

FOUR WHEELER

FEBRUARY 50c

THE MAGAZINE OF BACK COUNTRY DRIVING & CAMPING

SPECIAL
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ISSUE



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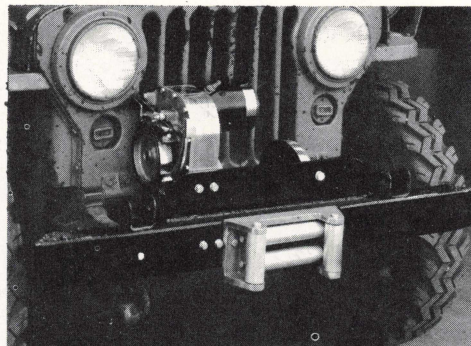
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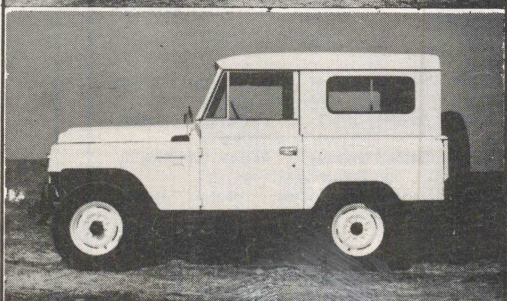
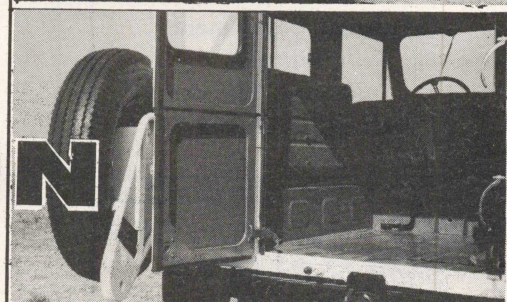
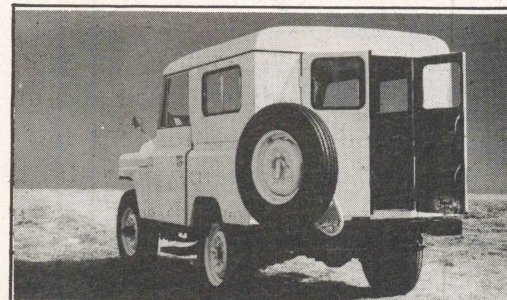
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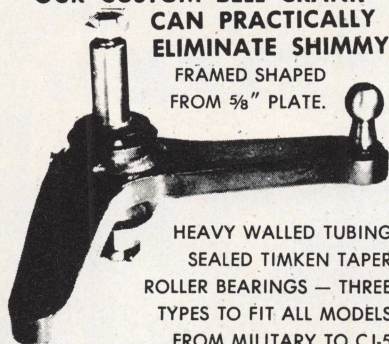
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Published by Ames Publishing Co., Tarzana, California

FEBRUARY 1963, VOLUME 1, NUMBER 11

Contents

SPECIAL REPORT: BAJA CALIFORNIA

Baja Introduction	10
<i>The FOUR WHEELER initiates a new special series</i>	
Baja Ball	12
<i>A test report on the new three-wheel rig</i>	
Graveyard of Ships	16
<i>Adventure on a history laden beach</i>	
Bay of Los Angeles	20
<i>Halfway down Baja peninsula by the eastern route</i>	
High Road to Baja	24
<i>A quick trip into Baja's highlands</i>	
Model "A" Trek	28
<i>Even the roads in Baja provide lots of thrills</i>	

TECHNICAL

VW's Hot	32
<i>A VW-Corvair dune bug</i>	
Datsun Sixty-3	36
<i>New 1963 Datsun pickup</i>	
New Trailer for FWD Rigs	37
<i>A new development for those who tow their rigs</i>	

Departments

Cover Picture	5
Letters	6
Editor's Report	8
Book Reviews	39
Campfire	40
Grub Box	42
NFWDA	44
New Products	46
Calendar	49
Dealer Directory	49
Classified	50

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representing over
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OUR COVER PICTURE

Some of the most picturesque West Coast country is found in the Pacific Northwest where vast, uncrowded beaches stretch for miles along the ocean and sea gulls and silvered driftwood often appear to be the sole occupants.

The setting for this month's cover photo is the Washington coast near the Grays Harbor north jetty six miles south of the new Ocean Shores resort. Featured is a GMC four-wheel drive pickup truck with a Chinook camper.

The picture was taken by Dell Mulkey of Aberdeen, Washington, who uses this four-wheel drive rig for trips across the sand dunes, driving several miles to a scenic camping area on an unfrequented beach.



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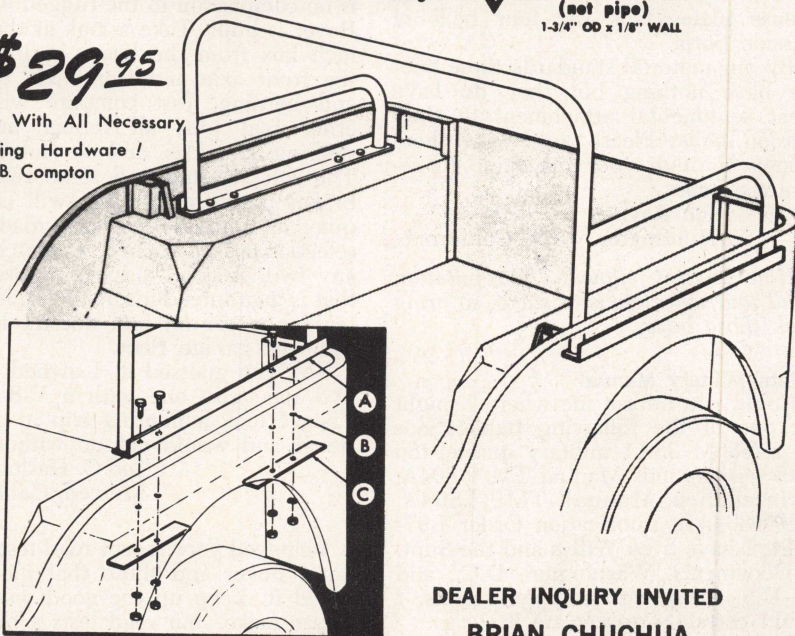
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LETTERS



Club Contacts

Could you please send me the address of the Mile-Hi Jeep Club of Denver, Colorado. Some of us are planning an extended trip next spring and would like to stop there and maybe take in some of their trails. How about publishing a list of addresses of the four wheel drive clubs east and west of the Rockies?

Homer Thomas
San Leandro, California

Your request has been granted. The FOUR WHEELER is happy to help individual clubs get together, but publishing a complete list might cause an unwelcome flood of mail for some of them.

Military Enthusiast

I am interested in getting an old; low-priced military but would like to know just how good is the condition of those government surplus advertised at \$250-\$300?

Dean Jennings
Thousand Oaks, California

"Surplus" militaries for a few hundred dollars have gone the way of the whooping crane. Today any military that runs is usually priced as high as \$500 and a good one may be as high as \$1000. There are many available in Los Angeles.

Bring Back The Bells

Senora Espinoza of El Rosario, Baja, California, informs me that some fellows in a red fwd rig with California license plates took the four bells of Mission Borja.

By our material standards these people have nothing but they do have great sentimental attachment to their mission bells. Please appeal to these fellows through your magazine to return the bells.

Joe Roynon
Huntington Park, California

How about it fellows? The reputation of all four wheelers is at stake, so bring back those bells.

Wants Military Manual

Could you inform me where I might get one of the following publications for a '53 M 38A1 military quarter-ton truck: Operations Manual TM 9-804A, Maintenance Manual TM9-1804A, TM9-1804AB, Lubrication Order L97-804A. I have tried Willys and the Supt. of Documents, Washington, D.C., and the U.S. Army with negative results. I would certainly appreciate it.

Did any of your previous issues contain any articles on the Datsun Patrol?
G. R. Murray
Tonopah, Nevada

Regarding the military manual, see our ad in this issue for our new Handbook for Owners of Military Quarter-ton Trucks, which should have much information to help you. An article on the Datsun Patrol appeared in the August issue of the FOUR WHEELER.

Rockhound Heard From

I am not associated with a fwd club as I am a rockhound. I own a 4x4 model Willys and enjoy driving the back country and desert trails. Keep up the good work and a magazine that offers the best for people that enjoy the West as it was meant to be.

Jack Biddulph
Ogden, Utah

Land Rover Rooters

Being a subscriber to the FOUR WHEELER I have enjoyed it very much and read every article from cover to cover. After reading the road test of the Land Rover I am of the opinion that your test drivers have failed to mention many real features that the Rover has that were never mentioned such as nice wide doors — full sized for getting in and out — windows that slide open and shut, air vents which filter the air at the top of the dash, also some good dual electric windshield wipers that work. Also a heater that really puts out the heat and a nice solid tight dust proof cab that is free of rattles, also a sturdy tailgate that comes in handy, a trailer hitch and three nice soft seats in fronts. These are all factory equipment, plus there is no comparison to the rugged way the Rover is built. Take a look at the eight inch box from the heavy springs, also the front axle and front axle spindles and housing. Just compare with any other fwd plus all rubber mounted steering knuckles and no lubricating. The soft steering and some real good brakes plus a motor that will last and quiet as a mouse on back roads. The selection of cabs can't be matched by any fwd. A good 4 speed transmission that is guaranteed for 50,000 miles, uses regular motor oil and doesn't leak all over the garage floor.

Yes, you guessed it. I owned several fwd rigs, also one with a V-8 motor. Then I took a hunting trip in a Land Rover and would not do without one.

Joe C. Haslouer
Merced, California

I enjoyed your recent road test of the Land Rover and those that have preceded it. Keep up the good work, but please make your road tests a bit more detailed.

Your road test of the Land Rover missed a few features which I think are pretty important — the very heavy

double channel frame, the multi-wall and bottom gas tank and its position in the right center of the vehicle, the hood mount for the spare tire, the fact that the vehicle has so very few points that need to be shot at a lubrication, the capacity of the springs and perhaps the most important, the fact that Rover stands behind their vehicles for a full year.

My experience with Rover has been, I feel, excellent. This last summer on a trip to Dawson City and Whitehorse, Yukon Territory, several things happened to me which I feel are an example of the way Rover treats its owners. I took the vehicle to Wilkinsons. I took the vehicle to Wilkinson-McLean in Edmonton for a lube and seal (I didn't detect it) and replaced both right axle seals on the spot (all I paid for was the lube and oil change). A month later on the return trip the rear crankcase seal leaked and allowed some oil to get on the clutch, again new seal, new clutch, and a lease Land Rover to drive for two days while this was repaired and again all I paid for with the lube and oil change. My total auto expense for a 9,000 mile trip (exclusive of gasoline) was about \$30. My Land Rover came equipped with a crank in case of battery failure, and in case that was broken or lost there was a spare crank.

My particular vehicle is a "109 Hard Top" without the safari top, and has over 23,000 miles on it (in 11 months) and runs better now than when first purchased.

Howard J. Samarin
Monterey Park, California

It is impossible for a road test report to detail all the features of every car. In the case of the Land Rover, we felt readers would be extremely interested in the many versions of the cars. Most of the points in both letters are well taken — but these evaluations by readers can only be determined after long intervals of driving an individual vehicle.

To Chain or Not To Chain

We were organized by the Sheriff as a search and rescue unit and that is our primary function. We have uniforms, take part in parades and on the more serious side have taken part in three searches. In addition we have discovered the increased pleasure of group trips and the value of cooperative effort so that we are also a four wheel drive club and were recently welcomed into the California Association of Jeep Clubs.

The following account of one of our problems may be of general interest:

We live at the foot of Mt. Shasta in the snow country where four wheel drive really comes into its own. As most everyone knows, you do not need tire chains on a four wheel drive rig, even if you are using regular highway tires. About the worst traction problem you can get into is pushing a snowplow, and even here it is inadvisable to use tire chains and light four-wheel drive rig. If you can't push the snow without chains, you should back up and take a smaller bite. However, when the chain sign is up on the highway all vehicles are required to have chains on rear wheels and we have to comply with the law. We then drive in two-wheel drive and lose some of the safety of four-wheel drive. The Highway Patrol tells us that they know we can go anywhere in the snow but that we can't stop quick enough without the chains. For this reason we regard our efforts to be exempted from the chain requirement as a lost cause.

R. H. Watkins, Jr.
McCloud Sheriff's Jeep Posse
McCloud, California

German Teenager Writes

Editor's Note: The following is a letter received by the Sareea Al Jamel Jeep Club of Indio, Inc., and forwarded to the FOUR WHEELER for publication in the Letters column.

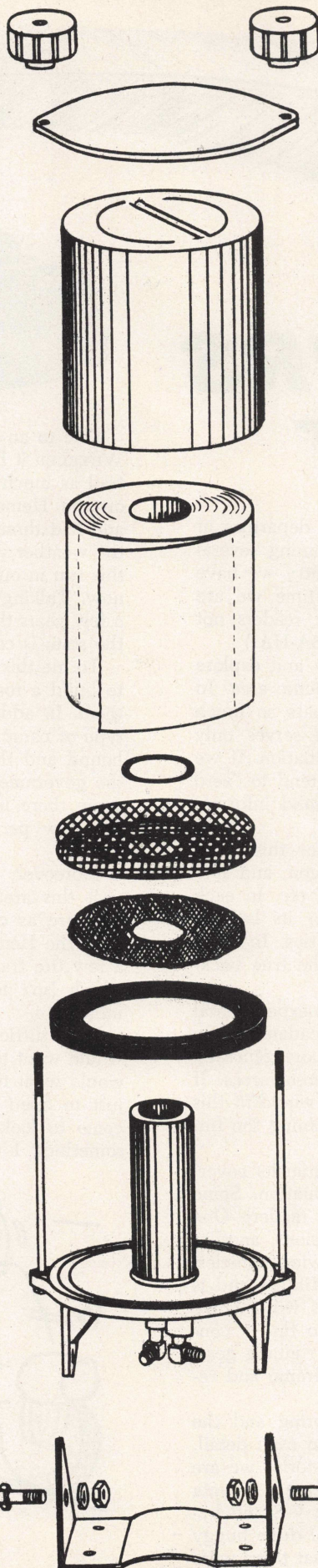
I am a 14 year old German pupil and I learn the English language in the school. Please excuse my mistakes. I am very interested in cars, but especially in cross-country cars. My friend gets the motor magazine "Hot Rod." In an old magazine (Sept. 1961) an article Jeeps Hot and your address. Now I want to ask you whether you can send me pictures or folders, etc. of the Willys Jeep. Some months ago I have written to the Willys Overland Export Corp., Toledo, Ohio. From there I got some colored photos. Perhaps you also can send me more details of your or other cross-country car clubs. Because my father has very much wood, he needs also an old Kaiser Willys Overland Jeep. We have it from a man who buys the Jeeps from the American Army and sells it to privates.

Today I have folders, details, etc. of nearly all the world's foremost cross-country cars. (AU Maungo, Fiat La Campagnola, Alfa Romeo La Matta, Mercedes Unimog, Urama-Allvad, Citroen Sahara, Land Rover, Willys, Stey Puch Haflinger.)

Thank you very much.

Winfried Holthaus
Hermann-Liets-Schule
Germany

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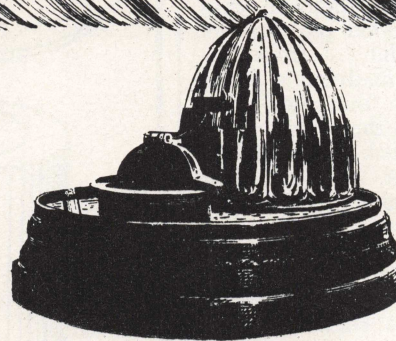
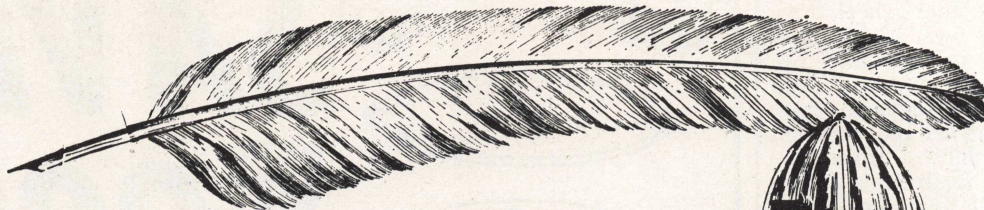
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EDITORS REPORT

This issue of the FOUR WHEELER marks a departure in format for the article section. Instead of running several travel stories from various parts of the country we have concentrated on one particular area. This time we are featuring Baja California. (Incidentally, for readers not familiar with Spanish this is pronounced BA-HA.)

The idea behind this experiment is to try and explore all of the facets of four wheeling in one specific area. In the case of Baja we have tried to encompass so much territory that the actual travel information serves only as an introduction and not a definitive explanation. If we continue this special report technique we intend to "zero in" tighter and give the reader some real solid information with maps.

Some of the areas under consideration for this treatment are southeastern Arizona, western Oregon, and specific areas of New Mexico, Colorado, Utah, etc. In each case the particular area will be chosen for its lack of roads, people and developed camping facilities. In other words, an area that would appeal best to the true back-country enthusiast.

The reason I mention that this is still in its experimental form is because I would like to hear from readers if they would prefer this treatment instead of the more generally accepted practice of running stories of different areas. If readers have opinions of special areas which would fit this format they would also be helpful in determining the finished format that this technique will take.

Of course, the FOUR WHEELER will continue its coverage of technical stories and camping information. Some of the ones coming up may be of interest to readers. One concerns a kit for heavy duty brake conversions, another article will describe towing trailers and towing vehicles.

The magazine also has at its disposal a Military and is now planning to rebuild it completely. This will involve an engine conversion — and we are trying to find a conversion that will not involve beefing up the running gear. The Military will be stripped down to the frame and rebuilt from the ground up.

This conversion will begin early next spring and the FOUR WHEELER will run complete articles on each detail.

In addition to the previously mentioned stories we are scheduling more car stories. Already slated are a Toyota with a Pontiac V-8, a Scout with a Cadillac V-8 and hydraulic transmission and a four-wheel drive dune buggy with twenty-four inch tires — whoever said that there were no new vehicles around?

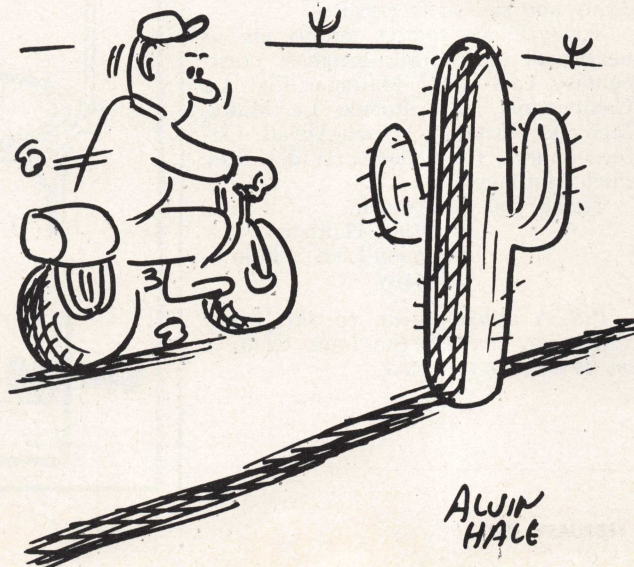
Due to an ever increasing work load here at the FOUR WHEELER it has been impossible for me to get out on the trail as much as I like. However, in November, we went on the Hemet Jeep Club's cavalcade in Afton Canyon and had three marvelous days when everything, including the weather was absolutely perfect. We'll be reporting on this run in our next issue, but one thing deserves mention now. Talking to the club officials, I learned that within a few years this excellent run may be impossible. Already, the state is considering much of the land for a park.

To me this is a little ridiculous. It would cost a fortune to build a road and camping facilities and then maintain them. In addition, the amount of people who prefer this type of camping is limited almost exclusively to the rock-hound and the four wheeler. By making it a state park, the government would eliminate the reasons most people come there in the first place — and end up with a park that few persons would visit just to take in its scenic beauty.

Moreover, although undoubtedly thousands of persons visit this area each year, the campgrounds and general area are as clean as most official campgrounds. In fact, after the Hemet run, the only evidences of camping were a few tire tracks that will last only until the next wind — which isn't too far off if past Mohave weather is any indication.

It is difficult for me to understand why officialdom would want to go to the expense of creating a park which would want to go to the expense of creating a park which just to open it for the passenger car tourist who might come to look at it once and then never return. This is something I think all four wheelers should ponder.

