OTTAWA VALLEY LAND ROVERS

15 March 1998

Volume XV, Number 3

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.

OVLR 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 $25 per year, membership expires one year from the last dues submission.

Visit the OVLR Web site:
`http://www.off-road.com/OVLR/`

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 OVLR 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 OVLR newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVLR newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLR, 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.

Upcoming Events

in the next month or so…

March 15	**Off-road event at Vern Fairhead's** to help clean up storm damage
March 16	**Social at the Prescott Hotel**
March 21	**Off-road event.** Contact Ted Rose for details.
April 6	**Executive Meeting**
April 20	**Social at the Prescott Hotel**

future events:

(Dates & times subject to change)

March 28	**Spring Sodbury Sort-out,** Sodbury, UK
April	**11th Annual Maple Syrup Rally**
April 17-20	**Solihull Society Spring Rally** in Moab Utah.
April 30	**Land Rover Toast,** the Mid-Town Brew Pub on Clyde Avenue, 7PM
May 6	**Annual Tune-up at the MiniMan,** Stittsville
May 9-10	**Carlisle Import Car Show,** Carlisle, Pennsylvania
May 22-31	**ARC 50th Anniversary** at Eastnor Castle, England
May 31	**Oxford Mills, Ontario old car show**
June 14	**Richmond Car Show,** Richmond Ontario (eastern Ontario car club's annual get together)
June 19-21	**15th Birthday Party,** Silver Lake, Ontario
June 27-28	**Downeast Rally X,** Camden, Maine
June 27-28	**Land Rover North America's 50th Anniv. event,** Lanham Maryland
June 27-28	**Solihull Society "National Rally"** in Colorado
July 17-19	**LRO-Billing,** Billing Aquadrome 50th Anniversary
August 1-3	**North American 50th Anniversary Rally,** Cortland, New York - OVLR, ROAV, BSROA
September 18-19	**British Invasion,** Stowe, Vermont
September 26-27	**BSROA Fall Heritage Rally**
December 5	**Christmas Party,** Navy Mess, Victoria Island

The OVLR Newsletter

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Q: Can a Land Rover move at the Speed of Light?
A: No. At the speed of light you have infinite mass (according to Al Einstein, but what did he know?).
Infinite mass in a Land Rover is the equivalent of being stuck in a Canadian mud bog. You stop and have a beer.

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President:	Bruce Ricker	(613-592-6548)	Secretary:	Dave Meadows	(613 599-8746)
Vice-President:	Andrew Finlayson	(613-798-9211)	Treasurer:	Christine Rose	(613-823-3150)

Greetings;

Planning is underway for the first large event of the season, the eleventh Annual Maple Syrup Rally at Vern Fairhead's sugar bush in Shawville Quebec. The tentative date for the rally is XXXX. The format of the rally will be similar to years past. An opportunity to get the Land Rover out and into the woods at a beautiful time of the year.

The club trailer will be making its first appearance of the year, feeding the attending members a traditional breakfast. Unlike previous years, Chef Meadows is planning on fattening, real pancakes, along with sausage and beans. Christine will be organising an Easter egg hunt for the children, and there will be a little green, er, white laning out in the surrounding hills and dales. There is an abandoned rail bed to explore and some opportunities to see Dale prove that 750/16s fit on a Range Rover fitted with chains!

The cost of the event will be $7.50 for adults and $4 for children. Children under three years old are free. Ted Rose and Dave Meadows are the event co-ordinators.

Vern is planning on having lots of fresh maple syrup for sale. Now is your opportunity to replenish the depleting stocks (the stuff freezes really well for long term storage). Prices will be slightly higher than last year, but somewhere around $38 for 4 litres, $12 for the plastic one litre jug and about $7 for the 540 ml can. Bring your cheque book along!

Members are welcome to come on the Saturday and help Vern with some sap gathering and maple syrup production. People are welcome to camp out in the sugar bush overnight as Simon Davidson did last year! If you want to help, give Vern a ring at 819-647-5544.

Note: The date is tentative. The sap season is very weather dependent. The sap run loves freezing nights and warm days. A variation from this can disrupt the schedule and cause last minute changes to the schedule outlined above. We don't want to arrive for some pre or post arboreal drip. There will be a phone around for local members the week before the event. Remember, Mother Nature determines the date, not us. For those looking further forward, there will be a 50th Anniversary Toast to Land-Rover on Thursday, April 30th at the Mid-Town Brew Pub, 1632 Woodward Drive in Ottawa at 7pm.

The March Executive meeting saw some decisions taken on the 15th Birthday Party. As noted on page two, the Birthday Party is scheduled for June 19th through 21st. There will be a proper, multi stage RTV Trials course set up for the Birthday Party. Consider it a dry run for the RTV trials at the 50th Anniversary Rallye in Greek Peak New York. Bill Callocia, Bill Leacock and Kevin Willey will be in charge of the Trials course. Because of insurance issues, people driving on the RTV and off-road courses will have to be OVLR members. Our insurance policy will not cover non-members. There will also be a differential fee applied to non-members. The fees will be: Members and their families: $25 per adult, $10 per child 6-12 years old, under 6 is free. Non-members will be $30. Non-members arriving in their own vehicle who want to drive in the RTV or off-road course will be $50. More detailed information will be included in the April newsletter.

