

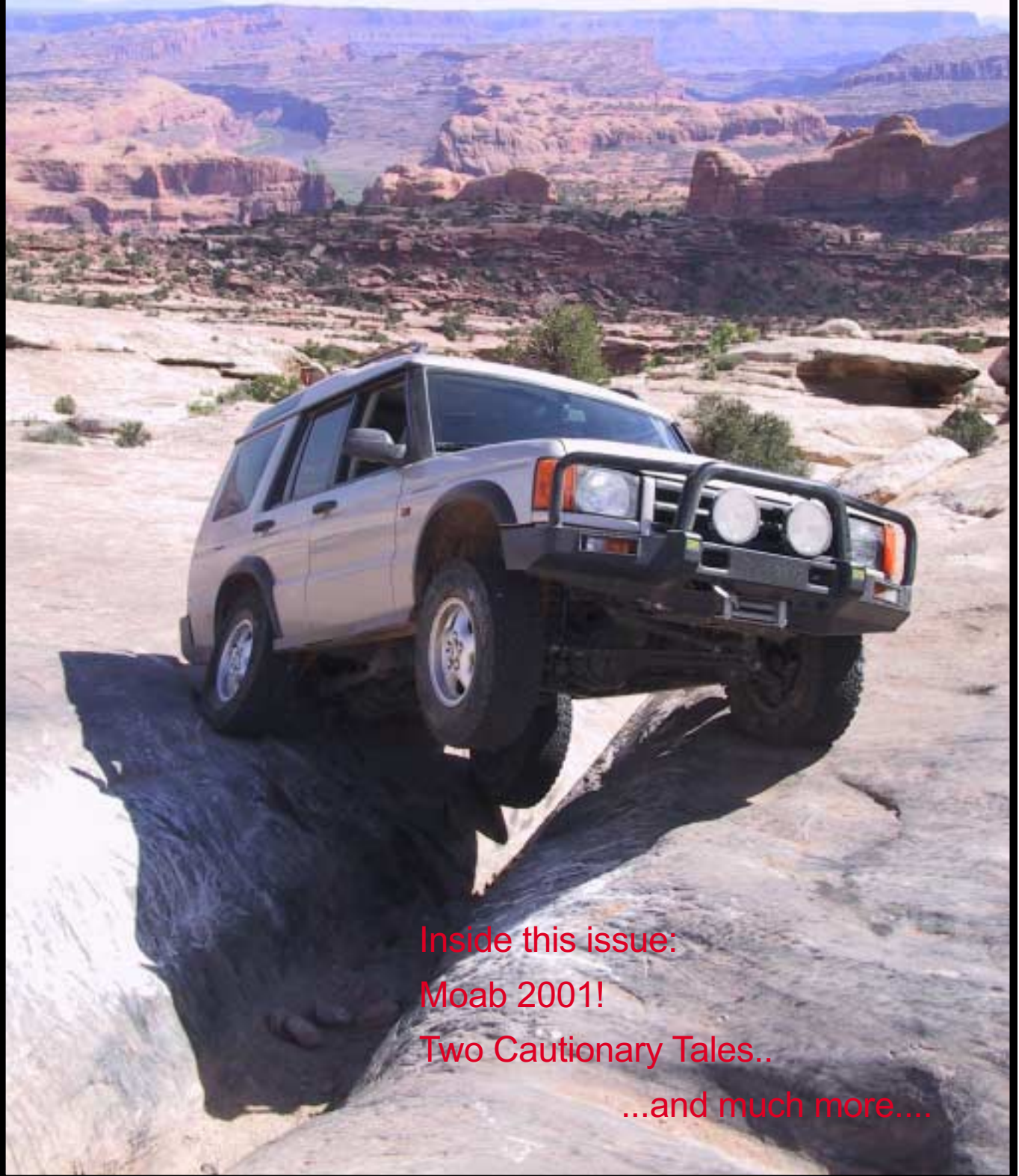


www.norcalrover.org

Newsletter

February/March/April 2001

Issue#20



Inside this issue:

Moab 2001!

Two Cautionary Tales..

...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.

NCRC Meeting: July 18, 2001

351 Foster City Blvd., Foster City

Meeting Minutes- 07/18/01

Officers in attendance:

Jeff Rogers, Bruce Bonar, Ben Mitchell

Brief discussion of "The Union Jack Issue". Apparently someone has complained that the Union Jack glorifies the imperialist crimes of the UK and is offended by its presence on the NCRC logo. After a brief discussion Ben Mitchell moves to keep it and Jeff Rogers seconds.

T-Shirts and stickers

Jeremy says we have enough stickers for 2-3 months. Then another run will be about \$150.

Jeff is working on new T-Shirts. He has delivered art to production house. He's going to check on it soon and get back to us at the next meeting. Jeff will float the cost then be reimbursed as the T-Shirts sell. The cost of the art will be \$800 or so and the shirts that again.

Financial review:

Currently, we have \$1200 in bank - Moab "broke even". We have 150 members at this point. No major planned expenditures upcoming.

Club Website:

Jeff reports that he's told Petra that she's free to make edits and tweaks without his review. Only caveat is that requests for links or other "policy" issues should be passed through Jeff before the change is made. Policy is that we'll readily put non-club events in non-club calendar, but no links in other places.

Next website enhancement will be the addition of a password protected "members" area. Password will change monthly and will be published in the calendar. Also will add officer's section for information distribution.

Armando asks whether we're willing to take banner ads. Jeff: As per discussion at last meeting, we're not going to do so at this point.

Club Directory:

Completed, Jeff is updating this weekend and Ben will print for inclusion with the next newsletter. Note directory differs from database.

Elections:

2 Year terms: Bruce moves to go to 2 year terms. Ben's sole "objection" is that perhaps people would be less inclined to re-up because a second 2 year stint might seem daunting. This raises the question of what happens if people resign - our bylaws don't address

Table of Contents

| | |
|--|----------|
| July Meeting minutes..... | 2 |
| Club Calendar..... | 3 |
| Other Land Rover Events..... | 3 |
| Elections..... | 6 |
| Rover Art..... | 7 |
| Rover Events: Moab Extravaganza 2001..... | 7 |
| Member Tales: Moab!..... | 13 |
| Member Tales: July 2001 Rubicon Recce..... | 17 |
| Rover Resources..... | 20 |
| Mechanics..... | 21 |
| Membership Application..... | 22 |

*Cover: Barry Ellis navigates one of the scenic obstacles at Moab in his very capable Discovery II.
Photo by Ben Mitchell.*

this point. Bruce suggests that officers may select that person rather than holding an election.