— ROBERT AMES



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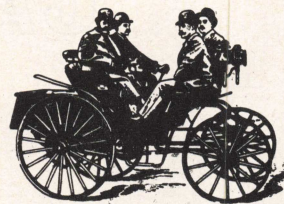
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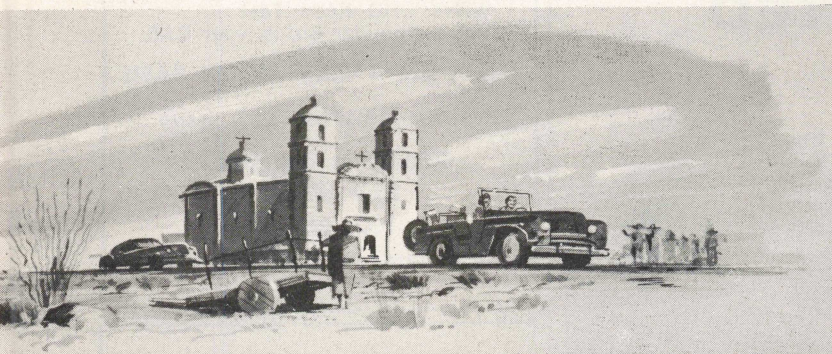
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Baja California, Mexico, is a desolate peninsula extending south from the California-Mexico border. The territory is about 800 miles long and varies from 30 to 150 miles in width.

It is sparsely settled country and in a 600 mile stretch in the center of the peninsula there are virtually no inhabitants. The climate in the north is similar to southern California, in the center an arid desert while the southern tip is almost tropical.

For the most part, much of Baja remains a mystery to most Americans. True, travelers in passenger cars have "invaded" the north and changed much of the way of life. The deep south is also well known to those who can afford to travel by plane or boat.



BAJA

CALIFORNIA

But a huge area, almost 50,000 square miles, still lies unexplored and unmapped for all practical purposes.

This is the part of Baja that interests the back-country enthusiast. It is remote and isolated—and roads are bad—or unheard of. The vegetation is fascinating with the weird boojum and elephant trees heading the list. There are more than a score of missions—some have not been photographed nor officially visited since they were abandoned two hundred years ago.

In other areas the explorer will run across miners still operating as they did when the Spaniards first discovered gold. Other explorers have discovered fossils, minerals, and evidence of early pioneers.

For the rockhound, shell collector or desert enthusiast it is a paradise of collecting. In fact, some areas still give up their treasures in quality and quantities that have not been heard of in the West since 1900.

This section of the FOUR WHEELER is devoted to the exploration of this fascinating peninsula south of the United States. We feel that this is one of the most extraordinary areas left for four wheeling, and one that will interest all back-country enthusiasts.

A word of caution, however. Baja is truly a desolate and unexplored place. For those planning a trip it is wise to take all your gear, from water to toilet paper. And when exploring the really remote country be sure to go in groups—or at least leave word with friends where you expect to be and when you intend returning.

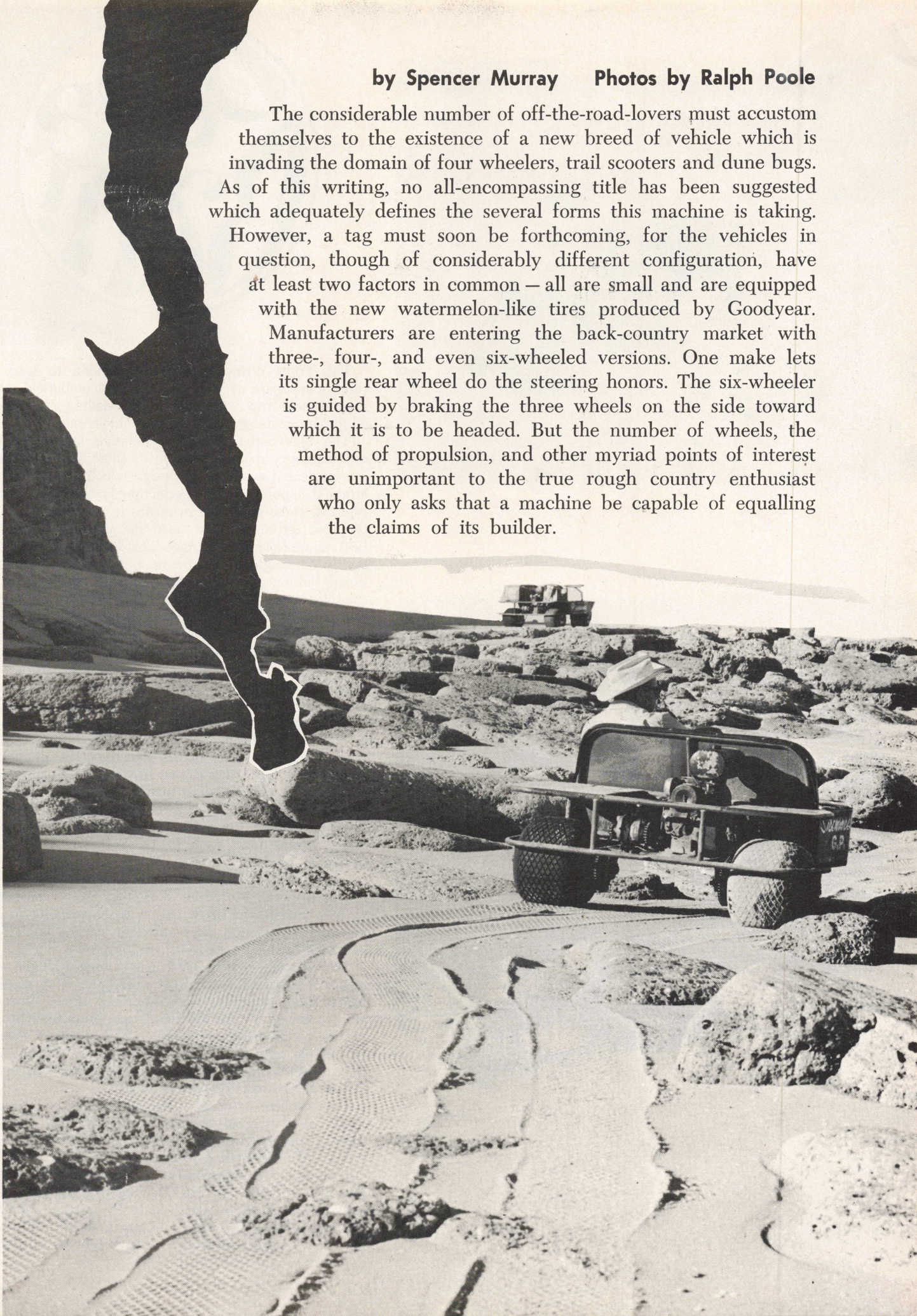


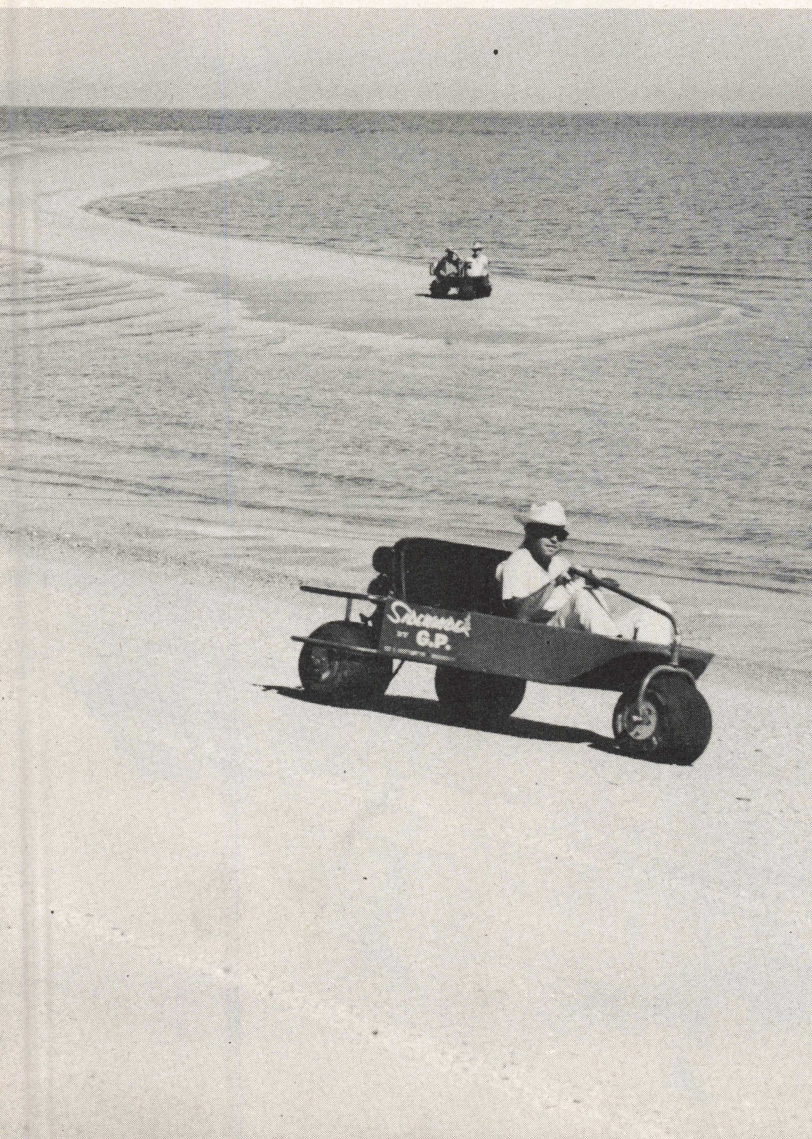
Gaja Rall!



by Spencer Murray Photos by Ralph Poole

The considerable number of off-the-road-lovers must accustom themselves to the existence of a new breed of vehicle which is invading the domain of four wheelers, trail scooters and dune bugs. As of this writing, no all-encompassing title has been suggested which adequately defines the several forms this machine is taking. However, a tag must soon be forthcoming, for the vehicles in question, though of considerably different configuration, have at least two factors in common — all are small and are equipped with the new watermelon-like tires produced by Goodyear. Manufacturers are entering the back-country market with three-, four-, and even six-wheeled versions. One make lets its single rear wheel do the steering honors. The six-wheeler is guided by braking the three wheels on the side toward which it is to be headed. But the number of wheels, the method of propulsion, and other myriad points of interest are unimportant to the true rough country enthusiast who only asks that a machine be capable of equalling the claims of its builder.





The FOUR WHEELER recently decided to learn if three wheels are as good as four, and embarked on a rugged field trip with one of the leading contenders in the burgeoning Terra Tire'd vehicle race.

The Sidewinder, though a relative late-comer for rough country roaming, has, in its short life, undergone a complicated evolution of design which at present has attained a point of near-perfection for vehicles of the type. Its three-point design means it can scramble over roughest terrain without need for suspension, yet its tires maintain surface contact. This means a tremendous saving of weight and expense, but it would result in severe jolting for its occupants were the tires of a standard type. But Goodyear's Terra-Tires carry only two pounds pressure when used on anything but pavement, and jolts and bumps are absorbed. These basic factors should be readily appreciated: no suspension, light weight, and a relatively smooth ride. As a side benefit, suspension maintenance is eliminated and there is nothing in the nature of springs, shocks, shackles or brackets to fail when being depended upon.

The Sidewinder is produced by GP Enterprises of Monrovia, California, under the direction of Duffy Livingstone. Duffy has drawn from his long experience of designing and building race cars — and his dedication to the science is proven by his trophy shelves. Race cars must be quick, light, maneuverable, and rugged — and from each of these realms Duffy has drawn to produce his Sidewinders.

GP Enterprises put out not one, but two Sidewinders at our disposal. Moreover, boss man Duffy consented to take part in our trials, for if a shortcoming in his machines was found, he wanted to learn what it was and take corrective measures on his production line.

We four wheelers wanted to encompass all the elements of rugged desert travel: soft dune sand, rippled beach sand, slopes of drift sand and slopes of rock. We wanted to try the Sidewinders through high brush, in water, down stoney gullies. This in itself was a formidable task for a single outing, but, fortunately, Baja California waits nearby—a rugged peninsula brim-full of all the hazards we wanted.

The weekend at hand dictated we stray not too far south, so our crew of four voted in favor of San Felipe — the nondescript fishing village — terminus of the paved road leading south from Mexicali. By transporting the two Sidewinders to San Felipe in a VW pickup — evidence of the machine's size — then off-loading and heading south along the nearly uninhabited, scalloped coast of the mighty Gulf of California, we felt we could subject our test machines to everything we sought — and then some.

Continued on Page 30



Rumors had been circulating for several years that a local four wheeling party had discovered a cove along the west coast of Baja, California, that was literally covered with skeletal remains of ancient wrecked ships.

For most adventure seekers the fascination of Baja is strong, but for me it took a rumor of a graveyard of ships and the encouragement and company of a seasoned Baja traveler to break the ice for a four wheel drive adventure into this unusual but readily accessible land.

We finally chased the rumor down and learned the facts first hand. Yes, there was a graveyard of ships located on the west coast of Baja! It was located immediately north of Cape Colnett which would put it about 90 miles travel below Ensenada. We heard about a breakwater along the beach with pieces of driftwood and wrecked ships stacked higher than a man's head. We listened intently about smoke blackened caves in the cliffs, heard of the discovery of an empty wooden chest with a description so vivid that you would almost expect to find Long John Silver's bullion inside.

Then came a bitter sauce that wasn't expected to top the pudding. It was a rough haul getting into the cove. Because of the precipitous cliffs along the shore of the cove it was necessary to run the beach for almost 12 miles. This could be traveled only with four wheel drive rigs or a dune buggy because of the soft sand and then, due to severe projecting cliffs extending far out into the water, could only be done twice a year when there was an extreme minus tide. Even then it might be necessary to run the rig in a foot of tricky surf. With an extreme minus tide follows an extreme high tide. If for some reason we didn't make the beach run successfully or were unable to get the fwd rig back up on high ground we could lose the rig and all our gear to the raging tide and be stranded almost 200 miles below the border in a Baja wilderness.

The prospect of adventure outweighed the risks and we went to work preparing for the trek into Baja planned to correspond with the Spring minus tide that conveniently hit during the Easter vacation.

Our plans included three travelers, Alex McDougall

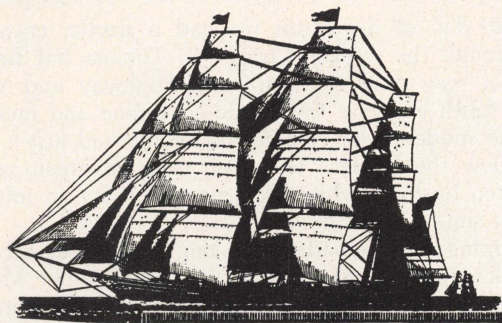
by Cloyd Sorensen, Jr.



who was the only seasoned Baja traveler, Spence Maze and myself. Alex had planned in advance to haul his trailer to a spot below Ensenada on the Bay and Spence and I would tow the jeep down and meet him there.

We planned the trip carefully to correspond with a morning minus tide, allotted time to run the beach and a layover at the cove for the next minus tide necessary for our return. We packed all the food, water and gear necessary for the trip and included extra rations in case of trouble. Special attention was given to the first aid kit which included diarrhea medication. We had smallpox inoculation, requesting a certificate proving same from the physician. Proof of a successful vaccination within the last three years might be requested on re-entry into the U.S.

Checking on my coverage in Mexico for the car and Jeep I learned that they were completely covered to Ensenada. I secured a liability rider on the Jeep plus a letter from the agent stating my coverage. Many policies vary on Mexican coverage and it is a good idea to have this understood before entry into Mexico. Reasonable Mexican insurance can be purchased by the day at the border.



Graveyard of



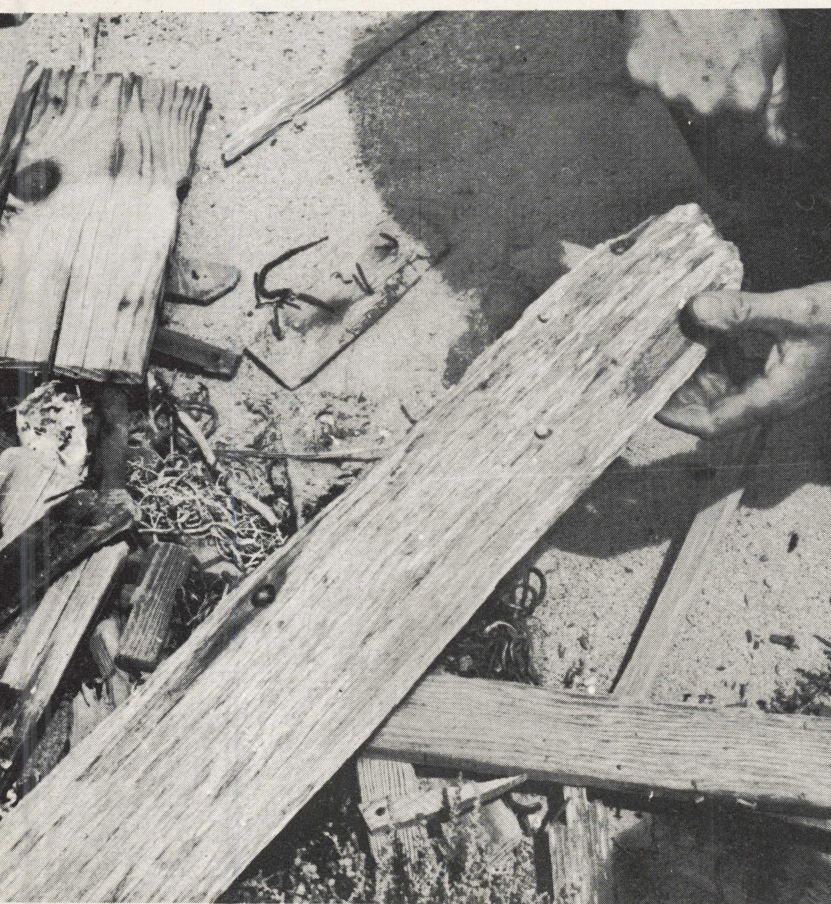
LOST SHIPS

Drawing on years of experience, Alex briefed us on precautions that should be taken while in Mexico. In short they boiled down to some simple facts: Carry extra cash, obey the laws, use caution in driving through the villages and towns because the Mexican kids and animals run free and loose, avoid the native food and water, be courteous and remember that you are guests of the Mexican people.

On the day of departure we had a hectic, crawling drive through the weekend traffic in Tijuana but finally found our way onto the Ensenada Highway and were heading south enjoying the scenic coast line and marveling at the sudden color change the Pacific had just a few miles below the border. The deep emerald green water was broken by huge white breakers set off by an intense afternoon sun.

Stopping in Ensenada only long enough to fill the car's tank with last chance ethyl gasoline (Super Mexolina) we traveled a few miles below town and using a map Alex had given us, we left the highway, soon finding ourselves driving on a sandy farm road. Suddenly our road plunged over a bank and we discovered a magnificent white sand beach smack on Ensenada Bay. There was Alex's trailer standing almost alone at this camper's paradise. Had this trailer park, complete with wash rooms and running water, been in the United States during the Easter Vacation, there would have hardly been elbow room. There seems to be no official name for the place but many Americans who have been using it for years, fondly refer to it as Pickle Beach.

Four wheelers had to find their own road into the Graveyard of ships. There they discovered driftwood, relics and hundreds of bottles that had been washed up by the tide.



After supper in the wind-rocked trailer, we played a few hands of cards and then at low tide we unhitched the Jeep and made a trial run along the dark beach. We drove for miles along the deserted shore, the motor humming and the tires throwing sand like a sprint car on the Bonneville Salt Flats.

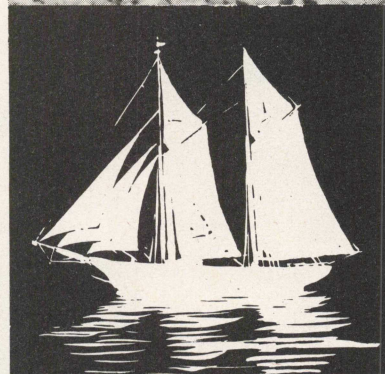
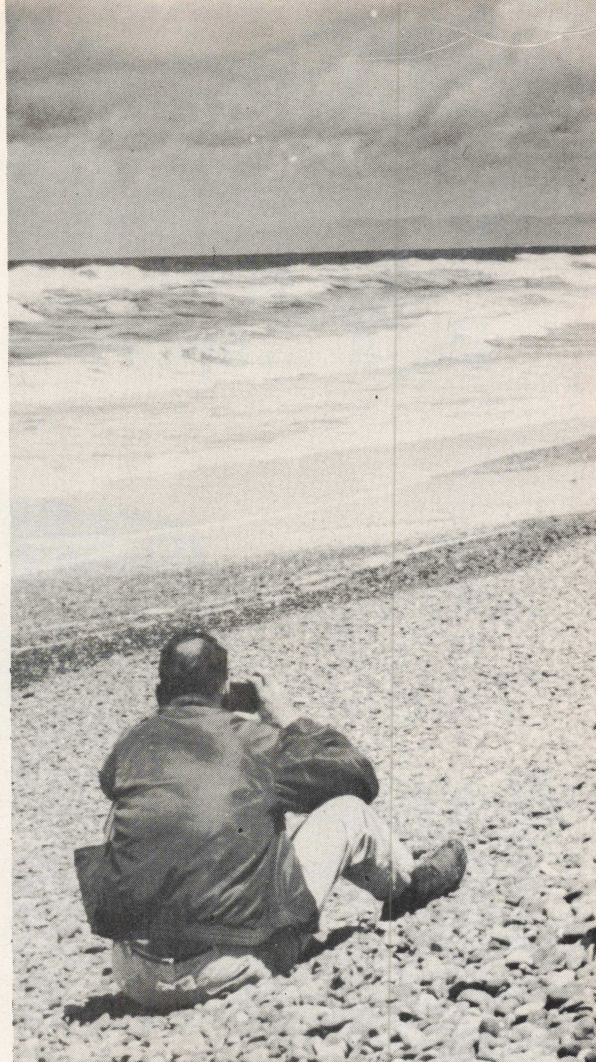
Returning with high spirits over a successful "dry run" as we hit the sack, our anticipation mounting for the next day's venture into a small piece of Baja's almost unexplored coast.

