



January 1997 Newsletter for The San Luis Obispo County Four Wheel Drive Club
Editor Jenni B.

NEW OFFICERS, NEW BIG PLANS

Welcome to a whole new year and a whole new slate of officers! You elected 'em, now here they are! Congratulations!

- President *Dave H.*
 - Vice President *Ray M.*
 - Secretary *Kathy P.*
 - Treasurer *Tom C.*
 - Ways & Means *Jennell T.*
 - Membership *Mark B.*
 - Events *Ray and Darlene M.*
 - Land Use Liaison *Jerry J.*
 - CA4WDC Liaison *Jennell & Brian T.*
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Editor's corner:

Looks like I'll be the newsletter editor again this year and I've got some great plans ahead. Mark, Margaret, Kathy and I will be working closely to coordinate our efforts. I hope to work with each trail boss as well as other members who want to spread the word about events, people, places or even stuff for sale. Just drop me a line at work, home or via snail mail or e-mail JenPete@aol.com with anything you'd like to see in the newsletter. **Chicken scratching is fine**, I read mine all the time...I think I can decipher yours if that's what you turn in! Here's to more fun in '97!

You may be a four wheeler if

... You want to take things apart and rebuilt them ...
even when they're not broken! (Hmmm...this isn't anyone in our club... is it?)

San Luis Obispo County 4-Wheelers General Meeting Minuets

January 2, 1997

37 club members, including five kids, attended this really important meeting where new officers were elected (See above for results.)

- Kathy libbed the minutes and they were approved as libbed.
- Tom reported that the club closed the year with its biggest year yet! WOW!
- Mark reported that 25 members have paid (and 25 have not, yet) and described the new membership drive. The first member to bring

in six new members before the April meeting wins a manly-man snatch block. Be sure your new members tell him that YOU were the sponsor!

- Dave reported that the club's Christmas party was a great success: the food was great and everyone had a good time stealing Brian T.'s presents! Sharon reported it cost about \$3 per member. (Thanks to the crew of members who organized and made this all happen lead by Sharon and Jennell!)
- The club decided to make the January run to Hunter Liggett with trailboss Randy P. He reminded everyone that, since the run passed through the military area, participants must bring current registration and valid driver's license. (Randy's report is elsewhere in this issue.) Dave also mention the possibility of a desert run in the spring.
- Randy reported that although he missed the last meeting because of illness, he did write a letter to the OHV commission in Sacramento, voicing the support of our club in funding matters for the 1998/1999 budget year. A question was asked about the status of the Lockwood Creek area, that there was an article in the 4WD & Sport utility Magazine. Randy reported that there is significant trail work going on in that area.
- Brian announced that the CA4WD Convention is February 14-16 at the Ontario Airport Marriot. It costs \$45 to register and advance registration is due by January 31. Brian also reminded everyone that it is raining so be careful and don't hydroplane.
- Kathy has lots of shirts in inventory and will be available after the meetings to sell sweatshirts and T-shirts. Bring out your checkbook, or better yet, cash.
- Brian asked for nominations for each office from the floor. The results of the election are also over there !
- Kathy announced that the Committee Chairpersons are volunteer positions and are appointed by the Board of Directors. If anyone is interested in any of these positions, please let any of the new officers know you are interested.

Social Chairperson
 Newsletter Chairperson *filled Jenni P.*
 Safety Chairperson
 Trail boss
 Telephone Chairperson
 Promotional Chairperson

Respectfully submitted,
 Kathleen P.
 Secretary

NEXT GENERAL MEETING

Wed. February 5, 1997

Players Pizza, 8845 El Camino Real, Atascadero

7 p.m. to 9 p.m. Good eats, good company, good video, good fun

San Luis Obispo County

ON LINE

Four Wheel Drive Club

- Have you visited the Clubs Web Site!
<http://akasha.punk.net/~slo4whl/> or <http://akasha.punk.net/slo4wheelers/>
- Also did you know the SLO 4-Wheelers has an E-mail list? Keep up with all the local chit chat & news SUBSCRIBE FREE

HUNTER LIGGETT CLUB RUN TURNS MUDDY . . . EATS JEEP!

