



# The SLO 4-Wheeler



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## Discoverers, Developers and Merchants

*How "old west" gold mining and modern landuse are similar*

*by Del Albright, BlueRibbon Coalition Ambassador; CA4WDC State Chair for Environmental Affairs*

The old prospector no longer gave a hoot about all the talk of getting rich during the 1849 gold rush. No matter how he looked at it, it was dang hot and ugly mean in the western desert, and he'd not had a decent drink of water or a good meal in days. He was hot and tired; his mule was dragging; and his supplies were about gone. He was having about as much fun as a jack rabbit at a coyote picnic.

With no gold in his pockets, he gave up for the day and settled in next to a ledge of rocks that provided some shade. He tipped back his sweaty worn-out hat and began to collect a few rocks to make a small fire ring. The last of his hard-tack would taste mighty fine about now

and he still had one can of beans to heat up. Then it struck him like a mule kick in the butt! His fire ring of rocks was the best gold ore he'd ever seen. He was suddenly going to be a rich man living the life of luxury.

The old prospector was a "discoverer." Discoverers are those that find the ore or the strike, but usually don't have the capital to develop a gold (or silver) mine. Sometimes in the 1800's it was common to have to sink a shaft 200 – 300 feet or more to get the "good stuff." So the discoverer would sell out to the developer, who did have the money, manpower and backing to fully develop the mine.

Of course, all this while the merchants -- the business men who brought the shovels, beans, bullets and other supplies that miners needed -- were establishing the long-term trade and supply routes to build this country while supporting the mining development. It all came together,

the discoverers, the developers and the merchants. Today, landuse is not much different.

In short, the discoverers in landuse are the local folks who are "prospecting" their way through the maze of government, just trying to recreate and enjoy the great outdoors with their toys. Discoverers find problems (bad government decisions, unnecessary road closures, unwarranted gates, etc.), then bring in the developers (larger landuse organizations) to help out. Merchants are the off-road businesses of today who support the developers. It all comes together -- just like in the mining days of the "old west."

Allow me to break this down for you a bit more. Let's take the example of a "local Joe," just a lone-ranger kind of recreationist, who finds that his favorite trail is being closed up tighter than a tick on a hound dog. He makes a few phone calls; writes a cou-

*(Continued on page 5)*

## 2010 SLO 4-Wheelers Officers

### Officers:

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

### Board of Directors (includes officers):

Ways and Means:.....  
Membership Director:..... George W  
Events Director:..... Vacant  
Land Use Liaison:..... John J  
CA4WDC Liaison:..... Suzy J  
Social Chairperson:..... Vacant  
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 at g??????@charter.net

# Member Rigs: Coup de M&M



Red Rock area trip

photo Eric F.

1st mod was rear air bags due to camper. The air bags helped considerably with the weight transfer. Our camper is 3500#+ and tall. The bags help keep it level, but it was installing Rancho adjustable shocks that really got the side to side under control.

Couple years later got caught in a major storm, had to evacuate campground. By the time I got

needed a 24" extension. Not on factory hitch. The T/L system is a dual tube receiver, rated at 1,500# tongue/15,000# pull. Its awesome piece of metal, uses chains & turnbuckles that resist the side loads. -way over kill but it works. I also use the T/L frame mounted camper mounts- these folks know how to fab metal parts.

To have a CB with or without camper I modified a side mount antenna base. By adding a male coax connector on it, I unscrew the CB mast and thread on the coax from antenna mounted on camper. Installed CB in the cab roof.

Also due to when camper is on I modified the interior dome light. The 3rd brake light/bed light uses the same wiring. I add 2 switches to the dome light. 1 allows turning off the high mount bed lights (& center interior light), the other turns off the brake light so I don't have to pull the bulbs when camper is on, the reflection from either is

by Mark B

**NOTE:** All photos of 's rig are the owner's photos except where noted.

Ok I had volunteered to do a rig report for the newsletter, but I've over the years probably have had our jeep done at least 3 times. Its an awesome rig-an '82 Cj-7, were mighty happy with it and I could burn your ears off if allowed but thought I'd try something different...See if I can condense 9 years into something.

