

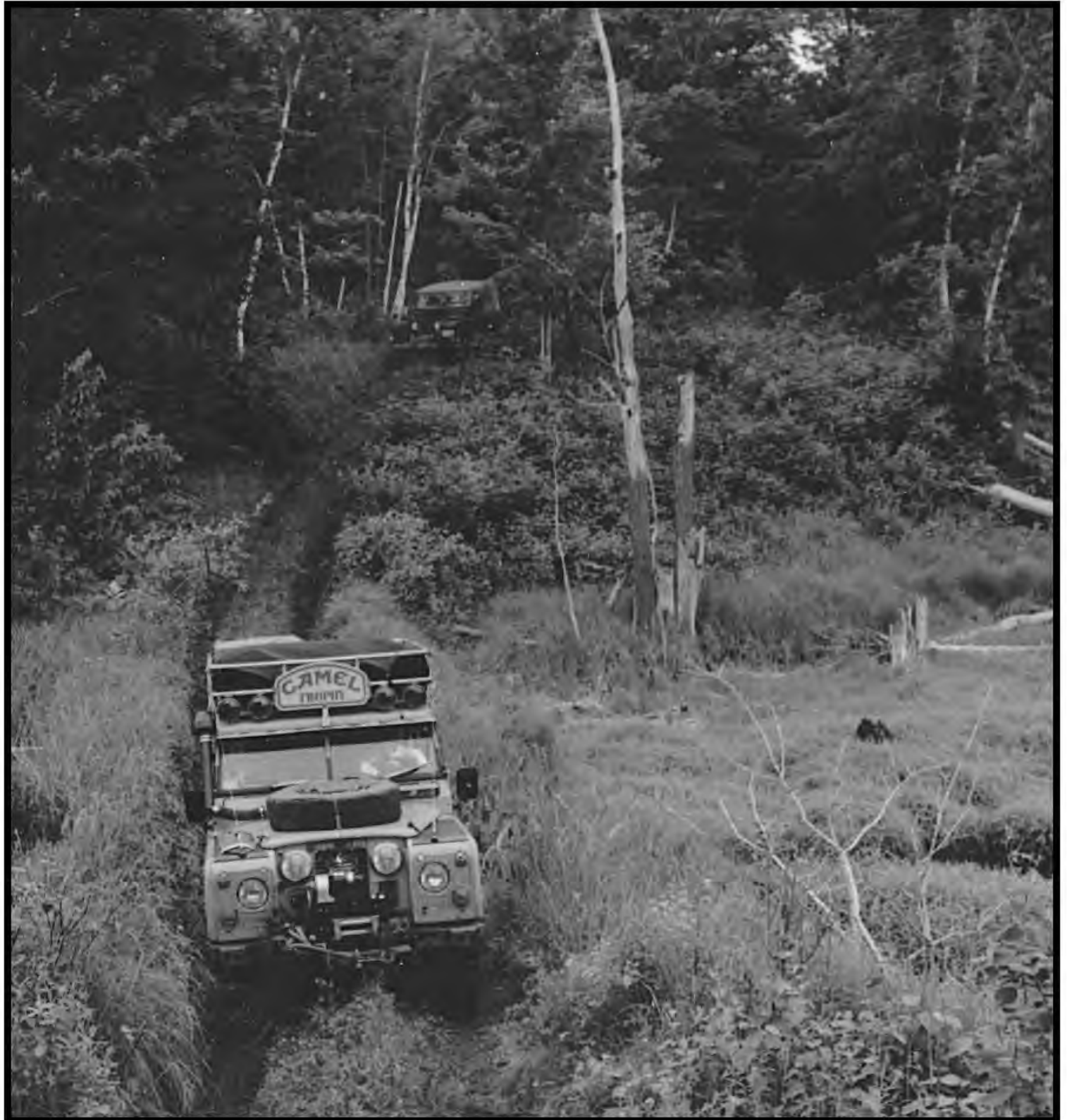


OTTAWA VALLEY LAND ROVERS



10 February, 1997

Volume XIV, Number 2





PO Box 36055, 1318 Wellington Street,
Ottawa, Ontario, CANADA K1Y 4V3

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada. Membership is open to all Land Rover enthusiasts. Executive meetings are held on the first Monday of every month. Social meetings are held on the third Monday of every month, generally at the Prescott Hotel on Preston Street.

OVLRL offers a monthly newsletter and a variety of activities throughout the year, from mechanical seminars and off-road rallies to social events and family oriented outings. Members receive discounts on parts from a number of North American suppliers. Off-road activities come in several categories. The light version, which is usually entertainment during a rally or at one of our family summer events, consists of a little "mud bogging" or tours along country lanes. The heavy stuff, which is usually several days across public lands navigating by compass, topographical maps and aerial photos, involves bridge building, river barging, and driving conditions ranging from cedar swamp to rocky hill winching.

Membership: Those joining throughout the year pay a flat \$20 per year, membership expires one year from the last dues submission.

Visit the OVLRL Web site:

<http://www.off-road.com/OVLRL/>

The Ottawa Valley Land Rovers Newsletter
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is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

Deadlines: Submissions to the OVLRL Newsletter must be received by the first of every month for inclusion in that month's newsletter. All items submitted for publication should be legible and signed. Names maybe withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input, in any format.

Editorial Policy: The Editor of the OVLRL newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVLRL newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLRL, or its sponsors or advertisers. Where specific data regarding operation, safety, repairs, or legislation are concerned you are advised to obtain independent verification. The Club, officers, and contributors can accept no responsibility for the result of errors or omissions given in this newsletter or by any other means.

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Advertising Rates: Competitive with other North American Land Rover clubs. Available upon request.



in the next month or so...

- February 17** Social at the Prescott
- March 3** Executive Meeting
Bells Pub on Holland Avenue, just up from Tunney's Pasture on the east side of Holland
- March 17** Social at the Prescott
- April 7** Executive Meeting:
Location TBA.
- April 6th*** Maple Syrup Rally, 10th Edition
The Spring Rally where you get to slog through snow, mud, or more likely realise all those tasks you were going to do over the winter that didn't get done. Featuring the traditional homemade brunch, lots of ten minute old maple syrup and general fun. Give Jason Dowell a ring for more info (595-4593) *April 13 is the alternate date.

future events:

(Dates & times subject to change)

- May 10-19** Sean's Real-Man Adventure,
(see Page 6 for more details)
- May** Engine Tune-up at the MiniMan
- June 20-22** The Birthday Party, 14th Edition
featuring a Loose Ladies Trials course with mandatory wine stops, they claim to be able to beat the pants off the men.
- June 28-29** Downeast Rally, 9th Edition
- July/August** Calabogie
- Mid September** British Invasion at Stowe Vermont
- End September** ROAV Mid-Atlantic Rally
- Early October** BSROA Fall Heritage Rally
- December 6** Christmas Party (December 6th)

The OVLRL Newsletter

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"It bears repetition – you never know who might be considering the purchase of a British car with the intention of driving beyond sight of home. My experience with them (just 36 hours, but it seemed longer) indicates that they are supplied with a single electron. It attempts courageously but in vain to wend its way through the entire car fast enough to maintain the illusion that the lights, fuel pump, and primary ignition are all working at the same time..."

[anon.]

