

April/May 1997 Issue 1



Newsletter



Club Information

Contacting NCRC

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 \$1.50 each. The \$1.50 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: Eric Cope
Secretary: Jeremy Bartlett
Treasurer: Morgan Hannaford
Club Jester: Jim Russell

Meetings

NCRC club meetings will be held bimonthly, alternating with the month of the newsletter mailing. The next meeting will be held at:

Suite K
1552 Beach st.
Emeryville, CA

This is Merry Maids office and is being made available by a club member.

The next meeting is scheduled for Friday June 27, 1997 at 8:00 pm. *The club meeting will run between 1 and 2 hours. Club members frequently adjourn to a Pub following the completion of club business.*

Directions

Coming from the North on I-80, take the Ashby exit east. At seventh (lights) turn right (south) on seventh which curves around to become Hollis. Proceed along Hollis to the intersection of 40th/Beach. Beach is to the right. Turn right and go down to Halleck St.

Coming from the South on I-80, take the Powell St exit east. After the overpass turn right on Hollis at the lights. Proceed along Hollis to the intersection of 40th/Beach. Beach is to the right. Turn right and go down to Halleck St.

C o n t e n t s

Cover	1
Club Information	2
Club Overview	3
NCRC Bylaws <i>draft</i>	4
Technical Information	6
Trip Report	7
Meeting Minutes	10
Club Calendar	11
Mechanics & Parts	12
Net Rover	13
Classified Adds	14
NCRC Application	15

Cover Photo:

Tom Walsh in 'The Light Brigade' climbing the Bear Creek trail near Paradise, CA.

Northern California Rover Club is a new club for owners of Land Rover/Ranger Rover vehicles. This is the club's initial newsletter. We consider it important to present the basic motivation and proposed operation and organization of the club to all members. Copies of the club bylaws will be made available to all members on receipt of initial membership dues. The bylaws will be published annually in the newsletter for reference and updates.

Goals

The Northern California Rover Club has been formed with the primary goal of fostering communication between northern California Land-Rover, Land Rover, and Range Rover owners at minimum cost with maximum activity pursued in reasonable safety. Club emphasis will be on maintaining contact among people with the secondary emphasis of providing, where necessary, formal organization to permit events not possible for informal groups. NCRC will mail a bi-monthly newsletter (frequent enough to provide fresh information and serve as a catalyst for events, both formal and informal, and substantial enough to provide some reading/information of interest), and issue an annual directory. The directory will contain volunteered information (name, address, tel.#, vehicle info., interests, skills, etc.) to encourage communication between members. The NCRC is intended eventually to provide a framework to reduce individual liability and foster, safe reasonable activity. If the club grows sufficiently, one of the secondary goals is to organize and provide formal off-road events. The long term goals for formal events, following establishment of appropriate insurance requirements, is 1 to 2 rallies per year and 1 to 2 "expeditions" per year. The NCRC will formally participate in appropriate automobile shows "lawn meets" and inform members of these events. Longer term possibilities are up to the members of the club. For example the NCRC may acquire club tools or contacts for mechanical equipment. The NCRC is intended to be a dynamic, active club whose direction is created and maintained by the membership.

Principles

The club will focus on the Northern California community (loosely defined), but will accept members from any location. Membership in the NCRC is to be as egalitarian as possible. There will be no membership numbers or other ranking. All members will have an equal say in club activities through formal voting on substantial issues and informal discussion at club meetings. As much as possible, all club discussion and decisions on club

activities and direction will be published including summaries of minutes. Financial statements will be openly and fully published annually. The club is intended to function with a minimum number of officers and be as informal as possible while not restricting formal participation to a small number of active officials.

To avoid having all members pay for the particular interests of others, the club will endeavor to have its events be financially self supporting (for example, rallies will have separate participation fees). Membership fees are intended primarily to support both communication between club members in the form of newsletters and flyers and organization costs. Minor club promotional materials (forms, displays) intended to reach potential new members are also important. The club will not pay officers, members, or others for contributions of time. Contributions of labor for club events, organization, and production is to be on a voluntary basis. All expenses will be reimbursed unless donated. Membership information, such as lists and addresses will never be sold or knowingly distributed to nonmembers. The newsletter is currently intended to be noncommercial (no paid advertisements).





draft NORTHERN CALIFORNIA ROVER CLUB BYLAWS

ARTICLE 1 - NAME

The name of the organization shall be:

The *Northern California Rover Club*.

