



THE SLO 4-WHEELER



Volume 15, Issue 2

March / April 2009

Inside this issue:

<i>Land Cruiser: No Matches Please!</i>	1
<i>2008 SLO4-Wheelers Officers</i>	1
<i>Member Rigs Frank's Navy</i>	2
<i>Trip Report — Weekend Puttering</i>	5
<i>Meeting Minutes</i>	6
<i>Sponsors</i>	7
<i>Associated Organizations</i>	7
<i>Upcoming Events/ Runs</i>	8

Land Cruiser: No Matches Please!

Written by Dan G

Just a few short months ago in what can already be referred to as last summer, the old Land Cruiser and I went for a drive out to the Sierras. The day was hot with the thermometer registering 100 F and the inside of the Cruiser topping out at even more than that. The sun was happily shining throughout the day. Attached to the back of my truck is a five gallon jerry can of gasoline – which is emptied at least every six months.

Arriving closer to my final destination I decided to empty the now five month old fuel in the can into the gas tank. There was a nice open spot at the local supermarket parking lot, set at 2200 feet above sea level, so I took advantage of it and pulled in to do the transfer. Now, I'm sure that many of you have undertaken this little task a time or two, and have observed first hand what I'm about to describe. Being that the fuel in the can has had a chance to warm up a bit and slosh around for the last three hours, it's safe to assume that there might be a little bit of built up pressure that will need to be vented before the screw cap is completely removed. Armed with this little piece of knowledge, the cap was unscrewed half a turn and the ensuing hiss told me that the built up pressure was being released. The time to reach an equilibrium between the inside of the jerry can and the outside atmosphere seemed to be tak-

ing more time than any other time that I could remember. The cap was unscrewed another full turn. The volume of the hissing sound increased indicating that the remaining internal pressure should soon be completely vented. Not today. The cap was unscrewed more until only the last remaining thread held it in place. And yet, the hissing sound did not subside. Then I observed that the can was breathing. The side would suck in every one and half seconds and then be bulged out at the same time interval. Breath in, breath out. In. Out.

Now all of thirty seconds have transpired since I first cracked the cap. My experience has been that the whole venting process takes about ten seconds on a long day. At this point, the can had taken on a life of its own and was happily breathing its first breaths of life right before my very eyes. Enough is enough. There are places I've got to go; so I unscrewed the cap the final turn and removed it from the can.

Whoosh! Gasoline came shooting out like a fountain. It shot out into the air and cascaded down the driver side corner panel, the spare tire, and my left hand before it made its way to soak my left foot and leave a small pond of hot, volatile, flammable (and explosive) liquid on top of the asphalt. About a gallon and a half made its way out of the can. All of this happened in an instant. I immediately re-

placed the cap onto the jerry can, lit up a cigarette, and was suddenly engulfed in flames, rolling on the ground in agony wondering how many square feet of skin graphs I would have to endure. The Cruiser gas tank ruptured with the resulting fire ball being visible from ten miles away. Suddenly I was dead.

Luckily, that's not how this story ends. I grabbed the living gas can and moved it away from the sea of gas. The fire extinguisher was quickly, very quickly, deployed as I stood sentry over Lake Petrol wondering if the fire extinguisher was up to the task if there was a fire. The truck was parked pointing up hill. I wasn't going to roll it back over the spill for fear of a static spark and of course starting the engine was out of the question. Fortunately the hot asphalt and 100 F air temperature made quick work of the pool which was soon dispatched into the air. You're welcome Mr. Air Pollution Control District! Whew. Dodged that bullet.

Following all of the excitement, the task at hand of fuel transfer was still waiting to be completed. The cap was ever so carefully removed and much to my surprise, the fuel inside the can was boiling! The sun was shining at just the right angle to show me what was clearly boiling gasoline. The fuel was successfully transferred into the gas tank and I was on my way.