PO Box 36055, 1318 Wellington Street, Ottawa, Ontario, CANADA K1Y 4V3

President: Ted Rose (613-823-3150)
Vice-President: Bruce Ricker (613 592-6448)

Secretary: Dave Meadows (613 599-8746)
Treasurer: Christine Rose (613-823-3150)

GREETINGS;

February, the month when there is little going on Land Rover event-wise. However, this does not mean that nothing is being planned. Spring is approaching and the executive knows that cabin fever reigns supreme. To help alleviate this, the February executive meeting discussed a number of events for the upcoming year. While a number of them still have no dates next to them, several do. However, for April through June:

We will be celebrating Spring's first mud hole with the tenth Maple Syrup Rally. It is tentatively scheduled for Sunday, the sixth of April. Depending on the sap run, the alternate is the thirteenth of April. Featuring all the traditional fare—real baked beans, pancakes, french toast, fresh maple syrup straight from the Fairheads sugarbush. Off-roading in the afternoon. The exact date and all the required information will be in the March newsletter. Jason Dowell is the event co-ordinator.

Sean McGuire has a "Real Man's" event scheduled for the beginning of May. Fishing, off-roading, the like. Read all about it on page six. Around the same time will be the Engine Tune-up at MiniMan in Stittsville.

The big event of the year, the fourteenth Birthday Party will be held on June 21st and 22nd. Anyone interested in helping out with the organisation and running of the event are encouraged to talk to Ted Rose.

Dates are still open for a number of events. The Breakfast (a one day brunch type affair for those who are new to the club usually held on Victoria Island), Calabogie (a two-three day cross-country greenlaning-medium off-road event), off-roading at George Kearney's and Larose Forest. Rob Ferguson is interested in a weekend event up at his cottage in Poltimore. The Fall will see OVLK trekking down to the British Invasion in Stowe, Vermont, the Frame-Oiler in late September,

beginning of October. Ted is aiming at having at least one event a month, Larose, Marleborough, or Limerick Forests, around Dwyer Hill Road. Give him a ring...

Finally, for those of you who like to plan well in advance, the Christmas Party will be on December 6th at the Prescott Hotel. Start keeping notes for the various awards. Anyone can receive them as we have seen.

With the large number of members in the club, people are encouraged to phone the event co-ordinators and say whether or not you will be attending. Accurate numbers are needed for planning food, et cetera. Phone-arounds are time consuming. With more people interested in attending some events, limits may be placed on attendance. If that happens, waiting for a phone-around might be leaving it too late...

We have been approached by a firm wishing our advertising rates (they are basically the same as other large newsletters). This has raised quite a question among members who have been aware of this. There seems to be an even split, do we accept advertising, thus keeping dues at near current levels, or do we stay unique in the North America club newsletter scene and not accept commercial advertising? Speak up, we want to hear what you think.

Finally, next Month will be the last newsletter for those members not renewing. If the collation crew forgot to stuff another renewal form in your newsletter, check the mailing label. It gives the date your membership expires.



The lineup at the 1996 Maple Syrup Rally. Photo: Dixon Kenner.

This Month's Cover:

Phil Tusinski (foreground) **Dale Desprey** (background) on the light off-road, 13th Birthday Party, Silver Lake. Photo: Jeff Meyer.

Other News, Rebuilds/Projects, Lies, Rumours, Trivia

🐻 **Editor type stuff:** Not too much to talk about this month, since we are trying to forget last month's effort. Seems I forgot quite a few things. There was Sean's event article, Brave Sir Robin's article, Andrew Taylor's note, Larry Smith's letter, lost Murray's crossword puzzle last month (see below)... Finally, last month's cover photo was supplied originally by the Belgian Tank Museum, via Robin Craig. However, Fred, Murray, Andrew, Bob and I did get together for some beer, pretzels and pizza and put together the January newsletter. As one can see, Spencer has expanded his efforts on layout to page two and the last page. Expect more vintage Land Rover advertisements to appear. As per previous newsletters, the colour Christmas cover continues to result in calls. It seems to be a toss-up to whether people prefer the colour cover or the set of Myles' cartoons. The latest message I received was from Germany. Apparently **Professor Ludwig von Lugnut** is a ringer for a recent Nobel prizewinner in Physics.

🐻 **Crossword Puzzle:**

Please note two corrections in the crossword puzzle published last month. First, the correct answer to the 80 ACROSS clue has four letters, not three as indicated in the clue. Second, the correct answer to the 24 DOWN clue is properly spelled with 11 letters, not the 10 letters indicated in the puzzle. Simply delete the first "H" from the proper spelling of the answer and all will be well. Now, when Murray says "It's not my fault" for these mistakes, he is partially correct. Murray did supply me with a crossword back in early December for this newsletter. I promptly lost it in my office but did not discover this until the day before we printed the newsletter. Murray quickly made up a new crossword puzzle and never had a chance to review it. For those curious, two responses have been submitted thus far. For those who may claim that it is "too local" in content, if you have been a member of the club for about a year there is no reason that, using your head and old newsletters, you cannot answer the entire puzzle correctly. Again, as with the previous puzzle (October) and Ladies Crossword Puzzle (Christmas Party), Rovers North is generously donating a couple items for prizes.

🐻 **News from Barry Hunt** in P.E.I.—Oh Barry, poor, poor Barry. We all heard about how he snuck a 109 back into Ottawa with Fred Joyce's help. Over time, his dear wife heard about it, but obviously not knowing exactly what a Land Rover was, didn't really think much of it. That is until the other day. It seems Barry was so proud of his new Land Rover that he took a lot of pictures of it. Pictures in the Eastern Townships when he went down with Fred to tow it home, pictures of it hidden away in Ottawa. Who wouldn't succumb to taking some pictures of their favoured pet. However, those people probably wouldn't misplace the film. They certainly wouldn't misplace the film where the significant other would find said undeveloped film. All Barry



Mike McDermott's 86 showing off the flip-up front end at the 1996 Birthday Party.

Photo: Dixon Kenner.

could manage was "It really looks better in real life than in the pictures!"

🐻 **Dave Meadows** is again making slow progress completing the wiring system for his 88. He claims that it may be ready for the Birthday Party in June.

🐻 **Ted Rose** is looking into proper stainless steel petrol tanks for his 88. If you are interested in something like this, give him a call or drop him a line. To go ahead with the idea, he needs several people willing to go this route.