Bill Maloney's IIA at the water crossing. 1997 Birthday Party.
Photo: Dixon Kenner

This Month's Cover:

Keith Elliot's *SIIA and* ***Andrew Finlayson's*** *SI on the Marleborough Forest trip.*
Photo: Dixon Kenner

Last Month's Cover:

Snow covered 109
Photo: Andrew Finlayson

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

A note from the Editor: The February newsletter is off. (obviously, but hey, this paragraph is always a month out anyway). Canadian members would have noticed the survey from the "Canadian 4x4 magazine" and everyone would have received the page on the fine assortment of wares that Andrew Finlayson has procured for us. Collation was done again with that familiar crew in the Shrine of the Galvanised Land Rover. Murray Jackson, Bruce Ricker, and Bob Wood were all in fine trim form for the evenings exertions. Desperate Dale appeared, bottle of rum in hand (we hear Dale is thinking of carpeting his garage too, but that is another story). Ted appeared along Christine to prove that he actually did some work at these things (We now understand Christine may make Ted stay home in the future to watch the kids and she will come along)

The February social was again well attended. Keith Elliot was finally presented with the "Gasket Under Glass" award. After asking Ted about more strange engine noises, complaining that his girlfriend won't let him renew the license sticker yet, Ted pulled out the award and suggested that he start looking for next years candidate. Wade Zumbach's 88" finally made an appearance. Most people thought it was Ted's Series III now sporting a roof rack.

Crossword Puzzle Contest: Questions have come up vis-à-vis the Crossword Puzzle competition that Atlantic British is sponsoring. Murray Jackson writes: "As suggested by the linguistically-talented Dale "not-so-desperate" Desprey, there is indeed a glitch in the 29 ACROSS clue in the OVLR January '98 crossword. The clue is "What the Germans call gasoline" and the intended answer is "BENZENE". The reference material for this clue was the book "Car Talk" published by Robert Davies Publishing in 1997. As it happens, the book got it wrong as I've now discovered upon checking other sources. The Germans actually call gasoline "BENZIN". My mistake for thinking someone actually proofread "Car Talk". My most abject apologies, all contestants will be given credit for a correct answer on 29 ACROSS." However, the editor (designated scorekeeper) notes that Franz Parzefall in Germany did supply "BENZENE" on his completed puzzle.

Dave Stauffer has added a Dutch diesel lightweight to his collection and it has already proved its usefulness. During the recent ice storm, the police blocked off highways coming north. Dave wished to visit some friends during the storm, so drove up in his lightweight. Arriving at a road block, he was waved through, the police believing he was with the military!

Alan Richer is not only getting ready to defend his honour with the DorkTari Award from John Hong's interests, but it seems that he is committing Churchill to another challenge. It seems that some people want to try drag racing Land Rovers. Bill Adams in Washington DC issued a challenge, which Alan is going to take up. He is Bill's challenge – "Alright, buddy, you think you've got a fast Rover…well perhaps a gentlmanly DRAG RACE is in order to see just who has the quickest truck on the block. You name the place and time, and I'll be there with my diesel 109 WAGON to take you on. As they say, when the green flag drops, the bullsh*t stops!" Besides contemplating drag racing Churchill, Alan also writes "It was a busy weekend. When I was working on Churchill's ailing powerplant Jack Horner (the new OVLR member in Westford) swung by to see what I was up to. He was proud of the fact that his pristine 109 actually had salt on it. Other than that, Mr. C, though in dire need of a retiming, is running better than he has in a while. He's still vibrating excessively though - I have no idea why, but I plan to find out. It's driving me nuts and shaking stuff loose…"

A note from Franz Parzefall in Bavaria – "I'm still alive and yet back to the net at work. Unfortunately there is no time here to read and write LR mail (I'm writing this at home and will send this off tomorrow). I'm still a little busy, even though the thesis is 99.9% finished. I'm just home from changing Brumml's front hub oil seal. Seems that I had water in the front diff breather tube which froze up and blocked the breather. The pressure blew the whole mess of 90 weight through the hubs onto the inside of the brake disks. I already had this last winter on one side, but didn't realize why. But now it reappeared on both sides with the temperature dropping below freezing after being fine for the whole summer. I'll go for the other seal tomorrow. I have to say that I'm a bit disappointed that there are so few details about why you won the lug nut award. Is there nobody else than Dale to tell me the whole truth? Maybe some lies are entertaining, too. Greetings from the temporarily wonderful warm Bavaria (I worked outside until 8 tonight without getting cold)"

