



# ***Newsletter***

***Summer 2002 Issue 22***



# ***Club Information***

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## ***Correspondence:***

Any correspondence should be addressed to our **NEW PO Box:**

**Northern California Rover Club  
3020 El Cerrito Plaza, #269  
El Cerrito, CA 94530**

Our web page is [www.norcalrover.org](http://www.norcalrover.org)

Members are strongly encourage to submit articles, notes or letters for publication.

## ***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 can be downloaded from our website at <http://www.norcalrover.org>

## ***Officers***

**President :** Jeff Rogers, (408) 292-9912

**Vice President:** Rick Larson

**Treasurer :** Jeremy Bartlett (510) 233-3167

**Secretary:** Ben Mitchell

**Public Affairs Officer :** Bruce Bonar, (415) 468-5000  
x3009

**Newsletter Editor:** Rob Kerner

**Newsletter layout:** Mehdi Saghafi

**Web Master:** Jason Pipes

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## ***Notes From the Editor:***

I can write and put pictures of my Land-Rovers in as many newsletters as we produce. If you would like to see other content, please submit pictures and articles to me, or any club official. I love looking at pictures of Regent, as you can tell by this issue :)

## ***Calendar submissions:***

Calendar items should be sent to Jeff Rogers at least 2 months before the event.

[president@norcalrover.org](mailto:president@norcalrover.org) or Club PO Box

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## **NCRC Rally and Picnic Table Fundraiser**

A reminder to all club members that the Northern California Rover Club Rally will be held on October 12 and 13 at Cedar Camp in Mendocino National Forest near and in the Stonyford OHV Area. At the time of printing 10 out of 25 slots have been filled. A potluck lunch will be held at Cedar Camp on Sunday after the end of the rally. We are using the event to help raise funds to donate permanent picnic tables to the Forest Service for installation at Cedar Camp; a donation to the picnic table fund would be appreciated even if you don't plan on attending the rally. If you haven't received a registration packet for the rally contact Jeremy Bartlett ([jjbartlett@earthlink.net](mailto:jjbartlett@earthlink.net)).

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Club Information	2
Tree Planting	3
Wet Okole Seat Covers	4
Pismo Trip pictures	5
How to bend a track rod	6
Electric Winch comparison	7
Mendo 2002	9
Death Valley Trip report	10
The Recce Process	11
Palo Alto meet pictures	15
Where's Regent?	16

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**Cover Photo:** Bubba and Stella in Mendocino National Forest.



### **Tree Planting at Fout Springs Staging area**



The Trough fire that ran through the Stonyford area last summer had some devastating effect on the areas that the club uses on a regular basis. When the Forest Service asked for volunteers to replant trees, we gathered as many volunteers as we could, and along with a large number of motorcycle clubs, and hang gliding clubs we planted trees. The following pictures show us planting trees in and around the forest service storage facility. This was the second of two volunteer sessions that helped stabilize hillsides and plant trees. Thanks to all who gave of their time and sweat. Look for more information in the future both on the Mendo\_recce mailing list and posted on the web site for more volunteer work.





# *Technical Information*



## **Wet Okole Seat Covers Product Review**

**By: Jeremy Bartlett**

**(Product Rating: A+)**

"Begin at the beginning". Sometimes you just can't do that though and this is one of those times. I'm going to begin at the end by stating right out that if you're looking for seat covers for your Land Rover and you're not looking at Wet Okole covers then you're making a mistake.

Of course there are some down sides. They'll cost you what the Genuine Parts covers go for. If you own a Series vehicle and are looking for seat covers I doubt Wet Okole has them (but it wouldn't surprise me if they could make some). Then again, I don't seriously expect many Series owners are too concerned about seat covers (being a Series owner myself).

Now I'll return to the beginning. The stock seats in my Defender are still in decent enough condition with only a minor snag here and there after eight years of hard use. That's partly because for most of that time I've used the Land Rover waterproof seat covers as protection. The Land Rover seat covers aren't bad; they're a decent color match in light gray, are made of Goretex and generally fit the seats. However, they are a little on the expensive side at around \$200 plus a pair, and I've never liked the feel

of them. They're too slippery for my taste and though I don't think of myself as particularly appearance obsessed, they always tend to look just a little disheveled). There are after market covers made of near identical fabric for a bit less from suppliers in the UK and I've used these in my gray market Range Rover but I was hoping to find something else to replace the worn out set for the D90.