🐻 **Grille Badges:** To answer common questions: Total cost of a badge, including padded envelope and mailing is \$23.24 (US\$20) per badge to the United States. The cost for Canada is \$22.35 per badge. Send a cheque to the club address found on page 2

🐻 A letter from **Larry Smith** - "I don't know if I'm too cheap, watch too much TV, or stupidly plan to do repairs on a Sunday when nothing is open, but I always seem to get stuck and then have to figure a way out. The other day was no exception. We went to bleed the brakes on a friend's dual brake system 109 that has the valve in the system that shuts down the front or back lines if one of the lines fails. I've never encountered one before. (Should have read the book first!). Anyway, we're doing the old pump, pump, pump bleed routine when we hear a mechanical "pop" and the "brake" light on the dash lights up. Ummmm, now what. Finally decide to check the manual. Supposed to have

pumped up the brakes slowly and then bleed. No problem, it gives the procedure to use if the valve pops. Only one thing - seems the valve is stuck. Take apart lines and remove valve from under frame, under the right footwell. Take it apart and sure enough; rust, grunge, etc. Clean up valve, blow out the lines with a compressor, and reinstall. Can't seem to get fluid to the rear by using the brakes or a suction bleeder. Look for a pressure bleeder. Can we get one - Noooo, its Sunday. Sit down, drink a beer, and think. Remember a segment on the "Shadetree Mechanic" where they used a bicycle inner tube to pressure check a radiator. Have old tube and a spare reservoir cap. Enlarge vent hole in cap, cut tube to about 18 inches long with the valve stem in the centre, tie a loose knot in one end, slip the other over the outer edge of the cap and hold in place with a hose clamp, screw the cap on the reservoir and pressurize with a bicycle pump. We slowly begin to get fluid through the bleed screws. Too Slow! Use a compressor with about 10-15 PSI. Because I loosely tied the tube, it acted as a "safety valve" and didn't blow a seal or the reservoir. After about five minutes - clear fluid. Bled the rest, topping up the reservoir as needed. Inquiring minds might like to know..."

🚗 An update on the rebuild from **Andrew Taylor**: "The frame, springs, axles, new brake shoes, cylinder swivel balls and railko bushes are all installed. Engine, gearbox and all seals are replaced and the clutch thrust bearing looks great. It is finally looking like I am getting somewhere. I have started on the footwells and door posts. What a job! The guy on the spot welder must have been thinking "you will never get this apart" Spot welds everywhere, but I did get it apart. I made a jig for the doorposts (centre to centre of hinges). I installed the door posts and foot wells into the frame and positioned the bulkhead. A lot of trimming, cursing and time and it is in place now. Front radiator panel was repaired and the lower flange was cut off, new flange was fabricated and welded in place. Hope to paint the bulkhead and rad panel soon. This brings up a question. Is there anyone in the club who has Brush Painted and come up with good results? If so, please let me know (tips, paint brushes, etc.). I have read LRO about people doing good jobs and I would like to talk to someone. Once I have painted the two parts I mentioned before, I can assemble a lot. I can hopefully install the wiring, dash, steering box and radiator. My target is to show it off at the Birthday Party, all being well it should be ready. For now, back to work. All the best for now,"

🚗 Sigh, The Man from Zippy-Tow does it again. **Eric Zipkin**, in his goal to provide better, exclusive, services to OVL R members decided that the generic Series style windscreen just wasn't good enough for those long-haul tow jobs. So, taking a page from

Steve Denis' book (remember NOTAJEEP at the '94 Birthday Party?) he decided that a 90/110 windscreen was the way to go... Being ambitious and shut up for the winter he decided to start work immediately on the windscreen project. Out came the torches, the grinder, the heavy equipment. Remove the 109 hardtop. Unbolt the SIII windscreen. Cut off those III brackets. Drill, scrape, <enthusiasm!>, weld those 90/110 brackets on!. Offer up the new windscreen. Bolt it on good and tight! Grab the power saw, cut the front six inches off the III hardtop. Graft the first six inches of a 90 roof onto the Series roof. Put the hardtop back up on the Land Rover! WHAT!? An inch and a half gap! Oh no! It sucks the heat out while driving! It looks completely foolish! What to do... Enter **Jared Shilbersher** with a spare 110 truck cab to "borrow" in return for a free tow of the 101 to the Birthday Party. Beg **Quintin Aspin** to bring one in from the UK on the next load... Zippy is such a busy boy...

Thanks to Jeff Berg for turning this one in...

🚗 **Michel Bertrand** reports that Rudolph has not been having a good winter.

🚗 **Bill Caloccia** sent a note on his recent trip to the UK. Seems he spent a thoroughly enjoyable and interesting afternoon at Land Rover (Solihull). The tour lasted about two and a half hours in which time he saw the Discovery and Defender tracks and engine assembly, both TDi and V8. The tour guide was a retired Land Rover worker who was full of interesting and amusing insights into Land Rover. He was lucky to have been joined by several other retired LR workers, one of whom hand built the very first Range Rover (and then saw it destroyed in crash-barrier testing!). Factory tours are possible most Tuesdays and Thursdays, but must be arranged before hand-don't just turn up. Contact Molly Maine in the personnel dept. of Land Rover for details. UK code 0121 722 2424.



Lining up for the morning light off-road. 1996 Birthday Party. Photo: Dixon Kenner.

Are There Any Real Men Left? A Challenge.

by Sean McGuire

I mean, we keep talking about how tough our Land Rovers are and where they can go and what they can do, and yet, have we really given them an opportunity to perform? Sure we have, on these little weekend jaunts to destinations just beyond the fringe, Stittsville, Silver Lake, Larose Forest, Calabogie etc. and let's not forget huge expeditions off the beaten path to Rovers North and Stowe... Well hold on to your underpants, boys, and roll up your sleeves because I'm planning a trout fishing safari up in Northern Ontario, in May, where only the toughest Land Rovers and their owners will survive.

The dates are Saturday, May 10th to Monday the 19th. The plan is to leave as early as we can on the Saturday and return, if we can, 10 days later on the Monday!!! Now I know all you big tough outdoorsy guys (or that's what you think of yourselves) are asking: how far is it, is it cold that time of year, will my wife let me go, is my Landy fit, does that mean I have to go to the bathroom outside? In sequence, 450 miles, it goes from 80 to below 0 in a day, depends on if you've really got anything between your legs, get on it, you have 4 months, and Yes.

Directions to our final destination are: from Ottawa take Hwy. 17 northwest to North Bay, Hwy. 11 north to New Liskeard, take the 65 North West to Elk Lake, turn straight west on the 560 and continue toward Shining Tree. About 7 miles from Shining Tree, there's a logging road called Grassy Lake Road, turn north again and go another 40 miles, this is where it starts to get interesting. The last 40 miles or so should take us approximately 3 hours, if everything goes well. Normally, at that time of year the road is pretty messy but definitely no problem. Once there, you can choose to frolic on hundreds of miles of the roughest toughest

terrain known to Land Rover-kind or fish any one of a multitude of great trout lakes. Then again, you may want to just lounge around for a day or two, decompress and hoist a few, while listening to the loons call on a pristine emerald colored lake. But please, take note, this is the Canadian wilderness, the faint of heart had better stay home with the loved ones.

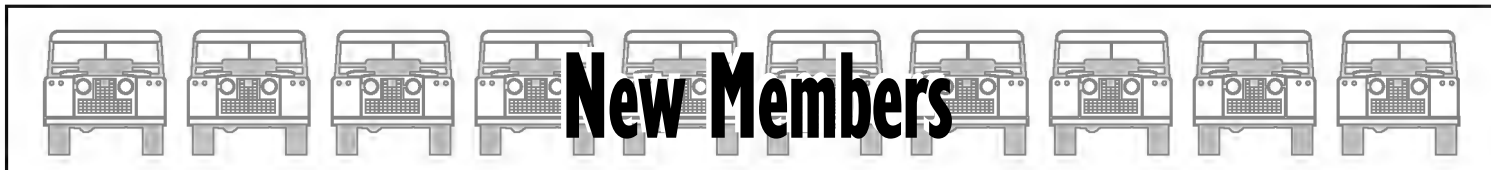
Why this particular piece of Ontario, you ask? Well, until three years ago my Aunt Emily and Uncle Scotty owned a hunting and fishing outfitters camp, just this side of Shining Tree, thus the connection to this part of the country. You see, as a young lad, my mother made some decisions for me, choosing up-north over jail. Mothers, gotta love em! So I spent the summers of my ill-fated youth terrorizing my relatives, fishing and falling in love with the north country, as seen through the windscreen of my uncle's Land Rover. This will also be the first time my Land Rover goes home since my towing it to Ottawa from the camp, some 6 years ago. Scotty and Emily have since moved from Shining Tree to Gowganda which is about 70 miles from our Shangri-La and would probably be a good place to stop on the first day. We then could get an early start the next day and get to the lake with enough time to set up camp. People with tow vehicles could also leave their steeds at this location and assume Land Rover identities.