2009 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

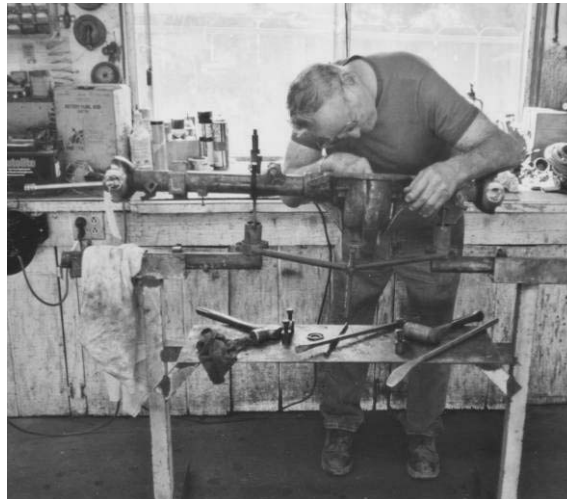
Newsletter submittals

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

Member Rigs: Frank S's Naval Tribute



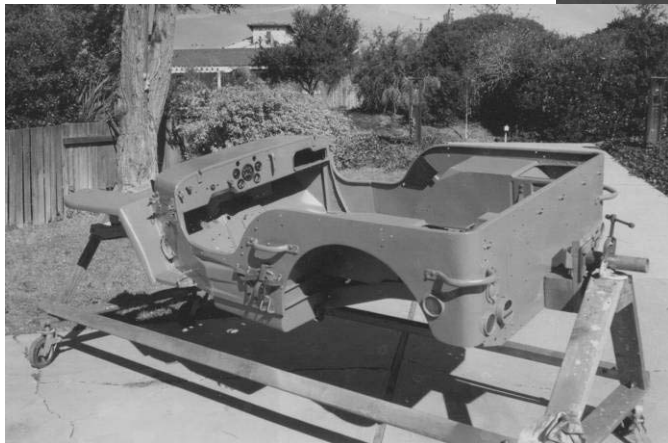
Frank's first Jeep was a 1947 CJ2A. His daughter Amy still has it and it is being rebuilt at the moment. He originally saw it as he drove by it often while it was being built. It was a beauty as a civilian Jeep. He bought and repainted it to match the Army colors and parts of an M38 (wanna be).



by George W, Editor

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

Most of us who have been to club meetings over the months or years have heard Frank and Florence S introduce themselves and list "an old Jeep", some "Jeeps", and a few other simple descriptions usually followed by a few chuckles. Over the months I have been in the club I have discovered the reason for the chuckles. Frank has a "few" vintage Jeeps that each have a story. In this article I will focus on a special project that Frank has just finished. But first I have to give you an overall picture of Frank and his Jeeps and his passion for military vehicles and other military items. It all started in 1990.



His second Jeep was a 1950 painted to match the original color of his first Jeep before the Army makeover, which he gave to his son and grandson.

his USS Hornet where it is moored as a floating Museum. Howard was beside himself as he saw his old ship and toured it.

Frank's passion for the military Jeeps continues as he readies this latest Endeavour for the MVPA 2009 Transcontinental Motor Convoy which will retrace the route of the first US Army Transcontinental Motor Convoy across the United States, along the Lincoln Highway. This is a cross country drive starting in Washington DC on June 13 and ending in San Francisco on July

He also has a 1943 GPW Jeep with a museum restoration that he takes to Gun and Jeep shows. Another is a 1953 M38A1 military Jeep which is his current trail Jeep sporting USMC colors and markings.

The latest project is a 1942 GPW Army turned Navy Jeep. When he first started, the Jeep bore the markings of a Jeep assigned the World War II carrier, the USS Hornet. He then found out that Florence's brother-in-law, Howard K, had served on the next USS Hornet during the 1950s and that he was in poor health. Frank quickly choose to change the markings to match that post was USS Hornet as a tribute to his ailing wife's brother in law. You can find Howard's name on the side of the Jeep.

