

Monthly Newsletter of the LROC of SA KwaZulu-Natal

P.O. Box 70650, Overport, 4067

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FEBRUARY 2013 EDITION



LANDROVING IN KZN



Ed's comment, "The newsletter is published regularly on an irregular basis every month, printed as and when it seems fit and delivered when it suits. It will be late on your time, **but on time, on my time.**"

Disclaimer: The views and opinions expressed in this Newsletter are not necessarily those of the Club's Committee, Members or the Editors and may be incorrect

LROC KZN 2013 Committee

Newsletter Editor Brian Moore

Cell: 0828420064
Newsletter@landroverclub.za.org.

Vehicle: Defender 110 Td5 "Dusky"

Mike Cullen Secretary

Tel: 0824473699
Secretary@landroverclub.za.org

Vehicles: Defender110 pickup td5, Defender110 hi-capacity pickup Tdi, Freelander2, Series 3 3door109, Series3 5 door 109

Brendan Mitchell Webmaster/Treasurer

Tel:031 7678150
Cell: 0832824318
web@landroverclub.za.org
Vehicle: Defender 110 TD5 Disco 11 v8

George Goswell Events/Trails/Gates

Tel: 031-7002300 (h)
Cell: 0836581324
trails@landroverclub.za.org

Vehicles: Series 111S HT Range Rover 3 door

Johan Scheepers Social Events/Vice Chairman

Cell: 082 3552 344
social@landroverclub.za.org

Vehicles:
Range Rover P38
Defender 110 v8
Disco11 v8

Kenneth Jones Chairman

Cell: 084 509 1427
Chairman@landroverclub.za.org
Vehicles: Defender 110 DC TD5
Defender Hybrid "Snail"
1957 Series 1 "Jenny"

Leon Jacobs Regalia

Cell: 073 214 7756
Regalia@landroverclub.za.org
Range Rover V8

Paul Stanley PRO

Cell: 082 7777 976
pro@landroverclub.za.org
Vehicle: Puma 90

Pierre Joubert Membership

Cell: 0823238372
Membership@landroverclub.za.org
Vehicles: 96 Defender 90 TDI "Tilt"
1955 86' Series one "Frikkie"

Justin Leach Member without portfolio

Cell: 0799644414
mwp@landroverclub.za.org
Vehicle: 1980 Strange Rover (Range Rover Classic) 3.5 V8
1989 Defender 3.5 V8

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THE “BULL” BAR

Dungbeetles of the world.....UNITE!

So there I was recently listening to East Coast Radio, absorbed by a gripping tale featuring a local lad who spent the best part of twenty eight hours treading water somewhere in the China Sea somewhere off the coast of Sumatra, and yet again the little hair on my fore, or is it five-head started quivering.

I was transported to a similar situation which befell me-myself-I, many moons ago, off the West Coast, near the bustling metropolis of SAS Saldahna. Unlike the aforementioned local lad, who had fallen overboard, after falling prey to a bout of sea sickness, I had been unceremoniously hurled off a quayside, aided by a well aimed combat boot called Joe's Moering Tool NO.3 attached to the ankle bone, which was attached to the knee bone, which was attached to the thigh bone of an affectionate bow legged Chief Petty Officer Gunnery PTI, affectionately known as King Kong, in honour of yet another great silver back legend!

This after he, not being satisfied with wearing my Arnold Schwarzenegger calves down to their kneecaps with the daily morning regimen of Buddy PT, where I was forced to carry all 130kg of Little John, Fireman's Lift Style, pleasantly requested a few hours of my idle time.

Not ten minutes after the hastily infused morning supply of curried powdered egg, I arrived at the dockside, arriving in single pile, a pool of sweat and a luminous cloud of dayglo-yellow sulphurous gas and colour co-ordinated navy blue body with neon Life Preserver, Naval Orange, SAS Saldahna, Man Overboard Training, Seaman Moowah, for the use of!

“MANNE!”, he ever so politely asked, as we stood teetering at the edge of the five meter high quay-side, “MAAK LAAT JULLE WEGSPRING!” (For my over-seas readers – MENS! MAKE THAT YOUSE AWAY SPRING!”).

I never had the opportunity to puke first, before making the plunge over the railing!

“MAN OVERBOARD!” went the cry, as I unceremoniously plunged blistered foot fingers first, into the frigid waters, with a “Sploosh!” followed momentarily by a “KER-SPLOOSH!” as Little John did his impersonation of Free Willy at the Killer Whale All Styles Seal Clubbing Competition.