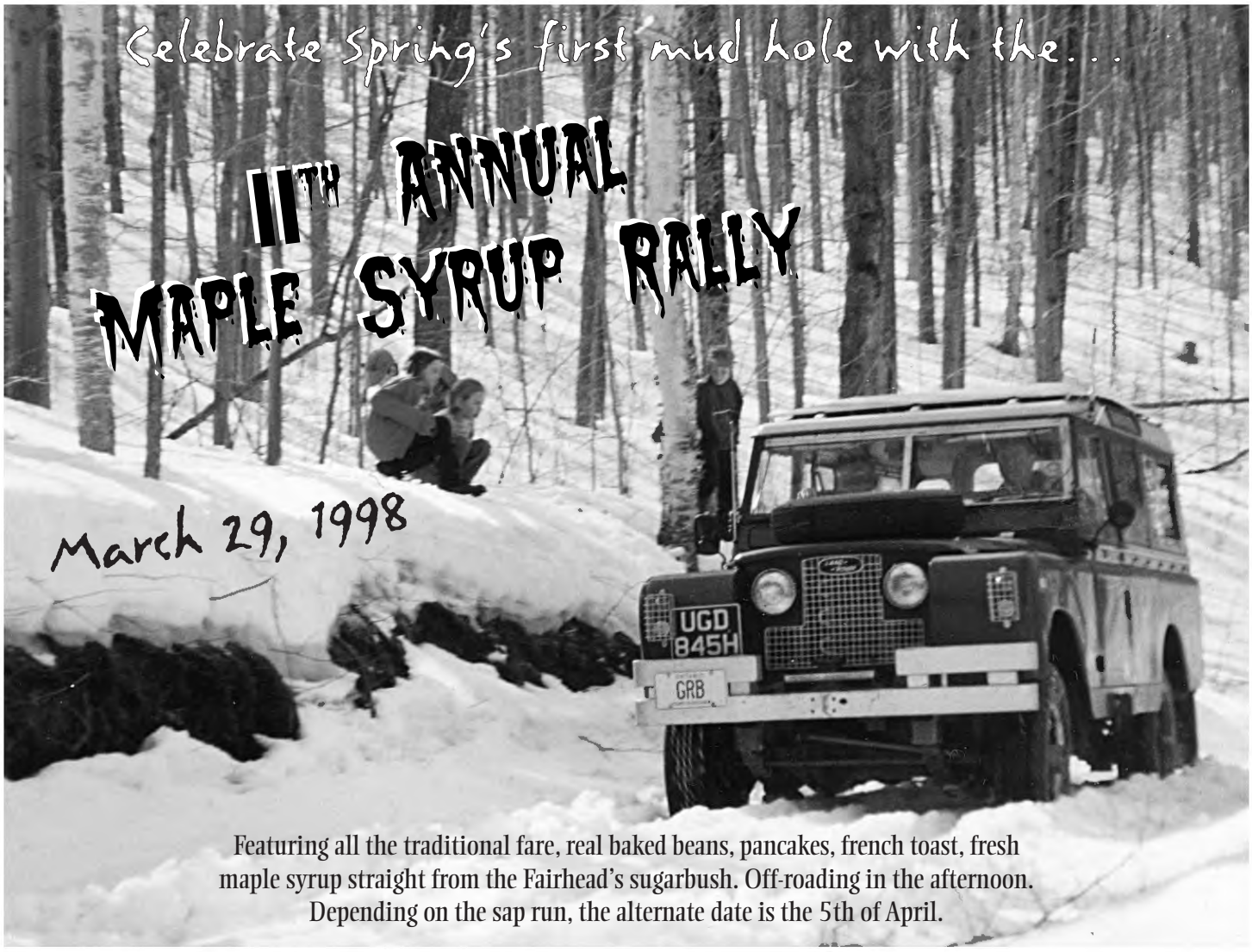
There has been a change in the force, or a note from Bill Caloccia – "OK, two years ago, one weekend in February, drove from Boston to Rochester, ran an 8 hour winter night rallye, and drove back. We're talking about spending 26 hours in 48 running in sub-freezing temperatures. A third the way home, we start smelling this burning smell, figure it is the heater blower, and shut it down. Low speed is ineffectual or null. Second squeals a bit and gives up the ghost, so for the last two years I've been running with 'High' or no blower. Now, to me that means High is on, and if the switch is anywhere else, it was 'don't care'. Then it happened. Today nearly at work, the blower kicked in, but it was the middle speed, and Low works too ! There's definitely been a disturbance in the force, but if we follow the theory of the conservation of faults, that means the fault has merely moved to another part of the vehicle. Maybe it is time to make an offering to Lucas….

A note from Keith Elliot – "Well the 88 is back on the road as of yesterday! Bought the sticker Saturday and ran the roads all day yesterday with it. One little problem cropped up though, I am

still getting junk from the gas tank going into the carb. Hard to figure though cause I put an in-line fuel filter and it looks clean. After driving for a while, I lost power and it started backfiring. I pulled over and it would idle ok but as soon as a little throttle was applied, it would die. I thought to myself, "self" what will get me going again. So for lack of being able to do anything else, I pulled one of the jets out of the carb, took it apart and blew it out… Guess what it worked! It ran fine for a couple of hours more before I had to do it again but after the second time it ran fine the rest of the day. I was at a friends house last night with the 88. He has about 60 acres of bush and has been clearing a trail through it this winter. Well we took the LR through it and he was totally amazed at how effortlessly we crawled through the trails that he has trouble with using his tractor! Gotta love them Land Rovers!

OVLR in the News: Nothing specific about OVLR, but the club is mentioned along with ROAV and BSROA in conjunction with the establishment of ANARC and the 50th Anniversary Rally near Cortland New York. Both March issues of Land Rover Owner (Kevin Girling's column) and Land Rover World ran articles on this. (For a different twist on employees, check out the employee of the month in the LRW masthead every month). Finally, OVLR member Jeff Meyer might have another article in LRW on his travels out west, but there doesn't seem to be any credits on the article.

