

January/February 1998 Issue 5



Newsletter



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

Next Meeting / Lecture

The next meeting of the Northern California Rover Club will be held at 8:00 p.m. **March 6th, 1998.**

Southbound on 101 from SF:

Take Sierra Pt. / Brisbane exit. This is about halfway down the Candlestick Causeway. Right at stop sign onto Lagoon. Left at stop sign onto Tunnel. Right at stoplight onto Bayshore. Immediately into left turn lane and left onto Valley Drive at stoplight. This is entrance to Crocker Industrial Park. Left at 1st stoplight onto South Hill Dr. At

top of hill, F W Spencer is large building on left at corner of South Hill Dr & West Hill Pl. There is a stone wall around yard in front. Offices are on the 2nd floor. *If you miss the building you will end up back at the last stoplight, about a 1 mile loop.*

Northbound 101:

Take Sierra Pt / Brisbane exit (next exit after Oyster Point). This puts you on Bayshore. Left at 3rd stoplight onto Valley Drive. This is the entrance to Crocker Industrial Park. Left at 1st stoplight onto South Hill Dr. At top of hill F W Spencer is large building on left at corner of South Hill Dr & West Hill. There is a stone wall around yard in front. Offices are on 2nd floor. *If you miss the building you will end up back at the last stoplight, about a 1 mile loop.*

If you get lost or have any questions you can call Bruce Bonar at F. W. Spencer & Son. : 415.468.5000 X3009



| | |
|-------------------------------|----|
| Cover | 1 |
| Club Information | 2 |
| Meeting Minutes | 3 |
| Club Calendar | 4 |
| Technical Information | |
| Underhood Welder Installation | 5 |
| Trail Spotting | 7 |
| LandRover Recovery Points | 9 |
| Trip Report | |
| Mud Run | 10 |
| Dr. Drip | 13 |
| Classified Ads | 13 |
| Member Profile | 14 |
| Mechanics & Parts | 15 |
| NCRC Application | 16 |

Cover Photo:

Vance Chin tops the bypass out of the Mud Run in his Stage 1, "The Flying Brick"

Club Meeting Minutes

3

January 9th, 1997

* The title of the 5th officer position was changed from Club Jester to Member at Large.

* Nominations for officer positions were taken with elections to be held in March. The nominees to date are:

President: Bruce Bonar; Vice President: Eric Cope, Ben Smith; Treasurer: Morgan Hannaford; Secretary: Jeremy Bartlett; Member at Large: Mehdi Saghafi.

ALL MEMBERS ARE STRONGLY ENCOURAGED TO SUBMIT THEIR NAMES FOR A POSITION IF THEY ARE INTERESTED IN RUNNING.

* The possible November Club Rally was discussed. The likely location will be in the OHV area north of Lake Pillsbury in Mendocino National Forest. Bruce Bonar has discussed organization with the NF OHV officer. Charging for the event would require obtaining a Special Use Permit involving multiple public agencies. This is not seen as viable. A free event involving less than 50 people doesn't require permitting although insurance is still an issue. A committee was formed to investigate and start planning the event so a draft proposal can be submitted to the Forest Service as soon as possible. The committee currently consists of Jeremy Bartlett, Daniel Oppenheim, Ben Smith, and Tom Walsh.

* Possible club trips were discussed including a trip to the central/southern coast ranges led by Tom Walsh (Feb?), and a possible Death Valley area trip lead by Ben Smith (March?). If the trips materialize details will be listed in the club calendar.

* Morgan Hannaford, the treasurer reported that the club had 90 members and net funds of approximately \$500 with 50 T-shirts. Seventeen initial T-shirts were sold at the meeting at \$10 a piece. An additional run of a slightly modified design (darker green in the logo) will be run and advertised in the newsletter in approximately two months. The club has received its first renewal member.

* A committee consisting of Vance Chin, Charles Morris (?), Mehdi Saghafi, Tom Walsh was formed to assemble a web site for the club. The goal of the web-site will be to distribute basic information, club history/events, application information and bylaws.

* The NCRC club and newsletter had a brief, positive, write up in Land Rover World magazine; an individual from Cotati wrote inquiring about the club after reading the article.

* Ben Smith informed the group that an umbrella organization, the North American Association of Rover Clubs (NaARC) is forming. The NaARC is currently based on clubs on the east coast with Sandy Grice as President and Dixon Kenner as Secretary. The goal of the NaARC is to be an umbrella organization open to any club with the aim of providing for issues such as insurance. The NaARC is not an ARC affiliate.

* Member lists were discussed. The member lists to be issued will currently be only name and telephone number. The group left the meeting site to socialize at the Hungry Hunter in South San Francisco.

NEXT MEETING & LECTURE TOPIC

The next meeting will be held at the same location on March 6, 1998. At the March meeting Bruce Bonar will be discussing some basics of rigging (cable safety and winching). The club will be showing videos from Warn and Ramsey on the principles of winching.

NCRC ELECTIONS AND CANDIDATES

Elections for club officers will be coming up in April. Its not too late to submit your name for the running.

Voting will be by mail ballot with ballots sent out in March, so final candidate lists will be required by the end of February. The current officers strongly encourage you to participate and take their place (we're a lazy lot and want to leave the work to others !). Any member is entitled to run for any position but may only hold one position at any time. Members can announce their candidacy at the next two meetings or by mail to the club PO Box.