There is a subtle difference between the tropical waters of the Sumatran Sea, and those of the Atlantic, my China's. It is about 27 degrees! It's also deeper.

In the case of the former hapless individual, help finally arose as a result of his friend's positive outlook. Their stoic and unshakeable belief of his survival ability was a really a positive, encouraging and truly heart- warming case of mind over matter.

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Mine was rather simpler, the Chief didn't mind, and I did simply not matter!

So where might I be going with this, you may wonder?

Well for all of those club members with aspirations of treading water after wading in the muddy depths of the hole next to the big rock in the Umgeni, or possibly being washed down-stream in the frigid snow-melt waters of Lesotho, for twenty eight hours or more, I thought I should at least supply you with a few basic rules, for aquatic survival, just in case, as help may sometime be a while away.

Study them! There will be a short multiple answer test afterward.

Ed's rules for aquatic survival – (or how not to tread water for hours on end)

Rule 1. Upon entering the water, swallow your testes first, before clamping your jaws shut. Chances are no-one will hear you scream anyway.

Rule 2.. Do not make friends with fat people. Extra blubber does not mean they float.

Rule3. Do not wear combat boots, overalls, skeleton webbing, Staaldak and a buddy wearing combat boots, overalls, skeleton webbing and a Staaldak.

Rule4. If you are extra small, do not wear an extra, extra large life jacket, and even better, an extra, extra, extra large buddy.

Rule 5. If you suddenly find you have no inflation device and are wearing overalls, combat boots, skeleton webbing and Staaldak, it does help a little to eat curried powdered eggs. Camouflage overalls may be better suited.

Rule 6. . In event of rule 5, remember not to un-tuck your overalls from your boots or release your webbing belt (alternatively see rule 8) You will need air to both float and breathe, in this order

Rule 7. Do not attempt to sing all ten verses of..... " There was a Soldier, A Scottish Soldier, And how he did perspire, The night his kilt caught fire....." while treading water, no matter who tells you to do it

Rule 7. Boning your boots with Nugget will not make them waterproof. Leaving overalls tucked in will not make them float either.

Rule 8. If you must un-tuck your overalls, avoid waters containing all fish and marine birds. They seek warmth and or roosting spots, and like to eat powdered eggs. Some species, like eels and crayfish seek dark hiding places. Crayfish have spiky shells and enter backward. They share a symbiotic relationship with eels! If you are Scottish, preferably avoid wearing a kilt, you will not float, your kilt will not catch fire. Eels are very territorial and do not like competition.

Rule 9. A highly polished Staaldak, life jacket or ring of Nugget Polish sheen drifting on the water will not necessarily attract NSRI or coast guard helicopters. Polluting any waters inside our Admiralty reserve is a crime!

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Rule 10. In need, remove fat friend from head. You are already so deep in the s----t, so why add to it!

Rule 11. Clouds of luminous yellow sulphuric gas surrounding upturned blue face will not attract NSRI or Coastguard Helicopters! It's unlikely. They only respond to Orange smoke distress flares that do not smell like egg.

Rule12. Drinking salt or river water is not good for you. It contains traces of powdered egg. Seagull's and eels crap in it!

Rule 13. Wearing Moby Dick and exhaling while spluttering will only attract whaling boats. Stay away from Gunnery PTI's with size 12's operating a whaler. Remember, the bigger the boots, the bigger the harpoon!

Rule 14. Remember, not all wannabe Seamen necessarily survive long periods immersed in water.

Rule 15. Learn to swim! Fast!

Rule 16. Remember Land Rovers don't float.

Rule 17. Don't go in the water

Rule 18. Join the Infantry!

The Ed!

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OBSERVATIONS, RESERVATIONS, COMMENDATIONS

The Good

A Cherokee Legend

An old Cherokee is teaching his grandson about life. "A fight is going on inside me," he said to the boy.

"It is a terrible fight and it is between two wolves. One is evil - he is anger, envy, sorrow, regret, greed, arrogance, self-pity, guilt, resentment, inferiority, lies, false pride, superiority, and ego." He continued, "The other is good - he is joy, peace, love, hope, serenity, humility, kindness, benevolence, empathy, generosity, truth, compassion, and faith. The same fight is going on inside you - and inside every other person, too."

The grandson thought about it for a minute and then asked his grandfather, "Which wolf will win?"