Something from Alan Richer under the guise of alternate parts, or necessary survival gear – "Everyone should carry a can of Lemon Pledge around. It's a damn handy thing to have along. It's a sprayable source of waxes and stearates in a flammable carrier, is immensely handy for starting fires at low temperatures, and, if it gets cold enough, puncturing and removing the can to exposed the congealed interior can provide a long-lasting candle when strung with a bootlace…. A little Pledge on interior metal surfaces can also prevent the "tongue-on-flagpole" effect by providing a barrier between the metal and unprotected flesh. it's a little-known fact that Commander Perry took several cases of Pledge along on his Ford Trimotor-based exploration of the North Pole, specifically for this purpose. Pledge - it's your off-road friend!"



Some Non-OVLR News & Rumours

Newsletters received this month: The Solihull Society newsletter (Jan/Feb 1998) along with the last three issues from 1997. The RoverFile from the New York (City) Land Rover Club (Winter 1998). The Review from the Land Rover Owners Club of Victoria (November & December 1998 issues)

We received notice from RoadMaster Publishing (Chatham, Kent, UK) that there will be a 4th edition of the "Land Rover/Range Rover" by Graham Robson. The company states that there are new chapters and more illustrations (80 illustrations, 8 pages of colour) and will include Discoverys, Disco commercials, Defencders, and all types of Range Rovers (including military and specialist applications). Published as a limited edition at the end of January, it will sell for £29.95

Bill Caloccia sends along these definitions of various events that one sees listed regularly in Land Rover Owner or Land Rover World magazines:

RTV (trial) - Road Taxed Vehicle Trials are constructed to be non-damaging to your daily-use Land Rover, and require the compeititors to compete in vehicles which are able to be used on the road (in the UK, this means have an up to date Road Tax License disc, and that requires the vehicle to be insured and for it to be up-to-date on its MOT (inspection), etc.)

CCV (trial) - Cross Country Vehicle Trials are constructed to be much more challenging to the driver, and require that the vehicles have certain safety modifications. Though the motors may be roadable, they need not be, and many specially-built competition vehicles are built for use on CCVTs as well as Comp Safaries.

Comp Safari - Competitive Safaris are events in which the participants usually compete on a circular course and are timed for the best 3 of five laps. Often a club will run the same course on Saturday evening (in the dark), and then again on Sunday. As per RAC-MSA regulations these are held under regulations similar to rallyes, in that the patricipants attempt to come in closest to timings supplied by the marshal of the course. However most competitors tend to not acheive the 'ideal' time. Any Land Rover vehicle may compete from diesel-powered Series motors to specially built 'trials' motors. All competitors are required to have certain safety equipment installed in the vehicles, such as roll bars, etc. The page also has more info about how trials are scored, etc., after that best to see the ARC handbook, or a local clubs information.

Events - 4th Annual Joe Lucas Mendocino National Forest Not-a-Rallye April 24-26 (last weekend in April, as always) in the East Mendoncino National Forest, Stonyford District, this year will be at Cedar Camp. Directions: Take I-5 to Maxwell. Gas up in Williams! You have ±50miles to go and head WEST to Lodoga - Stonyford. Go right on Lodoga-Stonyford Rd. Before Stonyford turn left on Goat Mtn Rd go right on M-5, CEDAR CAMP will be on the left in about 3-4 miles from M-5 intersection. Or, if you need supplies in Stonyford (expensive and scarce petrol) you may continue on to M-10 Stay on M-10 until the M-5 intersection Go left on M-5. Shortly after a shallow (hopefully) water crossing CEDAR CAMP will be on your right. Rain-or-shine, This is a traditional BYO not-an-event, in the Mendo Recce spirit. Full gas tanks-plus recommended. Don't forget food, water, cooking supplies, camp supplies, garbage bags. Pot luck on Saturday night. Be prepared to have fun.

101 Production Trivia:

	1972	1973	1974	1975	1976	1977	1978	Total
RHD home	10	6	8	532	337	426	3	1,322
RHD expt	-	-	-	-	6	22	-	28
LHD expt	2	-	-	76	304	201	-	538
RHD 24v	9	3	-	70	86	2	-	170
LHD 24v	6	1	-	160	160	111	27	474
RHD 24v expt	-	-	-	-	-	64	28	92

An interesting fact from Bill Leacock – "The other day I was reading an auto industry magazine article discussing the merits of SUV's with frame construction and without frame (chassis in English English) construction. A figure leapt from the page, they quoted the typical additional cost of the frame as $125 (one hundred and twenty five dollars)!

Rover Owners of Virginia has a web site now. The URL is www.geocities.com/Baja/Dunes/3268 This is a temporary site until it gets up on www.pinn.net/~rover. In rally news, there has been discussion that last years Mid-Atlantic was to be the last. Not so. At the latest ROAV AGM, consensus was that the Mid-Atlantic has developed a serious following and that it should be continued, albeit in a reduced format.