At one point, Howard came to visit and Frank and Florence took him and Florence's sister to the current location of





But before he could even consider the drive, he had to get the Navy Jeep running right. There had been many hours and days spent on totally disassembling the vehicle and then reassembling it with the proper parts and wiring, including a real vintage canvas top. He also had some skilled assistance

8th, 2009. That's over 3,200 miles in vintage vehicles, not to mention the trailering back to the East Coast. The route begins on the lowlands of the east coast, through Pennsylvania, the Midwest, the high planes, through the Great Salt Lake basin, crosses the Nevada Desert, Climbs the Sierra Nevada range into Lake Tahoe and ends in the San Francisco Bay Area.

This is a convoy of Historic Military Vehicles of all eras, from World War I cargo trucks, Harley-Davidson WLA Motorcycles, staff cars, Jeeps, and late model M813 5-ton cargo trucks. The Convoy will have daily stopping points at many of the same locations as that of the 1919 Convoy. (More information can be found on the MVPA Convoy at "<http://www.mpva.org/>".)

from several friends including Herb Brazzi shown in one of the photos working on the front differential.



Photos by George W



Photo by George W



But after all of that sweat, tears and a few choice words, the things was running right. He started with the obvious items and kept going with one part after another. The rattling was driving him nuts! Then he found the cause, a bad coil! Now it purrs pretty good (I heard it when he pulled it out so I could get some photos of it).



Photo by George W



Photo by George W

As he showed it to me, he showed off some of the changes he'd made to make it look authentic but still work well. The original headlight switch for example had an interlock to prevent you from accidentally turning the headlights during a blackout. Fran re-engineered the switch to make it more user friendly while still looking original.

(Continued on page 5)

Trip Reports: Weekend Puttering

By George W, Editor

With most of the club runs being on Sunday morning lately due to work schedules and my inability to go on them due to Sunday morning commitments, my friend Theresa and I had to find drives to go on to occupy our Sundays. The following descriptions and photos cover a few of the recent trips we've made on the fly ("Where do you want to go today?" as we head out of my driveway).

February 22, 2009 Interlake Rd

This was one of our first excursions of the new year. We started at Theresa's in Paso Robles and headed up to 24th St and onto Nacimiento Lake Dr and headed toward the lakes. Once past Nacimiento Lake, we turned on to Interlake Rd and headed West. Our first detour off of Interlake Dr was Lynch Canyon Rd. We followed it to the Oak Shores entrance, then turned around and headed back to Interlake Rd.

Again we continued east until we came to the Bryson Hesperia Rd/Pleyto Cemetery Rd intersection and then headed south on Bryson Hesperia Rd. We continued past a private resort with cabins and then the Hesperia Community Hall for a few miles to the eventual official end of the road just past Sapaque Rd. We then turned around, did a short side trip to the end of Sapaque Rd, then headed back toward the Hesperia Community Hall at which point we took the dirt road up the hill past the Hall to find that it basically cuts a mile off of the paved road as we ended up on Bryson Hesperia Rd back on top of the hill.

At this point we choose to head back to Paso Robles as having had a nice Sunday afternoon drive.

March 8, 2009 Black Mountain

Again, most members are out on a run

to Pine Mountain we we choose to head out to Black Mountain for another Sunday afternoon drive. We headed out toward Creston on Highway 41 east and then, just past the Creston turn off, we took the La Panza Rd to end up on Highway 58. This part of the road got a little wile as we encountered a couple of small groups of race street motorcycles, some of who choose the silliest times to pass (had to brake a couple of times to give them enough room on a semi blind curve, just in case). One rider let his buddies get well ahead of him while he waited for a more sane location to pass.

We hit Highway 58 and continued east past Shell Creek Rd. Not much in the way of wild flowers yet as of that date, so we continued without stopping. When the go to the top of the hill, we turned onto Red Hill Rd and headed south as I pointed out locations where the club had been the previous year.

We then turned onto McGinnis Creek Rd (Forest Route 29S02) and headed west toward Black Mountain. This was one of the first bumpy dirt roads we had been on since the previous fall when the club went out to Las Chiches for the night run. We continued up to the summit where McGinnis Creek Rd, Black Mountain Road, Las Chiches and Fries Camp Road all come together and turned onto Black Mountain Rd north toward the FAA station.