ARTICLE II - PURPOSE and AIMS

1. This organization shall be non-profit in character and is organized for the following purposes.

i) To provide communication between northern California Land-Rover, Land Rover, and Range Rover owners at low cost and reasonable frequency.

ii) To promote and provide information, advice, assistance, arrange discussions, social and other meetings, tours ("off road" trips of varying character and location), exhibitions, demonstrations, and competitions, and safety connected with vehicle products of the Rover Company and Land Rover Ltd.

2. The organization emphasis will be on maintaining contact among members with the secondary emphasis of providing, where necessary, formal organization to permit events not possible for informal groups. The primary means of communication shall be a newsletter issued every other month (frequent enough to provide fresh information and serve as a catalyst for events, both formal and informal, and substantial enough to provide some reading/information of interest). However, the aim of the club is to foster communication rather than publish.

3. The club will publish an annual directory focused on encouraging informal communication between individuals; the directory will contain voluntarily submitted information (name, address, tel.#, vehicle info., interests, skills, etc.) relevant and useful to the club goals.

4. As much as possible, all club discussion and decisions on club activities and direction will be published for communication to members including summaries of minutes.

5. Financial statements will be openly and fully published annually.

6. As far as possible, the club will have its events be financially self supporting (for example, rallies will have separate participation fees). This is to avoid having all members pay for the particular interests of others. Membership fees will support primarily the communication between club members in the form of newsletters and flyers, organization costs, and minor club materials (forms, displays).

7. The club is intended to function with a minimum number of officers and be as informal as possible while not

restricting formal participation to a small number of active officials.

8. Participation in club events, organization, and production is to be entirely on a voluntary basis. The club will not pay officers, members, or others for contributions of time. All expenses will be reimbursed unless volunteered.

9. The newsletter will be non-commercial (no paid advertisements).

10. Membership information will never be sold or knowingly distributed to non-members.

ARTICLE III - MEMBERSHIP and DUES

1. Membership is open to owners of Land-Rover, Land Rover, or Range Rover vehicles, including vehicles based predominantly on components of these vehicles.

2. The club will focus on the Northern California community (loosely defined), but will accept members from any location.

3. The minimum age for membership shall be eighteen (18) years.

4. Members participating in club events involving vehicles must have valid driver's licenses and vehicle insurance.

5. The number of members shall not be limited except based on other criteria.

6. There will be one vote per membership. Membership is limited to one membership per individual. Membership is to be as egalitarian as possible. There will be no membership numbers or other ranking or ratings. All members will have an equal say in club activities through formal voting on substantial issues and informal discussion at club meetings. Members not attending meetings will have the right to vote by proxy; proxy votes must be received before the meeting at which the vote is to be applied. Proxy votes received late will not be valid.

7. To remain in good standing a member must pay dues within 30 days of the due date. The due date shall be on the anniversary of attaining membership. Any member failing to pay dues within this time frame will dropped from membership.

8. All members must conduct themselves in an orderly, responsible, and respectable fashion at all times.

ARTICLE IV - OFFICERS and DUTIES

1. The officers of this club shall be President, Secretary, Treasurer, Vice President, and "Club Jester"

a. The President shall be the executive officer and shall guide the club, schedule and preside at meetings, over-



draft NORTHERN CALIFORNIA ROVER CLUB BYLAWS

5

see and coordinate other officers, organize (or delegate responsibility for organizing) events, ensure timely production of the newsletter and flyers, temporarily appoint replacement officers if others resign. The president shall have secondary responsibility for the club account and the authority to sign checks. The President will carry out the policies and decisions of the members and will make reports to the members.

b. The Secretary shall record all minutes of the meetings, maintain the club records, write any correspondence as directed, and notify the membership of meetings and events. The Secretary is responsible for production of the newsletter and flyers, maintenance of the club directory. The secretary shall have charge of the club books, with the exception of the book of account. The Secretary will have check signing authority.

c. The Treasurer shall receive all monies, be responsible for the bank deposits, accounting, disbursing funds as authorized, an signing checks. The Treasurer shall take proper vouchers for disbursed funds. The Treasurer shall maintain books of account and have the books open for inspection by authorized auditors and club members. The Treasurer shall track membership and project budgets.

d. The Vice President shall assist the President and act on the President's behalf in case of absence. The Vice President shall provide a focal point for communication on club issues.

e. The Club Jester shall insure the spirit of a club for the enjoyment of all members and is responsible for casting a tie breaking vote in the event of an equal split vote among officers and for counting of votes in all club elections and votes. In the event that the Vice President assumes the office of the President the Club Jester shall assume the role of Vice President.

2. Any officers may be removed at any time by club vote.

3. The officers will be responsible for the routine operation of the club.

ARTICLE V - BOARD OF DIRECTORS

The club is not currently organized to have a board of directors. If and when establishment of a board of directors is deemed necessary or advisable, whether for non-profit incorporation, club operation, or otherwise an appropriate assignment of responsibilities and structure will

be developed.