The 2 year terms are overwhelmingly approved by a general vote. (one abstainer) Bruce moves to amend bylaws to replace resignees with vote of officers. Seconded and unanimously approved.

-Ben won't be running for reelection.

-Jeremy would like not to run for reelection.

-Rick's been MIA for a while, probably wants out.

Officer Nominations and Elections

Nominations for officer positions will be taken until 1 month after next newsletter ships (to PO box, by snailmail or to exec@norcalrover.org)

The election will be held 2 months after next newsletter ships.

Club Participation in Off-Road Land Use issues

Should we encourage membership to join CORVA so we can republish their land use documents?

Better yet, how do we encourage members to participate in Land Use issues, and what should we be encouraging people to do?

Much discussion of polling the membership for input on direction. Bruce is going to try to put together some questions to include with the ballot.

Newsletter:

The editors reinforced standing call for content.

A proposal was made for creating "reporter" positions for covering particular topics.

A suggestion was made that there should be articles from every officer in every newsletter. Jeff says that at least he and Bruce should be on the hook for a newsletter article every time. Chris adds that the VP has no real other responsibilities so that office should be on the hook, too.

There was a discussion about of printing calendar blanks but this doesn't make sense based on costs. Scott and Jeff will probably be doing newsletter printing in future. Mehdi and Rob will probably be doing the layout.

There was some discussion of who owns material submitted to the newsletter. Conclusion is that submitter owns it and gives us right to reproduce it.

Calendar:

There are holes in the event schedule. Jeremy reports that there is not much interest in holding a rally this year. Usually roughly 20 teams register and 6 show up but there seems to be less interest than that this time. This means we probably need to come up with a November event. Brief discussion of changing the character of the event in the future to either a charity event, or a more TTC-like rally. Agreed that this is beyond the scope of this meeting and we could take it up another time.

Most proposed trips don't work with November. More discussion of location for a November trip. Niagra seems to be the forerunner.

Assorted Issues

We should put the General Managers of all the local dealerships on the newsletter mailing list.

We could supply dealerships with membership forms and a stamped postcard to request more.

Rubicon Trail Maintenance- We need more than just ham operators anyone with an interest is encouraged to attend. Next week at FW Spencer, we'll be having a radio net class in preparation for the Rubicon work event.

Club non-profit status:

Jeff's been investigating non-profit status. David Bonar isn't convinced that incorporation is the best protection for the club. An insurance policy might be better. According to Jeff's research, insurance policies require an entity - hence, a requirement for a corporation.

Jeff will have another conversation with David to "kick the incorporation thing in the ass a little bit."

Adjourned at approximately 10:15 PM

CLUB EVENTS

Downieville-Lakes Basin Tour - October 6-7, Downieville, CA

This expedition-style 4x4 tour will explore the higher elevations of the Sierra County gold country. We will climb an old mining trail from Sierra City to the foot of the Sierra Buttes, where we can have an early lunch and hike to the fire lookout at the top. Later, we will run the Deer Lake OHV trail from Packer Saddle to our campsite at Gold Lake, which is a fantastic canoeing spot. Sunday we will drop into Gold Valley for more

OHV trails and possibly lunch at Smith Lake.

Intermediate off-roading suitable for all vehicles, but sections of the trail are extremely exposed, where driver attention is critical. Body damage unlikely; brush striping possible. Stout recovery points front and rear required. Self-sufficiency in spare parts, tools and provisions suggested. Be prepared for cold temperatures in camp. Heavy weather (early snow) may require a change in route due to high elevation.

Meet: 9am, Saturday Oct. 6 in Downieville, in the parking lot adjacent to the sole gas station for tech inspection and waivers, approximate coordinates N39°33'27" W120°49'44".

Depart: 9:30am PROMPTLY, so please be fueled and provisioned in advance. We will form a convoy east of town on Hwy 49 just past the Downey River single-lane bridge.

Note: Participants are requested to RSVP this will enable the organizers to fine tune the itinerary based on turnout. There are several USFS campgrounds just west of Downieville on Hwy 49 for Friday night arrivals. Downieville is roughly 4 hours from SF via I-80 and Hwy 49.

Contact: Blair Peterson at bpeterson@interasset.com or 415-602-7698.

Club Meeting - September, 12 Brisbane, CA

When: 7:30pm, Wednesday, September 12

Where: F.W. Spencer & Co., 99 South Hill Drive, Brisbane

Contact: Jeff Rogers for more information

Niagara Rim Trail - September, 22-23 Stanislaus National Forest, CA

Intermediate off-roading in the beautiful Stanislaus National Forest. We'll establish a base camp Friday evening in a camper-friendly area where we can return Saturday night. We'll see a few rocks, but body damage is highly unlikely. Optional gonzo section on Sunday. Contact: Jeff Rogers for more information

Holiday Party - December 7, Palo Alto, CA

More information will be provided as the event gets closer.

When: 7:30pm

Where: Gordon Biersch Brewery Restaurant, Emerson

Street, Palo Alto, CA 94301, 650-323-7723. Contact: Jeff Rogers

Driving Clinic - Postponed to 2002

Former Camel Trophy competitors provide off-road driving instruction to NCRC members. More information will be posted as it becomes available.

A number of events will be scheduled at the next meeting and posted to the online events calendar.

Other Land Rover Events

All British Field Meet - August 31 - September 2, Portland, OR

This is the most comprehensive All British auto event in the West, with a full weekend of activities for the whole

family. Last year, over 600 cars and bikes were on display from the U.S. and Canada. This year's Field Meet will feature a display of some the most significant models of the Triumph marque.

Website: All British Field Meet for more information

Palo Alto Field Meet - Cancelled

8th Annual Southern Appalachian Expedition - September 14-16, Menlo, GA

This year brings the 8th Annual Southern Appalachian Expedition to the beautiful North Georgia Mountains. This event, which brings together Land Rover owners from all over the U.S. has grown steadily every year. Last year's event drew just over 300 participants from as far away as Maine, California, Illinois, and Texas. Once again, please spread the word far and wide, we're hoping for 500 participants this year. You'll see every type of Rover and have the opportunity to ride hundreds of miles of trails. The event will be held September 14, 15 and 16. The 8th Annual SAE Flier contains all the details - please distribute to all club members and suggest they send their registration by September 5.

The event will include another huge charity auction. All the big names in Rovers/Rover parts will be in attendance including Rovers North, Atlantic British, British Pacific, The Thatched Roof Garage, and LRNA. Don't miss it!!!

When: September 14-16

News, Clues and Rumors

5

Where: Menlo, Georgia

Website: Southern Land Rover Society for more information (<http://www.solaros.com/>)

Northwest Challenge - October 20-21, Southwestern B.C.

