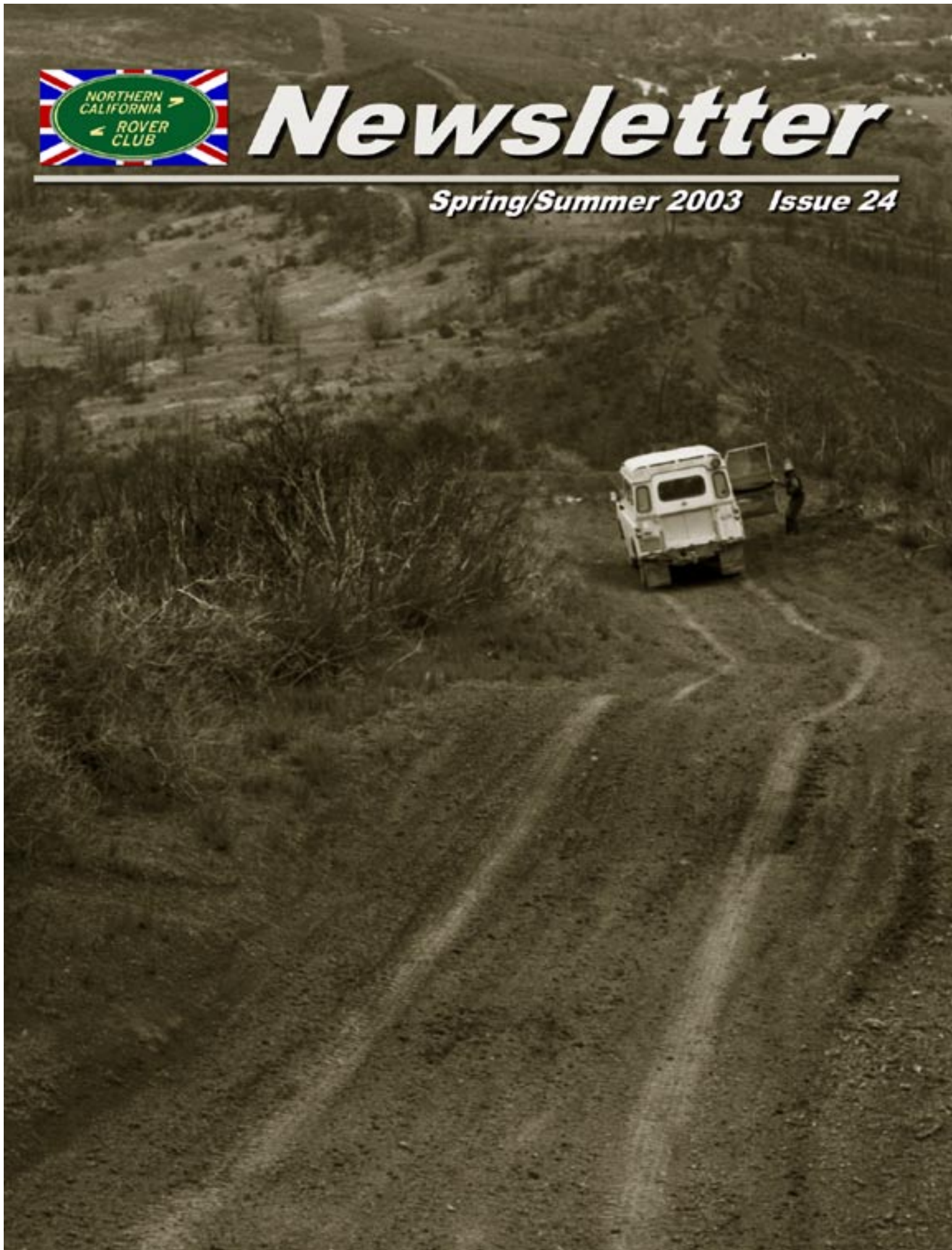




Newsletter

Spring/Summer 2003 Issue 24



Club Information

Correspondence:

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

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

Calendar submissions:

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

president@norcalrover.org or Club PO Box

Our web page is 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 from the website in PDF format.

Membership Application

A membership application can be downloaded from our website at <http://www.norcalrover.org>

Officers

President

[Jeff Rogers](mailto:president@norcalrover.org), president@norcalrover.org, (408) 292-9912

Vice President

[Chris Dow](mailto:vicepresident@norcalrover.org), vicepresident@norcalrover.org

Treasurer

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Newsletter layout

Mehdi Saghafi



Cover Photo: Blair in his 67 109 heading out of Mendo.

NCRC Club Meeting Minutes - June 25, 2003³

Agenda:

Announcements

Club Calendar

- Print Version
- Web Version

Club Events

Club Website

T-shirts

Non-profit Status

Miscellaneous

- Eric Fournier requested that the online calendar be printable.

