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Newsletter

November/December/January 2000/2001

Issue#19



Inside this issue:

LR Marin Takes on The TreK 2000!

Remembering Mendo VI

...and much more....

Club Decals

Additional club decals are currently available for \$4 each. The decals are approximately 2 inches by 4 inches and bear the club logo as it appears on the newsletter cover. To obtain additional decals please forward a letter with a mailing address, number of decals desired and a check for the appropriate sum to the club address.

Newsletter Back Issues

Newsletter back issues may be obtained on an as available basis for \$2 each. The \$2 includes postage.

Membership Application

A membership application form is located on the rear page of each newsletter. Please feel free to copy this form for anyone you may know who is interested in joining the Northern California Rover Club.

Next NCRC Meeting

The next NCRC regular NCRC meeting will be held after the PotLuck Dinner on April 28th at the Joe Lucas Not-A-Rallye in the Mendocino National Forest! Be There!

Meeting Minutes- 02/16/2001

Officers in attendance:

Jeff Rogers
Rick Larson
Bruce Bonar
Ben Mitchell

The meeting began at around 7:45 PM with a discussion of the newsletter and other paper correspondence issues. Ben Mitchell reported the current newsletter to be on schedule, and suggested that one thing that frequently slows down the distribution process is getting an up to date copy of the mailing list. He had set up an "I-Drive" for the club officers' use and suggested that the authoritative copy of the mailing list be maintained there. This was agreed to be a good idea and will be pursued.

The discussion then turned to the paper calendar and two primary issues were discussed. The first was that it might be nice to set up the calendar to print with a mail merge so the publishers didn't have to print and stick mailing labels. The next was that it was worth investigating the possibility of offset printing the calendar blank so that we can maintain the high quality esthetic of a glossy color calendar without the hassle of printing each edition in color (which takes longer). Scott Rachfal and Jeff Rogers plan to look into this.

The next topic of discussion was the website. Jeff reports that the redesign is almost complete, though there is some question regarding club policy on creating links to external pages. This created a fair bit of discussion about the problems of commercial involvement (i.e., links to vendors or service organizations) vs. the merits of improving access to information published by members. In the end we decided that members and non-members could submit non-commercial links and that those deemed suitable would be posted. For example, links to other clubs, related non-profits and personal sites would be accepted; but however, links to things like off-road schools, dealers, and accessory manufacturers would not.

Next we discussed meeting locations. Right now our standby options are the Saratoga Library, Bruce Bonar's offices (FW Spencer) in Brisbane, and Leslie Dow's offices (Applied Bio) in Foster City. Rick Larson volunteered his offices at 237 & 101 in Milpitas, but we all concurred that we'd rather spend eternity in hellfire than try to drive there after work any day of the week and that was ruled out. There was also some discussion of a potential site in Danville which will be investigated before the next meeting.

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Cover:The Land Rover Marin Team lays over their Disco in the Land Rover Trek 2000. Yes, he assures us that the vehicle is still moving (forward that is!). Photo by Jeremy Bartlett.

Then we moved on to the status of our efforts to become a not-for-profit organization. Jeff has spoken with a couple of attorneys and found that the costs would be between \$3000 and \$4000. Since this is quite a bit of money, he suggested that the organization knows several people who work for law firms and that we might want to pursue some potentially cheaper routes through them. Bruce is going to check with Stephanie and his brother David.

This led into a discussion of cash and cash flow issues. Jeff suggested that we try to get dealerships to give a 1 year membership to every new vehicle purchaser but some of the officers had concerns with this plan. The primary issues were the way this might change the nature of the club from an enthusiast oriented organization to an owners organization, and the additional burden this would place on the newsletter staff. We decided not to pursue this plan. However, we may begin to offer multi-year memberships to front load the treasury and alleviate some of our year end cash issues. Jeremy (in abstentia) reports that our current balance is \$1500, but that as usual we are expecting a lump infusion of cash in April.

We then discussed the newsletter a little more vis-

a-vis content. Bruce has a big stack of photos he volunteered for filler and also wants to write a few words for each copy in his capacity as public affairs officer with regard to the club's position on political issues and the like.

Finally we spent quite a long time discussing calendaring items, the results of which are reflected in the version included in this newsletter. The meeting was adjourned at around 10:30 PM.

CLUB EVENTS

Trail Maintenance

Club members volunteer their time and energy to assist the U.S. Forest Service with trail maintenance in the Mendocino National Forest. Help preserve the environment and our right to travel off-road. Due to short notice by the USFS, these events are typically scheduled a week in advance. Watch the Mendo list for more information or contact Jeremy Bartlett. Suitable for all vehicles.

MOAB, Utah - May 21-25 (to be confirmed)

Rick Larson has made arrangements with Dan Mick, a famous backcountry guide from Moab, to lead the NCRC on a don't miss trip to the ULTIMATE 4x4 playground. The first 3 nights Dan will lead the group on a camping tour of areas near Moab you'll never see



How many Rovers can you tow??? Photo by John Hong.



Mehdi's wheelie....Yee Haw! Photo by Blair Peterson

on
your
own.
We will
then
return
to stay
in
Moab,
either
camp-
ing or
in
motels
at your
option,

to take day trips for the next two days. There will be a fee for this trip to pay for guide services. If you've never been to Moab you can't imagine how great it is. If you don't want to run hard 4+ trails take a day trip to Arches NP, Canyonlands, or other slick rock destinations. Bring the mountain bike and enjoy some world class single tracks or graded roads. There is something for everyone. Contact: Rick Larson.