Given the relative rarity of Defenders in the US I wasn't expecting to find too many alternatives, so I was surprised when I came across Wet Okole by searching the web. Their site is [www.wetokole.com](http://www.wetokole.com) They're a Hawaiian company with facilities in California. They specialize in neoprene ("wetsuit material") seat covers for any make of car. Their site lists a wide variety of brands and models to which they claim to have exact form matching seat covers. They also offer more generic covers for vehicles not listed. The choice of colors is excellent. I suspect you'd be able to come up with almost anything to match your tastes or your vehicle's interior. Now neoprene really appeals to me since it'll take a lot of abuse, is waterproof and feels better to sit on than Goretex. Unfortunately I didn't come across the Defender in the model lists on





## Seat Covers cont.

the Wet Okole web site although the Discovery is there. Assuming that I'd have to settle for a generic form cover, I called up Wet Okole to order a set. (1-888-24okole) (if you're model is on the website you can order from there). Before doing so I asked if they had seat covers for the Land Rover Defender. Surprisingly they said they did. The cost was around \$250 which competes with the Land Rover covers in price range. I suppose I'm a bit skeptical by nature and I figured I'd end up with a pair of seat covers that didn't quite fit but would at least protect the seats and be comparable to the Land Rover covers. Since I wasn't entirely happy with the Land Rover design and fabric, I decided to place an order. I gave them the custom color pattern I selected to closely match the Defender interior. After the nominal two to three weeks manufacturing and shipping time the covers arrived. I opened the box and was amazed! Not only do the head rest covers perfectly fit the Defender head rests but the two piece seat covers, beyond being skin like fits to the seats, have sturdy webbing and well designed buckles to snug them up and hold them in place. Velcro tabs close everything up quite nicely. What really impressed me was that the seat base cover even has perfectly located holes for the rear retaining prongs of the seat pad! Once fitted the seat base can be removed as if the cover were not even there. This compares very favorably against the Land Rover brand covers that are held in place by much flimsier elastic straps and clips which never worked very well with the seat when you need to remove it for access to the battery or toolbox. That a company can make the effort to so precisely fit a relatively obscure seat shape like the D90 and then custom make a color combination says a lot about it. The images show the original Land Rover D90 front seat uncovered and the Wet Okole version I chose. That's a pretty damn good blend I think., but as I stated, if you'd rather have a bright Hawaiian print, hot pink, lime green or desert camouflage you can.

I've been using these seat covers for a couple of months now and can't find anything wrong with them. They still fit firmly, are very well designed both stylistically and functionally and are comfortable to sit on. Actually I think they improve the feel of the seat since there's even less slip than with the original upholstery. Dollar for dollar I don't think you can get a better seat cover for a coil sprung (or air sprung) Land Rover. Someone out there might make a comparable product but I doubt anyone makes a better one. So I'll end with the end by stating again if you're looking for seat covers for your Land Rover and you're not looking at Wet Okole covers then you're making a mistake. .... but that's just my opinion.

In the next issue I'll be reviewing Mean Green Starters for both Series (2.25l) and Coil Sprung (V-8) Land Rovers .... Yes there's a difference.

## Pismo Trip

Pictures by: Nancy Hart





# *Technical Information*



## *How to Bend a Track Rod on a 110*

**By: Chris Dow**

It all started at the entrance to the Blue Lakes trail last summer. I backed up to let some people through around us, having forgotten there was a big rock just behind where I had stopped Leslie's 90. I hit the rock from behind and broke the bracket which limits the flex in the track rod by wrapping around it from behind where it passes behind the differential. This bracket is made out of aluminum, and it broke when it struck the aforementioned rock. In the process, the track rod was bent. Somehow, I got away with completing the Blue Lakes trail in Leslie's 90 despite the absence of this part, although the improper alignment on the drive home resulted sufficient uneven wear on the tire to cause us to have to replace it. This was considered by us to be one of those repair events that result in an upgrade, since we used the opportunity to put larger tires on the 90.