ARTICLE VI - MEETINGS

Written notice of each meeting stating the place, day, hour, and in the case of special meetings, the business to be transacted, shall be given, not less than ten (10) days prior to the date of the meeting. Such notice will be delivered by mail or personally to each member entitled to vote. The delivery will be to the member's last known mailing address as the name appears in the clubs books. The usual means of delivery of notices will be by the club newsletter.

Membership meetings shall be held every other month with date time and place at the discretion of the membership. Meeting information will be supplied by the secretary in a timely fashion prior to the meeting, ideally in the club newsletter. Special meetings may be called prior to the regular meeting at the discretion of the officers.

ARTICLE VII - ELECTIONS and VOTING

Election of officers shall be held once a year at the regular club meeting in April. Nominations for positions will be accepted from the floor or by written letter four months prior to elections. Notification of the elections, candidates, and procedures will be provided in the club newsletter. A simple majority of all membership votes cast and allowed will be the rule for election of officers. In the event no candidate receives a simple majority, a runoff election will be held. Votes for officer will be by secret ballot. The vote will be tallied by the current officers of the club.

A quorum shall consist of twenty (20) percent of all members (either in person or by proxy) entitled to be cast. A majority of 3/4 (75%) of all membership votes cast and allowed will be the rule for adoption of any matter put to vote.

ARTICLE VIII - COMPENSATION

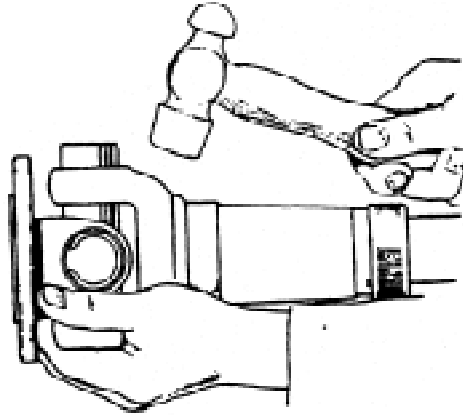
Officers of the club shall not be entitled to compensation for services provided in such capacities, but they may be reimbursed for expenses reasonably incurred as for any member.

Any member incurring an expense for articles or activities authorized for purchase or undertaking by the officers of the club will be reimbursed for such expenses, as documented by receipts.

End

Technical Information

We hope to maintain this as a standard column publishing technical advice or experiences of members for the use of other members. Technical advice will cover Series, Defender, Discovery and Range Rover vehicles, and will include all areas of work, modification and maintenance. We strongly encourage any member with technical information, that they feel worth passing on, to submit an article for publication. **Please speak up and share your knowledge.** Articles planned in the future include installation of a Terratrip Rally computer, changing axles/removing broken axles, installation of an ARB locker, and installation of a Ready Air compressor, a series on priming, painting, and touching up vehicles.



Offroad Technical Safety Inspections

The most fundamental technical advice that is frequently discussed and often becomes an issue on the trail is the basic safety of your vehicle. With this in mind, here are some safety checks that you might want to consider before you next head off the pavement. These kind of checks can be expected on competitive rallies or club runs. The details will vary from organization to organization, but all should be given serious thought. Generally speaking your vehicle should be road legal (functioning lights, etc.); these checks are for additional items.

Typically Required

- **Lap belt** for each occupant is operational. Inertial reel harnesses are superior in many situations. For serious off-roading consider the installation of multipoint (3,4,5,6 point) "aircraft" style safety harnesses.
- **Brakes** are functioning up to par for the vehicle (firm on first pump).
- **Emergency brake** is functional and is capable of stalling the engine from a stop and holding the vehicle on a reasonably steep slope.
- **Battery** is secured by tie downs capable of retaining the battery in place in the event of a rollover.
- **Steering components** are secure (tie rods, levers, relays, box, column...)(example: maximum of 4" of steering wheel motion allowed prior to wheel motion).
- **Wheels** are secure (no missing lug nuts) with legal tread and outside edge of tire must be inside either the body or wheel arch flare ("eyebrow").
- **Secure recovery points** are present at the front and rear of the vehicle (receiver mounts and pintle hitches are acceptable, tow balls are not).
- **Fire extinguisher** (rated ABC) is fully charged and is mounted securely in the vehicle to minimize the risk of it becoming a lethal projectile in the event of an accident.
- **Vehicle** should have either a secured hard top or a roll bar.