By Trailboss Randy P.

At the January SLO 4-Wheelers general meeting, the club decided that this month's day run would be to Hunter Liggett (HL) on Jan. 4-6. I (Randy P.) volunteered to be the trail boss because I had already been promoting the run through the slo4wheelers e-mail list for a couple of weeks.

We planned to leave from Carrow's at 9 a.m. or Margie's in Paso at 9:30 a.m. A general announcement was made that there are specific requirements to enter H/L through the main Gate at Jolon, namely that you must have your current vehicle registration, drivers license & certificate of insurance to get past the guard at the gate. It was also noted that the only legal way to drive the dirt roads at H/L is in conjunction with a hunting or fishing permit. There is a fee for hunting (\$15/day) or fishing (\$3/day) and access is limited to specific areas or lakes, one area or lake at a time (you must also have the appropriate California license to hunt or fish).

We also discussed staying the night in one of the rooms at the HL Hacienda (Hearst's Milpitas Ranch House) or camping at the fish & game shack campground or in the Los Padres National Forest (LPNF) campgrounds to the west of HL. No firm commitments were made by anyone attending the meeting for the overnight adventure except for Randy & Kathy P who had reserved rooms.

Saturday Morning at about 8:45, Kathy, Jenni B & I parked in the Carrow's Lot in Atascadero. Mark & Shelly, Allison & Danny M. walked right up to us and introduced themselves as friends of Tom C, who had decided to join us. They inquired as to the difficulty of the run, and I assured them it was a scenic cruise that they could enjoy in their Suburban.

Soon Brian E arrived jut in time to go get Gas (editor's note: and fill up his master cylinder after Jenni realized it was wide open. Last month, in that same lot, Ray realized JB was missing her power steering cap...hmmm). He mentioned that Ray suggested he get a fishing license.

As Tom C. blasted by on his way to the gas station, I began feeling guilty about not having a fishing license. So as Brian E. headed over to the parts store for brake fluid, I went over to Grisanti's hardware to get a fishing license. After all, this might be a fishing trip.

When I returned, Ray & Darleen and Whitney M had arrived, Tom was back with gas and all were busy visiting and speculating about the day ahead of us. Unfortunately it was 9:30, so we left in a big hurry to get to Paso ASAP where we met Mike & Annie A and Mike & Kathy and their 3 boys at the Chevron Station near Margie's diner. They were in pretty good cheer, considering that we were 15 minutes late and decided to top off the gas tanks in Paso.

By 10 am we were on the road to HL. At about 10:30 we arrived at the main Gate to HL. Of the 8 vehicles trying to enter the military reservation, three were without current vehicle registration. Fortunately the guard at the gate allowed all to pass, saying he didn't want to ruin our fun.

We moved on the game shack, checked out the facility (restrooms) there and made a plan. Most people agreed that we should proceed on through HL (abandoning the fishing trip) and explore the LPNF to the west of HL. Kathy & I, Jenni & Tom stopped at building 205, the federal police station and picked up keys for rooms at the Hacienda. We all gathered up again at Ponderosa Campground for lunch.

After lunch, we proceeded west along the Hunter Liggett-Nacimiento Ferguson Road to the crest of the coast range. The sun was out, no rain, blue skies and great scenery. We turned north off the pavement onto the Pacific Coast Jeep Trail. That's the dirt road that runs along the top of the coast range toward Hearst Castle.

At Pruitt/Alms ridge we turned west and explored Pruitt ridge, including a circuitous route around the reservoir below the campground and up the hill. Almost lost Tom & his Blazer in the pond. But Mike A hooked onto the front with his winch and Ray M hooked up to the rear, saving Tom's Blazer from a watery grave.

Thereafter we explored Alms ridge where certain used contraband was observed at LENGTH by Annie A & Darlene M. The two ridge areas are both potential camping spots for an Easter wildflower run later this spring.

The sun was still pretty high in the sky when we left Alms ridge and header for a ridge trail to the east. Two weeks before Christmas Kathy & I explored the same road and enjoyed it thoroughly. Since then there has been some rain, but it was clear that day.

We stopped when we came upon a guy in a Wrangler from Morgan Hill parked next to the dirt road. He noted that he was waiting for his buddy in a Chevy Z71 4-wheeler (his buddy had the food). His buddy never showed up while we were there.

After some sight seeing & discussion, we decided to proceed down the trail toward the river at the bottom. Mike & Mike decided to wait for us to return.

The trip down seemed quite easy there were a few tight corners and muddy spots with ruts, etc. Once at the bottom it became apparent that we were not going to cross the river, or even any of its tributary creeks, as had been speculated before we descended.

Now it was time to go back up the road the way we had come down. But the up part wasn't like the down hill run. On the first incline it was necessary to winch all Ray M., my Jeep, and Tom. up the hill. It all went well, a little time consuming and a lot of mud, but was quite a bit of fun as the sun set in the west.

On up the road Jenni lead Brian E and Ray M in the Jeeps followed by Tom in the Blazer and I in a Jeep & Mark M in his Suburban

(Long, Heavy Blazer). Around the next corner lurked the unthinkable.

The light Jeeps in the front of the group had very little trouble traversing the road, but when the Blazer began to sink Tom exclaimed over the CB that something was really wrong with the road. He nailed it and made it through with his 35" tires and front & rear Detroit Lockers. But he left a quagmire of a rut behind where the Blazer had found its way down through the road surface to a spring below.

Noting his commentary and apparent difficulty with that section of the road, I charged on with momentum, front & rear ARB's locked, pedal to the metal and found the hole he left for me. It got deeper.

The left side of the Jeep burrowed itself into the mire until the tiltometer tilted. The Jeep lost all forward momentum. I was stuck. Could only open the drivers door about 1 foot, so we hooked the winch cable up o the Blazer. No good, that big Blazer was being pulled toward the Jeep! A tree strap was applied to a nice Big Oak tree just beyond the Blazer and the winching exercise began.

As the Jeep moved forward ever so slowly, the left front tire just plowed its way through the surface of the road. The jeep would not climb up out of the hole and the hole just kept getting longer as the jeep moved forward.

Finally I remembered pulling out fence posts with a tractor & chain and a 4x4 timber. You wrap the chain around the base of the fence post, run it up over the 4x4 to the tractor (leaning the 4x4 toward the fence post being extracted). The tractor pulls on the chain that is lifted up by the 4x4 and the fence post comes out of the ground...

We didn't have a tractor, a chain or a 4x4. But the winch cable acted as the chain, a downed oak limb became the 4x4 and the winch became the tractor. After the oak limb drove its way down into the ground about 3', it began pushing the winch cable up and lifted the jeep just enough for the front left wheel to get out of the mud and up on top of the roadway bed...it worked. But the Suburban was behind me.

I honestly believe that to this point everyone, including Mark & Shelly M were having good time. But the thought of getting that Suburban through the roadway that was quickly becoming a spring laid heavily on everyone's mind.

We came up with a plan there was just about enough room to get the Suburban by the deep ruts by traversing the right shoulder of the road with one wheel.

At this time Mike & Mike called on the CB offering their winching services. We invited them to join us for the fun, their wives and the boys went home in the CJ-5 while they stayed in the TJ.

So Mark M gave it a try at a very low speed to keep control of the Suburban and keep it out of the holes in the road. He slipped a little and came to rest with the left side of the Suburban just starting to sink into the muck & mire...Couldn't move forward or backward. Fortunately there was an abandoned roadbed about 20 yards from the one we were using.

My Jeep found its way back down the abandoned Road bed to the back of the Suburban and we winched him out down hill. The only way out was back up hill, so the Jeep made its way back up toward the top on the abandoned roadway. There was a reason for it having been abandoned. It was rutted and nearly washed out in one spot. But with enough momentum even a six-cylinder Jeep can do the nearly impossible, nearly.

Apparently the front of the Jeep only jumped about 4' in the air when it hit the rock at full tilt. There was a loud bang, sparks and metal scraping noise that could even be heard above the engine noise.

The Jeep came to rest near the road above the Suburban. The left front axle u-joint had become UN-jointed, allowing the axle yokes to push against one another & against the axle tube (sparks).

Tom's trusty Blazer pulled the now 2-wheel-drive jeep to the center of the road were it could once again be hooked up the Suburban, this time on the uphill side. The rear bumper of the jeep was trapped to the trusty oak tree and the slow winching affair started. With all 125' of the Warn 8274 laid out in the mud attached to a 6" nylon strap on the front of the suburban, the vehicle slowly and methodically made its way up the road past the mud holes.

At one point, Tom measured the width of the track of the Suburban and determined that it would not make it in the space between the hole in the road and the shoulder, but somehow it did make it.

Ray M hooked up to the front of my Jeep, Tom hooked up to the Suburban and we drove up the road to find Mike & Mike waiting at the first wide spot. They extracted a tree from the road and helped us get back up to the Coast Jeep trail and over to the Nacimiento Ferguson road where we aired up one of the Suburban tires and headed for home.

It was about 9:15 PM. Shelly M ask me to give them a call next time we go on a "easy" day run cruise...I hope Mark & Shelly join us as club members in the near future.

Kathy & I, Jenni, and Tom stayed the night at the Hacienda. Mike & Mike lead the way back to Paso with Ray & Darlene M and Mark & Shelly M.

Jenni, Tom Kathy & I found our way to King City by Sunday for Lunch. Jenni & Tom headed for home Sunday and Kathy & I stayed one more night at the Hacienda. A very quiet, clean and relaxing place to spend a three day weekend.

On Monday after arriving at home I disassembled the broken front axle and discovered the top ball joint that suffered a fatal blow. So the new Spicer ball joints are headed this way from Scottie Ross's and will be in place as soon as they arrive. I have a spare axle and u-joint ready to go back in the Jeep.

Now that's My day run story, and I'm sticking to it...see you at the next campfire for more gruesome details of the January HL day run!
Randy P.

Ted Miles Jeep

offers a 15% discount on all part
(& 10% off accessories like hats)
to club members who present their 1997 Membership Card!

Ted Miles Jeep/Eagle

7380 El Camino Real

Atascadero 466-2411

WELCOME NEW MEMBER

*Tom M. of Atascadero drives a '77 Jeep.
We'll see ya' on the trail!*

Special thanks

to those who made the Christmas Party happen including Sharon, Jennell, Mike G., Brian, Randy, Kathy. Others helped with cleanup and I may have missed some...I sure hope not! But we all appreciate the hard work that went into organizing this and pulling it off! We all really had a great time and look forward to next year. Sharon, you will lead the group next year, won't you?

And special thanks to these local companies that donated prizes to our Christmas Party raffle! Please support them whenever you can.

Atascadero Auto Parts

8115 El Camino Real, Atascadero, 466-3565
T-Shirts

Armando's Mexican Restaurant

6905 El Camino Real, Atascadero, 461-1515
Dinner for Two

Kragen Auto Parts

7395 El Camino Real, Atascadero, 466-8561
Tire Cleaner & Mud Guard

Ted Miles Jeep-Eagle

7390 El Camino Real, Atascadero, 466-2411 Parts
Cargo Liner and much more

Napa-Gem Auto Parts

7475 El Camino Real, Atascadero, 466-9071
Toy Truck

Pacific 4WD

1301 Riverside Drive, Paso Robles, 227-4183
Caps

Pelletts Christmas Trees

4230 Del Rio Road, Atascadero, 466-2928
Two Snoopy Trees
Lots of branches for table decorations

End of Jan.1997 edition of the SLO 4-Wheeler

Edited for your web viewing pleasure.Omissions due to editing happen. For actual content see The SLO 4-Wheeler newsletter and the Great job Jenni has done in its original format. As newsletters are added to this site note: they are for referral and interest - for actual notices/dates turn to your OFFICIAL SLO 4-Wheeler newsletter. Contact trailboss for event that your interested in. This has been a test.