Earlier in the summer, I had taken the 110 through the Rubicon trail (having done that, I don't recommend it). On that trip, I had bugged the track rod (and bent the bracket) on the 110 (it's been a bad year for track rods at the Dowhaus). When I finally got round to replacing it, I figured that, having successfully negotiated the Blue Lakes trail with out the bracket, it was unimportant to replace the bent one on the 110. So, I replaced the track rod and--after several attempts--got the alignment sorted. I went on blissfully ignorant of the true purpose of the bracket: to keep the track rod from bending through it's elastic state into its plastic state.

I'm no expert on these matters, but I'm told by those whom I trust that metal has two states when bending: elastic and plastic. Metal can be bent a certain amount before that bend is permanent, and if the bending force is removed, it will return to its original shape. This is elastic. If me(n)tal is bent beyond the elastic state, it goes into its plastic state, meaning it will not return to it's previous shape. The purpose of the

bracket bolted to the diff and running behind the track rod is to keep the track rod elastic.

As I said, I lived in blissful ignorance, thinking all was well, until Mendo 2002. We were on a trail (the number now escapes me) and reached a sharp right turn on a steep slope. I noticed as I turned the corner that the 110 really wanted to go off the downhill edge of the trail. I backed up, realigned the vehicle, and tried again, with the same

result. Kevin Kelly, who was with me at the time, got out and looked at the trail. He seemed a bit confused as to why I was having trouble. He instructed me to turn the wheel to the right. I did so. He said "No, all the way to the right". I indicated that I had done that. He looked confused, reached in, grabbed the wheel and tried to move it. It wouldn't budge. He then looked somewhat concerned, went around to the front of the 110, and then I saw the spark of realization on his face. My truck was pigeon-toed. The right wheel was turned to the right, while the left wheel was turned to the left.

I got out, and looked under the vehicle. There, I found the track rod bend backward and down in a wide "v". We got on the radio and informed the convoy that we would be stopping for a while. After a brief council of war, we decided to use the winch and a bottle jack to attempt to straighten the track rod. This yielded pretty good results after quite a bit of fiddling. We were then able to get a high-lift jack handle (which remains as of this writing) on the track rod in order to give it a little more rigidity. After this jury rig, we continued uneventfully back to Cedar Camp.

So, the first lesson is that the bracket behind the track rod does, indeed, have a real purpose and its absence should not be taken lightly unless other measures (strengthened track rods, etc.) are taken. The second lesson is that a high-lift jack handle is an excellent way to bolster a damaged track rod. Note that I was involved in getting a drag link fixed up in

this same manner on a Jeep YJ on the Rubicon trail in 1998, so I can vouch for this technique's validity on that component, as well.





# Technical Information



7

## Electric Winch comparison

**By: Rob Kerner**

For the purposes of this comparison I am making very few judgments, because winch choice can be as controversial as tire choice. I am only comparing electric winch stats, and will leave PTO and Hydraulic for another time. The only bias I will add to this comparison is that I absolutely love the worm driven Ramsey RE10000 that I have. It has a very slow pull, but is very hard to stall...If you'd like to feature your winch and its abilities. Just write up the article with pictures and submit it to me. All data was taken directly from the manufacturers web pages (except prices.)

	Rated Pull	Motor	Gearing	Weight	Pricing	Special Features
<b>Ramsey RE12000</b> (No longer seem to make the RE10000)	12000 lbs	Series wound 4.8 hp (12V)	Worm Gear	135 lbs	~\$1100	Exclusive semi-automatic RAM-LOKTM clutch disengages for free spooling; spring loaded for positive engagement
<b>Ramsey Platinum 95000</b>	9500 lbs	4.8 hp 12V DC Series wound	3-stage planetary	100 lbs	~\$800	Fully integrated solenoid assembly with continuous duty solenoids for reeling in cable
<b>Warn M8274-50</b>	8000 lbs	12V 4.6 hp/ 3.43kw, Series Wound	Spur Gear	110 lbs	~\$1100	No load retrieval speed is 73.4 feet per minute! Very fast.
<b>Warn XD9000</b>	9000 lbs	12V 4.6 hp, Series Wound	3-Stage Planetary	78 lbs	~\$850	
<b>Superwinch X9</b>	9000 lbs	2.0 hp Series Wound	Differential Planetary	82 lbs	~\$700	
<b>Superwinch Husky 10</b>	10000 lbs	2.1 hp Series Wound	Worm Drive	113 lbs	~\$1150	Oil Bathed, Heavy Duty Worm Gear & Wheel