The old Cherokee simply replied, "The one you feed."

And the Bad.....



ever?

Best Land Rover consumption

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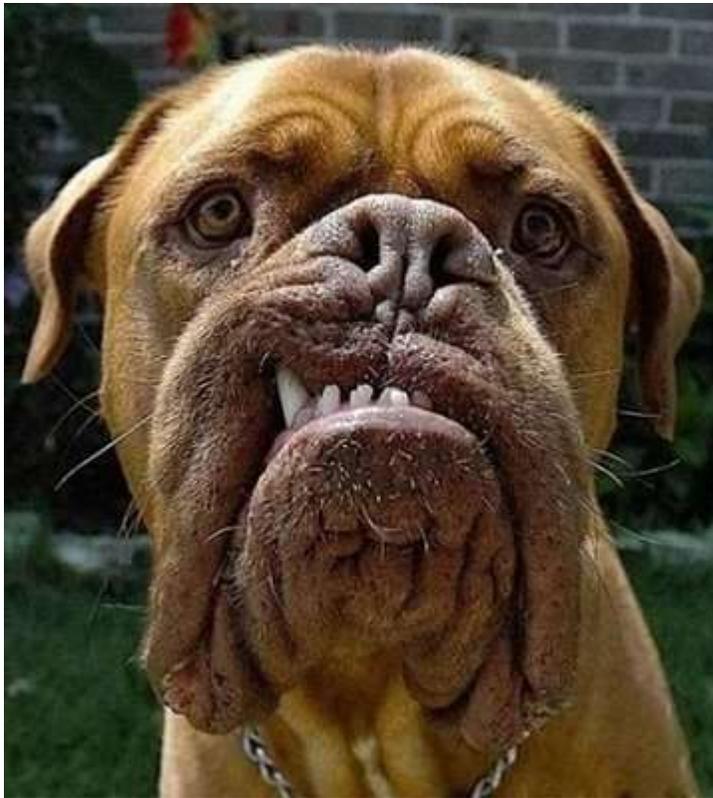
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(.... now for the Ugly)

The Dog with a Chinese Name

Whether you own a dog or not, you must appreciate the efforts of this owner to sell her dog. Look at the picture and then read the sales pitch below.



Dog For Sale . Free to good home. Excellent guard dog.
Owner cannot afford to feed Jethro anymore, as there are no more drug
pushers, thieves, murderers, or molesters left in the neighborhood
for him to eat. Most of them knew Jethro only by his Chinese street name,

Ho Lee Schitt.

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TECH TALK

In keeping with this month's nautical theme, an interesting article received courtesy of George "Left Hand down a bit Chiefy" Goswell

LAND ROVER news



Land Rover forges links with the new Royal Navy Type 45 destroyer HMS Defender

Affiliation inspired by a shared name and common spirit of inner strength and adventure
Whitley, UK, 25th March 2013: Land Rover joins the celebrations for the commissioning of the Royal Navy's newest warship today by announcing an affiliation with HMS Defender and supplying a Land Rover Defender for its use whilst on dry land. Company representatives will be among the guests attending the official ceremony at the HM Naval Base in Portsmouth, the Type 45 destroyer's home port.

The name provides an obvious link: HMS Defender is the navy's fifth warship of its name, while today's Land Rover Defender can trace its roots directly back to the original Land Rover of 1948. The two are also fine examples of British engineering, the former built at the Govan shipyard on the River Clyde in Scotland, and the latter at the Land Rover plant in Solihull. Both are designed and equipped to tackle tough, albeit very different, environments around the world.

Mark Cameron, Land Rover Brand Experience Director - Global Marketing, said: "We are proud of our Land Rover Defender as an expression of what Land Rover has stood for for more than 60 years, and in the same spirit we are also proud of our new association with HMS Defender and her servicemen and women."

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"Our affiliation reflects shared values and heritage that represent the best of Britain on the world stage. We look forward to sharing experiences and friendship in the future as HMS Defender takes up her duties."

