submitted comments.

LEAD A RIDE – It's way less dusty!



2022 Summer Jemez Ride Report

By Jeff Boggs

We had 11 4x4 rigs show up for this ride. Rain showers and cool temps showed up too. We drove up hwy 550 from San Ysidro, turning off 20 miles later and entered the Jemez on FR 20. Rain showers continued until about 4 pm, but no lightening, and no hard rains. Mud was everywhere. After driving into the forest, we climbed up Ojitos Mesa. Had a great lunch at an overlook of Fenton



Lake and the Jemez. Clouds were above and below us. In the afternoon we tried another forest road. This one was exploratory, so all new to us. Tough going in the mud and up hill most of the way. Lots of slipping around. In this mud , your rig didn't go the same direction very much. Lots of steering corrections, to say the least. This took much longer than anticipated , but everyone had a great attitude and helped each other. I had to drag out the chain saw many times to clear fallen trees off the road. Cathy had a flat tire in a very muddy section, but Jack used his CO2

tank to pop the tire back on its bead.

Everyone had to drive their 4x4 through every tough climb. We got everyone out safely, but much later than I had planned.

Instead of 5-6 pm finish, it was 8 pm before we made pavement for airing up, near Cuba , NM.

We were all excited about getting through this challenge. It was the Godzilla of muddy trails for us, and we survived. Everyone was sharing stories of the day's adventures. It took us working together and learning what we could do with our 4x4's. I was impressed with how all the different brands of 4x4's did today. A Hummer, Bronco, Lexus, Xterra, Colorado, a YJ, 2 TJ's and some JK Jeeps all got through this equally challenging trail. The drivers have to get some credit for this. I thought I may have led us into a too difficult situation, but every time I looked in my rearview mirror, this group kept moving forward!! Radio comm was very important. We used CB and HAM to coordinate. Hope we get some more rides posted up for the Jemez Mts. What a great place to explore.... I try this trail again, maybe with less mud next time. LOL!!



Off-Road Radio Options

By Ed Kausche

There are currently three different radio types commonly used by the 4-wheeling community. These are:

- I. Citizen's Band (CB)
- II. Amateur Radio (Ham)
- III. General Mobile Radio Service (GMRS)

Years ago, CB was the only practical option for 4-wheelers and thus has been the standard for many years. Ham radio became a more attractive option after the creation of the "No Code" Technician License in 1990 and the elimination of all Morse code requirements in 2007. The higher power and the ability to use repeaters, allow communication over longer ranges than is possible with CB. These facts act to make Ham radio an attractive option. The higher cost and complexity of ham radio equipment, plus the testing requirement, have acted to greatly restrict ham radio popularity.

GMRS has been around since the early 1970s, but has only recently started to gain traction with the 4-wheeling community. GMRS retains much of the simplicity of operation of CB, with the greater range and quieter operation of Ham radio. These factors combine to make GMRS an attractive alternative to CB. Several organizations, notably Jeep Jamboree among others, have started mandating GMRS.

Citizen Band

Advantages: Most 4-Wheelers already have one. They are cheap, easy to operate and require no license.

Disadvantages: Power output is limited to 4 watts, thus limiting their useful range. They are noisy due to their use of AM (amplitude modulation). The size of the antenna needed for this frequency range (27 Mhz), makes them quite unwieldy, leading to compromises in their design and thus, less than ideal performance. Most commonly available CB antennas are less than the ideal $\frac{1}{4}$ wavelength (108 in) long, finicky to tune and are still large enough to require removal and/or lowering before parking the vehicle in a standard garage.

CB radio reception tends to be significantly noisier than with Ham and GMRS radios. This is largely due to CB's use of Amplitude Modulation (AM). The strength of the transmitted signal is varied in step with the audio signal with this type of modulation.

Ham radios (those commonly used in the 2 meter and 70 cm bands), GMRS and FRS radios all employ Narrow Band Frequency Modulation (FM). The frequency of the transmitted signal varies in step with the audio signal with this type. Most noise is AM in nature. FM receivers are largely insensitive to amplitude variations and thus they tend to reject "noise" resulting in much quieter operation.

There is another article, "CB Radio 101" on the NM4W.org website. That article contains much information concerning the radio selection, antenna selection and tuning, etc... That information will not be repeated in this article.

Amateur Radio

Amateur Radio encompasses many bands with frequencies just above the AM broadcast band to well into the Microwave region. The Ham bands most commonly used by 4-Wheelers are the 2 meter band (144 to 148 Mhz) and to a lesser extent the 70 centimeter band (420 to 450 Mhz). This discussion will be confined to the characteristics of these bands and no others.

Advantages: Much higher power output is possible along with the ability to use repeaters to further increase range. Ham radios, suitable for mobile usage, typically have 50 watt power output capability. The shorter wavelengths, at these higher frequencies, allow the use of more efficient antenna designs that are also much smaller physically.

Disadvantages: The much higher cost and complexity of ham radio equipment and the fact that one must pass a test in order to obtain a license all contribute to limited usage within the 4-Wheeling community. For those who may be interested, only the lowest level ham license (Technician), is required to operate ham radios in the VHF and UHF ranges (above 50 Mhz). The test for that license is relatively easy to pass.

General Mobile Radio Service

GMRS and the Family Radio Service (FRS) are closely related. They share the same 22 channels operating in the 462 and 467 Mhz bands. Because they share the same 22 channels and the same transmission mode (Narrow Band FM), FRS and GMRS radios can communicate with each other.

FRS radios are all small, handheld, low power units and are required to use small non-removable antennas. These restrictions are designed to limit the amount of interference they could create.

GMRS radios are allowed much higher power output levels (with some limitations), external antennas, and have the capability to use repeaters. Channels 1-7 and 15-22 operate in the 462 Mhz band, while channels 8-14 and the repeater inputs, channels 15R-22R, operate in the 467 Mhz band. These frequencies, and the associated short wavelengths, allow the use of quite small antennas. A GMRS ¼ wave whip antenna is only approximately 6 inches long. Most GMRS antennas have no provision for tuning, making GMRS radio installation mostly a “plug and play” operation.

The 22 GMRS channels are divided into three groups, with each group having different restrictions.

Channel	FRS Power	GMRS Power	Notes
1-7	2 Watts	5 Watts	
8-14	½ Watt	½ Watt	Handheld Only
15-22	2 Watts	50 Watts	
15R-22R	NA	50 Watts	Repeater Inputs

Because channels 8-14 are restricted to handheld radios only, base station GMRS radios do not operate on these channels. Only handheld radios can use them.

There are several GMRS repeaters in the Albuquerque area and throughout New Mexico.

Permission from the repeater owner must be obtained in order to make use of them. When Channels 15R-22R, the repeater input channels, are selected, the GMRS radio transmits in the 467 Mhz band and receives in the 462 Mhz band – exactly 5 Mhz below its transmitted signal.

Licensing

Neither CB nor FRS radios require a license. Ham and GMRS radios do require them. Licenses are obtained from the Federal Communications Commission (FCC). In order to obtain a license, one must first obtain an FCC Registration Number (FRN). The following link will allow a new user to establish login credentials and obtain an FRN: <https://apps.fcc.gov/cores/userLogin.do> The FRN should be retained by the user and then used for all future communication with the FCC.

Once an FRN is obtained, the following link can then be used to apply for a license:

<https://wireless2.fcc.gov/UlsEntry/licManager/login.jsp> One must first login using the previously obtained FRN and password. The next screen will have a menu on the left side. The top entry is “Apply for a New License”. The next screen then asks “Select Service”. They are identified by two

letter codes. GMRS is code ZA and is located at the bottom of the list. From thereon, simply follow the prompts to finish the application and pay (\$35) for the license. After approval the FCC will then email the license which is good for 10 years and can be used by all members of the licensee's immediate family.

Ham licenses are also obtained by a similar process and also cost \$35 and are good for 10 years. Evidence of passing the appropriate test must also be submitted. Ham licenses can only be used by the licensee him/her self. Each operator must be individually licensed. To obtain a Ham license, one must first pass the appropriate test. Tests are administered by Volunteer Examiners (VE). There are several local Ham Clubs that regularly hold testing sessions. The usual fee for testing is \$15.