Recommended

Citizens Band (CB) radio
Recovery straps
Spare Tire
Tools
First Aid Kit
Winch



Trip Report

7

Sherwood Road

Editor's note: Sherwood Rd. is a county road that connects Willits to Ft. Bragg in Mendocino Co. During the summer it is a 2 hour drive on a dusty, dirt road (passable by a sedan). When wet 4-wheel drive and winches are required. The New Years weekend of '95/'96 a group of 6 Rovers did this trip. They had to winch through several sections and because of a recent storm had to chainsaw and tow dozens of large trees out of the road, taking 2 days to go a mere 40 miles. It would not be a good idea to drive this road alone.

By: Ben Smith

40 miles, required 8 hours
Armando and I met up in Willits. I had pulled into a gas station on the south side of town. Armando spotted me and pulled up in his white, '96 Discovery SD. We fueled-up and drove to the north end of town to wait for other LROs to show, but none did. So we set off of the Sherwood Rd. The first 10 miles is a winding, paved country road. We took a left turn at a sign with an arrow indicating the direction to Ft. Bragg and Longview; unpaved road started here.. There was a sign warning that this "Road not maintained in winter". A white Toyota pickup had made the same turn a few hundred yards ahead of us. We continued on and about 1.5 miles in we encountered the first muddy section. The white pickup, containing a nice young couple, had stopped before the mud. They waved us on, however it was not too challenging. About a half mile later there was another fork in the road. Using his GPS Armando got a fix on our location while I pulled out my map. The white pickup (with wide tires that extended out of the wheel wells) showed up with grins on their faces. They inquired if this was the Willits-Ft Bragg Rd. that went all the way to the coast. We said yes and that we were trying to figure out which way to go. I looked in their truck and all they had was a cooler, sleeping bags and a tent. I think they had randomly tossed in the last two. We said that we were prepared for it to take 3 days and that would include using the chainsaw. They decided to follow us anyway. Armando gave them

his hand held CB to use for the trip.

We selected the right fork and headed on. 17 miles of nice forested trail followed, but for the most part it was dry. There were a few muddy sections, but they did not give us any real problems...except one. It was on an uphill section with the trail bending to the right. I made it up without much difficulty. Armando was too close to the inside edge and slid into the drainage ditch. With both right wheels in the ditch he was stuck. I tried to turn around to either winch or pull him, however I found that I could not turn. It was so greasy that all I could do was to go forwards or back. So I hooked a tow strap between the two Land Rovers and started a pull. I suc-



ceeded in pulling Armando further up the ditch, but I couldn't pull him out of the ditch. I repositioned Dora on firmer ground and finally pulled the Disco out. The Toyota took a different line and made it through without issue. We stopped to have lunch at a nice overview site.

The first major obstacle came at that end of that 17 miles (34 miles from leaving Hwy 101). There was another puddle with some soupy mud on the left (outside) side. I tried placing one tire in the mud and one on the firmer, right side and hit it going about 5mph in 2nd gear low-range. There was a little splashing as I eased through, then suddenly the right side dropped away with a big splash. Dora stopped as I revved the engine, I found myself stuck with maybe a 20 degree list to the port side. (see photo)



bolt, but the bolt was not long enough to get a nut on it so it was held in place by the shackle threads only. Then with the field repair complete I gathered up my tools. Of course, like on every trip, everyone immediately jumped in their cars and seemed impatient as I carefully searched for missing tools. Unfortunately, during the repair I had placed my pager on Dora's right wing. I remembered this fact when we got to Ft. Bragg. Doh!!!

Dora was happily running but I couldn't get out the driver's door. I was paranoid of stalling the engine so I asked the others to set an anchor strap on a large (3 ft diameter) tree and winched out. From looking at the mud-water lines I had completely submerged the tires on the left side. Armando was next. We attached a tow strap before he started. He took a line farther to the left and almost made it across. Then I towed him out. The Toyota declined a preset tow strap. He took a line similar to Armando, but with less speed. He got stuck much earlier and Armando pulled him out. After pulling the pickup through the mud it was tacitly realized that there was no turning back for the pickup.

A few miles later I hear a ticking sound coming from under Dora. I pulled over to investigate and found a stick jammed up underneath which I removed. The tube from the gas tank to the charcoal canister had been pulled free. While I was passing this back up into the engine bay, I noticed the bottom shackle bolt on the rear of the left front spring had broken. This turned out to be the result of a stupid-previous-owner-trick (SPOT). The frame was re-enforced in places so is wider than normal. The lower bolt was severed just before the nut and the frame was resting on the front spring. So out came the tools. My spares box happened to have a set of front shackles and a single bolt of the correct size and thread. Off came the old modified shackle with the end of the bolt still stuck in it. I put on the replacement shackle and