At this point Black Mountain Rd get a little wild for a paved road. Its narrow and meanders over the ridge tops toward Black Mountain a few miles north of the intersection. This route had to be driven carefully as you would come around a corner to face a couple of mountain bike riders pedaling their hearts out. We finally reached the wide spot just below the FAA station gate and got a great view of the Carrizo Plains to the east, Shell Creek to the north and Pozo to the South West.

We then took a short jaunt over to the nearby cell tower hill and stopped so we could see the Pine Mountain trail to the South East of us.

At this point we heard some of the group out on Pine Mountain on the CB, so we gave a holler and got a response (from whom, I'm not sure). They had just turned around above the stair steps and were headed back.

We headed back to the interception and I was able to point out to Theresa that Las Chices, which looked so steep on the night run, actually wasn't that steep. (Lesson learned, do not take a date out on a night run for her first adventure in off road in your Jeep. At night it looks scarier than it really is.) We then continued down Black Mountain Rd to Turkey Flats and on toward Pozo and home.

March 15, 2009 Nacimiento - Fergusson Rd

It was a nice day and we had always wanted to take a drive out Nacimiento - Fergusson Rd to the coast, so I packed up the Jeep and picked Theresa and some snacks in Paso Robles and headed out Nacimiento Lake Dr to Interlake Rd to Lockwood and then west on Jolon Rd to the main gate for Fort Hunter Liggett. After showing my ID, registration and proof of insurance, we were granted permission to cross the base and directions through the base.

We continued on Mission Rd toward San Antonio Mission and the old Hearst Hacienda and turned onto Nacimiento - Fergusson Rd just before reach the main Fort building complexes. From that point on the road is clearly marked as it crosses the base and passes many rolling hills and mobile field artillery ranges and a surprise lake at Stoney Valley. When reached the far side of the base at its back entrance, we were waved through



and continued into the Las Padres National Forrest.

As we continued our drive we began to see evidence of the Indians Fire with Forrest Closed signs everywhere even though the paved road we were on was open. We continued Ponderosa and Nacimiento Camps and started up the mountain valley. here and there we passed through burned out areas, other areas where only the ground cover was burned and yet other areas that were untouched. We stopped at one of the few spots along the road



were there was a turnout and took a break to take in the scenery (I had my Adventure Pass with me just in case). We could see fog coming in over the mountains from the coast while it was still sunny to the East of us.

We continued westward passed the Nacimiento Forest Service Ranger station and finally reached the Summit in the fog. We then continued down the road toward Highway 1 catching occasional glimpses of a bridge on Highway 1 at Mill Creek. way below us. We finally left the fog at about 1000 feet above sea level and followed the road the remaining twisty miles to the Pacific Coast Highway,



stopping occasionally for a few quick pictures.

Once on Highway 1 we headed south, stopping occasionally to take in the coast line. The remainder of the drive was relatively sunny as we continued toward Ragged Point, Piedras Blancas, and Cambria spotting Elephant Seals and lots of beautiful scenery. We stopped for dinner in Cambria and then headed back over Highway 46 West to Paso Robles to drop Theresa off and then head for home.

(Continued from page 3)

The voltage regulator was a huge box on the inner fender well; it now houses a wiring distribution system.

One of the more interesting tools Frank used for the rebuild is affectionately referred to as his Jeep Rotisserie. It allows him to paint all of the tub surfaces without becoming a contortionist. It almost makes gauge installation and under dash wiring easier by simply flipping the tub upside-down and then sitting underneath it on a stool (you just have to remember that everything is backwards).

Frank's sense of humor is also legendary, amongst the photos in this article you'll find a photo entitled "Nacimiento River crossing", is it real or staged?

Frank, for all of his quiet charm and humor is obviously very proud of what he has built in his Navy Jeep and it shows, as it does with all of his Jeeps I've seen. So next time you hear him

say "an Old Jeep or two" at the meeting you'll know why everyone else is chuckling.



