



# The Roverlander

Summer 2002

In this issue:  
Snowshoe Run  
Sechelt Wheels Run  
Sechelt Bible Camp Run  
Heremeos Run  
...and more



\$2.00 by donation

## Elected Rover-Landers Executive

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**Vice President/Treasurer:**

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Rover-Landers of BC is committed to the preservation, restoration and driving enjoyment of Land Rover Vehicles; and the preservation of the outback environment throughout BC. Events are targeted towards all members of the family.



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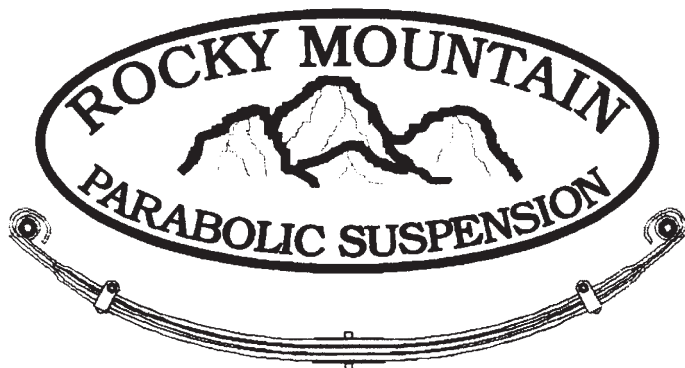
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# From the President

Time well spent! I am just back from a day spent with 12 other four wheelers at the Rover-Landers/4WDABC's winch safety course. The course has been developed and is presented by John Edgar and Chris Donald both of whom are long time 4 wheelers and members of the Lionsgaters Four Wheel Drive Society. It is an excellent program that touches on most aspects of interest to the recreational four wheeler. The program is split into two 4 hour sessions. The first of which is held in a classroom setting covers such topics as winch types, installation, equipment and rigging and safety practices. During the afternoon session we went into the field and put to use what we had learned.

In the wrong hands winches and other recovery gear can be quite dangerous and as such safety was a major focus of this course. Working in teams of three, we tried several winching scenarios including direct pulls as well as redirected pulls utilizing a snatch block. Distributing the various tasks and responsibilities among three knowledgeable individuals certainly helps to ensure that all goes well with the recovery. It is not uncommon, especially on club runs, for recovery operations to take place with a group of spectators

looking on. In these situations it is particularly important to have trained, experienced individuals, who can evaluate the dynamics of the recovery so that in the event of an equipment failure nobody is injured.

If you were unable to attend but have an interest in the course let us know and we can look into putting on another session.

Talks continue between the stakeholders and the Ministry of Forests with regards to the dismantling of the ministries recreation program. The latest is that the MoF will not be as aggressive in the first year of the three-year dismantling process. While they maintain that budgetary funds will no longer be available for the recreation program, which includes, among other services, the maintenance of some 1200 Forestry Service campsites throughout the province, we the stakeholders will continue to impress on the government the importance of maintaining the existing system.

Should this lobbying effort fail there are other proposals in the works, the most successful of which will hopefully maintain public

*continued on page 4*

# From the Editor

I did get out for one run with my newly rebuilt rig, but alas, back to the drawing board with transmission problems. Somehow the bearing between the input and mainshaft melted down and of course, the transmission decided to freeze up. When Andre and I took it apart, the shaft ends had melted like pudding. So we are still trying to bring together the pieces to mend it again.

The time has come...I am resigning my position as newsletter editor at the end of this year. Family and work obligations have become overwhelming and I simply don't have the time to give it a fair effort anymore. I am looking for someone to hand this over to. If you have a bit of computer or graphics knack let's talk. I don't mind helping out with a couple of issue during transition, but by spring of 2003 I won't be able to continue. Don't be shy, give me a call!

Dave Blair



Volume 4 Summer 2002 Number 2  
July 16, 2002

## General Information

Thank you to all those who contributed to this newsletter. There are several stories and photos submitted which will be held over until next issue, so if you don't see yours, don't worry – we'll use them soon! Send mail to "Newsletter Editor" at the address below, or email to [daveblair@bcnewsgroup.com](mailto:daveblair@bcnewsgroup.com).