Let's talk bout our tow rig. It an '01 Ford F250, 7.2 Diesel; 4x4; Std cab; long bed; manual trans, transfer case & hubs; 4:11 gears. My 1st new truck. We purchased this in 2001. As I knew what I wanted - no girly-man auto anything, it was next to impossible to find. Dealer located it in northern CA. We bought it sight unseen. What I wanted except color-Harvest Gold. We were at dealer when it arrived on trailer -whew! As I wiped the sweat from my brow- I know what Harvest Gold is & that ain't it. We were stoked.

Shortly after truck we bought our 01 Elkhorn camper to replace Winnabagle M/H. The camper was ALOT bigger than we had planned, but when Margaret stepped into it, well...its nice. Now the truck is my daily driver, RV and tow rig. It didn't take long to start modifying the truck. I can't leave anything alone.



Vendor image

the bags aired back up I was soaked, freezing, water up to the rear wheel-Nough of that. When we got home I ordered an on board air system with in dash controls.

With Mike G's help we did a custom install putting the compressor up between the bed walls on a cool plate Mike fabbed up. The 2-gal air tank we hung off the frame while I hacked up my dash for the controls. Plumbed an air chuck behind seat for other light duty air needs. Some serious custom plumbing to get airlines into cab for controls, chuck and air inlet filter.

Next was the TorkLift Class V rear receiver. Wanted to tow with camper on, due to camper overhang, to flat tow jeep I







blinding. If I need light inside I use one of the map lights. I also added under rail bed lights. Found a chain of 12 clearance lights for like 12 bucks. Mounted under bed rails and wired a switch in dash. These work really well for loading at night, you have light without as much shining in your eyes as what your trying to see from the high mount. And no more opening the door to turn on light.

Installed a front Hidden Hitch receiver. We haul a small scooter w/ custom-built rack I made to 'fit' front of truck. And for 'pushing' trailer around. Easy install however was another weekend project to modify the brackets and lights with the help of Mike G. to remount the factory fog lights receiver displaced. To get to motor added some traction steps to top of bumper and made some horseshoes to fit over tow hooks.

e've added lots of little things on our tow rig, added a brake controller for flatbed trailer. I don't flat tow jeep any more. Wanted to line the bed but couldn't justify

the cost of spray on so I used Herculiner roll on

Lots of electrical mods, a few, in dash amp gage so I can see load drawn by camper. Added a constant duty solenoid that's ignition controlled for aux. charge line going to RV plug. Also added ign controlled relay & switch to control the fridge in camper when on road.

With the camper loaded, the jeep on the trailer in tow, combined weight at rear was really a handful. I decided to convert truck to dual rear wheels for stability. This was a fairly large project, mostly getting the "bolt on" fenders to fit, can't tell you how hard drilling that 1st hole was. Again with the help of Mike and his son Matt made it easier couldn't done it without em. The difference in handling is amazing.

I also got to install some cool LEDs on the fenders and ID bar in back. Also added, because truck is now over 80" wide, cab ID & clearance lights. I don't care for cab lights on pickups but these are LED so it's cool. I like LEDs....I used late Dodge lights, they are bit shallower. I want to install 03 up mirrors for the running /signal lights. Just more lights to be seen when I'm fully loaded and switching lanes.

I also changed rear sway bar. . I was going to buy an after market bar but discovered when getting recommendations on what brands- friend mentioned he changed out his factory 1 1/4" for 1 1/2" -my ears perked. 1 1/4? What you do with it? So got a free upgrade Some of the F250s came with a 1 1/4



bar, my rear was 3/4", front 1 1/8".

Opening side windows when camper is on sets up weird air pressure harmonics. Changed out rear window to slider-found a blem take out from dealer. But when the camper is on & the rear window open 1/4" its a virtual hurricane. That and every bug gets sucked up and flung thru. I made a screen to cover window. 1st trip without screen I was cleaning bugs off the inside of windshield, seriously.