Club Events:

Keith Shukait inquired about creating a trail rating for off-road trips and also inquired about what is the determination of a difficult trail. Jason Pipes responded that a decision to create a trail rating had been made at a previous club meeting, but has not yet been put into action. Chris Dow said that the difference is whether a vehicle needs to be heavily modified to run a trail or bypass the difficult segments. He added that a rating will be added to each off-road event listing.

Club Officers in Attendance:

Chris Dow (Vice President), Petra Esterle (Secretary) and Jason Pipes (Webmaster) were present. Jeff Rogers (President) and Jeremy Bartlett (Treasurer) were not present due to a work conflict.

Announcements

On Jeff Rogers' behalf, Chris Dow thanked the club members that have been organizing club trips in the last few months.

Club Calendar

- All members present voted to relinquish Jeff Rogers' responsibility for the club calendar mailing.
- Chris Dow asked for volunteers to take on this task. Petra Esterle volunteered and Leslie Dow offered to assist.

Print Version

- The print version of the club calendar will be slightly modified; the calendar will now include upcoming trips 3 months into the future.
- Leslie Dow suggested that the PDF version be downloadable on the club website.

Web Version

- Chris Dow mentioned iCal, a free service through mac.com, in which members could synchronize their calendars with the NCRC event listing. iCal requires an account with mac.com which costs \$99 per year for 100Mb of space. If it is decided to go with this service, users of the service would split the bill. Keith Shukait took on the task to further investigate this option.

Chris Dow and Jason Pipes ran through a list of upcoming club events:

July: East Bay Pub Night; Albatross Pub; date to be determined. Rendezvous at Big Bear; located in Southern California; July 24-26th; Jason Pipes to coordinate.

August: Club Meeting: FW Spencer in Brisbane; date to be determined. Nevada Black Rock/High Rock Canyon: led by Jason Pipes and Petra Esterle; date to be determined.

September: Niagara Rim; led by Chris Dow, date to be determined.

October: Hollister Recovery Clinic and Picnic: date and leader to be determined. Fall Colors in the Sierra Buttes: date and trip leader to be determined.

November: Club Rallye: location and leader to be determined.

December: Holiday Party: location and leader to be determined.

Other possible events include a BMC/NCRC car maintenance event or Land Rover car show.

Club Website

Jason Pipes listed a number of updates that include adding:

- New images to the home page
- Images that show the variety of trails and events

Club Meeting, Cont.

- Past events listing that describes some of the previous club events
- Member listing database that would allow members to update their information online and would include when their membership expires
- Paying membership dues via PayPal

T-shirts

No update available on club t-shirt status.

Non-profit Status

Club non-profit still under investigation.

Miscellaneous

- Chris Dow suggested that a list of club updates be made and the club will prioritize the order in which they should be made. The priorities include:
 - o Members be able to opt-out of receiving a printed club calendars and newsletters and access it online instead. Those who would prefer the electronic versions would be contacted via email when each is added to the website. The next newsletter will ask members if they are interested in opting-out of receiving printed versions of the calendars and newsletters.
 - o Membership database to be hosted online. Jason Pipes offered to host the database and website for free on his domain, feldgrau.com or investigate hosting with another provider. Chris Dow asked the members present about objections to investigate hosting the NCRC website on feldgrau.com and no one raised any concerns.
 - o Past events listing that describes previous club events.
- Future club meeting agenda will be created and posted prior to meetings.
- Next club meeting will be in August at FW Spencer in Brisbane with the date to be determined.

See you there.

This newsletter is so late in getting out for many reasons. The biggest reason is people just are not submitting stories. I can only write so many, and put so many pictures of my truck in it. If you like reading the NCRC newsletter, please consider contributing.
Thank you.

Pictures from our Past



Mendo 2, That looks like Granny to me.



Paradise, That looks like Spot to me?

T r i p R e p o r t

Pacific Northwest Team Trophy Challenge

By: Eric Cope, Jeremy Bartlett, Bruce Bonar, Morgan Hannaford

The Team Trophy Challenge, organized by Doug Shipman and run by a number of wonderfully active four-wheel drive clubs from around Portland, is legendary for its difficulty. You may have heard about the “vehicles that enter as show truck, and leave as junkers”, and that many vehicles fail to finish because of mechanical breakdowns or damage, and that some teams leave at 8am on Saturday and don’t return until noon on Sunday. By enlarge these stories are true. But this didn’t stop us from taking a shot at ninth annual event held in the Tillamook State Forest in May this year. The plan was carefully crafted over a crackly cellphone call from the Modoc Desert – “hey Bruce, this is Eric and Mo – we are going run a Series team this year, e-mail Jeremy when you get a chance”.