If you have a particular set of ideas you'd like to see implemented or direction you'd like to see the club head in please consider running and prepare a statement for other club members so they know what you've got in mind. All officer positions will be open for election; these include: President, Vice President, Treasurer, Secretary, and Member at Large.

Current candidates are:

President: Bruce Bonar

Vice President: Eric Cope, Ben Smith

Treasurer: Morgan Hannaford

Secretary: Jeremy Bartlett

Member at Large: Mehdi Saghafi

CALENDAR

The following events may be of interest to club members. If you know of any events or wish to lead fellow club members on a trip please contact one of the club officers or send information to the club PO Box. If you are only wanting to make informal contact with other members for a small trip and do not want to lead a fully sanctioned club event you can list your trip under the "Non-Club Events". Get out there with others and have fun!

CLUB EVENTS

February 27-29, Southern Big Sur Coast Range Trip.

Direction: South on Hwy 101. Just north of King City, take Jolon Rd., G14, southwest towards Fort Hunter Liggett. At the gate to Ft Hunter Liggett inform the guard you are taking Nacimiento Fergusson Rd to the old Coast Rd.. He should let you pass. Ask for detailed directions to Nacimiento Fergusson Rd. After G14 enters Ft H-L stay on it until you reach Jolon. Turn right on Mission Rd., towards San Antonio Mission and Fort Hunter-Liggett HQ. Turn left on Nacimiento Fergusson Rd. County Rd 4004. Stay on Nacimiento Fergusson Rd for about 10 miles. Nacimiento Campground will be on your left. This is a change from the previous camp due to the road conditions on Hwy 1. Look for signs if no one is at Nacimiento CG. *Tom plans to post signs at key intersections along the way.* Monitor CB channel 7. Contact Tom Walsh at 408-354-1745 or tomw@best.com

November 14,15 (tentative), First NCRC Anniversary Rally/50th Land Rover Anniversary Rally

Spring 1999 (Yes 1999) Probably **Late March. NCRC High/Low Tour.** From the Owens Valley near **Mt. Whitney to Death Valley.** 2 or more days of weekend travel over scenic roads and moderate off-road trails through some dramatic scenery.

First Club Awards and Potluck will occur **April 25** at the **April 25,26 Mendocino National Forest Joe Lucas Not a Rally** (see below). The club will be handing out the prestigious "Woody" award for the member showing the greatest spirit of sacrifice.

October 25 (tentative), Rovers in the City. A tour of San Francisco and environs with activities.

WEST COAST NON CLUB EVENTS

February 20 - March 7, HAM Radio Licence Classes, Marin Amateur Radio Club, Kaiser Hospital, Terra Linda (San Rafael). \$20. Contact Bruce Bonar at 415-459-5458 for further information.

April 25,26 Mendocino National Forest Joe Lucas Not a Rally, East side of Mendocino National Forest (OHV

Area). An informal but large (40+) gathering of Land/Range Rover owners from across northern California and beyond. THE big event for the general LR community. The gathering usually occurs on the east side of the MNF near the Lett's Lake OHV area. Rumor has it that Cedar Camp will be the meeting camp/location this year. We will confirm this in the next issue.

May 2,3 Esprit de Four Wheel Drive Hands-On-Clinic, Hollister Hills SVRA, An excellent basic course of hands on instruction in 4 wheel driving. 1st come 1st served. \$40/ vehicle and 1st driver with \$20 for a 2nd driver. (see the copy of the application form in the newsletter). Contact Eric Osborne at 510-794-9067 between 9am and 10pm only.

May 16,17 , Pacific Northwest Team Challenge, Lee's Camp, Tillamook National Forest (west of Portland) Oregon. An excellent rally featuring clubs and marques from across the pacific northwest. Team registration (2 vehicles) and payment (\$50 /vehicle) are required. contact Doug Shipman at .

May 15-17, LROA 50th Anniversary West Coast Bash, Hollister Hills SRVA Park. Contact Geoff Jackson, event coordinator, 408-574-3798.

June 25-27, Solihull Society Rally, (self titled as the "National Rally") Steam Boat Springs, Colorado. \$130 registration. Contact John Wood at 303-774-9225 (or e-mail Jwood@solihullsociety.org for more information. (see also the Solihull Society web page at <http://www.solihullsociety.org/rally.htm>).

September 5,6?, Portland Oregon, British Car Meet, with **Pacific Northwest Land Rover 50th Anniversary events.** This event is held at the Portland International Raceway and serves as a focal point for Land Rover owners across the northwest. This large event featuring many marques and usually has an amusing off-road course set up. Contact information to be provided later; on the spot registration is possible.

September,13(?) Palo Alto British Car Meet, will probably have some **Land Rover 50th Anniversary** recognition. This large event featuring many marques occurs at the fairgrounds opposite the Stanford Shopping Center. Contact information to be provided later. On the spot "registration" is common.