Nacimiento River Crossing



FRONT

TRANSMISSION		TRANSFER CASE	
(1)	(2)	OUT	LOW
(3)	(4)	IN	HIGH
(5)	(6)	FRONT AXLE DRIVE	AUX. RANGE

DISENGAGE FRONT AXLE DRIVE WHEN OPERATING ON DRY HARD SURFACED ROADS

Ford TRUCK 1/4 TON 4X4

QUARTERMASTER CORP.

FORD-OPW

SERIAL NUMBER

GROSS WEIGHT

MAXIMUM PAYLOAD

MAXIMUM TRAILED LOAD

DATE OF DELIVERY

RECOMMENDED BY MANUFACTURER

OCTANE RATING OF GASOLINE 88 MIN.

S.A.E. GRADE OF OIL FOR SUMMER USE 30 S.A.E.

S.A.E. GRADE OF OIL FOR WINTER USE 10W S.A.E.

PUBLICATIONS REFERRED TO THIS VEHICLE

PARTS LIST TM 10

MAINTENANCE MANUAL TM 10

CAUTION

MAXIMUM PERMISSIBLE ROAD SPEEDS IN THE FOLLOWING GEAR POSITIONS

TRANSMISSION IN	TRANSFER CASE IN	
	HIGH RANGE	LOW RANGE
HIGH	65 M.P.H.	33 M.P.H.
INTERMEDIATE	41	21
LOW	24	12
REVERSE	18	9

TO DRAIN COOLING SYSTEM: OPEN RADIATOR DRAIN COCK LOCATED ON HOSE FITTING AT LOWER LEFT SIDE OF RADIATOR AND CYLINDER BLOCK DRAIN COCK ON RIGHT FORWARD SIDE OF ENGINE

Club Meeting Minutes:

Meeting Minutes by Kenn B, Club Secretary

February 4, 2009 — Don A

Open meeting @ 7:15 with round-robin attendee introduction and welcome.

Pres. Randy P. comments: New Board of Directors had their first meeting. Minutes to follow.

Topic of discussion was non-elected positions trail bosses and committee chairs. These will be members who step up and volunteer when the need arises and then board will confirm when necessary.

Secretary (Kenn B. absent). Don Athon volunteers to record minutes.

Eric F reads January meeting minutes. Minutes are accepted as read.

Treasurers report: 2009 budget is based upon 50 members plus \$200 carry over from last year.

Payments \ Contributions to organizations:

- Blue Ribbon Committee - \$100 membership plus \$250 donation = \$350
- Cal 4Wheel - \$250
- Budgeted Items:
- Website: \$35
- Post Office Box: \$60
- Newsletter: \$300
- Bar-B-Que: \$125
- Christmas party: \$350
- Parade permit: \$20
- Club Decals: \$300.

Present balance: \$1059.93

Board of Directors report:

Ways and Means: Position not presently filled
Membership report: (George W) 47 members with 28 paid.

Events Coord: (Eric F) Event list was distributed. See attachment. After meeting run scheduled for Sunday Feb. 8. Trail Boss Randy to Carrizo Plains meeting at Tina's restaurant in Santa Margarita ready to roll @ 0800. Traveling over Temblors to oil fields on eastern side.

Discussion by Eric: Trail report template. Being that one of the responsibilities of a trail boss is to complete a trail report, Eric has provided guidelines to make that task easier. Check Club website for the basics on the who, what, when, where and how of a trail run report.

Calico Run Trail report: (Trail boss Jim T.) Jan. 30 - Feb. 1: Jim & Pam T., Don & Cindy A. and Paul V. met at Hwy.s 101 & 166 and departed eastbound @ 9:10. Pit stop in Maricopa, on to Arvin. Lunch @ El Rancho Mrkt. in Arvin, on to Barstow \ Calico. Oops! Don seizes up passing Tehachapi jamming up the whole trip as all involved travel to hospital to await his prognosis. Around 4:30 Don is re-

leased from the hospital, he and Cindy head home; Jim, Pam and Paul continue to Calico arriving at the Oak Tree Inn that evening. (Jim and Cindy Bond arrived separately) Saturday: All day run beginning at a leisurely 10 a.m. covering Duran, Odessa and Mule canyons. The Mine was visited as was Gate Keeper. (for observation purposes only) Nobody got stuck, no carnage occurred. The group finished out the day in Mule canyon then back to the Motel.

Sunday: Hit the trail again, this time to the Mud Hills.

All headed for home about 1 p.m.

Land Use: (Jim T) Reports that there's nothing new. Commented that he would like to finish brushing out Garcia Ridge trail. Further info concerning to follow.

CAAWDC: (Suzy J. & Eric F.) April 17 - 19 Molina Ghost Run at Hollister. Jim T. offers to lead caravan to event. More info to follow.

Newsletter: (George W.) Jan. \ Feb. newsletter was handed out at the meeting. The remaining copies will be mailed out. George would like to work on putting together articles on member's rigs in advance so they can be added into the newsletter when needed. Contact him and he'll come out to your place to do a piece. Pres. Randy also put out a request to the general membership for any kind of input to add to the newsletter.

Committee Reports, Discussion & Action:

President Randy presents opportunity for members to volunteer for the Social Committee Chairpersonship. Interested individuals should contact Florence S who will assist in activities but does not want the lead responsibility.

Safety: (Dave F) Pres. Randy requests that Dave be prepared to present something along the safety topic at each meeting.

Telephone: (c-phone text, e-mail) It's all about getting the word out. Apparently people don't answer their phones anymore. Perhaps a better point of contact would be sending out text messages via cell phone. No one is in charge of this function at this time.

Promotional Items: (Pam T.) Pam wants to get feedback on interest in beanies w\ club logo. These were not budgeted for so it will require a pre-pay, pre-order situation. She will have information on them next meeting. Jim brought up the idea of magnetic sheets to use for temporary application of club stickers on rigs. There was interest shown through group discussion so he will look into cost and availability.

Scrapbook: (Mark B.) Need to pursue the transition from hard copy form to electronic web page with links to upload sites. Any suggestions? - contact Mark.

Business at Hand:

Board of Directors Meeting Minutes read by

Pres. Randy.

Ways and Means Director: This is an elected position with no one presently holding the position. After some discussion Jim T. volunteers, Eric F. and Pam T. nominate him...

2nd by Florence S. A voice vote of the assembled members resulted in a unanimous "AYE" in favor. Jim is the new Ways and Means Director and he will continue as Land Use Coordinator as well.

50 \ 50 raffle was held with Don A. winning. (\$46? Sheesh, I should know!)

Meeting closed. 9:15 p.m.

February 17th, 2009 — February Board Meeting

Treasurer Report

- Blue ribbon donation \$350.00
 - Cal 4wd donation \$250.00
 - Newsletter \$45.92
 - 50/50 \$68.00
- Current balance \$877.93

Events

Eric is working on lining up trail bosses and getting events on the calendar to give club members the most notice possible. See current events list.

Land use

Jim T. was not able to attend the meeting

Social

Discussion regarding the Christmas party/meeting

- Motion by Mark B.
 - * For dinner cost
 - * Kids under 3 free
 - * Kids under 12 ½ price
 - * 13 and over full price

Second by Eric F.

Safety

Randy would like to have something presented at each meeting.

Promotions

Discussion around possible beanie cap order?

Virtual

Link for scrapbook under development

New business

Associate member discussion

Motion by Kenn B.

2 classifications:

1. Associate Member as stated in the by laws
 2. Advertising member/supporting business
- Second by Eric F.

March 4 2009 — Kenn B

Randy opens the meeting with introductions

and a brief thanks for coming.

Dan G spoke next, His topic was mostly about run ideas that He has. Shut eye peak / Lake Isabella / Sherman pass trail were some mentioned. He also had some ideas on how to be better equipped for a run and how to be more efficient time wise when planning to go on a run with short notice. Plan ahead when you know you would like to go on some runs this spring summer and fall, start now with a list and location of all your gear you would potentially bring. Or if possible pack everything but the food.