This was our 5th attempt at a Team Trophy Challenge (TTC); the first 3 years were tackled in the D90 team of Spot and Sampson. We actually earned a 2nd place finish by luck and laughs on the first year. The 4th year we attempted the challenge using a D90 / 101FC team (Spot and BUBBA). We had always wanted to see how we would fare in a Series team. We spent the Spring prepping Queenie and Darwin, both Series IIA 88” rigs. Both vehicles were similarly equipped: rear lockers, strengthened axles, winches, and a-bit-larger-than-stock mud tires.

The teams and vehicles that attended this year were the most serious we had ever seen at TTC. Highly modified Jeeps, Land Cruisers, and Toyota pickups were everywhere. A few interesting teams included Suzuki Samurais with 35” tires, a couple of very professionally done aluminum body jeeps, and a team of G-Wagons from the Bay Area. Only one other Land Rover team of D90s competed this year. There were lots of Land-Rovers present though as it seems the entire event was supported by the Pacific Coast Rover Club.

Saturday morning we rose at 6am to do final



vehicle preparations and gather for the drivers’ meeting. This years’ event was to be run in 2 stages: the North course, and the South course, with additional special tasks mostly set up at the base camp area. Teams were sent out to alternating locations to avoid crowding. Our team (#16) was drawn as 7th out on the South course.

The weather was teetering between rain and snow most of the morning. The first challenge was climbing steep muddy tracks, that quickly turned to slushy tracks. Following the tulip diagrams was fairly easy – however the terrain quickly got nasty. A steep gully that narrowed near the top was too much for Darwin. With 3 tires spinning we decided to winch the rest of the way. Queenie made it to about the same place, and a quick tow strap snatch allowed us to continue. We were relieved to see that the team of Jeeps behind us also required winching. The next section was similar terrain, but downhill. You know it is bad when you have to winch going downhill!!!

Roots and rocks seemed to keep gravity at bay.



The first special task was called “The Falls”. It was a steep winch hill with 2 options: straight up the vertical 4 foot rock face, or tackle the series of 2’ steps. We opted for the steps, which required a good deal of winching, as the tires had virtually no traction. At the top of the hill we punched our first flag (an orienteering punch card factors into the total score, and shows that you followed the course). Within another mile we

T r i p R e p o r t

encountered another winch hill where we hit our first bad snag. As I was winching Darwin up the steep boulder outcrop I could hear a funny noise coming from the old Smith's heater fan as it and the Ramsey 10,000# winch

slowed, and slowed, and slowed. Finally, the whole ignition gave out as my battery ran out of juice. I guess the 60 amp

alternator and single Optima battery were just not up to the task of winching several times in an hour. There we were, stuck in the middle of a winch hill with a dead vehicle. Eric quickly piloted Queenie to the base of the winch hill, and connected my jumper cables. We got Darwin started, but because we still couldn't get traction or enough amps to the winch, we used a snatch-block off a tree with Queenie's winch (a nice new Warn 8,000#) to pull Darwin the rest of the way up. At this point we were passed on the winch hill by another team of competitors who winched passed us on the left side. Technically this was quite impressive but it was rather risky since slippage would have damaged our vehicles.

The next section was the time-speed-distance rallye (TSDR), which we started at about noon. Average speeds for sections are provided. This requires the navigators to calculate travel times for posted intervals. From past experience we have learned that the TSDR averages are based on Doug's travel time throughout the course; thus, step on it! We kept up with the rallye averages by driving about as fast as the little 4 cylinder motors could go. We stayed on course, but a tow strap was needed to extract Queenie at one point. Along this course we came upon a large mud hole that had engulfed a Toyota Land Cruiser. The Cruiser had its hood open and the driver was cleaning out the air filter, having taken a big gulp. To stay on time, and avoid backup, we skirted to the left of the quagmire (at full throttle); both vehicles leaned way to starboard and lifted tires exiting the hole at speed.

After the TSDR we met our first mechanical task: Swap the tires on the front or rear of the vehicle, without using a jack. We briefly planned our strategy – choker a towstrap high on a tree trunk, pull Queenie as closely to the tree as possible, hook up the winch cable and reverse the vehicle until the front wheels clear the ground. For added traction Darwin was strapped as an anchor. All went well, Bruce was hoisted into a douglas fir and set the strap about 10 feet up, wheel nuts were loosened, the

only improvement was the anchor vehicle should have been more of a straight line pull – repositioning used up about 30 seconds. We completed this task in just under 4 minutes which was a pretty good time.



The last section on the way back to base camp was a neat little forest track that switch-backed down a steep

mountain – we all commented on how we wish California had this kind of terrain available to drive.