Dale Desprey's IIA, seconds before coming to a complete stop just to prove that he can. (Let's see you do that in the Gin Palace, Dale). 1996 Birthday Party. Photo: Dixon Kenner.

The first step is to find out how many brave souls are willing to take up the challenge, after all, this isn't just another drive in the park. Because of the remoteness of the location only persons in top physical condition and an appetite for beer and adventure will be allowed to come.

Anyone with the right attributes (or a box of beer), who is interested, can contact Dixon or myself. Sean McGuire 613-747-64915



Kurt Meletzke of New York, New York, (the Big Apple) brings a 109 two door that is actually running about in Manhattan (brave soul). Glenn Bingham of Georgetown, California.

Henry Manwell of Liverpool, New York. Henry has a NADA 109 as well as a 1947 Rover P2 12 4 place tourer and a 1964 P4 110 sedan Alan Wong of Chicago, Illinois, with a 1995 Discovery and is searching for a Series IIA to round out his collection.

Some Non-OVLR News & Rumours

From the south—Appalachian Overland Adventures announces a new concept in off-road adventure: bed, breakfast and backroads, or as we like to call it, B, B & B. Inn-to-inn touring in the scenic Blue Ridge Mountains of Virginia and West Virginia. Each two to four day excursion begins with off-road driving lessons (if desired) on the trials course at Penlan Farm. Wine tasting and a gourmet dinner at the nearby High Meadows Inn and vineyard. Saturday, we will be crossing the Blue Ridge to another historic inn on the west slope, taking as few paved roads as possible. Several routes have been scouted (one 3+ route may be impassable without winching), and the final selection depends upon the weather that weekend.

Depending upon the destination that evening, activities may include: tech sessions, winching and self recovery demonstrations, wine tastings, after-dinner cigar tastings, trout fishing, carriage rides, sporting clays. As all of the inns are small establishments, the group is limited to 12 or fewer vehicles.

The first excursion is scheduled for the weekend of March 21-23, with three more later in the year. Contact Sandy Grice at 804-622-7054 or fax 804-622-7056 for more information

News and rumours... From Steve Hedke at British Pacific: BMW is making sweeping changes in the product line. Discovery quality is a widespread problem, and it's not the financial success BMW was hoping for. (The 5 speed trans. is failure prone behind V8's for example.) BMW has threatened Solihull with moving R380 production to Germany if they can't build it right. Defender is on borrowed time, to be eliminated in the next 2-3 years. The replacement will look and be nothing like current Land Rovers. Bodies, suspension, engines, and transmissions will all change, including the venerable V8. The Land Rover we all know and love is slipping away fast, as the new products are on the boards now. The Land Rover is about to become a German/Anglo hybrid, with BMW engines and production. Word is that Highlander production was delayed to prevent bleed off sales from Discovery, which they need to get a few more years out of. Certainly plans may change, but to answer the question of "why mess with success" the answer has to be "because it's not successful enough". My thought is



Bruce Wheaton's S111 & Dave Lowe's I01 at the 1996 Birthday Party.
Photo: Dixon Kenner.

that we are living in the golden age of Land Rover right now. Let's enjoy it for all it's worth!

Here are some recent LRNA sales figures:

	RR	D90	Disco
Jan. '96	636	170	1114
Dec. '96	905	176	1329
Jan. '97	542	195	688
1995	6,885	1,571	11,570
1996	7,085	606	15,491

Continuing from last months little exercise in British thread types, someone asked for some more, fascinating to some, useless to others, information on sizes of nuts and bolts. Thanks to Peter Hirsch for this information.

BA = British Association; BSF = British Standard Fine; BSW = British Standard Whitworth; mm = Metric (millimeters); UNF = United Fine (or AF - American Fine); UNC = United Course

decimal inch	nut size across flats		British sizes		
	mm	UNF inch	BA	BSF	BSW
.250		1/4			
.276	7				
.282			3		
.313		5/16			
.315	8				
.324			2		
.340				3/16	1/8
.344		11/32			
.354	9				
.365			1		
.375		3/8			
.394	10				
.412			0		
.433	11				
.438		7/16			
.445				1/4	3/16
.472	12				
.500		1/2			
.512	13				
.525				5/16	1/4
.551	14				
.563		9/16			
.591	15				
.600				3/8	5/16
.625		5/8			
.630	16				
.669	17				
.688		11/16			
.709	18				
.710				7/16	3/8
.748	19				
.750		3/4			
.787	20				
.813		13/16			
.820				1/2	7/16
.866	22				
.875		7/8			
.920				9/16	1/2
.938		15/16			
.945	24				
1.000		1			

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Our No Obstacle Lease ends March 31, 1997.

Aside from dual temperature controls, alpine windows, and genuine wood trim, free scheduled maintenance for the first 45,000 miles makes the Dalescovery truly a pleasure to drive.

Of course, so do its 14-gauge steel chassis, permanent four-wheel drive, and bump-absorbing coil spring suspension, all of which enable you to take your whole

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Always use your seatbelts. SRS/airbags alone do not provide sufficient protection.

*Offered to qualified customers by Land Rover Financial Services (a unit of BMW Financial Services, Inc.) through participating Land Rover Centres and Retailers on new 1997 model year Land Rover Dalescoverys. Free factory scheduled maintenance for up to 45,000 miles. Offer effective 1/2/97-3/31/97. See your participating Land Rover Centre or Retailer for details.

General Servicing: Repairs, Humour, Tales & Trivia

Herewith a Guilt Trip

by Russell Dushin

Dear Diary,

I've got shipfitter's disease, and bad. Must have caught it from the guilt I've been saddled with when Dixon last harped on me for leaving the Red Rover be, then Al Richer had to see it, in person, lying there exposed to the elements, neglected and sad, then he laughed...

Symptoms got worse about 20 days ago when I decided it was once again time for Nigel's annual waxoyling. Nige and I headed up to Beacon, an old brick and iron works town that has little in the way of DEC enforcement - that is, they have a power washer there complete with degreaser and the attendants don't give a damn what you put down their drains. On our way up we hit the "Beacon Bump" and BLARAGHARAGH... off drops the muffler. Oh no, a bad omen, and a timely reminder that bits that rust eventually bust.

Once at the car wash I spent a good hour (and fifteen bucks in quarters) on my knees and bum while clad in wellies and raingear, hosing away at the undersides of my boy. All went well but as I gathered my stuff the attendant asked with an astonished look "Aren't ya gonna do the rest of it", referring of course to the top side, but my response was simple and to the point: "What for?"