We pushed on. The final interesting bit was at the top of a series of long, muddy, deeply-rutted downhill sections (I later found that it is called "Top of the World 2"). I started to go down and stopped because it looked a bit too hairy. So I backed up and started down a bypass. 100 feet down the bypass the trail got so narrow that the brush ripped one of my sand ladders (PSP) off the side of my roof rack. We decided to scout this out on foot. The path got steeper and had 2+ foot deep ruts in hard earth. At the bottom we met a local with a Suzuki Samurai (33" mud tires and posi-trac axles). He easily motored up the main route and putted back down. On a second glance the main, rutted, muddy route didn't look that bad. The Suzuki didn't sink in so I backed Dora up and started down the main route. 1st gear, low range. I gave it some throttle at points to avoid skidding sideways. Then suddenly I was skidding, and before I could gain control with the throttle Dora twisted clockwise; the left front wheel had dropped in the right-side rut and the right rear wheel was in the left one. Cross axled I slid sideways for a few feet before Dora came to a halt and tried to roll over. This part sounds just like where people had problems last year [it is! (ed.)]. The Suzuki motored up and pulled me out. The pickup took the bypass with no problems. Armando took his Disco down the main route and slid like I did but he only had his left rear tire in the left rut. He couldn't climb out. As he continued down his rear slid along on the ground and took some damage (the left rear quarter panel was bent a bit and

the plastic part on his rear bumper cracked). Next was a long series of water berms (where a bulldozer had cut paths for the water). They were all muddy on either one side or the other. The Suzuki owner claimed there were 20 of them, but I didn't count (Note: this is a new section of trail because the old part was damaged in a mud slide). For the most part the Disco needed to be pulled over every water bar because he was high centering. The approach angles were so steep in places that I bent my

but still had some momentum. I stopped with the rear tires at the bottom of the mound and the fronts about a foot from the top. All I could see was the dark sky. One quick pull and I was over. The pickup got stuck in the same spot and I gave him a tug over.

The last obstacle was called the Orchard. It was a muddy, gooey, rutted section with a turn to the right and then to the left. It was cambered to the right. With the

advice of to stay left and no matter what keep on the throttle the Suzuki went down. We all followed without trouble and finally hit pavement and then the town of Ft. Bragg. After kicking off the mud and finding the Brew Pub full, we found a restaurant for dinner (and a local beer). Since I was running on field repair, we decided to call it quits and head home.

Random note: The Suzuki owner claimed to previously have owned a 1960 SIA 88 that he swapped in a Ford V8, a Ford transmission and



front bumper up at the ends. On the right side it was so bad that it is flexing the front wing. I was towed over 3 or 4 of these although I only needed a tug on one or two. It was getting dark. The Toyota needed to be pulled over half of the water berms too.

locking axles. He said he recently gave it away.

END

In the darkness we came to the 2nd to last obstacle: A 20 foot long, 1 foot deep puddle in front of a 3 foot or so steep mound. After the Suzuki went over, Armando tried. He got stuck and the Suzuki tried to pull him. At one point the Suzuki was spinning all 4 tires to no avail. The berm was so steep that the Disco was digging its bumper into the dirt. The Suzuki resorted to a kinetic energy method (i.e., letting the rope go slack and then yanking). He got the Disco over inch by inch this way. Next up was Dora.

I hit it in 2nd low slow enough to keep the splash down,



Club Meeting Minutes

Pre-Establishment meeting (1/7/97) discussions

Attendees:

Jeremy Bartlett, Bruce Bonar, Eric Cope, Morgan Hannaford, Jim Russell, Brigid Cope, Mehdi Sagahfi

Jeremy Bartlett: Secretary
Morgan Hannaford: Treasurer
Jim Russell: Club "Jester"

Discussion:

The group discussed the following items:

- Newsletter
- Bylaws
- Goals
- Club Structure and Officers
- Club Finances
- Meetings
- Club Address
- Club Logo and Decal

Newsletter: It was decided that the club would endeavor to publish a newsletter every other month to alternate with club meetings. The newsletter will be non-commercial and contain articles on trips, technical information, member classifieds, lists of parts vendors and mechanics, an event calendar. Financial statements will be included annually. Attempts will be made to have two newsletters set in a template ready to print prior to the first meeting.

Bylaws: Bylaws based on the Cal4WD model modified by the Pacific Coast Rover, non-profit incorporation model were drafted and approved.

Goals: The club will be aimed at encouraging participation of non-internet connected Land Rover and Range Rover owners in group activities ranging from lawn meets to offroad events. Long term goals include non-profit incorporation and running two to three offroad events (ralleys) a year. The club will also aim to organize long term, "expedition" type events. The club will be operated on a non-profit, volunteer basis as detailed in the bylaws. Members will not be paid for efforts but will be reimbursed for expenses.