The Rover-Landers of BC  
Newsletter Editor  
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Abbotsford, BC V4X 1X5

Special thanks goes to our advertisers who make the publication of this newsletter possible. Please show your support by visiting these companies.

The Rover-Landers of BC has an Internet home page. Visit our site at: <http://www.roverlanders.bc.ca>. Thanks to Openroad Communications, Vancouver for providing web hosting services.

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You may also join our email list. We discuss all kinds of Rover related topics. Direct your browser to <http://groups.yahoo.com/group/Roverlanders> and join us online.

## Cover Picture

Lining up for a steep ascent up the hydro line during the Keremeos Run. Kelly Fairbanks photo.

continued from page 3

access to all of the existing sites and trails. The Outdoor Recreation Society (ORC) is probably the furthest ahead with their proposal to create a non-profit organization to manage the program. While this plan was initially the ORC's first line of defense against the programs cuts, discussions at their recent AGM resulted in the following change of direction.

"...Be it resolved that the ORC urge the government in the strongest terms to continue to fully fund and deliver the MoF recreation program, including the adequate maintenance of the recreation infrastructure and access thereto;

And Be It Further Resolved that in the event the government declines to fully fund and deliver the MoF recreation program that ORC pursue further with government its proposal with the objective of taking on the management of the MoF recreation program, subject to satisfactory funding and other arrangements being secured..."

The 4 Wheel Drive Association of BC has been a member of the ORC for a number of years now but we have not been very active in our participation. I am happy to

announce that at the recent ORC AGM, the associations ORC delegate, John Bouliane, was elected to the ORC Board of Directors. Congratulations John! We will be heard!

It seems like a good time to remind you, the membership, that the 4WDABC and indeed our club, the Rover-Landers, are nothing without the active participation of the membership. Admittedly we are not all political activists, nor do we all have unlimited spare time on our hands but "many hands make light work". At the very least, ensure that you are aware of the what's going on around you. For many reasons we are rapidly losing access to many parts of the backcountry. Primarily through the use of email and the Internet, we are trying to keep the membership aware of all developments relating to land-use and access. If you don't have Internet access then read your newsletters and come out to the meetings. Get involved!

Further on the issue of land-use we have recently lost another area frequented by off-road enthusiasts - Coquitlam's Eagle Mountain. Not surprisingly a large metal gate has been erected at the trailhead in efforts to curb vandalism, illegal dumping and the rather frequent

occurrence of the burning of stolen vehicles. These activities pose a serious environmental and fire risk to the area. A number of individuals, primarily members of the Pacific Off-Roaders Four Wheel Drive Club, have taken it upon themselves to propose a key based trail access program for the area, commonly known as Eagle Ridge. The city of Coquitlam is currently reviewing the proposal which can be found at <http://www.anycities.com/erkp/stickeraccess.doc>.

I understand that progress is also being made in attempts by various stakeholder groups to regain access to Maple Ridge's Blue Mountain. The area holds numerous possibilities for the outdoor adventurer and was closed several years ago for the same reasons as Eagle Ridge described above.

Well, enough doom and gloom. The good weather is upon us. Dust off the tent, and if you are like me, try desperately to recall the safe, easy to remember, place that you put all your other camping gear last fall, and join us on the trails for some good times and adventure.

Happy Rovering!  
John Parsons



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# Rover-Landers Snowshoe Run

March Monthly Run  
Article & Photos: Neil Andrews

It was my idea to put a little physical activity into our March trip. The location of the Rover-Landers' monthly run is decided at the meeting a few days beforehand. We had already done several snow runs so I suggested that we drive up a logging road for a while in the snow, then once our trucks can take us no further, we would continue up the road on snowshoes. Several others at the meeting were also interested in combining some physical activity with their Rovering (as well as a few who were distinctly not interested). It was decided to head up the Squamish Forest Service Road that weekend.

Since it is a long drive to where we were going, we decided on an early meeting time at the Westview Esso. I showed up right on time, at least I thought I did, and found everyone else there ready to go. Turns out we had agreed to meet a half hour earlier than the time I had in my head (sorry guys). In all, there were seven of us in four trucks. Don and Karen in the Yellow 88", John in his Range Rover, Bob and Greg in the Landcruiser, and I was taking my brother Bryan out on his first Rover-Landers run in my Red 88".