The Northwest Challenge is a Land Rover enthusiast event, which represents the heavy off-road and mild competition end of the Land Rover use spectrum.

Where: Southwestern British Columbia Website: 13th Annual Northwest Challenge for more information

Welding, Technical Questions and Solutions, Wilderness First-Aid, Map and Compass and GPS, Basic and Advanced Recovery, Vehicle Modifications, Responsible Trail Leading, Communications (radio, CB, hand signals),

and much more. Also included are 2 days of guided trail rides, Land Rover vendors, 2 meals and lots of surprises! All trails are limited to 11 vehicles.

Contact: Bill or Rachel Burke,
billandrachel@bb4wa.com

Website: www.bb4wa.com/events/ontheroad.htm

On the Road...Moab - October 22-25, Moab, UT

On the Road... is a series of events across the nation designed by Bill Burke to bring off-highway education, environmental awareness, camaraderie and fun to all LAND ROVER owners and their vehicles and will benefit both the beginner and the expert. Each On the Road... will include 2 days of valuable seminars designed by Bill and led by Bill and other industry experts including How to be More Prepared (including Expedition Travel), Field Repair/Field



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The NCRC group photo at the Joe Lucas Mendocino Not-a-Ralley. For those of you who missed it our hats off to Michael Sewell for not only taking the great picture but also having the perserverance to orchestrate this production!
Photo by Michael Sewell.

New election rules

It is election time for the NCRC. This is your opportunity to get involved in the running and organization of the club.

Nominations for elections are being accepted now. You can nominate yourself or another member by sending mail to NCRC Elections at PO Box 14961, Berkeley, Calif 94712-5961. If you are nominating another member, please get that persons permission.

Please note that all offices are now **2 year terms**. Ballots will be distributed in the November Calendar.

NCRC Offices

President

The President shall be the executive officer and shall guide the club, schedule and preside at meetings, oversee and coordinate other officers, organize (or delegate responsibility for organizing) events, ensure timely production of the newsletter and flyers, temporarily appoint replacement officers if others resign. The president shall have secondary responsibility for the club account and will co-sign checks with the Treasurer. The President will carry out the policies and decisions of the members. This office has the following responsibilities:

- organizing and chairing the meetings
- ensuring that the events are well planned and organized
- producing the monthly calendar with the Secretary
- dealing with any legal issues that arise
- overseeing the operations of the other offices, the newsletter and the website.
- writing a letter to the club for each newsletter.
- appoint the Webmaster.

Currently, this position requires 60 hours per month. Jeff Rogers currently holds this office. Jeff is planning to run for re-election.

Vice-President

The Vice President shall assist the President and act on the President's behalf in case of absence. The Vice President shall provide a focal point for internet communication on club issues. Specific tasks are:

- assisting the President in any of the above tasks

- writing a letter to the club for each Newsletter

- field, route and respond to email correspondence from the website

Currently, this position requires XX hours per month Rick Larson is our current VP. He does not plan to seek re-election.

Secretary

The Secretary shall record all minutes of the meetings, maintain the club records, write any correspondence as directed, and notify the membership of meetings and events. The Secretary is responsible for production of the newsletter and flyers, maintenance of the club directory. The specific responsibilities are:

- helping with the production and distribution of the newsletter with the Newsletter Editor
- recording meeting minutes
- assisting the Pres. with the production of the Monthly Club calendar
- Maintaining the membership directory
- appoint the newsletter editor

Typically, this position requires 15 hours per month. Ben Mitchell is currently the NCRC Secretary and does not plan to seek re-election.

Treasurer

The Treasurer shall receive all monies, be responsible for the bank deposits and accounting, disburse funds as authorized, co-signs checks with the President and have the books open for inspection by authorized auditors or club members. The Treasurer shall track membership and project budgets. The specific tasks are to:

- maintain the club books
- process the dues and distribute reimbursements
- process new members and distribute club materials to them
- maintain the club books and the membership database
- send newsletter editor and other officers updated membership database every month
- manage the PO Box that is in Berkeley.

Jeremy Bartlett is currently the Club Treasurer. Jeremy does not plan to seek re-election.

Public Affairs Officer

The Public Affairs Officer shall act as the central point of contact for both inbound and outbound communication to the media and other entities where appropriate. The Public Affairs Officer will also inform the membership of trail closure and land use issues related to off-roading driving. Additionally, The Public Affairs Officer will be responsible for casting a tie breaking vote in the event of an equal split vote among officers and for counting of votes in all club elections and votes.

-maintain good communications between the club and the other Off-Roading and Land Use organizations

-report back to the club on important Land Use issues

-work closely with the President to accurately represent the views of the club members in these sensitive matters.

-write a letter to the Club membership for each Newsletter.

This position typically requires 15 hours per month. Bruce Bonar is currently the Public Affairs officer. Bruce will be seeking re-election.

Specific tasks for the Public Affairs officer are to:

Rover Art?

By Leslie Dow

Artwork by Spence and Glynn Peterson.

We are back again with the Rover Art feature! This issue has some drama along with a great drawing of the Petersons s D110, below. Glynn Peterson calls this Trip our Land Rover . This piece, like her brother s shown to the right is a crayon on placemat composition. Certainly, there must be a story behind



these drawings! However, Blair is not talking.

Just so we maintain family harmony, we decided to re-run Spence s drawing of the entire Peterson Stable. Good going Spence and Glynn! We hope to see you soon on the next club event...

Surely each of you have at least one budding artist in your family! Send in their Rover Art!

NCRC Moab Extravaganza 2001

Text and Photos by Ben Mitchell

So you probably already knew this, but the "years in the making" NCRC trip to Moab, Utah occurred this May. I think everyone who went will agree that it lived up to the most ambitious of expectations.