HMS Defender Commanding Officer, Commander Nash said: "The Commissioning of HMS Defender is a hugely significant day in this state of the art warship's life - it marks the point at which building and testing the ship finishes and frontline service in the Fleet begins. It is also important to recognise that for the 190 women and men that make up my ship's company this day of Commissioning represents the culmination of months and years of hard work, of training, trials and practice focussed on ensuring that Defender is ready to undertake operations around the world whenever tasked. We are extremely proud of our achievement and would like to thank our partners in British industries for their assistance in reaching this goal. Land Rover have lent great support for the staging of the ceremonial event today and on behalf of My Ship's Company and guests I would like to pass our sincere thanks for that assistance. "

Today's commissioning ceremony is a significant occasion that will be recorded in Royal Navy history, the moment when HMS Defender is officially taken up into the Fleet's Order of Battle under the White Ensign. The destroyer was launched in 2009 and has undergone extensive sea trials prior to entering service this year. It has a number of other affiliations, notably with the cities of Glasgow and Exeter.

HMS Defender and Land Rover Defender - key facts

	HMS Defender Type 45 Destroyer	Land Rover Defender 110 Station Wagon
Heritage	Fifth Royal Navy ship of this name since 1797	Current model is the latest development of the original Land Rover concept of 1948
Displacement/weight	8,000 tonnes	2,062kg
Complement/accommodation	190 personnel	Driver and up to six passengers
Length	152m	4.639m
Beam/width	21.2m	1.79m
Draught/wading depth	5.3m	500mm
Max. speed	30+ knots	91mph
Range	7,000 nautical miles	420 miles
Weaponry	Medium calibre guns and weapon systems, short range machine guns, Sea Viper missile system and Lynx helicopter weapons systems	Bullbar ???

With acknowledgement to Land Rover news, The Royal Navy and all other Defenders of the realm

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TECHNICAL ARTICLE – IDIOTS GUIDE ON HOW TO REPLACE HANDBRAKE PADS ON A TD5 (for the uninitiated) by The Ed.

You will need the following: 1 x Saturday with nothing to do, 1 x digital camera, 1 x tin Q20 penetrating oil, some good engine cleaner (1-5 Litres), some rough sandpaper, a bucket of hot water, some cloths, a scouring pad, some good hand cleaner, 1 x ball pein hammer, 2 x no.14 combination flat and ring spanners, 2 x brake pads, long nose pliers, 1 x vice grips, 1 x socket, good lead light, two slender fingers, 1 x roll insulation tape, 4 wheel chocks, the telephone number of a technically minded mate, a good set of glasses that don't fall off your nose, and a Lasher shovel to dig an in inspection trench dug in your garden!(The last two are optional extras if you are over 40, with spinal fusion rods installed!). In event of no handy inspection pit, just remind wife not to wash her car on the only available piece of level grass, at the onset of winter, just before you start. It might also help to buy a workshop manual!

WARNING: If you are a desk jockey, before you contemplate starting, you will need to rub finger tips on any coarse surface , like your garage wall or a rotating orbital sander, daily for at least a week, to destroy nerve endings and provide callouses.

Right, you are now ready to begin!

Removing old pads - disassembly

Park Defender on level ground and apply handbrake.

Locate and remove prop-shaft. Start by loosening 4 x no 14 nuts on securing bolts at universal joint. If too tight, apply rust penetrator and have a cup of coffee. Apply band –aid to skinned knuckles (OOPS –I forgot to mention plasters).

If flat end of spanner does not fit (A 14 socket won't either, so don't bother trying), hammer onto nut. If flat end permanently distorts or jams itself into recess, use hammer to remove. (Preferably use ring spanner, as flat will not fit in nut surround even after you have hammered it on, and will jam against universal.

Remove accessible nuts using fingertips if necessary (your spanner will jam) & place nuts in handy container. Climb out and move vehicle forward a bit, until top bolts rotate to underside. Remove remainder of nuts, using fingertips. Do not attempt to adjust glasses, have cloth handy.

Grab universal joint and pull rearwards, until universal joint clears studs. Lower prop shaft and move to one side. It will make a handy head rest!

Adjust glasses. Slide out from under, and apply hand cleaner to hands, and clean spectacle lenses! Remove locating grub screw from hub cover (obscured by universal), and place in container. You may need a special star posi –driver screwdriver for this, failing which, pray that the last person servicing did not over tighten. A normal flat head screwdriver driver may work, if you ask it to, nicely.

Gently remove circular hub from stud bolts. If hub will not release, phone a friend. He will tell you to release handbrake, you twit!

Release handbrake. This is where the chocks come in! While preventing 3 tons of vehicle from disappearing down driveway, if you are quick enough, jump in and engage first gear. Remember the handbrake? Well you no longer have one. You may need an assistant for this. Remember you don't have one, so engage first gear, run to garage and hurriedly chock wheels first

Place chocks behind wheels, FRONT AND REAR both wheels. In need use the drivers manual. Remember workshop manual – you don't have one!

