

the
**ALUMINUM
WORKHORSE**



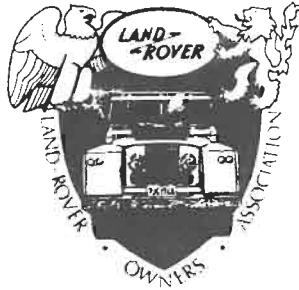
OFFICIAL PUBLICATION OF THE LAND ROVER OWNERS ASSOCIATION, U.S.A.

Volume VI, Number II, Summer 1989 - COPYRIGHT 1989 - ALL RIGHTS RESERVED



Land Rover 90 County Station Wagon

LROA



★★★★★

NEWS

Autumn 1989 - LROA, P.O. BOX 6836, Oakland, CA 94603

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New subscriptions and renewals: \$15.00 per year.

Deadlines for material: 1st of Feb, May, Aug, & Nov. If possible, send material already typed. Also include your member number. thanks.

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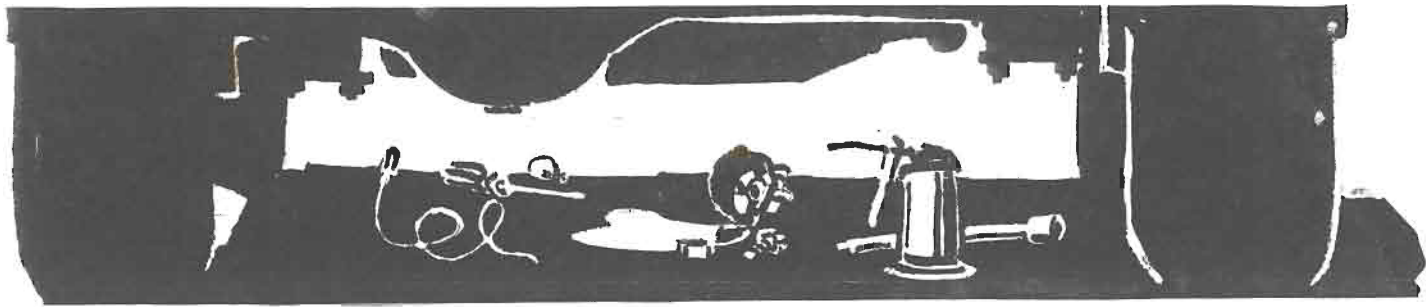
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TABLE OF CONTENTS

BITS AND PIECES.....	1
ARTICLES.....	5
TECH TIPS.....	9
REGIONAL NEWS AND CALENDAR.....	12
MARKET PLACE.....	18
PARTS AND SERVICE.....	19
NEW MEMBERS.....	20



Found floating about
the editor's files.



BITS AND PIECES

EDITORS NOTE: Bet you thought I wuz fibbing when I said the next issue would be right on the heels of the last one. (I have to admit... the ol' rover hasn't had too many breakdowns since then, so I didn't have anything else to do.)

LROA BADGES...Win Sharple has some excellent contacts in Jolly ol' England for us to have high quality LROA grill badges made up. These are not cheapies! They are proper chrome over brass, with porcelain on the design. They'll probably run around thirty bucks or so, if we decide to do it. Think about it and let us know if you'd go for one.

LAND ROVER LTD. SPONSORS YACHTING EVENT...taken from the "Isle of Wight County Press". Thanks to Simon Trapp, #609.

Land Rover
to sponsor
Cowes Week

LAND ROVER was confirmed yesterday as official sponsors, for an undisclosed six-figure sum, of this year's Cowes Week.

The deal involving the Solihull (Warwickshire) company, announced in London will give the event, which includes the six-race Admiral's Cup series, the title of Land Rover Cowes Week.

The association between Land Rover and the hobby of yachting and boating, had partly prompted the new arrangement, said Mr. Colin Walkey, Land Rover's director of external affairs.

"We find a high percentage of Land Rover and Range Rover owners include yachting and boating as a major hobby, and this sponsorship will enable us to get in closer contact with potential customers."

Mr. John Green, chairman of Cowes Combined Clubs, organisers of Cowes Week, and Mr. John Russell, marketing director of Land Rover, jointly announced the deal at the Tower Hotel, London.

Britain's only Olympic yacht gold medalist in Seoul, Mike McIntyre, also spoke of his plans to compete at Cowes this year.

It is the first time Land Rover has been involved in large scale sponsorship of a yachting event.

Two weeks ago Land Rover announced sponsorship through the British Equestrian Federation of three-day eventing competitions, in the UK this year.

Win Sharple & Pam Haigh have grown into two shops...

APOLOGIES...to those of you who sent material in in the past and never saw it in the newsletter. I'm trying to catch up and know that I've lost a bunch of stuff in the shuffle of taking the newsletter over. I am pretty well organized now, and nothing should get lost in the future.

SEND IN MATERIAL FOR THE NEWSLETTER!!! This and the previous issue have been put together with stuff that had accumulated since January and before. There aint much left for the next one! I need shortish (1-2 page) articles that are already typed (I hate typing). Photos with blurbs, and artwork like cartoons or pen & ink sketches are needed as well. Got anything else in mind? Send it in. If it's not going to get me thrown in the

slammer, I'll print it! I'm afraid I can't guarantee that I'll send your photos back to you, but if it's real important, like in the case of original art, include the old SASE and have your name all over the back of everything. That'll make sure that you get it back.

ABOUT COMMERCIAL ADS....I guess all you business folks who have advertised here in the past know about how Land Rover of North America's legal department doesn't want us using any of their copyrighted logos or typeface in ads for a business that they haven't offocially blessed. We'd like to continue to run your ads, so we've put together a few guidelines:

1...Any ads submitted to us that have LR or RR copyrighted material will not be printed unless it is accompanied by something real official lookin' from the big guys themselves saying it's O.K.