Events Director

1. See e-mail that was sent out on the club group e-mail list.
2. Eric is always looking for help run ideas short notice or planned ahead events.
3. Anyone interested in helping with the spring fling BBQ and runs out in pozo OHV please speak up our e-mail in. Possible overnight was mentioned and lady's run after the BBQ.
4. Discussion about the Mojave rd. trip. The history of the road, how cool the desert is and all of the interesting things to see.

Secretary Report

It was asked if anyone would like the minutes from the board or from the February meeting

read / no response

Randy P asked that the minutes be available at the next general meeting / possible vote to except the minutes of all this years minutes.

Ways and Means

Jim T said he did not have anything. As the budget was balanced as long as we have 50 paid members

Land Use

Jim T was looking into the class (when, where, how long, etc.) needed to become certified to run a chain saw in the national forest.

Cal 4Wheel

There was no new news that involved our club. Cal 4wheel run are listed / Molina Ghost Run is coming up.

Newsletter

George is always looking for an interesting story to share with the club. A recent run or vehicle build or restore, history sounding a off road location, etc. are just some ideas.

Safety

Ken Brem passed out the SLO 4-wheelers vehicle safety check list just to help people get thinking about what there vehicle needs for this years events.

Promotions

Possible beaney cap order? The best deal for the money is 12 caps of one style and color.

Motion by: Dan G / 12 Gray color with roll up edge 12 black straight edge2

Second by: ?

Discussion

Jim T posed the question do we as a club need to make more money?

Jim T would like to sell advertising in the new letter.

General discussion about how many good trail and guide books are available for purchase 4x4books.com and trails.com were both mentioned

Eric F gave a trail report of hungry valley and looking for some snow.

Discussion of possible runs by many / LETS GET OUT AND HIT THE TRAILS

50/50 @ 8:20

Total \$64.00

Winner ?



Advance Adapters Inc.
4320 Aerotech Center Way
Paso Robles, CA 93446
Phone:805-238-7000
(Toll Free:800-350-2223)
<http://www.advanceadapters.com>

Ted Miles Jeep

Ted offers a

15% discount on all parts (& 10% off accessories like hats) to club members!

Ted Miles Jeep
7380 El Camino Real
Atascadero CA Ph466-2411
<http://www.tedmilesjeep.com>



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

Players Restaurant
glen covert
805.466.5664
8845 El Camino Real Atascadero, CA 93422

RENEAU
CHRYSLER - DODGE
Paso Robles
EST. 1963
2235 SPRING STREET
PASO ROBLES, CALIFORNIA 93446
CHRIS KRULL
Service Manager
Phone (805) 239-0790
Fax (805) 239-8356

Cell 226-TAPS
Marlene Lincoln
TAPS TRUCK ACCESSORIES
1207 13th Street
Paso Robles, CA 93446
(805) 226-8277
Fax (805) 226-8289

SLO 4 Wheelers

PO Box 2271
Atascadero, CA 93423-2271



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 3-6:

Mojave Road. Contact Randy P at 438-**** or r***@att.net

April 4 or 5th:

SLO 4-Wheelers Club Run after meeting TBA at the general meeting.

April 17th-19th:

Panamint Valley Spring Fling. Contact Randy P at 438-**** or r**@att.net

April 17th - 19th:

Molina Ghost Run. Contact S****@calaccess.net

May 6th:

SLO 4-Wheelers General Club Meeting at Players 7.00 PM.

May 9th or 10th.

SLO 4-Wheelers spring fling BBQ and trail runs. Tentative plans to include a morning run BBQ and afternoon ladies run. Which where the ladies get to drive a trail .contact Eric F. Will be needing volunteers to help plan the runs and BBQ.

May 22-25:

High Desert Roundup. See <http://www.cal4wheel.com/>

June 3rd:

SLO 4-Wheelers General Club Meeting 7.00 PM at Players.

June 6th or 7th:

SLO 4-Wheelers Club Run after

the meeting TBA at the general meeting.

The SLO 4-Wheelers are looking for you, yes you, to be a Trail Boss or Run Leader. Give the club ideas for new runs and events. Contact Eric F f****@sbcglobal.net with thoughts and ideas.

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 805-46*-****