Now remove drum. You see it works! You are halfway there!

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If still not possible to remove, gently tap with cold chisel until freed. Remember to catch it as it falls. It is solid Aluminium. It's heavy and it hurts, especially on the bridge of the nose! Remove broken lens from glasses.

Inspect inner lining of drum. If coated in grease, apply liberal dose of engine cleaner and leave to soak. Scrub liberally with zim pad and wash in hot water. Retrieve glasses from bottom of bucket and clean good lens! Hide dirty kitchen zim scourer from blurry looking wife!

Feel inner lining of drum. If shiny and smooth to touch, lightly sand inner wall with coarse sandpaper, and wipe clean with dry cloth (not kitchen dishcloth either).

Take picture of brakes, and admire all the springs. There is a long one at the bottom, a short one at the top, and two little funny ones midway up the brake pad held in place by a washer.

Using long nose pliers, remove bottom spring from locating holes

Top of right of right hand pad you will find a bolt with spring steel sur-clip, which holds the handbrake cable plate to pad, which is located behind the pad. It holds a flat washer and two hidden spring washers in place. Remove sur-clip with screwdriver. Watch spring washers and master washer disappear into garden. They are not called spring washer for nothing! Try to remember the order in which they fly past your face. The order is sur-clip, flat washer, spring washer x 2. Retrieve them from grass and place in container!

Now for the funny little springs. They are held in place midway on pads, by a little cupped washer, with a keyhole cut-out, which locks onto a little cross tipped brass nail. Grab washer firmly in pliers and depress while turning. They will rotate and refuse to dislodge. Phone a friend!

He will tell you **CAUTION. The nails which hold these little springs are fitted from behind the master base plate holding the pads, and are held in place by the nail head only. They keep pad in place.**

Run LH fingers behind base plate on LHS and locate nail head first. Using index finger on left hand apply pressure to nail head. Take piers in RH, grip flat washer and depress hard while turning hand. Place spring and washer in container, after retrieving spring. Pick up flat head nail from grass. Being well camouflaged in dry grass, you will search long to find it. Suck sore finger tip

Easy wasn't it!

Now for the right. This is a tad more difficult

Change position. Run right arm over chassis member and wedge finger behind base plate. Use middle finger. **NOTE: If middle finger shorter than 90mm in length, and fatter than 20mm, this may not work, but jam hand into gap anyway, probing with finger tip until you locate head – just! Warning The nail head is located 97mm down the base plate and the available gap between base plate and transfer box mounting plate is 16.5mm at top, and 3mm at bottom. (In need use a stick or long reach driver, or watcha-ma-call-it with prestik to locate and hold pin if you can insert it between chassis and underside of bin above – you cant!)**

Rest head on pro-shaft, to aid failing neck muscles. Curse appropriately!

Use left hand to grab washer in pliers and depress and turn as with the other. Remove spring and washer and watch nail disappear into tiny gap between base plate and transfer box mount. **Don't bother searching grass. Nail will now be securely wedged in gap between base plate and mount. So will**

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your right hand. Apply Q20 to hand and pull hard. Once free, use light to locate and retrieve nail using long thin screwdriver. Watch out for right eye with missing glasses lens, as it drops!

Place all components in container for re-use, wondering how the !@#\$\$% you are going to get RHS nail back in hole.

Clean hands and remove glasses.

Pads are now loose and will fall onto your face. Remove top spring holding pads together and remove fancy pin from RHS pad holding cable pad to brake pad. Note horizontal metal separator plate with spring separating brake pads need not be removed. Leave it there

Your old pads are now out! So also are two funny little brass locator megaffities, that you knew nothing about, from the funny little adjuster hoo-ja-gaffify at the bottom, which are not held in by anything but the pads(**We'll cover this later**).

Wriggle out from under, clean hands to reveal fingers, remove glasses, crawl to kitchen and have coffee and sarmies, while you can still feel your fingertips. Be careful not to bite finger tips off! You will need them again later to feel the edge of the countertop as you pull yourself to your feet.

Take photo's of all the parts, just in case you suffer from Alzheimers. Pray you can get it all back together before mommy comes home from the shops.

Installing new pads – reassembly

Insulation tape glasses to head. Remember not to wipe right lens. Apply EyeGene to right eye.