Before sunup the next morning, after checking our gear and a hasty breakfast, we were soon back on Baja's Highway heading south. The paved road was better than had been expected and our only discomfort was caused from an annoying knock from the Buick's high compression engine caused by the "Mexican ethyl" on the pull of the mountain grades.

A few miles below the trailer on Ensenada Bay, we were stopped at a small checking station and asked for our visas. Alex explained to the official that we planned to go no further than Cape Colnett and would be back in a day or two. There was a few minutes of confusion, all in Spanish, and then Alex said that in the past he had always signed the "book." With a "si, senor," we piled out of the car, walked into the office and signed the book. A few pesos changed hands and we were back on the road.

Proceeding as planned to a wide spot in the road called Rancho Grande — about 90 miles below Ensenada and a few miles beyond the end of the pavement, we inquired at the restaurants about leaving the Buick for a day or two.

In the Jeep we headed straight west 7 kilometers to Johnson Ranch on the coast and the start of our 12 mile four-wheel drive run of the beach. Arriving too early for the low tide, we spent an anxious hour beachcombing.



From the looks of the thousands of clam shells along the shore, this must be tremendous clam digging country.

When the tide was nearing its low ebb, we turned the hubs, shifted the transfer case, piled in the Jeep and hit the beach. We discovered in less than a quarter of a mile that the beach was too soft. The Jeep, wound up to a whine, could never make 12 miles of this pulling torture. Not daring to stop, we swung around and with two pushing, we high-tailed it to higher, firmer ground.

Bewildered at what had almost happened and the fact that our long and carefully planned adventure was suddenly shot down, we decided to try for the mesa, drive south about 12 miles and then head west for the cliffs. The most we could hope for now was a look at this graveyard of ships from the cliffs above.

Four wheeling it south over a picturesque but completely uninhabited mesa for nearly 12 miles, we swung west and headed straight to the cliffs. Again we were disappointed because what we had hoped would be a

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**Special:
Baja Report**

**The Road To
LOS ANGELES BAY**



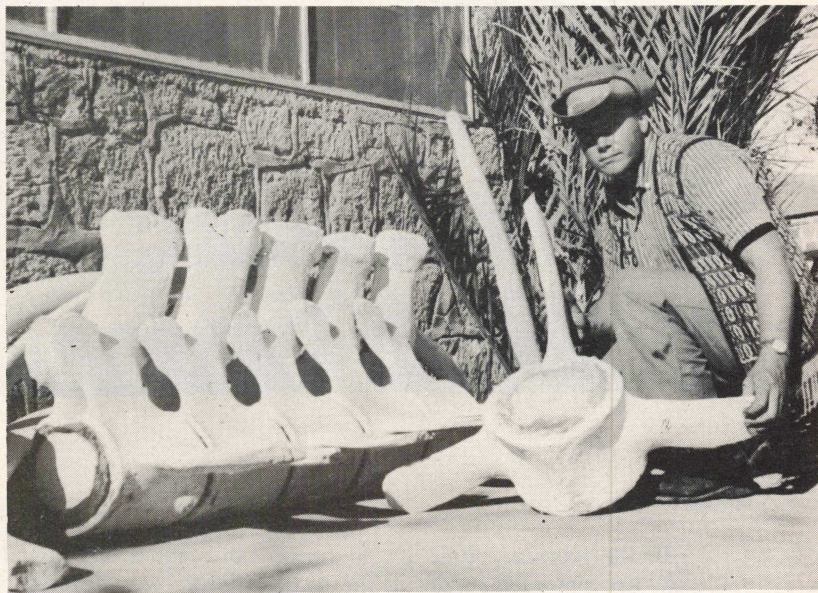


by Roger K. Mitchell

My first explorations in Baja California took me down the back of the rugged northern mountains. With this under my belt I had a great desire to see more of this remote corner of the west. Having a week free I looked at the map trying to decide how far I could get. A large bay on the eastern side of the peninsula caught my eye. It was called *Bahia de Los Angeles*. The matter was quite simple, I would go there.

Together with a fellow geologist, Dan Horn from Pasadena, we piled into my WW II weapons carrier one Friday afternoon and headed south towards the Salton Sea and Calexico. We made camp that night in the desert near Trifolium and got an early start in the morning. By 10 a.m. we were across the border and following the well paved Mexican route No. 5. Thirty-five miles south of the border we stopped for a leisurely bottle of beer and a rest in the shaded hammocks of the Rio Hardy fishing camp. The manana land was getting to us already. From here the road goes on to cross the entrance of the Laguna Salada salt flats, and past the brightly red colored hills of marine sediments interbedded with lava. After what seemed like a long stretch of empty desert, the fishing village of San Felipe appeared out of nowhere. We ate a hardy meal and filled the truck as well as all the jerry cans with gas. About $\frac{1}{2}$ of a mile north of San Felipe there is a wide graded road leading southward across the desert. We were on it no more than a few miles before we started to notice the rare elephant trees found mainly in Baja California. As we drove further south, they became more numerous.

We made our second camp at an abandoned sulphur mine, 22 miles south of San Felipe. Here native sulphur filled fissures in granitic rocks and a small mine and smelter once operated. A jaw crusher, boiler, and two autoclaves still remain. For rock hounds and pebble puppies, there are abundant specimens to be collected everywhere. In fact, there is so much sulphur around we had quite a time locating our campfire. Everywhere we tried to build a campfire, the sulphur in the ground would burn, producing an odor that is not usually associated with campfires. We finally gave up and cooked dinner, sulphur and all.



Los Angeles Bay



In the morning, after a cold breakfast, we continued following the coastline southward. At the small fishing village of Puertocitos, a little boy directed us to some hot springs located in some rocks on the shore line just about the high tide level. There are two pools, "warm" and "very warm" from which to choose your bathing temperature.

The road to Puertocitos is wide and at one time even had a grader over it. Standard automobiles should have little trouble getting to Puertocitos. Below Puertocitos, the road is still relatively good, but I would not recommend it for passenger cars. I measured 20% grades in two locations, but these did not necessitate using four-wheel drive.

About 20 miles below San Felipe (28 miles below Puertocitos) is a new fishing camp with the unlikely name of "Okies Landing." This is not marked on most maps, and like Puertocitos, gasoline is occasionally available. In this area there are some long stretches

of road. It had rained recently and the desert was covered with a carpet of grass and wildflowers. The desolate looking mountains to the west are still more volcanic lavas interbedded with shale and sandstone.

The last fishing camp on this road is at Gonzaga Bay. We stopped and watched in fascination as some Mexican fishermen were cutting up and salting a 14-foot shark. The fisherman said he had accidentally got tangled up in their nets, and it had taken them most of the morning to land it and bring it ashore. Shortly after leaving Gonzaga Bay, the road turns inland, and up a broad valley. Here we made our third camp amid thousands of the strange looking elephant trees.

Inland the road from Gonzaga Bay has never been graded, and does not have the washboard surface. The road crosses a wide valley and then becomes very winding as it weaves in and out of an area of large granite boulders and sandy washes. The region re-

minded me very much of parts of Joshua Tree National Monument in Southern California.

After traveling many miles we sighted a windmill located in a large wash. This we found out, was Las Arrastras de Ariola. We stopped and had coffee with a retired US air force colonel who operated a nearby turquoise mine. He had several Mexican miners working for him and he transported his turquoise to the United States by airplane. Good drinking water is available here and quail are often seen in the nearby canyons. Here the road forks, one branch going west to Laguna Cahpala and the main Baja route No. 1, while the left fork continues southward toward Mission Calamajue. We chose the latter.

The site of Mission Calamajue was discovered in 1753, but the Jesuit fathers did not actually build the mission until 1766. It was abandoned shortly thereafter because of the alkaline nature of the water, and today only a few low adobe walls remain. The ruins are located on a bluff overlooking a small stream. Nearby on the same bluff is the remains of a mill, once used for the crushing and concentrating of gold ore.

The road descends the bluff and follows the stream into a gorge cut through steeply dipping slate and serpentine rocks. The stream bed is the road for several miles and even four-wheel drive vehicles must be driven with skill to avoid getting stuck in the mud. There are many good camping sites in the canyon and quail and other game are abundant. The main Baja route No. 1 is reached about 52 miles from Gonzaga Bay. We followed this "main road" for six miles and then turned southeast at a weather-beaten sign saying "Bahia de los Angeles 78 kilometros."

At one point we hit a particularly hard bump and the motor stopped immediately. After trying to start the motor unsuccessfully we made a quick check and found the main battery had broken from its mount and had tipped over. Fortunately no harm was done and we could proceed.

We stopped at the ruins of Desengana, an old mining operation. In this area the desert is lush with plant life found exclusively in Baja California. The elephant trees, giant cardon cactus, and the weird cirio plants coupled with an ominous silence of the vast expanse, made us feel like spacemen looking at a strange planet for the first time.

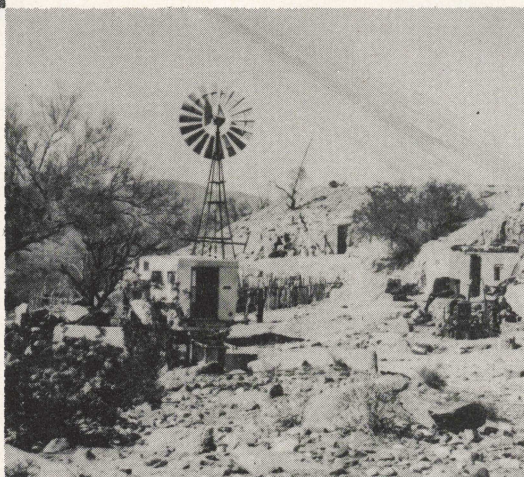
We had traveled 30 of the 47 miles between the main road and Bahia de Los Angeles when it got dark. We had used all the gas in our jerry cans and the needle on the main tank was ap-



proaching the empty mark. We continued to wind in and out of the mountains and finally we saw a single light far below us. By this time we were running on the "fumes" and it seemed to take forever to reach the light. We passed several dark houses and then could see our guiding light was coming from the open door of a large building. We parked outside and rather cautiously walked in.

To our surprise the room was filled with 20 to 30 Americans, all dressed in clean sports clothing, and having what looked like a banquet. Dan and I must have looked like Pancho Villa's

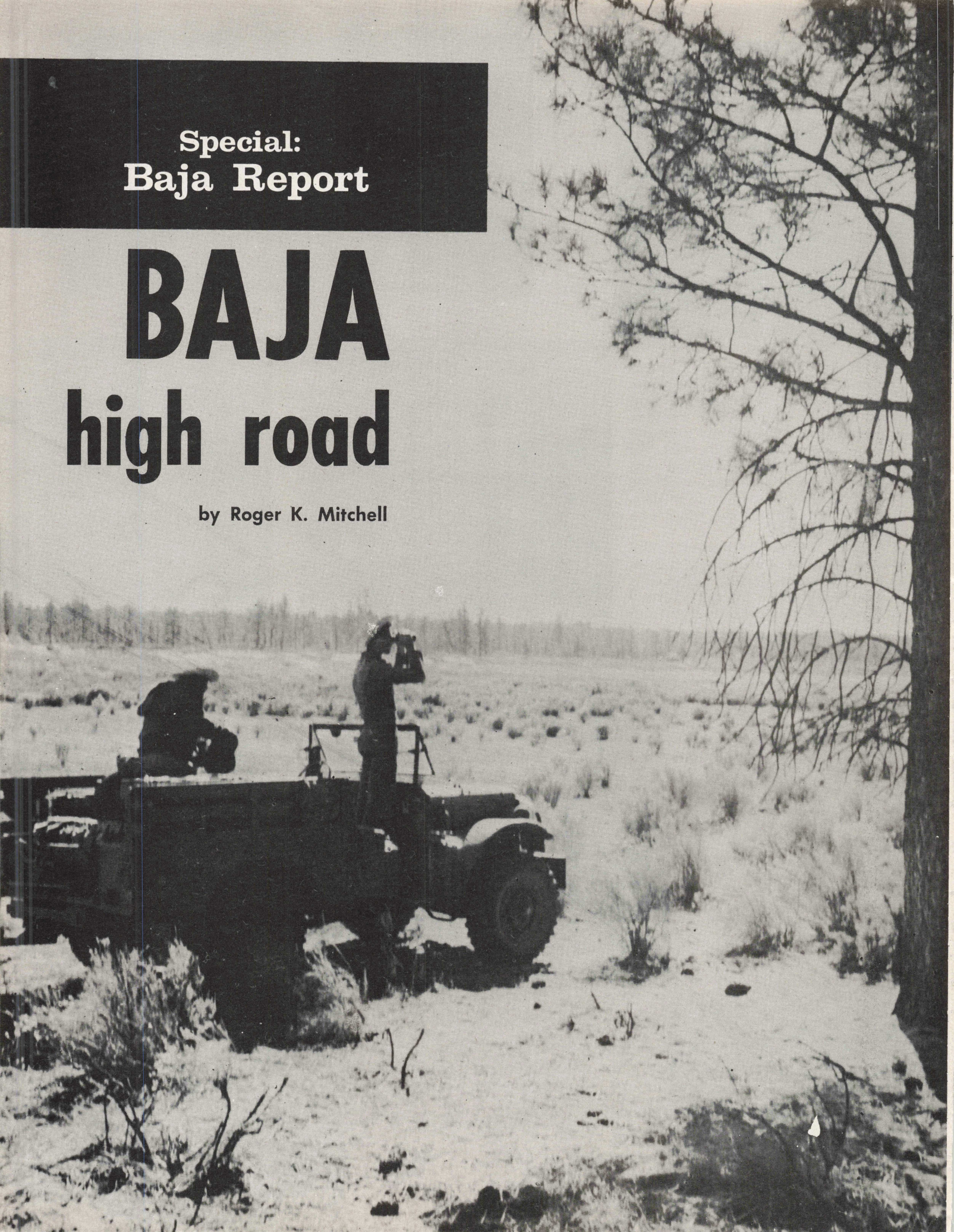
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**Special:
Baja Report**

BAJA **high road**

by Roger K. Mitchell



After looking at several maps of Baja California I noticed that most of the peninsula is desert, all except the northern-most mountains ranges, the Sierra Juarez and the San Pedro Martir. The former is accessible by dirt road for almost its entire length, and the latter only by trail.

I decided to look a little further into these mountains, so together with a couple of friends, Jim Roberts and Bill McGill, we piled into my WW II weapons carrier and headed south. We carried our usual 60 gallons of gasoline, 17 gallons of water, two spare, eight ply tires, numerous spare parts, a GI pioneer kit, in addition to the normal camping equipment.

We crossed the border at Tijuana and turned east on Mexican Highway Number Two. From Tijuana the road crosses Rodriguez dam and through the rolling farmlands to Tecate. Tecate is another border crossing point but the town is probably best known for the brewery located there. The road continues east through valleys of olive orchards and vineyards. Slowly the road ascends a high plateau where there are scattered ranches.

The northern end of the Sierra Juarez road leaves from Mexican Highway Number Two at a point one mile west of the village of La Rumorosa. Turn south at "Cafe Las Delicias de Acapulco." This road is 38 miles east of Tecate, and 50 miles west of Mexicali. (Another road 7.6 miles west of this begins at "El Condor" Mobilgas station, and joins the first road after ten miles. The first road is used a little more than the latter and consequently is in a little better condition.

The dirt road gradually climbs southward through chaparral country into forest of Juniper and Pinon Pine. About 14 miles south of the paved road we began to notice a great many mounds of gravel, typical of a placer mining operation. These placer diggings extend for several miles, and are centered around the old mining camp of Campo Gavilaes. Gradually the vegetation again changes. This time to a vast forest of virgin Western Yellow Pine. Numerous side roads lead off to the right and left. Some lead to small ranches but most are left over from placer mining operations of years past. As most road junctions are unmarked it is a good idea to always take the road that shows signs of the greatest use. We used this as rule of thumb and never went wrong.

Laguna Hanson is reached 40 miles south of Mexican Highway Number Two. In the past, Laguna has been filled with water but in recent years it has dried up due to the lack of rain. This area is very scenic and good camping places are abundant. About three miles south of Laguna Hanson is the Sierra Juarez sawmill. Several hundred people live at the sawmill, and rather questionable water is available. A few miles south of the sawmill the pine trees begin to disappear and the countryside once again turns to chaparral.

Just before entering the wide canyon that leads to the Ojos Negros Valley, there is a 4.5 mile shortcut that eliminates the need to go down into the valley to Ojos Negros, thus saving 17.5 miles. This shortcut takes the form of a sandy wash, and may (or may not) be recognized as a road. Like most other side roads, this shortcut is not marked, and unless there is someone nearby to ask, it might be best to take the "main" road to Ojos Negros, and then double back.

The road continues through small valleys containing several ranches with occasional springs that seep across the road. About 25 miles south of Ojos Negros the road forks at the site of a tall lone pine tree. (Pino solo). Why this single pine tree decided to grow here is somewhat of a mystery, because all the other trees within 30 miles are Oak, Juniper or Pinon Pine. The left fork goes directly to Valle de Trinidad, while the right fork goes to the old mining town of El Alamo, and then rejoins the other fork.

The gold and silver deposits of El Alamo were discovered in the latter part of the 19th century, and have been worked almost continually ever since. Activity has been dwindling in the past several years and today only about 20 families live in El Alamo. We stopped and visited an old friend, Marshall Hahn. Marshall has lived in the area 17 years, and is the Engineer-owner of Alamo's only working gold mine. He has a 10 stamp mill and at the present time has 14 miners developing a new orebody just outside of town. Reliable drinking water and gasoline are sometimes available at El Alamo.

From El Alamo the road follows the air strip outside of town and drops gently into a broad valley. About 25 miles south of El Alamo the road begins to drop into Valle de Trinidad. The road drops steeply down a canyon and grades of about 15% are encountered for about a mile.



Lonesome pigs against a background of magnificent Sierra high country is typical of the Mexican scenery in this area.



One of the pleasures of four wheeling in Baja are the infrequent fishing villages which make colorful and interesting stops.



Baja is a primitive, remote area. The best, and often the only, facilities are those the four wheeler carries in his rig.



Valle de Trinidad is a large basin completely surrounded by lava covered mountains. It is approximately 20 miles long and eight to 10 miles wide. From the village of La Zapopita two roads lead to the Gulf of California and the paved Mexicali-San Felipe road. One of these roads is no longer used because it crosses muddy salt flats. This road is passible to four-wheel drive vehicles only after dry periods, and comes out a half mile north of the fishing village of San Felipe.

Another road, more commonly used, gently descends a canyon and then crosses a large valley, past a volcanic cinder cone, and on to the paved Mexicali-San Felipe road at a point 29.8 miles north of San Felipe.