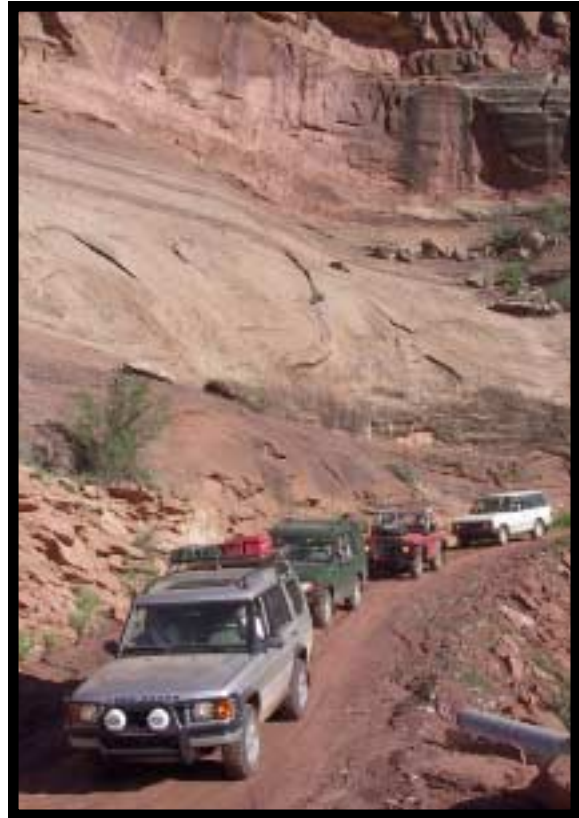
Day -1 Sunday:

Vehicles dribbled into town over the course of the day. I arrived by around 10:00, and Jeff Rogers and Scott Rachfal were already there with Jeff's 90, as were Eric and Brigid Cope in the 101. Tom Walsh wasn't far behind. I'm not sure exactly in what order and at what times all the parties arrived because there was no common lodging arrangement or rally point, but through the use of the wonder known as ham radio, the aforementioned crowd all assembled at the Cope's campsite to discuss the coming week.

This occupied us for about 20 minutes at which point we decided "enough talking, let's run a trail;" and so, at about 14:00, we started our way up Moab Rim Trail which is a challenging little piece of offroading, but an easy one to get to, and not beyond the vehicles or drivers in the group. Let's just say it was an inauspicious start. My truck started overheating almost immediately, and before 10 minutes had passed, Tom was pouring water on the beginnings of an electrical fire caused by a shorting winch cable in his 90. We made a quick field fix to get him rolling and turned around and headed back for town.

Tom proceeded to make a less hasty electrical repair, which lasted without incident for the rest of the trip, and I tried to JB Weld my fan clutch to see if I could improve the airflow through the radiator. I was less successful, and though it appeared that it was going to hold, the mound of putty-poxy had cracked entirely off within a few hours.

That night, having successfully contacted most of the members of the group, we were able to put together a large crowd for dinner at Eddie McStiff's. A good time was had by all, after which we retired to our various hotels/motels/campgrounds for some much needed rest.



Barry Ellis's Disco II leads the way on the Moab trail. Photo by Ben Mitchell

Day 0 Monday:

At 08:30 or so, people began assembling in the parking lot of City Market. For those who've not before been to Moab, this is the only grocery store in town, and is also the rally point used by just about everyone beginning a day on the trails. People filled their coolers with supplies and ice, and milled around for a while chatting while everyone showed up.

It was in this parking lot that we were first joined by our guide for the week, Dan Mick, and by our friends from LRW, John Carroll and Wayne Mitchelson who would be documenting the event for an upcoming issue of their publication. By about 9:20, we were all ready to hit the road, and we held a brief drivers meeting to ensure that everyone knew the plan. We all saddled up and hit the road.

Our route for the first day had us driving North of town and running around in the desert for a while taking in the scenery and generally getting accustomed to

Moab. There was to be one good obstacle, Wipeout Hill, which we'd be running in the downhill direction. Then we'd be heading out to Dripping Springs to play in a sand dune for a while before making camp.

Note that nowhere in the plan is any mention of rolling a vehicle down a hill. So much for sticking to plan. About 5 miles after we left the pavement, the trail passed next to a large sand hill. This proved to be a irresistibly tempting and so we played around on it for a while. It turned out to be more difficult to scale than it looked.

Jason Pipes was determined to scale it in his 5 speed Disco though and made several attempts to get to the top, each time getting a little further, but never quite conquering the obstacle. On his last attempt, he was unable to get his vehicle shifted into reverse before it started coming back down the hill - quickly - too quickly. Unfortunately, in the process of attempting to recover the situation he got sideways on the hill, and his truck tipped over and rolled several times before coming to rest on its wheels.

Fortunately, there just happened to be an off-duty paramedic watching this whole thing happen, who rushed to the vehicle and took control. Jason had

been alone in the vehicle, and when we opened the doors, both he and the vehicle were covered in clumpy red stuff. Needless to say, we were all relieved to find that it was marinara sauce, but that didn't lessen the gravity of the situation. Jason was clearly shaken up, and had just rolled several times in a vehicle. The paramedic began a thorough assessment while I held C-Spine. Brigid Cope produced a C-Collar out of her spectacularly well equipped first aid kit, and we put that on as a safety measure.

Eventually, Jason decided to get out of the vehicle and walk around a little bit. Jeanne Chung volunteered to drive him into the local hospital for a once over, and the rest of Jason's party delivered his (still drivable, but "totaled") vehicle back to the trailhead, where we all waited for a flatbed to come and pick up the truck. Once that was taken care of, we again headed off for Wipeout Hill, planning to meet Jeanne and Jason at a point past there where the trail intersected a blacktop road.

Wipeout Hill presented some vehicles and drivers with their first serious rock crawling experience. It took a while, but everyone made it through relatively unscathed, and we were then successful in meeting up with Jeanne and Jason at the aforementioned intersection. From this point forward, we were able to stick

with the plan, and after playing in the sand dunes (this time with no rollover,) we rolled into a beautiful campsite at Dripping Springs at around 19:00 or so. After agreeing that we'd be setting out again at 09:00 the next morning, Dan took his leave and headed back to town while we set to work making camp. A fairly typical NCRC campfire evening ensued.

Day 1 Tuesday:

Dan showed up at exactly 09:00, ready to start the day. We were all ready to go, so we got going quickly. We spent most of the morning out exploring various trails in the desert.



*Tom Walsh's Killer Bee showing its not so tender underbelly.
Photo by Ben Mitchell*

In the afternoon we went to a second, much larger, sand dune area where we spent several hours playing around, getting some vehicles really stuck, but not hurting anything. This was an incredibly scenic area - brilliant red rocks as a backdrop with vibrant green foliage dotting the landscape, and bright white sand in drifting dunes waiting to be attacked. Nobody wanted to leave.

Eventually Dan decided that if we wanted to make it to a campsite that night, we were going to have to start moving again; and so, we departed for our planned campsite at the bottom of a beautiful canyon along the river. The cliffhanging descent into canyon was again spectacularly scenic and we made camp in a clearing near the river at the bottom. Again, we agreed on a starting time for the next morning and Dan left us to once again do the NCRC proud with an evening of campfire pleasantries.

