



The SLO 4-Wheeler



Volume 17, Issue 2

March / April 2011

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The Fourth Dimension a source of perspective...

Written by Mark B.

As the primary driver/ mechanic on our jeep I know how much energy I'll spend trying to make the jeep work better or bolting up some imagined contraption, all proud of myself on the trail-yet the co-pilot is still over there trying to balance a water bottle on top of her day bag on the floor where her feet should be (if it weren't 140 degrees) and hold on to the grab bar at the **same time.....(also 140 degrees)** what a trooper.

But I do recall one day as the jeep abruptly came to a halt when I hit a rock that mysteriously just appeared out of know where, the water bottle she was getting ready to sip from went flying. I said 'hey!' She slowly turns her head-with a slight cock she just gives me that look. I swear I felt the heat as she laser etched into my sub conscious, with out a word, - I hear "DICK".

I think sometimes while I'm appreciating her fortitude she's actually composing and refining an essay to burn into

my brain. Just took a few years for them to surface into motivation.

One day after checking fluids, I climbed up in the passenger seat to take a break. Wow this is different. I realized a lot of rigs including mine, from the drivers seat your aware of everything-what's up front, underneath, the cargo in the back, the right rear fender. Yet the passenger seat is like this isolated and independent bubble. Strange, but I need to grease rear CV, back to it.

Next weekend I found myself installing a can to the back side of passenger roll bar upright and a pair of water bottle holders. The whole time I'm doing this I'm kinda puzzled why..hmm this is odd, where'd this come from?

Over time other minor additions/mods have made the 'other' side of the jeep more comfortable, though more of just awareness. Allowing the passenger to be more of the co-pilot where good advice is almost always heeded, instead of someone hanging on

for dear life. I don't have near as many "mysterious' jumping rocks attack me.

We enjoy our jeep-got a good approach angle, good departure -great prospective from the drivers seat, and the 'passenger' seat has become the co-pilots area. When occupied for the person its modified for the jeep just works better. Sometimes when out there the jeep will do some pretty amazing stuff that just wows me, but its an unfair advantage, cause from the co-pilots seat I've been spotted me out of some gnarly stuff. Even soloing, if I listen the advice I always hear, is always there.

Take a look - there's a whole other dimension to your rig. Especially for those who travel with a co-pilot. Just like I learned not to overdrive the jeep, if I let go & only point, the jeep works. I can feel her scratch & crawl flexing and **biting till she's where I want to go**, Ahhhh no way to describe the feeling, no way to

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2011 SLO 4-Wheelers Officers

Officers:

President: Eric F.
 Vice President: Ross H.
 Secretary: Kirk R.
 Treasurer: Margaret P.
 Board of Directors (includes officers):
 Ways and Means: Ken B.
 Membership Director: George W.
 Events Director: Matt J.
 Land Use Liaison: John J.
 CA4WDC Liaison: Suzy J.
 Social Chairperson: Florence S.
 Newsletter Editor: George W.

Committees:

Safety Chairperson: Brian W.
 Promotional Chairperson: Kirk R.
 Virtual Club Scrapbook: Mark B.
 Archived Scrapbook: Randy P.
 Virtual Committee: Mark B.
 Adopted Trails and Campgrounds:
 Garcia Ridge Trail: Dave F.
 Pine Mountain Trail: Mark B.
 La Panza & Navaho Camp Grounds:
 Kirk R.
 Carrizo Plains Land Use Vacant

Newsletter submittals
 by the weekend after the
 meeting ;contact George

March Snow Runs:



McPherson Peak Snow Run

Feb. 27, 2011 — *Written by Chris S.*

I wasn't able to make the club's Pozo Snow Run, so late Saturday the 26th I decided to try to do a last minute run to McPherson Peak for some snow and to hopefully bring enough back to make a snowman out on the dunes. I put the word out to friends and **also through the club's email list and got a few takers.**