NON CLUB EVENTS

Joe Lucas Mendo Not-A-Rallye - Apr 28-30

Pacific Northwest Team Trophy Challenge
May 19-20. The premier off-road competition on the west coast. Several NCRC teams have competed against 4x4s of all makes in a challenge of both teamwork and driving.

May 29 Flatland Rover Societys Adventure Team Challenge

A weeklong event designed to test driving, navigation and endurance skills of teams from Land Rover clubs in North America. Clubs will select their own two-vehicle teams to send to the event. Each truck having a driver and navigator competing. Each team will be responsible for their own camping equipment and provisions. There will be an entry fee of 200 dollars per team. All vehicles must carry their own insurance and be street legal. Registration will be limited to 15 teams (30 vehicles) so if you want to attend this event, sign up early. More detailed information will come with registration. If you have any questions please contact James Merriam 843 Greenway Ct. Derby ,Kansas USA 67037 316-789-8155, camelrover@aol.com Club Web address www.flatlandroversociety.com

Paradise Lost Not-A-Rallye

Jul 21-23. Bob & Sue Bernard lead LR's into the High Lakes south of Lassen. Don't miss the pot luck Saturday night. Bob & Sue Bernard, bobnsueb@saber.net

Portland All British Field Meet - Sep 1-2

Palo Alto Field Meet - Sep 9

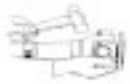
Camp Rover West presented by Bill Burke's 4-Wheeling America!

October 20 through October 24, 2000. Moab, Utah Limited to 150 vehicles. Friday afternoon/evening - sign-in and BBQ 2 days of workshop intensive (Sat./Sun.) Sunday evening - Recognition Dinner/Raffle 3 days of guided trail rides (Sun./Mon./Tues.) Sample of seminars: GPS/Navigation, Field Maintenance, Hand-gun Safety, Field Welding, Vehicle Recovery, Being Prepared/What to Carry, Packing Wheel Bearings to name a few. Cost for entire event (including BBQ, Sunday dinner, Camel Trophy slide show, 2 t-shirts, seminars & guided trail rides): \$280. per vehicle - 2 people. Additional adults in vehicle \$50./each. Children 15 and under, \$25./each. Pre-registration by mail only. Registration at the desk will be permitted, but most trails and seminars will probably be filled well before the event starts. Registration packets will be available March 1, 2000. Email bill@bb4wa.com with your mailing address to receive one. www.bb4wa.com

Calendar items should be sent to Jeff Rogers at least 2 months before the event. <president@norcalrover.org>



Anyone we know??? Photo by John Hong.



Technical Information



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Low Cost Power Door Lock Actuators

Text and Photos By Kevin Kelly

Every Range Rover Classic shipped to North America since 1987 by RRNA and LRNA have had power door locks on all doors. Since 1989 all Range Rovers have also had a power lock on the tailgate. By now most Range Rover Classic owners have probably had at least one of the power door lock actuators go bad.

The Range Rover Classic parts manual lists four different actuators for the 1987-1994 Range Rovers (the parts manual says that the 1995 Range Rover Classic uses the same actuators as the Disco SI). All of the actuators cost over \$100 at a Land Rover dealer parts counter and most are also over \$100 even at mail order suppliers like British Pacific or Atlantic British.

The 1987-1989 Range Rover has a combination controller/actuator in the driver's door, and the 1990-1994 Range Rover has a combination controller/actuator in both front doors. Generic controller/actuators are not readily available but all the other standard actuators can easily be replaced with a low cost generic actuator from Parts Express 1-800-338-0531 (www.partsexpress.com). The Parts Express generic actuators (part #330-010) are under \$7.00 each (about twenty times cheaper than the factory Land Rover part). Included with each actuator is a bunch of hardware (I bet there is enough to make an actuator work in a Series LR).

The generic actuators are easy to install and even have mounting holes in the same location as the Land Rover factory actuators. The only extra step when installing the generic actuators is connecting the special plug from the old actuator so it will plug in to the factory wiring harness.



The Picture above shows a stock actuator on the left in black next to the generic green one.

Rover Art?

By Leslie Dow

Contributions from Spence and Blair Peterson and Kevin Kelly

One of our new features for the entertainment of the NCRC community is the *Rover Art?* page. Here we hope to highlight some of creative outlets that our rovers have inspired in each of us! Or capture Rover images that we have found. This issue we have one of each!

Our eternal thanks go to Spence Peterson who sent this great drawing of their family of Rovers. From left to right we have John Kieckhefer's 109SW followed by Pershing and Tripp. Say Blair, Why is Pershing being winched?

Thanks to Spence... and to Blair for sending this in!



Our next Rover art submission comes from Kevin Kelly. Kevin ran across this little work of fiction in a collectible Model Car catalogue. Ever hear of this one before?...Neither did we!

51		Collectible Car Models	
	<p>Toyota 1998 Landrover Freelander</p> <p>Die-Cast Metal 1:18 Scale By Ertl</p> <p>STE7897 Black \$30.58</p>		<p>Toyota 1998 Landrover Freelander</p> <p>Die-Cast Metal 1:18 Scale By Ertl</p> <p>STE7885 Red \$30.58</p>

Sightings!!

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Annotated by Leslie Dow.

Who or what have you seen lately? Anyone or anything interesting? I have culled the MendoRecce mail list and begged from current members to compile a list of current sightings...Anyone you know?

Disco WannaBee

This first sighting from Joe and Patti Ernest and their son Mackie, is not really a Rover sighting...but a Rover WannaBee!