Clean out base plate with engine cleaner, agitating with paintbrush, leave to stand for a few minutes and wash out with warm water and leave to dry. A spray bottle will help to rinse off all loose residue, as well as the eyes and mouth. Don't get too agitated!

Attach RHS brake pad to handbrake cable plate now dangling from base plate by handbrake cable. Attempt to re-fit fit pin with 2 x spring washers, washer and spring steel surclip.

You may find pin will not fit onto hole in new brake pad. Remove and use a small hole file to enlarge aperture. Start again.

Eat more oats!

You cannot do it with your bare hands. You need a special tool to compress the washer assembly. It is part of the production line at Solihull. I don't know what it is! Face facts now - You cannot hold the entire assembly together, apply pressure to spring washers and re-insert steel surclip with only two hands, while lying upside down.

Remove cable base plate from handbrake cable, by compressing spring using left hand until hexagonal cable lock nut comes free. Wriggle base plate down cable. Be careful not to jam nut in pressed base plate receiver it is stronger than your fingers. Try this five times until it comes off.

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Reassemble for half an hour, or alternatively Face facts now - You cannot hold the entire assembly together, apply pressure to spring washers and re-insert steel sur-clip with only two hands, while on your knees praying, without a special tool from Solihull. You don't have the funds or time to import it.

Dispense with 1 x damn spring washer that will just not allow you to insert spring steel sur-clip, as finger tips now start to burn.

Undo it all and start again, this time with handbrake cable base plate the right way around.

Remember toy to keep the spare spring washer in case, before you mow the lawn!

Reassemble handbrake cable to base plate. Suck raw fingertips vigorously. Leave it hanging for now, as you ponder how to get the nail back in.

Now move to LHS pad. Insert the funny little adjuster hoo-ja-gaffify at the bottom, which are not held in by anything but the pads and friction(**We'll cover this later**).

Place nail in hole, holding in place with finger tip of LH. Any one will do, they all hurt by now. Apply pad with right hand, into locking plate recess in receiving bar. Let go. Try again, this time holding Pad in place with thumb of left hand (aka THE GORILLA GRIP). Gently hang small spring on protruding nail head.

Using RH pick up cup washer with keyhole, firmly hold in pliers. Apply heavy pressure on spring while depressing and turning. Try again with cup-washer the right way around. Retrieve spring and start again until washer locates on nail.

There! Simple isn't it. Suck right finger tip. Now for the right hand side.

Re-insert brake cable to brake cable base plate, being careful not to pinch finger in base plate. Grab little copper nail between index and middle digits on RH. Wrap arm over chassis member and insert fingers in gap. Try to locate hole while ramming hands into gap. See point of nail protrude in hole, just as nail head leaves extended fingers reach. Grab q20 and lead light, extract hand and start again. Do not give up yet. You will locate nail in hole in on the twentieth try. When you get it right leave right hand fingers permanently jammed against nail head.

Dangle little spring on head of nail. Locate pliers with left hand. Remember now you only have one hand – the other good one is jammed in the chassis.

Place brake pad in position, holding it with thumb of RH (aka the REVERSE WEDGED GORILLA GRIP) Whilst hanging from the chassis pick up cup washer with pliers in left hand. Push hard on spring while turning. Feel nail head penetrate your finger tip, as spring dislodges cracking left hand glasses lens.

Try this a few times until blood from finger tip is seen oozing from nail hole in backing plate. Apply q20, remove hand and wrap finger tip in insulation tape. Pray nail does not disappear again.

Locate cup washer and reinsert RHS funny little adjuster hoo-ja-gaffify at the bottom, which are not held in by anything but the pads and friction(**We'll cover this later**).

Insert top spring holding pads onto receiver plate, using screwdriver to locate in hole provided. Re-insert RHS funny little adjuster hoo-ja-gaffify at the bottom, which is not held in by anything but the pads and friction, which has just fallen out again(**We'll cover this later**).

Locate bottom spring using screwdriver to locate in hole provided.

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Well done the pads are now in. Your neck is now out. Rest neck on propshaft!

Insert drum by sliding over new pads and secure holding nut. You may need to align your pads slightly before it fits. Don't hit them with the hammer!

Insert universal joint flange over receiving bolts, re-insert nuts and tighten.

Move vehicle forward to access hidden nuts. Remember to move wheel chocks.