Technical Information

D90 Underhood Welder Installation



5

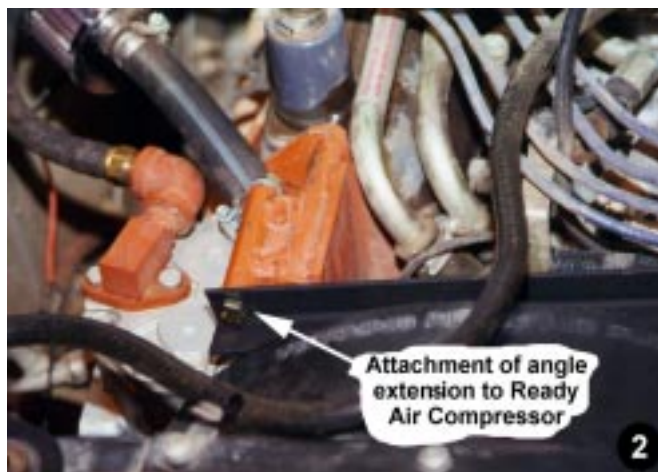
By: David Bonar

Apart from a winch and on-board compressed air, the item that completes the otherwise well-equipped off-road vehicle is an under-hood welder. An under-hood welding unit allows you to perform serious trail repairs for yourself and others, in addition to providing a 110 volt DC outlet for power tools, blenders, and other household and workshop appliances. As a bonus, the required high-ampereage alternator supplies extra power for your winch and heavy-duty off-road lights. This article describes the installation of the Premier Power Welder in Bruce Bonar's 1994 Land Rover NAS Defender 90. (Photo 1) The Premier Power Welder is a leader in the field of under-hood welders for off-road vehicles.

Proprietors Pat and Jan Gremillion of Carbondale, Colorado are well known to readers of 4WD magazines for their early Bronco, a very capable rock-crawler as well as workshop on wheels. The Gremillions are friendly, knowledgeable folks who will answer your questions and follow up to make sure things are right. The Premier Power Welder unit consists of a replacement alternator, welder box, and complete wiring harness. The muscle of the welder system is the 160-amp Premier alternator. (The stock alternator on the D-90 is a Magnetti Marelli 85-amp unit.) The Premier alternator is based on the large Ford case, and uses a smaller pulley to produce higher rpm and so more power. The smaller pulley and larger case account for the main difficulties in installation.

The tachometer on the Defender receives its signal from the alternator, unlike many American tachs that

take a signal from the coil or distributor. As might be expected, the Ford-based high-output Premier alternator does not have provision to run the Rover tach, and it would read inaccurately if it did, since the smaller pulley results in a faster speed. To



remedy this, I purchased an aftermarket tach (about \$40) that takes its signal from the ignition system. The installation of the new tach in the instrument panel was left for another time.

A more difficult issue arises from the configuration of the mounting "ears" on the Marelli alternator as compared to the Premier unit. Viewed from the front, the stock Marelli unit has ears at 6 o'clock and 10 o'clock, while the Premier alternator's ears are at 6 and 12 o'clock. No big deal, you say? Well, the bottom ear works fine, but the top bolt/ear combination presents some challenges. Because of the different location of the mounting ear, the stock belt tensioning system will not work. The bracket will interfere with the alternator cooling fan blades – not good! To solve this problem on a totally stock vehicle, you'll have to fabricate a curved alternator bracket with a slot to permit tensioning, as found in almost every Detroit V-8 engine. This would pivot on the stock tensioning bracket location, but would not permit use of the rather nifty Defender belt-tensioning system. However, pry bars have long worked well for this job. Bruce's D90 happens to be equipped with the Ready-Air on-board air compressor system, which provides a clean and effective solution to the alternator-mounting problem. The Ready-Air bracketry includes a fitting for mounting a stock A/C compressor above the air compressor. Since this rig has no A/C, the fitting provided an ideal point to attach a reconfigured alternator bracket. A piece of 1" x 1" angle with some holes drilled resulted in a perfect relocation of the



Technical Information

D90 Underhood Welder Installation



6

alternator mounting while retaining the stock belt-tensioning system. (Photo 2)

The second major component of the welder unit is the welder box. Due to the limited under hood space in the Defender, some thought is necessary here. In some installations, the bracketry extends inward from the windshield washer reservoir, but this places the box (which contains various electronics) directly over the exhaust manifold. This strikes me as a bad idea! To keep the electronics as far away as possible from the high heat of the manifold, we decided to remove the washer reservoir. They have always seemed extraneous to me anyway.

Generally, the little fluid that actually ends up on the windshield simply assists the wipers in smearing mud across the glass. If your windshield is dirty, grab some



with the unit, which we decided not to use. It is a beautiful vernier control with an eight-foot cable about 1/2" in diameter, but the dash drilling and cable routing seemed more effort than necessary. Since the welder will be used only when the hood is up, and the welder current is controlled by engine rpm, it makes sense to control the throttle from under the hood.

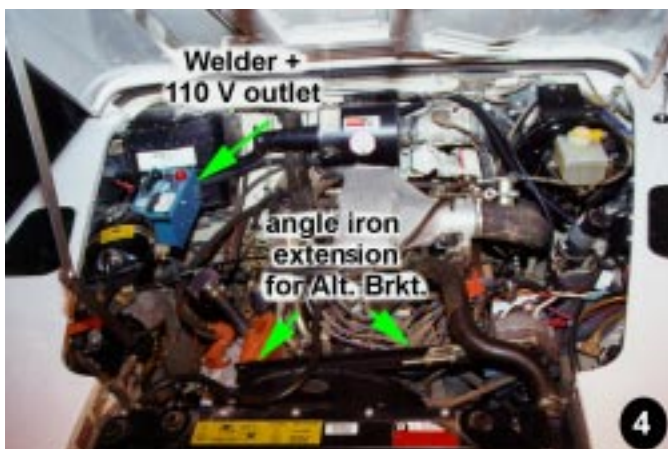
So I purchased a very simple, short, hand vernier throttle control for about \$13 and mounted that easily to the throttle bracket conveniently supplied by Rover. As a future refinement, I would recommend installing an under hood tachometer (e.g., a Sun Mini-Tach) for precise monitoring of engine speed during welding operations (and helpful for tune-ups too).