Walshes Killer Bee . Those in the know concluded that while it is not a full grown Bee (read fully kitted out and all puffed up) it could grow up to be a big D90 like the Killer Bee.....



This Rover Gets Around!

This next Euro Spec D110 seems to get around the bay. It was first sighted last summer by Philip Johnston at the parking lot that is shared by Applied Biosystems and Inktomi. Although Philip was able to get a few shots of this novel (at least in the US) Rover no contact with the owner was made. It was only seen a couple of times and has not been back since.

Later in the Fall this vehicle was spotted again on the other side of the Bay, in Oakland by Blair Peterson.

...We saw this "Jeep Excursion" Discovery look-alike on I-80 in Sacramento as we were returning from our 4-Corners trip.

Mackie was indignant at the "copy-cat" until we explained how imitation was the most sincere form of flattery. He then said "At least they know that Land Rovers are the best. Why don't they just sell that thing and buy a real Disco?"

Wisdom from the mouths of babes.... Thanks Mackie!

Baby Bee?

Shannon Holland wrote to the Mendo List in December...

I was wondering if a yellow 94 D90 in Los Gatos (bimini top, lights on cage, winch, shackle in rear, very respectable coating of mud) happens to belong to anyone on the list?

After a bit of banter back and forth about whether it is Tom

Shouts and waves were exchanged but again no real conversation....So anyone we know? We sure like your rig Perhaps you can come to the upcoming Joe Lucas Mendo Not A Rallye and bring the Rover, of course!



My Rovers Runneth Over....

I think that Charles Irvin hit the Rover sighting mother lode last December 22! He posted this to Mendo Recce...

Heading south on the 101 through San Mateo at 11:30 this morning, I spotted, heading north, a pastel green DEFENDER 130 CREWCAB!!!!

It had all the trimmings, as well: aluminum (maybe galvanized) workshop-type box on the bed, and a full roofrack.

Also this morning, I caught a glimpse of two Discos on I-80 heading through Davis: one was white, and had the Land Rover emblem on the spare tire cover: nothing spectacular about the truck, except that it was filthy! (MUST be somebody on the list!) The other one, was driven by a gorgeous young lady, and had a plate that said MsRova.

Coming home along Highway 99 this evening, I was passed by a low flying, dark green SD-1!

Whilst passing west through Jamestown, NM on Wednesday morning, I saw, heading east, a NAS Defender 110!

In Modesto, Ca, yesterday (Thursday) evening, I spotted a steel-grey, 5-door, Mercedes G-Wagon making a left turn at Floyd, and...

In Riverbank, Ca., during the same run as when I saw the above, I spotted at a used car lot, a: Metropolitan...too dark to tell if it was a convertible, and an Austin Taxi!

In - I think, Lodi, there's a classic car dealer along Highway 99, where I saw, in a partially opened roll-up door, a Cobra! (judging by other interesting vehicles I've seen there, it was most likely a real one)

Passing me in Arizona, near the Painted Desert, was an eastbound Yugo!

Yep...an interesting week of cars...

I forgot to mention the classic Rangie that was sitting on the 680(?) southbound in Fremont...painted chrome yellow, with body-colored wheels!

Left rear tire was blown.

...Anybody on the list?

Has Rufy been Moonlighting?

Charles Irvin has been racking up the Rover sightings! Here is another one of note from the Mendo list around the end of January ...

Listers,

Was watching (well - literally...had the volume turned down) the newest X-Files episode tonight: at the beginning of it, it took place in India.

Sure enough, in front of a "airport" there were several Rover P-6's, Hillmans, and - a red Land Rover 88" with a limestone top passed through the view of the camera!

Karen...has Rufy been moonlighting???

Really Long D110 in SF...

Morgan Hannaford reported this sighting to the list recently...

I was at the Fort Mason Officers' Club on Saturday evening and did a "triple take" when I spied a really long Defender 110 Station Wagon parked at the residence lot. It was a 6 door station wagon...like a Defender 130 station wagon with 3 rows of seats.

It was a diesel (heard and smelled it when it pulled away), and was painted with a yellow and blue advertisement called "Sailing Billboards". I presume this is the company that sells advertising space on yacht sails.

They had another rover, a Series III 109 2 door (RHD) parked down on the Marina....painted with the same scheme. Anyone know any info about the company or about the 6-door?

Both Rob Kerner and Matt Wilson also reported seeing the D130. Matt reportedly spoke to the owner....

I talked to the guy the who owns them last summer. He lives on one of the power boats across from the St. Francis yacht club. He said he was down in New Zealand working for one of the America's cup syndicates and brought both of them back.

The series three was no problem to bring in. He said they asked a lot of questions about the 130 but its here now.

Rover Events

Land Rover TreK 2000 from the Inside

Text and Photos by Jeremy Bartlett

Background

Some of you may have heard of Land Rover North America's (LRNA) TReK competition, probably in one of the available Land Rover magazines. If you're not familiar with the event, TReK, is a competition between dealership personnel. It's something of a mini-Camel Trophy in style; this shouldn't be too much of a surprise when you realize TReK is put together by a group largely consisting of ex-US Camel Trophy participants. In fact, rumor has it (and Howard Mosher, LRNA's president, told me this directly) that the intent is to make TReK a worldwide event, similar in style to the former Camel Trophy. This year's qualifying dealerships from the US and Canada sent teams of three people to TReK and there was also a team from Australia. From what I heard they were the winners of a comparable Australia-wide competition. I guess their grand prize was the chance to try a slightly more rigorous version in the US. TReK 2000 was held on about 6000 acres of private land at the Greenbrier resort in West Virginia and was run over several days in early November. The area is quite beautiful even in the onset of winter. Eight different teams of three participated each day. The winning team from each day went on to the final event in mid-November. As far as I know the final event was similar to the first ones. I was on Land Rover Marin's team, and we competed in the last day of the preliminary events, but we just missed making it to the final event as you'll read.

