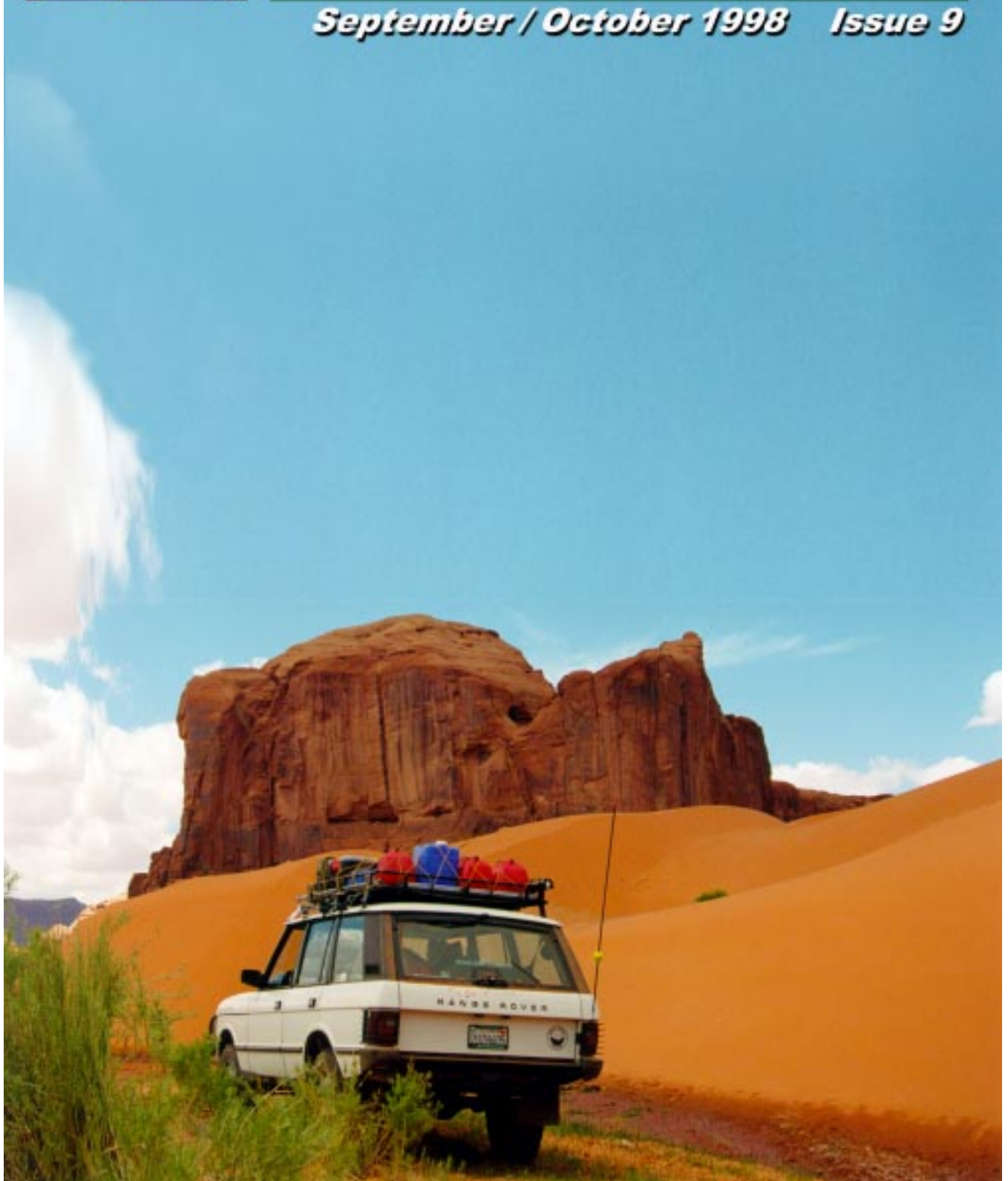




Newsletter

September / October 1998 Issue 9



Club Information

Any correspondence should be addressed to:

Northern California Rover Club

P.O. Box 14961

Berkeley, CA, 94712-5961

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 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. Application for membership need not be made using the application form. Membership application should include: Name, Mailing Address (inc. zip code), Telephone Number, Type of Rover owned

Officers

Current club officers are:

President: Bruce Bonar
Vice President: Ben Smith
Secretary: Mehdi Saghafi
Treasurer: Jeremy Bartlett
Member at large: Morgan Hannaford

NEXT NCRC MEETING

The next meeting of the Northern California Rover Club will be held at the Rob Hill Campsite, 8:00 p.m. **October 23th**, 1998.

From the North: Head South on the Golden Gate Bridge into San Francisco. Immediately after the toll plaza, turn right onto Merchant Road and follow it around to the left. At the stop sign, turn right onto Lincoln Blvd. From Lincoln, turn left onto Kobbe Avenue, and then right onto Harrison. From Harrison, turn left onto Central Magazine Road. The Campsite is on the right.