After a long drive from Squamish to the beginning of the Forest Service Road, we aired down once we hit gravel. The road was plowed at this point, so we decided to continue up to the Elaho turnoff where we expected to find snow.

All the way to the Elaho turnoff the road was graded, flat, and plowed clear of snow. The road forks where the Elaho and Squamish Rivers join. The bridge there is where we discovered our first obstacle. The snow from the road had been pushed into a barrier at both ends of the bridge, however beyond the bridge was the unplowed (and untracked) road we had been looking for. Don and I both tried unsuccessfully to drive over the mound of snow, but it was John who made it



over first. John then made it over the barrier at the opposite end of the bridge (the bridge itself was plowed) and the rest of us followed.

It was then that we discovered our true obstacle. Having just driven off a cleared road, we found ourselves immediately in deep, wet snow with a hard crust on it. Barely off the bridge we were already finding ourselves in trouble. John made it the farthest of the Land Rovers but his undercarriage started to drag. Bob was able to get a bit further ahead in his raised Landcruiser. Nobody was making much progress however, travelling maybe one hundred meters from the plowed road. My brother didn't seem too impressed with the ability of



Land Rovers in the snow.

Leaving our trucks where they were, we had lunch and then strapped on our snowshoes. Everyone except Bob that is, who declined to borrow snowshoes. We spent a few hours snowshoeing up the Elaho FSR and had a good opportunity to enjoy the scenery that sometimes you just don't have time to notice when paying attention to the road while driving. I'm guessing we travelled about 6-8 kilometers on foot with quite a bit of uphill to keep it interesting. Everyone else seemed to enjoy it too, with only minimal cursing from John on one of the steep uphill sections. Also Bob ran into some problems in the wet snow and probably wished he did take those snowshoes. By the time we got back to the trucks everyone was pretty tired since this

was the first real exercise of the year for some of us (myself included).

The sun during the day had melted the crust on the snow, so extracting our trucks took some effort but eventually everyone was safely back on the main road. After airing up in Squamish, we headed back home.

In all, it was a long way to drive for a few hours of snowshoeing, but the scenery made it worthwhile. I hope that there will be more trips like this in the future. I'd like to combine some off-roading with some good hiking on a weekend trip this summer. Also, I'll have to take my brother on a summer trip to show him the true nature of Land Rovers. Until then, its time to get in shape for those Off-Road/Outdoor Excursions this summer!



## Rover-Landers/4WDABC Winch Course

*For details of this course see John's article starting on page 3.*



# Wheels Spring 2002

*Land Rover of Richmond's dealer event  
Article & Photos: Don Warren*



Land Rover of Richmond held their latest 'Wheels' event at Sechelt on the Sunshine Coast on May 25th. I have always enjoyed the runs organized by Ryan Cowell and his crew at Land Rover of Richmond, and this was no exception.

The first excitement of the day came soon after we left Horseshoe Bay on the ferry - a passenger fell overboard! The person was quickly rescued and we were on our way again with only a 30-minute delay.

After assembling at Langdale we were divided into groups with a good variety of Land Rover vehicles represented ^ Freelanders, Discovery Is and IIs, Range Rover Classic, a D90 and Ryan,s newly re-painted Trek Discovery. I was following some Freelanders and was interested to see how they would perform.

We were led through a narrow

forest floor track that demanded 100% attention as it twisted around stumps, logs, rocks and mud and side-hills. I was wondering whether the Freelanders would bail out and opt for a less rugged trail but they just kept on going. Aside from the occasional bumping on the underside they managed to get through OK. After a few more trails we stopped for lunch at a nice viewpoint overlooking the coast. We continued along a power-line maintenance trail that included a difficult twisting hill climb. This caused more than one driver some trouble, but with good marshalling everybody eventually made it to the top. We continued round a beaver pond and waded through a deep-water pool (small lake!).

A particularly nasty rock face was

used by one of the dealer reps to demo the Freelander. Traction Control came into play as the vehicle scabbled its way to the top and made it look easy. I noticed that Traction Control seemed to allow a fair amount of wheel spin before power was applied to the opposite wheel, but the fact that the Freelander even made it up the hill was quite remarkable.

The best was saved for last and we were all treated to a good, muddy track on our way back to the main road. Everyone finished the day with a fresh coat of mud.