The vehicles used in TReK are LRNA spec vehicles put together by Special Vehicles at the factory in Solihull. After the competition they are sold through participating dealers. As for last year, this year saw the use of Discovery II models painted a pumpkin orange with black trim (reminiscent of camel trophy paint schemes). They were also saturated with decals from assorted equipment

suppliers and sponsors. To our enjoyment, the team members' names were on the side of the vehicle. All the vehicles had Warn winches mounted up front. As with last year's vehicles, the body was modified slightly; for example the front grill was changed from a louver to a mesh and the integral fog lamps were removed. This year's roof racks were a big improvement over last year's; it was possible to walk on any part of the rack.

So on to our experiences at the event. Due to timing of flights we flew to Virginia two days before our scheduled event, and had to stay in Roanoke for a day before being driven a couple of hours to the site in West Virginia. Suffice to say we were

without a rental car, and there's not a hell of a lot to do in the area without one. I think the boredom was more of a trial than the event itself. I can tell you that the local mall is interesting for about half an hour, and if you're considering seeing the film *Red Planet* well don't bother wasting the video rental fee. On arriving at the competition site we settled into our accommodations. These were three person tents set up for each

team with a log cabin lodge for central meals and meetings.

The TReK competition itself is divided into several off-road events that will be familiar to many club members. Throughout the day most team activities were staggered except for the first and last two events where teams competed essentially head to head. The off-road activities were mixed with running, mountain biking and kayaking, akin to the more recent Camel Trophy competitions. The organizers had obviously gone to a lot of work and trouble to set up the courses and event. I'm somewhat jealous that club activities will never reach such a level.

There was a general meeting the evening before the day of the competition. At this meeting we were provided with clothing for the event, courtesy of LRNA, and with the instruction booklets for the day's events. There was a general briefing on the



The Land Rover Marin Team.

next day's tasks and a demonstration of winching techniques including the Hi-lift jack. The reality is that if your team's not familiar with these already you're probably not going to place very highly. Teams were then left to do all the necessary time/speed/distance (TSD) calculations in their road books and figure any other approaches to map based tasks. This took until close to midnight, by design I'm sure. I'm not sure how many of us were really ready for the next day by the time everyone turned in.

The Real Start, The Service Drive

The competition began at 4:30 am when all teams crawled out of their tents and by 5:30 am were gathered in the lodge taking a Land Rover trivia/technical quiz. At 6:15 am everyone donned what headlamps they had and started a run in the cold (low 40s?) and dark to the first event; I don't know the actual distance but would guess it was around half a mile. The first event was called the Service Drive consisting of a number of steps along a lane through a field. The beginning was really the run. Half way through the run we located the keys to our assigned vehicle (#4) on a plaque along the trail and finished running to the vehicle. It was still

basically dark at this time. From where the vehicle was parked at line designated A, the first step was to drive the vehicle forward to a line B over 8 wood planks without letting the wheels touch the ground. Of course this required two team members to shuttle the planks on each side from rear to front for probably fifty feet or so. At line B the winch was unspooled forward to a line C and then re-wound to the satisfaction of the judges (no separate strands allowed). Following our successful respooling we drove to line C. At this point we were required to retrieve our spare tire from a compass direction taped to the dash. Of course all three of us set off in search of the spare which we located about a quarter mile away. On returning to the vehicle we were required to change the spare for the left front tire. While getting the chocks out of the rear cargo area we discovered there was an additional compass bearing to be followed to find the missing hydraulic jack. Ideally one of us would have located the jack while the others retrieved the spare. To make up for lost time, two of us set to with the hi-lift jack to swap the tire while the third took off on what turned out to be apparently a round trip of about a mile to retrieve the bottle jack. By the time he returned the spare was on the front axle and the front tire in its required position up on



Jason and Nathan (2/3's of the LR Marin Team) next to their vehicle.

the roof rack. We were now ready for the final effort, which was to drive to line D and then push the vehicle from line D to the finish at line E just about the time the sun came up. I don't quite know how we did it but despite our gaff at not simultaneously retrieving the tire and jack we managed to place first on this task. I think we were helped by the fact that our closest competitors managed to

had only one map and to have any hope of finding all points the team had to split up and search areas as individuals. We realized this the night before and decided who would search which area. Having done that we made rough, but accurate enough, hand copies of the relevant areas of the map in our individual road books. The other snag was that four or five of the points were not located on the

map but were supposed to be found using GPS. Of course you've probably guessed it; we didn't have a GPS, not having been notified in time that it was required. This wasn't an insurmountable obstacle though since the map did have standard latitude longitude coordinates on the edges (why don't more people use UTM?). Some rough measurement the night before allowed us to place the unshown markers on the map. There were



The LR Marin Team navigates through some Trek obstacles...

forget about the center cap on their wheel, which popped off and got stuck under their roof rack when they went to stow it there. I think that cost them a few minutes.

