



Invicta Landrover Club Kent

Monthly Meeting News.

Tuesday 06th May 2014.

Good evening and a warm welcome to you all.

Chairman's Comment

Hi Folks

Well a damp start to the show season at the Discovery Park Sandwich, but a great turn out by the club. I hope this is just a one off for the year and that the Cobweb Rally is a scorcher!

See you there Shaun.



Club News.

At our last Club meeting in April 33 members and friends attended at the Dog and Duck Pub Plucks Gutter, Shaun opened the meeting at 2020hrs with a warm welcome to all.

- Shaun started by saying that the web site is up and running but it is not being used as much as it should be possibly due to face book, but please do use it and if you have any problems please speak to Andy Dowling,
- Phil asked Shaun to tell the meeting that there will not be a club calendar this year; this is due to not many photos being submitted. Some members had sent in lots of pictures of their trucks to whom thanks were given, but a wide selection from all members was needed and unfortunately this did not happen. We will try again next year.
- Shaun reminded everybody of his intention of standing down as chairman.
- A general knowledge quiz followed that had been arranged by Nicola. (Thanks Nicola for setting this up) Ed.

Dates For Your Calendar / Diary.

Sellindge Steam & Country Show. Saturday 24th – Monday 26th May.

Deal Classic. Sunday 25th May.

33rd Bucket & Spade Run. Sunday 01st June.

Our Next Meeting will be on - Tuesday 03rd June 14 at 1930 – 2000 hrs.

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From The Editor.

Hello Everyone.

Well what can I say, the first two shows of the season have been and gone (Sandwich/Cob Web Rally) with both well attended by 11 trucks, keep it up folks.

We have been invited to two new shows with details to follow, so watch this space.

As in other years our charity this year is the Kent & Sussex Air Ambulance and joining Ted's Kermit collection at the front of our displays, Nicky is making some of her fantastic cakes and putting them up for sale by way of donation, with proceeds going to the charity and I don't need to tell you how good they are, so keep buying and eating.

We are going to start doing a small raffle every couple of months on club nights to raise a few extra pennies as well, so any donations you wish to make for prizes will be brilliant.

We now have most of the year's show forms so see me or Phil for details.

Thank you and see you all soon Jules.

Your Reports.

Please let us have your reports of what you have been doing to your trucks, photos and comments so that we can include them in your magazine for others to enjoy.

It's doesn't take a lot of time to do a report, type it, write it or just give Jules your scribbling's and let us do the rest, you can do it.

If anybody has any items that they would like to be considered for next month's magazine or anything shop related please see me (Jules) after tonight's meeting, or email / phone Phil on. phil.letley@sky.com / 07702 960644. Thanks as always to Mark & Ryan for their help.

Club Shop.

Fleece Tops, Sweatshirt's, Hoddies and Polo Shirts, Base Ball Caps with Club Logo (and option of your name on Shirts) made to order. Paper Rolls, Latex Gloves, and Kinetic Ropes / Strops (to order). Various Stickers large, med & small Club Logos for bonnets, doors and windows, WWW Address, Fire Extinguisher and First Aid. Custom made ones to order. All in stock or obtainable very quickly to order. See Phil / Jules.

Web Site.

Please remember NOT to post personal details on web based sites. (Phone numbers, addresses, Reg numbers or VIN's) please PM somebody if this is necessary, and remember please consider what you put onto social media sites.

The Mystery Solved.

Since the middle of September I realised my ('92) truck – once again – wasn't quite driving as it should. I initially found that on a run to the beach, my right arm was getting rather tired (unusual for me being a drummer). Then after, I found that very occasionally the steering would be a bit stiff for a few miles, before going back to normal. Being the highly trained and experienced mechanic that I am (!), I thought it best to apply the old rule of "don't fix what isn't broken".

After keeping an eye on the fluid levels and visually checking the joints, I could see nothing wrong with the steering, so put it down to "Landy charm". And of course, just two weeks before a long run (fully loaded with kit) to Surrey for a job, and the London to Brighton the following week, I didn't fancy having the truck in a garage. This little issue is bound to blow over.