# Technical Information



	Line Pull/ Speed/ Amps	Line Pull/ Speed/ Amps	Line Pull/ Speed/ Amps	Line Pull/ Speed/ Amps	Line Pull/ Speed/ Amps	
<b>Ramsey RE12000</b>	No Load 16 fpm 80Amps	2000 lbs 8.6 fpm 150 Amps	8000 lbs 4.4 fpm 290 Amps	10000 lbs 3.8 fpm 335 Amps	12000 lbs 3.3 fpm 380 Amps	
<b>Ramsey Plati- num 95000</b>	No load 35.4 fpm 97 Amps	2000 lbs 16.7 fpm 180 Amps	4000 lbs 12.7 fpm 260 Amps	8000 lbs 9.0 fpm 395 Amps	9500 lbs 7.8 fpm 430 Amps	
<b>Warn M8274- 50</b>	No load 74.4 fpm 55 Amps	2000 lbs 22 fpm 190 Amps	4000 lbs 12 fpm 275 Amps	6000 lbs 9.5 fpm 350 Amps	8000 lbs 6.1 fpm 450 Amps	
<b>Warn XD9000</b>	No Load 38 fpm 70 Amps	2000 lbs 14.4 fpm 180 Amps	4000 lbs 11 fpm 255 Amps	8000 lbs 6.9 fpm 415 Amps	9000 lbs 6.4 fpm 460 Amps	
<b>Superwinch X9</b>	No Load 32 fpm 73 Amps	2000 13.8 fpm 130 Amps	4000 9 fpm 240 Amps	6000 6 fpm 316 Amps	9000 2.5 fpm 420 Amps	
<b>Superwinch Husky 10</b>	No Load 22.6 fpm 62 Amps	2000 9.6 fpm 138 Amps	4000 6.3 fpm 205 Amps	8000 2.5 fpm 340 Amps	10000 1.5 fpm 450 Amps	



**XD9000**



**Superwinch X9**



**Huskey 10**



**Platinum 95000**



**RE12000**



**Warn M8274-50**



# *Trip Report*

9

## *Mendo 2002*

Mendo 2002 was another great year, though this year was missing quite a few regulars. Cynthia and I were at our first Mendo with our new daughter of 5 months, and our new Starcraft tent trailer. This was the coldest Mendo I have ever attended, and the only one I ever missed was Mendo 1. There was no snow to be found anywhere, but the wind was biting. We spent our time with the "Kids" bunch and had a great time hitting all the usual trails. Unfortunately the battery on the Starcraft gave out early Sunday morning (so no more heat for Crystal and Cynthia) so we were headed out of camp before most were up. Here are some pictures of Mendo 2002 memories. Rob



# *Trip Report*

## *A quick Look at Death Valley*

**By: Joe Nagy**

I'm a new member of NCRC and I just returned from a trip to Death Valley NP. I thought that perhaps others might find a report on a couple of the more popular roads useful.

I've also attached a picture of my range Rover at Teakettle Junction on the way to The Racetrack as well as one at Grant Lake on the way home.

My truck is a 1996 range Rover 4.0 with 178,000 miles. I bought it used from a commuter in November with 165,000 on it. I encountered no mechanical difficulty save the tailgate warning



Road	Mileage one way	A v g . MPH	A v g . MPG	Condition
Hole in the Wall	3.5	15	N/A	Rocky, no washboard
Ubehebe to Racetrack	26.5	30	12	Heavy Washboard all but 3 miles
Ubehebe to Crankshaft	19.4	41	11.1	Heavy Washboard
Crankshaft to Crater Mine	7	27	8.5	Rough very steep
Hanging Rock Canyon	4	N/A	N/A	Semi-paved
To Eureka Dunes	9.3	42	15	Rough, some washboard
To paved Big Pine from Dunes	6.7	46	13.1	Med. washboard

constantly turning on. Warning has since "fixed itself" after returning to San Francisco. I used Yokohama Geolander AT + II tires and had no flats. The rack is from Rover Connection (good price) and took just 30 minutes (in the rain) to install. I recommend a windscreen however as the wind noise is huge. Tap Plastics and a few zip ties did the trick.

I highly recommend the water at Scotty's Castle. The spigot at the gas pumps comes right from the stream and the water is very tasty and free. A good place to refill empties.