Upon returning to camp we learned that only one team had returned from the North course. As it was getting dark Doug Shipman recommended that we do the special tasks in camp and head out to the North course ASAP. The task in camp was to balance a vehicle on a see-saw. As far as I am concerned the see-saw will never be mastered! It is a lot harder than it looks as when the ramps begin to tilt the center of gravity changes significantly and if you don't slightly reverse direction they go all the way over. Neither truck managed to balance.

The next task was a first-aid kit check and 10 questions about first aid procedure. Jeremy's dive master training was quite useful on the questions – where we only missed 1. The next task was the timed stretcher carry. One team member was to be strapped into a rescue basket and carried through an obstacle course. We did a quick poll for weight and good knees and elected Bruce to be carried. After strapping him in we learned the caveat; the victim had to carry an egg (raw) in their mouth the whole course, with severe penalty if broken. Clever of them to wait until the victim is strapped in to add that part! We started out at a fairly good speed, with Eric and Jeremy steadying the head and shoulders and Mo taking the lead with the feet. Mo soon learned that going downhill was no problem, but uphill in the center-front was difficult and ended up on his knees. Back to it we turned the show around for the next hill and huffed it to the finish just in time to appreciate the lactic acid burn. We were then directed to rotate the basket upside down 360 degrees before putting it down – "Cool Hand Bruce" did well and the egg survived.

The final camp task was a trials course that had to be negotiated without hitting a series of cones. Although it was not timed, stops and reverses were penalized. It was difficult to keep the momentum up, and Land-Rov-

Trip Report

7

ers are not known for their tight turning ability. Darwin picked through the course, hitting some cones along the way, and the final downhill turn was a steep off camber, so the remaining team hopped onto the uphill rear of the vehicle to help traction. Queenie fared a bit better hitting fewer cones, and not stopping once along the course. It is interesting how such a simple course becomes a challenge after fatigue sets in.....going into the North course was literally going into the darkness!

Marshals were stationed at points along both courses mostly for safety. The course marshals were mostly using a local 2 meter repeater for communication, and occasionally we would listen to how other teams were faring. Very few teams had returned from the North course – and some of these teams (like the G-Wagon team) that did come back quickly, packed up, and headed home. We also heard reports that most of the teams were very lost, and several miles off course.

Within 2 hours we learned why many teams were lost. One direction gave a lat-long coordinate for the next intersection. Mo punched this as a waypoint into the GPS and it registered 5 miles away to the Southwest. The road curved along the mountainside to the East, taking us farther from the point. We referenced a map, and identified that the point was on the next ridge over, about 9 miles of road to get there. Along the way we crossed an intersection that looked just like the written description.....but we still had a ways to go. Checking the coordinates we found that everything matched up except the latitude was off by 2 minutes. We interpreted that as either a mistake on the directions or proof that Doug Shipman is a sinister event director. We went with our hunch and the directions matched up for the next several intersections – and we saved ourselves hours of being lost many miles off course.

As we headed higher up the mountain the drizzly rain turned into snow, and we following the directions for several hours winding down and around the mountain. Along this entire stretch we only encountered one flag.....assuming that we must have missed most of them in the darkness. We returned to camp close to 11pm and decided that we must be out of the running for lack of flags as we had only punched 4 total for both courses. We opted for 25 year old Macallan and warm food instead of 6 more hours on the orienteering course.

Sunday morning we learned that very few teams completed both the North and South courses, and that we had done quite well on several tasks. We were shocked to hear that we were actually in the top 5 teams that were

to have a showdown in the pit area. The showdown included tasks that were completed one-by-one were:

Towed trial: The two vehicles are strapped together and negotiate a v-shaped trials course. We tied Darwin and Queenie back to back with a short (3 foot) tow strap and made quick work of this part of the course. The short strap helped keep it off the ground and allowed the lead vehicle to cross the designated lines quickly.

Log skidder: A 25 foot log at the base of a cliff had to be towed to the top of the cliff and dropped back down to the base. We had no idea how heavy the log was, but thanks to Bruce's rigging skills we quickly had a good choker knot on the log and Queenie towed it up with all her might. After a failed attempt at the shortcut, Eric piloted Queenie to the top of the cliff and Mo steered her into the trees such that the log was right at the top of the hill. Bruce and Jeremy simply undid the tow jaw and we rolled the log back to the bottom. Several other teams had problems getting the log close enough, and some had to push it down twice as it failed to roll to the bottom.

T-ball: Here one vehicle had to remove tennis balls from T-ball posts in a certain sequence, and the other vehicle replaces them in the opposite sequence. The second ball was actually mounted on a cone on a really loose hill. Darwin made several attempts, but could not get traction. Finally, Mo pulled the 88 as close as possible and then leaned out the door as far as possible (Bruce was holding his feet) to recover the ball. Eric made it look easy and piloted Queenie right next to the second cone – the cleanest run of all teams. Must be all those landings in the 767!