Immediately outside of La Zapopita two cattle fences cross the road. The signs say "Please Close The Gate." In this area there are some magnificent growths of ocotillo, barrel cactus, cholla, and other varieties of cacti. Quail are commonly seen in the canyon, along with numerous other birds. This is the most desolate stretch of road along the entire route. In the 47 miles between La Zapopita and the paved road, no ranches or other signs of life are seen. This part of the route however, offers

BAJA

high road

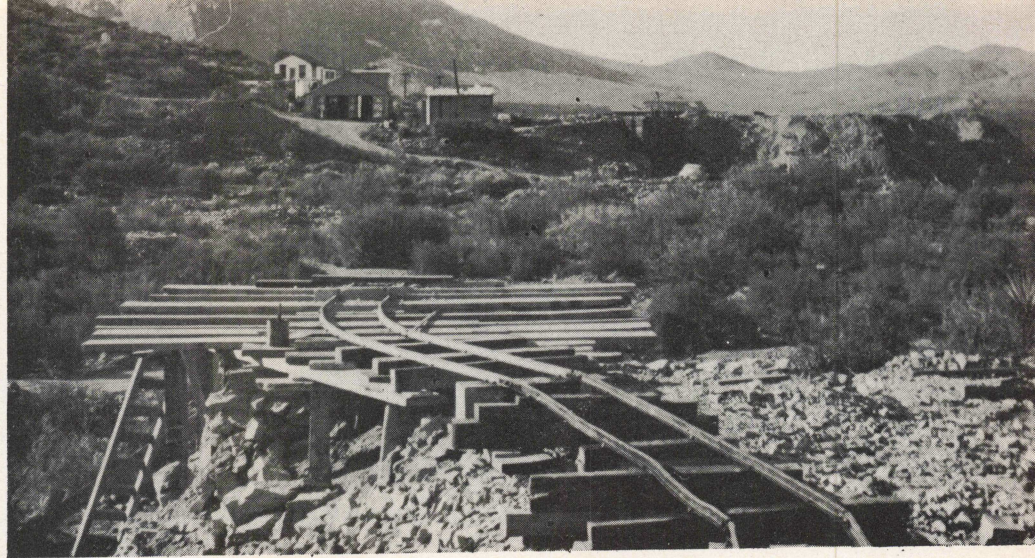


Signs along any Mexican road are scarce and few can really be depended on. These proved to be accurate but had no mileage.

some excellent views of Baja's 10,126 foot mountain, Providence Peak (*Pichaco del Diablo*). From where the Sierra Juarez road ends at the paved Mexicali-San Felipe road, it is 95 miles north to Mexicali and the US border.

A small working knowledge of Spanish or even a pocket phrase book would prove to be a valuable asset. Road conditions and directions may be obtained from local inhabitants although I would suggest taking everything with a grain of salt. Everything in this world is relative, and when a local resident says a road is *bueno* it may be . . . during the dry season! However, I have always found the Mexican's idea of *malo* has always coincided with mine. To avoid confusion, always refer to distances in *Kilometros*. Many Mexicans living in northern Baja use the term *milla* (mile) interchangeably with the term *kilometro*, while others using the term *milla* actually mean miles. It is a good idea never to ask a question that can be answered with a simple yes or no. I have found the Mexican people so eager to please, that they would not dream of telling a stranger no to anything.

There is no place along the entire Sierra Juarez road where gasoline and



reliable drinking water may be found. It would be prudent therefore to bring extra quantities of both along. A shovel and an extra spare tire might also be useful.

Everywhere in the interior of Baja California we have found the Mexicans quick with a smile and very friendly. They are pleased that *Norteamericanos* are taking an interest in their land. In recent years more and more is being

written about Baja California. Unfortunately many of the trips written about go far below the border where considerable time is required for making the trip. This is one trip however, that serves as an excellent introduction to Baja, and only requires two or three days. Incidentally, Mexican Government tourist permits are not required for any portion of this trip.



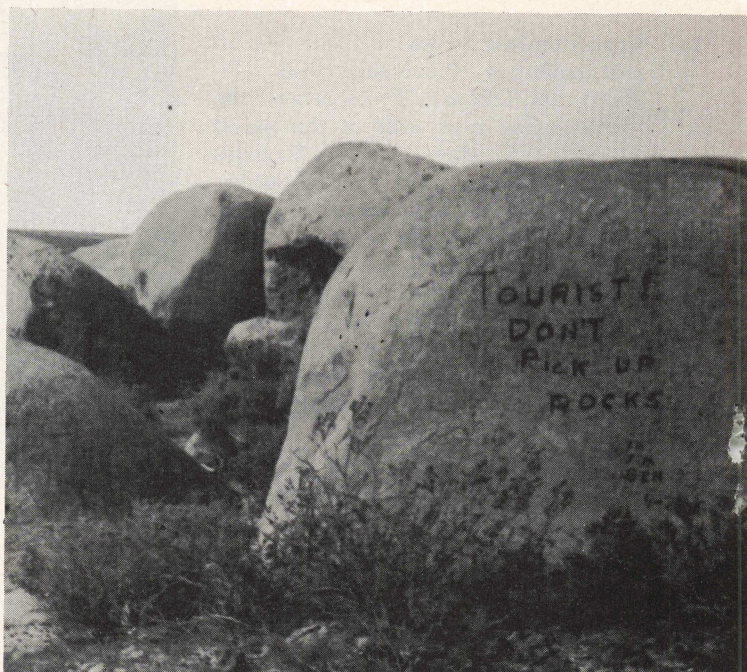
While main portion of the Baja high road traveled mountainous country, a few miles near the end went through desert area with its particularly heavy growth of cactus.



WW II weapons carrier which has been restored to trail condition by author proved more than a match for Baja's worst roads. High clearance was particularly useful.



Model A truck made trip without mechanical trouble.



Don't pickup rocks, especially this one.

Model "A" Trek



Although these pictures could have been taken 30 years ago, they were shot in 1962 when four Los Angeles men: Joe McClellan, Lyle McNeil, Wesely Norgaard and Jim Talmadge made a trek to La Paz, Baja. The story proves the trip can be made in almost any car. However, in this case each man was an expert mechanic, and Joe McClellan is owner of a firm specializing in rebuilding and supplying parts for obsolete Ford cars.



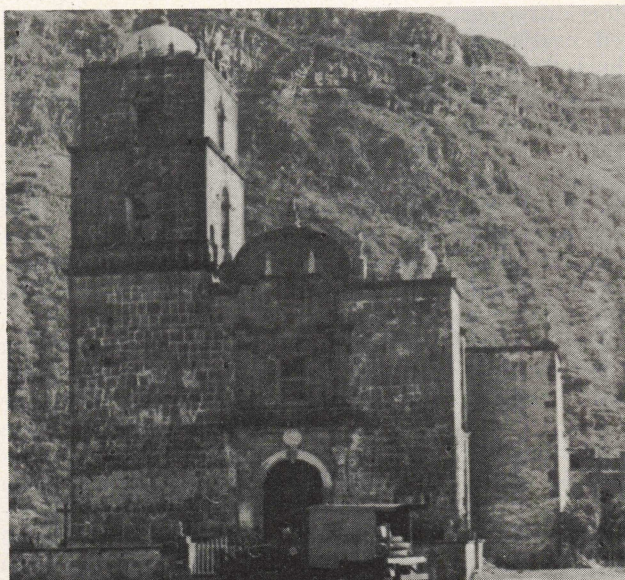
Special: Baja Report



Wide body made a tight squeeze many times.



Tires were necessity, trip ruined four.



Although restricted in back country travel, group made many side trips.



Two wheelers can make trip, but have troubles four wheelers drive by.

BAJA BALL

There is a village south from San Felipe — some 50 miles as the rugged outdoorsmen who have braved the barren trail will tell you. Puertocitos, the maps call it. Little port. But though it lies on the Gulf, even as does San Felipe, the horrible connecting road winds far inland to avoid the rocky, impassable ridges which break from the north-south mountain spine of Baja and tumble directly into the Gulf.

If a way could be found to reach Puertocitos by paralleling the shore, the driving distance between it and San Felipe could be markedly reduced. And, too, since those striving to reach Puertocitos are primarily fishermen, and since the road they must follow runs far from the sea, they have no hope of pursuing their sport unless they negotiate the full extent of the trail. By breaking a path along the water's edge, our followers would be benefitted by being able to fish from anywhere along the route without having to force themselves all the way through to Puertocitos.

We spent our first day in San Felipe familiarizing ourselves with the Sidewinder's idiosyncrasies. Any given spot a half mile from town is as rough and inconducive to travel as one expects to find in Baja. Familiarization is a necessary prerequisite to back-country travel, for the record books are full of people who deprived themselves of an outing simply because they didn't take the time to learn their vehicle's capabilities.

Tides in the upper regions of the Gulf reach to 44 feet late in October — the second highest tides in the world — and as they had not abated much by the early November date of our trip, we strove first to learn if the Sidewinders could safely and rapidly carry us inland should our passage ahead be blocked just when the encroaching tide started its climb.

On that first day we had a pretty fair idea of what a Sidewinder can and cannot do. Briefly summed up: the Sidewinder can go nearly any place a fwd rig can go — and a lot of places a fwd rig can't! I say *nearly* any place, for the long, steep slope of a drifting dune did halt the versatile Sidewinder. The machine's climbing ability is every bit as good as a four-wheel drive ve-

hicle's, but the more common off-road machines have an excess of power which lets them hit a dune at high speed with their momentum carrying them to the top. The Sidewinder produces but seven horsepower, and its resulting top speed is somewhat less than cars of other types. Thus we couldn't assault a high dune at a fast speed and roll on up the face. It should be noted, however, that dune climbing is, 99 percent of the time, for fun rather than necessity. Though we traversed miles of steep dune land, we could always get where we were going without tackling a near-vertical dune.

Several times our passage might have been blocked by a narrowing canyon had we been in anything but a Sidewinder. But the car's narrow width let us sail right through spots where a fwd rig would have become inextricably wedged. Once or twice we became, as the saying goes, hung up. But by simply stepping out and carrying the light Sidewinders a few feet, we could resume our trip. Try *that* with a fwd rig!

The Sidewinder has an exclusive feature not found on competitive makes of vehicles. It has a transmission giving two speeds ahead and a *reverse*! Several times we backed out of dangerous spots where there was insufficient turning room. And, while we enjoyed sailing along the beach at a zestful 25 miles an hour, we also enjoyed having full engine torque while creeping at two or three mph. The Sidewinder's clutch is centrifugal, hence there is no clutch pedal to work and no complicated linkage to become fouled.

The odd appearance of the Sidewinder, rather like a handleless wheelbarrow with an engine, is another feature of its versatility. Neither driver nor companion can be jolted overboard, and the shape of the "bucket" serves to deflect bushes and limbs away from the occupants. One rides securely in a Sidewinder, not *on* it.

Our first night spent sleeping peacefully on the beach made us doubly aware of the Sidewinder's easy gait. After a day's exploring in the usual machine one is wracked by bumps and bruises from bounding over rocks, from being clobbered on the leg or thigh by projecting body parts. But we Sidewinder riders missed all that — delightfully so.

The first point southward from San Felipe is a prominent headland identified on the hydrographic charts as Punta Diggs. It is simply the first of the endless capes that mark the entire shoreline of the wandering Baja peninsula. (And the writer has seen them all, having circumnavigated Baja by

boat.) The wide, shelving strand gives way to a narrowed beach backed by low sand cliffs, which increase in height until the point proper is reached. Here, the beach disappears altogether and one must swim deep water to round the point or head inland, which we did. We found a narrow gully chiseling through the bluff and made a try with one Sidewinder while the other waited on safer terrain. Within a few moments, the leading 'Winder appeared atop the cliffs, its occupants gesturing gaily to those below.

After a half hour of scrambling over low sand hills and floundering down brush laden gullies, we dropped back to the shore below Punta Diggs and again followed the water's edge on a white sand beach that will someday become a shell hunter's paradise.

Jumping fish abound throughout the reaches of the Gulf and we took to betting where the next one would break after a straying insect. Their "splat" when they dropped back could be heard for some distance.

At the nameless second point, some 12 miles below San Felipe, we encountered a veritable amphibious tank trap. Sharp boulders, some projecting two feet from the sand, stretched from the water on our left to the inland bluffs on our right. The old formation was several hundred feet across. It wouldn't have been impassable to the more rugged back-country cars, but it was a breeze in the Sidewinders. The large, soft Terra-Tires rolled over the no-man's land like semi-deflated balloons. It was high gear all the way.

Just beyond lay the point proper — vertical cliffs of sandstone that dropped a hundred feet into the sea. The only way around without back-tracking was up an eroded, narrow gully choked with crevasses and slippery stones. The first 'Winder tackled "Impossible Gulch" — and made it; but not until the driver had stepped out and "driven" the Sidewinder up by working the throttle by hand while he scrambled alongside the empty machine. This, we had to agree, was something no four wheeler would attempt. An odd maneuver, perhaps, but just another Sidewinder asset.

Midday caught us a little more than halfway to Puertocitos. We had admittedly spent too much time chasing one another over the beach, and just plain goofing off by hunting shells and driving into the water whenever the whim took us. We had earlier knocked together a trailer to carry our camping equipment (and it was an overly large amount) but as it was shod with ordinary tires, it had been proven ridiculous to try and haul it through the sand.

Thus, though the Sidewinders are designed for the stowage of a lot of spare equipment, we had voted to make just a one-day affair out of the journey and so had little besides extra gasoline and our lunch aboard. Thus we elected to turn around and retrace our odd, three-tired tracks to San Felipe. Having seen all of Baja's shores, as it was earlier noted, yours truly could vouch that the remainder of the coast to Puertocitos was far more easily traversible than the first leg. Therefore, although we didn't actually reach our destination that day, we *could* have very easily.

Investigating our surrounding terrain somewhat further inland on our return trip, we happened across a one-man colony shown on some Baja maps as Aqua de Chale — Charlie's Water. The lone, aging inhabitant greeted our arrival from the sea with little apparent alarm, though no one had accosted him from that trackless direction before. But such is the way of the unexcitable Mexican and he accepted our

offer of a ride without so much as batting either of his twinkling eyes.

Our trip via Sidewinder proved at least two important things to us. Puertocitos can be reached by the coast (if one has the machine that can do it) and they proved themselves. Our crew agreed that the machines had gone where no other machine could have gone. Other vehicles might have reached our turn-around point in the same or maybe even less time, but they would have been forced to travel laboriously and much further inland, thereby robbing their drivers of much of the beautiful Gulf-scape that we had so thoroughly enjoyed. Four-wheel drive rigs, even trail scooters, would, in many instances, have been forced to make inland "portages" while we revelled in the cool, relaxing breezes from the awesome Gulf. We collected shells and other bits of flotsam from the beach by the simple expedient of reaching a hand down to the ground — no need to stop and crawl out. We drove

inland through impossibly soft sand to investigate mysterious mounds without even having to downshift. As we rode swiftly and comfortably, first the driver then the rider alternating with steering chores to relieve his companion — due to the centrally positioned, convenient tiller.

We suffered one mechanical malfunction — when a headlong dive was taken from a sheer-sided, dune. The front wheel steering head parted from the frame when the 'Winder crashed to earth in a shower of sprayed sand. But it was nevertheless driven to San Felipe, where a bit of welding cured the ill, and Duffy has since strengthened this one weak point on all following models. We had a real ball, learned at lot, and came away with but a single misgiving; there was insufficient time to allow a 700 mile trip to the tip of the fabulous Baja Peninsula at Cabo San Lucas.

STATEMENT REQUIRED BY THE ACT OF AUGUST 24, 1912, AS AMENDED BY THE ACTS OF MARCH 3, 1933, JULY 2, 1946 AND JUNE 11, 1946 (74 STAT. 208) SHOWING THE OWNERSHIP, MANAGEMENT, AND CIRCULATION OF Four Wheeler published monthly at Tarzana, California, for October, 1962.

1. The names and addresses of the publisher, editor, managing editor, and business managers are:

Publisher, R. F. Ames, 5550 Reseda Blvd., Tarzana, Calif.

Editor, R. F. Ames, 5550 Reseda Blvd., Tarzana, Calif.

Managing Editor, Shirley Lee, 5550 Reseda Blvd., Reseda, Calif.

Business Manager, Gene Brown, 5550 Reseda Blvd., Tarzana, Calif.

2. The owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual member, must be given.)

R. F. Ames, 5550 Reseda Blvd., Tarzana, Calif.

3. The known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

R. F. AMES

Sworn to and subscribed before me this 31st day of October 31, 1962.

(SEAL) ROBERT E. TANNER

Notary Public

6851 Topanga Canyon Blvd.
Canoga Park, Calif.

(My commission expires March 23, 1965)



SIDEWINDER SPECIFICATIONS

Overall length: 76 inches

Overall width: 56 inches

Overall height: 32 inches

Weight: 210 lbs.

Chassis: Elyria steel tubing, heli-arcs jig welded, one-piece design.

Engine: Kohler, air-cooled, single cylinder, power options; 4.5 to 7 hp.

Drive train: Optional transmission (2 speeds forward, one reverse). Automatic centrifugal clutch. Steel drive sprockets. Axles and shafts equipped with self-aligning bearings.

Tires: Goodyear Terra-Tires, 12.0" x 16.0". Low pressure, tubeless.

Brake: Foot actuated, Bendix. Internal expanding, operates both rear wheels.

Upholstery: Elastic-back, heavy duty, ebony black. Poly-foam padded.

Performance: With 2-speed transmission; 7 mph in low and reverse, 25 mph in high. Without transmission; 20 mph.

Fuel: Ordinary gasoline. Tank holds 1 1/4 gallons. Mileage, 40 mpg depending upon terrain.

Transportation: Can be carried in pickup truck or station wagon. Optional kit permits towing as a trailer.

Capacity: Up to three adults, with sleeping bags, spare fuel, etc.

Availability: Production meeting demand at present.

Cost: \$595.00 to \$795.00, depending upon optional equipment desired.

Manufacturer: GP Enterprises,
152 East Huntington Dr.,
Monrovia, Calif.



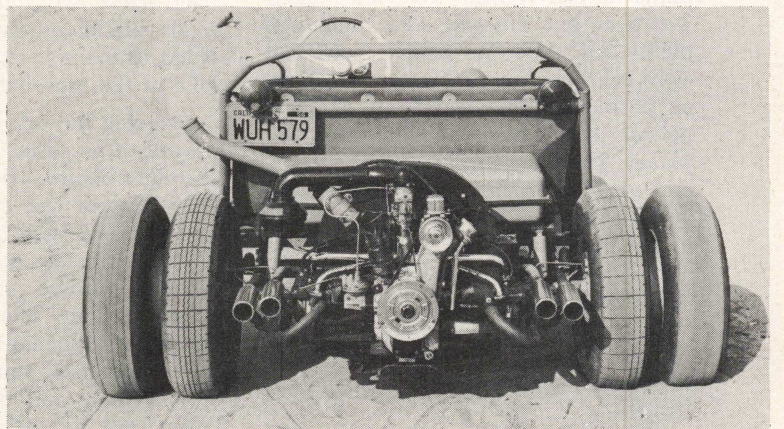
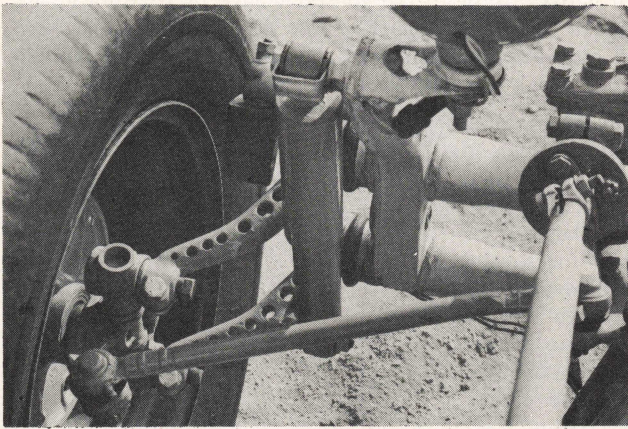
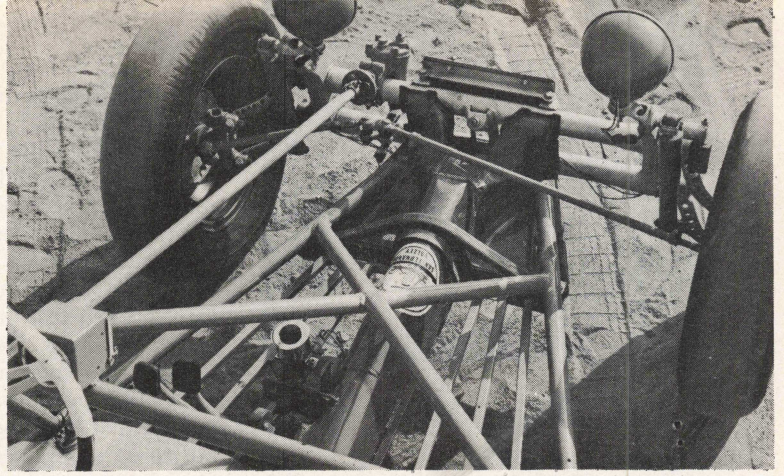
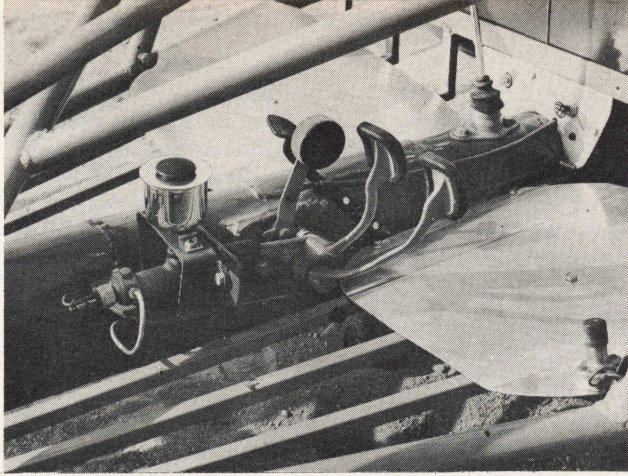
Dune buggies are becoming more common each day, and the VW conversion with its fantastic power to weight ratio is currently one of the most popular. The outfit pictured on these pages was built by Bill Chisolm of North Hollywood, Calif.