From the South: Take Highway 1 into the City and follow it along 19th Avenue into Golden Gate Park. Inside the Park, turn left follow Crossover drive and exit onto 25th Avenue headed North. From 25th, turn right onto Lincoln Blvd., and follow it along the coastline. Turn right onto Kobbe Avenue, and then right onto Harrison. From Harrison, turn left onto Central Magazine Road. The Campsite is on the right.

From the East: Take the Bay Bridge into San Francisco. Take the Fell Street Exit, and head West on Fell. Continue straight into Golden Gate Park on John F. Kennedy Drive. After passing under the overpass, turn right at the stop sign onto Transverse Drive. Turn right onto Crossover and exit the Park on 25th Avenue. From 25th, turn right onto Lincoln Blvd., and follow it along the coastline. Turn right onto Kobbe Avenue, and then right onto Harrison. From Harrison, turn left onto Central Magazine Road. The Campsite is on the right.



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Cover Photo:

Fil Figueroa in his RR Classic during the Red Rock trip.

Club Calendar

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NCRC EVENTS

Oct 17-18 2nd Annual Fall Colors Tour. Downieville-Gold Lakes-Sierra Buttes. Expedition type trip in the Yuba River Area. See the July August Newsletter for details. Contact Blair Peterson "bpeterson@triu.com" or Jeremy 510-233-3167 for more information.

October 23 NCRC Meeting 7:30 PM Rob Hill Campsite, The Presido of San Francisco Contact Bruce Bonar 415-468-5000 x3009 This will be a very short meeting so we can adjourn to the Urban Adventure

October 23, 24, & 25 Urban Adventure. Rovers in San Francisco. Camping in the Presido and fully catered. Reservations **MUST** be received by Oct. 15. Full details are in the flyer you got in the mail. If you didn't get one call Roger or Daniel. If you feel like helping, volunteers are still needed. Contact Daniel Oppenheim 415-282-5500 daniel5@best.com or Roger Sinasohn 415-469-7924 roger@sinasohn.com

November 7-8, First NCRC Anniversary Rally / 50th Land Rover Anniversary Rally in Mendocino National Forest. This competition is open to all levels of experience and is intended to be suitable for all vehicles without off-road modifications. If you don't want to compete, join us to cheer on the competitors. Contact Jeremy Bartlett 510-233-3167

Dec. 18 NCRC Meeting 8:00 PM @ F.W. Spencer & Son 211 South Hill Dr. (or 99 South Hill if we have moved into our new offices) Brisbane CA Contact Bruce Bonar 415-468-5000 x3009

Early January 1999 Mud Run. Probably between Willits and Ft. Bragg. Depends on where the mud is!

Spring 99. Fort Hunter Liggett and Los Padres NF.

July 3 - 9 1999 1st annual NCRC Summer Expedition to NW Nevada. Black Rock Desert, Granite Mountains, High Rock Canyon, and Pine Forest Range. We'll follow parts of the Lassen Applegate Emigrant Trail and explore several dramatic mountain ranges. Expect to see antelope, wild horses, burros, and other wildlife. This is an "expedition" type trip suitable for all vehicles and levels of off-road experience.

July 31 - August 1st 1999, High Sierra Trip. Location to be determined. Probably near Courtright Reservoir in the Sierra NF.

August 1999 Blue Lakes - Deer Valley Trail.

September 16 -19th 1999, White Mtns-Owens Valley. From the Owens Valley near Mt. Whitney to Death Valley. 3 or so days of "weekend" travel over scenic roads and moderate off-road trails through some dramatic scenery.

October 1999, 3rd Annual Fall Colors Expedition

Participation in NCRC events is open to all members, their guests, and prospective members. Everyone is required to sign a liability waiver and all vehicles must pass a basic tech inspection.

NON CLUB EVENTS

December 4-6, 1998 "Nevada Trophy '98" starting from the Best Western in Fernley, Nevada Dec 4: 12 hours of chasing GPS waypoints or landmarks across Northern Nevada in teams of 2 vehicles. Use your GPS, compass, maps, CB radio, and navigational skills. Dec 5: Perform Camel Trophy type special tasks of skill driving, relays and teammanship. Later, another 12 hour session of chasing GPS waypoints or landmarks. Dec 6: Breakfast and trophy awards. Entry fee: \$225, after Nov 1 \$275 Application and information: Mike Green, Secretary LROA and Event Coordinator <racerman21@yahoo.com> Tel 925-606-8301, or Michael Carradine, President LROA <cs@landrover.net> Tel/Fax 925-988-0900 LROA Nevada Trophy PO Box 430, Walnut Creek, CA 94597

April 24 & 25 1999 Mendo V The social event of the spring, with typically 30+ Rovers and their owners converging in the beautiful Mendocino National Forest. Exact location to be revealed by Joe Lucas, Prince of Darkness at some later date.

