



THE SLO 4-WHEELER



Volume 16, Issue 6

November / December 2010

Inside this issue:

Trip Report — Spanish Lake	1
2010 SLO4-Wheelers Officers	1
Member Rigs — Frank's Passion for Old Military	2
Meeting Minutes	5
Sponsors	10 & 11
Associated Organizations	10
Upcoming Events/ Runs	12

Spanish Lake – August 5-8, 2010

Written by Dan G.

Packing for these trips is a real pain in the ass. Almost hemorrhoidal. The safety stuff, extraction gear, food, drink, sleeping gear – and then making it all fit into the Cruiser, and securing it to prevent a sudden death in the event of a rollover due to flying equipment in the cab, yeah, lots of time spent. But, once out on the road and eventually arriving at your destination, it's all worth it. Spanish Lake Trail is a few miles past the Wishon Reservoir spillway. The trail used to go all the way to the lake, but not so anymore. The temperature was dropping as I left Atascadero at 7:00 pm but then increased the further I drove east. After the sun went down, it was still getting hotter. Fresno doesn't cool down much at night. Some cooling in Prather with gas at \$3.05/gal but \$3.27/gal back at Hwy 168 and Herndon. I got screwed. A right turn onto Dinkey Creek Road until I can find a place to camp. This clearing next to the road will do fine. It's still warm. Hopefully some cool will find me tomorrow.

The next morning as I finish the last of my steak and eggs, the guy camped in his motor home near by stops by to chat.

He's tooling around the woods for a month. Fishing from his kayak is the driving force. Retirement is good.

The level of the reservoir is right up to the spillway with folks fishing in the clear blue water. The air is dry and it's getting hot. Finally the trail head is in front of me. Let's go wheelin'. Of the three guidebooks I referenced for this journey, I'd say Mitchell is the most accurate. A class III trail with two class IV sections and one class III+ hill. Without a rear locker the trail would be more challenging. The tight spots are very tight. Take heed what Mitchell writes. In camp there's a crapper and two rough hewn wooden tables. Cows are mating in Garlic Meadow. And finally the cool air at 8600' has found me (you'll top 9100' on the way to camp). A hike over to the end of Garlic Meadow where it drops off towards the Kings River is better than Google Earth could ever make it. WOW! Go see for yourself and we'll compare notes. After a Mexican Fiesta for lunch I'm in my hammock for some nappy time. I feel lucky to be here.

Saturday's plan is to go see Little Spanish Lake and Spanish Lake 45 minutes away on foot. I'll fill my solar shower at the first lake

and after some more exploring return to a hot shower. Won't that be nice? Stopping at a meadow and creek I pause to assess the mosquito situation in anticipation of that shower. Whoa! There were only a few mosquitoes at camp because they were here waiting to ambush me. I often wonder what they do when I'm not around. Does their whole life revolve around my anticipated arrival? Do they discuss the writings of their sacred scrolls "where Dan G. will one day descend upon us at which time we shall feast." I show up and they exclaim "the prophecy has been fulfilled – let's eat! It sure seems that way sometimes. The lakes remain elusive. I turned around at a pack station and wished my fishing pole was handy. The creeks had 10" trout just waiting to become dinner. Finding the lakes and catching some fish will have to happen some other time. There's a dense white thunderhead coming my way. What a perfectly good reason to spend some more quality time in my hammock. It's perfectly pitched; so why not. I wake to see that the thunderhead is ten times bigger and getting closer. Time to leave. The trail back requires some concentration

(Continued on page 5)

2010 SLO 4-Wheelers Officers

Officers:

President: Randy P.
 Vice President: Mark B.
 Secretary: Kirk R.
 Treasurer: Margaret P.

Board of Directors (includes officers):

Ways and Means:
 Membership Director: George We.
 Events Director: Vacant
 Land Use Liaison: John J.
 CA4WDC Liaison: Suzy J.
 Social Chairperson: Florence S.
 Newsletter Editor: George W.

Committees:

Safety Chairperson: Ken B.
 Promotional Chairperson: Vacant
 Virtual Club Scrapbook: Mark B.
 Virtual Committee: Mark B.

Adopted Trails and Campgrounds:

Garcia Ridge Trail: Vacant
 Pine Mountain Trail: Vacant
 La Panza Camp Ground: Vacant
 Carrizo Plains Land Use Vacant



Newsletter submittals

by the weekend after the meeting to George

Member Rigs: Frank's Passion for Old Military



CJ2A

by Frank S.