From the Ottawa Citizen - BMW may produce an off-road vehicle in the U.S. before the end of 1999, according to a company that will supply parts for the car. SAI Automotive, Europe's largest maker of car interiors, received an order to fit the new off-road vehicle with door interiors, a dashboard and trunk lining in mid 1999, SAI management board member Juergne Voigt said in an interview. The car would be likely made at BMW's factory in Spartanburg, South Carolina. BMW is currently expanding its facilities in the U.S. to make room for the production of another, as yet unnamed, model. The site currently makes about 50,000 BMW Z3 roadsters a year. BMW declined to comment on the SAI statement.

More alternate parts – from Bill Leacock – "is there a generic thermostat available in the US ? " A part sold at Parts America was suggested to me. So I visited them and purchased Stant part # 65358 Superstat. The parts book does not list Land Rover, but it does list the Rover P4 range, one of which was fitted with the 4 cylinder Land Rover engine. The part fits, it was necessary on my engine to fit a large O ring on top to fill up the gap in the top hat piece of the thermostat housing. The parts book list 3 alternatives at different price levels. The Superstat was $4.50.

New Members

Four new members this month:

Kanti Barnes, formerly of Newfoundland, now of Ottawa with a 1973 Series III 88

Dan Cantwell of Oakville, Ontario with a 1961 Series IIA

David Ritchie of La Porte Indiana with a 1997 D90

A.T. Dormer of Oshawa Ontario with a 1997 Discovery and a 1965 Series IIA 88

General Servicing: Repairs, Humour, Tales & Trivia

Journal Entry 4: Little Things and Winter's Blues

by Alan Richer

In this journal entry on the rebuild of Amanda's 88, I was hoping to go into the reconstruction of a bent chassis - something that I'm sure would have been of interest. Unfortunately, due to the press of time (and unexpected business trips), as well as some of the most uncomfortable working conditions I've experienced in a while, this one is going to have to wait.

Instead, I'm going to talk about the time-fillers - the little, in-between things that you can do while awaiting weather, parts or money to continue on the big parts of a restoration. These little tasks, while not as notable as footwell replacement or engine rebuilds, go a long way toward making a Rover rebuild a first-class job.

Pedal boxes: You know - the rusty things holding up the pedals and the hydraulic cylinders. These innocuous bits of steel are actually safety-related items, as a wobbly pedal bushing can cause an MOT failure, or a badly set stop can cause the hydraulics not to release pressure when the pedal is let up. They're worth some attention.

When I removed the pedal boxes from the bulkhead (6 bolts each, then turn 90 to slide them up and out), the first thing I had to do was to replace 3 of the welded nuts on each due to rusted bolts being stuck in them. This required the tender mercies of an angle-grinder to remove the old nut and rusty bolt, then a spot of MIG welding to set a new nut. Should yours need this, set a grade-8 nut in place with the matching bolt, and walk over to a local welding shop. A few dollars will see them set in place in about 5 minutes.

I did this with the pedal and internals still in place as it allowed me to tilt the box up vertically for easier welding - your preferences may vary, and in that case strip it first.

After the welding was done, I coated each weld with a bit of auto primer to prevent rust. Then I stripped the pedal boxes, keeping the components of each (except the cylinders, which I discarded) in a large Ziploc bag. The hint to stripping the pedals from the boxes is to drive out the tension pin, then tap the shaft out with a brass drift while watching out for the pedal as you drive it all the way out. Simple, but it takes 3 hands.

These individual components (with the exception of the shaft and bushings for the pedal) were all treated to a thorough examination (in which I found a cracked weld on a pedal - look carefully!) , wirebrushing to clean metal inside and out, and 3 coats of sprayed Hammerite Black.

One or two notes on this process are in order. First, put the screws holding the respective top covers in place when painting, both to spare the threads the paint and to paint the screwheads. Secondly, Hammerite's paint-over-rust does not mean leave the crud in place - clean it up! Third and last, it's easiest to paint this stuff hanging - and conveniently, a broomstick fits the pedal shaft hole nicely.

Mechanical renewal on the boxes is simple enough, mainly requiring the replacement of the bronze bushings at the top of the pedal if necessary. If these are badly worn, a check of the diameter of the pedal shaft with a micrometer or dial caliper might be in order too. My boxes had one bad set of bushings (the clutch pedal), and the shafts of both were clogged up with crud and bronze shavings, needing to be flushed with an oil can full of Diesel.

To keep them running smoothly later on, I fitted each pedal shaft with an angled grease fitting rather than the closure bolt it originally had. This made it possible to get lubrication to the boxes without removing them from the truck later - a feature LR should have installed!

Once they were all cleaned, painted and refurbished as necessary, I reassembled them, using new taper pins and obtaining new rubber gaskets for the top covers for their eventual return to the truck.

Steering column bracketing and mountings/ defroster ducts

All those brackets and mounts for the column - you know as well as I when you're reassembling the truck you're not going to stop and repaint 'em. Do them now, while they're out and it's too cold to do anything else.

All these will really need is a stripping and repainting - mine were just rusty, the original lacquer having succumbed to the elements long ago. The defogger ducts were the same - flat pans, long ago gone rusty.

Rather than go for the semi-gloss black these originally had, I opted for a wrinkle-finish black over anti-rust primer. None of the brackets or pans was as smooth as originally manufactured, and I didn't feel up to the endless task of filling rust pits.