Summary

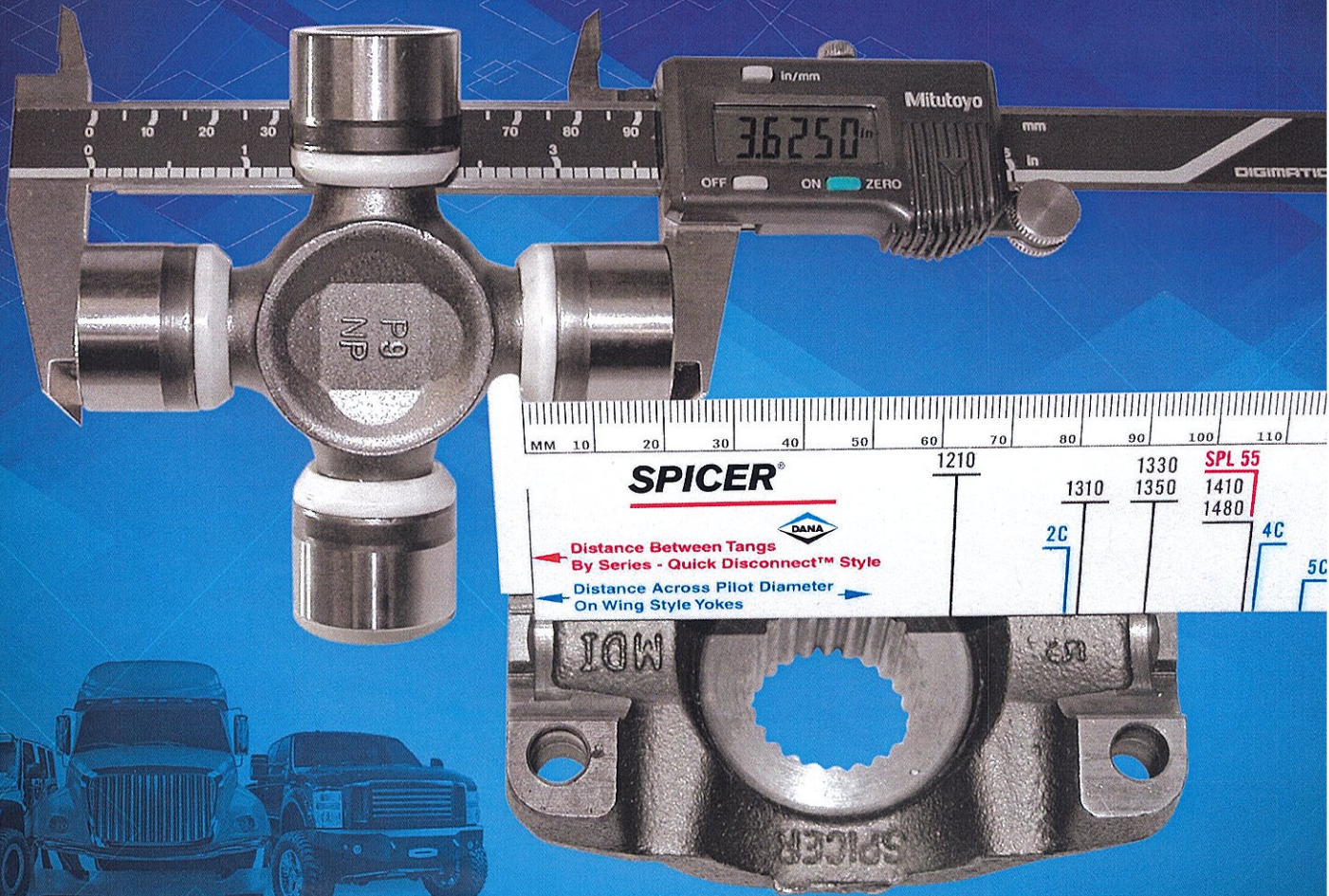
GMRS is continuing to increase in popularity in the 4-wheeling community. It retains most of the advantages of Ham Radio and the simplicity of CB Radio, while avoiding most disadvantages of both CB and Ham Radio. None of the radio types considered here are suitable for long range communication unless repeaters are employed. The higher power and more efficient antenna design possible with GMRS, should allow communication over longer ranges than is possible with CB. GMRS radios are somewhat more expensive than CB radios, but definitely less than the cost of a ham radio.

The author believes that GMRS will, at some time in the future, replace CB as the standard for communication among 4-Wheelers.

SPICER®



Spicer® Yoke and U-Joint Measurement



Get the Right U-Joint, Right Away.

With the Spicer® Yoke Ruler, you can quickly and easily measure a driveshaft yoke to determine the series of a driveshaft and then refer to the Common U-Joint Kits by Series chart to determine the correct u-joint kits for that series. This guide shows you how to find the part you need, no matter what information you have in front of you.



How to Measure a Yoke

This section will demonstrate how to use the Spicer Yoke Ruler to determine the correct Spicer driveshaft series when all you have is a yoke from a driveshaft. **NOTE:** This ruler will only measure Spicer series yokes and is not inclusive of all driveshaft series. Refer to chart on the next page for u-joint kit number choices.

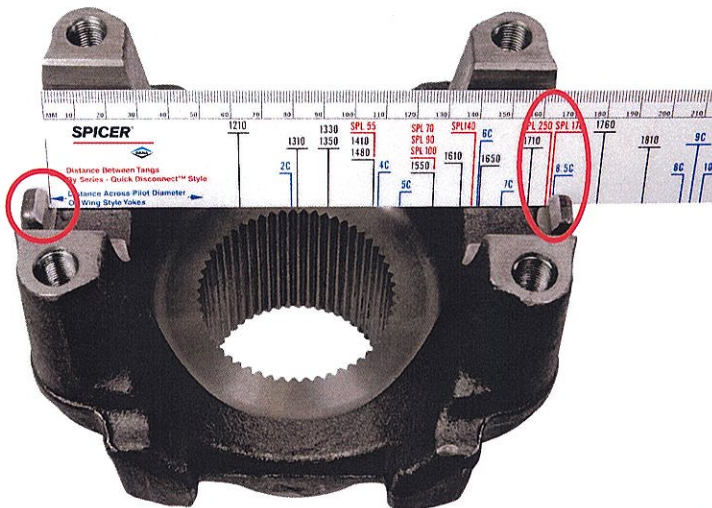
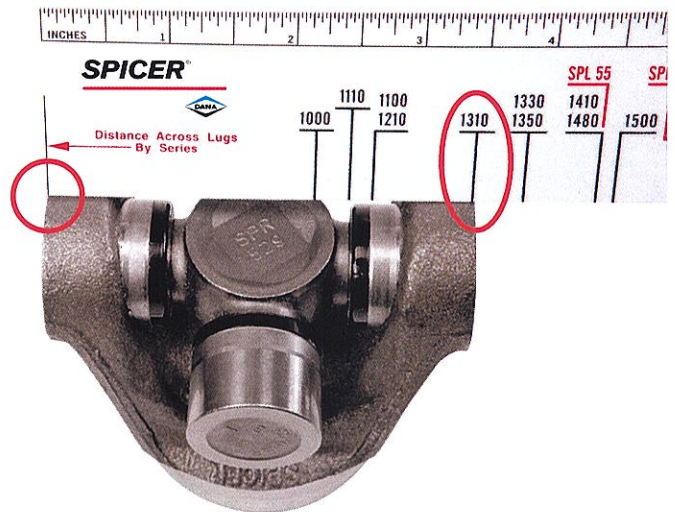


NOTE: The Spicer Yoke Ruler is used to determine the series of driveshaft that is compatible with your yoke. Measurements for u-joint kits should be made with a caliper or micrometer and determined by using the dimensional charts in Spicer's K350 catalog.

With a Full-Round Driveshaft Yoke

1. Measure from the outside of the yoke ears, as shown
2. The correct driveshaft/u-joint series will be indicated on the opposite ear (**1310 in this example**)

The correct u-joint kit options are listed in the chart to the right, and include **5-153X** (Spicer service kit – greaseable), **5-1310-1X** (Spicer Life Series/SPL greaseable), and **5-1310X** (Spicer Life Series/SPL non-greaseable). **For multiple series measurements, refer to the K350 catalog.**



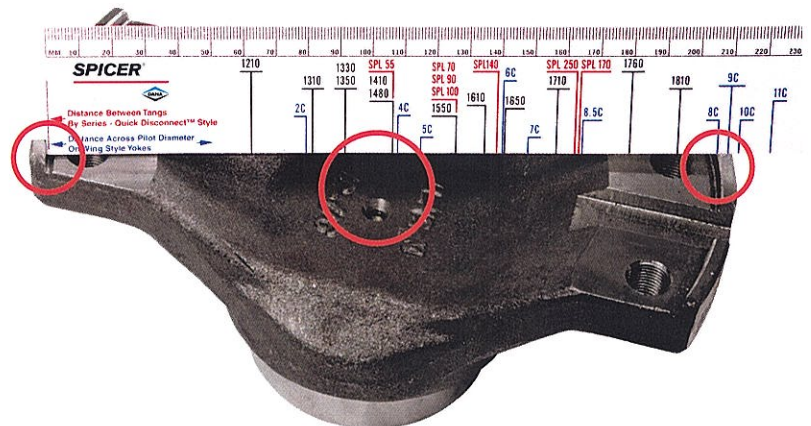
With a Half-Round Driveshaft Yoke

1. Measure from the inside of the tab, as shown
2. The correct driveshaft/u-joint series will be indicated on the opposite tab (**SPL170 in this example**)

For multiple series measurements, refer to the K350 catalog.

