



▶ low range at idle to prevent sliding into Steve's grooves below the trail, and starting the whole exercise over again. Fortunately, I managed to escape the tenacious grasp of the scarred and angry mountain.

The Series IIA 109 handled the treacherous turn at the top with expert skill, narrowly avoiding the magnetic grooves of doom after a quick self-winch to the top. Some fancy choreography by Ryan Lowe had the winch cable un-hooked so he could keep his momentum around the corner. Three hours after starting, the rest of the trail was that easy, stock-truck friendly trail as promised.

DAY 3: SATURDAY 10/7/06

The rain had stopped for a short while around 4am. The only reason I know this is the lack of rain beating on the roof woke me up. However, when the alarm went off

Above: After a few days of rain it was difficult to see any green grass!

Below left: Setting up ready for recovery.

Below right: Jim Leach's 110 creeps out of the woods, headlights on as with all the rain it was quite dark!

at 6am, it was pouring. No rush getting up again today I thought...

When I finally arrived at the event, it was worse than I thought. It looked like a FEMA training facility: imagine a high-speed collision between a hardware store and a liquor store; that should give you some idea of the condition of the fields. There were broken tents strewn across the field like toilet paper on cabbage night; beer cans were generally contained within the boundaries of the individual encampments, but not always. Broken trucks were being pulled every which way for repairs or just out of the way of the trucks that were still working. I needed to sit down...

Later in the day I was sequestered to help set up the RTV course by Mike Boggs, and I was happy to lend a hand. I had never set up a course before. Driving the canes into the rocky soil was a bit

of a challenge, as they all wanted to go in sideways. After we figured out we could drive the blunt end into the ground with slightly better results, we proceeded to get the sharp end of the cane lodged in the driving tool. No amount of profanity would remove it, so a Leatherman tool was employed to pull that thing out, but no way was it going. Finally, we drove the truck over then end of the cane and used the second driver tool to get the stuck pipe off of the cane.

We finished the RTV course just in time for the start of the auction. The auction was a huge success, with some outstanding items offered for bid, including the highlight of the auction: a pair (yes two!) genuine Camel Trophy issued wrist watches generously donated by Bill Burke. These were displayed in a very nice wooden presentation frame.

After taking photos of all the