I hope this info is useful to others planning travels through the area this summer



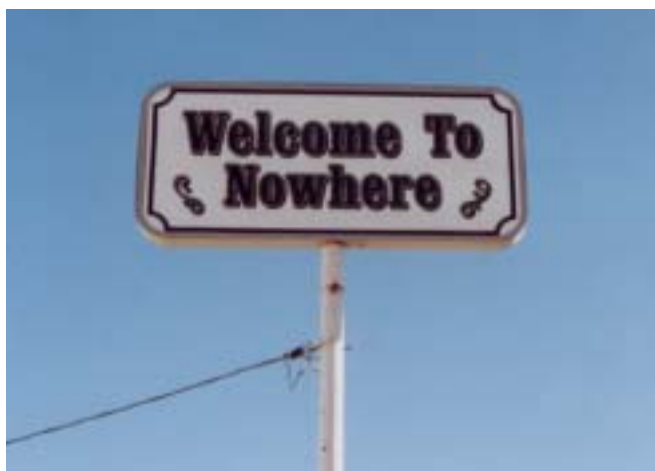


## ***The Recce Process - in Theory and Practice***

By Jason Pipes

**This article is being written to detail how and why to run a club recce and to describe an actual recce and the resulting NCRC trip.**

The process of doing an exploratory club recce can be very simple. It theory you simply find a place you want to explore and figure out a way to get there. Prior to leaving you try to find out whatever you can about the region. Once there you take note of what the region has to offer and observe the quality of the scenery, the conditions of the trails or routes to be traveled, scout for alternative paths over difficult sections, and locate adequate camping spots for medium to larger sized groups. One can spend as much or as little time on the recce process as desired as long as the basic points of safety, physical directions and trail conditions are addressed for those that will eventually be joining you. It's always advisable to run a recce with at least one other vehicle for safety reasons.



The more background information you can provide for a potential trip the more likely it is that the trip will be a huge success. Most NCRC members have multiple interests that bisect their Land Rover hobby including natural history, nature watching, hiking and climbing, geology, archaeology, astronomy, rock collecting, geocaching, photography, and general exploring. Providing slices of some of these more universal interests on a trip can make it that much more enjoyable, exciting and rewarding.

### ***Some helpful resources to plan for a recce are:***

Fellow club members! Ask around to see if others have info on the area you want to explore. Often times members may have already explored the area you wish

to visit and they might have excellent suggestions and resources.

Maps, maps and more maps. Find as many maps on the area as you can. Start with smaller scale maps first like 1:100,000 series (smaller scale maps are maps that show larger physical areas but in less fine detail) and work your way down to larger scale maps like 1:24,000 series for specific areas (larger scale maps are maps that show smaller physical areas but in greater detail). USGS maps will provide you with topographic detail while BLM maps will allow you to see the limits of public and private land that will impact the regions you want to explore.

Books on ghost towns and mining camps for a region are priceless, as are flora and fauna guides to get a broader understanding of the area. Geology, archaeology and geography guides also provide excellent background info. If applicable check with the local US Forest Service or BLM office for current info on trail conditions and access issues.

An excellent source for information on regions in the Western US is the USGS office in Menlo Park, California. They have thousands of maps in every scale for sale very cheap as well as hundreds of other resources.

Be sure to use one of the more professional weather service providers to consult on likely weather conditions, both during the recce and on the actual run ([www.nws.noaa.gov](http://www.nws.noaa.gov) is one of the best around).

Lastly, don't forget to work closely with the club officers to plan and arrange the event. They will provide you with possible dates for the final trip, guidelines on how long it should be and some general information on what information you need to provide to club members.

One of the greatest single factors you need to consider prior to running a recce is determining how long the actual club trip will be. Regardless of how long the actual club trip will be you have to constantly keep in mind that when traveling with only two vehicles it's possible to go much farther much faster than if there were five or ten additional vehicles in tow. It's best to estimate that whatever it takes you to drive a route, multiple that by 2 or 3 for a larger group. Photo ops, rest stops, break downs, lunches, and the general nature of convoy driving will tend to eat up considerable amounts of time, possibly making a two hour jaunt from point A to point B actually take about 6 hours when leading a larger group!