NOTE: All photos of Frank's rig are from his photos.

In 1990 I bought my first jeep. I never owned, drove, or even rode in a jeep before. I drove down High St. in SLO quite a bit in those days, as my mother lived on High St. There was someone putting this jeep together in their front yard, and every time I drove by, it was a little more complete. Finally it was done and BOY was it a beauty. It was a 1947 CJ2A, and it was painted a light buff yellowish color with black accent parts and Chinese red Wheels. I knocked on the guy's door and ended up buying the thing.

About 6 months later a friend of mine took me to a military vehicle show/ swap meet in Patterson, CA. When I saw all those old restored military jeeps running around the grounds, I knew I had to have one of those instead. After a little research I found out my style jeep was in production when the Korean War broke out. The military went to Willys and said they needed jeeps. So the current model of CJ3A was purchased by the military but with a number of changes and additions to suit the battlefield conditions. So I began to alter my '47 jeep and purchased the necessary parts to convert my jeep to a 1950's M38. I





bly. I recently passed this jeep on to my daughter and son-in-law.

As time went on I realized the ultimate jeep, sought after by all the collectors, was the WW2 jeep. During WW2 Ford and Willys both produced jeeps, about 250,000 each. The Willys was called an M.B. and the Ford was called a G.P.W. In 2000 I bought a 1943 GPW from a rancher in Templeton. It was in really sad shape when I got it, but after a few years I had brought it back to the exact condition it was in when it come out of the Ford plant in Louisville, Kentucky. I started taking it to car shows and although the show cars were so perfectly and professionally done, I was the only one with a WW2 Jeep. I became a big fish in a little bowl as people were lining up to ask me questions about my



jeep. I've been to every one of those annual military vehicle shows since.

My next project was found in the Easy Ad. It was a 1953 M38A1 utilized during the late Korean and early Vietnam Wars. The seller started to build a rock crawler from this jeep and he was on the right track but he lost interest. So I ended up with a rolling chassis and a driveway full of parts. After completion I took this jeep on most all the major 4WD trails in California, and it performed admirably.

Especially appreciative are the veterans from WW2 and on. They thank me for preserving their period in history. These comments altered my reasons for pursuing this hobby from self-satisfaction to thanking and honoring veterans and their families. It's the least a non-veteran can do.

Another Easy AD special was a 1950 CJ3A, a non-running piece of junk piled high with extra parts. From this evolved a civilian flat fender which I painted the exact colors of my first jeep and gave it to my son and his family. You may have seen it running around in Arroyo Grande.



(Continued on page 4)

(Continued from page 3)

Then came a 1942 GPW. This one was in pretty fair shape and it ran. The selling point for me was that it still had many of its original parts that most people took off and discarded and are hard to come by. I decided to go Navy on this one. Although it looks politically correct, I made some alterations to make it a little more user-friendly. I put turn signals on it and changed over to a 12-volt system. I also altered the marker lights by installing red lenses in the rear and amber in the front. This is the jeep that Florence and I took back to Washington, D.C. and joined a historic military vehicle convoy, driving all the way to



San Francisco on the Lincoln Highway. It was a great trip and the jeep ran flawlessly. This jeep is now my daily driver. A point of interest regarding these jeeps: Nowhere in any military printings is the word "jeep" used. It's called a ¼ ton truck.

Over the years I've drooled over a few other military vehicles, and last Spring I found one of them at the M.V. event in Lodi, CA. It's a ½ ton, open cab Dodge truck with a winch, military designation "WC4". The delivery date for this truck was April 25, 1941. I've been trying to do some research on this truck, as it was still wearing its olive drab paint and retaining its stars and numbers. It was acquired by the Army Air Force during the construction of an air field training base in California unofficially named Ragsdale

A.F.B. In 1943 the base was officially designated the Fairfield Suisun Army A.F.B., named after the local Suisuni Indian Tribe. In 1951 the name was changed to Travis Air Force Base in honor of a pilot named Travis who crash landed on the base and met his death.

After WW2 the truck was put up for auction and was purchased by Davey Farms in Dixon, California, in 1947. It was used on the farm for many years and always kept under a roof, which accounted for the lack of rust and deterioration. In 2003 it was acquired by an acquaintance of Mr. Davey who

had it registered at the DMV. I in turn purchased it and placed it in Non-Op. When I took possession it still had the 1947 license plates. For reasons I have yet to explain, the truck was originally equipped with a 50 caliber machine gun.

Immediately after acquiring the

truck, I began the restorations. The odometer read just over 14,000 miles and most of the components were found nearly new when disassembled. My method is to disassemble a few parts at a time, restore them, paint them and store them until the last piece (frame) is left. Then I assemble in the reverse order. Well, in October, 2010, I was ready to take it out of non-op and start cruising. Unfortunately, there were some major bugs to work



out. The last one was the DMV, who had everything so screwed up it took a week of frustrating events to straighten it out. Finally on Oct 25 they waived the fines and apologetically handed me my tags.

Health permitting and reliability of this truck satisfactorily confirmed, I plan on participating in the next scheduled historic military vehicle event in 2012, the Alcan Highway.

Frank Simon



(Continued from page 1)

to avoid tree to steel collisions as well as avoiding direct hits with granite. Scenic overlooks are available for you to view the valley below. It's a great trail and can be run in three hours round trip.

Mitchell describes the thirty one mile Blackrock Road down to the Kings River and Pine Flat Reservoir as spectacular. I'm on it. This road is no joke. Most of it doesn't have a guard rail. If you get one tire over the edge you better start praying because it's going to be time for you to check out. Drive or sight see separately. Don't combine the two. The road provides access to the impressive hydroelectric venture that starts at Courtwright Reservoir and ends at Pine Flat Reservoir. One turbine is buried five hundred feet below the surface making it the deepest large turbine in the world. The informative display at Blackrock Reservoir describes the magnitude of this project. Look it up on the PG&E website. Simply amazing.

Just past Blackrock Reservoir I passed a

nondescript road off to the right next to a creek. My curiosity getting the better of me found me backtracking to see where it went. A large pile of mine tailings soon came into view. The road went on a bit to a flat area with hammock trees and the creek down below. With my chair under me and a pint of pale ale in hand, this was home for the night.

Over yonder was a 12" diameter pipe that disappeared into a horizontal mine shaft. The shaft was cut into solid granite and was big enough for me to drive my Land Cruiser into it. The pipe continued upstream for another 100 yards before the brush impeded my forward travel. The pipe, the pipe supports, the concrete junction boxes, the mine, the road – someone went to a lot of effort to put all of this together. I wonder what it was they were mining? The barbed wire fence in front of the mine is easy enough to bypass but I decide not to go it alone. No one knows EXACTLY where I am. The tree cover would likely obscure a sighting of my vehicle from the helicopter search and rescue team. And besides, the mine looks scary.

The thunderhead from the Spanish Trail stopped by for a visit and began to thunder after a quick lightening flash – one, two, seven KA-BLAM! The rock cliffs provide for a great background echo. A second flash – one, two, three, twelve KA-BLAM! What a show. The clouds part to reveal a starry night sky.

Back on the road I pass Balch Camp and the confluence of Dinkey Creek and the North Fork of the Kings River, and then to a bridge over the main Kings. From here the choices are a twenty three mile dirt road to a lookout, some really nice riverside camping, or an eight mile dirt road upstream. My path was to go back home. Not enough time to do it all. Let's see what my guide books can tell me about my next trip.

Club Meeting Minutes:

*Meeting Minutes by Kirk R.,
Club Secretary*

October 6, 2010

7:05pm Randy P., President, called meeting to order and introductions followed.

7:10pm Pozo Rangers contacted Club about campground clean up needs to be done in order to keep the Pozo Campgrounds open. Discussion Followed.

President – Elections coming up next month for officers.

Vice President – No report

Secretary – No Report

Treasurer – Balance . Newsletter mailing was paid and emblems were paid for.

Membership – 53 paid members, and several new prospects.

7:15pm Upcoming Events:

Pismo Surf and Turf 1st weekend in November.

Overland Event at Hollister Hills/Cal Rocks coming up.

Spanish Lakes Trail run contact Dan G. for more details.

7:25pm Runs:

After meeting run discussion-- Run to Pine Mountain, Saturday, 8:00am meet at Tina's or 10:00am at La Panza Campground.

Hungry Valley SVR contact John J. for more details.