The final step is installation of the wiring harness. A detailed wiring diagram is supplied by Premier, except that you have to figure out which of the three small wires that attach to the stock alternator gets taped off. Reference to the Rover service manual quickly led to a migraine, although we eventually figured it out. If you decide to do the install, I'll let you know the secret.

Although the Premier system was not the direct bolt-in package we had expected, I was able to complete the installation in less than a day, including trips to the hardware store and bracket fabrication time. The Defender now has welding capability, plenty of electric power for off road accessories, and more 110 volt current than one would get from a \$600 150 pound portable generator. (Photo 4)

How well does it work? Well, so far Bruce hasn't broken any hard parts to require trail repairs. We're looking for volunteers. But on backyard projects, the welder has proven very capable. And when that spring mount shears, he'll be ready.

END



paper towels and window cleaner and wash it! Anyway, with that obstruction out of the way, the box mounts neatly and cleanly on the bracket for the washer reservoir, which happens to be perfectly sized for the Premier welder box (no doubt designed specifically so by the gentlemen in Solihull). (Photo 3) The welder unit hangs from two 6" x 3" right angle brackets of 1/8" x 1/2" steel attached to the reservoir bracket, and is supported from below by one knee brace attached to the bottom bolt of the reservoir.

For a clean installation, I opted to cut slots in the case of the box so that the brackets run under the faceplate of the welder box. The brackets could also be run outside the case, but you would have to grind a bit off the right one to clear the meter on the face of the welder box.

Premier supplies a heavy-duty hand throttle control



Technical Information



7

Trail Spotting

By: Ben Smith and Jeremy Bartlett

Spoken commands are usually difficult to understand or hear near a running vehicle. There also is usually confusion between the spotter's left and the driver's left. To avoid many of these problems, hand signals are used. The use of hand signals to guide vehicles off road is commonly called **spotting**.

Procedures for Spotting

1) The fundamental approach to spotting is that the spotter is actually driving the vehicle. The driver is only responding to the spotter's commands. All parties need to bear this in mind. Only one person should be spotting. Do not use multiple spotters; this will only lead to confusion. Others may assist the spotter by relaying information to the spotter who in turn passes it on to the driver, but the driver should only be paying attention to the primary spotter. A prime example of this is placing a secondary spotter at the rear of the vehicle where obstacles are invisible to both the spotter and driver. The only commands that should be coming from others at the scene are emergency commands to STOP!

2) The spotter should place him or herself so the driver can see the spotters hand signals.

3) The spotter is responsible for making sure that everyone is ready for the vehicle to move.

4) The driver should follow the spotter's signals exactly. Don't try to guide yourself. Either you are guiding yourself or being spotted; never both.

5) If the driver is uncomfortable with how things are going, stop and communicate this to the spotter.

6) The spotter is watching the vehicle and not the driver, so don't be concerned when you do not get eye contact with the spotter while being spotted.

7) The spotter will signal when to turn the wheels, when to go forward, back, stop, or hold. All are shown from the perspective of the driver. The spotter will continue to use the hand signal until the vehicle has reached the desired position.

8) The driver should not respond rapidly to hand signals. Respond smoothly and continuously until the spotter changes the signal. For example, when signaled to turn

the wheels left don't go as fast as you can to the lock position. Turn slowly until the wheels are where the spotter wants them.

9) The spotter will let the driver know of any variations he or she will use. It is often a good idea to confirm signal understanding with the driver prior to starting spotting. The spotter can sometimes use one or two hands to give signals.

Signals

The following commands and signals should be treated as standard for club activities:

a) Turn the Wheels to the Right or Left. (hand with index finger pointing to direction to turn the wheels)



b) Come Forward (don't turn the wheel!!) (hand with back to driver with fingers bending towards the spotter or arms drawing forward. Also know as a "come on motion."). If you want the driver to move extra slowly, only use 1 or 2 fingers.





Technical Information



8

c) **Go Back (don't turn the wheel!!)** (hand with palm to driver with fingers bending towards the driver or making the motion of pushing away. Repeat). If you want the driver to move extra slowly, only use 2 fingers.



d) **Stop.** (Hand, open hand palm toward driver)



e) **Stop and Hold/Wait** (Hand clenched in a fist.) This indicates a long stop. The spotter may need to stop spotting and move, or someone may need to position some rocks or something.



f) **Kill the Engine.** (finger across the throat).



g) **All Done.** (Thumbs up) You are past the obstacle and can drive on your own now.



h) **Keep the Wheel As Is** (Hand open, palms facing each other, edge of hand toward driver) Keep your wheels the way they are. Note this is not a necessary signal but sometimes helpful. It does NOT mean straighten your wheels.



optional

i) **Body Damage** (Grimace and covering of the eyes 😊)



Technical Information



9

Land Rover Recovery Points

By: Kevin Kelly

The Northern California Rover Club (and most other clubs) usually requires "Front and Rear Recovery Points" to participate in club sponsored off road events. It may come as a surprise to many owners, that despite all the advertising showing modern Land Rovers in challenging off road situations, they do not come from the factory with adequate recovery points for serious off-roading.