Driving home I was just beginning to appreciate Nigel's new baritones when I noticed a Statie two cars behind us with one ear out the driver's side window. He followed us half way home, but fortunately let us slide, no doubt on account of our local look and feel.

At home in the driveway the dangling bit was excised from Nigel's hindsides, but 10 minutes with a hacksaw was enough to convince me to wait for the day I could use a neighbor's blue wrench to undo what nature, in cahoots with the local highway department, had done to the four bolts that stayed behind.

This, of course, gave me time to contemplate. That leak in the gas tank - was it time to be fixed? The Smith's shin-burner that goes Huru, Huru, Huru until it's warmed up - was it time to attack this, too? And the rust that has no intention of sleeping, ever...

That day, it was the gas tank problem that was to be attacked first. Its removal was accompanied by the loss of one small screw which once held the pickup tube. Clean sheared off, it was, and upon attempted drilling then removal with an EZout the usual happened - the EZout busted. No drilling through that, Uh-uh, but the backing plate that held the threads (which *had been* braised into the inner side of the tank) was oh-so-easily pushed within. DoOP! Fished it out, drilled out the backside, punched out the offending EZout (what was left of it), re-tapped it one

size larger, then managed to put it back into place using both a coat hanger and some 8X tippet (fine fishing line for the unenlightened) and some good ol' JB Weld. Solidly in place now...leaks plugged up, too (I hope).

But, successes aside, what was really getting to me was the condition of the frame behind the tank. Oh yes, Nigel had received yearly waxoylings before (typically \$60 worth, or two large cans, per year), but not quite enough in the nether regions. Nor on the door bottoms. Nor the foot boxes. Nor the breakfast. It was all getting to me...

1-800-77-POR15 kept running through my head in the days that followed. A call was placed. The goods were on their way.

Soon thereafter the floors were removed, and the mudshields, and the breakfast. The latter was separated from the lights and radiator, and the radiator dutifully delivered to the local radiator G-U-R-U for a professional flush, leak test, and the repair that it so badly needed. Upon dropping that off I politely asked "Don't you want my name or number or anything?" to which he replied "No, you're a Dushin, and only Dushins have the Land Rova" in a West Indies accent that hasn't yet vanished despite his 30+ years in the area. So nice to be known around town...I do wonder what he meant by that...

200 lbs. of Black Beauty fine sand were blasted at the breakfast, and up my nose despite using a respirator and appropriate head gear. It was clean, pitted slightly here and there - just enough not to detract from and clash with Nigel's many character dents. Gave it a good dosing of POR-15 on the backside only (as I was concerned about appearance, though I know not why), then primed and painted it inside and out. Gee, I hope it doesn't look too good...



Nigel, **Russell Dushin's** long suffering SII Photo: Spencer Norcross
The staff photographer is still picking birdshot and rock salt out of his posterior after attempting to get an un-authorized photo of the even longer suffering Red Rover.

A healthy dose of POR-15 was also applied to the foot boxes, inside and out, and bits of the frame that were in need of attention (esp. behind the gas tank). Other parts here and there were also dealt with appropriately.

Meanwhile, the Smith's heater was removed, disassembled, cleaned up, and now awaits reassembly (which will require finding three very very tiny rivets that had to come out during disassembly). I am resisting all temptations to blast it clean and respray it with crinkle paint, but barely.

I know I've got the dreaded disease but I'm trying to hold myself back. The air cleaner, its mounting spot, the elbow to the

carb, the battery tray-waxoyl WILL do, I tell myself over and over again. Nonetheless, the wings are coming off so's I can get to the outer sides of the foot boxes and facilitate the waxoyling I set out to do just weeks ago. I can only wonder what affliction I'll be hit with next.

One of these days, though, once he's all back together and in one piece, I know I can get back to installing the new muffler. That is, if I don't remove the four wheels, strip them of rubber, and blast and paint them first.

After all, a new set of tyres would be nice...

Look for Russ & Nigel at the Birthday Party in June.

Canadian Jurisprudence

by Michel Bertrand

Seeing that things are quiet, and that I had a few spare minutes, I decided to look for recent Canadian jurisprudence which involved Land Rover. This is the result of my search.

The first case (April 1996) is from Ontario where Land Rover Canada was condemned to pay around \$850,000.00 for not respecting a dealership agreement with a Yorkville dealer.

"My conclusion then is that the loss of profits and therefore the amount of damages to which the plaintiff is entitled is the sum of \$845,101.00."

Pretty good profit for three years! The 55-page judgment has tables and such that show profits, costs, etc.. Pretty cool.

The second case goes back to March, 1993 and is again from Ontario, from a guy who moved in from South Africa. Before leaving, he agreed upon buying a LR but never paid for it.

"The defendant was a solicitor, practising law at Westville, South Africa. In August 1976, the plaintiff entered into an agreement with the defendant for the purchase of a Land Rover motor vehicle. In August 1977, the defendant moved to the City of Hamilton in the Province of Ontario. He has resided in Ontario since that time."

The third case happened in the same month as the previous, namely March, 1993. However, this case is from British Columbia where a chap suffered severe injuries from an accident in his 1973 88. This is what the judge says:

"The plaintiff was driving a 1973 Leyland Land Rover at the time of the accident. That is a utilitarian vehicle known for its strength and durability but not its occupant comfort. In the vernacular it is built like a "tank". The vehicle was equipped with a 3 point restraint harness which the plaintiff was wearing. The seats were steel frames, thinly padded, with seat backs below shoulder height. There were no headrests on the seat backs.

[para15] The plaintiff had stopped on the highway, signalled a left turn, and was waiting for oncoming traffic to clear. There was no traffic visible behind him when he stopped. Without warning the plaintiff's vehicle was struck from behind with such force the vehicle was propelled across the highway and into a ditch. An eye witness confirmed the defendant's Volvo was trav-

elling at high speed at impact. The plaintiff describes the impact as an explosion.

[para16] The rear axle and differential of the Land Rover were torn from the frame in the collision, and both plaintiff's and defendant's vehicles were damaged beyond economic repair. There is no doubt that the impact must be categorized as severe.

[para17] The plaintiff briefly lost consciousness in the collision and awakened to someone banging on his window."

Ouch!

The next case, from June 1990, involves a family affair. In a divorce, value of the goods must be determined both at the date of marriage and at the date of separation. In the items, was a Land Rover.

Value of Property Owned at Date of Marriage, which was 1975:

"Land Rover \$1,000.00"

Assets Owned at Date of Separation, which was 1983:

"1968 Land Rover \$100.00"

Does that sound like a reasonable devaluation? Doesn't say if it has a rusted frame or not. Maybe the Land Rover was the reason for the failure of the marriage?

The last case, from British Columbia in February, 1993, is rather sick. It's about a kid who was a victim in a Land Rover.

"The Defendant had zipped our two sleeping bags together and we got into them in the back of his Land Rover truck."

Enough said on that case.

Hope I didn't bore any of you, and I'll keep my eyes open for other interesting stories. Next step is to check out the database for cases back in the 1960's and see if there is anything interesting to offer.



Taking a break. Morning light off-road. 1995 Birthday Party. Photo: Spencer Norcross.