Club Structure and Officers: Elections to the officer positions will be held one year from the start of the club as detailed in the bylaws. The club will be structured under the following five officers with responsibilities as detailed in the bylaws: *President, Vice President, Secretary, Treasure, Club "Jester"* The following people will occupy these offices for startup of the club:

Bruce Bonar: President
Eric Cope: Vice President

Club Finances:

Membership dues will be \$20 a year with benefits as detailed in the bylaws. The club will open a banking account to be accessed by the President or Treasurer. Jeremy Bartlett will take care of opening the account since he has been responsible for the initial activities. In Morgan Hannaford's absence (through April 22) Jeremy Bartlett will take on the treasurer's responsibility including setting up the club accounting. In the interest of efficiency, Jeremy Bartlett will take on sole signing authority for the club to establish the banking account in a timely manner. Bruce Bonar and Morgan Hannaford will be substituted for Jeremy Bartlett after the first club meeting and approval of the start up officer positions. Formal activities will be transferred to the president and treasurer following the establishment of the club and approval by the members of the startup officers at the first club meeting.

Club Meetings:

The club will meet every other month. Jeremy Bartlett will contact Finn Hall in Berkeley regarding availability of the hall on April 18, 1997 for the first meeting. The second meeting will be held the next month, in May and then the regular alternating month schedule will be adopted. Bruce Bonar will examine possible alternative meeting places in San Rafael. It is the club intention to expand meeting locations to the south bay and possibly Sacramento area, if and as club membership expands.

Club Address:

Morgan Hannaford has set up a P.O. Box at the main Berkeley post office. The address is P.O. Box 14961, Berkeley, CA, 94712-5961. The cost is \$40 a year.

Club Logo and Decal:

A club logo consisting of a yellow text on green background (Northern California Rover Club) styled after the Land Rover logo overlying a flag of the United Kingdom was generally approved as the club logo. Jeremy Bartlett will arrange and cover costs on a reimbursable basis of the production of club decals bearing the logo and the club address. The decal will be approximately 2" x 4". One decal will be supplied with initial membership. Additional decals will be available at cost or small profit (estimated at \$4).

Club Meeting Minutes

11

Establishment meetings (4/18/97) at Finn Hall

The officers introduced themselves and provided a brief summary of the reason behind formation of the club and the intended goals and operations.

The "Mendo" event that occurs through the internet was discussed. There was a discussion of the merits of a formal club presence at the "not-a-rally". It was decided, due to concerns over liability, that there would be no formal club activities at the "Mendo" event. The group briefly discussed the history, location, type of trails, and time of the Mendo event for the benefit of those who had not previously attended.

There was a brief discussion of how the club differs from the internet list and how the two are not intended to be exclusive or duplicative. The aim of the club was discussed as providing, eventually, for more organized events, that cannot be provided over the 'net, and to involve people who do not have internet access.

The newsletter was briefly discussed including its non-commercial nature. For the time being the newsletter

will remain non-commercial. The primary purpose of the newsletter was described as being a means for members to communicate rather than a "publication".

Membership cards were discussed. The consensus of those present was that there was no need or particular desire for membership cards.

Copies of the bylaws were distributed and briefly reviewed. The bylaws will be discussed in more detail at the next meeting with the goal of finalizing them.

The location of the next meeting was discussed. The next meeting will probably be held at either Finn Hall or Tim Manhart's office in Emeryville (Merry Maids). The location will be published in the newsletter.

Agenda Items for Next Meeting

- ByLaws
- Items submitted by members

Club Calendar

The following are upcoming events involving Land Rovers, Range Rovers or their owners. Please contact us with any information on activities that you would like to see included in future calendars. The Club members activities are any activities (trips, mechanical sessions, or otherwise the fellow club members are planning and opening up to participation from other members).

Club Member Activities and Contacts

Fishing trip Date: TBA*

Canoe Trip Date: TBA

Non Club Events

Hayward British Car Meet June 8
(Cal State Hayward Campus)

Paradise, CA get together July 25-27

Palo Alto British Car Meet Late August

Portland British Car Meet TBA

Club Calendar (coming up soon)



*TBA = To Be Announced

Ben Smith in 'Dora' being winched up the Sierra by Bruce Bonar in 'Spot'

M e c h a n i c s & P a r t s

The following list contains parts suppliers and mechanics who support and work on Land Rover and Range Rover vehicles. Some of the listed businesses also sell 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.