All Land Rovers imported to North America by Range Rover North America (RRNA) from '87-'92 and by Land Rover North America (LRNA) from '93 to the present are equipped with a Class III trailer hitch. The heavy-duty Class III receiver is rated by Land Rover to tow trailers weighing up to 7,700 pounds. In a pinch a standard nylon recovery strap can be stuffed in to 2" hitch receiver and held in by a trailer pin.

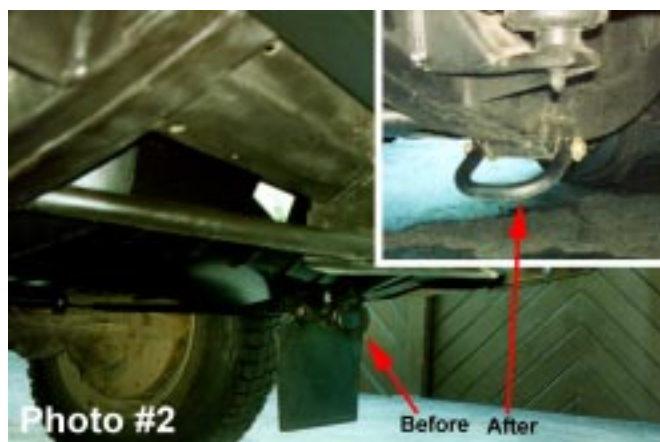
A receiver shackle adapter (see photo 1) allows a nylon recovery strap to be attached to a bow shackle so the strap will not rub on the sharp corners of the receiver. Additional rear recovery points can easily be added to any Range Rover, Disco by replacing the metal tie down tabs on the frame with military recovery rings (see photo 2). The military recovery rings are available from most Land Rover parts suppliers (British Pacific, Rovers North etc.). *[Ed. Note: The Defender fuel tank position does not allow installation of these recovery rings in the rear.]*

Front recovery points are easy to add to any Defender; a pair of military recovery loops can quickly be bolted to the front of the frame replacing the tie down tabs just like the Military Spec. Defender XD models. The North American Spec. (NAS) Range Rovers and Discos were all sold with a front spoiler (air dam) and for any serious off road driving the spoiler should be removed (or it will be torn off). Once the spoiler is removed a pair of recovery loops can be bolted to the frame after taking a little metal off the loop with a flat file so it will go over the bumper brackets.

Many Range Rover and Disco owners who do not do a lot of challenging off road driving may still want to replace the wimpy OEM front tow loop with a quality recovery point without removing their spoiler. It is possible to replace the small tow loop on the drivers side of RRs and Discos with a single military recovery

loop with minimal cutting of the plastic spoilers (see photo 3). A fine hacksaw blade with tape over one end works great to cut the spoilers.

END



Trip Report

The NCRC Mud Run

By: Jeremy Bartlett, Rick Larson and Granville Pool (Photographs from Jeremy Bartlett and Armando Nieto , Granville Pool and Benjamin Smith)

Starting Off

The NCRC Willits-to-Fort Bragg Mud Run was considered a great success by the participants. The Mud Run started in Willits at the staging area (Suncycles) opposite the turn-off for the beginning of Sherwood Road. Participating vehicles included 4 D90s a SIII, a Stage 1 109 and 2 Discoverys. A small party pulled into the meeting location from Granville Pool's in Redwood Valley. They had come along the old stage road from Redwood Valley to Willits, called Tomki Road, another county road that has a several-mile-long stretch that is not maintained in winter due to its eight or nine creek fords. They had evidently enjoyed the morning's pre-run. A brief safety inspection was performed on each vehicle concentrating on recovery points and equipment and emergency brake function. The group of vehicles set off at about quarter past nine.

The Easy Bit

We took Sherwood Rd (County Rd 311) to Ft-Bragg/ Sherwood Rd (CR 419) a total of about 13 miles from Hwy. 1. At this point at a sharp left turn as we left the pavement and started up the grade to Sherwood Peak. We passed Timber Road at the top of the grade and rolled along the ridgetop for a few miles and eventually got to our first little greasy hill climb which claimed Vance Chin in his Stage One 109 as the first victim. He kept sliding sideways and finally stayed that way until Rick could turn his formidable D90 around to winch him up. There were several more small up and down grades where the group paused to make sure each vehicle was safely through before the next driver proceeded. Around 1pm the group found the same spot where last year's small contingent had eaten lunch and pulled off the road to eat stretch our legs. When we came to a fork all the tracks went right, so we decided to go left but had to tread carefully due to some very nasty looking ruts. The kind filled with murky water and surrounded by stuff people had tossed into them in attempts to get unstuck. Everyone carefully avoided them but Jeremy who seems to have wanted to check out his XCL performance. He made it about the length of his D90 before his skid plate scraped deep enough to stop him with wheels spinning. Fortunately he extricated himself by winching backwards with his receiver winch. At the next steep grade, there was a picturesque session winching the 109 up a very slick, rutted, muddy, overgrown wooded section of trail. A "Camel Trophy Jungle like experience". Armando winched Vance from with a pulley hooked to a tree in front of Vance. It was just too slick for anyone to do anything from above. At this

point we were getting ready to steal Jeremy's spare XCL's and mount them on the Stage-One. On this run we all learned what a difference real Mud tires make.