Tighten all 4 nuts properly

Unwrap insulation tape from finger.

Pull up handbrake. If does not engage by third ratchet, you need to adjust the funny little adjuster hoo-ja-gaffify at the bottom (**I told you there'd be more about this later**). It's called an handbrake adjuster. Lying under your vehicle, with head facing rear axle, peer into deep recess of bottom of rear brake assembly base plate. You will see nothing – it is black!

Get lead light and do again. You will see a deep depression toward the bottom with a 14 mm or so nut. It is like a trap door spider hiding at the bottom of its hole. This is the handbrake cable adjuster. You will feel a depression in your forehead from the transfer case which prevents you from looking down this recess anyway. Insert finger and feel for head of nut.

Insert a socket until you feel it grab the nut head. Attempt to apply your socket wrench. You can't! It won't fit between the transfer box casing and the socket head.

Grab your vice grips. Holding the socket in place with your left index finger, grab knurled head of socket in vice grips and clamp.

Unclamp skin on left finger and clamp again

Rotate clock wise for a few turns.

Alight from under and check handbrake. Handbrake should stop on or about the third ratchet stop. Repeat process until handbrake lever engages on or about 3rd click

Start vehicle, apply hand brake and attempt to reverse or drive forward

If vehicle moves a metre before coming to an abrupt halt, remember it is the wheel chocks holding you and not the hand brake

If vehicle does not hold against brakes, place on level ground and re-adjust as necessary until it holds. Make another cup of coffee and some more sandwiches. You will bite your fingers this time as they are now numb and devoid of feeling, but your handbrake will now work.

Remove glasses, after remembering to remove insulation tape, and throw on ground.

Test on incline. Remember not to drive over glasses.

Call family to push on bull bar in need as stress test. Don't hoot – they won't be impressed!

Apply band aid to fingers

And there you have it - simple, isn't it! If an idiot like me can do it.....

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Inner Parts of the handbrake as explained by an idiot



Not so clean Brake pads

Securing springs with cup washers with key holes and silly cross piece nail holders holding them

Top and bottom springs. No need to remove cross plate

Crazy little spring washers and pin.

Adjuster hoo-ja-gaffies

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Handbrake cable and spring

Handbrake cable base plate with Solidfull assembly line pin, minus spring washers!

!@#% STUPID FINGER CHEWING "CROSS PIECE" NAILS to REALLY make you CROSS!

The even !@#% stupider piece of finger jamming , hand graunching, why don't you frigging designers get a life? !@#% transfer case mounting plate

Right/way round handbrake cable base plate

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RECENT EVENTS

Lesotho Part 2.....I give up!

Tembe: 26/4/2013-01/5/2013.....Maybe next month

Dear Brendan

I would like to take this opportunity to thank LROC KZN for their participation, patronage and contributions to the Honorary Officers Fund Raising event held over the period 26th April to 1st May 2013.

We rely on the participation and contributions in events such as these in order for us to continue our work in the park.

I am so pleased that most of the guests got to see so many animals, unfortunately, I still have not seen a lion. Maybe that will change soon.

Once again, please extend my thanks to the club, on behalf of Birgit who assisted me and the Tembe Ndumo Honorary Officer group.

Look forward to seeing you all again next year.

Val Gunter
Honorary Officer Tembe Ndumo Group.

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WAZZUP

LROC KZN PROVISIONAL EVENTS DIARY 2012/2013

When	What, where	More Info.	CONTACT PERSON	Grade
19 May	CARS IN THE PARK PMB	Cars in the Park, Pietermaritzburg, an exhibit of motoring history by the various Cars Clubs with over a 1000 vintage and classic vehicles on display. An event to show off the LROC and rub shoulders with other car club members. 53 Land Rovers have been pre-registered to be on the LROC stand. X17 of them are Series 1 Land Rovers. For those members who did not pre-register you can still join us but you will have to park in the public car park and walk in. Join us it's a club social with a BYO braai for lunch. Braai fires will be provided.	George Goswell 0836581324	1
1 June	GATES EVENT RECCE	Gates recce on Sat and the Gates event on the Sunday. Why not make a weekend of it and camp over? Social BYO braai on Sat night.	George Goswell 0836581324	3
2 June	1 ST GATES EVENT	Killarney is the venue. 1 st Gates event for 2013. Seperate obstacles for standard and modified vehicles. More info to follow	George Goswell 0836581324	3 / 4
14 – 17 June	SANTA MARIA MOZAMBIQUE	Rustic camp site, be prepared to be self-sufficient.	Pierre Joubert 0823238372	2 / 3
July / Aug	SNOW RUN	When the snow is thick enough to play we go.	George Goswell 0836581324	3
16 Sep	MUSEUM TO MUSEUM FOREST TRAIL	Baynesfield to Malcom Anderson museum. The scenic trail will be on forest tracks and dirt roads (grade 2/3) There will be a charge of R50.00 per vehicle as per the last few years and all monies will be donated to the museums. Meet at 08h30 for 09h00 depart at Baynesfield Estate.	George Goswell 0836581324	3
21 – 24 Sep	LESOTHO	In at the bottom, up the middle, then across to the east and down Sani. Sound good, route still being planned but it's going to be a drivable route not a vehicle breaking route.	Brendan Mitchell 0832824318	3