When planning a trip do as many recce's of the area as possible, and try to do one close to the actual

# Trip Report



trip date so that you encounter similar conditions on the actual trip.

## ***A Recce in Practice.***

Northwestern Nevada is a region that fascinates many. I began my early explorations of the region by simply pouring over maps and seeing what was, or was not, in the area. The fact that so little was shown in the way of cities, towns and roads made me want to explore it all the more. As well, the geologic history and amazing variation in topography was a major draw. Within one days drive you can experience 9000-foot mountain peaks, rolling mountain meadows and vast expanses of dusty, dry atypical desert floor.

One of my first recces to Northwestern Nevada was in January of 2001, shortly after the New Year. I was alone with Petra and my younger brother Taylor and we mainly drove around Pyramid Lake. Pyramid Lake is an enormous desert lake about 50 miles north of Reno, Nevada. The lake is a remnant of ancient Lake Lahontan which during the Ice Age covered over 8,000 square miles! A look at any smaller scale map of the region shows it prominently. It was one of the first things I had noticed about the area from map overviews and therefore was also one of the first places we explored. More than anything this trip was to simply get a feel for the area and what it had to offer. We picked up some literature along the way, made notes on our maps and spotted some locations for further exploration. Because we were relatively new to the area our initial explorations were limited at best.

## ***Our Second Recce***

Our second recce to the region was on August 24<sup>th</sup> through 26<sup>th</sup>, 2001. Two trucks ran this recce, Casey McMullen in his red SIII 88 soft top and Petra, myself and my two younger brothers Travis and Taylor in our NAS Defender 110.

Our two Rovers left the Bay Area very late on Thursday night the 26<sup>th</sup> and by 7am Friday morning passed the southeastern tip of Pyramid Lake where we briefly stopped and enjoyed the wonderful views. By 9am Friday morning we were at Empire, Nevada. Empire is about 100 miles from Reno and a mere 5 miles from Gerlach, the ultimate desert town. Empire and Gerlach are the only two significant cities in the entire region. It took a lot longer to get to Empire/Gerlach because of stops for gas, food, drinks, brief jogs to wake up during the night drive, etc. Driving a Series Rover over the Sierra Nevada's takes patience! While in Empire some caught up on their sleep while the rest of us explored and planned the days direction of travel. We had an entire set of BLM maps so we had an excellent overview of the area we planned to explore. The main direction of our recce was going to be through the Granite Range Mountains towards High Rock Canyon and eventually down to the Black Rock Desert.

After tanking up in Gerlach we headed to the Granite Range which was about 30 miles away. The main highway from Gerlach to the point we wanted to turn off was itself stunning. The vastness and desolation of the desert was already apparent in all of its breath taking beauty, even from the tarmac. For us it was an exciting precursor to the awesome trails we were about to encounter. Shortly before leaving the road we saw a grouping of wild horses. Wild horses were spotted all along the trails during the entire length of the recce. We encountered at least 50 wild horses in 7 or 8 distinct herds along the way. It was the first time most of us had ever seen horses in the wild and to say that it was a beautiful experience is an understatement.

For lunch on our first day of the recce we stopped along a dry creek bed near a prominent outcropping of rocks known as Dolly Varden Springs on an otherwise barren plateau. Our altitude was about 6,000 feet. About 4 hours before sunset we made a wrong turn from our



planned route and ended up driving up a very steep hill climb, complete with rubble, side slopes and a dusting of super fine dirt about 3 inches deep that was as bad as mud or sand. Both trucks struggled to get up and avoid tipping over. Because of the side slope and the loose nature of the ground material, the climb was challenging and took about two hours to finish. It was only after we got to the top of the rise that we realized we had to go back down to get to the actual trail we were looking for! Our day was quickly fading so we decided against heading towards the entrance to High Rock Canyon which was our original destination for the day.

The trails through the Granite Range were largely rolling and lightly rocky without any real technical sections aside from the hill climb mentioned above. The views were stunning, I don't think there was a single spot on the entire route that wasn't tremendously beautiful. The entire days drive was pleasant and relaxing with the added bonus of essentially no encounters with any other people. We had plenty of time to take in the full desert experience. We came across many side trails that we explored further on our third and final recce.