Atlantic British

Box110
Rover Ridge Drive
Mechanicville, N Y 12118
tel. 800-533-2210
parts for all vehicles

British Motor Car Distributors

901 Van Ness Ave.
San Francisco, CA
tel 415-776-7700
dealer, service and parts for newer vehicles

Britalia

2210 San Pablo Avenue
Berkeley, CA
tel. 510-548-0240
service and parts

British Northwest Land Rover Co.

1043 Kaiser Rd. S.W.
Olympia, WA
206-866 2254
parts and service for older vehicles

British Pacific

3317 Burbank Ave.
Burbank, CA
tel. 800-554-4133
parts for all vehicles

Cole European

2103 N. Main St.
Walnut Creek, CA
tel. 510-935-2653
dealer, service and parts for newer vehicles

DAP Enterprises, Inc.

86 Clinton St.
Springfield, VT, 05156
tel. 802-885-6660

Euro Parts, Ltd

1910 Prospect Ave.
East Meadow, NY 11554
tel. 800-274-4830
parts for all vehicles

Great Basin Rovers

342 West 1700 South
Salt Lake City, UT
tel. 801-486-5049
parts and aftermarket accessories

RAB Motors

540 Fancisco Boulevard West
San Rafael, CA
tel. 415-454-0582
dealer, service and parts for newer vehicles

Roverland

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

Rovers North

1319 VT Rt. 128
Westford, VT
tel. 802-879-0032
parts for all vehicles

Safari Gard

41095 Fig St.
Murrieta, CA 92562
tel. 909-698-6114
aftermarket body armor and suspension modifications
for newer vehicles

San Jose British Motors

4040 Stevens Creek Boulevard
San Jose, CA
tel. 408-246-7600
dealer, service and parts for newer vehicles

Scotty's

tel 510-686-2255
service mostly for Series vehicles (Chevy conversions)

West Coast British

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

The following are excerpts from information exchanges on internet mailing lists. They are published with permission of the authors.

04/11/97 01:11:32 AM

Subject: **RR Alternator lights**

Brian White wrote:

Okay... Here's one for you all... It's a strange problem I'm having with my '90 Range Rover...Symptom: Once in a while the Battery/Alternator light will come on faintly (not fully lit) and at the very same time, the Tachometer reading will drop from whatever RPM the engine is doing (2,500 —> 4,000 RPM) to about 300 RPM and bounce back to where it should be... It does this off and on while the truck is being driven...

Once turned off and restarted, it usually (key word) goes back to normal with NONE of the symptoms... but then again... SOMETIMES it does maintain the symptoms... I notice NO major change in engine performance during this phenomenon... Has anyone else out there had a similar occurrence?? Any ideas what might be the cause??

Thanks,
Bry

Brian:

Well, bad news sport.

Joe Lucas, POD has visited your Rangie. A Mendo-Recce exorcism is in full order here! (lots of ESB, chanting, and laughter required) The alternator happens to drive the tach on a RR. Or at least on the '90 and '91 models. There are 2 blue wires that are attached to 2 capacitors on the bottom of the alternator. One attaches to a spade to the left of the back side. The other plugs into an ignition wire, and another lead from that same wire attaches to a spade on the back right of the alternator (I assume that you are facing the alternator from in front of the engine). This tiny wire is what drives your tachometer. The light is going dim because your alternator output is dropping (white the light is on). This generally means that you are losing a diode or there is a short somewhere that is intermittent. Either way you really need to replace your alterna-

tor, or get it rebuilt. Why? Because when the light is on (even when dim) you are really running off the battery. Eventually your battery will fail if you run it long enough, and your Rover will die someplace that is the most opportune moment of displeasure. Joe Lucas works that way. Or worse, you will run in a low voltage mode, and Joe Lucas will do all sorts of terrible things. When Evan's alternator died, the fuel pump ran oddly, and I lost power when accelerating. When Charlotte's alternator died, idiot lights would come on and go off and the blinkers would spontaneously activate, as Joe Lucas was really having a great time. Evan displayed the "sometimes dim" alternator light, and Charlotte had a bright red alternator light when theirs' died. Now there is a remote possibility that one of your alternator leads is shorting out, and that is why you are getting the voltage drop. Look behind the alternator and check that the wires are not shorting out. Also check that the alternator belt is tight and not slipping. But the intermittency of the symptom sounds like Lucas is on the loose!

BTW: Plan to spend \$180 minimum for a rebuild, and lord knows what at the dealer. The Lucas alternators are



getting hard to come by. It is an easy do-it-yourself job to swap it out though (if you know what you are doing).

Scott
'91 RR GDE "Evan"
Lot GWPH...

C l a s s i f i e d A d d s

This column will be open to all members free of charge for two consecutive issues for the advertising of rover related items wanted or for sale. Submit your adds to the club address. P.O. Box 14961, Berkeley, CA, 94712-5961.