2...Please send your ad in all ready to go...already screened (half toned) if necessary, and actual size.

3...Our Rates are \$15 for 1/4 page, \$25 for 1/2 page, and \$40 for a full page. This is for 2 issues. Payment up front. Anything smaller will be treated as 1/4 page...there will just be lots of space around it.

MOAB, UT... Steve Hill, #1, in CA, has been organizing a trek to Moab, UT for next summer. And you are all invited. What's in Moab, Utah, you ask? Well, drop Bill Davis, in Salt Lake City, Utah, a line and find out. Bill is the Regional Coordinator for the "Mountain" Region. The Moab area is famous for it's 4-wheel country.

NEW CLUB ADDRESS!!! Send all correspondence to:

LROA
P.O. Box 6836
Oakland, CA 94603

Remember to include your member number!

WHAT ABOUT THE DUES??? At this point, membership renewals come due at all different times during the year. About half of the members are long overdue right now. Your renewal date is on the mailing label of the newsletter. If you're up for renewal, what we would like you to do is work out what you should pay to take you to Feb. 1, 1990, and send in a check for that amount. Feb. 1 will then become the one and only renewal date for everyone. This will really streamline the club's accounting system (once we make it to Feb.).

LAND ROVER NAMES NEW VEHICLE

LAND ROVER today (Friday, July 7) issued the first official photograph of their brand new vehicle to be called the Land Rover Discovery.

Discovery, to be shown publicly for the first time at the Frankfurt Motor Show in September, will be on sale in the UK at the end of the year.

Discovery is the first brand new vehicle from Land Rover since the Range Rover was launched in 1970.

The launch of Discovery will mean that Land Rover will have a third product to add to the range of Land Rovers and Range Rovers.



It is aimed at the personal wheel drive market to compete head-on with products from Japanese manufacturers.



THE BRITISH NORTHWEST LAND ROVER COMPANY

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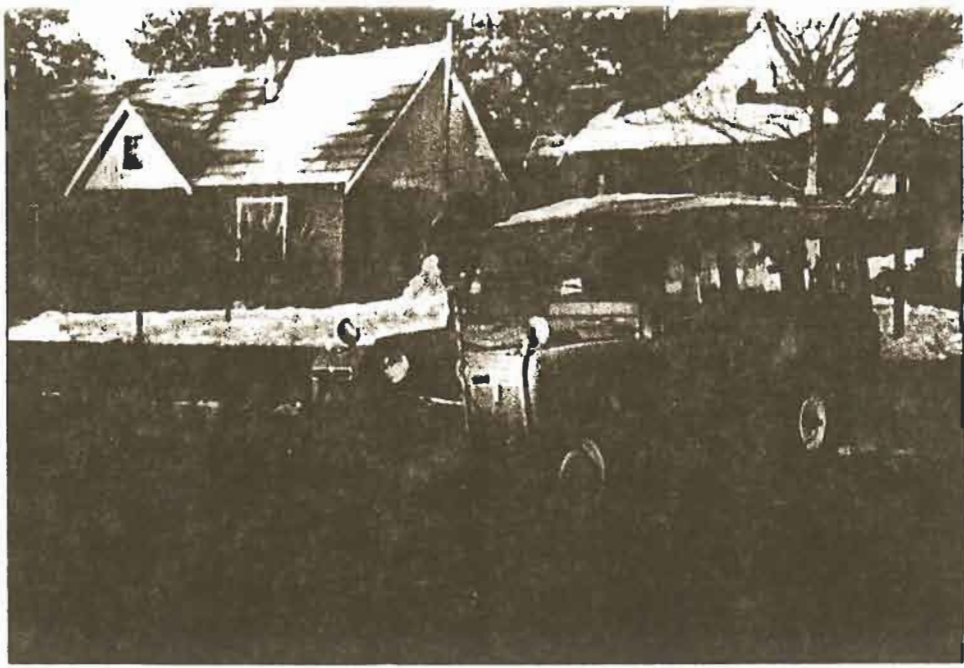
PROSPECTIVE OWNERS KIT AVAILABLE.



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FULL-SERVICE SHOP OFFERING ROUTINE SERVICE, PREVENTATIVE MAINTENANCE, RESTORATION AND EXPEDITION OUTFITTING.





STOLEN!!

FROM: SAN DIEGO

1965 "TURTLE RUN" LAND ROVER
(WAS BEING USED BY RED CROSS IN
MEXICO)

COLOR BLUE

HAS P.T.S FRONT AND REAR

RIGHT FENDER HAS ONE INCH LINE
STRAIGHT DOWN IT.

MEXICAN LICENSE RES 219

CALIF LICENSE # 318 KBR

CONTACT:

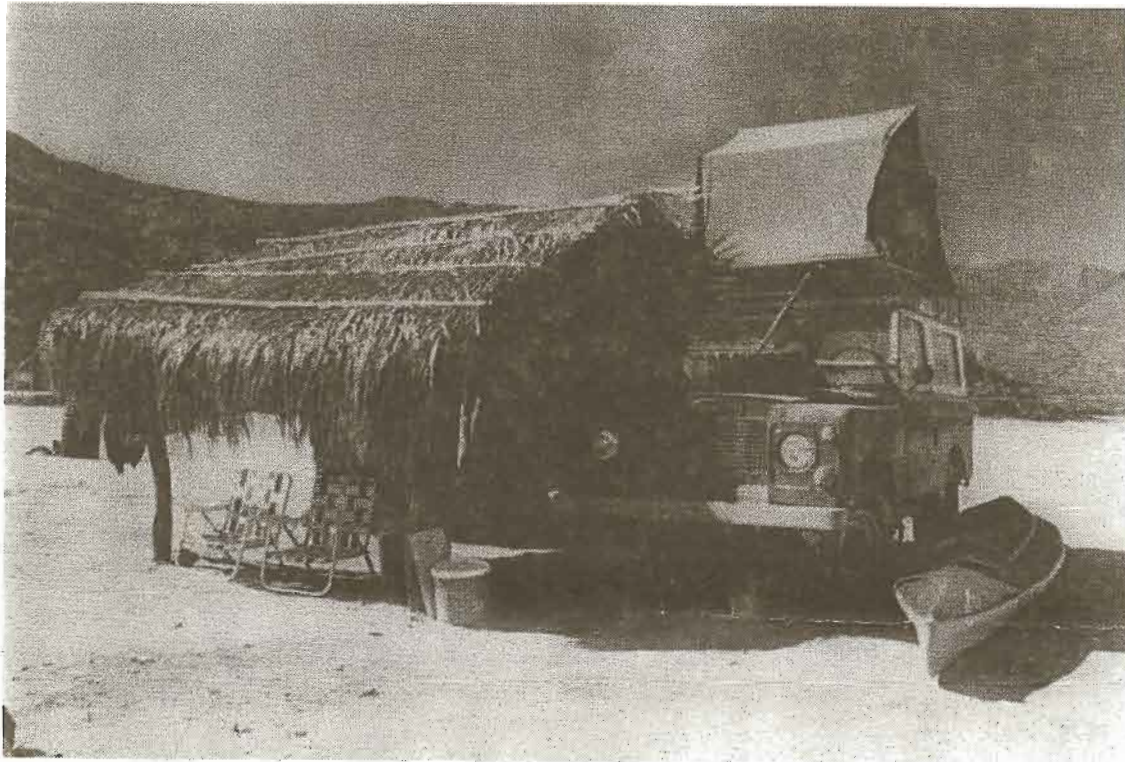
GREG RHODES

714 - 235 - 7556,

314, S. BRISTOL,

SANTA ANA, CA, 92703

John McCormic, #68, sent in this photo from a Christmas trip to Baja, Mexico a couple of years ago. He says that they camped out and stayed in inexpensive hotels along the way. The hotels ran \$10 to \$15 a night, and the hut on the beach here rented out from the locals at 50¢ a night! Give John a call if you are planning a trip to Baja and would like a little information from someone who has some experience travelling down there.



"MY FIRST STEP"
Marvin Mattson

I would like to share the beginning of my Land Rover experience with you if I might. In 1976 I was working for the BMC dealership in Reno, Nevada as a mechanic. A 1967 88 was brought in as a trade. It had been rolled with damage to the front wings, windscreen frame, right door, twisted bonnet and no front bumper. My cost out the door \$250.00.

After ordering the required body parts, applying alot of elbow grease and sweat, some paint, a pick up cab and 3/4 rag I rolled my pride and joy out into the Nevada sun. This reliable little 88 played a significant role in many a Civil Air Patrol ground search between 1977 and 1980.

I finally sold it to a man in Eureka, California for \$2,000.00. The last I heard it was going to beach parties and having fun. My wife and I now enjoy the comforts of our 109 Dormobile... especially when we head for the Black Rock Desert, but that's another story.

Off-roading, if you're prepared, can be a ~~xx~~ truly enjoyable experience. Being prepared is the key thing here. Some folks I know have everything they need neatly stashed away in the back of their L.R.'s. Then there are the ones who have everything they need but really don't have the time to put it away, when you ride with them theres a constant reminder that they have everything with them because you~~x~~ HEAR it!

Well, keeping that in mind, last Saturday I found myself with a friend in his Bronco 4X4 running around town. We just ~~COULDN'T~~ go home without a little off-roading to cap off the day. Who was I to say no, although I should have looked down at my feet clad in sneakers and been sensible. The day was bone-chilling raw, around two feet of snow covered the ground, I was dressed for the sandwich shop, not the woods.

Down a rutted dirt road we went, there is alot to be said for the ride of a full-sized bronco, the same ruts would have tossed my IO9 to bits. Off to the right we found the trail we needed to connect us to the woods where unlimited mud, streams, and sand hills awaited our clawing tires. As if to thwart entry to the trail a huge pit had been dug smack in the middle. It was big enough to hide a Jeep in, and just maybe there was one down there under the snow and ice. we paused.

Earlier that afternoon at the sandwich shop, we had had a discussion about back-seat driving while off-roading. The worst thing to have is a passenger who starts with the chatter, like..."look out for that rock"... "NO, NO, a little slower". We've all been there, I know, on both sides, or should I say both seats.

So I said..."Stay to the left as far as you can." He did stay to the left, he really did. The trouble was that the truck WANTED to go into that ditch. In about two seconds, down we went tires biting into nothing but ice that lay hidden under the snow. So it didn't roll but it came darned close. Out we crawled to inspect the damage, I crawled up over the driver's seat as if climbing a ladder. The truck looked really comfortable there, nosed into a snow bank full weight resting on it's right side.

Now the interesting thing about conventional four wheel drive is that in a situation like this the two free-est wheels will spin. On noticing this we also noticed that the skies were increasingly darker, the setting winter sun now touched just below the tree-tops. Just the thought of being a few miles from a main road set the chill in deeper.

Out came the fold-up IMITATION military shovel, I set to work stuffing branches and debris under the top-side tires while my friend went down into the pit to dig out the undercarriage. My next step was the C.B. radio to try to raise a local base to make a phone call for our rescue. It's hard to believe that when the C.B. craze hit many years ago you couldn't get a word in around here, now I couldn't raise one Ratchet-Jaw. It was around this time my friend Scott climbed out of the hole brandishing a two piece IMITATION military shovel. You had to laugh, I did anyway, so did he, sort of.

Timed perfectly for the moment, a cross-country skier slid up. He spared us the "You probably shouldn't be here in the first place" lecture and volunteered to ski home and get his Blazer.



On further discussion we learned that his Blazer had a snow-plow attached and bald tires. we settled for a ride to my house to get my IO9. He skied off and we locked up the truck. wanting to keep warm we decided to walk up the dirt road to meet him at the black-top. It was amazing at how little time it takes to drive somewhere and how nice and long it is when re-tracing your ~~XXXXX~~ route on foot.

I was the one trying to walk in the tire tracks with sneakers. Scott turned to me, looking as if he'd just lost a friend, and said "You know, I've never had to abandon a truck before."

I smiled a warm smile of understanding and replied "Well, I just hope the light holds out untill we get back here so I can get a good picture."

And that sort of sums it up, we did get my IO9 and in no time had him out of the pit. Did we go adventuring afterwards in the gathering gloom? Heck no, we'd learned our lesson for the day.



TECH TIPS • by the number

Richard Earl, #565 from AZ, has noted that the Tech article of issue III, volume V, that talked about a better way to replace swivel pin seals, didn't elaborate on one part of the process. Namely, dealing with the spring which maintains tension on the spring itself. He found that you can, using needle-nose pliers, carefully disconnect the spring at its point of assembly by "unscrewing" the tapered end from the other "female" end after removing the spring from the seal.



Then, after mounting the seal (now split as per Scotty's article referred to above) onto the "pivot sphere", you can reconnect the spring, mount it back onto the seal and finish up with a bit of silicone in the appropriate place.

IT IS POSSIBLE to rebuild a 6 cyl. Land Rover engine onto a 4 cyl. chassis. The crossmember under the front of the gearbox does not need to be moved, although the 6 cyl. engine sump (pan) cannot be removed with the engine in place, and the clearance between the front propshaft and this crossmember is minimal. The crossmember behind the gearbox also does not have to be moved, and an overdrive can still be fitted, albeit with greater difficulty (taking the backplate and 4 studs off the Fairey overdrive during installation helps). The gearbox mounting crossmember must be moved and the engine mounts must be moved. In summary, converting a 4 cyl. chassis to accept a 6 cyl. engine is not a very difficult procedure for the amateur with a grinde and arc welder.

Nigel Clark, #467, WV

To slow down rust under your Rover, mix 2 cups #2 diesel fuel with 1 gallon of water and spray it on heavily. Cliff # ?

Water Pump Lubing

If you put lots of miles on your truck or drive it occasionally, do not forget to lube the water pump bearing. To do so, first loose the fan belt. Remove the radiator shroud from the fan cowl. Loose the four quarter inch bolts holding the fan to the water pump shaft. It is not necessary to remove the bolts. With the fan pushed foreward the water pump bearing can now be lubed. Most water pump housings have a quarter inch bolt that locates the water pump bearing in the housing. Remove the bolt and using a needle nose adapter for your grease gun, gingerly pump grease into the whole. Do not force the grease as you do not want to damage the seals on the pump shaft. If in doubt, one or two pumps is sufficient. This lubing will go a long way to increase the life of the water pump bearing.

Lea Reed Magee# 128



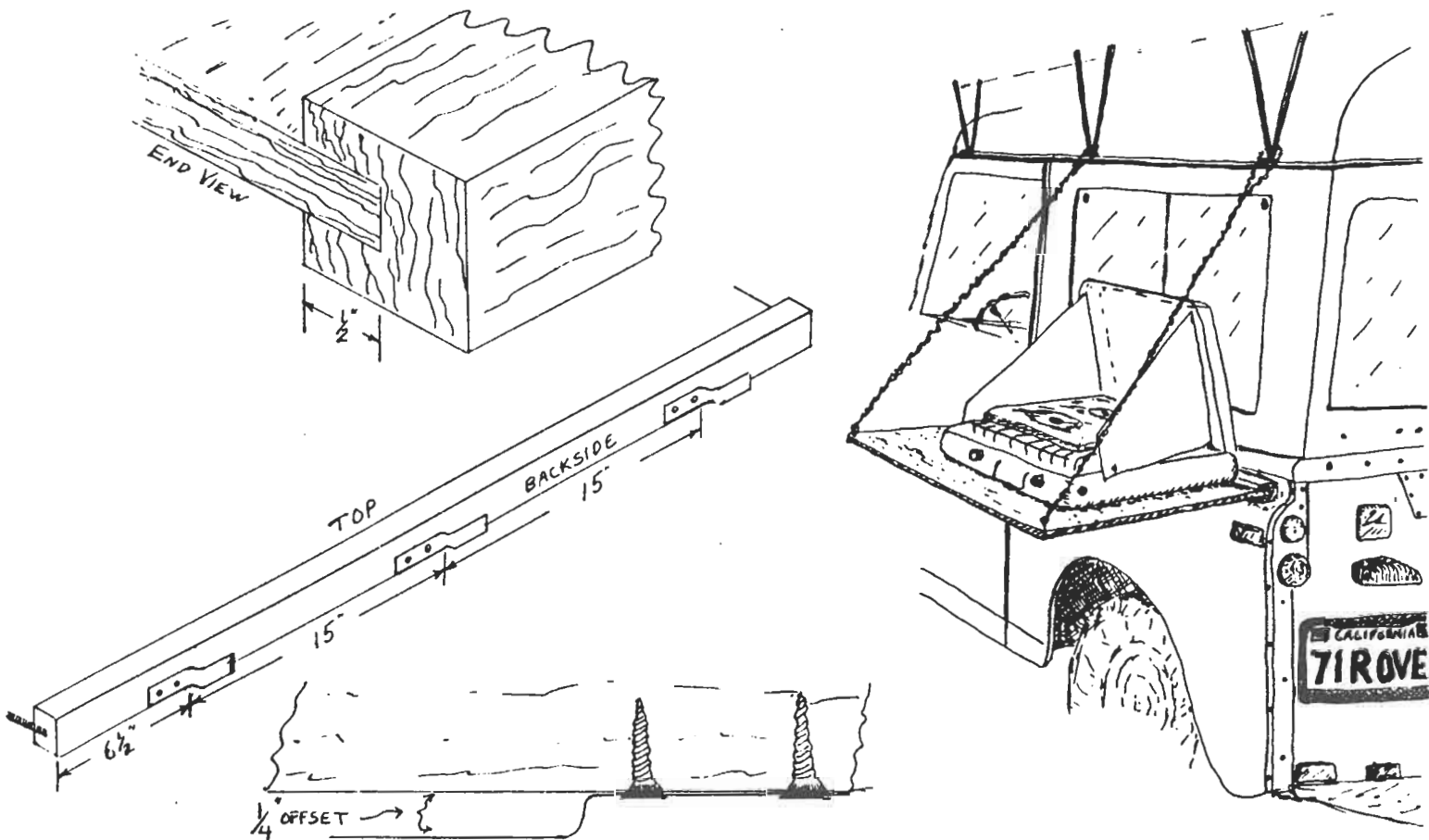
TABLE FOR THE SIDE OF YOUR LAND ROVER

At the recent Mendocino Forest Land Rover Rally (Memorial Day Weekend) and the Black Rock Desert '89 Run, several people were quite interested in my cooking table attached to the side of my 88. Someone suggested that I pass the idea on through the newsletter, so here you are.

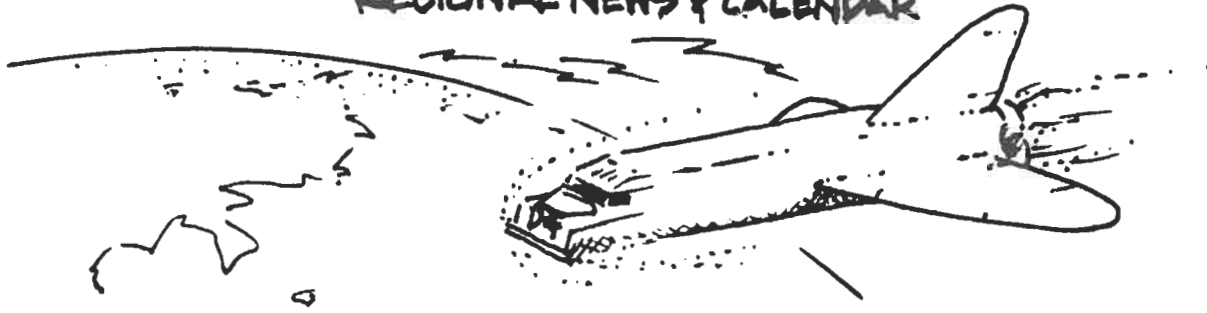
Take a piece of $1\frac{1}{2}$ " x $1\frac{1}{2}$ " wood 4' long and rabbet a $\frac{1}{2}$ " wide slot $\frac{1}{2}$ " deep the entire length of one side along a center line. Into the slot glue a 4' x 18" piece of $\frac{1}{2}$ " plywood. You will now need three pieces of 1" wide metal which have a $\frac{1}{4}$ " offset in them. I had some metal in my workshop which was for hanging rain gutters that worked fine after cutting off the excess. Attach the first piece with screws at $6\frac{1}{2}$ " in from the right hand side. The $6\frac{1}{2}$ " mark is at the point where the offset begins. The other two attach at 15" intervals. Make sure you place the metal along the bottom edge of the backing so it will clear the hump on the rear quarter panel. Place an eyebolt on each front corner about $\frac{3}{4}$ " in.

The table slides in from the right with the metal straps hooking in behind the tie downs on your quarter panel. Use chains with S hooks to hold up the front edge of the table. I have a roof rack so I can loop the chain around the rack mount and hook it into itself wherever, to level out the table. I wouldn't recommend bungee cords. You want the table solid and secure. My propane Coleman stove fits nicely with room to the side for preparing food. I most always mount the table on the left side but it will work on the right side too.

John L. Kirn
Cloverdale, CA.



REGIONAL NEWS & CALENDAR



NORTHEAST

AUGUST...11,12,13: Rallye '89, Kingston, Nova Scotia, Canada. A Land Rover Event Extrordinaire in the Annapolis Valley of Nova Scotia. A convoy will travel to St. Johns, New Brunswick and ferry across to Digby, Nova Scotia and then to Kingston. John Cranfield and family are trail leaders, and what a trail! "It's absolutley Blazer Proof!"

August...Rovers North is not holding a rally this year...give Win Sharples a call in VA though. Sounds like a group is going to join the Blue Ridge folks on their run.

October...Annual Fall Foliage Tour in upstate NY.

October 15... All British Car Day. 2nd all Brit day in Westminster, VT at the MG museum.

November 4...Frame Oiler Swap Meet. At the Mowry's farm?

February...The Winter Safari VI. Winter Safari is always held on the last Saturday of each February.

Ottawa Valley Land Rovers should have a schedule out soon.

The Trans Canada/Alaska Tour for '92 is receiving a great response from around the globe. Organizations and individuals who are interested in participating and/or hosting the group along the way can get in touch with Ron Mowry, N.E. Regional Coordinator.

Maine State Mud Run schedule...talk to Ron. Sounds like a few dirty events for the summer.

NORTHWOODS

Regular events scheduled on the 3rd Sunday of most months.

August 19,20...Annual Land Rover Picnic. Somewhere in Central Wisconsin.

BAY AREA

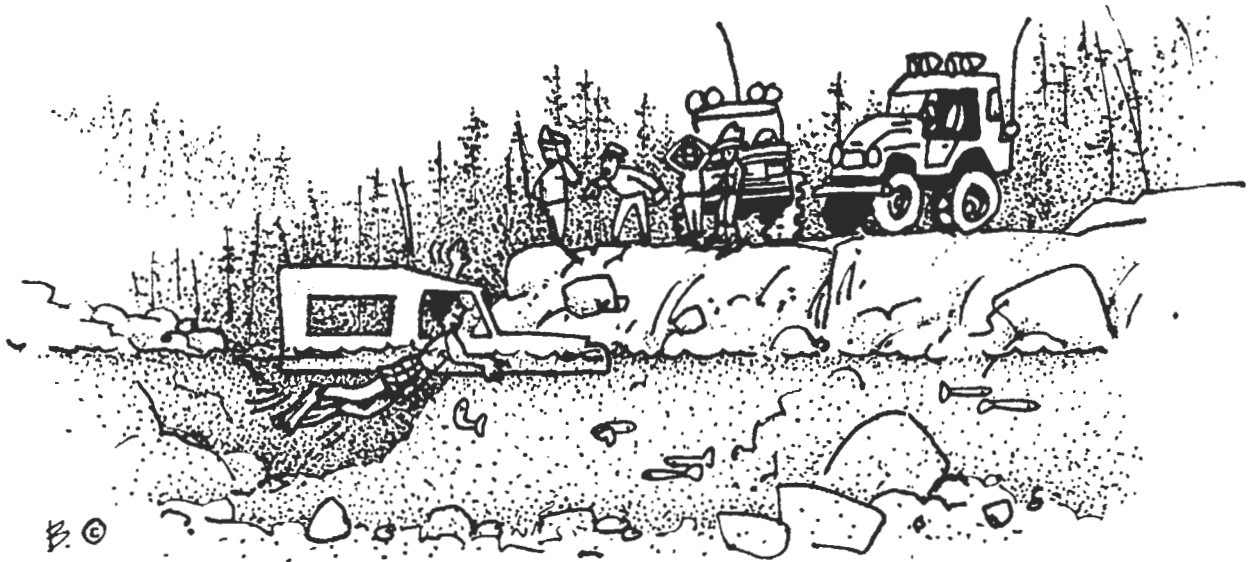
SEPTEMBER 10....All Brithish Car Meet. Palo Alto.

S. GEORGIA

2nd ANNUAL HOG ROAST AND LAND ROVER RALLEY...AUG 19 & 20...see enclosed flyer, page21.

S. GEORGIA

(7/88...better late than never I suppose) We had a good rally. 4 Land Rovers showed from Ala., Fla., and Atlanta Ga. Two others showed but had to leave their rovers at home. We started cooking half a hog Friday night. By Sat. noon it was ready...Boy did everyone pig out! We had fresh field corn, fresh picked watermelon and cantaloupe. We took a ride to the river where there were some sand hills...kicked up some sand, then headed for an almost-dried-up pond. One 88 got stuck. The dry looking crust on top of the "pond" disguised the thick, sticky, South Georgia MUCK. It took two rovers, one pulling the other, plus an electric winch on another to pull out the sucked-down-and-dirty Land Rover. After all that fun, we headed back to the eating table! As it got dark, we built a big camp fire. We got everyone's tent set up and then sat around the fire B.S.ing. Everyone really enjoyed the rally and we are planning a meet in September (have we heard from you about that one yet?) for club members in the Taladaga National Forest. Steve Johnson, #336.



Similkameen/Tulameen Land Rover Rallye

July 30 thru August 01, 1988

by Doug Shipman

The trip up to Canada for the rallye started out on the 29th at 4:00pm with my wife Jean, our two kids Katie and Neal, my dog Christle and I, leaving Portland, Oregon with every camping convenience, except enough sleeping bags. Driving up I-5 in our well loaded down 67-109 at the cruising speed of 65mph, we made good time pulling into Hope, B.C. at about 11:00pm. Getting our last night's sleep and showers, we departed for the short trip to the Ministry of Forestry Site C38, which was to be our gathering point. Noting the map and instructions, it appeared that we could grab a last meal at Eastgate, about 10 minutes from our destination. It was fortunate that I topped up the petrol in Hope, because nothing moves in Eastgate until 7:30am, even with all the holiday traffic backed up at the gas station and restaurant. (August 1st is B.C. Day.) Oh well, there went breakfast!

We rushed on, not wanting to miss the strict 7:00am gathering or the 8:00am sharp departure time. Phil Carter was at the turn off, directing everyone to the river gathering place with his out-fitted 109. On arriving, we found a small group of about 7 Rovers. Andre Maier, the Wagonmaster, was there, Roverless, with his Chevy pickup and motorcycles in the back. Rhonda Wood, who invited us, was at home with a disassembled Rover and a broken down Buick. Having looked forward to meeting David Jenden and Jonathan Rogers in their 1988 Country One-Ten, we were told that they would arrive later at about 11:00am, with Art Van der Star of Vancouver, B.C., along with some other Rovers.

All of us that showed up on time departed at 9:15am for a short run up the highway to our Whipsaw Creek take-off point. Running up logging roads, climbing ever higher, dust flying, the road slowly turned to a trail. Following onto an old ridge trail (Hope Pass/Wells Lake Trail) used by early fur trappers, we arrived at our lunch stop next to Wells Lake. To get there, we had to cross an old burnt out bridge which had just enough wood left for our wheels to cross.

Having had our first meal of the day, we felt that we were ready for anything. The family fun aspect slowly was fading, as the trail lacked any smooth sections at all. Miles of rocks, dust, ruts, up-hills, down-hills, and head bangers made this run an off roader's delight (to my satisfaction), but a bit much for the wife, kids, and dog. Especially my poor 10 year old Collie - as she fell out the rear door, which failed to get closed tight. On a steep and rough uphill section, she rolled off the top of all our camping gear and onto the rocky road. She refused to trust the back again, so I had to put her in the back seat.

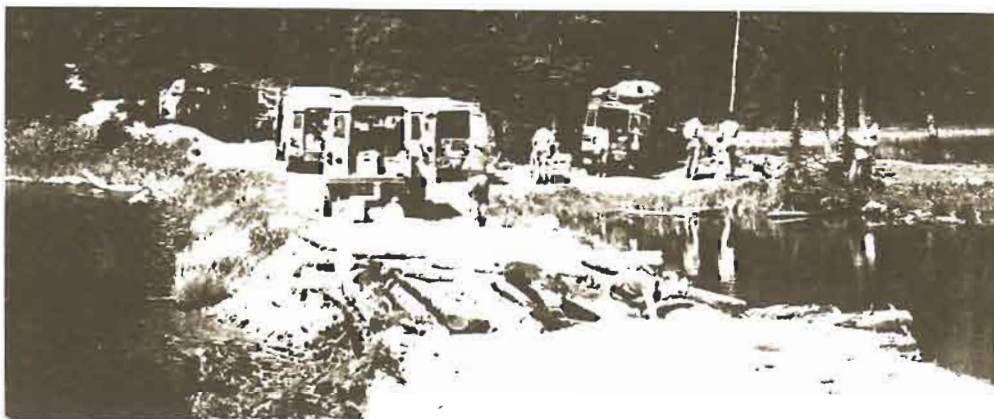
Coming to the "hill", Rob Stewart went first in his superbly modified 70-109. Getting half way up to the "rock", as I called it, he ground to a halt. The hill's length was such that it required a full winch reel of cable, my capstan rope, and my 20ft. tow rope to enable the Rover doing the winching at the top to reach the stall point of most of us without moving. Next up was Jim Gwynn and family from Gigg Harbor, Washington in their 88. He made the only clean run of the hill. Three more winch jobs

after Jim and it was my turn. Not wanting to show up the Canucks, I decided to stop at the "rock" and winch up a couple feet before driving on up the hill. Behind me was another 109 which stalled out well before it should have. After much delay and carb reset, he tried again. This time that familiar sound of an axle breaking. Not a one of these chaps had a spare, so I offered them mine. They decided that the now "phantom Art" would be along shortly and he was always prepared with spares.

Continuing on without the disabled 109, we traveled and bounced a couple more hours into our campsite at Lodestone Lake. Here, waiting for us, were three more Rovers and Phil, who had taken a more civilized route into the lake.

Andre and the motorcycles came in handy, shuffling back and forth, keeping track of everyone and carrying parts. That evening, I heard that there was no sign of Art and company; and another 88 climbing the "hill" had blown a rear end. John Wolfe, in his impressively modified 88, was back with the disabled 88. Using his hydraulic winch, he was pulling it up the big hills; and the two 88's, along with the 109, ended up spending the night on the trail.

The nights at 4500ft. get quite nippy, and we soon found that being short on sleeping bags didn't help. Two blankets just did not do the job, no matter how cozy I told my wife to get. Fortunately, Rob Stewart rounded up a few more blankets for the next night, making it at least bearable.



Sunday was supposed to be the day of the rallye down the Badger Creek Trail. Unfortunately, Art was going to lead this and he still was nowhere in sight. Coupled with the two break-downs on the trail, we spent most of the day sitting, talking, and hiking. A short walk to a scenic hill top gave a spectacular view and the lake was a short walk around.

They finally gave in and took my spare axle down to the 109 by motorcycle. About noon, Jim Gwynn in his 88 and I in my "can", as my wife refers to it, drove back down the trail to see what was going on. It was a shame that the flyer for the event asked for C-B's or hand helds, but no one seemed to know how to use them. The only way to find out what was going on was to wait for a motorcycle to return, or go back down the trail. Having gotten back down to the two Rovers, we found the 109 fixed and John Wolfe still winching the 88 up a steep hill. Again no one had a tow rope, so I left mine behind to pull the 88 with the blown rear end. It still had front end wheel power, so with help up the steep sections, it would make it back to camp on it's own power. We loaded up the camping gear from the broken rig in Jim's and my Rovers and headed back to camp with the repaired 109.

It was now 5:00pm, the family was getting bored, so I got directions from Andre on the Badger Creek Trail and took off on the rallye by ourselves. The dog stayed in camp, deciding she'd been four wheelin' enough. The trail turned out to be quite enjoyable. Rolling on thru pine trees, with fallen trees to cross and mud holes to forge, until we came to the much talked about downhill. The last couple miles were a steep switch backed down grade, which was low-low gear all the way. At the bottom, it was a good 10 mile run back to camp - if you took the right turns. It was here that I began to wonder about the sanity of wandering through the Canadian forest without a map, spare fuel and food (both back at camp), and my missing loaned out spare axle. My wife kept reminding me of this on several occasions while trying to find our way back to camp. Fortunately, between Andre's directions and my keen sense of direction (or luck), we pulled into



camp about 8:00pm. We took a vote among my family and decided that, since we were the only ones that made the rallye run, we would consider ourselves the winners.

There, waiting in camp, was the "phantom Art" in his Air-portable, the boys from Brit, and two other Rovers. A quick dinner for the Limeys and it was off to bed. About all I got to ask them was when would they get to Oregon. Their response was, "We've been through it three times already!" Oh well, more disapointments.

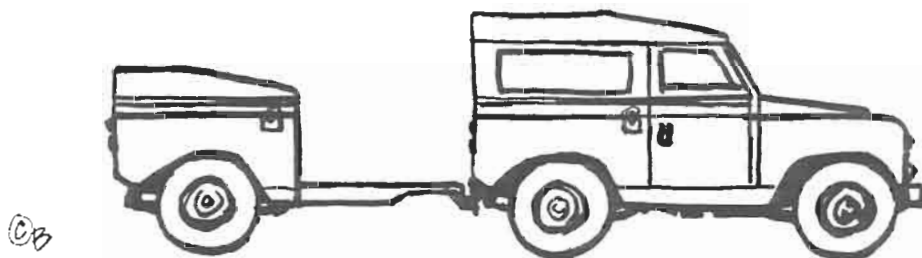
The night became windy and cold as darkness fell. A weather change could be felt in the air. Many stayed up late around the two campfires. Rain was the order for the night. In the morning, the lake was beautifully calm with a light fog over its' surface. The two canoes, brought in by Rovers, looked right at home on the lake. The rain subsided just long enough for breakfast and a couple more pictures. As I began to break camp, the skies opened up again.

We said our goodbyes at about 10:00am and headed off, thinking we'd go out by way of the Badger Creek Trail. We enjoyed this route the evening before and since some of the others would be following down in a couple hours, I figured to take it again and hit some of the mud holes which I avoided the previous day. We successfully plowed through what I thought was the worst when we came to a halt, up to our doors in mud. Good 'ol capstan and rope, and we were off again. At the bottom of the hill, we found freshly fallen trees which were not there the night before. Tracking down the loggers, we explained our situation, and that other Rovers would be following too. They were very co-operative and pushed the trees out of the way with a loader. At the log deck blocking the very end, they took a D7 and cut a cat path around it for us.

Out now, we went through Coalmont and Princeton. It was in Princeton that we realized everyone in Vancouver, B.C. was on the same highway back with us. Traffic, rivaling L.A., was with us all the way to the border turn off, complete with freeway parking and multiple wrecks.

At the border, the Customs agent asked for "killer's" (my dog) rabies certificate. I explained that it was at home. He couldn't believe that she was allowed across the border without it. He said he could make me leave her in Canada, but after a few friendly words, he waved us on, satisfied that she wasn't a threat to national security.

Once across, we reflected back on our journey. Meeting new friends and seeing new country was the highlight. We decided that a trip back to Canada in the future would be in order.



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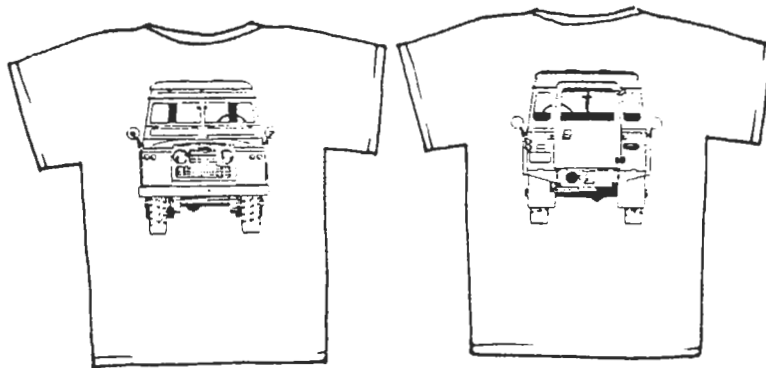
PARTS

S-III 88 top w/liner, Rear door w/mount, Rear seats, int. tire
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IT'S FREE!

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IT'S BIG!

A GREAT FAMILY PARTY! POTLUCK FOOD: BRING 2 1/4 LITRES OF COLD DRINKS. 88" OF HOT DOGS. 109" OF BUNS, AND THE USUAL FACTORY RECOMMENDED SPARES AND CONSUMABLES (6PM SAT).

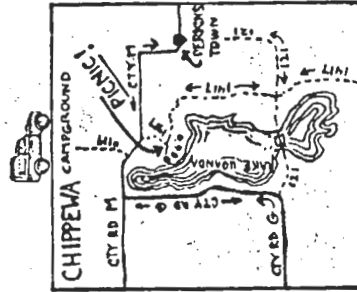
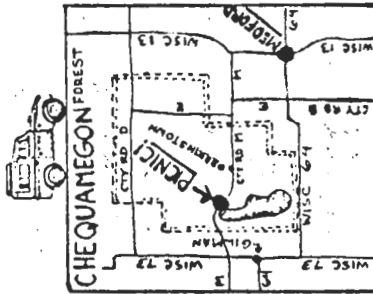
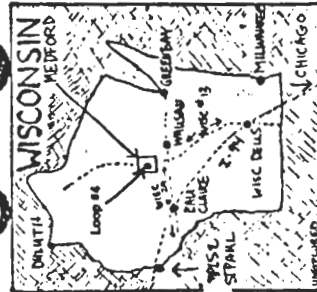
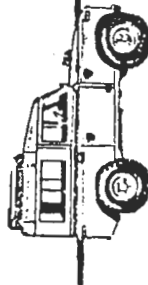
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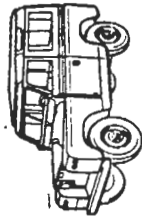


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Aug 19-20, 1989

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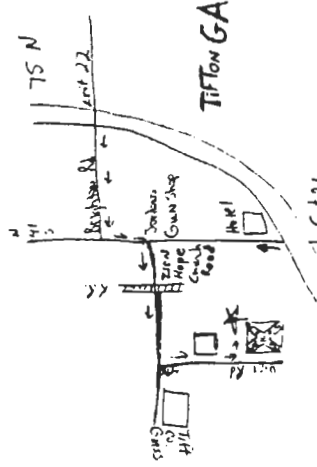
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Camping? Yes No

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