The most unusual features are the rear dual wheels. Most VW fans have stuck with wide wheels and big tires. Bill's rears are 9:50x14 which is usually the tire the enthusiast with single rear wheels use. This means that Bill, who runs the pressure at 3½ psi off the road, has almost the identical flotation he would if his rig was fwd. Of course, he doesn't have any pulling power from the front wheels; but since his weight ratio follows the usual dune buggy practice of almost 90% on the rear wheels he has the rubber where he needs it. The entire outfit weighs in at around 990 pounds.

The engine is a souped up VW which has been stroked, balanced and the heads ported. It has a special racing cam and a transporter clutch. The transmission is a '61 transporter which gives a slightly higher ratio.

The outfit was made up especially to take Bill down the Baja peninsula and two years ago he made the entire trip to La Paz. Incidentally, Bill has a plan kit which has blueprints for the entire job. Those who are interested can get the kit for \$4.95 from Bill Chisolm, Box 2498, Sepulveda, Calif.

VW: HOT





Los Angeles Bay

advance guard by the hush that came over the room. The proprietress, Senora Diaz, came over and welcomed us to Bahia de Los Angeles. She said dinner was over but she was sure there was plenty left. After the initial shock had worn off there were plenty of questions on both sides. We found out all these persons had flown down in three airplanes. The planes were parked outside, and we had in fact driven across the landing strip, but had failed to see either in the darkness. Shortly after, Senora Diaz brought us large bowls of turtle soup followed by a huge platter of corvina, fried potatoes, tortillas, and a pot of coffee. Several hours later we "waddled" out and camped on the nearby beach.

The following morning we returned to Casa Diaz for breakfast and to pay our bill. The meals cost us 12½ pesos each (\$1.00) and in addition we bought 15 gallons of aviation gasoline which was 40 cents a gallon and the only fuel available. Originally Senora Diaz quoted us a price of 50 cents per gallon, but when we paid in pesos she reduced it to 40 cents a gallon.

We were running short on time so we could only afford to spend the morning at Bahia de Los Angeles. Fishing here is excellent, especially in the spring. Corvina, grouper, black sea bass, yellowtail, totuava, and baya are among the varieties of fish abundantly caught. Giant sea turtles, rock oysters, crabs, lobster and clams are also collected. There are also many good beaches for swimming, the water in the Gulf of California is warmer than the ocean, and good swimming often lasts into November.

We left Bahia de Los Angeles at the same time as our airborne friends. It would take them less than three hours to reach Los Angeles, us more than three hard dusty days. To them, however, it was just another weekend jaunt. To us it was a rich and rewarding experience.

We took a slightly different route back, reaching the main route No. 1 at the village of Punta Prieta. Here we bought the last 10 gallons of gas in town (also 40 cents per gallon).

We decided to return home by the main route No. 1, rather than taking the east coast route we had come down on. It was soon evident that the "main" route was much more rough than the little used east coast route. We came upon a 2½-ton truck full of cattle which was stuck in the mud. The driver unloaded the cattle and we pulled him out of the mire. He said he had been waiting for someone to come along since the previous evening. To our culture that may seem like a long time but these experienced Baja truck drivers have a world of patience, besides, what else could he do? It was almost dark when we reached Laguna Chapala. Here we found a labyrinth of roads branching everywhere. We decided to make camp and cross the dry lake in the morning.

Crossing the dry lake in the morning proved to be easier than it had seemed the night before. There were giant mud holes around the margin of the lake, but once we got on the flat surface it was extremely hard and for several miles we drove an unbelievable 50 miles per hour. The road from Rancho Chapala to Rancho San Ignacio is very rocky and has numerous chuckholes, both shallow and deep. These chuckholes were full of water, hiding their true depth. The weapons carrier roared right through but the high centers between ruts could give other vehicles trouble, including bobtail four wheel drive rigs! The road climbs several mountains and finally ascends a pass. This pass is impassible for *all* vehicles up to as much as several days after a rain. The road descends to the pretty country around Santa Ynez. There are several springs in the area and we forded across the second stream of our trip. The rocks changed from the volcanic material we had been driving on since we left Punta Prieta, to a granite which made much faster and smoother riding. There are several canyons near Catavina Springs which are lined with fine stands of native palm trees. (*Washingtonia filifera* and *Washingtonia gracilis*.)

We stopped and watched two Mexican miners operating an arrastre. This crude method of crushing gold ore was abandoned 100 years ago, but here deep in the middle of the Baja desert, two miners were still using it to eke out a living.

About dark we came upon the ruins of Mission San Fernando. We made camp and the following morning looked around. Mission San Fernando is the only mission in Baja California founded by the Franciscan order. Junipero Serra established it in 1769 while on his way north to what is now California. At one

time it had a sizeable population but a series of epidemics greatly reduced the number of Indians and it was finally abandoned about 1818. Today the mission's fields are being worked by a couple of families but only crumbling adobe walls mark the church.

From Mission San Fernando the road goes up and down many steep hills (impassible after a rain) and finally after reaching the crest we came upon *La Turquesa*, a turquoise mine. One lone miner was patiently chipping the thin veins of turquoise from the volcanic rock.

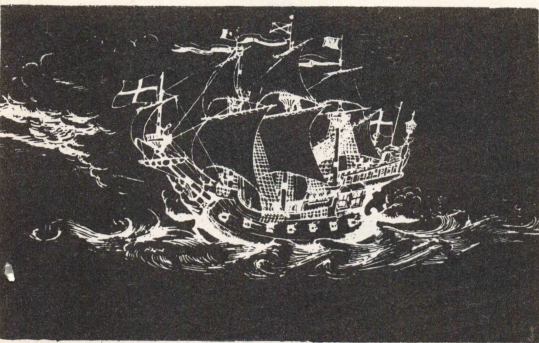
The road descends a wash to the sandy Arroyo del Rosario and then on to the coastal village of El Rosario. El Rosario is the jumping off place for southward bound travelers and limited supplies and gasoline are usually available. We stopped to see Senora Espinoza, a person well known to Baja travelers, Mexican and American alike. In the back of her store she showed us some enormous fossil ammonites which were taken from the local sandstone cliffs along the shore. Ammonites are snail-like looking creatures that lived in the bottom of the sea 75,000,000 years ago. Rather than being snail sized however, these measure between two and three feet across!

From El Rosario north to San Simon the Mexican government constructed a good gravel road but failed to provide the funds to maintain it. As a result the road washed out in numerous locations, and now there are more detours than original road. Between San Simon and Camalu, the road has a surface like a washboard but speeds up to 35 mph may be attained. The last 20 miles of dirt road is good and the pavement begins at Arroyo Seco. From here it is 93 miles north to the border at Tijuana.

At home an inspection of my weapons carrier revealed numerous loose bolts and a broken "U" bolt. We had no automotive trouble, but it would be advisable for the Baja traveler to carry plenty of extra gas, water, parts and tools. A simple ten cent part may cost much more if you have to spend a week's time traveling to get it.

If you are a "one day" four wheeler who likes to go out and run up and down a few sand dunes, then return to the warm comforts of home, then Baja is *not* for you. Anyone contemplating a trip to Baja California should have his vehicle in top mechanical condition, but most important, is the person himself. He must be an adventurer, a mechanic, an outdoorsman, and an ambassador. He must know his equipment well, be resourceful, willing to give a helping hand, and quick with a smile.

GRAVEYARD



sheer cliff, with the beach directly below, turned out to be almost a mile of cup up badlands blocking any possible view of the shore.

When we were about to give up in disgust, tire tracks were discovered leading down through a canyon that appeared to be wide enough, with a squeeze, for the Jeep. We decided if some kind of wheeled outfit could make it down this canyon we could. However, taking no chances, Spence went sliding down for a better look. Returning, he said with some reservation, that he thought we could make it down through the narrow gap but he wasn't so sure about the trip back up.

Down the canyon we went, making tight hairpin curves sometimes so narrow you could almost reach out and touch the walls. The trail widened and then we were stopped as suddenly as we started by a massive pile of heavy cobblestones, scooped up there by what must have been an energetic tide. This was the end of the trail. Piling out of the Jeep we scrambled up over the cobblestone wall and gazed in amazement at the sight before us.

We had made it to the graveyard of ships! Scattered along the beach were piles of timbers, driftwood, bottles and junk that would send any beachcomber into seizures.

The debris was scattered along the shore as far as the eye could see. Impossible to see all of it, we searched for pieces of wooden ships and other interesting artifacts of the sea. We discovered ancient boards that were fitted together with wooden pegs and many sea-worn pieces that were obviously from old wrecked ships.

Knowing we couldn't begin to take back all the material we wanted, we limited ourselves to a few precious pieces of driftwood and an old glass bottle or two and some interesting worn rocks.

We soon figured out what had made the tire tracks in the canyon. This was

rich pickings for the hard to find firewood and some Mexican had pulled a cart down to the beach for a load of wood. We discovered rock hard mahogany timbers that he had tried in vain to cut.

Relieved in knowing we didn't depend now on a minus tide for our exit we wandered leisurely along the shore, photographing some of the interesting finds and picking up a few unusual sea shells. However, it had been a rough day and we were soon worn out from trying to see all there was along the beach.

The Jeep made the climb out of the steep canyon and we headed a few miles south to the fishing village of Colnett.

The village consisted of a few small houses and a couple of broken down automobiles. From the looks of their fishing boats and gear these people were divers. We saw a crude gasoline air compressor and the garden hoses they used for their air while diving in the bay.



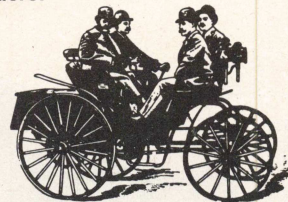
Inquiring about the cove we had just visited, we learned that the beach changes with each heavy tide or storm. This accounted for the report of the long pile of timbers. Perhaps they were there to be discovered only once and vanished with the next storm.

We purchased four live lobsters from the villagers and inquired as to the direction and distance back to the highway. While wandering east back towards the gravel highway we saw some true Baja back country. We encountered a nomadic family in a cienega near Cape Colnett who carried all their earthly possessions on their back and herded their pigs as they traveled.

Having a late lunch at the restaurant where we left the car, we pushed on towards Ensenada and arrived back at the trailer in time to see a spectacular sunset over Ensenada Bay that was, along with a lobster dinner, a fitting climax to an eventful excursion along the Baja coast.

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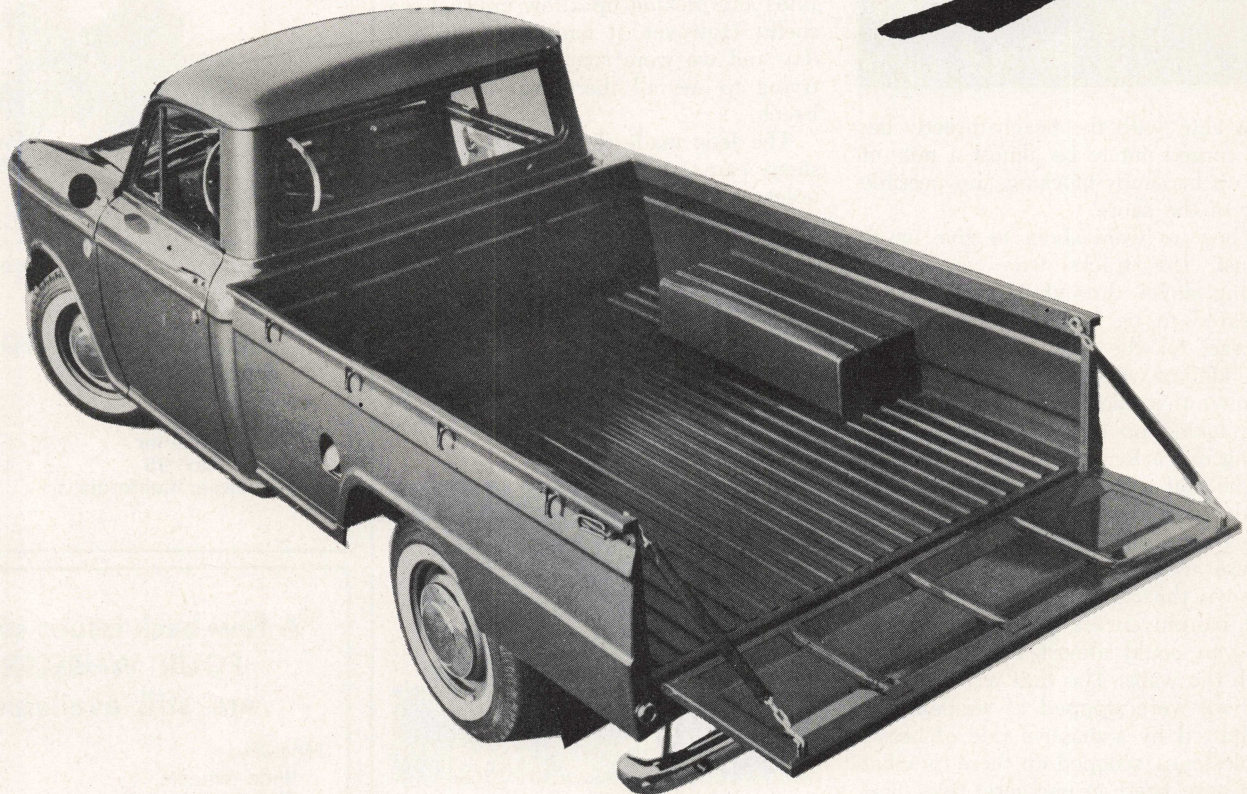
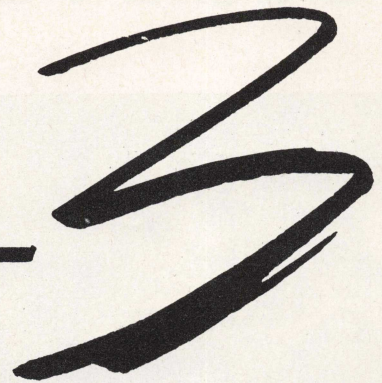
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DATSUN SIXTY-



New 1963 DATSUN PICKUP PRACTICAL for trail or road

A high, one-ton-payload, low maintenance and excellent economy are built-in features of the 1963 Datsun pickup truck.

Powered by a 60 horsepower, overhead valve engine, the truck is useful for city deliveries, ranching, construction, or dozens of other jobs. Even when used primarily for heavier loads, the truck will still turn in remarkable fuel economy, ranging as high as 31 mpg.

The 1963 Datsun pickup has a four-speed, column mounted shift, synchromeshed in second, third and fourth gears. The independent front suspension is the torsion bar type and combined with a low center of gravity makes driving on rough or winding roads far safer.

Loading is easier and faster because the bed is only 26 inches from the ground. Despite its small overall size, the Datsun pickup has a large six-foot by four-foot, eight inch bed.

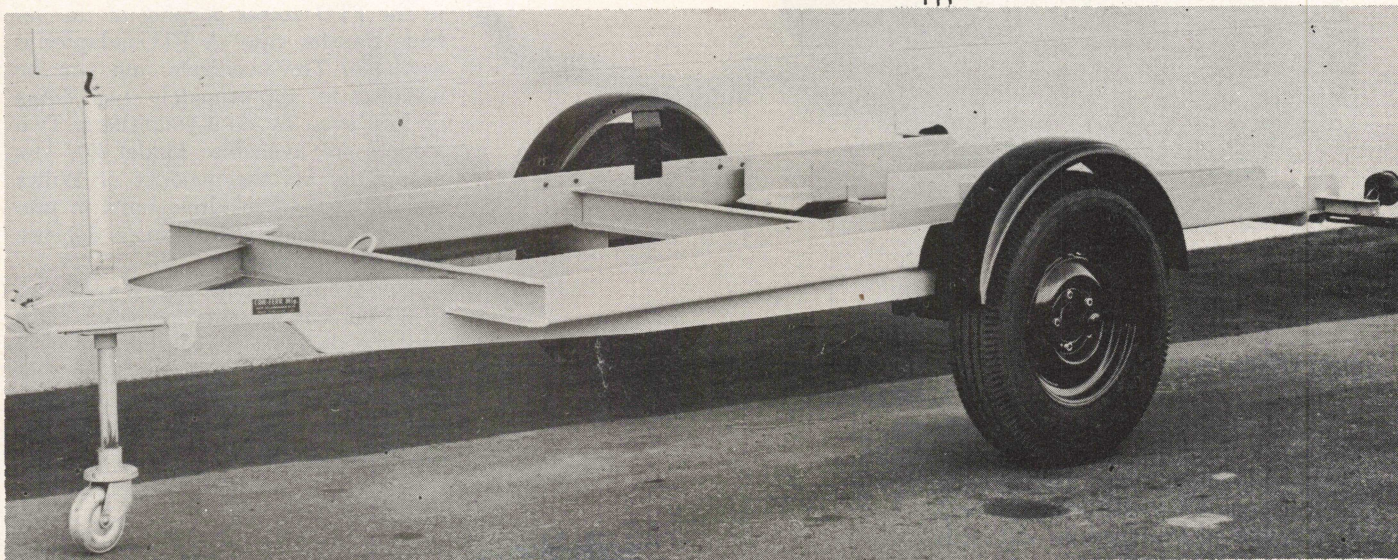
For those who negotiate twisting back trails, or drive a good deal in heavy city traffic, the 16-foot turning radius will be a big advantage.

The engine compartment is well laid out and all parts are easy to reach and service. The brake and clutch adjustments are mounted on the firewall so the proper safety level can be checked at all times. Adjustments are made by a simple addition of fluid.

The 1963 Datsun pickup delivers for \$1596 (plus state and local taxes). Delivery price includes: six-ply white sidewall tires, vinyl upholstery, self-cancelling turn indicators, heater-defroster and a 12-month, 12,000 mile factory warranty.

Readers desiring more information can write: Nissan Motor Corp., Dept 4W, 137 E. Alondra Blvd., Gardena, California.

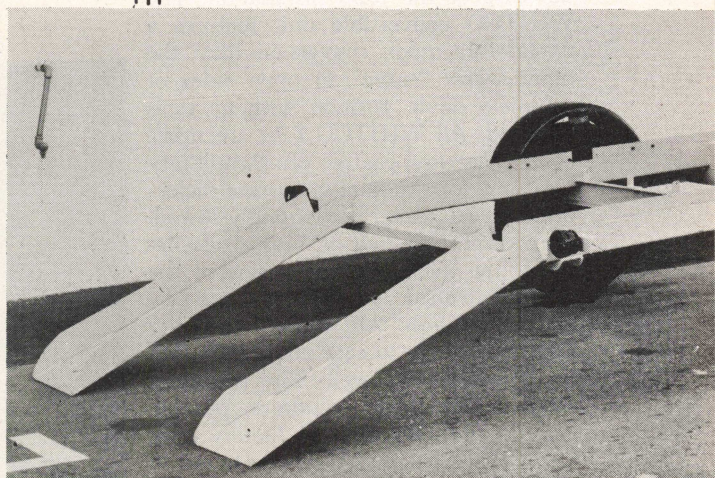
New Trailer **for** **fwd RIGS**



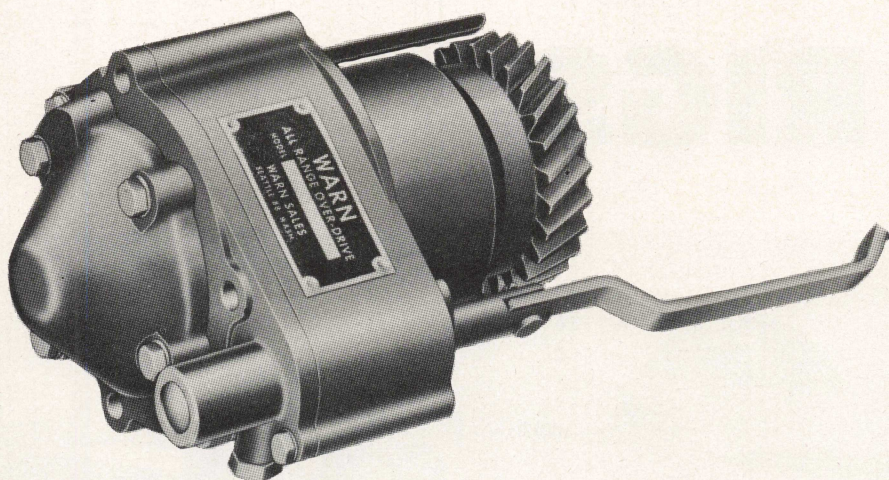
The modern trend in four wheeling is going two ways: one to tow a trailer to a central camp, the other to let a pickup camper tow the fwd rig to the camping area.