May 15 & 16 1999 Pacific Northwest Team Trophy Challenge. Find another vehicle and three teammates and pit yourselves and your Rovers against the best the Northwest has to offer in a two day grueling test of driver and machine. Compete against highly modified Jeeps, Landcruisers and Rovers. Not for those leery of body damage. Contact Doug Shipman 503.252.5566.

September 4-5 1999 Portland All British Field Meet. Always an excellent turnout of Rovers (160 in 1998). Free camping on the grounds of the Portland International Raceway. Swap meet on Sunday.

Calendar items should be sent to Bruce Bonar at least 2 months before the event.
b r b o n a r @ w e n e t . n e t
415-468-5000 x3009

Club meetings are usually the 3rd Friday of alternating months (even months). Location will rotate occasionally. Until locations are formalized Contact Bruce 415-468-5000 x3009, Mehdi 510-595-3934, or Jeremy 510-233-3167 for meeting locations and details.



Technical Information



Regents' Roll Cage

By: Rob Kerner

Cynthia and I really like Regent topless but we just didn't feel safe using him off-road. We went through all the Land-Rover literature and found Safety Devices made excellent cages, but were too expensive to buy, ship and then have welded. The front and rear cage was around 500£, before shipping. I contacted a few welders in a local town (Woodland), until someone said they could make me a cage. It is difficult to get someone to build you a cage because of liability. I took the Safety devices catalog to show him what I was interested in. My initial plan was to have a fully internal cage behind the driver, and come through the roof, like the D90, and follow the roof line, and weld to the door post. After the welder had measured everything up he called and said it would be easier (ie: less expensive) to route internally up front. He used 1.5", .120" wall steel tubing. The smaller diameter allowed it to be less intrusive and not interfere in the cab. He mounted the front down tube to the cross-member that the door frame mounts to. The rear down tubes and support both are gusseted to the frame. My only concern was the holes that go through the aluminum floors were such a tight fit that flexing would cause problems such as cracking. So far there hasn't been any problems. The cage has yet to be tested! Granville Poole made a suggestion for anyone considering this. He thought where the cage goes through the floor you could use a flat plate and bolt it on. That way it would be removable. Cost of tubing was \$120, and labor totaled 15.81 hours. Total cost of cage \$967.40. This isn't your typical roll bar.



Classified

For Sale:

Hoops for an 88 pickup. These are like the ones in the BP catalog, page 30A, but for an 88. \$125-150. Ask.

After much deliberation I have decided to sell the project 88 I bought for Alex to work on. He and I don't have the time to work on it. 1960 Series 2 88. Original California car with Black plates (AKK 280). Vehicle is licensed and registered non-op. Hasn't run in >10 years. Condition of engine unknown but it is Series 2, complete. Transmission housing has hole/crack in it (I actually haven't seen it). No OverDrive. Have spare engine (series 2a) that I bought from Morgan. This engine turns and had good compression when pulled. Morgan says it need valve seals (it smoked) and thrust washers (flywheel moves in and out). Has full top (not station wagon) but needs door tops and rear door or tailgates. Front bumper is a tow bar. Like I said, a PROJECT. \$1200 John 530-753 2970 (eves) jfhess@dcn.davis.ca.us

RED ROCKS 98 "The Canyon Tour" By: Fil Figueroa

The Red Rocks trip was organized and led by TeriAnn Wakeman, she announced the trip last December and about 12 Land Rovers signed up for the trip. Most of the participants are from the San Francisco bay area with others coming from Oregon, Washington state and from Arizona. There were a total of 21 people and a dog at the beginning of the trip, 3 Dormobiles, 3 Discovery's, 3 Range Rovers, 1 Defender90 and a Series 88.

Amando, Vicky, my wife Gina and myself left Fremont around 6:30 am Friday June 5 and drove straight to Flagstaff, we got there around 10pm that night. Granny and Melanie were suppose to join us but were unable due to lazy-buggeritis. The next day we headed to Sedona to play tourist. We met the Mills's and their Dormobile and Corky (da dog). We saw a lot of j**ps being used for off-road tours around Sedona so we decided to go on our own tour, we did a couple of trails and the stare factor was really high, at the end of one trail, we met some deputy sheriffs coordinating a search and rescue for a forest service employee who was missing for about 14 days. Sedona was rover heaven. I saw 4 Rangies, couple of discos and a D90. Sunday we camped at Bonito campgrounds near the Wupatki and Sunset Crater Volcano National Monument. The rest of the group arrived that day. We went and explored the area, climbed up a hill to get some photos of the crater. The wind must have been blowing around 30-45 mph that day and the climb was probably 30 to 40 degrees at some point but the view was breathtaking when we got to a good viewing point. We drove around the park and explored the Wukoki and Wupatki ruins. These ruins were built by the Sinagua people around the 12th century, the pueblos were made of slabs of sandstone, limestone and probably clay based mortars, the ruins still looks good despite time and vandalism.

Monday morning the group convoyed to Monument Valley. We set up camp at the Mittens campground. This is one of the most spectacular campground I have ever been. We were treated to a wide view of the valley with the Mittens as our canvas. We got there in the early afternoon and by sundown, the view was like a slide show of ever changing colors, we were all ohhss and ahhs with delight. We set up camp and settled in for an evening of talk. At night, the wind was blowing hard that our tents were being rocked back and forth. I woke up a couple of times to re-stake the tent and put more tie-downs. Other than the wind, the only disturbance reported was the choral symphony of Gerry, Armando, Granny and me snoring the night away. By morning, Kelly informed me that I now hold the crown(formerly held by Gerry E.) for being the loudest in the choir. After breakfast, we met our guide named Anslin Cly. We spent the first half of the day driving around the



northeastern side the valley. Along the way ,we saw spectacular buttes, mesas, canyons and free standing rock formations. Anslin also pointed out some sites that were made famous by Hollywood movies like Back to the Future (only one I remembered). We went back to camp for lunch. After lunch we continued our tour to the southeastern side of the valley, 4 rovers decided to take the afternoon off. The trails were mostly dirt road and soft sand. We stopped frequently to take pictures and view Anasazi sites and ruins. Lots of petroglyph and pictographs by the Anasazi people, there were also plenty of natural arches and beautiful rock formations to see.

Wednesday, June 10, we packed our stuff and drove to Page, our next destination. Gerry had to head back to Phoenix so we were down to ten rovers. Armando, Tom and I decided to drive to Page on coiler speed. About 30 miles before Page, we came across a couple of brush fires just starting its life on the side of the freeway. Sarah called 911 to inform the authorities and we turned back to put out the fire with our shovels. After we extinguished the fire, I said to myself that we have done our good deed for the trip but with all the camera/video gear we were carrying, nobody had taken steps to preserve the moment (no pictures). Before we left Monument Valley, we decide to meet at Safeway when we get to Page. A strange thing happened on the way that we found half of the group at Taco Bell trying to find Godzilla. We set up camp at Lone Rock beach on the shores of Lake Powell. Again, the weather was a bit windy and rainy so most of us decided to head for Granny's tent to keep dry. We past the time telling jokes and trading stories while Vicky slept(on another tent). There were two groups of campsites, us(the tent people) and for the Dormies(Tom included-he has a roof tent- who needed level ground), Tom and Eric were trying to put up a camou tent/tarp between their rover but to no success because of strong winds. After the wind and rain stopped, we set up for meals and relax while a white Dodge pick-up driven by a lady was trying to show us the finer

points of four wheeling in soft sand(he was spinning his tires and doing other un-rover like wheeling). The next morning Granny and James's Rangie made it up the trail with little effort while Armando and I got stuck in soft sand with Higgins, but manage to get ourselves unstuck. Terriann and Mike went to Antelope Valley for photo ops while the rest of the group took the day off to do some laundry, showers and stocking up on provisions. We met a couple of LRO's , a bay area lro from Piedmont and Chris Gatlin(not sure about his name, NBA player for the New Jersey Nets), Chris drove a MarkII 4.0 rangie and the other gentleman owns a Disco. We spent the evening watching the moon rise and sitting around the campfire.

Friday am, we headed for Canyon de Chelly. We (V8's) went a different route. We were led by James and Kelly Howard and Sam (from Phoenix) thru the Navajo and Hopi reservations, we stopped along the way for the usual tourist trap. We got to Canyon de Chelly that afternoon and claimed our campsite. Tom, Eric and James decided to sleep on softer grounds and checked in the local hotels. John, Michael and David arrived late due to the conversion of John's Dormie from generator to an alternator. Saturday am, we meet our Navajo guides namely Bobby Vanwinkle (reminds me of George Vandalay from the famous sitcom "Sien....") and Tommy (no last name).

The group was divided into 2, with five cars and a guide per group. My group consisted of TeriAnn and Bobby (our guide), Armando and Vicky, Tom and Sarah, Eric, Ann and Ian and Corky (da dog) and Gina and me. The second group was with Tommy, they were just a couple of miles behind us. We entered Canyon de Chelly (pronounced d'SHAY) on Saturday morning, we frequently stop and took pictures and look around and Bobby would provide us with the history about a particular ruin or petroglyphs/ pictographs. By noon we arrived at the White House ruins. We stopped here for lunch and some of the group bought some souvenirs being sold by local craftsmen and women. The White house ruins were built by the Puebloan people around 1000 years ago. The wall were covered with white plaster hence the name. After lunch we headed for our campsite called Spider Rock. The rock is an 800foot sandstone that rises from the junction floor. We camped about 100-150 meters from the base of the rock. The campsite itself sits on land owned by Bobby. His sister has a hogan about a stone throw away and she was kind

enough to let us visit her and let us inside the hogan. After dinner, Bobby and Tommy serenaded us with Navajo songs while we sat by the campfire. Bobby told us the legend behind spider rock that there use to be a big spider that lives on the rock and it would come down and take the naughty Navajo kids. The Navajo people settle this land around the early 1700's. Sunday morning we drove to Canyon del Muerto. The drive was mostly dirt road with lots of small washouts and stream crossings. On the way there, we stopped at Antelope House ruins, named for the illustrations of antelopes done by Navajo artist Dibe Yazhi (Little Sheep) who live there around the 1800's. We also saw the Fortress rock. During the Kit Carson campaign of 1863-64, the last Navajo holdouts reached the top of this rock fortress via notched tree trunks ladders they pulled up behind them. Carson, however waited them out and the Navajo eventually starved into submission. Our final

destination was the Mummy Cave ruins where we would camp for the night. Mummy Cave ruins was one of the largest occupied ruins. It was built by the Puebloan people around 1280's and was partially excavated in the late 1920's. We were fortunate to make our camp on the foot of the ruins. Some of the group walked up to get a closer look at the ruins while Armando and I set up our kitchen for dinner. We volunteered to do the cooking for our guides but

everybody did their part to make the trip a success. Before dinner, we wanted to take a shower so I rig up my porta-shower and Melanie was the first one to draw soap. It felt great after washing off three days worth dirt, oil and other stuff from your body. Monday morning, we said our good-bye's and thanks to each other, six rovers decided to exit the canyon in the morning while TeriAnn, John, David and Mike stayed behind to do some more exploring. Armando and I had to leave early because we have to be back in the bay area by Tuesday due to work. We got to the visitors center around 11 am and the six rovers parted ways, some still continuing their adventure. Armando and I hightailed it straight to the bay area, we got home to Fremont around 6:30 am Tuesday morning.

Gina and I had a wonderful time during the trip. We met a great group of people and enjoyed their company, saw sights that a casual tourist might not see and learned more about the history of the Navajo people and their land and finally met the people behind the e-mails. We offer our thanks to everybody on the trip and especially to TeriAnn for doing all the planning and organizing of the trip. Until the next adventure, Fil Figueroa



Trip Report

RED ROCKS '98 "The Canyon Tour" By: John Hess

The call went out by email in Feb. TeriAnn Wakeman was announcing the Red Rocks "not-an-expedition" for Land Rover owners. Since Katherine and I had been interested in seeing the sites in the southwest, I immediately replied and said I wanted to be part. Although TeriAnn announced that the goals of the trip were to have fun and take pictures, I figured wow, I like having fun in the Dormie and I like taking pictures. Little did I know how serious some folks are with cameras.

As the weeks passed leading up to the trip, I began to actually look at the calendar and figure out schedules. Unfortunately, due to the departure of various personnel at the City of Davis, Katherine was working more and it looked like she wouldn't be able to make the trip. However, with her blessing, Alex and I decided we would make the trip and take lots of pictures so that she could see what was missed. We all expect to venture back to the area and I think that the number of National Parks and Monuments is such that several vacations can be taken without duplicating anything.

As people discussed plans, I decided that two days driving would be necessary to get from Davis to the appointed meeting spot at Sunset Crater/Wupatki/Bonito campground, just north of Flagstaff, AZ. We packed the Dormie and pulled out of Davis on Friday, June 5th; I anticipated 2 not so bad days driving while I had a feeling that Alex didn't quite realize what was involved to get a Land Rover Dormobile 8-900 miles. The first day passed relatively uneventfully. I hadn't expected the amount of wind on the high desert outside Barstow, but we pushed on. Granville and Melanie Pool caught up to the Dormobile and passed us with a wave, their Rangeie cruising at speeds unattainable by the Dormobile.

Saturday started out the same but was disrupted at the Arizona/California border when Alex spotted a series Rover on the other side of the road. We had to drive a few miles to reach a legal exit and turn around but we returned and found that it was TeriAnn, going the wrong way! I will dramatically shorten the story and say just that TeriAnn's truck was running hot and we spent a long time going very few miles. Eventually though, after splitting up, we both arrived at the designated campground at about midnight. All we had to do was sleep and wait for everyone else to arrive.

Sunday, meeting day. I quickly realized Sunday was a "free" day; we weren't driving anywhere and the Wupatki ruins, encompassing many different sites, were the days diversion. Our green Dormie (John and Alex Hess) and the Mills green Dormie (Eric, Ann and Ian Mills, plus Corkie the Golden Retriever) set out to see the ruins. A ranger station at Wupatki gave an introductory lesson to the ruins

and the life of the long since departed inhabitants. Then it was off to see the partially reconstructed living units and the circular arena where athletic events, similar to Aztec events, were hypothesized to take place.

From the very organized Wupatki site, we ventured off to others that were less built up. We stopped by places called Citadel, Nalakihi, Lomaki and Wukoki. Each was interesting. The Citadel was a relatively large site, although little physically remained, perched on top of a hill with terraced, semicircular gardens around it. Nalakihi and Lomaki were similar dwellings perched on the edge of small canyons. Seeing the way the houses were situated, I felt that given the chance, anyone today would build a house in the same spot. My favorite of the group however was Wukoki, a sandstone dwelling build on top of a sandstone outcrop that for some reason reminded me of FitzGerald castle on the coast of Ireland. Amazing was that when I showed Katherine the photos of Wukoki, she said the same



thing. Monday morning, rise and shine. We had a short meeting and then it was off to Monument Valley. Our course was head north turn right. As you might imagine, with Series vehicles, Rangies, Discos and the one D-90, highway traveling as a group was difficult. However, we tried. At Tuba City, our first stop, some of the faster vehicles went ahead, and the rest of us just cruised along at our own speeds. While in Tuba City I dragged Tom Walsh and TeriAnn over to the Radio Shack and bought a CB and antennae, something I had been meaning to do in Sacramento for many months.

Pulling out of Tuba City and driving Series Vehicle Speed (SVS) we passed a rather crude hand painted plywood sign that promised "Dinosaur tracks". If I had been alone, I would have stopped to see what was there. As it was, we continued on our way. We all managed to make it to the campground and after a bit of jockeying for level parking spots, we were all able to admire Monument Valley from high on the plateau.

Tuesday, and Monument Valley. We were up and moving early as we had an appointment with a guide. Most of the Rovers (I rode shotgun with Michael McKeag in his D90) rolled down to the parking lot and were immediately out numbered by Jeeps, the preferred vehicle of the tour guides. No matter, we paid the guide, got somewhat organized and drove into the valley. For me, this was not the beginning of the trip, this was a continuation of my anticipation which had begun the previous month when I flew over southern Utah/northern Utah and northwestern New Mexico on the way to my annual work related eyeball convention. From high up in the sky, I gazed down at the expanse of high desert plateau with deep cut canyons and knew that in a month, I'd be down there. For me, that was the beginning of the serious anticipation of the trip.

Answan directed the line of Land Rovers around the valley, stopping for photo opportunities. This was the beginning of my awareness of real photography: big tripods, cable release shutters and big cameras with big film. The morning trip into Monument Valley concentrated on the monuments with a few petroglyphs and ruins. The afternoon trip to the western regions of the National Monument featured more ruins, including our own archeological dig. Near more ruin sites, broken pieces of pottery could be found by



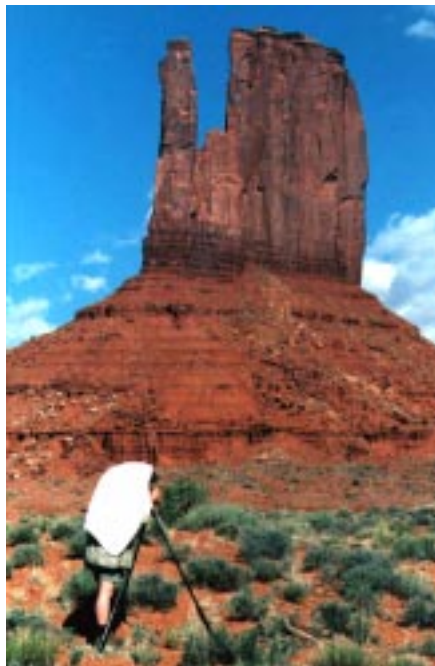
looking for smooth rocks in the dirt and cleaning them off; a high proportion were found to be pottery!

After the tour of Monument Valley and a day relaxing at Lake Powell (named for an early explorer and the first man to travel down the entire Colorado River John Wesley Powell), we were off to the high point of the trip, Canyon de Chelly (pronounced canyun de shay) in eastern Arizona. We spent the night at a camp ground outside the canyon and met with our Navajo guides in the morning. There is no access to the canyon without a guide and TeriAnn had made arrangements for us to have guides for two nights and nearly three days in the canyon.

The canyon starts as a small slot canyon with a sand floor. However, it rapidly gets deeper, the red sandstone walls rising above the floor for several hundred feet. We made 20-30 crossings of the now shallow spring rain runoff creek. Earlier Land Rovers, part of the Canadian to Mexican border to border trek had been flooded; and now, in just a

few weeks, all the water would be gone. However, TeriAnn had picked the perfect time, and we had perfect conditions; the water was fun to splash through but not deep enough to cause any problems. [Photo of the start of the canyon] With guides, we were able to cover two main channels of the canyon, seeing ruins of Anasazi dwellings and the paintings left on the walls by Anasazi (ca. 1200 AD) and by Navaho (1500-1800). Numerous hand prints and symbols representing particular families are found where ruins are located. These marks identify different living groups and show who lived in each area. Of all the petroglyphs left on the canyon walls, one of the most impressive relics is the depiction of the first Spanish explorers and then, of the massacre of Indians by these same explorers.

The first night in the canyon we camped at Spider Rock, one of the most sacred places in the Navajo religion. Our



guides told us traditional Navajo stories and answered questions. After hearing more about the Navajo religion from our guides, I was more impressed and grateful that we were allowed to camp where we were. The Navajo like everyone else, have strong beliefs; we were allowed to camp because our guide owned a Hogan (traditional Navajo dwelling) very near and his family was the land owner of the area, a right conveyed by the Navajo nation. My son and I feel asleep to the sounds of our guides signing Navajo songs. These things will never fade from my memory. [Photo of camp at spider rock] The second day was, to keep things short, more of the same.

We drove on sand, usually in 3rd low; crossed the same firm bottomed shallow creek 20-30 times and stopped at sites to see ruins and petroglyphs. [photo of David Walker crossing creek] Camp was at Massacre cave and was truly a photo op campsite [photo of Massacre cave camp site]. After the second night, we packed up and headed out. Some folks headed out first, trying to get started on the way home. Those of us with no plans, stayed behind for even more sight seeing and a slow drive out of the canyon. David Walker and I ended up spending a couple more days together in Moab, resting, cleaning our rovers, and seeing a little bit of Arches. He and I are now friends and enjoyed meeting each other again at the Portland All British meet. His write-up of the trip and his adventures digging fossils was just published in the Pacific Coast Rover Club newsletter.

For those of you who missed this amazing trip, you'll have to get in line behind me if TeriAnn ever leads another. It's a definite repeat.





Dr. Drip



Doktor Drip's Desert Recce!

Well the Gute Doktor was out in the desert just taking in the sights of his new arid home in his beloved '74 88" Red BMW-Rover (tm).

All this desert stuff being new to him, he was quite fascinated and taken with all the different types of plants and the stark, wind worn terrain.

While he has seen several burrows of what he believes to be the endangered Mohave Tortoise, he has not seen Sir MT in the flesh. The literature indicates that an early morning or evening recce is called for if one is to see these cautious creatures out and about.

Herr Doktor also was keeping an eye peeled scouting locations for future photographic sessions with several delightful and lovely females with whom he has had the good fortune to become acquainted! Indeed Gentle reader, Lady Luck is most definitely alive and well in Lass Vegas! Evidently, Herr Doktor must have missed a couple of *important* signs while engaged in his mental mastur...err...exposure level and f-stop considerations because the next thing he knows, he is being hailed thusly: "Attention Decrepit Red Vehicle, Attention Decrepit Red Vehicle, you have entered a restricted US military facility. Halt at once! Halt at ONCE!"

Rudely torn from his vivid f-stop considerations, the Gute Doktor looks to his left and sees, pointing directly at him, what appears to be a brace...nay... a trio of M-60 machine guns!

It is then that realization sinks in - oh Son of Solihull! Yonder military vehicle is a Land Rover! A bigger than usual Seating grin spreads as the GunRover (tm) rumbles over and hails again:

"What is your business here! Why did you disregard the signs!"

The Doktor muttered something about sightseeing and photographic location scouting when the chappy behind the single M60 mount alights from the GunRover, hand on sidearm, and walks over.

"I am sorry but I am going to have to confiscate your film and then you will be escorted from the area."

Doktor explains that the camera is locked up in the back and that he was looking for *future* locations and that he missed the signs because he was considering the best light and angles for photographing his comely friends. A well timed <WINK> and nudge and the ice was broken. A quick gift of a case of "emergency/survival beer" to Uncle Sam's finest and there were grins aplenty matey!

Guns made safe, a quick apology was made for calling the Red BMW-Rover "decrepit" followed by Herr Drip's self-effacing diplomacy: "Well Sarge, can't fault a man for speaking the truth!" A quick vehicle tour pressed home this fact to Sarge and his lads and Herr Doktor could see that they were now deeply impressed having never seen a vehicle with *quite* so much duck tape out in the high



"D.O.T. approval? We don't need no steenking D.O.T. approval!"

Appropriately motivated, he stomps on the brake pedal and his ancient shoes and cylinders begin to pay homage to the laws of momentum. After a surprisingly brief period of inertial worship, the "Decrepit Red Vehicle" (tm) squeals to the requested state of rest.

desert and that indeed the Doktor was an individual of extreme courage and unsurpassed powers of rationalization!

The tour of the GunRover was much more interesting, 6.5 liter GM diesel, Goodyear G90s all around, kevlar interior ballistic protection panels, self-sealing long range fuel tanks, military grade GPS, a quick introduction to shy Mr. Johnny J. Rocket in the back and of course, my old friends, the M-60s.

Sarge apologized that they had to get back to base but that I should return soon, with my lady friends perhaps, and they would introduce me to the joy that can be found with suppressed automatic weapons from the Oberndorf and a truckload of surplus Halloween Pumpkins! Hallelujah!

Gute Nacht!

(Ah, what a fine yarn eh Gentle Reader? Talk of Rovers, guns, beer, good comradeship and of course, discrete mention of the fairer sex! :) Stay tuned for more Desert Adventures!)

The Hess Family (John, Katherine, and Alex Hess)

It all started with our purchase of a Dormobile in 1994. That adventure, or craziness, has been well chronicled and won't be repeated here. From that purchase, we met other Land Rover owners, learned more about Land Rovers and eventually purchased an 88 pickup for around town and off road use. After that, with the intention of teaching my son who to be a mechanic, I bought a real project vehicle for him and me to work on. But who are the crazy Hess family?

We, the Hess family, live in a small house in Davis, bicycle capital of the United States. We ride bikes every day and save our Rovers for other things. I am a research scientist at the school of medicine; I work in a windowless lab, trying to figure out the answers to questions concerning structure of lens cytoskeletal proteins. If you need tips on PCR, bacterial protein expression, protein purification, or molecular biology, ask me. Katherine works for the city of Davis in various capacities, from planning to housing to economic development. Alex, our 12 (maybe, when this comes out) year old son goes to junior high school and plays soccer.

We use the Dormie, named Elvis, for cruising and as a Motel. Alex sleeps up top; Katherine and I sleep down below. Stubby, the little 88 pickup, is Katherine's. She decided after we got him home that since I bought the Dormobile, she gets the 88. Stubby has been a rolling project. Bob Bernard sold him to us running great and we have slowly put some paint on him. He should by the time you read this, have a new interior but he'll need more paint to finish up the matte indigo/gloss limestone that Katherine has picked out. Regardless of how he looks, the 88 pickup is a real head turner. And for those that glimpse his license plate (STUBBBY) he usually brings a smile to their faces. Stubby is our off road vehicle of choice. We take him and Elvis to Paradise and Mendo each year, using the Elvis for our camp restaurant/motel and Stubby for bouncing down the trails.

We are members of the NCRC, Pacific Coast Rover Club and the Dormobile Owners' Club. We enjoy the less challenging NCRC events as well as our annual



pilgrimage to Portland for the All British field meet. We try to convoy up with other LROs, taking a week or two to travel the coast, camping, exploring, and doing whatever we feel like, when we feel like it. In the past, we have formed a Dormobile convoy with TeriAnn Wakeman and David Reha, but anyone would be welcome. If you're ever in camp with us, you can count on a cup of hot coffee in the morning or microbrew ale or stout in the evening.

John F Hess jfhess@dcn.davis.ca.us

Land Rover Dormobile web pages:

<http://wheel.dcn.davis.ca.us/~jfhess/homepage.html>

1968 Land Rover Dormobile "Elvis"

1960 swb pu "Stubby" (actually Katherine's),

1960 swb regular Needs door tops and upper and lower tailgates.

"The Mock 5" (Alex's) needs everything, donations accepted

Editor's Comment: Member Profile has been requested from members as way to introduce them to other members. However, we like to put a club wide invitation for Member Profile. We like to read about you and your rover(s). Send your submissions to the Club PO Box, or email them to msandcdg@slip.net. Don't forget to include your rover's picture. :)

Mechanics & Parts & Service

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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.



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

Atlantic British [P, OV]

Box110. Rover Ridge Drive
Mechanicville, N Y 12118
tel. 800-533-2210

Badger Interior Coachworks

[soft tops and interiors for Series and Defender]

Christopher Laws
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 Spares LTD.

[P, NV]

394 Kilburn St.
Fall River, MA, 02724
tel. 888-874-3888,
fax 508-674-5025
bulldog@meganet.net

The British Car Company [S]

Corte Madera
tel. 415-927-2995

British Motor Car Distributors [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 Francisco Boulevard West
San Rafael, CA
tel. 415-460-4600

Roverland [S, P]

San Francisco, CA
tel. 415-648-0885
service and parts for newer vehicles

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]

Robert Davison
15195 Arnold Drive
Glen Ellen, CA 95442
tel. 707 935-3605

West Coast British [S]

190 Airway Blvd.
Livermore, CA 94550
tel. 510-606-8301

XKs Unlimited [P]

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