After a quick whisk at the wire wheel to remove rust and the original paint, I hung the pieces in front of a backdrop and sprayed on 2 coats of anti-rust primer, letting this dry a day or four. I then brought the pieces into the basement (when the wife wasn't home) to spray the wrinkle finish.

Wrinkle-finish paint is a funny thing - basically it's a heavy lacquer that surface-dries quickly, then said surface "wrinkles" as it loses support with the paint underneath drying. Because of this, it doesn't work at temperatures under 60F or so. Look for it in auto-parts shops - it's a quite common item for accessories on older cars.

Lastly a caveat - don't expect to spray it on and immediately see the finish wrinkle. The wrinkling, being a function of the paint drying, can take up to 2 hours to take place.

With the wife out of the way, I turned off the gas appliances in the basement (open flame and wrinkle paint are a BIG no-no) and sprayed 2 heavy coats of the finish. Follow the directions on the can for this, as they're all a bit different. Lay the broad sides of the parts down to coat - these will look the nicest.

Once wrinkled and dry to the touch, put them aside for 2 weeks - this stuff takes forever to dry hard.

Conclusion: Even with the doldrums on us, the little things can continue to happen. Work on the small bits - this way you can keep the freezing of body parts to a minimum and yet still progress on your restoration.

A Friday Story

by Mike Rooth

Tried to change the offside rear spring on Bloody Nora last weekend. Score, Bloody Nora: one. Me: Nil. I had enough trouble changing the drivers door lock assembly, since the top captive nuts had made a bid for freedom. And of course it had to be the nut right out of sight that went round, and round and round… Jamming it with a screwdriver eventually made it give up, but getting it back on again was the cause of a considerable rise in air temperature inside the vehicle. Eventually, sheer genius took over (no, not the D.A., just for once) and a pile of washers jammed between the inner and outer door skin at this point enabled the nut to be positioned just so and the bolt tightened. Of course genius has its limitations, in this case having given little or no thought whatever on how to get the washers out again. Time for a smoke and a coffee, obviously. And a blank minded wander into the workshop (posh name for me shed). Whereupon I espied a pot magnet, screwed to a length of steel rod. Is there no end to this boy's ingenuity? Well… Actually, yes.

On to the spring, charged with fresh enthusiasm. I had a nasty feeling about this job. Something along the lines of: Bloody Nora is usually bitchy about one job a day. Two is stretching things a bit. In fact, two is stretching things one helluva lot. First off, the mudflap fell off. Oh well, it had been attached by one 2BA bolt for weeks. Get socket on lower rear shackle bolt… ooooff! The nut would move, just, with great reluctance, and gallons of Plus Gas "releasing" oil. But the bolt… Oh no sunshine, that was solid. Took about an hour to remove the nut. More Plus Gas. More oooffff.

Right. That does it. Turbotorch time. Good tool, this. Made in the Excited States. Then, of course almost totally buggered up by British Oxygen. BO for short. Draw your own conclusions as to that. Whoever would substitute a refill of what appears to be a propane/butane mix for a torch designed to run on propane alone? However, the application of the business end of this contraption to the shackle bolt eventually produced movement. Micro-movement, I grant you, but movement nonetheless. More Plus Gas while still hot. More movement. Until it was (relatively) loose. By which time I could see what had, mercifully until now, been hidden from my gaze. The chassis bush was… er… defunct. and I hadn't got a spare. What's more it would be dark in an hour. So that hour was usefully used in loosening the upper rear shackle bolt (stiff, but do-able) and the front spring bolt (dead easy, because lubricated by the gearbox). And replacing the mudflap. Which fell off again a day later. Let no one say my jobs don't last…

Gets worse this. In fact, if the damned vehicle gets much craftier, it'll be craftier than me..

So, in preparation for the MoT, there were certain things the owld bag required. A back spring, for starters. No, no, not new, don't worry, I haven't gone completely mad. Having spent a day making sure the relevant bolts were removable, I assembled all the required bits and pieces, which included an angle grinder, and set out to change the spring. NOT, I may add, a job I was enthusiastic about at all. But, to my infinite surprise, it behaved itself beautifully. As I suspected, the new fuel tank would not allow the front spring bolt to come out so that got the heave-ho courtesy of the angle grinder, and I'd had the foresight to buy a new bolt. Hurt, that did, my wallet is only now recovering from the operation. It actually took longer to replace the mudflap that had fallen off, but then Nora being a quick thinking beast had hidden all the self tapping screws.

Fine, I thought that's a relief. Why do I persist in being so naive? Next job, look around the front axle, there's usually some adjustment needed here. So take a day off to do it. Nothing. Absolutely nothing to do as far as I could see except take up the brakes. Even the rear brake that had a rather stiff ram last year seemed OK. Now I

had, a day or two earlier, decided that the two rear tyres were past the pale, so to speak, and had made enquiries of a workmate, who knows a bloke wot flogs tyres, what sort of prices said bloke would quote. The reply awaked the greed in me(never really fast asleep),and I arranged to take a wheel off Nora, replacing it with the spare(which had more tread on it anyway),put it in his van at work and he'd do the necessary with his mate.So I handed him item, one wheel, and item, money. I know. Its painful. So I was at first really pleased that Bloody Nora hadn't produced any complications. By the evening I was convinced, as I said to the D.A, that the Old Bag had something really nasty up her sleeve. But there I was, tyre off to be replaced, all that was possible done, and when that wheel came back, t'other could go and Bob's your paternal relation.