6 vehicles ended up meeting at Hwy 166 and Hwy 101 around 9am. It was Jack and I in my 4runner and M416, David in his Jeep, Eric and Allison in his Jeep, Mike and

in the little bit of snow at the campground, we headed up Cottonwood Cyn again and quickly ran into a closed and locked gate. The road is closed at least during the winter due to the fire damage from the last fire they had up there (it would be nice if they put a sign down at the beginning of Cottonwood Cyn to let people know if the gate is open or closed). We knew that the gate for Sierra Madre road (just across from

family in his Land Cruiser, Jeremy and family in his Jeep, and the odd man out....Kevin in his mom's Subaru Outback.

We all headed out for Cottonwood Cyn Rd. with our first stop being the Bates Canyon Campground for a pit stop. After our pit stop and playing

day and didn't have problems until we hit the fresher, deeper snow, and then it just bottomed out. We got the Subaru unstuck, parked it, and then continued on with Kevin now riding with me.

We were now on snow that no one had driven through yet, so I was breaking trail, and **eventually I found a hill where I couldn't go** any farther. I dropped the trailer and made it a little farther, and then got kind of stuck when I pulled over to let Eric give it a try. Eric was able to make it a little bit farther, and never really got stuck, but was not able to make much forward progress. We decided that it was a good place to stop and let



Rock Front Ranch) was open, so we decided to head back there and just take the long way up towards the peak.

We all raced back and started the big and muddy climb up Sierra

Madre Road to get to the top and hopefully find some snow. We finally found some snow once on top and the farther we went on Sierra Madre, the better the snow got. We stopped a couple different times to try out some sleds, stretch our legs, and play in the snow. Eventually, we were able to get the Subaru stuck. It had done really well all

the kids play. Kevin, Jeremy, and Mike had to turn around to make it back for prior engagements as well, so it was a good spot for them to get some last minute snow play in before heading back. I also loaded the trailer full of snow at this time. The kids had a blast trying out the different sleds on the road there.

Eric aired down a little more and was able to climb the rest of the hill fairly easy, so David and I aired down more to give it a go as well. Ended up that once we had aired down just a tad more, it was easy, so the three of us decide to tackle the last few miles to try to reach the summit. Eric, led us the rest of the way to the summit and it was really fun snow driving. We even got to plow through some decent snow drifts.

At the summit, everyone sledged some, took pics, and had a snack. David led us down from the summit, and on the way we stopped and hooked up my trailer full of snow. It was a long snowy, and then really muddy trip back to the 166 and we were all starting to get worried about having enough fuel to make it. David and Eric had filled up in Nipomo, so they were pretty sure that they would be okay, but I had filled up in





nice and brought us back some fuel. We then proceeded to Nipomo to gas up fully and get some food at McDonalds. David and I parted ways there and I headed towards the dunes, with my mission to make a snowman on the dunes.

I drove onto the beach around 8pm and found a decent place to make a snowman. Jackson slept while I made a snowman. I took some pics of it and



then headed home. I was tired, sandy, muddy, and cold, but I had a huge grin as that was some of the most fun I have had in awhile.

It turned out to be an amazing sunny nice day, with fun and amazing friends, and **great views. It's a truly amazing place that we live in.** Thanks to all who came out and played. Jack and I had a blast!

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Parkfield Snow Run

Written by George W., Editor

Fred W. and his son Nic in their Jeep YJ, Matthew J., his wife and daughter in their Land Rover, Kevin P. and his Land Rover Discovery, Kenn and Tom B. in their Land Cruiser and Toyota Pickup respectively, made up this snow run.



They headed out on Vineyard Canyon Rd from San Miguel and made their out to Parkfield. They then went past Parkfield on the Parkfield—Coalinga Rd up to the Parkfield Junction on

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198, then turned toward San Lucas, then back down 25 (Peach Tree Rd/Indian Valley Rd) to San Miguel.