Off Road Orienteering

Our team was then scheduled to undertake the orienteering task for which 90 minutes was allowed. This involved locating 17 or 18 orienteering flags across the 6000 acres and located on a topographic map provided the night before. Each flag had Land Rover vehicle type written on tags. Rather than punching the traditional orienteering punch card we were responsible for writing down the model type. Bonus points were awarded if you could identify the year the model was first put into production. Everything from Series ones through 101FCs to Discovery IIs was out there. Of course the catch to this particular exercise was that we

sufficient topographic features, including a disused airstrip, that the spots could then be fairly reasonably located without GPS. Two of us went on foot and mountain bike to collect the information from flags that could be reasonably located without a map based on such features. The third drove further up into the hills to collect those located in back road ravines. In the end we managed to locate, as I recall 15 or 16 of the flags. I'm not sure how we did on the year identification, but we placed third out of eight on this task.

Water Canes (Trek Trials)

After a 15 minute break, most of which was involved in moving to the next site, we began our next challenge known as Trek Trials. Trek Trials is essentially a cane course similar to those typically used in the ARC rallies. A series of two canes, just a bit wider than the vehicle with its mirrors out, are

set up as gates through which the vehicle must be driven for time. A penalty of ten seconds applies for each cane touched (twenty if a gate is missed) and each team member must drive the course once.

The whole thing must be completed within a thirty minute time limit. The fastest time (penalties included) wins. Of course it wasn't as simple as driving through canes on flat ground. This course was laid out

through the creek and along its rocky banks; at spots the creek was close to a couple feet deep. This was actually a rather challenging course; needless to say it was a lot of fun to drive. We also managed a good third place out of eight here and didn't stall the engine out reversing in the creek.



...and more obstacles...Here driving on the Railroad .

speed, coming close to getting the rear loose on occasion and managing to get some use out of steering with the ABS functioning! Our official

excuse is we had a camera in the car which added a certain pressure. We did pose one quandary for the judges; the rules were that a cone could be struck and if it stayed in place the strike didn't count. We managed to spin one cone up in the

air in a such a way that it landed exactly where it had started from! I don't know if we were penalized or not on that one! In the end we took seventh out of eight on that one but had fun getting there. Given that we could certainly have done better here with a bit more caution, this is almost certainly what knocked us out of going to the finals.

TSD

After completing our attempt at rally infamy we were due for the Time Speed Distance (TSD) event. It was now about 10:30am. To me, the TSD section wasn't difficult compared to what some of us are used to on the Pacific Northwest Team Trophy (and dare I say NCRC rally). Speeds were usually around 6 to 10mph except for 35mph on some sections of tarmac. Instructions were about as clear as they come and certainly not at the same level of obtuseness sometimes seen on the PNWTT or NCRC rally. Having worked out our times the night before we picked a driver and navigator with

Yellow and Orange Land Rover Cross

Following this our team was slotted to run two obstacle courses billed as Land Rover Cross events. These were cone gate courses driven for time through relatively flat but muddy terrain. Each team member drove each course twice in succession after a practice drive. A ten second time penalty was recorded for each cone knocked out of place with twenty seconds for any missed gate. Most of you are probably familiar with this type of course. We didn't do so well here, since we were having rather too much fun trying to do it all at

the third team member serving as a check to the primary navigator. The trails were quite good ranging from road to creek bed and power line access trails. We managed to place fourth on this out of eight. Incredibly one team forgot to set their watches and guessed at their times, still placing in the top ranks (second?!). After the TSD we had an hour to tidy up our vehicle, particularly the winch cable and grab some lunch.

Run/Bike/Paddle Regatta

After lunch, naturally, the more physically demanding Regatta task started. All teams competed head to head on this. As a bit of background, the team vehicles had been moved to a location where they were locked to poles by a chain through the receiver hitch. The chain was locked by a combination lock. The combination for the lock could only be obtained from tags located on boards along three different courses. These three courses were a cross country running trail, a kayak route up the stream running through the property and a mountain bike trail through the hills we had driven earlier during the TSD section. One team member was chosen to run, one to kayak and one to mountain bike. Each member was responsible for collecting two tags for our vehicle (#4) from the boards along their route. The kayaking was done in inflatable kayaks. The run was about two miles and the mountain biking four or more and involved getting the bike through some relatively small culverts under a railway near the end, not to mention crossing the stream. The runner also had a stream crossing, either on foot or by rope bridge. I was the runner for our group and although the quickest way was to run through the stream I chose the rope bridge, since, after all, you don't get the chance to do that very often. All told the mountain biking was probably the most strenuous; it certainly took the longest. The scoring for the event was based on four stages; the times on the three separate courses and the time from when the three team members reunited to when they ran to their vehicle and managed to figure out the combination and unlock the vehicle. We managed to hold ourselves out of last place on this taking sixth, in part on the strength of our kayaker who finished first in that portion.

TReK

The final event bears the name of the competition itself. It is essentially a finely, bulldozer-crafted set

of artificial off road and rigging obstacles. Teams competed in pairs in sequence for this event. It's rather tough to describe (let alone remember) all of it but I'll have a go. All teams simultaneously walked the course and had it described to them before competing in pairs. Teams not competing were moved out of sight until their turn came.