Con-Ferr's new trailer for fwd rigs should be a welcome new product for the latter group. Built only on special order, the trailer is lightweight, yet has 4000 pound axles — enough to take care of any modern outfit.

The sense of trailing the rig is easy to deduce. Since most fwd rigs travel 90 percent of their mileage to and from camp the pickup camper enthusiast can reduce the mileage on his car remarkably by using a trailer. For more information write: Con-Ferr Manufacturing Company, 827-21 Lankershim Blvd., North Hollywood, California.



all range all wheel Overdrive



An all new design synchromesh all-range overdrive for four-wheel drive vehicles that will operate as an overdrive or direct drive in any gear is now available from Warn Sales Co., Inc., Riverton Box 6132FW, Seattle 88, Washington.

The compact unit for Willys 'Jeep' and International Scout four-wheel drive vehicles can be shifted on the go, at any speed, in any range, in any gear in two or four-wheel drive either forward or reverse. With the Warn unit, a four-wheel drive outfit has 12 forward and four reverse speeds, with the advantage of matching power to do the job more effectively.

The Warn all-range overdrive is a positive manual shift. It has no power controls. The 27 pound unit installs in the PTO access opening of the vehicle transfer case. A PTO adapter is available. The overdrive unit can be installed in approximately two hours or less, even by do-it-yourselfers. Two models are available. Model 20, low gear ratio, fits the majority of Willys and IH four-wheel drive units in use. Model 30, high gear ratio, is for use with large engines.

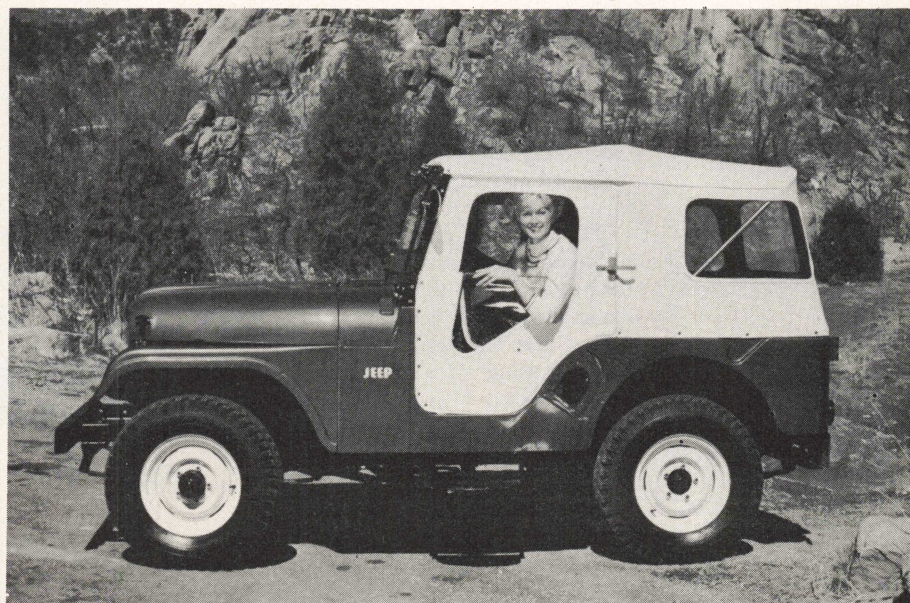
The overdrive cuts engine rpm's up to 30 percent, permits increased highway speeds, cuts gas consumption and wear on engines, tires and running gear. Vibration as well as transmission and engine noise levels are also reduced considerably.

The White Manufacturing Company, 410 East Fillmore Street, Colorado Springs, Colorado, has introduced a new, all-season convertible top for back country outfits. Designed in, and ready for, an area of rugged outdoor exploration, the versatile WHITCO top adapts to all weather extremes . . . rain, snow, cold wind or hot sun.

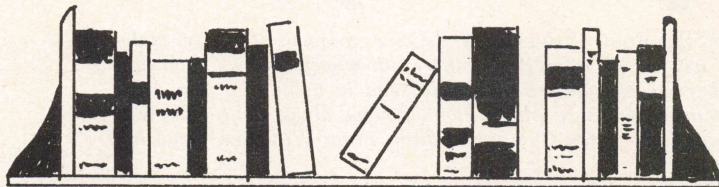
A real advantage in four wheeling is the ease of the top's installation. The WHITCO convertible unit features a remarkably quick conversion from the tight, warm "cabin" to open sides or complete down position with no tools required. All WHITCO tops are made of durable vinyl coated, pre-shrunk fabric. Long longitudinal seams are dielectrically heat sealed and strongly sewed. The WHITCO unit is also ready-designed, so there is no alteration of the 'Jeep' Universal body required for perfect installation. All 'round versatility applies not only to easy adaptation, but to appearance as well. The attractive wrap around side windows provide greater visibility, and in factory tests the WHITCO tops have been found to retain a new look, even after several washings, which the weather of the hour cannot alter.

For further information on WHITCO tops see your local authorized 'Jeep' dealer or write the White Manufacturing Company.

whitco Convertible Top



Book Review



Book reviews are usually written shortly after a book appears. In the case of *Lower California Guidebook*, there are two excellent reasons for reviewing it in this issue of the FOUR WHEELER.

First, the book was completely revised in 1962 and the maps and landmarks completely brought up to date. This is something that is seldom done with travel books — and even the official maps of Baja are rarely revised. Therefore, the *Lower California Guidebook* is, to my knowledge, the only really current guide to Baja.

Second, since the FOUR WHEELER is featuring Baja in this issue and since so many more four wheelers are planning trips into Baja each year, it seemed appropriate to review a book that gives accurate information about this fascinating country.

To begin with, Gerhard and Gulick are not armchair travelers. They have spent over twenty years exploring Baja California. Readers may be interested to know that after WW II most of their explorations were carried on with fwd equipment. Before that they used pack mules. Like few travel writers before them, Gerhard and Gulick have sensed that the readers of a travel book want only the basic essentials of history, customs, money, health conditions and fundamental information. The first fifty pages are devoted to a condensed resume of these details and is quick, easy reading with excellent accuracy. The facts presented reveal enough information for the casual traveler or for the individual who wants to spend several weeks in Baja.

The sections on immigration, customs regulations, money, etc. have been brought up to date in this new edition so that its timeliness is current.

But the best feature of the *Lower California Guidebook* is its auto trip section. Researching and writing this department must have involved a tremendous amount of time, work and almost fanatical dedication. The result is a blueprint for almost any trip to

Baja.

For example, here is a sample quote from the trip starting at Ensenada to Santa Rosalia. The first mileage listed is the distance from Ensenada; the second mileage is the distance from the last checkpoint.

"351.0 1.1 Branch road left to El Marmolito (3.0 mi.), abandoned onyx quarry. 355.2 4.2 Another side road left to El Marmolito 3.7 mi. 357.6 2.4 Road fork. The right branch goes to the seat at Miller's Landing (4.7 mi., see Page 106.) Keep to the left."

And so on for thousands of entries covering all the main roads and most of the side trails in Baja. For easier reading, the mileages and listings are made in tabular form.

Any experienced Baja traveler can tell you that road maps and guide books can often be wrong in Baja simply because the roads change so often. Yet Gerhard and Gulick have taken even this into account and frequently there is note of variable routes all leading to the same place.

The last section of the book is devoted to areas reached by the sea. While this might not be of basic interest to a four wheeler, it is of passing interest since most of the beaches can be reached by land and many of the islands described can be seen.

While I am always hesitant to recommend a book, I have no qualms about the *Lower California Guidebook*. Generally speaking, its information is excellent. And speaking from broad experience, it is the only current work on Baja that presents enough detailed and technical information to be of real value to the individual planning a trip of any kind to Baja.

For those who might be interested in purchasing the *Lower California Guidebook*, the FOUR WHEELER has made arrangements with the publisher to make it available through the magazine. The price is \$6.50 postpaid. This is a limited offer since both earlier editions were sellouts. Those who are interested should order it soon.

Lower California Guidebook

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CAMPFIRE

The Campfire department of the FOUR WHEELER is devoted to news items of clubs, posse's and enthusiasts that will be of interest to other four-wheelers throughout the country. Individuals and club press officers are invited to send in items that they think are eligible. One of the best ways to insure publication of news about your club is to mail your club or association bulletin to the Campfire Editor, FOUR WHEELER magazine, P.O. Box 95, Tarzana, California.

WYOMING

Unita County Search and Rescue Squads

The Unita County Search and Rescue group, which at present is comprised of about 40 members, is in the process of forming a new crew in Bridger Valley in order to provide coverage for the entire county. The Unita unit is under the command of Captain Albert G. Dutton and Co-Captain Glenn Hughes. Mr. Dutton is a British army veteran with lots of mountain climbing experience, having climbed with Sir Edmund Hillary who conquered Mount Everest, and well qualified to teach search and rescue techniques. Other members are qualified first aid instructors and those who know all parts of the county. Perhaps the wives of the members will start an auxiliary soon.

TEXAS

El Paso County Sheriff's Reserve

Approximately 10 snake bite kits have been added to the regular equipment of the El Paso Reserve. The groups have received training of snake bite treatment including the giving of injections, frequency of injections and first aid to be given during treatment.

CALIFORNIA

Sareea Al Jamel Four Wheel Drive Club, Inc.

Several members of the "Fast Camels" made a trip to the Golden Egg Mine in the Old Dale area with Harold Huffman serving as trail boss. The club camped next to a cabin owned by Karl Shappell, owner of the mine, and had a visit with the 83 year old miner. Mr. Shappell has lived at the mine since 1940 and has dug numerous shafts, drifts, steps and tunnels by himself. He still puts in six eight-hour days a week and has also assembled and installed a complicated milling and recovery process. On Saturday evening Mr. Shappell displayed rare minerals with a black light for the group and on Sunday morning they toured the mine, over 100 feet below ground. Later, they drove toward 29 Palms and rode the ridges into Pinto Basin.

CALIFORNIA

Chuckwalla Jeep Club

"Good in exchange for a bottle of Champagne at the California Bar in San Luis Obispo." These words were written on a piece of paper found in a bottle on Oceano Beach by Bill Morrison, a member of the Chuckwalla Jeep Club. The handwritten document was signed "Ollie and Jake." It was dated September, 1913.

When this story was published in a local newspaper it was found to be authentic. Not only did such an establishment exist, but "Jake" Schieffirly's widow was found to be living in Arroyo Grande. The "bar" had been owned by Jake and his partner, Jim McCarvelle. "Ollie" died of tuberculosis a few months after the note was written. Jake was fatally wounded in an accident involving a horse in December, 1914. It's a mystery where the bottle was tossed into the sea, but it was later washed ashore and buried in the sands of Oceano Beach. During the California Association of Jeep Clubs Pismo Beach Rally Mrs. Schieffirly awarded Bill his bottle of "Shampagne."

COLORADO

Mile-Hi Jeep Club of Colorado, Inc.

Ten men and four women competed in the Sunday races held by Patrol 9 of the Mile-Hi Club. The track was rough and muddy and lots of spectators were on hand. The only casualty of the day was when Bill Martines broke a hub. First place winners of each division were Ed Richner, with a time of two minutes, 49.2 seconds and Claudia Brunner, whose time was three minutes, 33.8 seconds.

COLORADO

Gunnison Jeep Club

Ten vehicles from the Gunnison Club made a tour up Cement Creek, around Italian Mountain on the Star Mine Road, a side trip to the spectacular summit of American Flag Mountain, then down Italian Creek to Upper Taylor River for their annual steak fry which was held at Dinner Station Campground in Taylor Park. The group disbanded about 3:30 p.m. and made the trip back to Gunnison by a variety of routes.

ARIZONA

Phoenix Jeep Club

Two families of the Phoenix Jeep Club — the Coltons and the Arnolds — traveled to the Vulture Mine Picnic Area then on through Wickenburg to the abandoned Constellation Mine and had lunch. They passed several other old mines on up the grade to the old ghost town of Ore Bell. After many sharp turns and steep grades they arrived at Horsethief Basin where they camped for the night. Next morning they drove to the top of Tower Mountain, then headed for Carl Pleasant Lake. It was then that Earl and Ann Colton's trailer turned over and had to be righted. Later, at a shady lunch site, it was discovered that nothing had been disturbed in the Colton ice chest — not even the eggs. The group finally came out on the Black Canyon Highway north of New River.

ARKANSAS

When the parishoners of Trinity Episcopal Cathedral at Little Rock, Arkansas, learned that the Rev. Bob G. Jones, assistant to the dean, was being transferred to a parish at Kotzebue, Alaska — the Eskimo capital of the world — they collected money to buy him a Scout. The Rev. Jones is now using his Scout to haul water and heating oil in a land where temperatures fall as low as 60 to 70 degrees below zero. His snow-white Scout is a thing of wonder to the 1000 Eskimos who make up the St. George's-in-the-Arctic parish.

COLORADO

Fifty-seven people took the Salida Chamber of Commerce Jeep Trip into the Sangre De Cristo Mountain area to view the autumn hued aspens. The fourteen fwd vehicles went over Hayden Pass to Villa Grove, Alder Creek, Raleigh Mines, Bonanza, Mosquito Pass, Silver Creek and Mears Junction. Laurence Campton led an unscheduled side trip up Squirrel Creek into "real wilderness country." Participants were from Ohio, Oklahoma, Colorado Springs, Denver, LaJunta, Canon City, Cotopaxi, Coaldale and Salida.

CALIFORNIA

Napa Valley Jeepers

Members of the new Napa Valley Jeepers Club spent a weekend in the Spring Valley area of the High Sierras above Paradise. The trip was for family pleasure four wheeling and fishing. Limits of trout were taken by fishermen. Evenings were spent around a campfire for group singing and discussion of the day's events. Jeepmaster for the trip was Club President Ed Fry.

UTAH

Utah County Patrol

Seventeen members of the Utah County Patrol in 14 vehicles made a successful search mission to find Clayton Stubbett, a Salt Lake City elk hunter caught by darkness in the mountains southeast of the ranger station atop Payson Canyon. The hunter had left his coat in camp due to the daytime heat and spent a cold and miserable night. The patrol members carried milk for Mr. Stubbett, who was suffering from ulcers.

COLORADO

Four Corners Jeep Club

Balloon races, tire races, pingpong ball races, and a men's and women's relay hill climb were some of the events of the annual Jeep Rodeo of the Four Corners Jeep Club of Cortez, Colorado. Anyone driving a four-wheel drive vehicle was eligible to enter the contests and free fwd rides were given those interested. The rodeo was held at Dr. I. E. Maxwell's ranch. Reigning as queen was 16-year-old Donna Dale.

CALIFORNIA

Desert Burros 4-Wheel Drive Club

A party of Desert Burros left from Jawbone Canyon—where many had arrived to camp the night before—for a four wheeling weekend. Bill "I think we're lost" Galusha led the run through many look-alike canyons, down gullies, across hogbacks and through washes. At noon they stopped for lunch at a wooded clearing and after some more four wheeling reached camp at an early hour. With camp set up the gang spent some time riding around nearby hills before cooking dinner. Warm air, a gentle breeze and the color of the hills in the setting sun led someone to remark that there was nothing more beautiful than the desert in the Fall, and all agreed. Dead trees were dragged into camp for a fire and the Galusha's Chihuahua, Taffy, made the rounds trying to cozy up to someone with a coat big enough to include her. Next morning they were awakened by the sound of rain on the tents. While some of the group headed for home following breakfast, others, led by Paul Thompson, went up through the Piute Mountains, driving through rain all day, but enjoying the beauty of the pine forests.

CALIFORNIA

Trail Blazers Jeep Club

Thirty-five members of the Trail Blazers of Bakersfield in 12 fwd vehicles made a trip to Monache Meadows in the High Sierras. A large community camp was set up and volunteers provided meals for the crowd. Hunters came away with a single deer between them, but everyone had a great deal of fun. Hap Buhn broke an axle on his newly acquired rig and Larry Truempeler built a sheet-iron camp stove which others installed in cement. The club made a project out of gathering up sacks of cans and debris that had been distributed over the area by former campers and hauling it out.

CALIFORNIA

Four Wheel Drive Club of Fresno

Proof that four wheelers are "nice people" came to the Joe Johnson family of the Fresno Four Wheelers. During a back country expedition last year Joe's son, David, lost his high school class ring. Though the family did their best to find the ring, which had David's initials in it, the task proved to be impossible. After a year went by Joe received a call from Wayne Fischer, another four wheeler, who asked if Joe had a son named David who had lost a school ring. Seems Wayne had found the ring and he and his family had taken the trouble to call Clovis High School and check through the files to locate the owner of the ring and return it to him.

CALIFORNIA

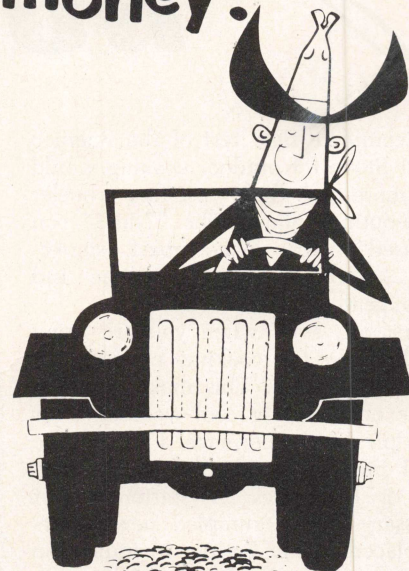
Orange County Four Wheelers

When Orrin and Vic Johnston set off for Boyd Ranch, near Escondido, on a Saturday to set up a competition course for a Sunday meet, several people decided to accompany them. After camp was made the group made an expedition into the undergrowth of a dry river bed. Incidents included Harold Chamberlin driving "plunk" into a ditch that all but overturned his rig and Paul Jones' "timely destruction of his front axle."

Ideal time for Sunday's Poker Run—containing "many tricky downgrades"—was 47 minutes. Vic Johnston came the closest with 46 minutes, 40 seconds. The best Poker hand was won by Ray Winchester with three 8's. Prizes were seat belts.

Later, Orrin, Vic Wilson and Paul went over the run for speed. Vic made it in 16 minutes, but after half an hour had passed nobody had yet seen anything of Paul. Harold back-tracked and after the third hill, located Paul standing next to his rig, resembling Al Jolson with makeup—this time he'd broken his steering apparatus and had to be towed back to camp. Since the Boyd Ranch had welding facilities, Paul was in action for the afternoon run. This turned out to be a long weekend for a one-day run.

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Spit box

A complete field test of the Raemco 7-in-1 Stove for outdoor cooking would take more time than most four wheeler camp-outings allow. The "7-in-1" can be used to fry, bake, roast, smoke-cook, charcoal-broil, barbecue and space heat as well.

First off, even when you are using the Raemco for cooking purposes, it gives off warmth. This makes cooking in the open during cool weather a far more pleasant experience. Fuel for the 7-in-1 may be wood, coal, coke, charcoal or briquettes. A starter is not necessary when crumpled newspapers are placed in the bottom to ignite the charcoal. Once the fire is going well, the stove cooks anything quickly.

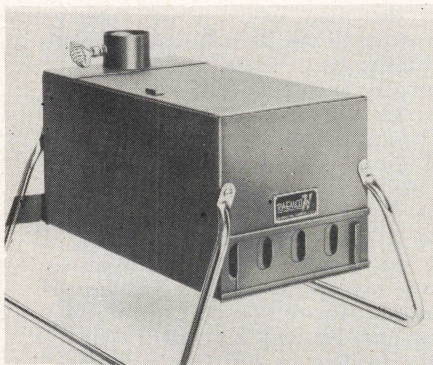
During the test, potatoes were fried in a pan on top of the grill and kept warm on one of the side trays while the steaks were barbecued. These side trays are 7½" x 16", of heavy steel construction with strong mounts, and add a large working and warming area to the stove. They are optional at \$3.50 a pair.

Next morning crisp bacon and a heap of hotcakes were prepared using the ½" thick aluminum combination frying-pan and lid. Though it may not be necessary, the lid was inverted so that the grease would not be absorbed into the pancakes. The job was done quickly and easily with a large, even-heated cooking surface. This optional lid is available in place of the regular lid at a difference of around \$5.00. It has a chrome-plated detachable handle.

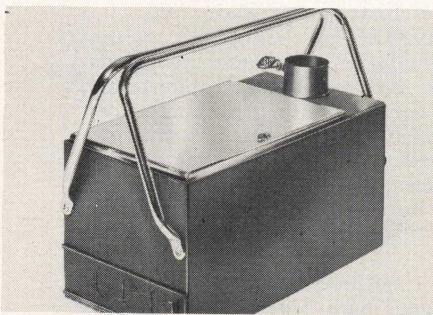
Another interesting feature of the 7-in-1 is the oven unit—10" x 15" x 12" high—which folds (on piano hinges) for carrying inside the stove. This is optional with one chrome-plated grid at \$8.95. It fastens securely over the firebox and, with the stove lid in place, bakes and roasts. With stove lid removed and grid and spit installed, the oven hood reflects heat and conserves fuel for preparing brown roasts and barbecues. One may close the oven doors and add smoke chips if a smoke flavor is desired. The oven has an efficient heat indicator.