With a Wing® Series Yoke

1. Measure across the inside of the pilot diameter
CAUTION: Make sure your ruler is directly over the center of the bolt holes on the yoke, as shown
2. Read result on **opposite** pilot diameter
3. Wing® Series u-joint kit part numbers can be found in the Wing® Series brochure (J3312-WINGBRO), available at SpicerParts.com/Library



Common U-Joint Kits by Series

Once you've determined the driveshaft/u-joint series, the chart below provides options for easily identifying the appropriate Spicer® u-joint kit part number.

Light & Medium Vehicles

Driveshaft Series	Spicer® Service Kit (Greaseable unless noted)	Spicer Life Series® OE Kit (Greaseable)	Spicer Life Series® OE Kit (Non-Greaseable)
1210	5-443X	-	-
1310	5-153X	5-1310-1X **	5-1310X
1310 Aluminum	-	-	5-3613X†
1310/7260*	-	-	5-788X
1310 (Wheel Joint)	-	-	5-760X
1310SPEC	5-1201X	-	5-7439X
1330	5-213X	5-1330-1X **	5-1330X
1330 Aluminum	-	-	5-3614X†
1330SPEC	5-1204X	-	5-7438X
1330/S44*	5-212X	-	5-793X
1330/7290*	-	-	5-7437X
1350	5-178X	5-1350-1X **	5-1350X
1350 (Wheel Joint)	-	-	5-7166X
1350/SPL30 Aluminum	-	-	5-3615X†
1350 x S44*	5-3205X	-	-
1355 AAM*	5-3208X ***	-	-
1410	5-160X	5-1410-1X **	5-1410X
1410 Aluminum	-	-	5-3616X†
1415 AAM*	5-3207X ***	-	-
1480/SPL55	5-188X	SPL55-1X	SPL55X
1480/SPL55 (Wheel Joint)*	-	SPL55-4X	SPL55-3X
1485 AAM*	5-3206X ***	-	-
1485 AAM (Wheel Joint)*	-	-	5006813
1550/SPL70	5-155X	SPL70-1X	SPL70X
SPL70 (Wheel Joint)*	-	SPL70-4X	-
7260*	5-1306X	-	5-789X
7290*	5-1309X	-	5-811X
S44*	5-3147X	-	5-795X

Commercial Vehicles

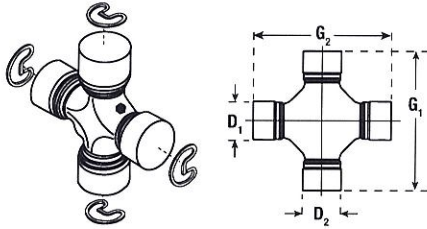
Driveshaft Series	Spicer® Service Kit (Greaseable unless noted)	Spicer Life Series® OE Kit (Greaseable)	Spicer Life Series® OE Kit (Non-Greaseable)
SPL90/SPL100	-	SPL100-1X	-
SPL140	-	SPL140X	SPL140SFX
SPL170	-	SPL170-4X	SPL170-SF4X
SPL250	-	SPL250-3X	SPL250-SF3X
SPL350	-	SPL350X	SPL350SFX
1610 (Full Round)	5-279X	-	-
1610 (Half Round)	5-674X	-	-
1650	5-165X	-	-
1710 (Full Round)	5-280X	-	-
1710 (Half Round)	5-675X	-	-
1760 (Full Round)	5-407X	-	-
1760 (Half Round)	5-677X	-	-
1800 (Full Round)	5-124X	-	-
1810 (Full Round)	5-281X	-	-
1810 (Half Round)	5-676X	-	-
1880 (Full Round)	5-308X	-	-

* Wheel joint or non-Spicer series - will not be on yoke ruler. Identify u-joint kit using Spicer K-350 Catalog. ** Zerk in Cap ***Non-Greaseable
 † Used in aluminum driveshafts. U-joint has coated caps.

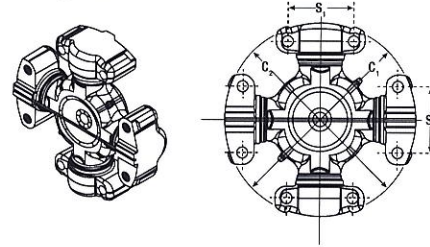
Measuring U-Joint Kits (Spicer Yoke Ruler does not apply.)

The illustrations below show appropriate measurements required to identify the most common styles of u-joint kits. Illustrations for the other styles of u-joint kits can be found in the last section of the K350 catalog. We recommend using a caliper or micrometer to most accurately measure u-joints. U-joint caps must be compressed when measuring dimension over the caps. Once you have recorded your measurements, refer to the dimensional charts by u-joint type, which can be found in the last section of the K350 catalog. The K350 catalog can be downloaded from our online library, located at SpicerParts.com/Library.

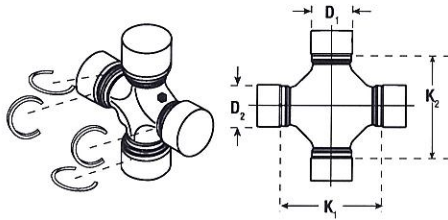
Outside Snap Rings



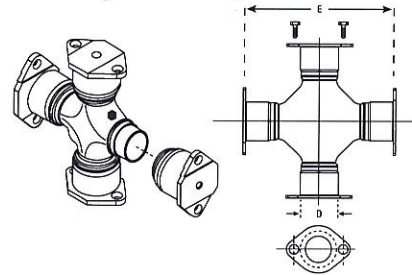
Wing® Series



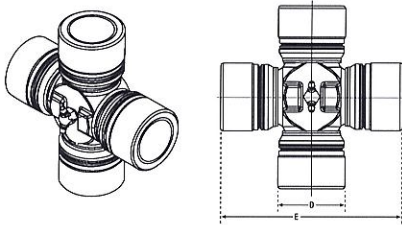
Inside Snap Rings



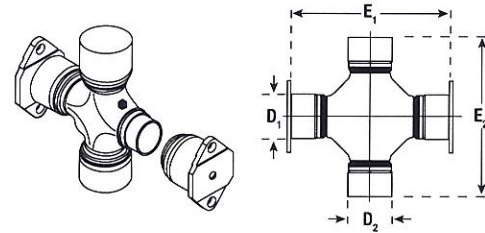
Bearing Plate Style



Spicer Life Series® (SPL® 140, 170, 250, and 350)



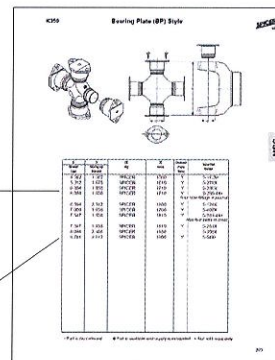
Half Round Style



Sample of the K350 Dimensional Pages

Bearing Plate (BP) Style

E	D	OE	OE	Greaseable	Spicer Part
Between	Bearing cap	Mfg.	Series	(Vayes	Number
Caps	Diameter			Nero)	
4.562	1.562	SPICER	1500	Y	5-115X*
5.312	1.875	SPICER	1610	Y	5-279X
6.094	1.938	SPICER	1710	Y	5-280X
6.094	1.938	SPICER	1710	Y	5-280-4X*



For more information on genuine Spicer products, visit us on the web at SpicerParts.com.

SpicerParts.com/Measuring-U-Joints

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Warehouse Distributors: 1.800.621.8084
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Trail Tales



October 1, 2022

Official Newsletter
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www.nm4w.org



Meeting Minutes

September 10, 2022

By Cathy Arlowe

The meeting was held at Diego and Lysle Serna's house at 12308 Casa Grande Ave NE

After enjoying excellent bar-b-que prepared by the Sernas and additional scrumptious sides provided by those attending, Vice President Jack Dickey called the meeting to order at 6:47 p.m.

GUESTS:

Timothy Marrs (first time participant)
Christine (Crissy) Robson and Steve Robson (returning guests)

MEMBERS PRESENT:

Cathy Arlowe, Jack Dickey, Cathy Dickey, Shirley Godfrey, Jack Nutter, Don Roy, Diego Serna, Lysle Serna, Richard Steele, Wayne Sullivan, Frank Whiston

VICE PRESIDENT'S REPORT - Jack Dickey.

Transgression Fines: No fines were levied or collected at this meeting.

New Members: No guests eligible for membership based on the club's point system. Jack Dickey explains the membership process.

SECRETARY'S REPORT – Cathy Arlowe. Meeting minutes from August 2022 were accepted as published.

TREASURER'S REPORT -Rich Steele. Rich reported that the fiscal year has ended. As of September 10, 2022, the Pay Pal account has \$2, 630.69 (to be transferred into the checking account); the checking account has \$5,662.92, the savings account has \$8,637.24 for a total of 16, 930.85.

Rich is working with Gary to get Rich's name on the P.O. Box.

The Club now has a debt card to use instead of using a reimbursement system as has been done in the past.

The password for the credit union needed to be changed and Rich and Don Roy both have the password in Cliff's absence. Typically, the president and the treasurer would have the password, which will be the case once Cliff returns.

The Treasurer's report was accepted on motion without discussion.

TRIP CHAIRMAN'S REPORT – Jack Dickey reported in Jeff Boggs' absence.

Past Events:

Saturday, August 20, 2022; Summer Jemez Ride. Jeff Boggs, trip leader. Cathy Arlowe, Jack Nutter, and Wayne Sullivan commented on the event. A muddy-good time was had by all.

Wednesday, August 24, 2022; Cedro Peak Ride. Jack Nutter, trip leader. A small group took this mid-week trip up to Cedro Peak. Jack Nutter reported.

Wednesday, September 7 thru Friday, September 9, 2022; Fall Crawl 2022 - 4 Corners 4x4 Week. Glade Road and Pinon Hills Blvd, Farmington, NM 87041. Cliffhangers 4WD Club, event host. There may be some members currently at this event and we hope to get a good report at the next club meeting.

Saturday September 10, 2022, thru Sunday 11, 2022; W.E. Rock Grand Nationals — Chokecherry Canyon, Farmington, NM. There may be some members currently at this event and we hope to get a good report at the next club meeting.

Upcoming Events:

Details for all upcoming events can be found on the website.

Saturday, September 24, 2022; Jack Dickey will host a ride to Magdalena that should be suitable for stock vehicles with the caveat that he has not been on that trail for many years. It may be deemed an "exploratory" expedition. Jack will try to get a permit to hike to Kelley Mine as a part of the ride and will post details on the website.

Saturday, September 24, 2022, at 9 a.m.; National Public Lands Day. Sandia Ranger Station. Jeff said this is another pick-up-trash event that needs a leader.

Monday, October 3 thru Saturday, October 8, 2022; The 7th Annual Trail Hero event in Southern Utah. Details can be found on the website

Wednesday, October 12 thru Saturday, October 15, 2022; Chile Challenge 2022 at Cabaillo Lake State Park.

Beginning in October, meetings will Thursday nights.

Thursday, October 13, 2022, October meeting at 7:00 p.m. at North Domingo Baca Multi-Generational Center (indoors).

Friday, October 14, 2022; Jemez Mountains Dispersed Recreation Management Plan - Kickoff Collaborative Meeting. Jack Dickey will attend and encourages all to attend for an opportunity to come together to improve recreation opportunities and protect the unique natural and cultural resources of the Jemez Mountains. Details are on the website.

Jack Dickey encourages folks to lead a ride and always check the webpage for last minute trips and upcoming events.

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT – There is no director of environmental affairs, however, Jack Dickey reports that the comment period for the Johnson Hill (Gordy’s Hill) changes has closed. Members submitted comments. Jack further reports on actions taken to develop a good plan with BLM.

Jack praised Frank Whiston for his thoughtful comments during a podcase that addressed the issue.

Don has talked to Simone, the policy director, who is scheduled to get back to Don with more information. Don will report at next meeting.

Jack mentions the Jemez Mountains Dispersed Recreation Management Plan - Kickoff Collaborative Meeting. Jack will attend to advocate for our interests because Jemez is “loved to death” and we have an interest in its preservation for recreational use. See Upcoming Events above.

Franck Winston mentioned the Blue Ribbon Coalition (“BRC”) is advocating in Moab, Utah. Discussion was had regarding the issue.

PROGRAM CHAIR’S REPORT – Cathy Dickey. Cathy still has club merchandise for sale and the 50/50 raffle. She is working towards getting the artwork redone so we can get it screen-printed on new shirts and is thinking about getting the existing shirt screen printed. x

She also has some recruiting cards and encourages members to take some cards to hand out to interested parties.

Cathy asks the club to provide funding for a luggage cart for hauling the merchandise. Don Roy moves that we allocate \$250 of club funds to purchase a luggage cart for the program chair to carry and transport club merchandise. Wayne Sullivan seconds the motion, and the motion is passed without discussion. Cathy is authorized \$250 for a luggage cart for merchandise

HISTORIAN’S REPORT – Frank Whiston. Frank encouraged folks to check the gallery on the website for pictures of different trips. He encourages everyone to upload photos of their trips.

WEBMASTER’S REPORT - Don Roy. Don reports that some tools have changed.

NEWSLETTER EDITOR’S REPORT – Don Roy. Don encourages everyone to read the newsletter for good articles. This month’s newsletter has a good write up about radios by Ed Kausche. Ed is going to follow up with an article about antennas for next month’s issue.

PROMOTIONS - Currently, there are no active promotions.

OLD BUSINESS:

Christmas Party: The Meiers had graciously offered their home for the Christmas Party if no other member volunteered. Diego and Lysle Serna spontaneously volunteered to have the Christmas Party at their home, which delighted all members currently present at their beautiful and welcoming home. The Christmas Party will be tentatively scheduled for Saturday, December 10, 2022, beginning sometime in the mid-afternoon. More definite plans will be provided at a later date. BIG THANKS to the Sernas for hosting this evening’s meeting as well as this year’s Christmas Party!

Radios: No solid conclusions have been made about the type of radios we will require as a club, but the trend looks to be leaning toward GMRS. Frank mentioned that there are GMRS radios on sale for as little as \$105.00. It looks like we are leaning toward GMRS. Rich shared an idea to set a transition period. Discussion was had on the issue, but no decisions were made. Members present generally agreed to table the idea for another meeting when more members are present. Frank encourages all to read Ed's article regarding radios in this month's newsletter.

NEW BUSINESS:

It appears we owe dues to BRC, but it is unclear when we last paid our dues, although we are in good standing with BRC. Frank moves that we up our contribution from \$125 to \$300. Discussion is had on the issue. The motion to pay BRC \$300 passes. Rich is authorized to pay BRC \$300 once we determine the date our next payment is due.

Frank raises the issue of whether to continue to support C.O.R.E. in Colorado. So moved and passed without opposition. Rich is authorized to pay the \$250 annual partnership fee continue to support C.O.R.E. of Colorado.

October meeting: light refreshments are allowed.

We need to renew our membership with United Four Wheel Drive Associations. No motion is necessary because that is in the SOP's and should be done.

MEETING ADJOURNED at 7:46 p.m.



President's Report

By Cliff Meier

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

**This officer position is currently open,
contact any officer to volunteer.**



Sept 24th: Kelly Mine and North Baldy Trip National Public Lands Day

By Jack Dickey

Saturday morning dawned with fog in the Rio Grande Valley. An active monsoon season and area wide rain the night before provided much needed moisture. Driving up to the meeting point across from Magdalena Ranger District office, abundant sunflowers lined roadsides and mountain slopes had a distinct yellow tint. Club members traveling from Rio Rancho, Albuquerque, east mountains, Belen, and Datal gathered for jovial conversation and a short driver's meeting.



Our goal was to explore old mines in the Magdalena Mining District while traveling up to North Baldy Peak in the Magdalena Mountains. Driving east, at pavement's end, we aired-down our tires and continued to our first stop at Kelly Mine.

Prospectors discovered rich lead outcroppings in 1866. Several mines including the Juanita, Graphic, and Kelly Mines were staked. These were small operations at first. In 1879, a growing mining camp was registered as Kelly with the Socorro County Courthouse.

Kelly began to boom in the 1880s with construction of the Gustav Billings Smelter in Socorro in 1881 and arrival of the AT&SF railroad spur in 1885. Kelly, exceeding 2,000 persons, looked like a bustling western mining town with stores, saloons, hotels, doctors, schools, churches, and hundreds of families to support dozens of mines. In 1896, the Graphic Mill was built nearby to process lead, zinc, and silver ores. Shortly after 1904, a smelter was built next to the Kelly mine. All this activity made Kelly the leading zinc producer in the state.



Ores began to play out in the early 1930s. Dozens of area mines began to close their tunnels and shafts. The Graphic, Nitt, and Kelly continued to mine through the 1930s, though on a much smaller scale. Miners and their families moved elsewhere. Kelly declined leaving many homes and businesses abandoned. During the Great Depression, abandoned buildings were gradually dismantled.

Some mines remained active during the 1940s providing lead, zinc and copper for the war effort. However, after WWII, the combination of low metal prices and exhausted ores, set the demise of the Magdalena Mining District. By early 1950s, Kelly Mine owners had sold and removed all of their mining and milling machinery, dismantled most structures, and abandoned everything of no value. During its life, Kelly Mine produced millions of dollars in lead, zinc, and silver.

After experiencing the historical ambiance of Kelly mine, we traveled to the historic church and picked up the narrow 4WD road that would take us past many more mines and prospect pits and up to North Baldy Peak. The road is narrow and rocky, rising steeply to a relatively narrow ridge, all the while keeping one's attention for careful wheel placement at a few spots. We were soon in Ponderosa pines with Gamble oak, a few fir trees and an occasional blue spruce. Except for a few stray clouds, skies were clear blue and affording exceptional views in all directions.

We gained the ridge at a small saddle and after a short break, continued south up and along the ridge line. Just below North Baldy Peak, around noon, we came upon a wide, shady lunch spot with great view to the east. Folks set up their chairs and broke out manifold-warmed burritos, sandwiches, fruit and other goodies for lunch. After lunch we loaded up our trusty 4X4s and traversed a short, steep climb up to North Baldy Peak.



There was enough room to park all but two rigs below the peak. The other two parked at the bottom of the last climb. Several folks scrambled to the top of the peak, elevation 9858 feet. From this vantage, the truly rugged topography of the Magdalena Mountains could be grasped. Magdalena Ridge Observatory and Langmuir Laboratory for Atmospheric Research could be seen in the distance on South Baldy Peak. To everyone's surprise a late model 4-door Bronco 4x4 clambered to the top – a RC car piloted by Diego Serna!

Once everyone took up their fill of high elevation scenery, we started back down the way we came up. Partway down, trip leader Jack Dickey, wanting to explore another mine appearing on the map, took the group on a spur road that contoured and dropped down the west facing mountain slope. To Jack's disappointment, before reaching the mine, the road diminished, became more overgrown, and began to drop steeply off the mountain. Luckily, there were two wide spots that offered a place for the group to turn around without having to back up to the main road.

After the fruitless detour, the good spirited group bounced our way back town to the old church. At that point, a couple of folks headed for home. But, being midafternoon, and not having had enough exploration, the crew headed south on a wide dirt road in search of the Linchberg Mine within the Cibola National Forest.

The road looked promising for reaching the mine, until two locked gates were encountered just 0.3 mile before the mine. We parked our rigs and most folks hiked the steeply inclined road up to the mine.

The Linchberg mine was begun in 1910 with the tunnel being a substantial undertaking, boring 1,150 feet into the mountain. The mine operated until 1921, but sat idle until 1941 due to poor quality ore. The mine was reopened in 1942 for the war effort. This attempt was quite successful in producing high grade zinc ore, and some copper, which added substantially to the zinc output of the Kelly region during WWII. Subsequently, the mine mostly shut down, but was operated intermittently until around 1981.

A few dilapidated shacks, some ore cart rail, the ore chute, and scape iron are all that remain of the operations. The tunnel is closed with a substantial steel gate.

The day was getting late so we headed back to the old church and aired-up our tires for the trip home. The Serna's suggested that we get dinner at Tumbleweeds café in Magdalena. A few folks headed home at this point, but the remainder, with tummies growling, headed to the café for green chile cheeseburgers and steaks.

The trip was fantastic with comradery, fun 4x4 roads, NO DUST, magnificent weather, historic mines, and astonishing scenery. Please check the club website Gallery for more great photographs.



Off-Road Radio Update

From Ed Kausche

Last month's writeup here in the newsletter has been updated and made into an Article on the web site. It now has added 'Race Radio' information and also Antenna choice information. [Have a look at the Article here.](#)

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November 1, 2022

Trail Tales

Official Newsletter
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www.nm4w.org



Meeting Minutes

October 13, 2022

By Cathy Arlowe

The meeting was held at North Domingo Baca Multi-Generational Center (7521 Carmel Ave NE, Albuquerque, NM 87113) and was hosted by Shirley Godfrey who provided delightful brownies and cookies following the meeting.

Vice President Jack Dickey called the meeting to order at 7:00 p.m. (Cathy Arlowe was not in attendance when the meeting was called to order and Jeff Boggs took notes until 7:20 pm when Cathy arrived.)

GUESTS:

Bob Brazell (applicant, first event), Aimee Domines (applicant, first event), Joe Hoffman (applicant, first event), Christine Robson (guest, prospective member), Steve Robson (guest, prospective member), Andrew Schwebke (applicant, first event)

MEMBERS PRESENT:

Cathy Arlowe, Jeff Boggs, Jack Dickey, Cathy Dickey, Shirley Godfrey, David Ham, Rebecca Ham, Ed Kausche, Lyn Kausche, David Mccollum, Patricia Mccollum, Jack Nutter, Don Roy, Richard Steele, Wayne Sullivan

VICE PRESIDENT'S REPORT - Jack Dickey.

Transgression Fines: Jack Dickey explained fines. No fines were levied or collected at this meeting.

New Member Applications: Iftikhar "Iffy" Khan, from Los Alamos, is applying for associate membership. No other guests were eligible for membership based on the club's point system.

SECRETARY'S REPORT – Cathy Arlowe. Meeting minutes from September 2022 were accepted as published without discussion.

TREASURER'S REPORT -Rich Steele. Rich reported that as of October 13, 2022, the Pay Pal account has \$0; the checking account has \$8,043.61, the savings account has \$8,638.30 for a total of \$16, 681.91.

We have paid \$250.00 to Colorado Off Road for 2023 membership fees. There will be future payments made to Blue Ribbon and United 4 Wheel Association for membership in those organizations as well.

The Treasurer's report was accepted on motion without discussion.

TRIP CHAIRMAN'S REPORT –Jeff Boggs.

Past Events:

Saturday, September 22, 2022, Cedro Peak; Don Roy reports that his transfer case works and it was a good, dry ride.

Saturday, September 24, 2022, Magdalena; Jack Dickey reports a good group explored ruins and mines near North Baldy that ended at Tumbleweeds.

Monday, October 3 thru Saturday, October 8, 2022, 7th Annual Trail Hero event in Southern Utah; Jack Dickey reported it was the largest gathering of 4wheelers in the United States. There were lots of vendors, rigs, music. 18 rigs from New Mexico. There were many activities and rides rated from 1-15. Jack recommends this as a bucket list item.

Friday, October 14, 2022; Jemez Mountains Dispersed Recreation Management Plan - Kickoff Collaborative Meeting. Jack Dickey reported.

Wednesday, October 12 thru Saturday, October 15, 2022; Chile Challenge 2022 at Caballo Lake State Park – currently in progress.

Thursday, October 13, 2022, October meeting at 7:00 p.m. at North Domingo Baca Multi-Generational Center – currently in progress.

Upcoming Events: (Details for all upcoming events can be found on the website.)

Saturday, November 5, 2022, Albuquerque Cabela's Car Show; 5151 Lang Ave NE, Albuquerque, NM 87109.

Thursday, November 10, 2022, at 7:00 p.m., Club Meeting; Cathy will host at North Domingo Baca Multi-Generational Center.

Saturday, December 10, 2022, at 2:00 pm., Christmas Party; Diego and Lysle Serna's house, 12308 Casa Grande Ave NE. This meeting will be our potluck Christmas party. The club will supply the meat. Please bring a side dish or dessert to share.

Thursday, January 12, 2023, Club Meeting; North Domingo Baca Multi-Generational Center. Host to be determined.

Jack Dickey encourages folks to lead a ride and always check the webpage for last minute trips and upcoming events.

David Hamm expressed interest in leading a ride.

Jeff reported that the Gilman Tunnels are still closed due to a rockslide. Also, access to the Jemez through Cochiti is blocked.

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT – This position is still vacant. Jack Dickey reports on the Jemez Mountains Dispersed Recreation Management Plan meeting at Jemez Falls.

PROGRAM CHAIR'S REPORT – Cathy Dickey. Cathy purchased a luggage rack to haul merchandise for \$44.00 and change. Rich will cut Cathy a check. She continues working on new shirts. She still has shirts and stickers for purchase.

HISTORIAN'S REPORT – Frank Whiston. Frank is absent but Jack Dicky encourages members to check the website for new photos.

WEBMASTER'S REPORT - Don Roy. Don reports that a minor change to the gallery.

NEWSLETTER EDITOR'S REPORT – Don Roy. Don admits he was a bit later with the newsletter, but it is up on the website now.

PROMOTIONS - Currently, there are no active promotions.

OLD BUSINESS:

Radios: the ongoing discussion continues about whether we will require a specific type of radio and when. Eventually, we can set a date to make a transition if we choose. Members agree to continue to table the discussion – probably until Cliff returns.

NEW BUSINESS:

New Members: Motion to accept Iffy Kahn as an associate member was passed without discussion.

Club Funds: Jack comments that we have too much money for our organization status. There is some discussion about what to do with the money. Members come up with several ideas: donation to food bank and toys for tots; radios for club members and guest use during rides; support legal battles that are in our interest; jackets for all members; and suspend membership dues. No decisions are made but Jack encourages ideas and will continue to have this discussion.

Meeting Attendance: Jack asked for ideas to encourage members to attend meetings. There was some discussion and some ideas floated. For example, making the 50/50 raffle %100 since we apparently do not need the money. No decisions were made.

Trail Leaders: We also need ideas to encourage trail leaders. A member suggested additional money for year-end member contribution award.

50/50 Raffle: Andrew Schwebke won \$12.50.

MEETING ADJOURNED at 8:19 p.m.



President's Report By Cliff Meier

There is no President's report this month.



Vice President's Soap Box By Jack Dickey

I enjoyed heading up the September and October meetings while Cliff Meier was out of town. Let's keep discussions going concerning radios, using club funds, and boosting meeting attendance. Looking at the poll on our website, a majority of members already have a GMRS/FRS radio. So, we might be farther along on making a switch from CB to GMRS/FRS than we realize.

Please extend a warm welcome to our newest Associate Member: Iffy Kahn. Iffy lives in the White Rock/Los Alamos area and is a Ranger at Bandelier National Monument with law enforcement, EMT, and search and rescue duties. Iffy has a somewhat built 2008 JKUR and a 1998 TJ that is also built up. He enjoys building cars and trucks and want to be a more active wheeler. Hopefully we will meet him on one of our northern rides.



We had three applicants and one returning guest at our October meeting:

- Bob Brazell (2018 Chevy Colorado ZR2 with some extra goodies) 1st meeting
- Joe Hoffman (2020 Ford Explorer AWD) 1st meeting
- Christine and Steve Robson (1988 Chevy Blazer, 6" lift, front and rear lockers, 35" tires) 4th meeting
- Andrew Schwebke and Aimee Domines (93 Jeep YJ, big tires, coil-overs, big motor, and other neat

stuff) 1st meeting.

Welcome Bob, Joe, Andrew, and Aimee. Hopefully, you found NM4W to your liking and will return. If Christine and Steve attend the November meeting, they will have accumulated 5 points and will be eligible to be Voting Members if approved by the membership. Here's a picture of the Blazer that I had to help keep Christine and Steve motivated while building their Blazer.

In October (post meeting) we have had one new applicant: Jeffery Melvin (2016 Jeep Rubicon Hard Rock 2 door).



There were no transgression fines levied at the October meeting 😞. I guess everyone is behaving or else no one wants to rat their fellow wheeler out! Remember, if you aren't the trail leader, the view never changes – so, lead a trail.

Happy Trails!
Jack Dickey



I had a ride on the Calendar for a new area of BLM land managed by the Taos Field Office. The area is just east of Pojoaque, NM and south of NM503. The ride was postponed once for a week, then canceled. The reason for the cancelation was all the wet weather we had. I wasn't looking forward to leading 10 rigs through a possible quagmire. It's usual to pre-run a ride if it is a new leader or a new area, but I was confident that the area was ok for a ride, so we had 10 vehicles signed up.

I decided I still wanted to get out for a day and see the area, so on October 22nd I did a proper pre-run of the area with Jack Nutter, Denis Dimick, and Rich Steele. Boy, did I ever dodge a bullet by not taking 10 vehicles through there. Apparently the approved trails on the BLM use map had not been used in years. Even with an accurate GPS track to follow on my dashboard, I felt we were hacking a new path. The 'trails' were very overgrown. We couldn't even find a couple of them.

On the plus side for the area, the views from the numerous high spots were great! There is also easy access to a nice lunch spot. It's too bad the actual trails were not what NM4W easy rides expect. The consensus by the group that way was that the area if a no-go for a usual day ride.

Oh well, better luck next time. The take-away from this story is, if you think you have a place in mind for a club ride, absolutely do a pre-run there to see what's what!

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Meeting Minutes

November 10, 2022

By Cathy Arlowe

The meeting was held at North Domingo Baca Multi-Generational Center (7521 Carmel Ave NE, Albuquerque, NM 87113) and was hosted by Cathy Arlowe who provided mini pumpkin pies and caramel apples following the meeting.

President Cliff Meier called the meeting to order at 7:02 p.m. Cliff Meier expressed concern that there was no secretary and did not realize that Cathy Arlowe was sitting right next to him. There was a call for a transgression fine. Everyone had a good laugh.

GUESTS:

Don Dale, Myron Myers, Jennifer Myers, Mary Turpin, and William Zobel

MEMBERS PRESENT:

Cathy Arlowe, Tracy Bakewell, Cheryle Bakewell, Jeff Boggs, Jack Dickey, Cathy Dickey, Shirley Godfrey, Suzan Granados, Arno Granados, David Ham, Rebecca Ham, Ed Kausche, Lyn Kausche, Patricia McCollum, Cliff Meier, Jeanne Meier, Jack Nutter, Christine Robson, Steve Robson, Phil Rodacy, Don Roy, Richard Steele, Wayne Sullivan, Frank Whiston

VICE PRESIDENT'S REPORT - Jack Dickey.

Welcomes guests and explains the point system and membership.

New Member Applications: Christine Robson and Steve Robson are voted in as members without discussion. No other guests were eligible for membership based on the club's point system.

Transgression Fines: Jack Dickey explained fines. Tracy Bakewell paid for Cliff's transgression fine for not recognizing Cathy.

SECRETARY'S REPORT – Cathy Arlowe. Meeting minutes from October 2022 were accepted as published.

TREASURER'S REPORT -Rich Steele. Rich reported that as of November 10, 2022, the checking account had \$8,003.06, the savings account has \$8,639.00 for a total of \$16,642.46.

There will be future payments made to Blue Ribbon for membership in that organization.

The Treasurer's report was accepted on motion without discussion.

TRIP CHAIRMAN'S REPORT –Jeff Boggs.

Past Events:

Friday, October 14, 2022; Jemez Mountains Dispersed Recreation Management Plan - Kickoff Collaborative Meeting. Jack Dickey will report under Environmental Affairs.

Wednesday, October 12 thru Saturday, October 15, 2022; Chile Challenge 2022 at Cabaillo Lake State Park.

Upcoming Events: (Details for all upcoming events can be found on the website.)

Sunday, November 20, 2022, at 8:30 a.m.; Ride in Enchanted Hills, Dave Hamm ride leader reports on this ride.

Saturday, December 3, 2022, at 9:30 a.m.; Tour of Luis Lopez Mining District and Bianca Canyon, Socorro County led by Jack Dickey.

Saturday, December 10, 2022, at 2:00 pm., Christmas Party; Diego and Lysle Serna's house, 12308 Casa Grande Ave NE. This meeting will be our potluck Christmas party. The club will provide the meat. Jack Dickey will talk to Diego about what the meat will be. Please bring a side dish or dessert to share. There will be an optional "white elephant" style gift exchange with a \$20.00 limit. Please sign up on the website if you are going to attend so the club can have a headcount.

Thursday, January 12, 2023, Club Meeting at 7:00 p.m.; North Domingo Baca Multi-Generational Center. Cathy and Jack Dickey volunteer to host this meeting.

Wednesday, January 18, 2023, to Sat Jan 21, 2023; Winter 4X4 Jamboree in Hurricane, Utah.
Meeting host volunteers:

For February meeting: Tracy and Cheryle Bakewell

For March meeting: Cliff and Jeanne Meier

Anyone interested in a Christmas Tree Ride please speak up and check the website.

Cliff Meier encourages folks to lead a ride and to always check the webpage for last minute trips and upcoming events.

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT – This position is still vacant.

Jack Dickey gives an excellent report on the Jemez Mountains Dispersed Recreation Management Plan meeting at Jemez Falls. Jack explained what was discussed, the 3-year process, and working groups. He reported that we will have a say in where we like to go and a goal is to have a "no net loss" of trails, which is good news. Jack will put all of his notes on the website for those who would like more details.

PROGRAM CHAIR’S REPORT – Cathy Dickey. Cathy has merchandise for sale and explained the 50/50 raffle and recruiting cards.

HISTORIAN’S REPORT – Frank Whiston. Frank reports there are over 16,000 photos on the website and encourages members to continue to upload photos and videos.

WEBMASTER’S REPORT - Don Roy. Don reports no changes to the website.

NEWSLETTER EDITOR’S REPORT – Don Roy. Don reports he is getting better at getting the newsletter up. His efforts are applauded.

OLD BUSINESS:

Radios: There is extensive discussion about the transition to GMRS/FMRS radio. Jack Dicky moves to set the beginning of the fiscal year (August 1, 2023) for members to transition to GMRS. The motion is passed. Jeff Boggs reminds the club that a radio is not required but if you are interested in purchasing one, make it a GMRS

Charitable Contributions:

The motion to give \$500 to Road Runner Food Bank passed without discussion
The motion to give \$500 to East Mountain Food Bank passed without discussion.