The first stretch of the course involved driving the vehicle through a set of alternating mounds and pits between a rope corridor. The nature of the obstacles was such the vehicle would tend to pitch into the ropes lining the course; of course touching a rope incurred a one minute time penalty so judgment of speed versus penalties was called for. Throughout this course there were points at which the vehicle had to be stopped and gear which was needed for the next activity removed. This was the case at one point where the hi-lift jack was required for driving the vehicle across a tilt bridge set over a pit. The bridge would drop into the pit as the vehicle drove on to the front. We then had to jack the bridge back up to level to allow the vehicle to proceed. We were getting pretty quick in working the hi-lift. The next step was to complete a log road ramp up a dirt mound and drive over it without dislodging the logs; we managed this fairly successfully. Having surmounted the mound and past through a third world gate, we came to the most dramatic of the activities, the extreme side tilt. Here a large mound had been built with a pole in its center. The goal was to drive in a U turn around the side of the mound while anchoring the vehicle to the pole to prevent a rollover. We rigged to the pole using webbing through the door pillars. The rigging is rather important because in the process of going around the mound the upper wheels end up in the air and the side mirror comes a matter of an inch or so from the ground. Amazingly the vehicle keeps moving. Having made this dramatic maneuver we then unrigged and proceeded to the next obstacle. This obstacle involved another pair of pits. We drove down parallel log ramps placed across the first pit then moved these log bridges to drive across the second pit. At the end of the next stretch we made another U-turn at a much lower angle than the first; this one was unrigged but had to be made between a rope corridor that couldn't be touched without a time penalty. Driving back in our original direction we came across the railroad which was a stretch of 2x6 (?) boards placed lengthwise edge up at the spacing of the vehicle's wheels. We had to guide

ourselves up onto these rails and spot the vehicle along them. Falling off meant going back to the start. After this we came to the final tilt bridge. Here, the vehicle was driven onto the bridge causing the front to dip into a pit. We then had to winch the vehicle forward to get it out. This was done using a snatch block anchored at a couple of cables set up on the course. Most teams spent time running their cable out to the block and back to the vehicle. We made up a bit of time here by hooking into the vehicle at the pit and using the snatch block to pay the cable out; apparently no one else thought to do this. There were five minute penalties for anyone stepping over rigging lines (even loose ones). We did a fairly good job of drilling this into our team beforehand so unlike our immediate competitors we didn't suffer any delays. The final trick on this activity was to keep the vehicle brakes applied and use the winch to move off the bridge; otherwise the bridge would simply drop back down when winch tension disappeared. The final

activity was removing planks which formed the Land Rover logo from a barrier, driving through, replacing the planks to reform the logo and spotting the vehicle up onto a rock ramp above the Land Rover logo. I'm proud to say that our team managed to take first place in this event, which I think is the most challenging of the lot.

Finale

So how did we do? Final scoring was based on each task; the best team of eight scored 100 the worst 30. 800 points was therefore the maximum possible if you placed first on all 8 tasks. Well when the results were announced there was a thirty point spread between first (630pts) and third (610pts) and we took third. The event was grueling enough that we took some consolation in a close third place and getting away without going through it all again two days later. However, all in all participating in the event was a blast though very different from typical club rallies, and I'd love to do it again.



The final obstacle?

Mendo VI Postcard

By Blair Peterson

Photos by Dave Gomes

April 28-30, 2000

On Friday morning (Mendo Friday has got to be my Friday of the year) John Kieckhefer (in Mutt, 67 IIA 109SW) and I (in Pershing, 66 IIA 109 Regular) left Marin and motored east on I80 to met up with Chris Dow (in Rosenkrantz, 65 IIA 88) and Tony McCauley (in his 71 verrrry late IIA 88) at the now fairly standard pre-Mendo Recce meeting spot: the Black Oak restaurant in Vacaville, at the I80-I505 junction. After the requisite handshakes, tire kicking and peering under each others bonnets noting what was new or fixed or still broken on our respective rigs, we motored north.

Earlier in the week, Zack Arbios mentioned on Mendo that he might be able to hook up with us somewhere enroute, which was to be the scenic one up Hwy 16 aka Capay Valley, to Hwy 20 and then Bear Creek Road to Leesville, Lodoga, etc. As we got closer to the Hwy 16 exit, we spied some crazy person standing on the overpass wildly waving his arms. Lo and behold, Zack found us! So, with his 62 IIA 109 we had a pure IIA convoy of 3 109s and 2 88s!

At the Indian Casino northwest of Esparto we stopped to top up our tanks and fill gerry cans. I also had to tighten my exhaust manifold/down pipe joint since the Black Oak, Pershing was becoming louder by the minute. I borrowed an assortment of socket extensions and Zack whipped out a selection of new nuts so I could double up the stud nuts. Eventually we got to Bear Valley Road, and it was great to have gravel under the tires. We slowed down at the site of the infamous roll-over-rover, but were mostly impressed by the beauty of the day in that valley. The drive was an easy cruise, even going up Goat Mountain Road, with a fair amount of humor on Channel 7. Rob Kerner and Joe Ernest were about the only other folks at Cedar Camp when we got there around 4pm.

John K and I claimed our spot and set up camp (an appropriate distance from the main fire pit, just in case any Noisy Buggers™ showed up). There was plenty of daylight left, so he and I set out on a recce up Trail 03 (the trail close to camp where two years before Armando had to get out the winch, John Baudendistel lifted an inside wheel careening around a sketchy uphill hairpin, and Chris Dow almost rolled his 1 10 by choosing the, ahem, interesting side to go around a tree in the trail). We went on quite a few motorcycle trails (03, 04, 07 in the vicinity of Black Oak Camp) narrow and steep--but both 109s performed admirably and were striped accordingly.



Cedar Camp in the Medocino National Forest. That's Ben and Spot in the foreground with Bubba in the background.