Tire swap: Here we had to swap a front and rear tire without using a jack. All teams started like the Indy 500 – running to their vehicles, driving them to the selected spot, and everyone working on the vehicle like a pit crew. Mo insisted on a big rock that was up the hill as all the other teams were heading to the gravel pit. Using a trick that he showed off at the Palo Alto meet many years ago we used the bridging ramps to drive onto the rock until the rover was cross-axled. Then the vehicle could be teetered by one person as Mo and Jeremy handled the lug nuts, and Eric ran the tires around. We did fairly well, ending up as the second team in this event.

We did not place in the final Top 3 this year, but we were totally happy with our showing and success with the smallest engines and tires of any team competing. Our main goal was to show that the make and model of vehicle doesn't really matter as much as consistency and

Trip Report



having a good time. The other teams in the Top 5 were very good: excellent teamwork, awesome vehicles, and really nice people to compete with!

Vehicle Specs:

Queenie – “The African Queen” is a bone stock 1964 running gear and frame, dressed up with a 1970 IIA body. Warn M8000# winch. The roll bar is adapted from a jeep and the pickup cab was nice when it snowed. The suspension is Great Basin Rovers parabolic with a LocRight diff and 10-spline GBR axles. Tires are 265-75-16 on Disco steel rims.

Darwin – is a 1969 IIA powered by a Chevy 153 4-cylinder. Ramsey RE10,000# winch. The roll bar is a Canadian military unit with stock canvas hood. The suspension is mostly stock including 109 shackles, Rancho 5000 shocks and add-a-leafs in the rear. A Detroit Locker and GBR 24-spline axles turn 255-85-16 tires on NATO style rims.



Reprogramming a Single Button Remote

By Jeremy Bartlett

The following procedure is used to program a new single button remote as typically used on the 80's and early 90's Range Rovers. It may also be used to try to reprogram a remote that has lost its function. As you'll see it really requires an assistant to accomplish the entire task within the timeframe required.

The following steps must be followed in order and completed within 8 seconds.

1. With the ignition off make sure the driver's door sill button is up
2. Close the hood. No instruction tell you this, but the only way you'll be able to do this and still complete the series of steps in the required 8 seconds is not to physically close the hood but to have an assistant press down on the hood switch while the hood remains propped up. Keep holding this down until told to release it. The hood switch is the button covered by a black rubber gaiter. It's located on Classic long wheel bases at the right rear of the engine bay.
3. Turn the ignition on (position 2) and then off. Don't worry about removing the key.
4. Lower and then raise the driver's door sill button.(Door Lock)
5. Open the hood. In other words have your assistant release the button. As you can appreciate now there's no way your going to close and open the hood within 8 seconds let alone do anything else. Nice of 'Rover to make this clear isn't it?
6. Turn the ignition on and off again.

If everything has been completed within 8 seconds the red dash LED should now light and the horn will sound for about a tenth of a second. If this doesn't happen repeat the process because it didn't take the first time. Don't be surprised if it doesn't; the whole thing sometimes has to be done four or five times before you get anywhere.

Now press the alarm remote button continuously until the vehicle alarm LED flashes about 8 times a second for around 1 second then remains on steadily. During this time the alarm remote LED should come on for about 3 seconds while it's being pressed. If the vehicle LED behaves as described then the alarm system has recognized the remote. If it doesn't, start the procedure all over again from the beginning.

By the way, if the remote LED doesn't come on at all it's either time to replace the battery or the remote.

If you have a second remote, press it until the vehicle alarm LED flashes and steadies. If either remote is not recognized restart the entire procedure. ...lots of fun.

You won't be able to program one remote then add another at a later time; both must be done during the same learn procedure.



Mendo 2003 (SNOW!!!)



By Rob, Brian, Tom , and Marshall

My plans for Mendocino 2003 were to go up Thursday, and set up camp. Spend the afternoon receiving trails, and gathering wood. I got to Cedar Camp around 1:00 pm, set the tent trailer up and made lunch. After lunch I headed out to check out some trails. I headed up towards black oak camp and went a ways up before snow started to block my way. There were no tracks and it was only about a foot deep. I could have made it up to the intersection after black oak, but being alone and the beginning of Mendo I didn't feel like pushing it. (I should have) Just west of me I could see some big storm clouds coming my way. I headed back to camp and by the time I got there it was snowing. I settled in and made dinner, and watched some TV. One battery was getting low by around 2 am since the heat had been running quite a bit (32 degrees outside). I got out and switched batteries and went back to bed. Friday morning around 6 am I got up and made breakfast. When I went outside around 8-10 inches of snow had fallen and it was snowing heavy. (see picture) I hooked Regent up to the trailer to charge the battery some, and then went for a ride. I found the road was filling up with snow, and the heavy stuff was supposed to come in Friday. I decided if I waited out the storm it might be difficult to get the trailer down the mountain. So I packed everything up and headed down. Rather than set everything up in the rain, I just headed home. I came