The Hill of No Return

As the day went on the road became steeper and muddier. Near the end of the trail, Laurel and John were in the lead in their Discovery and headed down a hill now referred to as the Hill of No Return, not really realizing what they had gotten into. They soon had all wheels spinning as they had high centered in major ruts - quite a feat considering they were running 265/75 BFG Mud Terrains with a rear locker. This was a very nasty hill with no means of bringing a vehicle in close to winch from or tug. A couple people started digging the Discovery out while others scouted a nearby bypass. We hooked up three 30 ft tow straps to allow a pull from the nearest level and slightly dry area. Ben Mitchell. gave it a try in his locked up D90 which worked for a few feet but the Discovery soon hung up again. It was starting to get late and one could sense the storms coming in. We rearranged things so that Rick's D90 was hooked to the front of the Eric's vehicle, "Rex", for a double pull. It was amazing how fast the Disco came up the hill!. Meanwhile the scouts determined the bypass, while challenging, was definitely the way to go. The group all headed down the bypass easily enough with the assistance of spotters. By the time we got to the bottom of this steep hill to a level area where the group camped two years ago, it was getting late. No one was going to make it back up what we'd just come down and the next hill up was looking just as formidable.

Camp and the Return of the Dodge Boys

By this time, we began to hear great rumbles of thunder coming our way. Pitching a rude camp became the order of the day. Jeremy and Ben Mitchell made a brief exploration of the next uphill section mostly on foot in the dying light and decided it was too difficult to try a night run up. They returned to the camp reporting a Dodge headed our way. Before we could get the tarps strung, dark and the storm arrived with a vengeance! We'd had showers through the day but this was serious! Thunder, Lightning, gusts, and eventually driving hail were to be our companions for much of the night. Ben Smith and Granville tried unsuccessfully to kindle a fire. The rain was blowing sideways so much that even with four vehicles anchoring three tarps for a shelter, rain got into the "camp". So the group stood around the imaginary campfire and consoled themselves with a decent enough dinner and drank a little beer and wine. While we were doing this, the Dodge Dakota 4x4 pickup Ben and Jeremy had come across pulled into camp.

Trip Report

The NCRC Mud Run



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

Trip Report

The NCRC Mud Run

It's occupants indicated the road beyond was easy and then they turned around and left. Jeremy and Ben Mitchell decided to do a more extensive recce based on this information but returned to say that they had found that the Dodge was in trouble part way up the big hill, blocking it for any who wanted to continue. About half-way through what passed for dinner, the two teenage boys from the Dodge, who by this point were being referred to as "the Dodge Boys" walked soaking into camp covered by towels asking us to come recover them. They had managed to blow a tire while getting stuck in deep muck on a very steep climb. Given the dark and the conditions, we declined the invitation and offered one of our own: "We'll feed you, then you go sleep in your truck and we'll help you in the morning." They accepted some food and the use of Ben Mitchell's cell phone to call for dad to rescue them. Off they went and we soon found the camp scene dull. Most people turned in by 9:00 with the lights of Ft. Bragg visible only a few miles away.

Dawn of the RHD Jeep?

The camp started coming to life about 7:00 AM and even in these most primitive of conditions Armando cheerfully prepared a fancy breakfast. In the morning light a survey of our surroundings revealed the burnt out, shot up remains of a right hand drive Jeep (possibly mistaken by the locals for an early "foreign" vehicle??). We hit the trail early, maybe before 9:00. The first obstacle to tackle was the Hill From Hell. Our progress was soon halted by dad's still-active recovery of the Dodge Boys. The boys had apparently gotten a ride home that night and returned in the morning to rescue the Dodge. While waiting for the road to open, Rick, John/Laurel, and Ben Mitchell chose to explore a bermed bypass that began at the base of the hill. Following the removal of the Dodge Boys, the rest of the group began to assault the hill resulting in waves of temporarily stuck vehicles including an unfortunate episode for Armando whose winch jammed leaving him stuck and clearing the winch in a hail storm so thick the ground looked like it had a snow cover. Meanwhile the recce of the bypass revealed it to be the preferred route so the remaining group began to retreat.

Retreat and Diversion

Granville in his SIII ("the Snark") was first in the retreating line and in a position that required reversing down the rutted muddy road. Jeremy guided him from the rear while Rick stood in front to relay signals. This worked for a way but eventually a big ol' rut reached out and grabbed the Snark tilting it precariously with Granville on the downhill side. Several club members now performed their time-

honored task of being dead weights on the up-slope side. At one point a come-along was rigged to the up-slope side of the top rack to hold the vehicle sideways to a tree up on the bank. That was soon abandoned for more digging away of the bank. Eventually, the Snark was tipped up so far that the at least three of the deadweights had to stay aboard even when we were not trying to move the Snark. Although this technique of recovery was a smidge scary, it worked and Granville did manage to back down to where he could turn about. The Snark got no new body damage from this episode. Vance, Jeremy and Charles managed to turn around to drive down. We all then trooped around to the bypass. The only trouble in the bypass was the first water bar requiring Rick to snatch most others a little to clear it. Once past this hump, though, we did the rest of the trail with no particular drama although there were many opportunities to test the axle articulation of the vehicles. Vance in the Stage 1 skillfully crossed all the other water bars which was a challenge given the height of some.