There is some discussion about giving to NMOHVA but no decision was made.

Motion is made that other charitable contributions will be decided by a committee of volunteers that will come up with ideas for charitable contributions that will be voted on by the members at another time. Volunteers include Tracy Bakewell, Rich Steele, Christi Robson, and Phil Rodacy. The motion passed without discussion. The committee will be known as the “Charitable Contribution Committee” and will propose worthy charitable organizations to which we may want to contribute. All ideas should be funneled to the committee for consideration.

Ideas to Improve Meeting Attendance: email reminders are helpful.

NEW BUSINESS:

There was no new business.

MEETING ADJOURNED at 8:22 p.m.

50/50 Raffle: Tracy Bakewell won \$12.50 (this number may not be correct if Cathy sold other tickets before the drawing).



President's Report

By Cliff Meier

Just a short article wishing everyone a merry Christmas and hoping everyone had a great Thanksgiving. Being gone for a couple of month's it is great to back home. I want to thank Jack for filling in for me and everyone else that helped. Runs and events are starting to pick up so make sure you check the club website calendar. I want to recognize David Hamm for leading his first NM4W run. In response to several requests I have scheduled a GMRS training session on Jan 14 at our hoses that will include a hamburger/hot dog lunch hosted by the Meiers. The objective is to answer questions thru a presentation and hands on radio demos. There will be both handheld and mobile mount radios. This is in preparation for the club to switch from CBs to GMRS radios in July. See the club calendar for more details. Lastly I hope to see everyone at the Christmas party on Dec 10.



Vice President's Soap Box

By Jack Dickey

It's great to see interest and movement in FRS/GMRS. FRS handheld radios can be an option for someone who does not want to invest in a GMRS radio. Even though the process is cumbersome, folks shouldn't be deterred from getting a GMRS license. Having a license allows one to use a higher power transceiver. A license also opens up use of repeaters, once one has gotten permission from the repeater system administrator. The Southwest Community Radio System operates a linked repeater system in Arizona and New Mexico. Repeaters, if in range, can be used while traveling, between groups in the area, or if the group gets spread out. FRS/GMRS two-way radio communication will likely improve trail communications.

Remember, having two-way radio communication on the trail is encouraged, but not required. While on the trail, one should always keep the vehicle behind you in sight and wait at intersections. If the group is getting spread out, let the trail leader know, slow down, and get the group back together.

Congratulations to Chrissy and Steve Robson for attaining 5 points and being approved by the membership as Voting Members! I am sure we will soon see them on the trail with their Chevy K5 Blazer.

We had three applicants at our November meeting:

- Don Dale - 2022 Jeep Rubicon
- Myron Myers - 2005 Jeep Rubicon, 3.5 lift, 33" tires, winch, armor, and other modifications
- William Zobel - 2006 Jeep Wrangler Unlimited

Welcome Don, Myron, and William. Glad you found us and attended your 1st meeting. Let me know if you have any questions about NM4W and membership. I look forward to seeing you at another meeting and a trail ride.

There were no trail ride transgression fines levied at the November meeting. However, Cliff was charged for not recognizing that Cathy Arlowe, our secretary was present, even though she was sitting right next to him. Cliff protested his fine, but Tracy Bakewell paid the fine on Cliff's behalf.



Merry Christmas and Happy Trails!
Jack Dickey



Converting to GMRS

By Frank Whiston

This year, the club started serious discussions around moving away from CB radios. I was very apprehensive about this change upfront for a couple reasons. I have known CB radio to be the standard for my entire life regarding 4-wheeling. Additionally, about a year ago, I replaced my aging CB radio with a new one of the same model and hated the idea of not utilizing that investment. After all, I had the previous one since my 2004 LJ was new. The rubber coating on the coiled wires to the mic had deteriorated and was falling off. Otherwise, it still worked fine. My hope was to use the new one for a similar amount of time.

I had not embraced the idea of change until Ed Kausche had posted his "[Radios: Off-Road Options](#)" article to the club website. There are three main advantages to GMRS that Ed points out which convinced me to convert.

1. Reduction in Antenna Size

This is hugely appealing to me. The biggest gripe that I have about the CB radio is having to connect/disconnect the antenna to get the Jeep parked in the garage. Getting smaller is huge, but there's more than just the size. CB antennas are very sensitive, and setup has a huge impact on performance. I had awesome performance out of the CB/Antenna setup that I had on my first 4x4, a 1994 Ford Ranger. With this vehicle, I had a sizable metal roof where I was able to mount the CB antenna right in the middle providing an excellent ground plane in all directions. Fast forward to the Jeep with a fiberglass/fabric top and there's not such a handy ground plane. I did what most Jeepers do and mounted the antenna on my rear tire carrier. This provided a decent ground plane looking

forward, but very little to offer behind me making my system's performance very directional. I am very happy to get away from these issues switching to GMRS.

2. More Power/Increased Range

Ed noted in his article that the CB output power is limited to 4 watts for CB Radio. GMRS power on channels 1-7 bumps it up to 5 Watts and all the way up to 50 Watts for channels 15-22! Throw in the option to connect to a repeater system and can talk to someone in a different state? Sign me up, that's impressive!

3. Quieter Operation

Anyone who has used a CB radio knows what a pain it is to be constantly messing with the squelch to eliminate background noise. But wait, the more you turn up the squelch, the more you decrease your range and ability to hear people in the back of the pack. GMRS is largely insensitive to common noise producers that affect CB radios. Yes please!

Making a Decision

Armed with the information provided by Ed, I began my research for the radio that was the right fit for me. Options include handheld units or an in-vehicle unit like the CB radio that I am familiar with. On the surface, a handheld seems to be advantageous in that they offer channels 8-14 which are not included with the in-vehicle units. However, the FCC limits the power output for channels 8-14 to just ½ Watt (1/4 of the power that is offered by the little FRS radios that you can get at a toy store). Not a good selling point for me. Couple that with dealing with batteries and where to put the handheld in the Jeep while driving, I decided to look for an in-vehicle unit.

One can get some good deals on a Chinese radio such as the BaoFeng brand that Cliff mentioned at the November club meeting. In my research of these, they seem to have a HAM radio appearance, showing frequencies on the display in lieu of a channel number and have a number keypad on the microphone. Honestly, I want simple. I am not looking for another hobby or to become a radio nerd. I was instantly drawn toward the Midland products. They sell a couple units that have the display and all controls in the microphone, just like the Cobra CB radio that I have. To get the full 50 Watts of power allowed by the FCC, the \$400 [MXT575](#) is offered. Midland also offers the [MXT275](#) affording 15 Watts of power for \$165. Both radios come with a small magnetic mount antenna, so they have everything that you need to operate the radio.

I took some time to think about it. Meanwhile, I started getting ads from Midland on social media. I had one pop up for the [MXTA26](#) 6dB gain whip antenna showing a 4X gain of range over the standard 6" antennas at 33% off the regular price. This antenna is roughly the same size as the FM radio antenna on my Jeep. I caved to the click-bait to investigate further. Then, the Midland website had a pop-up offering an additional 10% off my order. I added the antenna, the MXT275, and an antenna cable to my cart to total just over \$200. I'd be hard pressed to buy a CB radio with a decent antenna for the same money. At 15 watts on the higher channels, that puts me at more than 3X the power of my CB radio. Not bad for equivalent money, I pulled the trigger and placed my order.

Installation

My order arrived in less than a week and I was excited to unbox the unit and check it out. Since it came with a small magnetic mount antenna with integrated cable and the 12V Power Cord had a cigarette lighter power adapter, I took it out to the truck in the driveway and plugged it in. I recall that channel 1 instantly received some people chatting and coming in clear. Since that frequency is

shared with FRS, I suspect that they were on those radios as I heard the familiar “roger beep” that I recall from those during past use. It appeared to work well without static as anticipated.



Primary use will be in my Jeep, but I figure that I can use this included antenna to put it in other vehicles on occasion, so that’s a plus. My biggest challenge for install is antenna placement. Midland offers a [Jeep Wrangler bracket](#), but it only fits a JK. Rugged Radios offers a [universal bracket](#) that fits everything TJ and later, but they want \$30 for it and just looks too universal in my opinion for that kind of money. Therefore, I took a piece of 1/8” thick steel strap that I had laying in the garage and made my own mount. The next challenge was to locate the main radio box. There are many options for this as there are not any controls for access. I saw where some would mount it under the steering column, on the left interior wall near the floorboard, or even behind the glove compartment. The microphone uses a standard Cat 5 cable and it would be easy to add an extension if needed.