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TRAIL GRADING: All our Events / Trails are graded according to the 5 grades below.

1. Complete novice soft dirt road trail, no low range required. Suitable for all Land Rovers including the Freelander.
2. Limited low range required but suitable for the novice driver. Suitable for all Land Rovers including the Freelander.
3. Low range and limited off road knowledge required. Suitable for all Land Rovers with certain trails not suitable for the Freelander.
4. A low range technical trail suitable for the experienced. The inexperienced will be able to do the trail, as assistance will be available from the more experienced members. Suitable for all Land Rovers except the Freelander.
5. Extremely technical, suitable for the experienced and/or modified vehicles only with the possibility of vehicle damage.

Misc Events not organized by the LROC KZN but worth supporting.

Sat 25 May	NATIONAL 4x4 CHALLENGE	Kwazulu Natal's leg of the national 4x4 circuit. This is an event we support as spectators, do not forget your camera, it's all action. Full catering and bar facilities available. Highstakes is the venue. Starts at 09h00	www.4xtr.co.za	1

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HANG OVER RECOVERY



Two guys, one old, one young, are pushing their carts around Shoprite when they collide.

The old guy says to the young guy, "Sorry about that. I'm looking for my wife, and I guess I wasn't paying attention to where I was going."

The young guy says, "That's OK, it's a coincidence. I'm looking for my wife, too... I can't find her and I'm getting a little desperate."

The old guy says, "Well, maybe I can help you find her... what does she look like?"

The young guy says, "Well, she is 27 yrs. old, tall, with red hair, blue eyes, is buxom...wearing no bra, long legs, and is wearing short shorts. What does your wife look like?"

To which the old guy says, "Doesn't matter, --- let's look for yours."

Did u know that:

1. The pleasure of making love in the dark is 10 times stronger than when the lights are on?
2. Taking a bath at same time with your partner increases your love by 20 times?

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Don't get excited. . . This is an advert by

Department of Water Affairs

and

Eskom

to save water and electricity

After a long night of making love, the guy notices a photo of another man, on the woman's nightstand by the bed. He begins to worry. 'Is this your husband?' he nervously asks. 'No, silly,' she replies, snuggling up to him. 'Your boyfriend, then?' he continues. 'No, not at all,' she says, nibbling away at his ear. 'Is it your dad or your brother?' he inquires, hoping to be reassured. 'No, no, no! You are so hot when you're jealous!' she answers. 'Well, who in the hell is he, then?' he demands. She whispers in his ear 'That's me before the surgery.' ...

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Classifieds

If you wish to place an advert, please forward the info to
Web@landroverclub.za.org/Newsletter@landroverclub.za.org

Please note that ads will run in two successive newsletters where after they will be removed. For ease of reference those highlighted in red have already appeared and will not appear in the next newsletter unless you specifically send me an email asking me to keep the ad.

27Mhz Radio wanted

Do you know of anyone selling a second hand radio at the moment?

Contact Bryon Machado.

Cell: +27 82 940 5105
Tel: +27 31 305 1841
Fax: +27 86 644 1129
Email: sales@sadsacks.co.za

300 Litre TDI motor wanted

From: nolarowe@gmail.com

Date: 21 April 2013 5:44:39 PM

Reply-To: nolarowe@gmail.com

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Our Old Lady pushed no 4. conrod through the block. Please if you know of anyone with a block or engine, keep me posted. My heart is sore seeing her that way. It's like a family member in hospital. Hope to hear from you soon.

Kind regards

Mr and Mrs Mark Rowe