10 Steps to Easy Clutch Repair or How to Remove the Clutch Master Cylinder

by Dave Bobeck

1. First and foremost you must be able to diagnose clutch problems properly. There are many kinds of problems one can have with one's clutch. There is one thing they have in common though, and that is that they always happen at the worst time. If you cannot shift your gearbox that should tell you one of two things. Either (a) You have a bad clutch, or (b) you are driving a Land Rover. Look all around your vehicle. If you see the words "Land Rover" anywhere on your vehicle then there is no problem.

2. Now that you know how to properly diagnose a clutch problem, you can start the process of determining the cause. First, look for dripping brake (clutch actually) fluid running down from the area of the master cylinder. If you do not know where the master cylinder is then simply follow the trail of dripping brake fluid. Also if there are any new parts in the clutch system, then suspect them immediately. After all, why would a part that has been working for 30 years suddenly just give up. See what I mean? It all makes sense. TRUST US.

3. Once you have determined that your clutch is faulty, it is important that you drive around for a few months without fixing it, in order to get used to driving with a faulty clutch. This is a valuable skill, especially if you own a Land-Rover.

4. Wait until it gets really cold outside, say, below 20 degrees Fahrenheit.

5. Make sure it is completely impossible to shift the gearbox. You can do this by putting the transfer lever in neutral, and trying to row through the gears with the motor running. If it is indeed impossible, then it is time to Fix The Clutch. If it is possible, go to step 6. and then repeat step 5.

6. You must now make a wholehearted attempt to fix the clutch. Start by draining all the fluid out of the system. This can be done two ways. Drive around for six months without topping it off, or open the bleed screw a few turns and pump the clutch pedal about 6-8 times. This will effectively disable the clutch. Now it is time for a short lesson in bleeding. Not the kind that happens when the wrench slips, but the kind that makes things work again.

7. Fill the Clutch Master Cylinder with fluid, preferably brake fluid, but in this case it doesn't matter. (see step 8). If you do not

know where the Master Cylinder is yet, simply open something in the engine compartment and pour some brake fluid in it. It really doesn't matter. Pump the pedal a few times to make sure the bleed screw is closed. If there is a squirting noise and you are blinded by a blast of liquid, then it is not closed. Close the bleed screw. Refill the Master Cylinder again. Pump the pedal up until you feel like stopping. Hold the pedal down. Quickly try and locate a glass jar and a length of plastic tubing to fit over the bleed screw. If you cannot find one within reach then let off the pedal and relax. Smoke a cigarette, have a ham sandwich or some cake. A decent beer would be okay too. Now I will assume that you have the necessary items in hand. Fill the jar with some old cruddy brake fluid and insert one end of the plastic tubing into the jar. The other end goes on the bleed screw. Now bleed the system. You Are Now Done. Put the transfer box in Neutral again and make sure you can shift the gearbox. Nice try. This time with the motor running, eh? If all is well, then simply place the transfer case into high and engage first gear. Dump the clutch and see what happens.

8. Remove the broken axle(s) and replace. Preferably you will have a spare on hand. Remove the left wing. If you have not found the clutch master cylinder yet, you will surely do so now. It is the funny looking little metal thing with the bubbled paint all around it. Remove the master cylinder by any means necessary. To do this requires one of two things: (a) a lot of tools, dexterity, patience and creativity, or (b) removal of the pedal box. I opted for number (a). Why do people say "number" a,b,c, etc.? I never could figure that out. Anyway, get the darn thing off of there and go have a beer.

9. Clean up

10. Call your parts supplier and berate them for selling you bogus junk, whether or not it was their fault. You have earned this right in the last 24 hours as you have now completed one of the most arduous tasks in Land Roverdom, the removal of the Clutch Master Cylinder. You should be proud, in fact, you should call your Mother.

Stay tuned as there's more to come next month in part 2, as we explore the ins and outs of replacing the Clutch Master Cylinder.

Sunday Outing

by Robin Craig

After having worked on Bill Kessel's Defender 90 to fabricate and install a mount for his Warn 8274 winch, I was keen to see how it would perform in the rough. Three months passed since the job was finished and Bill has been out and about. He has received compliments for the stock look of the bumper and had the presence of mind to have the whole bumper hot dip galvanised.

September arrived, the leaves had already started changing colour in the Ottawa Valley, Hurricane Hortense just passed through dumping water on the area for two days. My wife

decided to take the children to visit their great grandparents in the Eastern Townships on a weekend that started with a PD day on the Friday. As many a married man will attest, one rarely gets the chance to be alone. I set aside the Friday and Saturday to get a number of projects done at work that would require extra hours, but the Sunday was left as a reward day, for me to have some fun. At what I was not sure.

Earlier in the week Bill called me after a holiday down east in Nova Scotia. We talked and somehow hatched a plan to go out.

We called a few guys in OVL R who we wanted to come but all had plans or valid reasons not to go. After being collected from my place at 6 am, gassing up, breakfast at the golden arches, we managed to get into the Larose Forest near Limoges by 7.30 am. The area was a favourite stomping ground of OVL R a number of years ago. By Defender 90 it is only a 30 minute blast up the 417 from my end of town. The Crown land is mostly cultivated coniferous forest on a sand base. The whole forest is roughly rectangular and by our reckoning is about 10 km by 4 km.

After getting to Limoge, enter the forest by turning down the road by the Caisse Populaire. This takes one due south into the forest, the trail is wet but has a firm bottom to it and only a couple of small inclines. In fact this is a notable feature of the Larose that the only real hills are where trails cross streams. We set the odometer to measure our progress and trundled along in low third and above. As we went, in I reminisced with Bill about a painfully slow winter trip down the same trail with Neil Brewer and the boys from the good old days, that time it was the dead of winter with three and four feet of snow. I was also thinking of the washout ahead at the end of the trail, the last time through was in a pair of Hummers and we had to be real careful over that section. How things had changed now, the washout was now skirted and after eight km were back onto a gravel trail heading east. Back up into high range we trucked along the Nine Mile road for another couple of km before turning North at the only Stop sign I know of in the middle of a forest!

We were now on the main gravel road which acts as the centre road of the forest and runs north/south up the middle of the forest. We were looking for a gravel trail off to the right that would lead to a couple of challenging sections that I wanted to re-discover. After a number of fruitless sorties up and down side trails we turned west to head across the top of the forest. It was on a trail past Indian Farm that we came to the first really challenging section of the day, a gully, dropping about 50 feet down over about a hundred yards followed by a steep ascent out the other side in about 40 feet. The descent was only slightly challenged by a washout on the left. The ascent was up a sandy bank with a few close trees on the left and a high bank on the right. The surface was chewed up a bit as this trail had been heavily used by ATV's, as was most of the forest. After a couple of unsuccessful runs at the slope we backed down as far as we could for one last shot. The trailer hitch digging in at the bottom told us we were as far

back as we could go, Bill selected second low and pegged the clutch as the throaty V8 was revved with the right foot. The big BF Goodrich tyres bit into the sand and we were propelled upward, heading for a tree on the left side. We ploughed on with some frantic steering to avoid the looming lumber without a flinch of the gas pedal. Our momentum slowed as we reached a ridge, but Bill was determined

to make it up this go. The tyres churned away and we lurched forward, up the bank and onto the top.