Return to Civilization

Once we got back to the main trail, four hours after leaving camp, we had few minor challenges and a long downhill that prudence dictated we do one at a time. As we progressed ever closer to the pavement, we started encountering motorcycles, ATVs, and Samurais coming from Fort Bragg. When we at last saw a fence along one side of the road and we knew that civilization was all too close. At the intersection of Fort Bragg-Sherwood Road and Company Ranch Road, we all assembled once more. We stamped our feet in a creek to wash off some of the mud, strip off the yellow slickers, and even change into clean shoes. We convoyed to the North Coast Brewery only to find it closed, so most of the group settled for a nice lunch at the Fort Bragg Grill.



END



Dr. Drip

Chjeap Guy's Fuel Pump Adventure...

Gentle Reader, Dr. Drip is glad to be back in print in a 'Rover newsletter after a 3 year hiatus. During this time, the Dr. explored his inner rover and has found an alter ego, Chjeap Guy. Time will tell how many more personalities will emerge. Live in fear gentle reader! Formalities aside, the Dr. welcomes any questions and comments you may have. Just write to the club PO Box or for a quick response post them to the mendo e-mail list and keepem suitable for family hour pilgrim.

Chjeap Guy's Fuel Pump Adventure...(all tense, person, syntactical, spelling errors are intentional) Ah...so I'm pulling outta my parking space at PriceClub on Larry Expwy (chjeap guy finds inner peace here) and rover ('58 88") sputters to a halt in a major lane...wogoa wogoa...no joy...notice no ticka ticka ticka sound of the electric fuel pump...hmmmm...push outta the way. Pop hood and look...all wires in place. Grab chjeap \$11 meter - yup got continuity and +12 volts. It dawns that this is the 2nd fuel pump to die in this rover in less than a year. Neither pump was new so this is not indicative of stupendous bad luck or worthy of an X files episode.

I start rigging up my alternate. I carry about 8 feet of fuel hose, 1 hose connector and a nice clamp assortment. My secret weapon is the squeeze bulb fuel primer (like on outboards) About this time, a PriceClub cart retrieval empowered team member stops by and starts asking a bunch of questions - autoshop 101ish. His english is not good and Spanish is not his native tongue otherwise I would have practiced on him. I synthesize a brasilian/asian composite language/halitosis and he seeks enlightenment elsewhere.

I get everything hooked up (popped the middle seat and routed the hoses thru there) and start squeezing that bulb - ahhh...I get prime. I take one last look that no hoses are wrapped around anything or near any HOT stuff.

Vroom, it lives again.

I plot least distance, non-highway route to my favorite auto parts store kinda back by AMD. I squeeze fuel bulb regularly and am gratified that it is firm and full of fuel. I am reminded of the Olympic Gardens...even more so when I recall that the funky supermarket there sells 2lb boxes of frozen New Zealand mussels on the half shell for \$3.99.

My inner peace is pricked when I see that auto parts store is now a liquor store. I return to my light industrial space and discover that I have only Santa Clara yellow pages. Oh well, off to Kragens on El Camino and Wolfe. I arrive

without incident and purchase a 1.5 to 4 psi universal fuel pump for \$29.9900. It's form factor is identical to the facet pump I am replacing. (I also see a quick release battery clamp kit for \$4.9900.

Each terminal has a plastic lever actuated cam that replaces the bolt on a std terminal. Time will tell if this is a good design or if it sucks.) I start driving back and I notice the bulb is not as firm as it used to be. I am about 2/3rds of the way up FairOaks and it craps out in a major intersection. I do manage to coast to the other side. I am down to a 1/4 tank of gas and this is too much head it would seem.

I add more gas but tough ka ka. I do finally manage to sputter up to a driveway. In the interim I fear many people have extended the middle digit. I am saddened.

I replace the fuel pump and am glad I have my crimping/stripping tool and some crimp on connectors. I apply power. Vroom, it lives yet again.

The clicking sound of the pump is soothing.

I let it idle and look and smell for leaks.

Nope.

I go home.

Classified Ads

Classifieds are run free of charge for any club member. Submit any information on items for sale or wanted to the editors along with contact information.

For Sale

Folding side steps for Series vehicles (1 pair). Asking \$50. Contact Vance Chin at 510-357-2124.

SOLD R380 Gearbox with LT230T transfer box. The R380 needs a new gear. Asking \$500. Contact Vance Chin at 510-357-2124 for details.



Member Profile

14

Jim Russell

Our first of a regular series of member profiles is also a farewell to one of our club officers, Jim Russell. Because of Jim's recent relocation to Seattle, he offered to resign the position of NCRC Club Jester. This position was originally filled by Jim to be a tie-breaker in officer voting procedure. The title came from Jim's outlook on Land-Rovers and formal organizations, which is simply "always remember, we are in this for fun".