The 7-in-1 will operate on table, bench, floor, ground or fireplace. The stove box is 10¼" x 19" x 9½" high. The

A 7-in-1 Stove

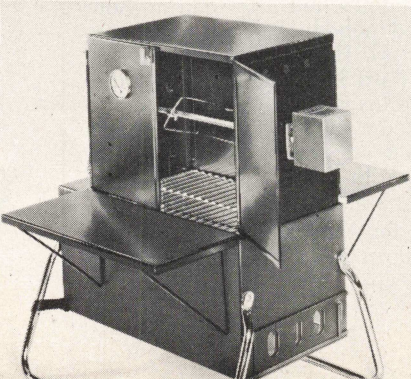


height on legs—which also serve as a carrying handle and open spit supports—is 16¼", and a pair of extension legs—optional and priced at \$4.00—will raise it further to a height of 30". A 3" chimney pipe can be added when



For carrying, legs form handles. Grate, grids, oven, motor, etc.—all except extension legs—fit inside stove.

Oven fastens atop firebox, will bake, roast, barbecue.



the Raemco is to be used in closed-in areas. Four 18" lengths of collapsible pipe and one 90 degree elbow may be had for \$4.00. Draft and damper give efficient heat control. Six to eight hours of heat may be experienced without attention to the stove, or the coals may be smothered and fuel saved by closing the stove up tight. Charcoal grates are of corrosion- and heat-resisting cast iron. The draft door opens on piano hinges to the roomy, accessible ash compartment for simple removal of ashes during operation.

The spit assembly with hand-operating handle and three spit mounting supports is optional at \$4.95. Either a flashlight battery or 110V motor will turn the spit. The battery motor (without batteries), with motor support and the 110V motor, 60 cycle AC with motor support are both priced at \$6.45.

The Raemco 7-in-1 is very sturdy and rigid, constructed of durable, heavy gauge steel with high-heat (1600 degrees F) corrosion-resistant finish and chromium-plated legs, spits and accessories. Stripped of accessories, its shipping weight is 30 lbs. with regular lid or 29 lbs. with aluminum lid. The basic unit—with legs, leg brace, draft and chimney damper, steel lid or combination frying-pan and lid, cast-iron charcoal grates and stove lid handle—costs around \$24.50 (or \$29.95 with aluminum lid). The complete Raemco 7-in-1 Stove with aluminum lid, oven, spit assembly and side trays sells for around \$43.50 and weighs 44 lbs. shipping weight. Additional accessories are the stove pipe, extension legs, battery spit motor, 110V spit motor and steel stove lid.

The Raemco 7-in-1 is completely portable. It folds for easy carrying with all components except the extension legs stowed inside the stove.

It's an excellent unit with lots of interesting possibilities for a variety of camp meals, adaptable to four wheeler outings, and an addition to outdoor cooking at home as well.

For further information on the Raemco 7-in-1 Stove write: Raemco, Inc., Dept. 4W, P.O. Box 482, Somerville, New Jersey.

—SHIRLEY LEE

NOW!

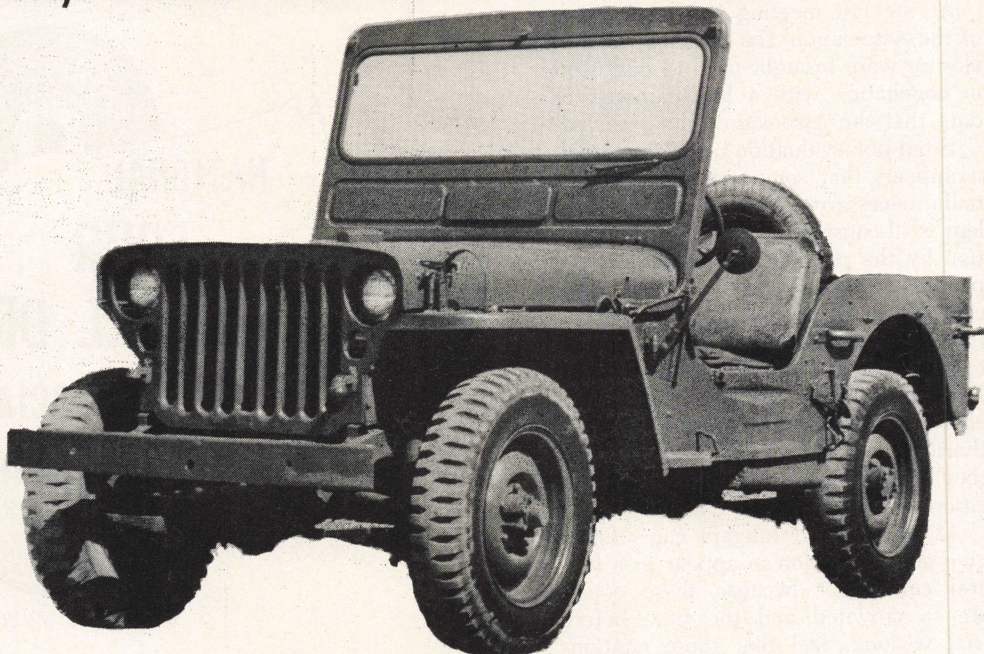
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National Four Wheel Drive Association

At the last meeting of the directors of the Association, the problems of trail closure were brought up and discussed in connection with a large amount of data that the Association had received.

From our evaluation of this material, it appears that some sort of control is really necessary and that the real problem is ill-considered and capricious action by the policing authorities. It appeared that the legislators who were considering these bills have very little familiarity with the problems, but due to the pressures by many of the Nature Purist groups and the fact that the forest rangers have very little policing authority to control forest travel, feel that they should produce some sort of legislation to alleviate these conditions.

At present the rangers can usually give only a citation to appear in a federal court, but because these courts are so crowded and the time before trial so long, feel that these citations are useless, and so take the only course open to them and close the area. The present trend is for the state governments to pass legislation making the rangers effectively a state police officer, and allowing these citations to be tried in local courts.

At first our directors were critical of any state action, but upon further consideration and study of the closure material we realize that some sort of control is necessary due to the many inconsiderate and destructive acts of a few people that at present go unpunished because of the law enforcement gap. However; we were concerned over the possibility of the passage of one-sided or discriminatory laws due to the unfamiliarity of the legislators with the true problems, and after considerable discussion, the directors all agreed that the Association should investigate and try to write a model ordinance that would protect all forest users and would give the rangers authority to cite violators to trial in the local courts.



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From reports of personal contacts of many of our members and others with the rangers, we feel that this type of ordinance would meet with their approval and, of course, with ours.

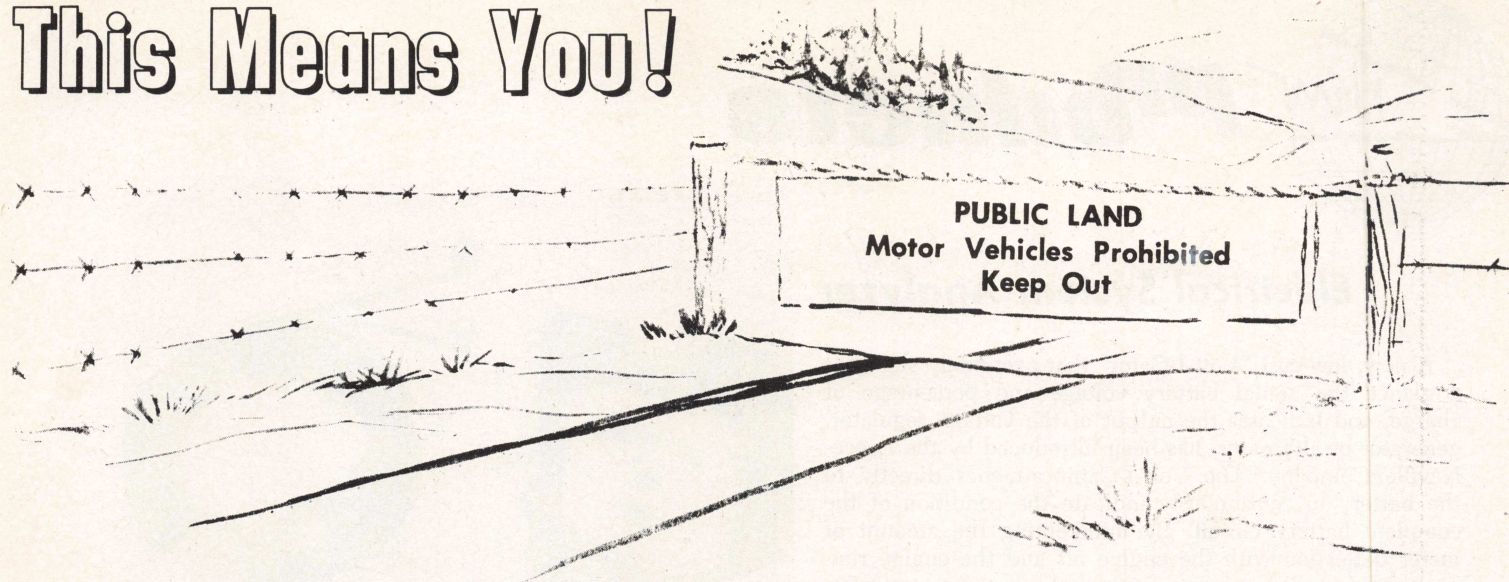
As a general rule in all our own and other's personal contacts we have heard about, we have found these men most helpful. In California, where off the road driving problems are several years old, and a concerted attempt by a large number of Four Wheel Drive Clubs to get together with the Forest Service to mutually solve problems, has been made; much has been accomplished resulting in good relations between the two groups, with the clubs beginning to be recognized as responsible, trustworthy Four wheelers. In this and subsequent issues of the FOUR WHEELER some of the conservation and other

similar activities of various off-the-road groups will be detailed. A list of these projects already accomplished would include such activities as campground clean up, planting both trees and plants, actual construction of campgrounds, providing transportation in emergencies and dozens of other individual service acts performed by organized four wheelers.

Perhaps you and a group in your area would like to try some of these projects. Those who have done so, claim that a camp out or a run which does something along this line seems to have a real purpose, and the group returns feeling that the trip has really accomplished something.

—GARLAND P. PEED, *president,*
National Four Wheel Drive
Association, Inc.

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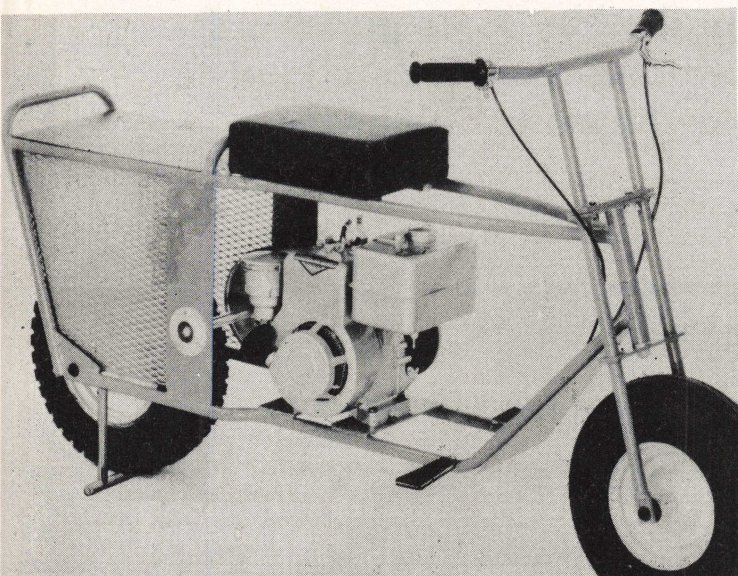
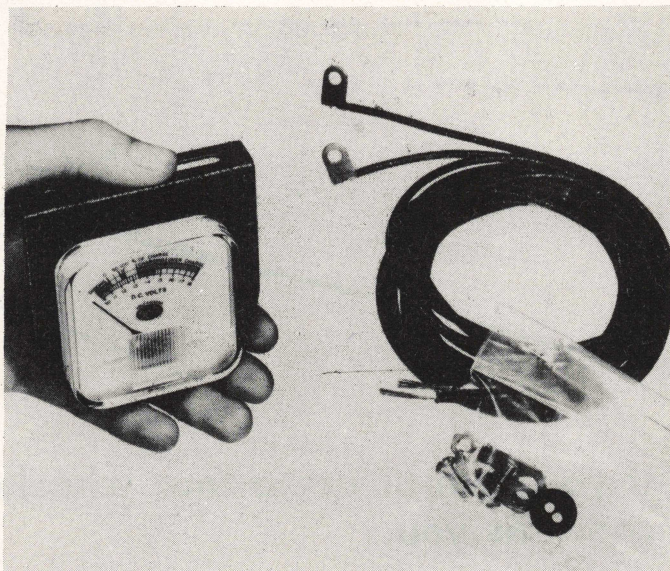
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New Products

Electrical System Analyzer

A new, low-cost "Volt-I-Cator" that accurately shows at a glance the actual battery voltage and percentage of charge, and indicates the output of the voltage regulator, generator or alternator, has been introduced by the Leece-Neville Company. The Volt-I-Cator attaches directly to the battery to continuously indicate the condition of the complete battery circuit. By intercepting the amount of meter deflection with the engine off and the engine running, it is possible to determine if the battery, regulator, generator or alternator are properly functioning, so that preventative maintenance steps may be taken. Price, \$12.75. For further information write: The Leece-Neville Company, 1374 East 51st Street, Cleveland 3, Ohio.



Trail Scooter Introduced

A new off-the-road machine for trail bike enthusiasts has been announced by Sympac, Inc. The Hil-Billy has a varidrive torque converter, combined with a heavy duty drive chain to give an infinite range of speed ratios for any kind of a back trail situation. The Hil-Billy is powered by either a three or six horsepower Briggs and Stratton engine. Seat height is only 26 inches resulting in a low center of gravity with good balance and stability. It has a rated top speed of 30 miles per hour. The storage compartment has a 1000 cubic-inch storage capacity. For complete information write to Sympac, Inc., Dept. FW, 1628 Victory Blvd., Glendale 1, California.

New Engine Paint

For the four wheeler who wants to dress up his engine and engine compartment with a new paint job, a new development of Liquid Glaze, Inc., will be of more than passing interest. Their new engine paint features "penetrized" formula which the factory claims will eliminate flaking and chipping in addition to providing better heat resistance and faster drying. Liquid Glaze engine paints are available in 29 different colors which will match most standard body paints. Complete details can be obtained from Liquid Glaze, Inc., 704 Sheridan Avenue, Lansing, Michigan.



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★ ROAD TESTS

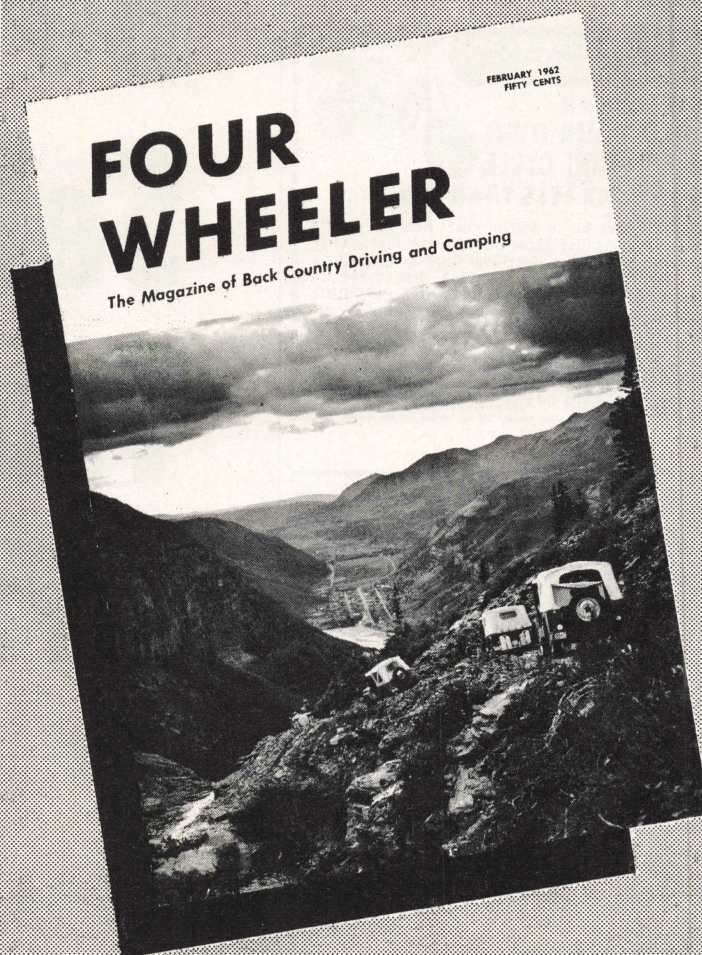
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Four Wheeler
P.O. Box 95
Tarzana, California

Buy Sell Trade

The best place to move your unwanted fwd equipment is the
FOUR WHEELER CLASSIFIED

MAIL THIS
ORDER BLANK
TODAY TO:
**FOUR WHEELER
P.O. BOX 95
TARZANA, CALIF.**

RATES: 20 cents per word. \$4.00 minimum. Full payment must accompany your order.

DEADLINE: 20th of second month preceding the month of issue.

1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20 (\$4.00)
21	22	23	24
25	26	27	28
29	30	31	32

Figure additional words at 20c each. If you wish this ad continued until you order is stopped mark an X in this box.

Name _____

Street _____

City _____ Zone _____ State _____

Calendar

The **FOUR WHEELER's** calendar lists all events without charge. Eligible for listing in the calendar are: state and national association meetings; runs, cruises, rodeos, etc. to which other four-wheelers are invited. Club press secretaries are invited to mail announcements of their events to: Calendar Editor, the **FOUR WHEELER** magazine, P.O. Box 95, Tarzana, Calif. Copy should be received at least two calendar months before the event and will be accepted six months early. State the time, date, charges (if any) and who is eligible to attend.

FEBRUARY 2 & 3

Sixth annual Rough Riders "Jeep" Cruise at Truckhaven on Highway 99 (8 a.m.), sponsored by the San Diego County Search and Rescue Group. \$2.00 per vehicle. For more information write: San Diego County Search and Rescue Group, 9500 Abbeywood Rd., Santee, California.

DEALER DIRECTORY

The **FOUR WHEELER**, along with your favorite fwd car and accessories, may be purchased from the dealers listed below.

Due to many requests from four wheel drive enthusiasts, the **FOUR WHEELER** magazine is now available at fwd dealerships throughout the country. It is impossible to keep this list up to date as new dealerships are added each day. If a dealer near you is not listed here ask him if he stocks the **FOUR WHEELER**. If not, have him get in touch with the Circulation Manager, **FOUR WHEELER**, P.O. Box 95, Tarzana, California.

CALIFORNIA

BURBANK — Autobooks, 2708 W. Magnolia Automotive books and magazines.

HAWTHORNE — Bob Hansen Motors, 4549 W. Rosecrans, Jeep, Scout.

LONG BEACH — Rancho Jeep, 6309 Paramount, Jeep Scout, Overdrives.

NORTH HOLLYWOOD — Con-Ferr Mfg. Co., 8217-21 Lankershim Blvd., Winches, Accessories.

RESEDA — Allen-Neil Motors, 7601 Reseda Blvd., Jeep, Toyota.

WHITTIER — Harris Oldsmobile, 6225 S. Greenleaf Ave., Scout.

TENNESSEE

KNOXVILLE — Terminal Garage, 200 West Depot St., Jeep and accessories.

UTAH

PROVO — National Four Wheel Drive Association, 723 Columbia Lane, Provo, Utah.

PACK CYCLE

THE **PERFECT** POWER CYCLE
FOR ROAMING THE
DESERT AND MOUNTAINS

WRITE TODAY FOR FREE BROCHURE

JACK ISOM

149 North 10th Avenue
Upland, California
YUkon 2-2616

160-A 13th Avenue
Upland, California
YUkon 2-3467



DEALERS WRITE FOR INFORMATION
ON HOW YOU CAN BE A
PACK CYCLE DEALER



DUAL WHEEL ADAPTERS

FOR ALL
½ OR ¾ TON TRUCKS

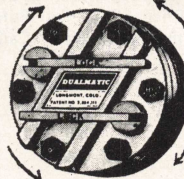
COMPLETE WITH
FENDERS

Doubles Traction—Assures Stability
Uses Same Tires and Wheels

Adds to Appearance—Easy to Install
Loads or Towing Trailers Made 100% Safer
Satisfaction Guaranteed or Money Refunded
\$49.95 for ½ Ton—\$59.95 for ¾ & 1 Ton

4-WHEEL DRIVES ALL NEED

"Selective Drive" HUBS



Saves Cost in Repairs
Better Gas Mileage
Cuts Engine Load

Easy to Install
Simple to Operate
One Year Guarantee
40 Models Available

Dealer's cost in lots of three, Willys and IHC Scout, \$37.50 per set. Others to 1 ton, \$42.50 per set. Stocked by over 5,000 jobbers and 100 warehouses
Write for free literature.

