



▶ previous day, so we weren't quite ready to roll yet.

We all attacked the uncooperative 101 with resolve: Mike, Neal and Eric worked on bending the accelerator pedal arm to achieve a bit more travel, and I worked with Serge to engineer a second throttle return spring and bracket for it. I also made some carburetor and throttle cable adjustments to further improve the travel as best I could. It was not perfect, but according to Mike, better than it has been since the new engine was installed. Good news; we were on the road North once again.

A brief stop at the Arctic Circle once again, to give Mike's 101 a quick once-over to be sure it was up to the arduous drive to Inuvik and beyond before we got too far down the road.

Our next stop was a scheduled one (for a change of pace), as we were crossing into the Northwest Territories. A few photos and correcting our Casio Pathfinder watches yet again for the time zone change, and we were on our way.

We made our way up to Fort MacPherson to visit the RCMP office to drop off an issue of **LRM** from a previous expedition. On

Above: Marker sticks show where the road is when the snow blows across it. Otherwise, you could easily drive off the edge.

*Below left: The team hands over the **LRM** issue to the RCMP.*

that trip, back in February, 2005, (detailed in **LRM** June, 2005) Ted Matthews led a group of adventurers to Tuk as well, where one vehicle ran into mechanical problems forcing the group to stop at the RCMP station and make emergency repairs to the braking system of a Disco. Ted wanted to acknowledge the invaluable assistance provided by the RCMP to his expedition by having our expedition drop off a copy of that particular issue of **LRM**, and we were happy to oblige.

After leaving Fort MacPherson we made our way to Inuvik, for the final leg of the day. We were making excellent time when it happened. This time, I was to blame for the delay, as my right front tire was just a few inches too far right, slipping off the road surface and hurtling the truck completely off the road at lightning speed. It was over before we knew it was happening. Fortunately, we weren't hurt, but we sure stopped fast. We got on the radio and called the group back to help extract me from the four foot deep snow (actually, I'm not entirely sure how deep the snow there was, as we didn't ever get to the bottom). While we waited for the

group to turn around, we placed the soft cargo back into the rear of the truck, where it once was. I've not recently been so glad to have the heavy cargo strapped down.

Once help arrived, I was prepared to winch the 110 forward, but Mike suggested we try backward, as there was a nice path carved in the snow from our rather unexpected and rapid parking job. So, we attached a strap to the rear of the 110 and the front of the 101 and gave it a tug. After several attempts, we managed to move the 110 about an inch. This was obviously not working. Next idea: Mike spooled out his winch cable and backed down the road a bit further to get a straight pull out of our impact crater. After winding a strap around the winch cable to control it if it broke, we gave it another try. Again, all we managed to do was pull the 101 closer to me. For future reference, a stuck and fully laden 110 makes an excellent winch anchor.

We decided to go back to plan A, and winch the 110 forward. While we were preparing to rig for the pull, a tractor-trailer was just making its way up the hill to our traveling circus. The driver, Dave Geoghegan, offered to give me