back up to Cedar Camp Saturday morning and here is what I found. Goat mountain road was muddy. Not deep stuff just real slick. When I hit the intersection of M5 and goat mountain road the snow started to accumulate fast. By the time I got close to Cedar camp the snow was deep. However someone had been through and made some huge tracks. Once I hit Cedar camp it was obvious I was driving through Tom's F350 tracks. There were about a dozen brave souls at camp and at least 2 feet of snow on the ground. The tracks where my camper had been were nearly gone. The morning was spent talking with people, and winching a disabled Dormobile, and stuck F350. One group set out to play in the snow. It took us a good 3 hours to get the dormobile and F350 down the hill. Once at the OHV campground on Goat Mountain Road, Jeremy set to work on troubleshooting the disabled Dormie. He eventually found a bad wire at the distributor, and I found the points to have a terribly small gap. It finally ran again. A few people camped here, and the rest set out for home. Next are a few different viewpoints of Mendo 2003.

Brian Welsh

Just a big thanks to Granny for being the trail leader for our 16 hour off-road adventure. A full day of trails and snow. It started Friday morning as I met up with Granny at his house in Ukiah and confirmed we had matching white Range Rovers. I assume the other patrons on

the road and trails thought they were seeing double. We reached Cedar Camp at noon on Friday to find no one around except some buried tracks in the 10" snow. After recovering Granny from the far side of the creek, we toured all the local trails and all the camp grounds to find that we had the mountain to ourselves. Great scenery - powder covered - and great wheeling. We even pulled out all the stops with chain saw howling and double side recoveries in action. We finally went back to cedar Camp at 6:00 p.m. and found all the



109s. Too many too count. After a couple of glasses of liquid courage we headed down the mountain and safely home by 1:00 a.m. in Santa Rosa. A great trip if we only stayed for an entire day.....we only left due to lack of fuel after running the trails ALL day (maybe it was a little cold too). Thanks again Granny for the SNOW DAY and Happy Birthday.

Tom Walsh

My trip started about an hour before Rob Kerner sent his E-mail saying how much snow had actually fallen. I had surfed the associated weather reports and knew the weather would be winery, but I assumed there would only about 3-4" at base camp (which is well within my comfort zone). Off I went...So I had no problems until I was going up the long grade (with the cliff) on the M10 on the way to cedar camp, I was 1000 yards from the top where I saw two vehicles start down (I saw them and recognized they were range rovers) but apparently they didn't see me (I'm kind of big with cab lights on the camper so I look like a large delivery truck).. As we both proceed toward each other over the 4 or 5 remaining curves I determined they will not yield to the uphill traffic and pull over where their is some room, turns out its Granville and (Brian?), He stops, we talk, he needs more room to go by he says, I told him backing up is difficult while flat towing and I was unsure of the safety of the inside burm/rut I may end up in, I saw he was un willing to back up, so I did. They drove by, I immediately determined I was stuck and started beeping my horn and got out with a light and flashed it at them, but at the 100 or so feet they had gone , they didn't see/hear

11
it. After a little wrangling I was going no where except off the cliff maybe, I unhooked the D90 and drove it to the top of the hill, then I was able to become unstuck, but it

was pretty scary due to the location. I drove the camper to the top re-hooked up and proceeded. Finally I got into the snow, the truck does well in most snow (even with industrial tires)... I got to within a 1/4 of a mile from camp

and was having problems going up a long slope with a curve. I had already disconnected the D90 (as it made it easier, I was leap frog driving both rigs for the last mile) After 3 attempts I finally end up with the rear wheels in a rut on the side of the road against a little snow bank. About then Casey and crew show up, I ask for a tug backwards, this didn't seem like it would do much, So I got the D90 down behind the rig and enlisted Daniel to give me a tug back with her. I forget if it worked the 1st time or took a few tries, but we got back into the normal ruts (probably 8+ inches of snow). Then I had Daniel get in front with the D90 and we eventually tandemed it up the hill. We proceeded to camp . We approached the driveway and decided to strap it up again, Eventually I let Daniel drive the F350 while I torqued the D90 to get up the hill, after a few tries the F350 fishtailed a little and got a wheel of the road again and into a rut.. I decided it was late, that I could level the beast with jacks and have a comfy night. I then went down w/ the D90 as Casey had broken an axle in the Dormie. I arrived he was attempting to fix it (it 12:30, snowing ect), So I suggested I tow him up to a flat spot next to where I was, and he could call it a night. So he tried to start the dormie, nope, battery was dead. I had a spare so we jumped it, rigged for towing.. Up we went... I have never towed such a seemingly heavy object??? My rear end was hopping and rattling, I had to do huge kinetic recoveries to get him to move. I finally went back to the Dormie to make sure the E-brake wasn't on. It wasn't but the engine had died, we tried to jump her again but my freshly charged newer spare Marine battery wouldn't turn her over... So I