Looks like it was a great family outing with participants of every age. Snow and kids, does it get any better on a winters day?

Looks like it was a lot of fun!



(Continued from page 1)

share the moment when the jeep is doing what its built for. For most wheelers I believe -its that sensation, those moments, the experience of it-when the rig becomes an extension and you can feel every second of the crawl down to your bones-totally immersed

for those brief few seconds "the bond" that's the true addiction. I learned becoming "one with the jeep" can be had from both seats. Sometimes I feel it thru the wheel-sometimes thru the co-pilot an vise-versa.

I remember years ago looking at new jeeps. Stock they didn't come with a passenger seat. My jeep has two seats.

Its built for 2 and 2 enjoy it. Taking advantage of the resource-making it a team effort, we both enjoy it more. The passenger seat, a whole new dimension.

I'm just saying that's all, or you could wait for the water bottle to go flying.... and feel "the burn"

Mark & Margaret — 82 CJ7

What Causes Wash Board Roads?

Reprinted from Badlands Off-road Adventures

Ah, yes, another leisurely drive down a **country road. You're motoring along peacefully** until suddenly bump, bump, bump, **bump. Crap. You've hit another patch of wash board road.** You know, that aggravating, teeth-jarring pattern that shakes your steering wheel and beats the bejesus out of your suspension.

"Why don't they grade this road?!!!" you yell. Well, they did some time ago. But countless cars later, the phenomenon has returned. And you get to experience the joy of riding over it.

Those annoying ripples in the road are not only irritating and tough on your vehicle. They are also hazardous at higher speeds. Special care is needed to drive on such a surface. Adding insult to injury, driving on wash board roads actually makes them worse.

What causes wash board roads

As amazing as it sounds, the wash board effect is not caused by water flowing across the surface. Wash boarding is created as vehicles drive over a surface numerous times. Dr. Keith B. Mather proved this in an experiment in 1963. He published his findings in the January 1963 issue of Scientific American.

In order to eliminate the suspension as an issue he was able to create the ripple effect by dragging a plow-like blade over sand. He determined that wash boarding occurred at speeds above 3 mph (below this speed, a deep rut was created). The principle behind it is similar to what occurs when you skip a stone over water. Each time the stone hits the water, it very briefly banks up water ahead of itself while also creating a divot-like gap behind.

As vehicles repeatedly drive over loose surfaces, any slight bump causes their tires to bank up the material ahead of the tires while simultaneously digging out behind. The result is a rippling in the road. Contrary to what you might think, driving over those ridges will not flatten them. You can minimize the effect – discussed later – but the only way to eliminate the wash board pattern is to grade the road. The pattern will return, however.

Wash boarding can occur on any loose surface. Off-road, we typically find it between the highway and the trailhead. Some areas

are worse than others. Death Valley is just terrible. Ditto for many parts of Mexico.

Why wash board roads are hazardous

Beyond the simple annoyance, driving over wash board roads is dangerous and tough on the vehicle.

Many people find that driving relatively fast over the rough road helps. It does. You minimize the up and down motion of the car, but at a great risk. Understand that at higher speeds your tires are in less contact with the road as they bounce from ridge to ridge. That means only a small fraction of the tire is making contact with the road. Turning and stopping distances are reduced dramatically on an already loose surface. **It's similar to driving over a slippery surface. Add in high speeds, and you're asking for trouble.**

Your suspension, meanwhile, is taking a beating. The rapid up and down motion puts tremendous stress on the suspension and causes shocks to heat up and fail. The car may feel level to you because your suspension is taking all the abuse.

All that vibration and pounding cause bolts to loosen and parts to crack. Worn tie rod ends, worn out bushings and CV joints are possible, among other problems.

How to drive on drive on/wash board roads

Most people slow down when they hit a bad patch of road in hopes of minimizing the rumbling. Unfortunately, no matter the differences in suspension, it conforms to the existing wave-like pattern and actually reinforces the wash board effect over time. Tires are packing down the soft spots and pushing dirt into the high spots. An interesting side note, Dr. Mather discovered the distance between ridges (wave length) increased directly with speed.