Last I might mention the trailer in tow and trailer in bed trick. Wanted to tow the jeep to trail head but also wanted to take along the jeep trailer. My flatbeds too short. So with a few mods to truck, reinforcing the tie downs, fabbing some SST tailgate pillar covers so it'd slide in. With a lil plankage and crankin' the hand winch I was able to winch jeep trailer into truck and close gate. Course what it took to modify the jeep trailer, cutting tongue, adding receiver tube, build a slide in wheeled jack with winch.....but that's a whooole other story.





# Trip Report: Exploring Pine Mountain Road



*Story and photos by George W, Editor*

On Saturday, April 8th, several members of the club and their friends gathered at a couple of locations to take a run at the Pine Mountain Trail. My group, Mike G. and his friend Rick and Ray M gathered in Atascadero and headed out 41 to La Panza Rd, then 58, then Red Hill Road to the La Panza Camp ground. We got a late start and headed off in a hurry to meet some of the others who gathered in Santa Margarita and went out via Pozo Rd.

The group was waiting for us at the La Panza Camp ground where we quickly aired down and disconnected my sway-bar.

Others there were Kirk M and his wife(?) in his Toyota Pickup, Kevin S and a friend in his sharp looking 70's Bronco, ??? and his wife in their CJ-5 ?, Dave F and a friend in his Zuk and several others. (Editors Note: We have got to start using a form to get everyone's names!)

We then headed out toward Queen Bee Rd and then Pine Mountain Rd. One of the first obstacles we encountered on Pine Mountain Rd was a washed out gully that was almost two feet deep on a steep uphill. Kevin was in the lead so he made his first attempt and started slipping into the ditch. He made a second attempt on the right side which didn't work much better, then his third attempt was on the far left straddling the ditch and hugging the brush. This worked and

everyone else followed that line. From that point to the wide spot above the Stair Steps was fairly uneventful and not too bad on the rigs as the club had done a great job in clearing brush out there on the bad stretch about a mile before the Stair Steps that had been heavily brushed in for a while.

When we arrived at the top of the Stair Steps, our lunch break and turn around spot, Kevin and Kirk decided to go down the Stair Steps and then Turn-around and come back up. Most of us quickly dismounted and walked down to watch the action. (Note to self, walk slow on dusty rocks or you'll fall flat on your face.) When we got down to where they

were Kevin had already negotiated the first minor rock area going down and was approaching the big drop off. He has done this a few times in the last few years and was pretty confident to begin with. When he got to the hardest part, he got out and realized that it looked much worse than when he had done it last (a lot of rain between then and now) and wasn't sure it was a good idea to continue. So after a lot of "is there a line that looks plausible?", he decided that he needed to turn around and go back to the top.

In the process of turning the short wheel-base Bronco around on a narrow section of trail, the left front hub casting decided that it had done enough and shattered with a resounding clank with several spectators remarking "That can't be good." He finished getting turned around while most on-lookers noticed that he didn't have any tractor from the left front wheel. He and a few others started tearing the hub apart to determine the damage and a course of action.

While he attempted to fix the hub, the majority of the group took a two hours lunch break. Mike G. though he had a Warn hub casting that might fit, but the chrome molly axels on the Bronco were the wrong size. At that point the only thing to do was drive it out back to the top. With Kirk M. acting as an anchor for Kevin's winch and having to back up the trail to the top himself, they slowly made their way back to the top with a





minor amount of teetering.

At that point the top of the Stair Steps turnaround was rather crowded, so I was in best position to turn around and make a five point turn and get headed back down the trail going out to where we started. Kirk M and Kevin followed with everyone else behind us, or so we thought. On one of the steeper slopes leaving the top of the Stair steps, Kevin had a little fun without the drive of the left front tire, but after that he basically went back to two wheel drive as it was mostly downhill.

When we got to the first wide spot we realized that no one had followed us. We got then on the radio and found that the Blue Toyota could get started. At about that time Mark B came up the trail, we

talked for a few and he went on to see if he could help while we waited for a short while. When they announced that they had gotten it started, we continued on out with Kevin behind me and Kirk waiting for the rest of the group.

Kevin was probably bored by my slow speed; I do not like being first, ask Mike. I was a little apprehensive about the gully we had encountered but found that it was easy going down it since you could actually see it, while going up it was hidden by your hood. We

paused at the Queen Bee Rd intersection for a few of our members to catch up and then started heading down Queen Bee toward East Pozo Rd and the La Panza Camp ground.