had to keep kinetic recovering her, She kept heading off to the right or left on the front and felt like dead weight. We got up to my camper and she ran right again and into it (after looking at home it had hit the chain that holds the camper to the frame and damaged the camper mount)... we repositioned her well away and tried to get her the 35 more feet to where we wanted to go, she kept heading to the camper, and hit a piece of the front bumper causing a small dent in the dormie.... We parked it and called it night! Casey removed the rear axle in the morn (which was REALLY in their) Rob then recovered the Dormie up to the flat spot in the morning, I winched it around pointing downhill to attempt a bump start, No luck on the bump start. The front wheels would not spin on the snow. Then Rob and My D90 set up a straight pull with winches on my camper with Jeremy hooked at an angle to make sure I would not go towards a tree that could have posed a problem, we pulled for 5 feet and Jeremy's winch had done its work, and then the other two winches (

Daniel in my rig, me in the camper) pulled/drove the 10 feet onto solid pavement :) Then we turned our attention to the still stricken Dormie.. We decided to strap it down the hill, 1st up was Jason, he kept just spinning out trying to pull her. So we enlisted Marshall's 300 TDI with rear lockers to do the pulling, all seemed well for about 5 feet, but the Dormie kept wanting to slide the front off the road towards a sloped ugly down hill. This occurred many times, Finally I came from behind and twice block and tackle winched the angled vehicle back on the road, Finally I noticed as Marshall started to tow strap him, that the front tires weren't spinning!!!! (This is why it was so hard to get him up the hill that night!! and he kept sliding towards my camper) Casey unlocked the hubs and the rest of the evacuation of Mendo 03 was a drive down the hill. Jeremy and others fixed a coil wire re-gapped the beast at digger pines campground, I lent them my spare

battery and in high range the front tires gave drive!!! All left except Rupert (sp) and the DII and myself, Finally Charles, Mo, Joe and crew showed and we had a hell of a potluck and a roaring fire!

Marshall

My trip started Saturday morning, 4 hours later than I wanted as I had some problems leaving in time. (overslept and had troubles with finding everything I needed, I still forgot tow straps and rubber boots!!). I missed my meeting with Rupert (Still very sorry about that!). I was to meet him on the way in Maxwell. I get to Maxwell at around 1130...drive in to the forest (which was a blast!) and start following the directions to camp. I had no troubles getting up the hill but I was starting to think of the snow got any

deeper I was going to have to air down or something. I get almost to camp, hoping I won't miss the turn when I see a Dormobile parked next to a rather massive F350 dually with a camper on the back and many assorted rover (much to my delight, lots of series



vehicles!). I saw Rupert had made it fine and started to meet people and learn what I had missed. I oogled over the Dormobile (I want one! I love the fold down seats!) The Dormobile gets turned around and they are asking for volunteers to tow it through the slick roads. No problem I think, I have lots of torque and lockers if necessary. I started tugging it down the road and I thought it seemed a bit difficult...but snow sometimes does that I figured. I kept steering towards the embankment because I noticed the blue rover kept wanting to slide towards the ditch..finally it started tugging me sideways and he got uncomfortably close to the edge of the road , where the dirt started to slope down. Hmm. He got winched back up and I thought the problem might have been the placement of the towstrap but luckily Tom noticed the sticking wheel. After that,it was easy. We started going down a long grade and I was doing no pulling and I felt that the



Blue one was breaking an awful lot for the both of us as it was rather tricky to keep some slack on the strap without letting him run over it and watch the narrow winding road and pay attention to other things like..why wasn't my engine temp leaving the cold marker? We decided that since I had larger brakes (fronts are vented and slotted, rears are D110 brakes). I got behind the Dormobile and acted as brakes for the both of us till he got to almost the bottom and (Sorry I forget names) a green D90 took over as tow vehicle. I drove on to the staging area where I met a few other nice folks and basically watched the events from there. I thought about taking a trail or two on the way out but I opted against it, being alone and all at that point. I ended up behind Jason and his D110, which I got a few pics of him driving along Bear Valley Road (hope they turn out).