Day 2 Wednesday:

Sadly, my truck's overheating problems had been getting worse over the course of the trip, and so I decided not to participate in the day's wheeling, but to head back to town and see if I could improve things. Jeff and Scott wanted to check on an ailing tow vehicle they'd left with a local mechanic, and one other vehicle (sadly I can't remember which) needed to head into town as well; so the three of us convoyed back into town while the rest of the trucks went off to explore the Hey Joe uranium mines with Dan.

I'm not entirely sure what all they did that day, but I've seen photos of people about 300' deep in the mine, so

I know everyone had the opportunity to be irradiated.

Jeff, Scott and I did what we could about our respective problems and then decided to go tour Arches National Park, which is truly stunning. I suggest that anyone who goes to Moab take at least a half a day to check it out.

People arrived back in town in mid-afternoon and we coordinated to meet at the Smokehouse for a group dinner for about 35 people at around 19:00. Normally, we would have waited until the last day to do this, but Eric and Brigid were leaving the next morning to go to their son Daniel's graduation (congratulations, Daniel!.) Jeanne Chung was departing the next morning for two months in Europe (rough life, Jeanne,) and our intrepid

photographer/journalist pair from LRW had shot all their film and declared that they had more than enough material to dedicate an entire issue to the NCRC's Moab trip, and were going to rent a J#p the next day to go out and get photos for a sister magazine in the UK that covers all makes of 4x4s. Dinner was spectacular, and we all made our ways back to our respective accommoda-



XX navigating down a typical Moab obstacle.

tions for some less rustic sleep than we'd had the previous two nights.

Day 3 Thursday:

Days four and five were intended to be a little more hardcore in terms of the terrain we set out to conquer. This time, we managed to stay entirely on plan. The trail of the day was the Golden Spike trail, which is probably one of the more famous routes in Moab.

Dan, having been a part of the group that "discovered" the route so many years ago, was completely in his element guiding us over this trail. We touched the magic shrub (see photo,) crossed the Golden Crack, and otherwise had a ball.

I was bummed because I hadn't been able to sort out my cooling problems and was forced to park my truck for the week after Wednesday. I did get to ride with Dan though, which is an amazing experience. His truck (though not a Rover) is quite a rig, and he knows it really well. Jeff and Scott were also passenging because Jeff's t-case had started making a bad noise while in Arches the day before.

Our misery was amply compensated for however by the ecstatic expressions on the faces of Barry Ellis and Dan Mullan who were quite pleased with having nursed their Disco IIs through one of the toughest trails in Moab with only minimal damage. They were right to be pleased. It was a stellar performance.

Tom Walsh made a notable showing on this day as well. I don't think I've ever seen a Rover at quite that angle before - a picture says a thousand words, so see for yourself.

That evening we all did our own thing for dinner, though a bunch of us ended up at a local Mexican restaurant where, after a reasonable dinner, we proceeded to drain the bar of the fixins for

Kamakazi shots. Many thanks to Dave, the guy at the bar, who sponsored us to drink liquor. Strange laws they've got in Utah, eh?

I'm not entirely sure what time it was, but it was at least two bars later when a group of us (which would have remained completely anonymous except that I felt compelled to include this incriminating photo of our esteemed President, made our way back to our respective hotel rooms for some much needed rest.

Day 4 Friday:

Again, we met up at the City Market to head out for another of Moab's well known trails: Hell's Revenge. This is the best opportunity to drive on the "slickrock" for which Moab is renowned. To get there we drove past Lion's Back, which we did not scale (incidentally, Dan advises against driving up this thing if you happen to get out there on your own sometime and are thinking of doing it,) and out into a fee area run by some state agency. Dan's guide license gets us in free however, and we were immediately met with a vast expanse of rolling sandstone. It's a pretty short trail, but it's very hot and there's next to no shade out there. Dan's experience paid off again though as he led us into the one pothole out there that's got a shady overhang we could sit under while eating. Oh,

and did I mention that Dan supplied us with ice cream for desert at lunch every day. Hullava guy, Dan is - and his ARB freezer/fridge is pretty neat, too.

After lunch, we ran several great obstacles, got some good photos, and generated a bunch of smiles. Then Casey McMullen, who had performed a miraculous carb change that morning that cured his truck of some stalling problems he'd been having over the



Making shade while the sun shines at Moab.

course of the week, ran into a new batch of problems that seemed to be vapor lock, but that wouldn't be easily overcome. As a result, we had to tow him for a while, which encouraged us to skip a few obstacles and sort of "beat it to town". This wasn't really all the problematic for anyone. After five days on the trail, we were all ready for a little break.

That night we had another group dinner at the Sunset Grill, and then broke formation for the last time. Some people had already left, trying to get some progress made on the long trip back to California. Most of us were waiting and departing early the next morning. I swung by Jason and Petra's hotel to pick up the contents of their totalled Disco, so that they could get them back to the bay area. Tow vehicles (especially ones with long-box pickup beds) are wonderful things.

Jeff and Scott were stuck in Moab for a couple of extra days since it took quite a while to get the California specific smog bits they needed to have their tow rig repaired. Maybe that's why Scott just sold that vehicle and bought a Disco II.

I've heard universally good things about the trip, and I think it's safe to say that the NCRC will be going back to Moab sometime soon.



Moab!

by Jason Pipes

Moab!

Petra and I had been planning for the NCRC trip to Moab for months. The trip would be our first to Utah in our Land Rover Discovery and to the region that offers some of the most exciting offroading in the world. Although our Disco wasn't a rock crawling rig by any means we were excited to push our vehicle a little, to challenge ourselves a lot, and most of all to explore the desert for days on end.

For two whole days prior to leaving, we made final preparations for the trip, including installing brand new BFG mud terrain tires, OMEs, a cargo guard, an onboard drinking water system, front and rear diff guards, and we even removed the airdam and added a complement of stickers that had been waiting to be put on. For the first time since we had the Disco, it looked the part!

We arrived in Moab on Sunday night, May 20th, after an eventful trip across the Nevada desert with a full load and five people inside — Petra and myself, my brother Taylor, and Petra's brothers Peter and Martin. We took Hwy 50 in the hopes of taking in some of the desolate beauty that resides along this less traveled but more alluring route to Utah. On the way we had an encounter with a US naval research base and counted more stars than we've collectively ever seen. It was truly amazing, and the trip had only just begun.



The crash! This is the Disco wheels up after the roll started. Photo by Alex Cooper



View of us heading up the ridge on the 3rd try. Photo by Scott Rachfal

The accident

The next day, Monday May 21st, everything changed dramatically. What was supposed to be the first day of the best offroad trip we'd ever been on turned into the most traumatic event in our recent memory. Within the first hour of the first day I was sitting inside the destroyed wreck of our former 1996 Discovery, agasp that I hadn't ended up more severely injured or worse, on top of another Rover.