Given that we still have a transition period ahead, I didn’t want to just remove my CB. Additionally, I want to be able to swap this radio into another vehicle without too much trouble. I decided to mount the radio on the center console in front of the shifter. There’s a coin tray down there that I have never used, so I

popped that out and made a replacement insert using my 3D printer for mounting the box. The next challenge is the fact that I omitted all my cigarette lighter power ports in favor of USB when I replaced my center bezel switch panel. To keep the simplicity of swapping the radio between vehicles, I decided to add cigarette lighter power port under the dash as the power source for the GMRS radio.



Initial Impressions

Once I got everything hooked up, I turned to the user manual and figured out how to enable repeaters. This allows one to hear traffic over the repeaters, but not transmit. One must get permission from the owner for that (I’ll cover this in a separate article along with obtaining an FCC license). While still sitting in the garage, I picked up a conversation on one of the higher power channels. Way cool! Then I drove the Jeep down to the gas station as my low fuel light was on. From the Montgomery/Tramway area I picked up a conversation of someone trying to give another person directions somewhere. I picked up on the fact that the person trying to follow the instructions was near the Isleta Lakes RV Park. They were coming through loud and clear without using the repeater. Later, I obtained permission to use the repeater and talked to Bill Bonahoom in Bosque Farms from my garage. GMRS is undoubtedly an upgrade over CB!



FCC GNRS License Repeater Usage

By Frank Whiston

So, you got a GRMS radio, and you want to take full advantage of all its features. I recently went through this process, so I thought that I would share my experience. Note: I was in no way looking for another hobby. This process seems a bit daunting at first but is not that bad. I will cover the FCC License along with the process for requesting access to the local repeaters.

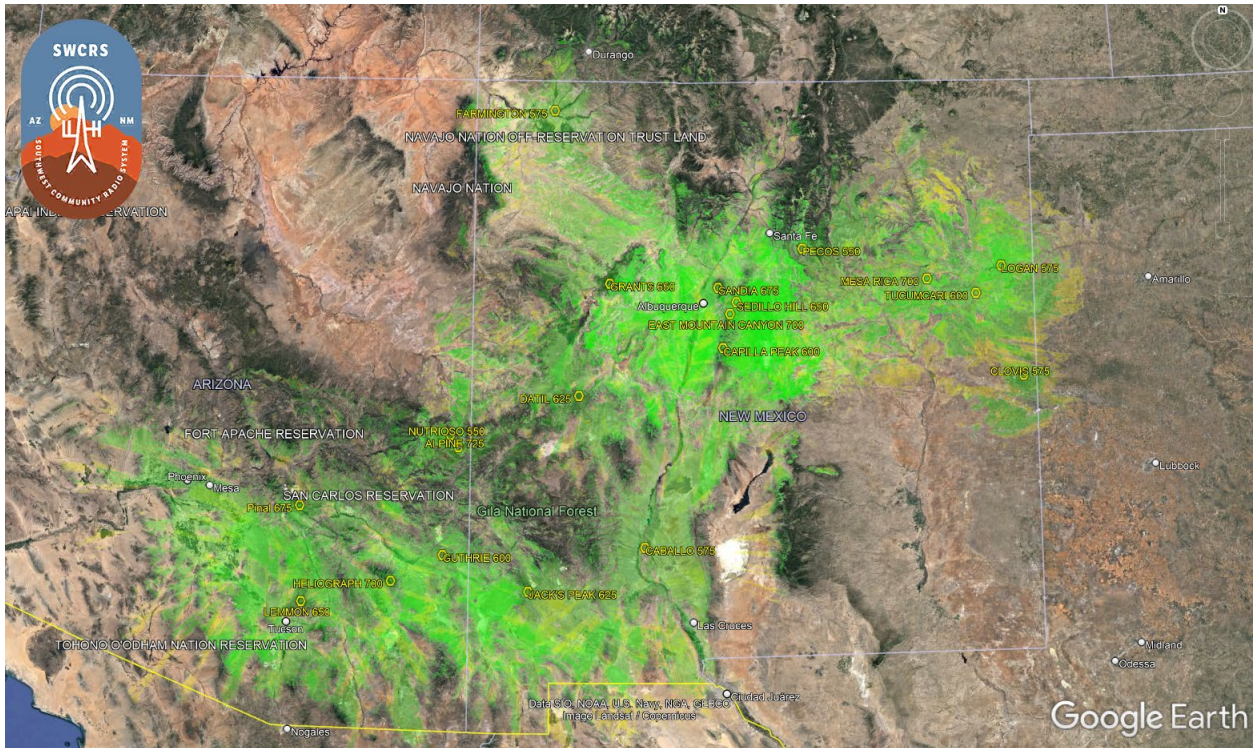
License

Any radio using the shared FRS/GMRS frequencies that can transmit above 2 Watts of power requires an FCC license. An FCC license is required to operate GMRS system. Licenses are issued for a ten-year term and can be renewed between 90 days prior to the expiration date and up to the actual expiration date of the license. After a license expires, an individual must request a new GMRS license. I hope I can remember this in 10 years! You may apply for a GMRS license if you are 18 years or older and not a representative of a foreign government. If you receive a license, any family member, regardless of age, can operate GMRS stations and units within the licensed system. Midland USA provided a blog post titled "[Why Do I Need a GMRS License & How Do I Get It?](#)" in April 2021 which will guide you through the process of obtaining your license.

Repeaters

A repeater is a radio station that can listen and transmit simultaneously (known as full-duplex) and is used to greatly extend the usable range of fixed, mobile and handheld radios in two-way communications. Located in advantageous locations and equipped with extensive antenna and filtering systems, the Southwest Community Radio System (SWCRS) provides numerous GMRS repeaters which are freely made available for public use.

SWCRS has an impressive network of repeaters providing coverage for most of New Mexico, southeast Arizona, and high points in southern Colorado. To use this network, access tones must be requested from SWCRS administration team. Access tones are made available to the licensed public. See the [SWCRS Request Access Page](#) for more information and how to get the tones. Here's where things got a little intimidating for me. Remember I said I wasn't looking for another hobby! Programming my radio for the access tones required me to dive in and briefly become a Radio nerd. As I write this article, the only repeater that I have programed is the one on top of Sandia Crest. However, I have downloaded a pdf copy of my Radio's user manual and have a pdf of the SWCRS Tones. I plan to carry those with me in the event that I need to program more repeaters.



SWCRS Repeater Network Coverage

So, what the heck is a tone? Most two-way radios have 38 CTCSS codes which stands for Continuous Tone Coded Squelch System. These codes enable a two-way radio to keep the radio squelched (quiet) if the chosen code is not received with a transmission. In other words, the speaker of the intercom is not turned on even though a transmission is received. Technically speaking, a CTCSS tone code is a sub-audible tone/code which allows your radio to ignore (not hear) calls from other parties who are using the same channel. With CTCSS it may seem like you have your own private channel, but other parties can still hear your calls if they set up their radio with the same tone code or no tone code at all.

First, the SWCRS Tone Chart references frequencies, not channel numbers. RADIO NERD ALERT! My radio owner's manual to the rescue! It provides a GMRS frequency chart as it relates to channel number.

GMRS Frequency Chart

Ch. No.	Ch. Freq. (MHz)	Ch. No.	Ch. Freq. (MHz)
1	462.5625	15	462.550
2	462.5875	16	462.575
3	462.6125	17	462.600
4	462.6375	18	462.625
5	462.6625	19	462.650
6	462.6875	20	462.675
7	462.7125	21	462.700
Ch 8 ~ 14 Restricted to Portable Use Only		22	462.725

The Repeater channels are 15-22. Next, we must figure out how to program the repeater tone into the radio. Below is the chart provided in my radio's user's manual.

CTCSS Privacy Codes Frequency Chart

Code	Freq.	Code	Freq.	Code	Freq.	Code	Freq.	Code	Freq.
1	67.09	9	91.5	17	118.8	25	156.7	33	210.7
2	71.9	10	94.8	18	123.0	26	162.2	34	218.1
3	74.4	11	97.4	19	127.3	27	167.9	35	225.7
4	77.0	12	100.0	20	131.8	28	173.8	36	233.6
5	79.7	13	103.5	21	136.5	29	179.9	37	241.8
6	82.5	14	107.2	22	141.3	30	186.2	38	250.3
7	85.4	15	110.9	23	146.2	31	192.8		
8	88.5	16	114.8	24	151.4	32	203.5		

For my radio, you must program the channel for a given repeater with the correct tone code number. Other radios may be different. Okay, that's as nerdy as I am willing to get when it comes to this radio stuff. Did I say that I don't want another hobby? Given the expanded range with the repeater system, I believe that nerding out just a little bit will be worth the effort.

Keep PUBLIC lands open to the PUBLIC

NM4W Officers

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