All in all a TON of fun (although I felt bad seeing the crippled Dormobile...ouch, hope it has a smooth life from now on!), I wish I had taken the time to take a trail or two however. I still am pining for a good water crossing and a test of my vehicle's capabilities in the mud. I did learn a good deal about my vehicle's towing capability and the fact that in low temps I need a piece of cardboard for the radiator else it runs at cold unless I'm putting a load on the engine. I heated my burger on the manifold and I must say that the 300tdi was not designed with cooking in mind. No space for burgers whatsoever. Tom offered

me a microwave after I had already heated it. Hmm. Thanks though :)

I should have stayed the night it seems, after reading about the fun I missed Saturday night and Sunday. Next time I'll know better. Thank you to everyone who made me feel welcome, I had a wonderful time and I look forward to off roading with everyone again very soon!



Blue Lakes, Trip Report

Blue Lakes as reported by Eric Cope

Attendees

Stuart and Noni Convery in their newly purchased 1959 Series 2 88"

Barry and Lori Ellis in their trail-ready gold Disco

Chris and Leslie Dow in Leslie's sweet Black D-90

Jeff Hurwitz and Stephanie in their basically stock dark green Disco

Mark and Gaynor Pilkington in their gorgeous, yellow, V-8 motivated Series 2A

Armando Nieto in his locked Disco "Higgins"

Dan Mullan with friends Raphael and Jerry in his silver Disco

Chris DeJesus and nephew Bray in his stock beige Disco

The trail this year offered a bit of everything...dust, boulders, mudholes, river crossings, and trail breaking through snow at 8,500'. We managed to complete the entire trail exiting via the high alpine Red Lake pass to Hwy.88. The "Good Sport" award goes to Mark Pilkington whose



V-8 powered Series was on it's first trail run and experienced 4 or 5 mechanical anomalies. In typical British fashion he soldiered on and completed the trail in good form and high spirits. Well done Mark. And an "Honorable Mention" goes to Stu and Noni Convery for boldly taking their 44 year old Series 2 out on a tough trail only three weeks after bringing it home from it's desert resting spot.



I believe a new benchmark has been established for post dinner around-the-campfire treats which seemed never-ending...grilled boneless pork spare-ribs, Ghiradelli chocolates, Reese's chocolates, popcorn, marshmallows, 15 year old Glenmorangie single malt, Deaver vintage port, a tawny port, and 3 or 4 excellent red wines.

Cheers and a tip of the hat to all who participated.



N o r t h e r n C a l i f o r n i a R o v e r C l u b

MR Diabetes.

Reported by Granville Poole



Add to this the man is severely diabetic. He nearly died from the disease and has had to learn to walk again as a result of the disease.

What kind of man would do this? Who would intentionally put himself in this position? His name is Andrew P. Mandell, also known as Mr. Diabetes®. As Andy Mandell he is the Executive Director of the Defeat Diabetes Foundation, a decade old not-for-profit organization whose mission is to inform and educate the diabetic and potential, or pre-diabetic, as to the benefits of health and fitness as it pertains to the diabetic condition.

As Mr. Diabetes®, the message is literally going to the streets. A 3+ year, over 10,000 mile trek across America. He will be walking through, stopping at, inspiring and

I had to miss most of Mendo because Saturday was my mother-in-law's 80th birthday. I went to Mendo on Friday for the day with Brian Welsh of Santa Rosa (also has a white RR Classic). Saturday, Melanie and I drove down to Chateau Souverain for the party (that continued through Sunday in Petaluma). On the way down there, heading south from Ukiah, I spotted a guy walking along a frontage road, followed by a Land Rover Discovery that was covered with some graphics. I couldn't resist checking it out so turned off and passed them, did a U-turn, parked, and got out my digital camera. This was Mr. Diabetes, on his Land Rover-sponsored walk around the U.S. to promote diabetes awareness. The walk is called the "Mr. Diabetes® Wake Up And Walk®Tour". He was very congenial and came over to the car (not the RR alas!) and chatted us up. Actually, he interviewed us while his chase driver videotaped. His website address is <http://www.defeatdiabetes.org/wakeuptour.htm>

informing thousands of our fellow Americans in thousands of cities, large and small. He is taking the message to the people, where it needs to be. Not some billboard, not a radio public service announcement that comes and goes in seconds, Mr. Diabetes® is going to "be there." He will tell his story to anyone and everyone, he will hand out Screening Tests, he will talk of the warning signs of diabetes, the dangers of not getting tested, of not taking control. And, in a twist on an old saying, he is "putting his mouth where his feet is."

What would possess a man with a birth date of 4/23/1945 to pack-up his life one day and start on a walking journey of over 10,000 miles taking him completely around the United States, not to return home again for over three years? During this walk he will be submitting himself to every conceivable weather condition; sweltering heat, freezing cold, rain, snow, wind, blowing sand; totally giving himself to the elements.