As a group of us were attempting to climb a steep sandy ridge in a spot known as Bartlett Wash, the effects of gravity took their toll. It was the first place the group stopped to explore and play, and I wasn't about to be left behind. I too drove up the ridge in an attempt to get to the top, and a number of times I had no problems doing so. On my fifth attempt I got the highest of all my tries, but the tables also turned in a split second. While attempting to back down under my own control I wasn't able to get the vehicle into reverse and I started to quickly gain momentum backwards.

Once I missed my chance to get into reverse (the Disco was a manual) I gained speed very fast, so fast in fact that braking had no effect. What occurred next could have been much worse but luckily only destroyed our Rover.

The first thing that I felt once I realized that I was out of control was that I needed to do whatever I could to avoid hitting someone or their truck. I can honestly say that my main concern was for the safety of everyone around me. That may sound forced after the fact, but aside from the natural fear that comes from the unexpected and from my own desire not to get hurt or die, I really was most worried about turning a bad situation for Petra and myself into a disaster for the entire NCRC.

I continued trying to gain control of the truck as I was moving backwards ever more quickly. When I reached the midpoint of the trail I decided my best option was to turn away from the path that would have landed me in the middle of everyone at the bottom of the ridge. Doing so, I hopped, would eat a portion of my speed and allow me to regain control of my reverse. My plan might have worked, but the weight on the roof rack was a deciding factor. When I turned left against the hill the drivers side tire lifted up and lurched upwards, pulled all the way over by the weight on top that was still trying to go down the hill. What followed was one full slow roll that landed the truck on all four wheels after each side was given ample opportunity to crunch itself on the hillside.

The aftermath

What occurred next can only be described as an

amazing example of a clear headed and calm response. Within seconds of the roll a group was present to secure me from further movement and to stabilize

the truck to prevent any further damage (fire, etc). An off duty paramedic who was present (but not with our NCRC group) checked me over for about 15 minutes. The Cope s provided a neck brace while Bubba provided one of his sides to attach me to, should I need to be taken to the hospital with any neck or back injuries. Ben Mitchell held my head to prevent me from moving my neck, and others provided moral support from outside the truck. Amazingly I was unhurt from

the roll. About 30 to 45 minutes later at the request of a number of people I went back into Moab to the emergency room to get a more detailed examination to insure I wasn't hurt. Jeanne Chung took Petra and myself back into town where it was determined that I was indeed physically unscratched.

Once I left the scene and went into town, the remaining people cleaned up the parts and gear that had been thrown about when the roll occurred. The roof rack was torn from the vehicle and all the stuff on it went flying. Some commented that the scene looked like a plane crash

because there was a trail of parts and pieces from the place the roll started to where the truck came to a stop. Luckily no fluids leaked and all the glass that broke remained inside the truck. There was also little damage to the hillside as a result of the accident.

Equally as amazing is that the truck started up again after the roll! It was decided to actually drive the truck back to the main road where it would be hauled back into Moab where it would remain until we figured out what to do next. All sides of the truck were badly crumpled, the roof was caved inward, the roof rack was torn from the top and smashed pretty seriously, the front window was shattered and pushed in, and the



After coming to a stop, roof rack gone and before everyone ran to the truck. Photo by Scott Rachfal

frame was bent enough to prevent the front doors from opening. I met up with the rest of the group later in the day, and the accident was approached with a light hearted, thankful and open attitude. The Rover was given a name (or was it the driver that they named) - Flipper.

The process of getting home was not an easy one, and it caused no undue stress to a number of people. Towards the end of the Moab trip everyone seemed to be having their own issues. Ben Mitchell was dealing with an overheating problem, Jeff Rogers was having a mystery problem

with his truck, and Scott's ride was in the shop with no end in sight. The added stress of five stranded members wasn't much help to anyone! Petra and I spent much of Wednesday and all of Thursday and Friday trying to rent a car to drive back home in. Because it was memorial day weekend, there was little that was available, and those cars that we could rent were not allowed out of the state without an enormous drop-off fee. Finally, at the last minute we managed to arrange a ride home with Casey McMullen in his Series III 88 and Alexander Cooper in his Range Rover. Our camping gear was taken back to San Francisco by Ben Mitchell whom we hooked up with a few days to pick it up.

We now have a new Rover, a NAS Defender 110 which we found a day after we got back from the trip in used car lot in Los Gatos. It was seriously undervalued so we put down as much as we could and bought the vehicle on the spot. After much work because of an outstanding issue with the contract we have finally

settled and the vehicle is now ours. Needless to say, we are very pleased and very excited to own such a rare and wonderful Rover!



With my neck brace on, Ben Mitchell holds my head while I'm checked for serious injuries. Photo by Scott Rachfal

Some interesting news - Flipper was last seen by Philippe of Roverland for bid in Salt Lake City at an auto salvage auction, and the photographer from LRW that joined NCRC on the first half of the trip has apparently won an award for his series of photos of the rollover which will also be in the next issue!

Analysis

- Disco's aren't light, they're very top heavy.
- Weight on our roof rack was a major cause of this accident.
- Backing down a hill is not easy and takes a lot of skill, it's harder

the steeper the hill.

- Disco's have ABS which in this case partly prevented me from stopping.
- The airbags never deployed because the front end was never impacted during the roll.
- Wearing my seatbelt saved my life — my window was open and I would have fallen out and been crushed had my belt not been on.
- Driving offroad has its own inherent risks and taking a casual attitude towards any obstacle can lead to disaster at any movement. I wasn't complacent when I rolled, but I certainly hadn't imagined getting into an accident while doing what I was. Having it happen was a bit of a reality check, now every time I do anything, I picture myself losing control and that allows me to figure out what I might do before hand instead of during.
- Never attempt anything you aren't comfortable with.

- Always be aware of the people and vehicles around you.
- Make sure you have an exit plan for all maneuvers should your initial approach fail.
- AAA (Triple A) won't cover towing and/or assistance in the event of an accident, they claim auto insurance covers any assistance you need. Telling them that the car simply won't run will suffice as long as you don't tell them it was because of an accident.
- No mention was made of NCRC's involvement with the trip in any accident related report, it was not important and didn't impact the fact that we had an accident in any way.
- Our auto insurance covered the rollover in full. Many policies explicitly state that as long as the vehicle is being used within the limits of its intended uses, they will cover it. Check your policy.
- If a vehicle is a total loss and out of town or state when the accident occurs, it will be valued according to where it was originally from, not based on where it was crashed.
- We received a very large sum of money for our Disco, much more than it would have been worth had we sold it instead. We were able to demand a much

higher price because we researched every possible resource on the value of our vehicle and held the insurance company to those values.