Back on the flat, we crossed the main drag and headed along the trail to the old cemetery at what was once the settlement of Grant. We parked the truck and walked through the headstones reading the inscriptions. A chance to reflect for a few moments. Back into the vehicle we continued west until we came to a T-junction that is signed for the Limoges Hotel to the right, the rutted trail to the left is much less inviting so we took it! This led due south along a heavily rutted section that, after all the rain, was well awash. This is the only section of the forest that has any clay to it. After a few minutes digging, we made ruts onto a higher side trail and with some judicious spotting made it along to the corner where the trail turned west again. Here we had no side track to go along. We were not going to be able to turn around here so we were committed to making the 50 yards to the corner and then along the trail for about another 300 yards all submerged under 3 feet of water. This was going to be a one shot deal, with a last look at each other and a "here goes nothing" Bill launched the Defender into the trail and kept his right foot at half throttle, we wallowed along the bottom with the tyres following the ruts under water and a massive bow wave going before us, a couple of times we lost traction and I'm sure it was only the momentum that propelled us along until we gripped again. With a false end to the water section we dipped down again before we lumbered up and out at the end. We pulled forward a few feet and stopped, engine running and jumped out to look at what we had just come through. A following after wave nearly got our feet wet. We both noticed the



*Dixon Kenner proudly flies the Canadian flag over the OVL R encampment at the Mid-Atlantic Rally.
Photo: Spencer Norcross.*

sound of running water from under the truck. A quick glance under revealed a torrent of muddy water coming from the frame drain holes. We laughed.

Up ahead was an even more challenging section. The ground slopped down to a stream that some might remember as the place where David Johnson ingested water into his blue 88 a number of years ago. This stream has been bridged by the ATV crowd with some logs and plywood. We would be taking the plunge though the track that ran along side. The reeds had grown quite thick here, no one had been through here in quite a while, definitely not this year anyway. To visualise this section one should think of a trench a vehicle's width that drops four feet into the water and mud. it is about 30 feet across with a vertical wall up the other side. The only way through this section is to winch. At the far side there is nothing to anchor too for about another 50 feet or so. Then there is only some scrubby little bushes. As luck would have it, from where we positioned the 90 we were short about two and a half feet of cable. We were right on the minimum number of turns on the drum at this point. Out came the tree protector and a shackle to make up the difference.

With the engine running and the winch hauling Bill dropped the nose of the 90 into the trench. Once into the bottom it was a matter of letting the winch do the work. Part way across and having gotten the vehicle straightened out we stopped and paid out the cable and, using a snatch block, anchored off a big tree but using the same scrub for the snatch block. The cable had built up on one side of the drum and I wanted to correct this problem but at the same time we did not have enough cable to come back to the vehicle for a double line pull. Standing clear again I let the pull make it up to the edge of the bank on the opposite side. The winch dug in, hauling for all it was worth, drawing the 90 up out over the edge at a snails pace, revealing the underside of the vehicle covered with reeds and mud. Having the camera handy I got Bill to halt so that I could take the obligatory Kodak Moment pictures. Once underway it was only a few more feet before all four wheels reached terra firma again. Looking back at the trench that we had come through one could see the perfect impression of the bottom of the 90 in the mud that we had just ploughed through.

At this point we were within only a kilometre of coming back out onto the original road where we had entered the forest. So we headed back through Limoges to enter the forest from the north, down the main gravel road, looking for an elusive trail off to the east that I was searching for. As luck would have it we found it within a few minutes and began looking for the lagoon that marked the beginning of another trail. As soon as I saw the water hole on our right we stopped to check things out. Because of the water, few people realise its from the far side into the bush. It is only after you stop and look around that you will notice that tyre tracks go into the water. Apart from a small tree that had fallen, the way looked clear for us to skirt around the edge and out the other side. With a sense of bedevilment, I snickered and suggested to Bill that he would perhaps like to take a turn in the passenger seat and I would drive the truck

through. With a look of trepidation he said sure and hopped into the passenger seat.

I edged the truck off the track and downward into the water, selected 3rd low and we descended into the water, no looking back now I gunned the V8 to a respectable rpm and kept it there as we wallowed into the water, progress was good as we got to the fallen tree. Bill had tried to move it out of the way but had not succeeded. So it was left to me to drive over it and turn as we got toward the far bank, our exit was at the left hand end. The way out is quite a gentle grade and we arose out of the water without any event. The once nervous Bill gave me a now confident look as I changed down to 2nd low to go into a small mud trough, things were going well so I wasn't about to relinquish the seat now! As we went along the trail, the 90 displayed the axle travel and agility, the coil springs coupled with the diff. lock, that gave it the edge. I had been down this trail with Series vehicles and remembered the effort that was required to get through these sections. At the time, the only vehicle that had it easy was Dale Desprey's 88 diesel as I recall.

We wound our way through the trail, with branches scrapping down the sides and deflecting upwards over the plastic hard top. We were sure glad we did not have the canvas top on. I noticed for the first time on this trip that the roll bars that come up around the windshield actually played a useful role. We wound our way through the forest in between some tightly spaced pines.

Ever mindful of another time when a certain other vehicle I knew had collided with one of the trees, I made sure Bill gave me the OK before we squeezed through the narrow points. I was hoping that this trail would be the one with an open section that



*Jason Dowell's Sill at the end of the line. Morning light off-road.
1996 Birthday Party. Photo: Spencer Norcross.*

has a water filled lane of about four hundred yards, but it did not appear. I can only figure we had taken a wrong turn.

So when we emerged onto the firm gravel trail at the other end, we quickly spun around and headed back in down another trail looking for the long water section. After managing to negotiate some quite severe terrain I was let down by my judgement on a simple section. A pile of brush had been placed in a wet section and what appeared to be a good alternate passage to the right was the obvious choice. How wrong I was as we sank to the right and ground to a halt. A couple of quick reverses and back at it again attempts did not get us out. We soon had the winch rigged and I got back in to run the winch. In less than a minute we were out and on the trail again. I was embarrassed at my mistake. We quickly hauled the winch in and I started off again down the trail, choosing the right ruts to travel in seemed to be

easy. Again I was proven wrong within a few yards as we dropped off the trail at an alarming angle and Bill in the passenger side ending up below me and the vehicle well embedded at an eerie 40 degree angle. By now we set to work without a word needing to be said, in a number of minutes the winch cable was laid out and all the necessary hardware was attached. Bill took the drivers seat and we hauled the 90 out of the ditch. We took stock of how far we had gotten and what time it was and decided that it was time to turn around.

All in all we had a great time, Bill and I had enjoyed the driving and winching. Most of all no damage was suffered by us or the 90.

Bill's D90 appears on the cover of the November '96 newsletter while on the Birthday Party morning light off-road.

A Tiring Tale

by Bill Maloney

One of the joys of rebuilding your 2.25 engine is that you can go faster with less noise.

Unfortunately I found that after I had rebuilt the engine in my 88 that there was an annoying vibration above 55 mph which I attributed either to out of round or out of balance tires or the driveshaft being out of balance. The vehicle sits for about 5 months of the year which does nothing for tire roundness and one of the driveshaft balance weights had come off a while back when I had cleaned and painted it. I had the wheels balanced at a place in Vermont who gave me a pretty reasonable quote. Unfortunately, they charged extra for the weights, so it really wasn't such a great deal after all. However, the fellow doing the work balanced all 5 wheels by accident, and I had only asked for 4, so I guess it was a wash. They did tell me that one of the tires was out of round. I figured I'd run with it and see how it felt. At the moderate speeds you can travel on the secondary roads in Vermont it seemed fine. But once I got it on the highway the vibration was still there. So I stopped and swapped the out of round tire for the good spare. It made no difference.