Saturday morning arrived, and I was standing in the kitchen looking out of the window where Nora was parked. "Why" I thought "Did I park with a front wheel on top of the drain cover?" It was the only reason I could think of for the peculiar angle. Oh you unspeakable SWINE! You Solihull sod! You complete and utter BITCH! A sodding puncture.

Overnight when I wasn't watching…How many wheels had I got?

FOUR. That's how many, just bloody FOUR…

Right, we have a puncture. Load wheel into daughter's Metro (Having eventually located daughter with cellphone switched "on". Simple, you would think, to get a new tube put in the tyre. Wrong. The first attribute any English mechanic or tyre operative develops in a good pair of lungs. This is the better to perform the sharp intake of breath sucked in through the teeth. "Nah, mate"(Until that moment, I was unaware of being his mate) "Cant purra toob in that".

"Why ever not?" I said.

"Werl look arrit, its all perished innit".

Ok so it did look pretty grotty, but not that bad. "Balls" quoth I, "And anyway that's my affair. All I'm asking you to do is put a new tube in it, not drive on it".

"Nah, mate, 'ave to 'ave a new tyre".

"Not from you sunshine, I'll get it done somewhere else". Resigned sigh from daughter, who could see herself putting in a considerable mileage at this rate.

Pretty much the same reaction at the next place. If anything his sharp intake of breath was rather more artistic. "OK" says I "Sell me a tube". "Oh, I can do that" was the reply, dumping a tube on top of the wheel. Then I think the absurdity of the situation struck him. He wasn't prepared to fit the tube in the tyre because he seemed to think he was liable in some way (And knowing the laws of our Glorious Nanny State he probably was), but he was prepared to sell me a tube knowing to what use it would be put, in a tyre he considered unsafe. Nicked, either way. I could see comprehension slowly dawning.

"Oh all right, I'll fit it, but at Customer's Own Risk". Which is all I wanted in the first place.

Thursday, which promised to be a hectic enough day anyway, actually started pearshaped. The tyres I had ordered (and paid for) from the mate of a mate had still not appeared. More importantly, neither had the wheel one was mounted upon. And one of the dogs was to go for an operation to remove several bad teeth, required at the vet's early. So waking Nora with a kick in the rear we set off to the farm so that the mare could spend yet another day productively chewing grass in the field (free),as distinct from chewing hay in a stable(definitely not free).So on the way Nora starts to whine. "Shurrup" says I. Whine, whine whine. "Not the diff, you old bag, even you wouldn't do that, and give over whining, its not that early".

No, it wasn't the diff. It was that bloody tyre again. Not quite flat, but bad enough, and time being wasted pumping it up again with the foot pump. Back home, load dog, off to vet's, pump up again. This is ridiculous. The only thing to do, if only for the sake of my back, to which Nora was doing her level best to become a permanent, rather than intermittent problem, was to call in on the way home, and buy a bloody tyre at whatever price they wanted, thus, of course cancelling out any gains made in price through the mate-of-a-mate. And, of course, it wasn't the same tread pattern. Mind you, I wasn't all that bothered, as it happened. I've had a certain amount of trouble with the old tread pattern, whichever remoulding firm it came from, although it did last longer than any cross-ply I'd tried.

And, as luck would have it, when the first tyre arrived from the preferred, and cheaper, source it was the same pattern. So I'm happy. Well, perhaps that's an overstatement. Lets just say I've stopped grinding my teeth. Which alone has probably saved a dentist bill. It's an ill wind.

Who put the Romp?

by Jeff Berg

This year's Maine Winter Romp was held over Valentines Day weekend. The site, as always, was Unity Maine, and the event's organizer was Unity resident, and Land-Rover enthusiast, Bruce Fowler. Several OVLR members were present including Jeff Aronson, John Cranfield, Bruce Fowler, Al Richer, Eric Riston, Eric Zipkin and myself. (Apologies to anyone I've forgotten to include here.)

Friday evening a number of folks met for dinner at the Unity Pit Stop Restaurant. After the meal most headed out to the woods to attempt a hill climb. Unfortunately, the group never quite reached the hill itself as the lead cars broke through the snow crust and became bogged down on the low ground approaching the slope. Some smart winching got everyone turned around and back on solid ground, but it took some time.

The next morning saw even more people arrive for breakfast at the Homestead Restaurant. Hearty meals seemed to be the order of the day. After stoking up, the group met at the Pit Stop to pick up instruction packets for the road rally. This sent us to five towns, one college campus, two business establishments, and along a number of back roads (and paths) in search of hidden Rover parts. The rally instructions provided the locations of each, but it was up to

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each team to plot the most efficient course. Nobody completed the entire course before the designated stopping time: lunch.

Bruce organized a cookout in a nearby field. There was a bonfire to warm the body and Rovers to warm the heart--it being Valentines Day. After lunch there was another equally unsuccessful attempt at the hill climb followed by an off road "white lane" trail run.

The run was along a logging road that seemed to be passable. Looks were deceiving however, and soon a Discovery was buried to the axles in snow. A winch vehicle was brought into position and the Disco was pulled free. Meanwhile people behind the Discovery started backing up and turning around. Bruce was going to lead a group of less hearty along another route while others pressed on.

It was during this "advance to the rear" that the author managed to back off the trail and completely bury his vehicle FINSUP in a deep snow bank formed in the valley of a 30 degree side slope. Mike and Alan from East Coast Rovers lent their expertise to the extraction, for which the author is profoundly grateful. (If anyone has a photo of this please send it to me so I can include it here.)

After that Bruce lead the group along another path attempting to meet up with the the group--lead by Zippy--that was trying to complete the original route. That group transmitted (via CB radio) that they were turning around, so Bruce and the main group headed for the student lounge at nearby Unity College.

About an hour later the stragglers walked in looking haggard. They too had had a hellish time trying to get themselves turned around. At the lounge everyone filled up on inexpensive, but excellent, draft beer (IPA 420 and Guinness were just two of the many-choices) and pizza. George Bull and Joanne Cameron showed some videos of their journey through Africa, and of other Rover events. Everyone had a good time talking about Rovers.

Sunday morning it was back to the Pit Stop for breakfast. The Romp party was joined by a group of Scarborough Land-Rover customers who were there for a WHEELS event. (L-R dealers must sponsor several such events a year.) John Cranfield set up a non-damaging trials course for the group. Bruce and a group of volunteers from the Romp went to the site ahead of time to cut down some dead brush and build a bonfire. Once the trials were underway that group set out to blaze a trail for the WHEELS group to drive that afternoon. Chainsaws could be heard clearing the way so that these owners of newer vehicles could avoid "OVLR pinstripes."

The trip "in" was without incident, but the group leaders, who became followers on the way out, found interesting ways to get stuck as they worked their way back to civilization. After that some headed for home while others stayed for one more evening of night life in Unity, Maine. Thanks to Bruce Fowler and John Cranfield for putting together such a wonderful event. Hopefully more OVLR members will "head south" for the romp next February.

Land Rover 50th Anniversary Events, a general guide:

May 9-10 - The R.O.V.E.R.S. club of eastern Pennsylvannia and southern New Jersey will be holding their 50th celebrations at the Carlisle Import Car Show in Carlisle, Pennsylvania. The Import show is a large affair where the vendors are usually more impressive than the cars on display. You want some British parts, this is one of the best events to hit. Call Pete Cosmides at (609) 778-3695 for more information

May 15-18 - Land Rover Register of South Australia 50th Anniversary Blinman Jamboree, Flinders Ranges, South Australia.

May 22-31 - The Association of Rover Clubs (ARC) is holding a nine day affair at Eastnor Castle, England. Far too many details to write here. Special events include a timed trial, a big band evening of '40's fancy dress, visits to the Solihull factory, and a concours d'elegance. Also the usual RTV, CCV and comp safari. Check out a copy of Land Rover Owner or Land Rover World magazines for details.

June 19-21 - Ottawa Valley Land Rovers holds its 15th Birthday Party at Silver Lake, Ontario. Off-roading, trials course, swap meet. More information in future newsletters.

June 27-29 - The Series One Club of England holds its 50th Anniversary Rally at Shugborough Hall in Stafford, England. There will be a live band on Friday night, a display of model Land Rovers, a professional photography service, and a selection of club stands. The club is expecting some 300 Series I's to attend. For more details write to John Robinson, 112 Hillylaid Road, Littlew Thornton, Cleveleys, Lancashire FY5 4ED, or call the Series One Club at 01363-82666

June 27-29 - The Solihull Society holds its "National Rally" in Steamboat Springs, Colorado. Registration for the Rally is US$130 (US$30 if you are coming in a Series One). Contact John Wood at (303) 774-9225 for more information.

June 27-29 - Land Rover North America's 50th Anniversary event in Lanham Maryland. Current rumours imply is will be a GM-Saturn-like event near their corporate headquarters. Off-roading opportunities will be available on their corporate track.

July 17-19 - LRO-Billing Aquadrome 50th Anniversary celebration. A lakeside quarry off-road course has been created for participants, a Freelander demonstration, Land Rover exhibition, etc. Check out Land Rover Owner magazine for further details.

August 1-3 - North American 50th Anniversary Rally at the Greek Peak Ski Resort near Cortland, New York. Hosted by the Association of North American Rover Clubs (OVLR, BSROA, ROAV) and supported by the Toronto Area Rover Club, R.O.V.E.R.S. and the Finger Lake Rover Club. Trials course, tech sessions, and off-roading opportunities.

August - Eurolink (A European version of ARC/ANARC) will be celebrating 50 years of Land Rover in Germany. More details to appear in Land Rover World magazine

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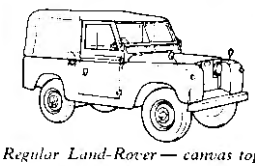
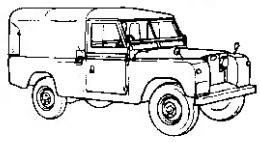
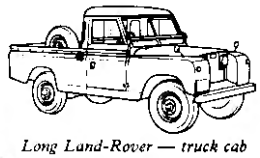


Regular Land-Rover — canvas top



Long Land-Rover — canvas top



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