These suggestions will help you deal with a bad stretch of road.

Air down the tires. The softer tires will give you a better grip of the road and provide more cushion. Hard tires create wash boarding faster as well.

Put your vehicle in 4WD HI. This will help you deal with sliding and skidding. **Remember what it's like to drive in ice and snow.** Wash boarding has a similar effect on the vehicle. While in 4WD HI you power up and turn into the slide a little bit. That will help you maintain control of your vehicle.

Another possibility, though not as safe and possibly illegal, is to drive on a part of the **road that doesn't have the wash boarding.** That could be the shoulder, the opposite of the road or even a berm along the side. Having even one set of wheels on a smooth surface can make a big difference, but watch for rocks, dips, and other hazards. The biggest risk is that every now and then you run out of bank and end up in a ditch. **Or there's a rock and if you don't see it you'll hit it pretty hard. Slow down, and watch the road carefully.**

Driving on gravel roads

While we're on the subject of gravel roads, let's review some safety tips.

As you know, driving on any loose surface requires extra caution. You may think that because you have large, wide tires you have unlimited traction. No so. Just like with snow, gravel offers serious challenges, especially at higher speeds.

Follow these suggestions whenever you drive on gravel.

1. Inspect your vehicle before and after the trip for any loose parts, especially relating to the suspension system.
2. **Slow down. Because your tires aren't gripping as well, turning and stopping distances are greater.**
3. If a tire gets caught in the soft low berm the grader leaves along the shoulder, **you're likely to jerk the steering wheel to compensate and end up flipping the vehicle.**
4. Some roads have smooth, well-worn tracks down the middle. If you drive there, be alert for oncoming traffic and other hazards. Get over to your side of the road as you approach a curve or hill.

A trip out in the country can be one of the more enjoyable ways to spend an afternoon. Knowing how to drive on unpaved roads will help keep it that way.

Reprinted with permission from Badlands Off road Adventures. For more information go to:

<http://lists.4x4training.com/>

Club Meeting Minutes:

Meeting Minutes by Kirk R. Club Secretary

February 2, 2011

7:00pm Eric F., President, called meeting to order and introductions followed.

7:10pm Officer Reports:

President – Eric talked about board meeting with new officers and club budget. Looking for Club Banner. If you have it please let him know. Located First Aid Kit, club will restock it.

Vice President – Welcomed everyone.

Secretary – No Report

Treasurer – Reviewed 2011 proposed budget for the club.

Ways and Means – Ken is planning to organize a fundraiser and is open to suggestions and wants input from members.

Membership – Please renew membership **make sure George has everyone's current address, phone number, and email**

Newsletter – George is looking for articles for the newsletter. Please submit your article to him. He can also interview you about your rig. Submit photos as well.

Events – Trip options open. March-Hollister Run tentatively second weekend. Terra Del Sol is coming up. Wildflower run scheduled for May details to follow. This months after meeting run is set for Saturday 2/5 to Pismo Dunes. **Meet Old Juan's Cantina parking lot at 9:00am.** Kirk will be trail boss, CB channel 4.

Land Use – Eric informed us on new Governor and new Coastal Commission changes.

Cal 4 Wheel – Suzy talked about Molina Ghost Run at Hollister Hills SVRA May 14-15.

Social Committee – Absent.

Trail Boss – Vacant

Safety – New member volunteered to fill position.

Sales – Kirk will be checking on prices for new shirt order. Has the club decals.

7:50pm Discussion held on club Scrapbook. Eric would like members to submit photos and videos. Discussed possibility of a DVD. Randy has old scrapbook.

7:55pm Trail and Campground adoption discussion. Mike G. will lead Garcia Ridge Trail. David F. Pine Mountain Trail. Kirk R. La Panza Campground and offered to include Navajo and Upper Navajo campgrounds.