Before the next trip I decided to swap the 15" wheels for the 16"s from my 109. Wow! What a difference. You don't have to

shift to the next gear quite so soon, and in OD at speed it's a lot quieter and I can keep up with traffic. The downside is that acceleration around town is a bit reduced and you have to press on the brake pedal a little harder to get the same results. The vibration now was a bit... different. Now it started at a higher speed, which I noticed on the way to New Hampshire. While there I had all the wheels balanced and rotated (without my asking). The vibration was now... worse. Where it had been lighter and hard to define, now it was pronounced and steady. I drove it from New Hampshire to Bar Harbor Maine and it was just miserable. I had to keep the speed down and all the way I thought about replacing the wheels and tires. As I got closer to my destination I remembered that I had originally rotated the tires for a reason- the fronts were scalloped on the outside and I had rotated them to the back. The reason for this is that the front axle has lots of positive camber (or is that negative?). This has the tires riding on their outer edges- which were in poorer shape than the center of the tires. So I stopped at a Walmart and picked up a bottle jack so that I could rotate the tires (I now had 2 jacks).

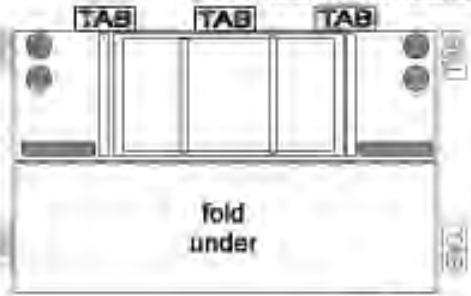
A couple of days later I rotated the wheels to get the tires that were scalloped on the outside from the front to the back and now riding in a more vertical alignment. I took it out for a spin and the vibration was now... GONE! Even though they were far from perfect, now that they were no longer riding on the uneven outside edges, they ran very smoothly. I could probably get even more life out of them by dismounting and turning them inside out.

I'm not recommending that you swap unsafe tires around to try to mask a problem, but if you have uneven wear on the outside that causes you problems even though there's still plenty of tread left, making sure that the outside edges of the tires on the front axle aren't scalloped can make highway cruising in your Rover much less of a headache. And it may help you get a little more life out of those rather expensive 16" carcasses.



Having given up trying to Hond-ify his Rover Spencer Norcross has begun trying to Rover-ify his Honda

A Maintenance Free Series IIA Softtop



Copy or paste onto thin card before cutting. Score all folds marked with light dashed line and score-edges of all tabs. Then carefully cut around shape with sharp scissors or craft knife.

Bend a gentle curve into roof and fold front to overlap side tabs, glue roof tabs to top door edges.

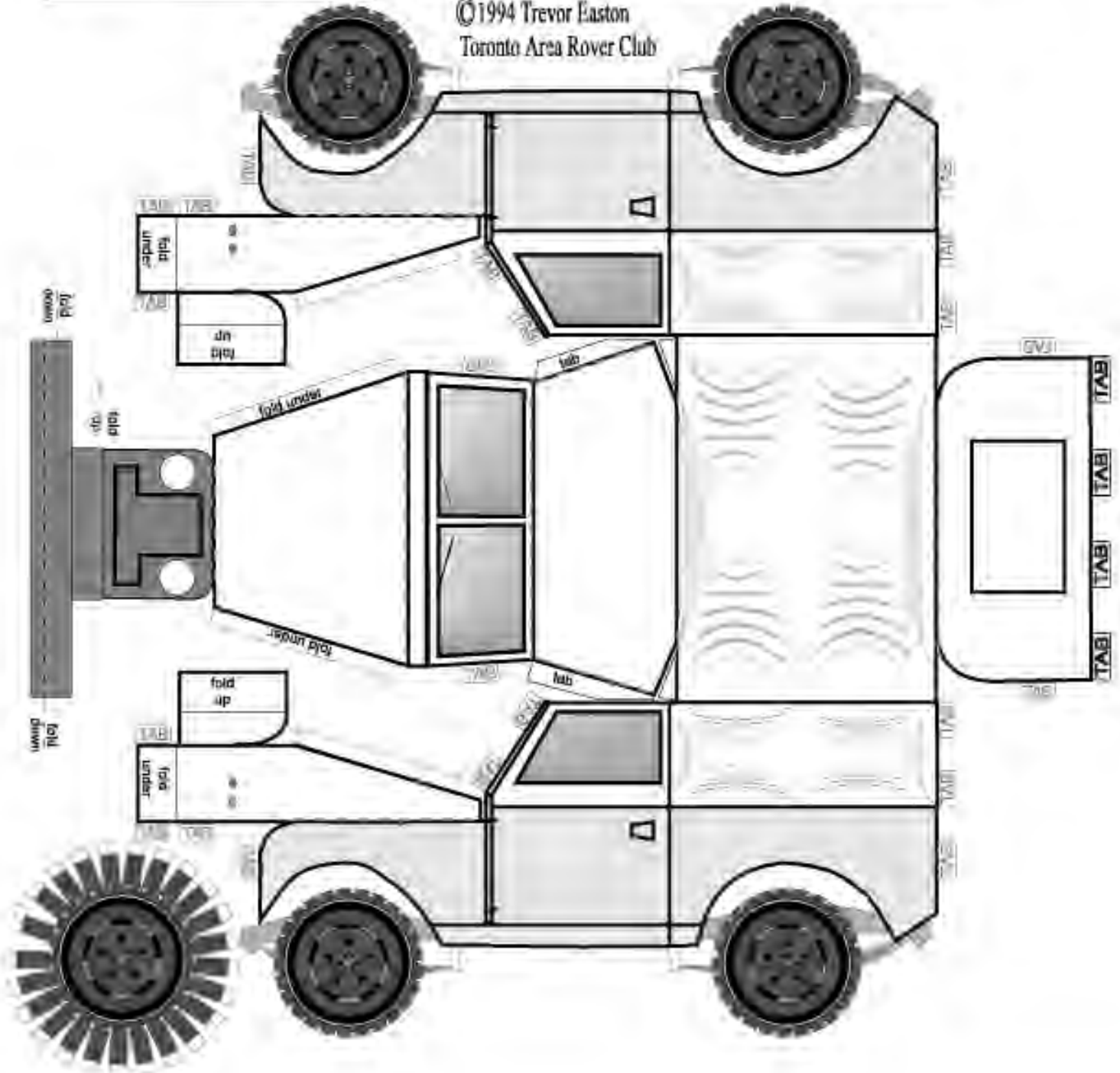
Fold over tops of front wings and glue front of wings into place. Fold inside of wings and glue to tabs.

Fold down windscreen and bonnet glueing tabs to floors and bonnet tabs onto inner edge of wings.

Fold down radiator grille and bumper and glue to inner wings. Fold and glue spare-wheel to bonnet.

Please forward comments to TARC c/o 124 Central Ave., Grimsby, ONT, L3M 4Z2.

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