We found a great campsite at about 7,500 feet that overlooked the mountains and portions of the Black Rock Desert in the distance. We had a splendid night under the beautiful Nevada stars. The wind was light and the temperatures were cool but it was very tolerable considering our altitude. Casey the ever resourceful made his now famous camp pizza while the rest of us threw together various yummys to feast on. The entire day on the trail we have passed only two ATV's which added nicely to the feeling of being in the middle of nowhere.

The next day we all caught up on our sleep and rolled out of camp a little later than normal, around noon, and headed down out of the mountains and onto the Black Rock. Much to our disapproval Burning Man was beginning to attract hundreds and hundreds of people as it was starting on Sunday. We made mental notes not to plan the dates of the actual trip for anytime near Burning Man weekend! Our intention of going down to the Black Rock was to visit a rocketry club from the Bay area that was launching experimental higher class rockets, many that reached thousands of feet into the sky. We reached the designated launching area for the club after an exciting all out push across about 10 miles of barren, totally flat and extremely dusty playa.

After playing and watching the rocket launches we went to explore a region near the base of some peaks along the edge of the playa where a hot springs was

located - Trego Hot Springs. After a true overland experience we finally located it and Casey and Taylor took a warm and refreshing dip. Before leaving the Black Rock for good we also identified a mine along the ridge of the mountains near the hot spring and climbed up to it, only to find that the entrance was closed off.

We stopped in Gerlach on the way back to grab something to eat at one of the two restaurants in town. The first place we stopped at didn't have pizza, so we opted for restaurant #2. On the way out I dropped a single quarter into one of the 8 slot machines in the adjoining bar and promptly was rewarded with 20 dollars! My first and only slot machine win, and a fantastic one at that. After pizza we filled our thirsty trucks with gas and headed back towards San Francisco.

## **The Final Recce**

Our third and final recce was held on July 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup>, 2002. By the time we ran this final recce we had already spoken at length with NCRC officers and knew the trip would take more than a typical weekend to run. We also knew that a week long trip was out of the question for almost everyone without at least 6-8 months advance warning so we decided to make the trip a full three day event.

During our recce we traveled about 1,000 miles and managed to circumnavigate a route from San Francisco, to Reno, to Sutcliffe on the western shore of Pyramid Lake, north around the lake, through Emerson Pass, overland across the Smoke Creek Desert, to Gerlach, over the Black Rock Desert, through the Calico Mountains, to High Rock Lake, through High Rock Canyon, up to Massacre Lake, over to Vya, down to Leadville, through the Granite Mountains, back across the western side of the Smoke Creek Desert, through Sand Pass, back to



# *T r i p   R e p o r t*

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Sutcliffe, and finally back to Reno and San Francisco. We explored numerous trails the entire way as the point of this final recce was ultimately to find an overland and offroad route that would travel from Pyramid Lake to High Rock Canyon.

During our third recce we managed to travel about 400 miles on poorly maintained dirt roads and about 200 miles on trails or overland routes specifically. It was a tremendously rewarding recce as we managed to record GPS waypoints for the entire region, including trails and overland routes that were nothing more than faded ruts across miles of desert floor or hidden back country canyons. On this trip our use of a GPS connected to a laptop computer using USGS 7.5 min topographic mapping software for Nevada really showed its value!

## ***The Club Trip***

The actual trip was finally held on July 26<sup>th</sup>, 27<sup>th</sup> and 28<sup>th</sup>, 2002. 10 Land Rovers made it for the actual trip, quite a lot for a three day long 800 mile desert event! In total we had 2 Disco II's, 2 Disco I's, 2 RR's, a NAS D110, a SIIA 109, a SIIA 88, and a SIII 88.

Everyone met up in Reno early Friday morning and left for Sutcliffe and The Smoke Creek Desert, everyone except Charles Phu in his Disco II. Charles contacted the group (as we were getting ready to leave) from Sacramento to say he was running late and he'd catch up with us while we were getting permits at the Indian reservation. We made our stop at Sutcliffe but when we were ready to shove off there was no sign of Charles and no one could get cell phone reception to call him. Without any contact and time slipping away and over 100 miles to travel we headed out without Charles.

Amazingly, as we were heading into the Calico Mountains on Friday evening nearing our camp for the first night, Charles crackled onto the radio! We were giving some general instructions for a more rugged section

of the trail and he managed to pick us up! We had just crossed the Black Rock Desert which is a totally flat, totally dead expanse of dry dusty lake bed. Being up in the Calico Mountains allowed our radio signal to travel out across the Black Rock where Charles happened to be looking for us.

The adventure didn't end there though. Once we had a precariously weak radio connection we had

to find a way to pinpoint where he was in relation to where we were and route him to our location. Lucky for us he had a GPS so he fed us his coordinates which we entered into our laptop/GPS setup. We found where he was, connected it to where we were, looked ahead from his location using our topo software and routed him to exactly where he needed to go to meet up with us. About an hour later he rolled into camp, dusty, tired and very excited to have caught up with us. There

was only about 2 hours of light left when we first made contact so everyone was relieved when he finally met up with us.

The entire first day of the trip the horizon was so overcast that everything more than a few miles out was significantly obscured. This was in great contrast to what it's normally like in the region with vistas for dozens and dozens of miles in all directions. Apparently there were fires in Oregon that were causing the atmosphere in northwestern Nevada to be significantly impacted. Luckily Saturday and Sunday the skies were totally clear.

Highlights for the first day included seeing the Needles Formation at the northern end of Pyramid Lake through the overcast skies, overlanding the Smoke Creek Desert (50+ miles) stopping in Gerlach to gas up, rest





and eat, and likely the greatest highlight for everyone, crossing the Black Rock Desert. We had gauged that it was a 50 mile crossing but it turned out to be only about 25 miles - it was awesome none-the-less.

The first night at camp we gave away numerous items donated by British Pacific and our other sponsors. We had a fun trivia contest about Nevada, the desert and Land Rovers. Videos, hats, magazines, key fobs and some other neat things were given away. Saturday morning everyone was lured out of camp early by the first drawing for one of the four "grand prizes" we had to give away. Jon and Emily Turner's name was pulled first and they choose the ARB gift certificate allowing them 40% of any one item or system, up to an \$800 savings. A nice prize indeed! The second name drawn was Michael Bellingham (SIIA 88) and he chose the expedition fuel and water can set from BP. The other two grand prizes were provided by National Geographic and were awarded on Sunday morning. Chris and Laura De Jesus (DII) won the Nevada topo set and Armando Nieto (DI) won the California set.

Also Saturday morning we finished the Calico Mountains and arrived at the entrance to High Rock Canyon about 12:30pm. Jon and Emily's 110 had a radiator problem at that time caused by an exploding viscous fan blade. The bits and pieces of the fan blade punctured the radiator core causing it to leak in two places. A prompt application of some handy quick setting fuel tank and radiator anti-leak compound stopped the leak. A particular highlight was our attempt to physically blow into the fill hole to pressurize the system and find all the leaks in the core. Made for some, er, interesting photos. Jon traveled the rest of the trip minus most of his fan blade but experienced no further leaking.

We camped for the night on Saturday at Steven's Camp which is a free-use cabin with a shower, pit toilet, fire ring, and other nice amenities! It was the closest thing to civilization within about 100 miles or so. Sunday morning a smaller group attempted a nice hill climb to an obsidian field where we collected some very nice rock examples. Thereafter the group headed towards dirt Hwy 34 across Grassy Canyon and Antelope Flat. In this region we spotted the most close-in wild horses and antelopes of the entire trip. After hitting Hwy 34 we drove to Leadville Canyon to visit the ghost town of Leadville for lunch. This was the break point for some who continued down 34 to Gerlach and back to Reno and home. After lunch the remaining group headed to Gerlach as well, stopped for ice cream in Empire, and made a bee-line for SF.

And so ended months of planning and thousands of miles of exploration. We plan to lead additional trips to this region in the future and have planned further recce trips to areas still waiting to be explored!

## Palo Alto British Meet

Photos by: Brendan Yap (7 yr old)



# Where's Regent?

Identify the National Park and major features in the pictures or the National forest and location, or the National Monument. Send an email to [Kerner@vegmail.ucdavis.edu](mailto:Kerner@vegmail.ucdavis.edu) with the subject line of Where's Regent, or US mail me your answers to the club PO box. If more than one person gets all of the answers we will have a drawing at the next club meeting to determine the winner. The winner gets a new club t-shirt. Deadline for submission is November 1<sup>st</sup>.



picture #1



picture #2



picture #3



# Where's Regent?

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17



picture #4

picture #5



picture #6