Over the coming months, the symptoms became more regular. The steering wheel wouldn't always swing back to centre, and the wheel would be a bit stiff initially in both directions, before breaking through the barrier and going back to normal. Then finally, about Christmas, the next more dangerous stage occurred.

As well as previous symptoms still occurring on a regular (almost full time) basis, I discovered when trying to pull out of a gap one morning, the wheel turned a quarter turn, then locked up and wouldn't turn any further. The only way to unlock it was to turn it back past centre point, then it would be fine. Of course, now I know how to clear it, not a problem anymore?! Wrong!! After it locking up almost every time I started a journey, a couple of times at a roundabout and once on a country lane (the locking up was always at slow speeds and within the first 10 miles of a journey), I decided it was time to investigate. It once even locked up when I was on full lock, so couldn't turn it back the other way to clear it!

Eventually in January I had had enough. It went into a local car garage, and they took each section of the steering apart and tested for stiffness. They found the joint at the top of the drop arm (changed last July) was completely stiff, so changed it hoping this cheap part would cure it. Although this made my steering nice and light, within a week all the symptoms were back, so it returned to the garage. Now knowing all the running gear was smooth, it must be either the box or pump. The more expensive box had been done a year and a half ago, so it must have been the pump (which there was no record of changing). This was backed up with the discovery of a very glittery fluid reservoir (found by Tony at a club meeting). Trying to rule most things out, she had a new pump and steering damper, and this cured the problem!.. For a fortnight.

Now in March, and pretty short on funds, I decided it hadn't broke in the last 6 months, and there were no filings in the reservoir (so nothing else was braking up), so the complete mystery wasn't going to get any worse. Apart from checking Swivel joints with "Darland Dave" (which were only slightly stiff on one side, so put on the "to-do later" list) I promptly forgot about it, especially when returning from the March meeting, when a small fluttering sound was coming from the engine bay when under load.

Over a couple of weeks, this fluttering started to sound like a bicycle. I went from Gillingham to Dartford, and it was a racket / unusually loud all the way. Once there I discovered with bonnet up, when turning the engine off, it gave a final hiss. (I also had a quick check at steering fluid level. Was that getting cloudy, and one spec of glitter again?) The hiss was clearly a compression issue, but we couldn't locate which side of the engine bay. By this stage, the bicycle sounded more like a moped. Of course, what else could it be (with my luck) but the head gasket. With little hope for the local garage (who are a non-Landy specialist), I decided GiggiePin should fix this one. Luckily the gasket went at the back of the engine, so no oil/water mix, no over-heating and the head didn't need re-skimming.

Impressed with the garage's quick work, I mentioned the symptoms and the attempted cures to the steering mystery. Immediately they put it down to the box (which was done just a year and half ago!), so I bit the bullet and gave them the go ahead. They soon informed me my 6-bolt box was completely destroyed, and may have destroyed the new pump as well. The turn from 6-bolt to 4-bolt boxes occurred in 1992 (typically the age of my truck). It transpires when the garage I bought the car from chucked the new box in (due to the seal going on the old box as soon as I got it home) they chucked in a like-for-like 6-bolt. This meant the "new" box was at least 22-years old, so carried any of its old problems into my car, and only lasted 18 months.

The obvious choice was to put a brand new 4-bolt box in its place, and thankfully we discovered the new pump hadn't received damage! All the work came slightly cheaper than the quoted price, and I picked up the car on the day it was due to be started!!! Touch wood, both steering and engine have been fine ever since. I can now save up for my corner-cap replacements this summer and try to stop the water coming in between the window seal and door in the meantime. For those who don't understand the love of owning an old car, particularly a Land Rover, I use the abbreviation 'CCP' (classic car problems) whenever they ask. I also like to think of the situation as "I'm buying a new Land Rover ... in instalments and fitting them part by part as the old bits brake"! The joys of Land Rover! =)



Jennifer looking resplendent displaying the Clubs banner at the Cob Web Rally Manston.