- Many insurance companies do not use Blue Book value for determining value of vehicles. The most used source is the NADA guide which is available to search for free online (www.nadaguides.com). The first amount given to us by the agent was nearly 4k less than the value listed in the AADA guide. When I asked about the difference, she said I was right, and revalued the vehicle accordingly.
- San Francisco and CA in general are great places to make a claim on a Discovery as they are valued much higher here than anywhere else in the country.
- The cost of performance tires, upgraded shocks and springs and other additional offroad equipment was not covered, although I did get them to cover 25% of their value in this case. Apparently you must work out the value of these items ahead of time (in most cases) to guarantee that you will have them covered. I was allowed to go to the vehicle and remove the tires and OMEs if I wanted, but because I was 1,000 miles away at the time it was offered, I couldn't do much to follow through. I suggest you remove whatever you can should you ever get into an accident before the adjuster gets to the vehicle.



The Disco ready to drive back to the trailhead. This is the last time it would ever drive! Photo by Scott Rachfal

July 2001 NCRC Rubicon Recce:

A cautionary tale

Text and Photos by Leslie Dow

Getting Ready

Running the Rubicon has always been the one trip that I look forward to above all others. This Rubicon trip was a Recce for the upcoming NCRC Rubicon adventure later in the summer. The Rubicon has IMHO, the best obstacles, views, entertainment and challenges of any trail that I have ever tackled. It is my favorite and the most difficult trail that we tackle. Typically, I take a day off prior to the trip to get us ready. Especially, when Chris and I are taking two vehicles and the kids, which we were this time. It gives me a chance to make sure that I have taken care of everything. Not this time. Work had been grueling this summer and extra days off were few and far between. I had been scheduled into a meeting that morning and we were to leave at 3pm that afternoon. I had not done much packing or shopping the day before. Frantic does not begin to describe my state when I got home. Chris and I threw everything in to the trucks (including the kids) and off we went. I do not mean to imply that it went smoothly think Keystone Cops and you will get the idea. To add to our overall stress, this was our D110's maiden Rubicon trip. Chris had installed a skid plate, winch and rock sliders for the trip but some damage was expected and we were nervous.

Ben Mitchell, who was caravanning up with us, met us at our house just in time to witness the keystone cops routine. We finally were ready, about an hour late, but we were off! Our Rubicon adventure actually started at the neighborhood gas station. Chris was checking the oil in my D90 and he misread the dipstick. Since he thought it was a quart low he added a quart of oil to a full crankcase. After realizing his mistake, we were back to the house to drain out the unwanted quart.

It turns out that dumping a single quart of oil from a hot engine is quite a trick. One that we clearly had not mastered. We dumped nearly all 8 quarts of oil all



Ben Mitchell perfecting his trail welding skills for the second time that day. He was to weld one more time...

over our beautiful new driveway and then realized that we did not have any more oil. Eventually, we got everything under control and actually were able to get out of town.

We made great time to Loon Lake where we met our friends Janet and Holly. They were there with Janet's nephew Derek and some of his friends. Janet had just recently bought Chuque Henry's Defender and this was her first Rubicon in her own vehicle. Both Holly and Derek had nicely kitted out Toyota FJ40s and are experienced Rubicon enthusiasts. We were all well outfitted for the trip and we were ready to go.

Day One

This was one of the 4th of July weekends so Chris and I knew we needed to make an early start in order to ensure a good camping spot at Buck Island Lake the following evening. Unfortunately we did not communicate that well to the rest of our party who were making breakfast and sleeping in. We got a late start on the trail and that probably helped to set the tone for the rest of the day.

The first obstacle, aptly called the Gatekeeper, was a hard left turn flanked by trees and boulders. It was

harder than it had been in earlier years and it had never been easy. We all made it through with only a moderate amount of trouble things were definitely looking good! Chris drew first blood on the 110 with a broken tail light in the rock garden that followed. However, all in all the first section was pretty simple.

Things just kind of hummed along for awhile and I, for one, started feeling myself slipping into the groove and watching the magnificent scenery. Right up to the point where I became high centered on a rock that I swear had not been there when a moment before! One of the grueling aspects of this trail is that it is all hard. Letting your attention wander for even a minute can result in trouble. Clearly, that was what I had done.

Chris went to get the tow rope to tug me off the rock and we realized that we had left it along with our entire recovery kit back at the first obstacle! There had been quite a crowd at the first obstacle and in the rush of herding kids back into trucks and moving on we had both forgotten the recovery kit. We decided that we could not finish the trail without the recovery kit, which had not only our tow straps but our winch controllers. Our party pulled off the trail and waited while Thelen and Chris Z (a friend of Dereks). hiked back to the first obstacle to retrieve the precious bag.

We were getting a bit worried now because of the additional delay. It was noon and we were not even to the Little Sluice bypass which is the halfway point to our favorite campsite at Buck Island Lake. Pushing on, we all made it up Walkers rock with hardly any trouble. This was notable because Janet did not realize that she didn't have her center diff-lock engaged! We were nearly to the Little Sluice when Chris picked the wrong line on a completely innocuous obstacle. I watched in horror as I saw his beloved 110 fall slowly over into a granite slab. Luckily, he was OK just a bit shaken and we were able to right the vehicle and hold it to the rock while he drove off the obstacle. For the first time I truly realized that off-roading can be dangerous. I think we were all a bit shaken.

We pushed on determined to make it to the Little Sluice quickly. The trail between Walkers Rock and the Little Sluice is a substantial rock garden. All of us took some teeth wrenching hits. At the entrance to the Little Sluice bypass Chris appeared to be stuck on an

totally inconsequential obstacle unable to turn his wheels. After inspection it appeared that Chris had bent his drag link and there was fluid leaking from some steering component. We realized that no one brought any steering components on the trip. So much for being prepared. The good news was that the leaking fluid was coming from the steering stabilizer which is only really useful at high speeds. Chris and Ben were able to straighten the drag link out but since it had been bent it was still weak. They were concerned that it would just bend again on the first tap. It really needed to be reinforced. Fortunately, Ben had just installed an arc welder in his vehicle. One of the Pirates of the Rubicon donated a metal strap, which Ben welded onto the straightened arm. Two hours later we were on the road again but by then it was nearly 4pm and our hopes of a good camping spot were fading.

During the stop at the Little Sluice Janet and Holly noticed a grinding noise coming from the rear of Janet's D90. After investigation they decided that they did not know what it was but they had better just push on. A couple of obstacles later the truck bed was sitting on the left rear bump stops. It was clear that the noise had been a prelude to a broken shock mount. Ben, now an experienced trail welder, jumped into action and welded the shock mount. With the repaired shock mount installed we were on the road in less than an hour.