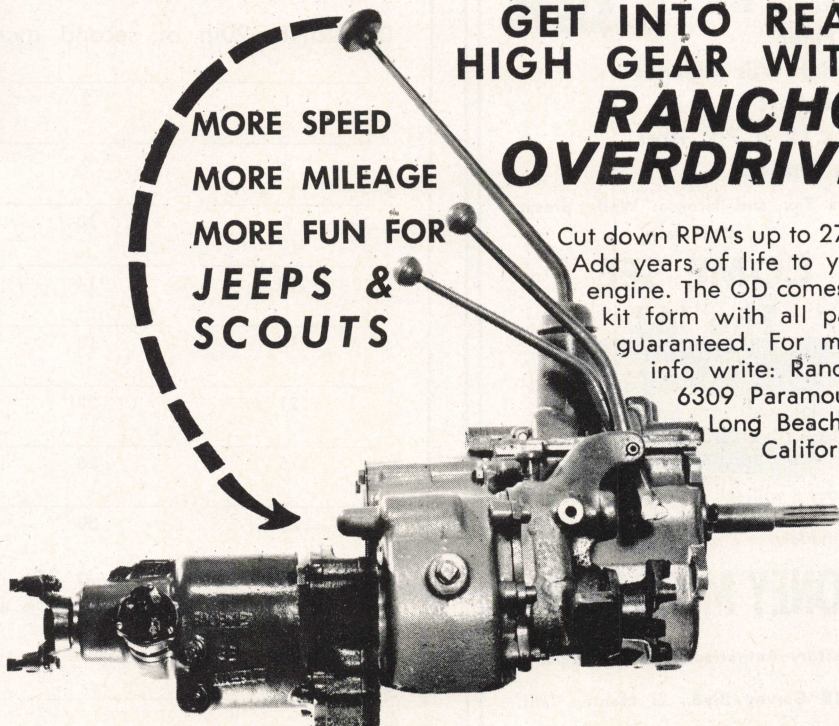
DUALMATIC Products Co.

LONGMONT,
COLORADO

GET INTO REAL HIGH GEAR WITH **RANCHO OVERDRIVE**

MORE SPEED
MORE MILEAGE
MORE FUN FOR
JEEPS & SCOUTS

Cut down RPM's up to 27%.
Add years of life to your engine. The OD comes in kit form with all parts guaranteed. For more info write: Rancho, 6309 Paramount, Long Beach 5, California.



CLASSIFIED

Rates: 20 cents per word. \$4.00 minimum. Full Payment must accompany your order. Deadline: 20th of month preceding the month of issue. Write: Classified Section, Four Wheeler, P.O. Box 95, Tarzana, California.

FOR SALE: 1962 Willy's Jeep station wagon, 4wd. With ohc six engine. \$2,495. 2804 West First, Space 211, Santa Ana, California.

JEEP GUN RACKS, \$4.95 and up. Prepaid. Money back guarantee. Write for free literature. Cleveland Supply, 320 Main, San Angelo, Texas.

FOR SALE: Those Jeep hubs you've always wanted. "Free-Lok" make, guaranteed. Quick operating, no rocking required. \$39.50 pair, 3 pair, \$36 each. Product Development Co., 143 York Ave., Berkeley 8, California.

WILLYS JEEP TOPS made from black vinyl sport topping. Complete top \$95.50. We have been selling Jeep tops internationally since 1948. Mor-Nan, P.O. Box 141, Beverly, Mass.

JEEP PARTS FOR MILITARY and Civilian. At great savings. Largest inventory. Catalog for owners and dealers. Inquiries invited. American Auto Parts Co., Dept. FW, 1830 Locust, Kansas City, Mo.

FOR SALE: Military model of Jeep. Runs good. Body in excellent shape. Price \$750. Call Pete Condos, TR 7-2330, North Hollywood, California.

★ BRAND NEW ★ CJ-5 JEEPS

INCLUDED: All for
Passenger Seat Full Price **\$1999**
Oil Filter
Oil Bath Air Cleaner
Draw Bars
760 x 15 4 Ply Tires
Turn Signals

Plus Tax and License. While present stock lasts.

**COME SEE
The '63**



Cooney's will sell the new wagon and truck for the same basic price as the '62 models.

COONEY MOTORS, Inc.

Factory Authorized Sales & Service

11518 Garvey Blvd., El Monte, Calif.

GI 3-4181

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Name _____

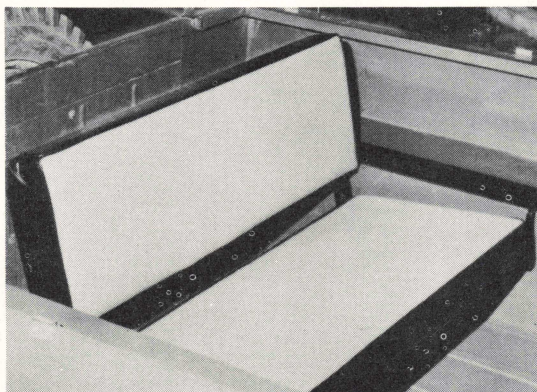
Street _____

City _____ Zone _____ State _____

Con-Ferr's Complete Line of Quality

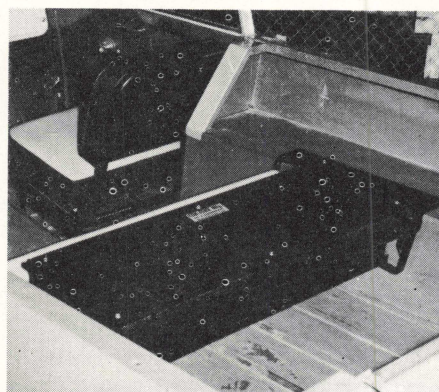
4 WHEEL DRIVE ACCESSORIES

FOLD-DOWN REAR SEATS



For Scout, Jeep (CJ-5). All welded steel frame construction. Genuine 32 oz. naugahyde over 3 1/4" poly foam. Side suspension design. Easily reversed for more storage space. Can be installed permanently or will lift in and out in seconds. Colors, Gray on Black. Other colors available on special order.

\$49⁵⁰



REAR BUMPERS

CUSTOM DESIGN — HEAVY DUTY

For IH Scout, Jeep, Land Cruiser. Full wrap around channel iron construction. 1/8" diamond plate top. Step center, all exposed welds ground and finished. Mount Directly to Frame. No brackets. **Scout, Jeep, \$42.75. Land Cruiser, \$45.75.**

TRAILERS

The perfect way to tow your four-wheel drive rig. Built on special order. Light weight. 4000 pound axle. Two inch hitch. **From \$370.00** less tires and wheels.

SKID PLATES

Scout: Oil pan, oil filter and slave cylinder. 3/16" formed steel plate. Removable oil filter plate, **\$29.50.** Scout, Oil pan. Full Belly pan type. 3/16" formed steel, **\$35.50.** Scout, Steering box and linkage protector. 10 ga. formed steel, **\$18.90.** Jeep, Oil pan. 3/16" formed steel, **\$8.25.** Jeep CJ5, Transfer case. 1/4" formed steel plate. (replaces light gage factory unit.) 50% larger, 150% more steel, **\$24.75.**

SCOUT OWNERS

Form Fitting Top Cargo Carrier. Reinforced fiberglass construction. Lightweight. Easily removed. Weather proof. All hardware plated. **\$139.50.**

Bucket Seat Conversion Kit. To convert your Scout to the new walk through bucket seat style. Kit includes front bucket seats, rear side suspended seat, sheet metal panels, tail gate spare tire mount, templates and instructions. **\$129.50.** Factory installation available, \$32.00 complete.

Quick Clamp Kit. Remove long top in minutes. Includes eight side cam locks and clips. **\$16.50.**

Tool Compartment Divider (under hood). Heavy gauge sheet metal panels. **\$8.95.**

Spare Tire Mounts. Tail gate. **\$9.50.**

Available Soon. Swing out spare tire mount. Center. Rear. Write for information.

JEOP OWNERS

Military Low Hood

Replacement cushions. Front seats. Polyfoam and naugahyde. Two tone red, gray, black. Screw in place as originals. **\$18.45 per set.**

Back Seat. Seat and back cushion. Two tone, red, gray, black. **\$22.00 set.**

Tow Bars to fit military bumpers. Clamp on design. 1 7/8" high. Includes ball. **\$29.50.**

ELECTRIC WINCH

Battery powered for Scout, CJ-3, CJ-5, Land Cruiser. 12 volt only. Up to 6000 pounds pull. Cab operated. 200 ft. cable capacity. 104 rpm. Fully reversible. Solenoid operated. Low geared motor makes it possible to offer this powerful unit at **\$179.50.** 7000 pound test 1/4" cable at 15 cents per foot.

TOW BARS

For Scout, Jeep. Heavy duty clamp on design. Oil-ite bronze bushings at swivel points. Safety chain eye. Finish ground. Quick disconnect. 6000 pound hitch. 2" ball. **\$39.75.**

WIDE WHEELS

For Scout, Jeep. All New. Safety (tubeless) rims. For 820 x 15 or 900 x 14 tires. No trade required. **\$16.50 each** in sets of four or five. Includes Excise Tax.

Con-Ferr Mfg. Co.

Design and Manufacture

4 Wheel Drive Vehicle Accessories

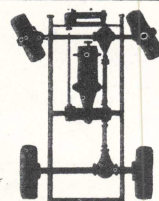
TELEPHONE: RO 7-0404 — TR 7-2330

TO: Con-Ferr Mfg. Co.

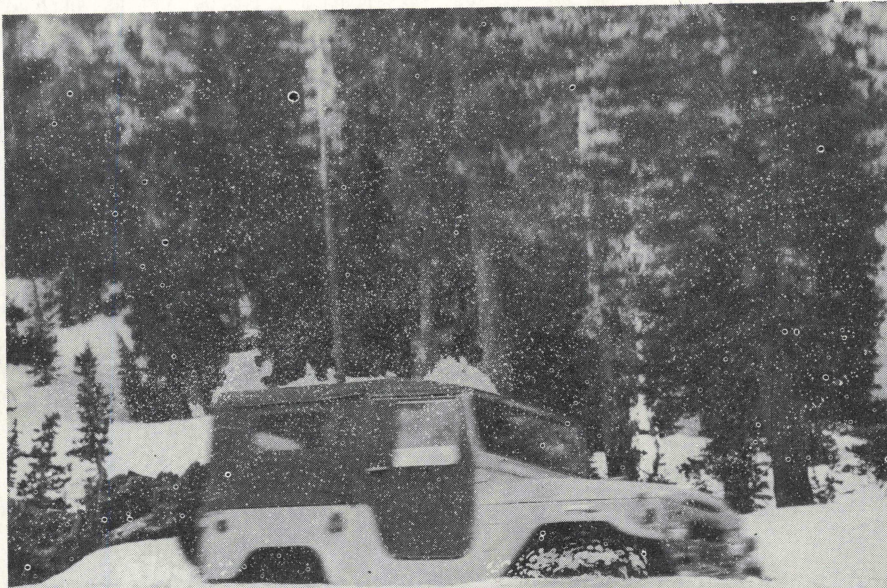
8217-21 Lankershim Blvd.

North Hollywood, California

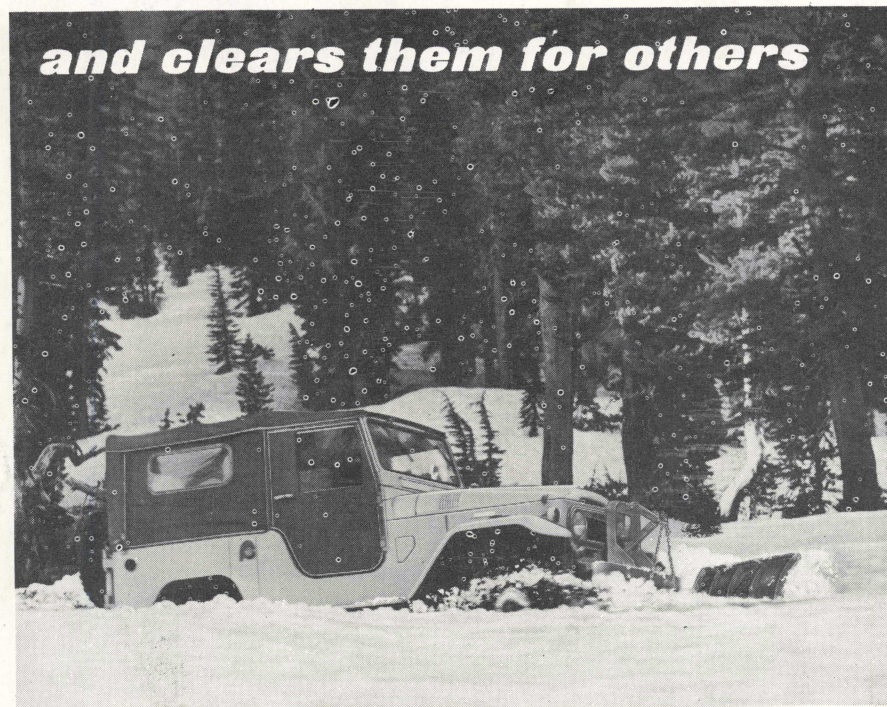
I am enclosing \$_____ for the following items.



ITEM	QUANTITY	AMOUNT
All items shipped cheapest way, shipping charges collect.		TOTAL
8% Federal Excise Tax		
California residents add 4% sales tax.		TOTAL AMOUNT



makes its own roads



and clears them for others

Snow or ice never faze a Toyota Land Cruiser. It has 135 horses to haul you almost anywhere. The 9 forward, 3 reverse speed combinations convert that extra horsepower for highway speeds, for climbing 64° grades or pulling a friend out of a snow bank. 7 passengers or a 1/2 ton load keep warm and dry in the Toyota Land Cruiser station wagon or soft top. Big 7.60 x 15 tires are standard equipment. For mountain hunting or fishing trips or pushing a snow plow, the Toyota Land Cruiser is the 4-wheel drive utility vehicle you can count on. Drive it today at your nearest dealer.

TOYOTA LAND CRUISER

ARIZONA

FLAGSTAFF
Morris Motors
322 W. Santa Fe

PHOENIX
Western Truck Sales, Inc.
3530 E. Washington

PRESCOTT
Rollie Gerdes Motors, Inc.
301 W. Gurley Street

SCOTTSDALE
Allied Auto Sales, Inc.
453 N. Scottsdale Road

TUCSON
Joe's Auto Center
2121 S. Sixth Avenue

YUMA
Swift Ford Sales
1491 Fourth Avenue

CALIFORNIA

ALTURAS
Henderson, Inc.
231 N. Main St.

AVENAL
Sanders Motors
120 E. Kings Street

BAKERSFIELD
S. A. Camp Motor Co.
20th Street, G to H

BARSTOW
Jim Soutar, Dodge
1230 W. Main St.

BLYTHE
Munson Equipment Co.
11390 Highway 60, West

CHICO
Vee Bee Engineering Co.
469 S. Highway 99E

EL CAJON
John A. Rose Imports
765 El Cajon Blvd.

EL CENTRO
Imperial Honda Sales
Highway 99
(next door to Calif.
Hwy Patrol)

EUREKA
K. B. McCarthy
4th and "A" Streets

GRASS VALLEY
Hartman Chevrolet Co.
314 W. Main Street

HEMET
Damon F. Pauley
25500 San Jacinto Street

HOLLYWOOD
Hollywood Toyota Motors, Inc.
6032 Hollywood Blvd.

LARKSPUR
Hil Probert Motors
250 Magnolia Avenue

LONG BEACH
K & L Trucks
3595 E. Pacific Coast Hwy.

MADERA
Hartwig Motors
409 North E Street

NAPA
Ritz Equipment Co.
2032 Vallejo Road

PASADENA
Trans Ocean Motor Co., Inc.
2124 E. Colorado Blvd.

PLACERVILLE
Stancil's Garage
7 Market Street

REDDING
Don D. Davis Motors
1234 Yuba Street

RESEDA
Allen-Neill Motors
7601 Reseda Blvd.

RIVERSIDE
Citrus Motor Company
3100 Market Street

SAN BERNARDINO
Jerry Berman & Sons
24712 Sixth St.

SAN DIEGO
John A. Rose Imports
5921 Fairmount Avenue Ext.

SANTA ANA
Copeland Motors, Inc.
321 E. First Street

SANTA MARIA
Speedmarine Sport Center
333 S. Blosser Rd.

SUSANVILLE
Deal & Davie, Inc.
1107 Main Street

UKIAH
Riva Motor Sales
301 S. State Street

WILLOWS
Johnson & Sons Chevrolet Co.
201 S. Tehama St.

WOODLAND
W. S. Marks
Route 2, Box 260

YREKA
Frank Sellstrom
99 Highway South

YUBA CITY
Earl R. Huffmaster
226 Bridge Street

COLORADO

BOULDER
Jefferies Motor Co.
2687 Pearl St.

COLORADO SPRINGS
Larry Dummer's
Auto & Marine
1329 Fountain Creek
Blvd. (Motor City)

CRAIG
Craig Motor Company
555 Yampa Avenue

DENVER
James Motor Company
1278 Lincoln Street
South Federal Motors
889 S. Federal Blvd.

GLENWOOD SPRINGS
Mountain Motors
918 Grand Avenue

TELLURIDE
Telluride Transfer Garage
P.O. Box 128

TRINIDAD
Southern Motor Co., Inc.
115 Elm Street

IDAHO

BOISE
Boise Import Cars
3860 Chinden Blvd.

SALMON
Meeks Motors

MONTANA

BIG TIMBER
Charlson Motors
403 McLeod

BILLINGS
Midland Implement Co., Inc.
P.O. Box 2533
Surges Supply
1916 Third Avenue

BOZEMAN
Norine Motors

BUTTE
H & K Motors
1921 Harrison Ave.

CHOTEAU
Simms Elevator, Inc.

CONRAD
Torske Rambler Sales
324 S. Front St.

DEER LODGE
Marvin C. Beck Used Cars
311 Missouri

ENNIS
Pasley Farm Service

GREAT FALLS
Johnson Farm Equipment Co.
325 Second Street, South

HAMILTON
Hamilton Motor Co.
800 N. First St.

HARDIN
Valley Implement Co.
323 N. Cheyenne

HARLOWTON
Brown's Ranch Supply, Inc.

LEWISTOWN
Dan Morrison & Sons
207 W. Janesau

MISSOULA
Folsom Co., Inc.
920 S. 3rd West

PLAINS
Coffey Chev. Co.

REDSTONE
Nash Brothers

RINGLING
Shuyler Garage

NEVADA

HENDERSON
Dick Stewart Motor Co., Inc.
120 Water St.

RENO
Scherupp & Harper, Inc.
1501 E. 2nd St.

NEW MEXICO

ALBUQUERQUE
Roadrunner Equipment Co.
150 Woodward Road

LAS CRUCES
Sunland Motors
2220 So. Truck By-Pass

ROSWELL
Ramm's Body Shop
120 E. Walnut

OREGON

BEND
Hunnell Motor Co.
124 Greenwood St.

COOS BAY
Bay Motors, Inc.
Broadway at Curtis

EUGENE
Economy Motors
165 W. 11th St.

HOOD RIVER
C. M. & W. O. Sheppard

KLAMATH FALLS
Wilson Wiley Buick Co.
1330 Main St.

MEDFORD
Dean & Taylor Pontiac Co.
2177 S. Pacific Hwy.

ONTARIO
Ore-Ida Motors, Inc.
59 S. W. Third Avenue

OSWEGO
Lake Oswego Rambler
109 "A" Street

UTAH

CEDAR CITY
Jones Motor Company
380 S. Main

MURRAY
Zion Motors, Inc.
4646 State St.

SALT LAKE CITY
Diamond T Utah
1045 S. Main

WASHINGTON

ABERDEEN
Ellison Pontiac
416 N. Park Street

SEATTLE
Tenney's Automotive
3300 N.E. 55th Street

VANCOUVER
Gaub's Auto & Truck Service
4209 St. Johns Road

YAKIMA
Buckley Auto Sales
113 S. 4th Avenue

WYOMING

BASIN
Dills Auto Service
607 South Fourth

BUFFALO
Hank's Car Market
E. Highway 16

CASPER
The Motor Mart
130 N. Walcott

CODY
Custom Auto Sales
1737—17th Street

GILLETTE
D. & I. Motors
111 E. 2nd St.

LANDER
Small Motors, Inc.
South on Hwy. 287

RAWLINS
Upton Motors
319—4th Street

RIVERTON
Chopping Chevrolet, Inc.
1500 N. Highway 26

WORLAND
Fausset Implement Co.
1218 Big Horn Avenue

FACTORY HEADQUARTERS, U.S.A.
Toyota Motor Distr., Inc.
6032 Hollywood Boulevard
Los Angeles 28, California