Fun it must be, as Jim has owned his 1966 88-Station Wagon for some 22 years. Although other Land Rover owners can claim multiple vehicles, or have owned several over the decades, very few have maintained the same beast as a daily driver for so long. This Land-Rover is an excellent example of the inherent longevity and reliability of Solihull products. In perfect shape when he bought it, a rear-end accident in '79 crumpled in the right rear quarterpanel and bent the rear cross member. The paint went from perfect cherry-red (offered only for North American Spec trucks) to a patchwork of faded-red and bare aluminum. However, cosmetics don't reveal that after 1¼-million miles it was running on the original engine and drive line. Over the years Jim has gone through two Fairey overdrives (first one lasted the usual 75K miles, and the current unit has about 78K miles on it), two Lucas starters, several C40 generators, one steering relay, and has only broken one half-shaft. Although this is not an exhaustive list, Jim has complete records in the original service logbook provided with the truck. But that's just Jim.

When I met Jim several years ago we would commiserate about how much maintenance Land-Rovers require to achieve such longevity. Many a weekend was spent replacing wheel bearings, a seal here or there, with much Bass Ale to keep the fun factor up. Jim and his Rover were along on the first recce trips to the Mendocino Nation Forest. The first trip was great fun, even though we went some crazy places without recovery gear or supplies. The

second trip became legendary, as we tried to cross the Rice Fork of the Eel River in mid-winter. Fortunately there were two winch equipped Land-Rovers for the crossing didn't go as expected. Jim's truck lost traction at the crossing point (it was about 3.5 ft. deep, and a swift current) and floated a few yards into a deep pool. As water filled the cab, and we tried to hook up winch cables, Jim maintained a surprisingly calm demeanor. The Rover's engine ran submerged until water was sucked into the filter. This was about the same time the seat cushions were floating around inside. After we winched it out, Jim simply pulled the spark plugs and turned the engine over to shoot the water out of the cylinders. Then, he put the plugs back in and the truck fired right up! Hey, it's a Land-Rover.

At the second Mendocino not-a-rallye, Jim's 88" was luckier that he. In an attempt to move a log out of the trail, Jim fell and the log broke his leg. This unfortunate event was followed by a very appropriate evacuation: Jim in the back of a Range Rover, sipping Laphroaig scotch to dull the pain for the two hour trip to the hospital. A small group returned later in the year for the log and ritualistically burned most of it at the third Mendocino not-a-rallye.



Just last year Jim treated his Land-Rover to a Turner rebuilt engine, and has been very happy with the performance. Reflecting back on the purchase of the 88", Jim says he can't imagine what else he could have gotten back then the he would still be driving today. He recalls the previous owner, upon delivery, saying "this is one of the really good ones". I don't think any of us can imagine Jim driving anything else either.



END

Mechanics & Parts & Service



The following list contains parts suppliers and mechanics who support and work on Land Rover and Range Rover 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.



| | |
|------------|-------------------------|
| P | Parts |
| S | Service |
| D | Dealer |
| NV | Newer Vehicle |
| OV | Older Vehicle |
| AA | After-market Accessory |
| ABA | After-market Body Armor |

Atlantic British [P, OV]

Box110. Rover Ridge Drive
Mechanicville, N Y 12118
tel. 800-533-2210

Badger Interior Coachworks

[soft tops and interiors for Series and Defender]

Christopher Laws
259 Great Western Road
South Dennis, MA 02660
tel. 501-364-2680, fax 508-760-2281

Britalia [S, P]

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

British Bulldog Spares LTD. [P, NV]

394 Kilburn St.
Fall River, MA, 02724
tel. 888-874-3888, fax 508-674-5025
bulldog@meganet.net

British Motor Car Distributors [D, S, P]

901 Van Ness Ave.
San Francisco, CA
tel. 415-776-7700

British Northwest Land Rover Co. [S, P, OV]

1043 Kaiser Rd. S.W.
Olympia, WA
tel. 206-866 2254

British Pacific [P]

3317 Burbank Ave.
Burbank, CA
tel. 800-554-4133

Cole European [D, S, P]

2103 N. Main St.
Walnut Creek, CA
tel. 510-935-2653

DAP Enterprises, Inc.

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

Euro Parts, Ltd [P]

1910 Prospect Ave.
East Meadow, NY 11554
tel. 800-274-4830

Great Basin Rovers [P, AA]

342 West 1700 South
Salt Lake City, UT
tel. 801-486-5049

Hubacher Cadillac and Land Rover [P,S,NV]

#1 Cadillac Drive
Sacramento, CA, 95825
tel. 415-460-4600

RAB Motors/ Land Rover of Marin [D, S, P]

540 Fancisco Boulevard West
San Rafael, CA
tel. 415-460-4600

Roverland [S, P]

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

Roverland Parts [P, NV]

2038 Village Point Way
Salt Lake City, UT 840093
tel. 801-942 7533

Rovers North [P]

1319 VT Rt. 128
Westford, VT
tel. 802-879-0032

Safari Gard [ABA, NV]

41095 Fig St.
Murrieta, CA 92562
tel. 909-698-6114

San Jose Land Rover [D, S, P]

4040 Stevens Creek Boulevard
San Jose, CA
tel. 408-246-7600

Scotty's [S, OV]

(Chevy conversions)
tel. 510-686-2255

Shamrock Services [S, NV, OV]

Robert Davison
15195 Arnold Drive
Glen Ellen, CA 95442
tel. 707 935-3605

West Coast British [S]

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

Northern California Rover Club



Membership Application Form

The Northern California Rover Club is a 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: