



# THE SLO 4-WHEELER



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## Garcia Ridge Night Run

*Written by Eric F*

A big thank you everyone who came of for the night run last night.

It was a beautiful evening into night. There seven rigs that came out, we all aired down at the ranger station and headed toward Garcia Ridge.

We all stopped at the trail head so everyone could catch up and we proceeded up the trail. Running along the trail with the sun setting on the west of the ridge line gave some spectacular sights.

The temperature was just right and no wind. Rays Jeep did get warm on him climbing the hills so we all stopped to let him cool down. After a while we were told to go ahead to the picnic table. Ray and Mike would catch up in a while.

The group made it to the picnic table area where desert was served. WHO oho. there was cookies, pound cake, fruit and Ice cream.

As some of us were eating we heard Ray and Mike pull up. They made it yea. The group ate and chatted at the picnic area and trail end for a least an hour great time.

The group loaded up and headed back making our way thru the trail which was very dark in some areas going thru all the brush. Kinda spooky and fun.

The group stopped at the play area and mini stair step. There Derick and his CJ7 played on the rocks and made them look like he was playing on pebbles. Eric tried and high centered his front diff and had to be winched off.

For the those who went up the mini steps posed no challenge. from there the group made it to the trail head then to the ranger station.

Everyone aired up and said there thank you and good nights. and a big thank you! Eric.

Eric F and Alison E 87

Cherokee, Dereck and Theresa CJ7. A red YJ with three people. Ray M and his guest Matt CJ7. Mike G CJ7. Suzy, Terry and Kurt Rubicon. Randy P Rubicon. John, Mike and Lisa 94 Wrangler.

Thanks,  
Eric F

Added by Ray M::

I don't think it could have been a better night for a night run... It was nice to get out on the trail, weather was beautiful... I had a great time, always nice to get on the trail with old friends, and meeting new folks... Thank You for arranging a local run. It looks like I have a couple bugs identified in my beat up beast... I will have to see if I can get them worked out, before some of the bigger runs, later this year...

Always a good time to head out on the trail with the SLO 4 Wheelers...

Ray M

## 2008 SLO 4-Wheelers Officers

### Officers:

President:..... Randy P  
Vice President:..... Mark B  
Secretary:..... Kenn B  
Treasurer: ..... Florence S

### Board of Directors (includes officers):

Ways and Means: ..... Jim T  
Membership Director: ..... George W  
Events Director:..... Eric F  
Land Use Liaison:..... Jim T  
CA4WDC Liaison: .....Suzy Johnson/Eric F  
Social Chairperson: ..... Vacant  
Newsletter Editor: ..... George W

### Committees:

Safety Chairperson:..... Dave F  
Promotional Chairperson:..... Pam T  
Virtual Club Scrapbook:..... Mark B  
Virtual Committee: ..... Mark B

### Adopted Trails and Campgrounds:

Garcia Ridge Trail:..... Jim T  
Pine Mountain Trail: ..... Mark B  
La Panza Camp Ground:..... Mark B  
Carrizo Plains Land Use..... Randy P

### Newsletter submittals

by the weekend after the meeting to George at g???????@charter.net

## Member Rigs: Dan's Toyota



by Dan G

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

You've heard the story before – "I always wanted one since I was a kid". For me it was a Toyota Land Cruiser. But I had to wait until 1999 when I was well into adulthood before all the factors in the universe aligned and my 1978 FJ40 found its way into my driveway. And once it got there, it was going to take some time and money, and money, and more time to end up with my vision of a dependable off road machine.

Toyota did a great job with the original design. I'm reminded of this every time I do some wrenching on the truck.

My idea was to enhance what Toyota started. I never felt the need to go wild with things like giant tires and a V8 power plant. There were a few areas that needed improvement and that's where I focused my attention. Better leaf springs and a slight lift, rocker panel guards attached to the frame, front and rear recovery points, roll cage, rear locker, power steering, and a few other things. By doing all the work myself, I gained a better understanding of how the truck works while gaining the knowledge to repair anything on the trail if the need arises.

My little project required dismantling the body, sandblasting everything, and

painting. Painting sucks. Actually, the painting part isn't too bad, it's all the prep work. There were way too many hours put into the paint job. But it came out well and I sometimes find myself inexplicably staring at the product of my work. There were some mechanical surprises along the way just waiting to be discovered. Like the missing clutch return spring that forced the throw out bearing into early retirement. The clutch disk installed backwards. Brake caliper rigamortis. I've been through the whole truck except for the engine bottom end, front differential, and transmission. Who





knows what the future holds.

The Cruiser has been driven all over the place. We've been as far east as Moab and then Baja to the south. The Sierras have been explored, Death Valley, and Anza Borrego State Park has been visited as well. Rocks, sand, and snow provide for some interesting driving opportunities. Each time is a new adventure with more memories generated along the way. Every time I go out I also learn a little more about how to drive off road which allows me to tackle more challenging obstacles. It's become easier to anticipate how the truck will perform in a given situation which makes my time behind the wheel that much more enjoyable. The 258 CID in line six engine is not exactly a powerhouse on the highway; but on the trail it really shines. The engine will eventually get you to the trailhead. Once you're there, the truck comes to life and does what it was designed to do. There are 200 ft/lbs of torque available at only 1800 rpm. The best part is that 90% of the torque is delivered just past idle at 900 rpm. It's pretty amazing to climb steep hills with the two of us and all of our gear while the Cruiser chugs along without missing a beat.

One of the most exciting driving moments we experienced was just after I had installed the lift. The bolts for the spring perches were torqued according to the manufacture specs but they were too tight and prevented any movement at the spring hangers. Go-

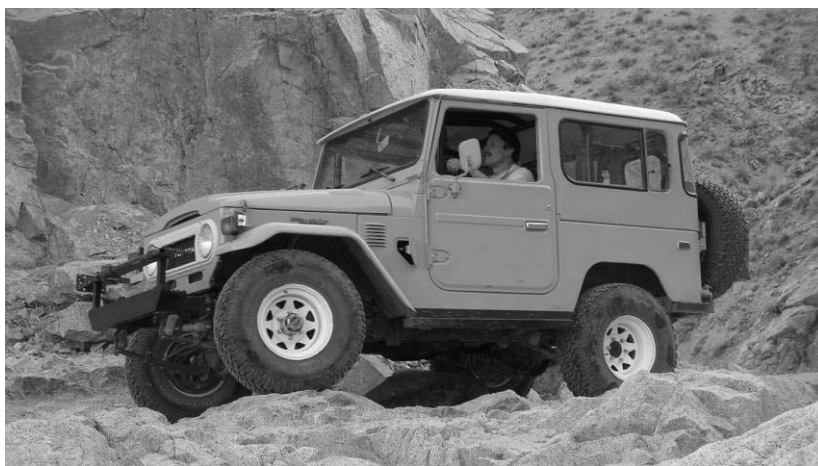
ing downhill, there was a slight dip in the trail that my left front tire dropped into and the next thing I knew I was driving on two wheels. Glenda's side was up in the air. Not my idea of fun. She, um, sternly suggested that I immediately get all four tires back on the ground. Her suggestion was quickly deployed and we were back on the trail. Luckily no one was hurt and the Cruiser was intact as well. The experience calibrated my internal Tilt-O-Meter so that I became gun shy when it comes to off-camber situations. Off camber still is not my favorite but it keeps getting easier all the time.

One of the unique characteristics of a Land Cruiser is that people will walk up to me and start talking Land Cruiser Talk. Their dad had one, they had one, they're working on one, they've always wanted one, they went here there and everywhere with theirs. There's also the obligatory Cruiser wave as you drive by someone else driving a Land

Cruiser. There's also the Toyota Land Cruiser Association which allows other Cruiser Heads to share in their rabid infatuation of these old trucks. It's like one big family. Many FJ Cruiser owners don't wave back.

The list of modifications for my truck is just about complete. I'd like to find a way for me to sleep inside. A soft top would be nice. Some sort of sound system would help on those long rides to and from the trailhead. The idea of mounting a box next to the exhaust manifold for heating food hasn't died yet. And I'm sure there will be more to come.

I really hope the smog police don't force me to get rid of the old Cruiser. I've become attached to it and have barely used it as far as I'm concerned. There are many new trails to explore and places to see. Hopefully we can get on the trails together and generate some more memories.



# Trip Report: Dusy to Lost Lake and back



By Randy P

Last weekend Brian, Jenni, Erica, Valerie and I drove to Thompson Lake & Back. This was the heavily promoted SLO4Wheelers all 4wd type adventure to Courtright Reservoir, beyond, and back home.

We left Friday about 10 AM after some misfortunate luck. Steve had some medical issues and was not able to go this time. Driving thru SLO North on 101 from Orcutt my car hauler trailer nearly ripped the hitch part of the tongue off when we went over a 'BYUMP' in the pavement at Grand

avenue over-

pass. After unloading the jeep from the trailer, we jacked up the tongue with the hi-lift and welded the trailer hitch back in place securely. Good enough to drive it over the grade unloaded and park it at home. In no time we were off, driving the jeeps from here thru Fresno to Dinkey Creek where we met Brian. By night fall we were at Dusy Meadow, sleeping under the stars. Saturday started with a good breakfast and load up of our first nights camp to proceed up Thompson Hill to Thompson Lake camp. We took pictures, spotted one another on the trail and ate lunch at the hot shot camp along the way. It was a challenging day of wheelin and winching for me with the trailer (anchor) attached to the rear of my jeep.

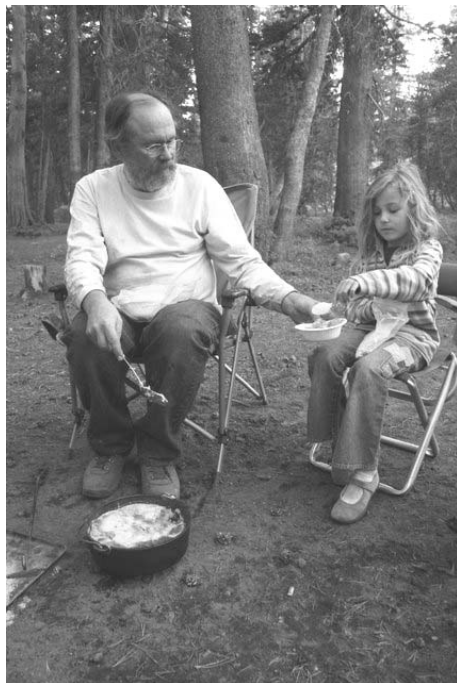
Camp was set up at Thompson lake campground Saturday afternoon and we made dinner before the sun set. Then a campfire with samours and into the sleeping bags for the night. It was a warm evening for 9500' elevation. Cooling off later when the 1/2 moon rose and lit the camp like a street light.

Sunday morning brought a great fired eggs, potatoes, bacon breakfast. After that we got the fishing gear out and walked one mile to Lost Lake for the day. Valerie caught her first trout of this year on her first cast, and continued to catch more trout on every cast. Erica used Jenni's fly rod and caught

trout fly fishing. Brian and I also had great fun catching and releasing trout as we walked around the lake to the glacial morrain side of the lake where we ate lunch and napped and fished some more before hiking back to Thompson lake camp. Back at the jeep camp we made dinner including Peach Cobbler and enjoyed another campfire. The evening was relatively warm for the elevation. We bedded down and awoke early the Monday morning to pack up and drive home.

Driving home included driving down Thompson hill, a fairly good challenge, down chicken rock and back to shaver lake where we had pizza before dropping into the valley at Fresno to endure the 98 degree temps thru the valley, Cottonwood pass summit and down the other side reduced the temps to the 80's. We were back in Santa Margarita by 9PM, and Jenni was back home in Orcutt by 10PM.

I am looking forward to my next trip on the Dusy/Ershim trail, it's always an adventure.



# Clutch Fans and Co-workers

By Dan G

The following is a letter I sent to my brother in law - the family factory trained Toyota Mechanic (better than having a doctor or lawyer in the family) to follow up on a fan clutch issue we worked on in my 1978 FJ40:

Dear Terry,

Well. It seemed so simple. Take out the fan clutch, take it apart, and then fill the void with silicone oil. All in all it was a pretty straightforward procedure. I returned home on Saturday when Glenda, that is "Auntie Glenda", informed me that the promised silicone oil was setting on the kitchen counter waiting to be utilized.

Sunday was open so it seemed like a good day to get the project completed. Everything was going smoothly until it came to removing the Phillips head machine screws that hold the two halves of the fan clutch together. A standard Phillips screwdriver did nothing more than begin to strip out the head of the first screw. Since there is no impact screwdriver in my tool chest and I'm just too cheap to buy a new one from Sears unless it's on sale, I had to wait until Monday to, dare I say - borrow one from work.

If you don't already know, most of the folks that I hang out with are especially curious when it comes to home projects. The mere request to borrow a tool almost forces the borrower to begin a lengthy dissertation describing virtually every aspect of the intended project. This of course paves the way and opens the doors and lowers the floodgates for all of the "Why are you doing it like that?" and "Are you sure that's the best way?" and

"If it were me..." comments that at this point must me endured.

In a low, almost shy, withdrawn, and introverted sort of voice, I very quietly asked "Luke" if the shop had an impact screwdriver that I could borrow. Guess what? Luke wasn't the only person who heard my request. A millisecond after my last word, someone else answered "No. We don't have one". And then the question that launched a thousand other questions - "What do you need it for"?

Wow! Putting me in a small room underneath a bright light and blowing cigarette smoke in my face would have been more enjoyable then what I was about to have to endure. I attempted to explain my project in ten words or less. That just wasn't good enough. Reluctantly, I described the scope of my little project. It never ceases to amaze me just how much the people around me happen to know so much about a given subject while at the same time actually know so little. "I didn't know the fan clutch ever had to be serviced". "Be careful. There's a spring inside there that you have to watch out for". "What kind of oil did you say you're using"? Yep. Wow.

My next stop was off to the mechanic's shop. Oh boy, they have lots of tools! "Hi Elwyn (one of the mechanics). How ya doin'? You wouldn't happen to have an impact screwdriver that I could borrow? You do. Gee thanks". Oh so close. Mechanic #2 - "So what do you need it for?" Three guys returning from a meeting that just happen to be passing by, "What are you going to do with that"? I receive grief and humiliation for my explanation (maybe a strong choice of words, but close anyway).

It's all behind me now. That is until I get on the Commuter Van for the return ride home. It just so happens that the two mechanics - are the drivers. And to make things worse, there's an FJ40 that passes us on the way home only to stop by the telephone at the top of the long climb on Highway 101 we call "The Grade". "Hey Dan, that guy is probably overheating and he's going to call Toyota and see if they'll deliver him some silicone oil". And now imagine the simultaneous laughter and snickering of ten men in a van. It's been a rough day.

The machine screws came right out with the impact screwdriver and the two halves of the fan clutch separated very easily. I filled the large round void in the center with about 1/2 of a bottle of oil (P/N 08816-03001, 18 ml). This brought the level of silicone right up to the edge of the void without going over the edge and onto the flat part and then over to the gasket area. The color of the oil (and as far as I could tell by the viscosity) in the fan clutch was identical to the oil that you sent to me. The fan clutch is happy now, and so am I.

One last note. EVERYBODY at work asked me the next day if the fix had worked as planned. They really do care.

See ya,

Uncle Dan



# Trip Report: Military Convoy



By Florence S

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

A few issues ago, there was an article featuring our 1942 Navy jeep. Mention was made of a 3200 mile cross-country military vehicle convoy from Washington, D.C. to San Francisco in which Florence and I planned to par-

ticipate. We

left home on May 21, flat-towing the jeep (axles removed) with my pickup truck and small camper. We spent 9 leisurely days getting to PA, and then visited with relatives for 11 days. On June 10 we drove to a staging area 30 miles north of DC, to meet with the others who were starting from mile zero in DC. By coincidence, on June 12, the day before our convoy began,

the U.S. Army was having a celebration at the Pentagon honoring its 234th birthday. Our Jeep was one of 5 vehicles selected to be on display at this celebration. On the morning of the 12th we were taken by police escort from our staging area to the courtyard of the Pentagon. This was an event of a lifetime for us and was a high lite of the entire trip.

The next morning we began the convoy trip by driving to the Zero-Mile marker at the ellipse near the White House. After a ceremony with Army and political officials, we were on our way along the predetermined and well-published route. To our surprise, there were groups of people all along the way waving American flags and cheering our passing. In the towns

there were bands playing, honor guard ceremonies, parades, etc. Towns along the route provided (free of charge) lunch, breakfast, dinner and places to spend the night. And we provided a static display of our military vehicles. These activities continued all the way to San Francisco. What started out to all of us in the convoy to be a challenge and adventure turned out to be an event that brought out the patriotism of the citizens all along the way.

The convoy varied from 45 to 100 vehicles as people drifted in and out along the way to do portions of the trip. 43 vehicles made the entire trip. Many of the participants from other states were leery of the reception we would get in California, especially San Francisco. We are very pleased to report that we were received with plenty of enthusiasm and support, as we made our way through Lake Tahoe /Placerville /Sacramento /Stockton /SF /Alameda. We had a police escort stopping traffic in SF, and there were plenty of flag-wavers and crowds cheering us on.

On July 8th, we arrived at the 3250 mile marker in Lincoln Park, San Francisco for the final ceremony. In Alameda we were provided a delicious Mexican dinner, slept that night on the aircraft carrier USS Hornet, said good-bye the next morning to our fellow convoy members and headed home. PS The jeep ran like a clock the entire trip.



# Meeting Minutes

By Kenn B, Secretary

7:00 pm Randy P. calls the meeting with the usual introductions by all of the members present.

Randy P. talked about the up coming Dusy Trail run that He will be trail bossing for all to enjoy. 7/10th - 7/13th or 14th depending. All levels of wheeling and camping will be available.

Treasurer's Report : Florence Simon is still on the Lincoln HWY Historical trip

Membership : George W did not have anything new to report.

- The club has 40 members and we were shooting for 50.

Land Use : Jim T was not in attendance; Suzy J had Red Alert from the governor's office that OHV funds may be used to help with the budget. Letters are on pirates 4x4 site for all to

sign

Suzy also wanted to let remind everyone who was interested that Sierra Trek was just around the corner Thursday – Sunday

Newsletter : George W. ; Jimmy has volunteered his rig for the expose, and if anyone had a trip report to please get it to him so that he could get it in the next issue.

Promotions : Jim T. Was absent / We do have the t-shirts and hats for sale

Safety : Dave F Just a reminder on the trail or the HWY, drive safely because the roads are full of summer travelers. Always check your safety list and bring along double the water you think you might need.

Events : Eric F passed out the up and coming events list and went over it

- Aug: 13th – 16th annual coyote

lake run

- Aug: 27th – 30th tentative Dusy run see Randy P.
- Sept: 2nd general meeting 7:00pm
- Sept: 5th or 6th after the meeting run?
- Oct: 7th general meeting 7:00pm

No new business / Welcome back Ray! Motion to adjourn by Eric F.

Second by Dave F.

No 50/50 Tickets did not make it to



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*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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# SLO 4 Wheelers

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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.

August 5th — General Meeting  
7.00 PM at Players.

August 8th or 9th — After  
meeting run (potential night run)

August 13th thru the 16th —  
Annual Coyote Lake run.

August 27th thru the 30th —  
tentative date for a full Dusy Trail  
run. See Randy P or email Randy  
at

R???@att.net

September 2nd — General  
Meeting at Players. 7.00 PM

September 5th or 6th — After  
meeting run.

October 7th — General Meeting  
at Players. 7.00 PM

October 10th or 11th — After  
meeting run. This maybe a good  
starting weekend for a trail  
maintenance on one of our adopt a  
trails or camp ground.

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 Eric F, SLO-4-  
Wheelers Events Director  
(f????@sbcglobal.net) or  
cell/voice mail 805-???-????