8:00pm George did a show and tell on LED Lights made by Craftsman.

8:10pm Meeting Adjourned. 50/50 raffle followed. total, Tom B. won and donated a portion back.



SLO 4-Wheelers contributes to and/or is a member club in these organizations. Visit and support, -they are working for US!

<http://www.sharetrails.org/>



The United Four Wheel Drive Associations also acts as your voice to keep 4x4 roads and trails open so that we can continue enjoying four wheeling in the great outdoors.

<http://www.ufwda.org/>



A varied group of outdoor recreationists who are extremely active in promoting the positive aspects of vehicular access on public lands and protecting that right.

<http://www.corva.org/>



SLO 4-Wheelers is also a member club in the California Association of Four Wheel Drive Clubs (CA4WDC) If your not a member, check it out,

<http://www.cal4wheel.com> or ask Suzy

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It's Past Membership Renewal Time!

If you haven't paid already, please complete this coupon and mail it with your check for \$20.

Remember, you can only vote in the January elections if your membership is paid up into the new year!

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Please indicate your Newsletter Delivery Preference:

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Send completed coupon along with a check for \$20 made payable to "SLO 4 Wheelers" to:

SLO 4 Wheelers
PO Box 2271
Atascadero, CA 93423-2271

Cal 4 Wheel Renewal — A check for \$45.00 made payable to "SLO 4 Wheelers" to the address above with Cal 4 Wheel will renew or start your associate club membership from July 1, 2011 to June 30, 2012. Due no later than June Meeting

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

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We're on the web:

<http://www.slo4wheelers.org/>

Upcoming Events / Runs

In addition to this list, keep your eye on the club email list and web site:

<http://www.slo4wheelers.org/>

for last minute events or spur of the moment runs.

April 9th or 10th After meeting Run:
To Be Determined at the meeting.

May TBD - SLO 4-Wheelers Spring Fling BBQ and trail runs. Tentative-Annual BBQ generally held late April early May. Contact/trailboss: OPEN

May 4th - SLO 4-Wheelers General Club Meeting- Players Pizza, Atascadero Wednesday 7pm

May 7th-or 8th - After meeting Run:
To Be Determined at the meeting

May 13-15th -"Ghost of the" Molina Ghost Run: Annual CA4WDC event to be held at Hollister Hills SVRA Upper Ranch near Hollister, CA. Runs include a Saturday run with one locker required that includes harder

trails and obstacles, a Saturday run with no lockers required and easier trails, and a Saturday SUV run. Registration is \$45 per vehicle for CA4WDC members, or \$55 per vehicle for non-members and includes one run on Saturday, one dinner, a dash plaque, and one raffle ticket. more info CAW4DC Molina 2011

May 27th-30th - Hi Desert Round-Up -Memorial Day Weekend. Annual CA4WDC "Hi Desert Round-up" is a fund raising event for California Association of 4 Wheel Drive Clubs Inc. The event is four days of off-roading, games, food and fun. The Hi Desert Round-up will be held at Anderson Dry Lake in Johnson Valley. It is a popular fun-filled getaway weekend for singles, couples and families who enjoy camping, four-wheeling, playing games, winning prizes and just going out to relax away from the city. The terrain is from sandy to extremely rocky, from

flat washes to monster hills so be prepared for some great four-wheeling fun. more info CAW4DC High Desert Roundup 2011

June 1st - SLO 4-Wheelers General Club Meeting- Players Pizza, Atascadero Wednesday 7pm

June 4th or 5th - After meeting Day Run: To Be Determined at the meeting

July 6th - SLO 4-Wheelers General Club Meeting- Players Pizza, Atascadero Wednesday 7pm

July 9th or 10th - After meeting Day Run: To Be Determined at the meeting

If you have any questions or events, local runs, not so local runs you would like to do, coordinate and/or participate in, please contact the SLO-4-Wheelers Events Director.