At this point we were all very hot, tired and dirty. We wanted desperately to get to Buck Island Lake to wash up in the clear cool water. From this point in the trail, we could see the Lake in the distance. It was a magnificent vista. After the last fiasco we realized that we were not likely to get a camping spot unless someone went on ahead. So we split up the group and sent Derek on ahead to secure a campsite while we repaired Janet's vehicle. In retrospect, we were very lucky. Derek trekked along with no mishaps to Buck Island Lake. In our haste to get to the goal we forgot some of the basic rules of off-roading-never travel alone.

We were so close! Actually we were at Buck Island Lake when the next mishap befell our party. Janet's shock mount broke again but in a different place. Ben's trail fix had held! Here we were, about 1 mile from the camp site and a bath. Janet and Ben decided that she was close enough to make it to camp even with a broken shock mount. They popped the

shock back into place and we were on our way.

I don't think that we had gone another 50 yds when fate struck again. I was in the rear and I noticed that Ben jumped out of his truck with his fire extinguisher. I then slowly realized that with Holly behind me, it had to be Chris who was having trouble. Chris had come down with that Defender classic the literal hot seat. His winch cable had become wrapped around a steering component and parted. This caused a dead short in the battery (located under the driver's seat) which began to smoke. Luckily (again) there was no damage other than a dead battery and an out of commission winch.

By now it was dusk and Chris was again dead in the water, or on the trail. Luckily, Ben had installed a second deep cycle battery when he installed the welder in his truck. However, they still needed to move the battery into Chris's vehicle and disentangle the winch power harness from the steering components. Holly and I stayed long enough to be sure that

Chris and Ben would be able to get the vehicle repaired and make it to camp. We then went on to get the tents set up and dinner started.

Some of the most difficult obstacles are right next to the lake Holly and I did them dog tired and at dusk. I had to back down a very steep slope in the near dark. All the time I kept remembering Jason at Moab. We made it but I took some serious damage from a rock in my passenger door. It is clear that this would not have happened had I not been tired and had it not been nearly dark.

After a few false starts Chris and Ben had the 110 repaired and were underway. Unfortunately it is now completely dark. After waiting awhile at camp I started to get worried so I took a flashlight and headed down the trail on foot to find them. I found them in the midst of a pretty steep incline. I was able to spot them through but only when they turned off their Hellas. This was pretty disconcerting for Chris, but it really



The Vehicle lineup at the top of Cadillac Hill the Recce; From left to right: Chris Dow's D110, Janet Leising's D90, Derek Leising's FJ40, Ben Mitchell's D90, Holly Day's FJ40, Leslie Dow's D90.

illustrates that when you are spotted you need to just drive and not look. Ben and Chris did all these obstacles in the dark with me walking the trail with a flashlight. I was totally exhausted but still running on adrenalin. It was much later when we all went to bed..

The next morning we awoke to rain sprinkles needless to say that got us moving. The prospect of going up Cadillac Hill in the rain was not pleasant. Cadillac Hill is a series of steep switchbacks with powdery dirt on granite. There is a steep drop on one side of the trail and a couple of places that require you to drive nearly on the edge where the passenger tire is nearest the precipitous drop. It is exciting enough dry, I do not want to try it when it is wet.

We all got moving fast. Ben welded Janet's shock mount again and we were off. The trail was pretty uneventful after that. We all made it through the Big Sluice with no problems and headed down into Rubicon Springs. Since the sky was still threatening, we decide to forgo lunch until we hit the top of Cadillac Hill. We made it out of Rubicon Springs and up Cadillac hill with hardly any trouble. After our exciting first day, the last part of the trail was uneventful.

We lunched on the overlook at the top of Cadillac Hill. It is a beautiful spot that gives the panorama back into Rubicon springs and back up the trail to Buck Island Lake. As always I was sad that it was over. However, this time I had definitely learned a set of important lessons.

Rover Resources

One of the new features in the NCRC newsletter is our Rover Resources Pages where we ask you to share favorite suppliers and products with the rest of us. For our first *Rover Resources* page Blair Peterson (owner of two series vehicles and a D110) gives us his favorite local suppliers.

By Blair Peterson

In the course of owning three Land Rovers, I've had the opportunity to perform certain amounts of restoration, modification and, well, repairs. Some aspects of Roverdom require obscure parts or services. There are several shops and services that I have used over the years that either had/did just what I needed or were a pleasure to do business with, or both. Here is a list of my personal recommendations, but of course, YMMV! I hope to add a small job welder/fabricator in Marin or Oakland to this list soon.

ALCO Iron and Metal: Great salvage yard that sells all shapes and profiles of metals, including aluminum sheet, extrusions and diamond plate for \$3.50/lb. 1091 Doolittle Drive in San Leandro, at the foot of Davis Street. 510-562-1107

Cain's Tires: A good source for hard-to-find Rover tires, especially Cooper and Dunlop in odd sizes (like 7.50R16). Mention my name to Mark (no kickbacks yet, but I'm still hoping). 1531 Fourth Street in San Rafael. 415-453-2942

Carpenter Rigging: A great source of professional recovery gear such as shackles, wire rope, straps, etc but you'll pay for the quality. The rigging loft (ask for Bo) has prepared and wound two custom winch cables for me. 222 Napoleon Street in San Francisco. 415-285-1954

Krug's Coliseum Sandblasting: They've been into silicon longer than anyone in the valley. 4356 Coliseum Way, near High Street in Oakland. 510-261-3535

Pacific Galvanizing: One of the few places around still engaged in this dirty, toxic, dangerous business! They'll charge you by the pound. Take a clear inventory photo of your pieces beforehand. Coliseum Sandblasting does the initial surface prep before Pacific strips, etches and dips your precious, unobtainium Rover components. On Coliseum Way at the corner of 46th Ave, east of High Street in Oakland. 510-261-7331

Poly Engineering: A small powder coating shop that has done various components for me. Charges somewhat arbitrarily by the batch, but is pretty reasonable. Regatta Blvd exit, just off 580, at 701 Erlandson Street in Richmond. 510-233-1420

Rite Way Electric: Knowledgeable, friendly and competent rebuilders of electrical components. Not afraid of exorcising Lucas demons. 261 6th Street, San Francisco. 800-732-8863

West Marine: A great selection of stainless steel fasteners, high quality electrical wire and connectors, and many other things you didn't know you needed until you saw them. Various locations in the Bay Area.

Mechanics & Parts & Service

21

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

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 Fancisco 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 09.03.01

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 \$30 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: _____