



## North America Edition



While we waited for the imminent arrival of Mike, Peter, Eric and Neal, another driver came into the restaurant and informed us that the 101 and the Disco were on their way, and not too far out. Good news, but how did the Disco manage to drag the 101 up and down those hills? Our questions were answered shortly thereafter, as we noticed the 101 was already in the lot. A bit of roadside ingenuity provided a solution to the throttle problem. Peter, Mike, Neal and Eric combined their knowledge and experience and came up with the idea to remove the engine cowl and wrap some electrical wire around the throttle linkage so Peter could work the throttle as Mike drove the 101 back to Eagle Plains. After a bit of trial and error, this system worked quite well, and they made excellent time back to Eagle Plains to assess the damage.

Stan had Mike bring the truck inside so we could have a look at it and had the remains of the linkage on the bench in no time, and due to the delicacy of the weld repair proposed on the small part, another specialist was called in to assist with the welding. Now, I don't know what your personal experience is with the throttle linkage on a 101, but let me assure you, you never want to work on it. We ended up using four people at various times to actually do the job (and of course the three spectators), as there was absolutely no room to assemble these parts in the truck. Then, to add insult to injury, the linkage was so worn, it didn't work anyway once we finally had it all together. So, we dragged the welder over again, and made a 'permanent' installation of the throttle linkage. Let's just say I hope I'm not the one who has to

*Above: The Northwest Territories Border.*

*Inset: Go ahead, it's safe! Driving our first ice river crossing – check out that load rating.*

*Below: Hamming it up at the border...*

fix it next time, because we'll have to cut the truck from around the linkage now.

All set then. We had Mike move the 101 out of the bay so Stan could get back to his other work, and then the 101 started leaking coolant; a lot of coolant. Back into the repair bay for the night, since everyone was going home by now, and there was nothing more to do with it tonight. An unscheduled stay at Eagle Plains became the plan for the evening, to sample the local color.

### MARCH 15

We made our way to the repair center and learned the engine block heater was loose. In fact, it was already repaired when we learned this, but Mike had some problems with the throttle linkage not functioning properly, in spite of our efforts the