Part way down Queen Bee we encountered several vehicles (SUVs, cars and pickups) with college age guys in and hanging onto the outside of them, coming up the road. That looked like an accident waiting to happen. When we got to the East Pozo Rd Intersection, we ran into some more of what appeared to be the same group only they didn't make the turn onto Queen Bee. Dave F. choose to catch up to them and inform them as to where their buddies had gone while we continued toward La Panza camp ground.

At the camp ground we reattached my



sway bar and waited for the remaining members of our group. At this point I learned that a pry bar isn't always the best tool as I fought with my sway bar. While we were prying and trying our best to get the second connection to line up with the pry bar, Kevin walked over and started rocket the Jeep using the roof edge for leverage. The second connection popped right in. You learn something new every day!

*(Continued from page 1)*

ple letters; and gets the typical run-around. So then he moves it up a notch and finds a local club to engage in the fight. "Local Joe" is our prospector who gets things started with his local knowledge, expertise and passion – he's the discoverer.

Soon it becomes evident that professional help and perhaps even legal advice might be crucial in saving this trail, so the locals reach up to the bigger organizations at the state, regional and national levels – the developers with the money (hopefully everyone has been joining and supporting these bigger organizations so they do have some strength). Naturally, the merchants – the off-road businesses – are in the game as well by supporting the big orgs and clubs out there prospecting and developing to help keep the

gold mine (the sport) alive and well.

It all comes together, just like in the old mining days of the American west. Well, that is to say, if we're all working together, making the system work, and finding unity in our voices.

If you read my writing very often, you know I love metaphors and analogies. This piece is no different. Here you go. Our freedom to explore is a treasure in this great country of ours. Our recreation is a gold mine, if you will. Be a "discoverer" who works to prospect for new ways to keep our sports alive and our trails open. Join and support the "developers" who are the big orgs helping to support you and your local trails. Finally, buy from "merchants" who support our local, state and national efforts, as we all prospect for a brighter, gold-filled future. J

*The BlueRibbon Coalition is a national recreation group that champions responsible use of public lands and waters, and encourages individual environmental stewardship. It represents over 10,000 individual members and 1,200 organization and business members, for a combined total of over 600,000 recreationists nationwide. 1-800-258-3742.*

*<http://www.sharetrails.org>. CA4WDC is the state 4WD Association for California at <http://www.cal4wheel.com>*

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# Club Meeting Minutes: May 5, 2010

*Meeting Minutes by Kirk M,  
Club Secretary*

7:04 PM: Randy P, President, called meeting to order and introductions followed.

No new business from officers.

**Treasurers Report:** Report by Margaret P, Treasurer. Reported on account balance.

**Membership Report:** 43 paid members, and 1 new member this month.

**7:10 PM Newsletter discussion:** Poll was on website asking people to comment on receiving newsletter by email or a printed newsletter.

Discussion still open, as not all members have email access.

**Safety Committee:** Advised to check tow vehicles including oil level, coolant levels, and tire pressure, before depart-

ture.

**7:15 PM:** Kirk M volunteered to take Club T-Shirt, beanies, and raffle tickets from Jim and Pam T, and bring them to the next meeting.

**7:20 PM:** Discussion held on new larger emblems for the club.

**7:25 PM:** Upcoming Events discussed. High Desert Roundup at end of May; Cougar Buttes RC Run May 21st Contact Dave F; Moonlight Madness at the end of June.

**7:30 PM:** Clear Creek is open for the County Roads. May 2nd was protest date. Discussion followed.

**7:35 PM:** Steve S asked about Garcia Ridge maintenance. Randy took the floor and reported on how he has lost enthusiasm for the club due to lack of participation of club members at the

April Garcia Ridge Maintenance Days. Randy added that no maintenance dates will be scheduled unless participation by members is definite. Garcia Ridge maintenance is clubs responsibility. Discussion Followed.

**After Meeting Run:** Kirk M scheduled Pine Ridge Run to top of the stairs. Discussion

**7:51 PM:** More trail runs were discussed. Dan G suggested Jaw Bone. Eric F announced scheduling 3 Full Moon night runs - June 26th run to Las Chiches, July 24th night run to Pozo, and 2nd or 3rd weekend in August for a Sierra Run, i.e., Bald Mountain, Coyote Lake, or Swamp Lake.

**8:00PM:** Discussion on Trucks not prepared for tough trails. Discussion held on vehicles not modified and/or not capable for the trails signed up for.



*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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## How would you like to receive your copy of the "SLO 4 Wheeler"?

In order to save money with the rising costs of printing and postage, we are looking at ways of trying to cut back on one of our biggest expenses, producing and mailing the club newsletter. We recognize that some people still don't have access to the Internet or they may have a slow connection because of how remote their residence is, others may not have a computer capable to of downloading large PDF files. As a result we are looking t providing multiple options. Please review the options below and either mail this coupon to the club PO Box, bring it to the next meeting, email your preferred Newsletter delivery method to the Newsletter editor or call it in.

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- Send me a web link to an on-line PDF version of the Newsletter (requires Adobe Acrobat reader which is free and can be downloaded from <http://www.adobe.com/>)
- Send me the PDF document version of the newsletter via email (requires Adobe Acrobat reader).
- I'll just go look for the latest Newsletter on the Club Web Site (<http://www.slo4wheelers.org/>).

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Gas Can discussion held. Mention of a "Scepter Can"? and the need for trail fuel. Randy offered that he has a couple of fuel cans for free. Several types of cans discussed, the US Can is a copy of the German Can. The NATO Can and a Marine Blitz can were also suggested.

**Event Recap:** With a reminder of the Panament Valley Days at the end of October or November. Carrizo Plains work day upcoming, possibly in Sep-

tember. Story followed of old railroad track bed to the back side of Soda Lake, plus more stories of old asphalt mine in the same area.

Randy asked if any additional business for the good of the order. None

Camping Discussion Followed, i.e., permit required for tent camping in certain locations.

**8:40 PM:** Meeting Adjourned.

No raffle held this meeting.

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850 Fiero Lane, San Luis Obispo, CA 93401 USA

# 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.

June 5th or 6th — After meeting Run: To Be Determined at the meeting

June 5th — Miller Lockwood Jeep trail. This is a Sons of Thunder Club run. Eric will be leading our group with the Sons of Thunder up Miller Jeep Trail Saturday. Some will do the complete trail as a day run. Others will camp at the base of Miller (half way in) and climb Miller Sunday. Sons of Thunder meeting at Flying J in Lebec off the I5 at 8.00am Sat. Leave for trail at 8.30am. Eric is planning on going down Friday June 4th, staying at the Flying J motel overnight and doing Miller as a day run. Contact/trailboss: Eric F. j???????@yahoo.com

June 26th — Night run. Burn out trail and Las Chiches. Will be a full moon night run. Meeting at Red Hill road and Hwy 58. 7:00pm.

Contact/trailboss: Eric F. j???????@yahoo.com

July 7th—General Club Meeting, Players Atascadero, 7:00 PM.

July 24th — Night run on Garcia ridge. Another full moon night run, meeting 7:00pm Pozo Ranger station. Contact/trailboss: Eric F. j???????@yahoo.com

August 4th—General Club Meeting, Players Atascadero, 7:00 PM.

August 4th-8th — Sierra Run-dates to be finalized. Base camp off of McKinley Grove Rd. (tow rigs, campers, motor home etc, yer tent). Plans are doing Bald MT., Swamp lake, and hope over to Coyote or Red lake. Contact/trailboss: Eric F. j???????@yahoo.com

August TBD — Club Run - SLO 4-Wheelers Annual Coyote Lake Run. Generally mid August  
Contact/trailboss: OPEN

December 1st TBD - Christmas Party 2010 - @Players Atascadero 7:00

Annual Christmas Party dinner gift exchange. Contact/trailboss: Florence S. f???????@sbcglobal.net

December 3rd TBD - After Meeting Run-San Luis Obispo Christmas Parade-

This Event is a lot of FUN. Decorate your rig and/or slap on a couple strings of lights and come join Us. Contact/trailboss: OPEN

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.