John and I got back to camp at about 7:30pm to find it filling up: three, yes three 101s, many many Series rigs, one 110 and two or three 90s, maybe one Rangie, and maybe a Disco or two. The 101s were Bubba, Ben Smith's GP (with matching would-be powered trailer) and a Vampire radio box 101. The entire Dow stable was there by then too: 110, Disco, and D90 in addition to the 88 (only thing missing was the 74 Eichler). Nice dinner, campfire, a few beers/stories/optimum suspension modification debates, and bed.

Quite a few more rigs arrived over-

night: Tom W with the 4th 101 behind his condo-on-wheels, two Baggarly RTW 99 Dormies and an old 88, and many other folks too. On Saturday morn-

caravan motored over to the M5 then down to Little Sullivan Ridge and turned DOWN Trail 21. I had driven it once before in a 110 with strong engine



Another shot of Cedar Camp with the all important WC in the background. In the foreground we have Shane's D90, Tom's 101FC and Grommit: Nick's 88.

ing, several sorties went in different directions; ours consisted of Coloradoan Dave Gomes and his old Nikon rangefinder (see <http://www.d-90.com/trail/index.html>) riding shotgun with me, John K, Nick Eckert in Grommit-with-the red-bonnet (SIII 88), Rob and Cynthia Kerner in Regent (soft top SIII 88), and Bubba (soft top something) with crew of Brig Cope and David Bonar (standing-in for Eric C, who was learning to drive something even bigger than Bubba that weekend and unfortunately couldn't make it). We did the trails John and I ran the night before, continuing higher up Goat Mountain on 16N18, then worked our way over to Letts Lake on 17N10 where about 25+ Rovers harmoniously converged for lunch.

The USFS ranger who coordinates the Club trail clearing activities came by and asked if we could clear Trail 21 between Little Sullivan and Crackerbox Ridges. We had no plan after lunch so the same

braking and a relatively good turning radius-- that trail is STEEP; in the 109 I had to use a lot of brakes even though in 1st low in order to go slow enough to thread the turns among the trees (just making most of them). The hairpin at the bottom didn't cause too much drama, but up the other side (at least as steep as what we just descended) I've never lugged the motor so low. A dozer had been over it recently so the trail surface was quite loose and soft, limiting traction and sapping power (what little bit wheezy old Pershing has). I tried climbing in 2nd low (fearing 1st low would lead to too much wheel spin), made it part way but just did not have near enough oomph. A quick double clutch into 1st over a water bar, then, those new tires really dug in (luckily) and made it possible to continue. Through all that we never

saw one downed tree to clear because, unbeknown to us Tom Walsh had already done the work that morning!

Atop Crackerbox Ridge the view was spectacular as usual. We had fun running all the ridge top



The conspirators...Blair and Chis plan the afternoon's adventures.

detours and bypasses to the M5, then headed for camp. After meeting a bunch of other Mendo folks on the way back, we opted for one last motorcycle trail (Baggarly & Co joined us with the Dormies and Earle's 88), the previously-mentioned Trail 03 down, back to camp. Around a tight right turn I misjudged the radius was too tight, couldn't make it, but I decided that WAY too late (I

Later, while unloading in our driveway, I noticed that a steady stream of coolant had started running out of the water pump at the shaft! Timing is everything I guess. Pershing did his job admirably (his first big outing under my ownership, and his first ever real off-road trip at that) and earned some r&r until I replaced the water pump. 34 years

and 90,554 miles on a water pump that failed in the driveway isn't too much to ask I guess! Hope to be back for Mendo VII.



A view of Goat Mountain at the intersection of 16N18 and 16N03.

HAD cleared the turn the night before coming down!) so by the time I stopped my left front was well over the edge of the trail. Trying to reverse only made us slide farther down. Dave Gomes wasn't sure whether to take a picture or pull for eject. The nearest winch was at the back of the line, but Nick Eckert was able to tug me backwards enough to allow me take another cut at the turn. That'll teach me not to joke about his tires!

The Saturday potluck was huge! It was about 5pm by the time we got back and things were really rolling. The food was exquisite and the discussions intriguing (suspension mods, tire sizes, etc). On Sunday John and I took it easy and headed back over toward Letts Lake, descended the fun moto trails there that lead to Potato Hill (17N12) towards Stonyford. That is another steep trail-- a long undulating descent that really works the springs. From there, home via Friday's route. We caught up with Tony McCauley on Hwy 16 and had lunch with him roadside. Then we "flew" home (at a steady 58mph on account of Pershing's lack of overdrive).



A View of Goat Mtn from Crackerbox Ridge. That's Blair's Pershing on the left and Rob's Regent on the right.

Rovers at Work

18

Land Rover at the Hollister OHV Park

Text and Photos by Joe Ernest

We were in Hollister some time back, and parked



removable items such as the light bar, stickers on the outside and computer and office on the inside. The dealer reserves the right to borrow the vehicle for displays, demonstrations and such, but also agrees to replace the vehicle with a newer one each time a new model is released. The park ranger questioned the quality of the dealer service department as many of the items were not properly secured and the general fit and finish was questionable. The brush guard is sagging on one side and there are several bolts missing from the winch mount rendering it a rattling, vibrating showpiece only. I guess Land Rover is still trying to forget the phrase The ultimate driving machine and is slowly getting acquainted with the new phrase Quality is job 1. The park district has not yet fixed the winch mount either as fitting the missing bolts will require the removal of much of the front lower pans and protection on the car.

behind the gate house was a beautiful Disco II, with light bar and park logos on the door. I talked to the ranger who told me that they had been offered the Disco by LRNA and/or the dealer. They have had it for about 3 weeks (as of April 10th) and really like it. On the highway it apparently does not feel as stable as their Suburban, but they have got used to the tippy feeling as actual road holding is not that bad. They say that the air suspension is a little disconcerting as it hisses and whistles and clicks and clacks. But they say it is awesome off road, they even like the Hill Descent control, which takes all the fear and effort out of the steeper and loose surface descents. The dealer would not allow the Park to make any permanent alterations to the vehicle, only bolt on or

Overall, the rangers feel very grateful to have the use of the machine, and are very appreciative of its abilities off road.



Mechanics & Parts & Service 19

The following list contains parts suppliers and mechanics who support and work on Land Rover and Range Rover vehicles. **This is not an endorsements list.** Before using particular vendors or mechanics we suggest you talk to fellow Land Rover and Range Rover owners regarding their experience and recommendations. Please contact us with any businesses or updates you would like to see added to this list.

Atlantic British [P, OV]
Box110. Rover Ridge Drive
Mechanicville, N Y 12118
tel. 800-533-2210

Badger Interior Coachworks
259 Great Western Road
South Dennis, MA 02660
tel. 501-364-2680,
fax 508-760-2281

Britalia [S, P]
2210 San Pablo Avenue
Berkeley, CA
tel. 510-548-0240

British Bulldog. [P, NV]
394 Kilburn St.
Fall River, MA, 02724
tel. 888-874-3888,
fax 508-674-5025
bulldog@meganet.net

The British Car Co. [S]
5830 Paradise Dr.
Corte Madera, CA 94925
tel. 415-927-2995

British Motor Car Dist. [D, S, P]
901 Van Ness Ave.
San Francisco, CA
tel. 415-776-7700

British Northwest Land Rover Co. [S, P, OV]
1043 Kaiser Rd. S.W.
Olympia, WA
tel. 206-866 2254

British Pacific [P]
3317 Burbank Ave.
Burbank, CA
tel. 800-554-4133

Carpenter Rigging [AA, ABA]
222 Napoleon St.
San Francisco, CA 94124
415-285-1954

Cole European [D, S, P]
2103 N. Main St.
Walnut Creek, CA
tel. 510-935-2653

DAP Enterprises, Inc.
86 Clinton St.
Springfield, VT, 05156
tel. 802-885-6660

Desert Rover [ABA, NV]
15245 So. 16 Place
Phoenix, AZ 85048

Euro Parts, Ltd [P]
1910 Prospect Ave.
East Meadow, NY 11554
tel. 800-274-4830

Great Basin Rovers [P, AA]
342 West 1700 South
Salt Lake City, UT
tel. 801-486-5049

Hubacher Cadillac and Land Rover [P,S,NV]
#1 Cadillac Drive
Sacramento, CA, 95825
tel. 415-460-4600

RAB Motors/ Land Rover Marin [D, S, P]
540 Francisco Boulevard West
San Rafael, CA
tel. 415-460-4600

Roverland [S, P]
San Francisco, CA
tel. 415-648-0885

Roverland Parts [P, NV]
2038 Village Point Way
Salt Lake City, UT 840093
tel. 801-942 7533

Rovers North [P]
1319 VT Rt. 128
Westford, VT
tel. 802-879-0032

Safari Gard [ABA, NV]
41095 Fig St.
Murrieta, CA 92562
tel. 909-698-6114

Land Rover San Jose [D, S, P]
4040 Stevens Creek Boulevard
San Jose, CA
tel. 408-246-7600

Scotty s [S, OV]
(Chevy conversions)
tel. 510-686-2255

Shamrock Services [S, NV, OV]
15195 Arnold Drive
Glen Ellen, CA 95442
tel. 707 935-3605

UK 4 Wheel Drive
P.O. Box 123
Estacada, Oregon 97023
tel 503-630-6765
fax 503-630-7519

West Coast British [S,P,AA,NV,OV]
190 Airway Blvd.
Livermore, CA 94550
tel. 510-606-8301

Wise Owl [P]
3396 Marine Dr.
West Vancouver, Canada
tel 1-888-880-2600
fax (604)-921-729

XKs Unlimited [P]
850 Fiero Lane
San Luis Obispo, CA 93401
tel. 1-800-444-5247
xksunltd@aol.com

P	Parts
S	Service
D	Dealer
NV	Newer Vehicle
OV	Older Vehicle
AA	After-market Accessory
ABA	After-market Body Armor

Revised 11/22/99

Northern California Rover Club



Membership Application Form

The Northern California Rover Club is a new club dedicated to providing communication between owners of Land Rover and Range Rover vehicles. We aim to provide a venue for the enjoyment of the vehicles including off road activities and their maintenance by focussing on providing a means of connecting fellow owners. The Club will be holding meetings on alternating months and aiming at producing a newsletter covering issues of interest and providing a forum for communication.

If you are interested in becoming a member of the Northern California Rover Club send this form and a check for \$30 made out to Northern California Rover Club to the following address:

**Northern California Rover Club
P.O. Box 14961
Berkeley, CA 94712-5961**

The \$20 covers membership dues for one year with all the rights of membership outlined in the club bylaws; members will receive an initial membership card and club decal, all newsletters mailed in that period, and an annual directory of club members.

Please provide the following information and indicate if any of it should not be included in the club directory which will be distributed only to other members. The NCRC will assume that all information provided is to be distributed unless indicated otherwise. Please note that members must be over 18 years of age and have a valid driver s licence.

Name:_____

Street Address:_____

City, State and ZIP:_____

Tel. number (day):_____

Tel. number (eve):_____

Types of Land Rover/Range Rover owned:_____

Rover related interests:_____