Panamint Valley Days contact Cal4wheel.com, \$40.00 entry fee.

Mojave Trail Run suggested for January or February. Mojave Trail history discussion followed.

7:40pm Land Use:

Carizzo Plains clean up still planned for December.

John J. going to check with Pozo Ranger about further campground adoption and clean up.

7:55pm Newsletter:

Newsletter is available on email.

8:00pm Monthly Safety Topic:

Inside vehicle safety. Be aware of loose tools, ice chests, dogs, etc. that can be a hazard in an accidents.

Social Events: Christmas Party: Florence S. spoke about the upcoming Christmas party on December 1 at Players with a \$10.00 gift exchange.

Other business:

New emblems have arrived. Eric made a motion for all current and new members receive 2 emblems each with additional emblems available to be purchased at cost. Vote held 15-Yes and 10-Nos. Motion Carried. Emblems were distributed by President.

8:15 Meeting adjourned. No 50/50 raffle.

November 3, 2010

7:00pm Randy P., President, called meeting to order and introductions followed.

7:10pm Officer Reports:

President – No Report

Vice President – Absent

Secretary – No Report

Treasurer – Balance 3. Newsletter mailing was paid and emblems were paid for.

Membership – 58 paid members. Reminder to pay 2011 membership dues. Must be a paid member to vote for officers in next month's election. Membership goal was achieved for 2010.

Newsletter – Submit articles for the newsletter. Deadline is week before Thanksgiving.

(Continued on page 6)

(Continued from page 5)

Land Use – John J. spoke to Pozo Ranger Lloyd who requested that Campgrounds need to be cleaned by club members in order to assist the Forest Service in the Pozo area. Discussion Followed. Club members agreed to help with clean up in exchange for yearly adventure passes. John will pursue with Ken B. of the Forrest Service to have him come to the January meeting for further discussions.

Cal 4 Wheel – Membership cards are in and being distributed at monthly meetings.

7:40pm Florence S. discussed Christmas Party. Will be held at December 1st monthly meeting at Players at 7:00pm. \$12.00 per adult, pay at the door. \$10.00 gift exchange. Raffle will be done by Eric who will be looking for prizes from corporate members. RSVP to Florence by 11/20. Club Sent a Big Thank You to Florence to all of her hard work putting together a fun party.

7:50pm San Luis Obispo Christmas Parade - Friday, December 3rd. Suggested best behavior due to safety. Good Promo for club. Arrive early to decorate your rig. Bring

your dinner and beverages as it can be a long wait before rolling. Parade will be after meeting run for December.

8:00pm Upcoming Events:

Panamint Valley Days, contact Cal4wheel.com, \$40.00 entry fee.

7:50pm After meeting run discussion--Pismo Surf & Turf. Land Cruiser and Toyotas event with BBQ and Raffle. All vehicles welcome.

8:00pm Dan G. did a presentation on 4 Wheelin' opportunities and handed out a book list covering lots of runs.

8:15 Eric brought in information from the Santa Maria Club. Eric also presented information that the Sierra Club wants 4 Wheeling only on private property. Discussion followed. Club members should Get out and Go.

8:20pm Eric sold Raffle tickets for the 50/50 drawing winners, Fred and Matt.

8:30pm Meeting Adjourned.



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/>



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<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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Time to Renew!
See the coupon on page 7!



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.

December 1st, 2010 — General Club Meeting and Christmas Party at Players Pizza in Atascadero at 7:00 PM. This is a special club meeting that not only celebrates the season but also is also when club officers are nominated for the next year.

December 3rd, 2010 — After Meeting Run: San Luis Obispo Christmas Parade. This event is a lot of FUN. Decorate your rig and/or slap on a couple of strings of lights and come join us! Trail Boss: Kirk R.

January 5th, 2011 — General Club Meeting and annual election of officers at Players Pizza in Atascadero at 7:00 PM. NOTE: To vote in the election you must have paid your dues for the 2011 club year.

January 7th, 8th or 9th, 2011 — After Meeting Run to be announced at the January 5th meeting.

February 2nd, 2011 — General Club Meeting at Players Pizza in Atascadero at 7:00 PM.

February 4th, 5th or 6th, 2011 — After Meeting Run to be announced at the February 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 new SLO-4-Wheelers Events

Director when they have been appointed.

Merry Christmas!