Most of the vehicles were stock, which gave me a whole new appreciation for the Land Rover capability. I was also surprised to discover that Sechelt has quite a variety of trails and nice scenery, and makes a very nice day trip from Vancouver.



# Sechelt – May Club Run

Article: David Blair

Photos: Kelly Fairbanks, Cynthia Peterson



The day started with a leisurely drive to the ferry for us, but was not to end that way. A total of 10 trucks took the 7:30 ferry across to Gibsons and then proceeded to Sechelt, where a breakfast stop was in order.

At 9:30 the group proceeded about 15 km up the east side of the inlet and then turned off onto a forest road. After airdown we undertook a gentle but persistent climb

for several kilometers.

And that's where the fun started... my newly rebuilt transmission decided that this was a good place to pack it in. During a shift between second and first it seized solid, thus when I released the clutch pedal the truck came to an instant lurching stop.

After a helpful round of inspection by all comers, it was decided that one transmission shouldn't ruin your whole day and we jockeyed the truck around to a spot of grass, grabbed lunch, camera and dog and billeted out to other vehicles, Pamela and Willow (our husky) ending up with the local guide in his Unimog, and I ending up with Cynthia in Red Rover.

The mishap was soon put behind us as we were taken in by the beautiful and rustic landscape, and a few interesting spots on the road.

We arrived an hour and a half later at a eerie scene — the abandoned Bible camp belonging to the Glad Tidings church in Vancouver. It seemed as if you could hear the calls and laughing of kids in the trees and on the beach, but it was definitely

very empty. All the buildings are still standing, most with the furnishings and fixtures, but everything is slowly getting taken back by nature.

We were surprised to see the chapel had the pews moved to one wall and a 3/4 ton pickup, a backhoe and a skidder taking up the floor space.

We stopped here for lunch and exploring.

After about an hour it was back on the road for the return trip. Other than a few bumps and scrapes this was mostly uneventful. We did, however have a bit of fun pulling up the first hill out of the camp.

When we finally arrived back at my Rover it was decided to put the transfer case in neutral, and have Phil drag me down the hill from behind — more like he held me back and the dead rolling of my truck rolled us down the hill. That is the quietest my rover ever ran!

When we reached pavement we reversed the process with Phil hooking up to the front of me and as a group we caravanned towards Sechelt. That was not the end of my troubles that day. Willow, in the back of the Rover as we were being towed decided it would be a good time to have an epileptic fit. Meanwhile I was watching Phil's bumper and the 30 foot rope that separated us... I flashed the lights and proceeded to brake us both to a stop.

Things were tense but with the help of many hands we were able to revive Willow and get her some fresh air. In the rush of the moment I had forgotten to let Pamela know there was a problem — she now being in the lead vehicle of our caravan with Cynthia and about a mile ahead. Someone radioed her to come back. After a bit of a rest and calming of the dog, we were back on the road again.

Arriving in Sechelt we parked the truck at the Esso station and came up with a plan. First we put BCAA-plus to the test and it failed. Second we asked if we could park the truck



there for a few days, third Cynthia offered to taxi us back home to Abbotsford as it wasn't too far out of her way, and last we raced for the ferry. All of us made it on the 6:00

boat except for Dave Tebbutt and crew who were a few minutes behind us. Something about 'where did they all go?'

Monday afternoon Pamela and I returned with our GMC pickup and towed the Rover home. Now, July 16th, we are still awaiting a fresh rebuild and are rather disappointed that we've missed so many activities this summer.

At any rate, the day was a success from the point of view of sites to see and camaraderie.

I appreciate all who banded together to make it a great day even

for us when we had more than our fair share of trouble. That's one of the great benefits of being a part of a club like ours.

*Thanks. Dave Blair*



# Keremeos Run - June 22/23, 2002 Article: Karen Vannierop Photos: Kelly Fairbanks

We all met-up at the Copper Creek Forest Recreation Site bright and early Saturday morning. John Parsons, Kris Maksymiuk, Dave Tebutt and Jim McEachern, Phil Armstrong and Kelly Fairbanks had an early start as they had driven up from the Fraser Valley. Don MacDonald and I, wishing to avoid a 5am departure from North Vancouver, drove up the night before and camped next to the raging Similkameen River.