For Sale:

-Standard Series Hood/Bonnet, Used, Fair condition, \$20,
Call Jeremy Bartlett @ 510-540-8630

Wanted:

-16" Split Rim ('Military') for Series Land-Rover. Please call
Lynn Helm @ 510-537-2772

Special Offer:

Here's the deal... it's time to clean out my parts shed and garage; we're located in Angels Camp about two hours east of the bay area in the Sierra foothills; you pick-up and haul whatever you need. Okay, here's the fun part... no money involved, just wine (that's WINE, not WHINE). Leave a few bottles of something decent and we'll be happy! Here's the list, all IIA parts:

Left front wing, forward & outer skins small dents.

Left front wing, Series III, top & outer skins dented but pounded back out. Right front wing, aft 3" of top skin corrosion damaged otherwise all skins straight.

Fold-up steps, 3 total.

Galvanized side rails for mounting sill panels. Series III fuel vapor tank (charcoal filled?) mounts in rear wheel well, part of smog gear.

Standard bonnet, spare tire mount, bare aluminum, surface rust on underside steel frame.

Left door bottom and top, steel rusty, skin straight, faded blue paint.

IIA grill, good shape.

Door top glass panels, fixed & sliding.

Front breakfast (radiator mounting panel), bare steel, heavy rust at bottom mounting points, repairable.

Wide (5 1/2" ?) 16" wheel with 235/85R16 Pathfinder tire - one each.

Narrow (5" ?) 16" wheels with 215/85R16 Steeltex tires - two each.

15" wheels with good condition 225/75R15 Desert Dueller tires - four each.

15 " wheels with bad condition 235/75R15 generic tires - four each.

Front bumper, pretty good shape with slight tweak.

Right door bottom, rusty.

Three seat bottom cushions, black vinyl, two outers good shape, center has fabric tears.

Three seat back cushions, original gray rhino hide, fair shape. Solex carbs, body stamped "SGDG" throat stamped "35-40-26" - two each. Oil filter assembly with one wide, short canister and one wide, tall canister (Ser III?).

Oil filter assembly for 2.6 petrol 6-cyl, also fits 2.0 litter 4-cyl, has tall & narrow canister.

IIA door hinges - seven each.

IIA instrument panel blank (no instruments)

Voltage regulator, RB 340 type -two each.

Lucas C-40 generators - two each.

Lucas C-42 generator.

Rear door spare tire mounting assembly.

Drop plate and tow-ball mount for rear crossmember.

Brake drums - two each.

Brake backing plates, rusty but serviceable - two each.

Front axle housing.

Pair of front springs, surface rust only, leaves not splayed/damaged.

Smiths round heater, working when removed. The original "ankle burner" !

The last two items are large and fairly valuable, so I don't want to just give them away... but I'd really like to trade one or both for a Series pickup cab for "Queenie" to wear in the winter. Maybe you can think of someone out there with one to spare?

Complete 88" hardtop, stripped to bare aluminum, good condition, no side windows, comes with the pretty rare rear "liftgate" (lift-up rear window that mates to the fold-down tailgate). 109" roof panel, this is the bottom half of a tropical top, doesn't have the top skin but has the pop-up vents. Excellent condition. Well that's all folks... e-mail me

(Eric Cope) at: BwanaE@aol.com or phone 209.736.9279.



Northern California Rover Club

15



Membership Application Form

The Northern California Rover Club is a new club dedicated to providing communication between owners of Land Rover and Range Rover vehicles. We aim to provide a venue for the enjoyment of the vehicles including off road activities and their maintenance by focussing on providing a means of connecting fellow owners. The Club will be holding meetings on alternating months and aiming at producing a newsletter covering issues of interest and providing a forum for communication.

If you are interested in becoming a member of the Northern California Rover Club send this form and a check for \$20 made out to Northern California Rover Club to the following address:

**Northern California Rover Club
P.O. Box 14961
Berkeley, CA 94712-5961**

The \$20 covers membership dues for one year with all the rights of membership outlined in the club bylaws; members will receive an initial membership card and club decal, all newsletters mailed in that period, and an annual directory of club members.

Please provide the following information and indicate if any of it should not be included in the club directory which will be distributed only to other members. The NCRC will assume that all information provided is to be distributed unless indicated otherwise. Please note that members must be over 18 years of age and have a valid driver's licence.

Name:

Street Address:

City, State and ZIP:

Tel. number (day):

Tel. number (eve):

Types of Land Rover/Range Rover owned:

Rover related interests:

N o r t h e r n C a l i f o r n i a R o v e r C l u b