We drove to Keremeos, where the group stopped for a quick fill; gasoline for the trucks and breakfast for the Rover-landers. Don and I, having already had our campfire breakfast, took the opportunity to explore the tiny town of Keremeos. Situated approximately 3 hours from Vancouver (4 hours if your driving a series truck), Keremeos has about 1200 residents. The 'Dutch' in me



couldn't resist a stop at the Dutch bakery for a gevulde koeken (cookie with an almond filling).

By the time we left Keremeos, the

temperature was over 25°C. Just outside of the town a gravel road leads up into the hills and cattle country. We spent a good part of



the day wandering through mountain meadows with spectacular views of the towns below. Thank goodness we were high in the hills because the temperature in Princeton reached a whopping 34°C!!

We decided to camp that night at the Madden Lake Forest Service Site. Enroute to the campsite, John radioed that he saw a bear scampering down a side road, but I think it may have been one of the many cows, which are left to wander

through the countryside. (It most certainly was a bear, John)

Kris, John and Phil volunteered to get firewood and off they went in Kris' red Defender 90. About an hour later, Phil emerged from the bush, on foot, to announce that Kris was stuck, apparently half way to the bonnet, in a giant mud hole. He jumped in his Defender 90 to go and rescue Kris.

The fire that night was to the tune of loons, grasshoppers, frogs

and the occasional 'mooooo' from a nearby cow.

On Sunday morning, the sun high in the sky, we set out in search of the allusive Twin Lakes. We never did find the lake, but sure had fun trying.

Would you like to come out on our next camping trip??? Give us a call (604-534-8940) or check out the Roverlander's web site ([www.roverlanders.bc.ca](http://www.roverlanders.bc.ca)) to see when and where the next trip is happening...

"The L. Jackson & Co. Rocket Site, Mission, Bawtry, U.K. ... **Land Rover Heaven**"

By Gerald Bolduc and Gord Land  
(Individual Members of the 4WDABC and the OFORC)

## Big boys get new big toys!



We had planned to take a brief vacation to the U.K. (June 30 – July 6, 2002) for a little R&R and to acquire two Ex-MOD Land Rovers (a 90 and a 110).

Our 1st night was spent in Manchester getting our bearings, adjusting to the time change and finalizing our trip plans for the upcoming week.

### We visited the following Land Rover sites:

- Agricultural Cross-Country Vehicles ([www.exmod.co.uk](http://www.exmod.co.uk))

Location – Village of Drayton ... approximately an hour drive south of Stourbridge.

- Witham Ltd. ([www.witham.uk.com](http://www.witham.uk.com))

Location – Village of Colsterworth ... approximately a 15 minute drive south of Grantham.

- L. Jackson & Co. Rocket Site ([www.ljacksonandco.com](http://www.ljacksonandco.com))

Location – near the Village of Mission, a short 10 minute drive from Bawtry.

Our trip of 450 miles took us through the beautiful English countryside (south of Manchester) with visits to several small cities, quaint towns and villages such as:

- Stourbridge
- Drayton
- Nottingham
- Bakewell (*in the Peak District National Park*)
- Grantham
- Mission
- Bawtry
- Colsterworth

Our searching for a Land Rover 90 and 110 ended on July 3 at the L. Jackson & Co. Rocket Site. This is a 1st class operation sitting on 64 acres in the countryside ... home to 1000's of Ex-MOD Land Rovers (90's, 101's, 109's, 110's, lightweight's) and a load of military equipment (tanks, troop carriers, transporters, uni-mogs, jeeps etc). It's truly an awesome site rich in Land Rover history.

Our 90 and 110 1986 soft tops are both Ex-MOD stock vehicles with

2.5 L diesel engines (with 83,000 kms and 53,000 kms on the odometer respectively). However, for his 110 Gord bought a rare canvas top in camouflage which was specified for the Cypriot military; also, he replaced his stock tires with OEM Wolf radial tires (GR90's).

On July 4, we completed our transaction and related details ... the 90 and 110 were secured in a 40' container on July 8 and became ocean freight on July 10 ... estimated arrival time in Vancouver – July 30.

Note: Photographs attached to this article are of the L. Jackson & Co. Rocket Site. These pictures do not do the site justice. Look for more next issue.

### Miscellaneous:

£1 Pound sterling = \$2.344 CDN  
£10 Pound sterling will buy you 13.91 litres of petrol  
£4.2 Pound sterling will buy you a pack of cigarettes

## Is it safe to go out and play?

A steep, muddy descent goes horribly wrong - the out of control vehicle goes over three times before coming to rest against a tree. While performing field repairs a well-meaning helper inadvertently traps the owners finger under the light-weight's battery cover resulting in a severe gash. By its nature our hobby is a dangerous one. Much of the equipment we as off-roaders carry, a Jackall, winch, recovery strap, chainsaw, ax, are very useful yet all highly dangerous when handled without due care and attention.

"No worries" you say. The entry regulations for the event stipulated, "All vehicles must carry a first aid kit". Fair enough! What the entry form did not say however, was, "All vehicles must carry an individual trained in the use of a first aid kit". "Not so fast" you're now saying. "I was a Boy Scout. I'm a responsible individual and I have first aid training". Saint John's, Industrial, Emergency, CPR? "You there! In the red jacket! Go call an ambulance and report back to me!" Oh crap! Now what? No Ambulance, Fire or Police within half a days drive. No fully stocked "class what-have-you" first aid room or jump kit at hand. All you have is a little first aid kit, or

maybe two within the group.

"What can I do with this?"

For those of us who enjoy as much time in the outdoors away from the city as we can get there is an answer - International Wilderness First Aid Associates Inc. Based right here in Vancouver, International Wilderness First Aid provides outdoor enthusiasts, wilderness guides and educators with the skills necessary to manage back-country emergencies with the equipment on hand.

Having recently completed their "Standard Personal Wilderness First Aid" course I highly recommend it to all outdoor enthusiasts. For the most part, the basics are still there. During the forty hours of class time you will learn the "ABCD's" of keeping your patient alive, trauma injury management, CPR and small wound management. The difference is that you are taught how to deal with the aforementioned with a minimum of supplies in locations where emergency services are not readily accessible. Using the supplies that you are most likely to have on hand during your normal outdoor activity you practice your newly acquired skills not only in the controlled environment of the classroom but in an

outdoor setting as well. These outdoor sessions add a degree of realism that you do not experience in the classroom. They allow you to experience the impact and added stress that different types of terrain have when dealing with an emergency situation. You will practice decision-making drills that teach you to evaluate terrain hazards, rescuer's limitations and patient's needs when dealing with emergency medical situations. These valuable skills can be applied to situations other than medical, which you may encounter while enjoying the outdoors. Applying them can help prevent a bad situation from becoming worse.

Invest in this training! Hopefully you will use it for no more than dealing with the odd minor cut or abrasion. Without a doubt it will increase your awareness, allowing you to better prepare for and thereby hopefully avoid, potentially dangerous or life threatening situations while exploring the backcountry. And worst case? It could mean the difference between life and death!

International Wilderness First Aid can be reached at (604) 263-1432. More information can also be obtained from there web site at [www.wfaonline.com](http://www.wfaonline.com).



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## Monthly Meeting Minutes March 2002

Rover-Landers of B.C.  
March Meeting Minutes  
March 21, 2002

### In Attendance

John Parsons, Don Warren, Don MacDonald, Dave Tebbutt, Jim McEachern, Ian MacArthur, Rick Mellenger, Karl Nylund, David Peare, Neil Andrews, Gary Spicer, Greg Pollock, Andre Maier (Guest), Bob Bain (Guest)

### Items of Business

#### 1. Treasurer's Report

Bank Balance as of March 7, 2002 is \$3496  
Outstanding Withdrawals: approximately \$400 to \$500

#### 2. Membership Report

Currently have 64 paid members.

#### 3. Other Rover-Landers Business

Last month had a run along the Harrison West FSR. Several members of the 'Bone-Shakers' 4X4 club from Mission joined us. Don MacDonald was able to test drive a Freelander on the event.

We are looking for advertisers for the Rover-

Landers newsletter. Members are asked to contact the club executive if they know of any interested organizations.

The Rover-Landers newsletter is in the final stages of preparation and will be out soon. There was some discussion about merchandise shipping charges and how to manage it. The Order Form will be changed so that shipping charges are flexible to cover actual costs (not a fixed percentage), and the club will offer C.O.D. as an alternative method of payment. Don Warren will take over responsibility for handling merchandise orders.

There was some discussion about offering new merchandise items. Ideas included ball caps, embroidered patches, jackets/vests.

4. 4WDABC and Other Organizations/Events  
Forest Development Plans are underway for the Takla Lake area. Public meetings being held. 4WDABC Newsletter is out. Will be mailed to members soon.

4WDABC AGM was held last weekend. Reviewed the main items of business.

North Caribou Offroad Adventurers Society will be hosting a variety of events in the Prince George area this year. For more info contact NCOAS.

### 5. 2002 Calendar of Events

The following events have been decided (dates not shown).

March. Squamish.

April. Rover-Landers will be leading the 4WDABC Region 2 run.

May. Trials event.

June. Keremeos/Okanagan Falls.

July. All British Field Meet in Western Washington. PCRC will hold an event in conjunction with this.

August. Fraser Canyon/Botanie Mountain.

August. Alexander Mackenzie Trail (7 day trip).

September. Whipsaw Creek.

October. NW Challenge.

October. Trials event.

December. Christmas Dinner.

January 2003. Rover-Landers Founders Day, Snowflake Chase, and AGM.

## Monthly Meeting Minutes April 2002

Rover-Landers of B.C.  
April Meeting Minutes  
April 18, 2002

### In Attendance

John Parsons, Don Warren, Don MacDonald, Rick Mellenger, Dave Peare, Dave Blair, Pamela Blair

### Items of Business

#### 1. Treasurer's Report

Bank Balance as of April 5, 2002 is \$3256  
Balance as of April 18: approximately \$2700  
Expecting some revenue from Advertisers – some haven't paid yet, some haven't been billed yet. Trying to move to a 'pay-in-advance' system.

#### 2. Membership Report

Currently have 66 paid members.

#### 3. Other Rover-Landers Business

Last month Rover-Landers held a snow run at the Elaho River area. 4 trucks, 8 people in attendance. The group also did some snow-shoeing.

The 2002 Calendar of Events has been sent to club members.

Next month's monthly meeting will be a video night – to be held at the usual monthly meeting location

Next month's run (May 26th) will be a trials day to be held in the Squamish area. We may also host a BBQ at the event.

#### 4. 4WDABC and Other Organizations/Events

Had 16 vehicles (including 10 Rover-Lander trucks) at last weekend's 4WDABC run. A successful run in the Norrish Creek area.

#### 5. Forestry Service

John Parsons attended a meeting last month held by the Forestry Service. The government's Core Review has deemed that the Forestry Service should no longer maintain Recreation facilities. John reviewed the details of the government's agenda. A fair amount of discussion and activity has ensued regarding the details of the government's plans. Lobbying to preserve the existing recreation facilities is underway.

## Monthly Meeting Minutes May 2002

Rover-Landers of B.C.  
May Meeting Minutes  
May 16, 2002

### In Attendance

John Parsons, Don Warren, Don MacDonald, Rick Mellenger, Bryson Kerr, Madeline Kerr, Dave Tebbutt, Jim McEachern, Bill Eastwood,

Greg Pollock

### Items of Business

#### 1. Membership Report

Currently have 66 paid members.

#### 2. Other Rover-Landers Business

The May 26th Trials event will be cancelled due to snow. Instead, the club will do a run in the

Sechelt area.

#### 3. Forestry Service

John Parsons briefed the group on the latest developments in the BC Forest Service cutbacks.

#### 4. Videos and Social

## Monthly Meeting Minutes June 2002

Rover-Landers of B.C.  
June Meeting Minutes  
June 20, 2002

### In Attendance

John Parsons, Don Warren, Don MacDonald, Neil Andrews, Rick Mellenger, Dave Tebbutt, Jim McEachern, Karl Nylund, Phil Armstrong, Mark Maksymiuk, David Peare, Brad Reid (Guest), Andrew Phillips (Guest)

### Items of Business

#### 1. Membership Report

Currently have 68 paid members.

#### 2. Treasurer Report

Currently have just over \$3,000 in the club's account.

#### 3. Merchandise

Don Warren presented some estimates for producing sew-on badges for the club. We are

looking at a one-time set-up fee of about \$50-70, and a per item cost depending on volume (e.g. 50 items @ \$4.50, 100 items @ \$4.00, 150 items @ \$3.50). The group consensus was favorable to getting club badges. John Parson will get estimates for club vests before we make a final decision.

#### 4. Other Rover-Landers Business

RL will be holding their monthly run this weekend in the Keremeos area.

Next month will be a combined RL – PCRC run. July 27, 28.

#### 5. 4WDABC and Other Organizations/Events

Lobbying continues for preserving recreational use of BC back-roads.

Sunrise Lake maintenance under negotiation.

Liability remains an issue.

North Shore Off-Road will be holding a Show

and Shine on September 15th.

4WDABC Fall Convention to be held in September.

Harrison Lake East – The area was left in a big mess after the May long weekend due to partying and carousing.

Blue Mountain – Talks continue for reopening the area for recreational use. Nothing final yet.

Eagle Ridge – A gate was erected by the city on orders from the Fire Chief. A key system for off-road access has been proposed.

A local journalist is looking for anyone interested in doing an interview for an article he is writing. Details will be sent to club members by email.

A winch course was held last week – very successful.

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- 1985 110 diesel 5 door used in Movie , needs TLC hence \$15,000.
- ▼ 1984 127 crew cab Hi Cap with 4.2 ltr perkins diesel very tidy canopy and roof racks, RHD \$25,000
- 1989 Range Rover black county \$9,000
- 1989 Range Rover white \$8,000
- 1983 Bobtail RR V8 auto RHD \$7,000
- also various 90/110 diesels for parts

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- 1986 D 90 V8 full rally spec \$25,000, external Roll Cage, locking diffs etc.
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- 1985 D90 hard top with windows 2.5 gas p/s 5 speed needs paint \$18,000

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# Rover-Landers Membership Application Form 2002 i.1

**The Rover-Landers of BC**  
 PO Box 37102  
 North Vancouver, BC  
 V7N 4M0  
 Webpage: www.roverlanders.bc.ca



**Club Dues Enclosed:**

- Annual Fee \$35; (\$40 late registration after January 31st)
- Half-year Fee \$20; (After June 1st; New members only)

**Sticker Type Preferred:**

- Sticky On Back (Normal)
- Sticky On Front (For Window)

Last Name \_\_\_\_\_ First Name \_\_\_\_\_

Spouse Name \_\_\_\_\_

Address \_\_\_\_\_

City/Town \_\_\_\_\_ Prov \_\_\_\_\_ Postal Code \_\_\_\_\_

Home # (\_\_\_\_) \_\_\_\_\_ Work # (\_\_\_\_) \_\_\_\_\_ Fax # (\_\_\_\_) \_\_\_\_\_

Birth Date ( Y Y / M M / D D ) \_\_\_\_\_ Email Address \_\_\_\_\_

Occupation \_\_\_\_\_ Other Hobbies \_\_\_\_\_

**Your Land Rover(s)**

Year	Model	Colour	Features

**I would like to help:**

- Phone-out members
- Be an executive
- Assist with newsletter
- Off-road event planning
- Other event planning
- Other \_\_\_\_\_

**I would like to take part in the following activities:**

- Heavy off-roading (possibility of body damage: large rocks, narrow trails)
- Light off-roading (little possibility of body damage: gravel road, ditches)
- On-road events (eg. road rallies, Whistler All British Run)
- Show and shine events (eg. Founders' Day, Vandusen ABFM, Portland ABFM)
- Indoor events (eg. dinners, meetings, information sessions, slide shows, club displays)

**I, the undersigned, hereby acknowledge;**

1. The above information is true,
2. I am at least nineteen (19) years of age,
3. I have adequate insurance on my vehicle for off-road use,
4. That Rover-Landers of BC, its officials or directors and members, will not be held liable for any damage or injuries that may occur during an event or related activity organized by the club.
5. While every reasonable precaution is taken, members attend club events at their own risk and are expected to act in a safe, responsible manner.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Membership fees are \$35 until January 31st. Late registration fees (after January 31st) are \$40. A half-year membership is available for \$20 to new members only after June 1st. A \$15 portion of your dues goes towards membership in the 4WD Association of BC, of which you will automatically become a member. Canadian members please remit dues in Canadian currency. American and International members please remit dues in American dollars to cover mailing costs.

**Baby your beast.**



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