OTTAWA VALLEY LAND ROVERS

30 April 1998

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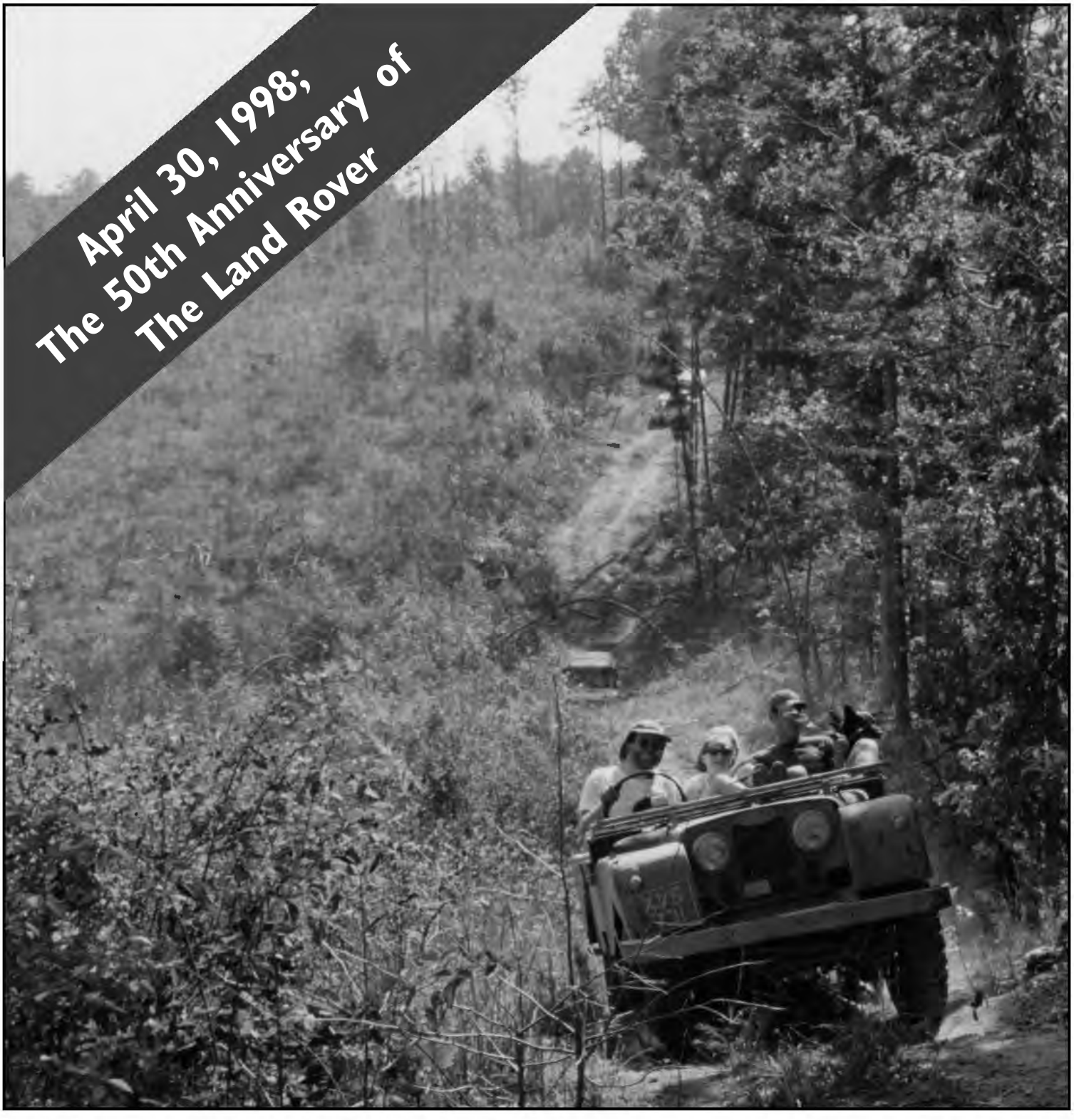

PO Box 36055, 1318 Wellington Street,
Ottawa, Ontario, CANADA K1Y 4V3

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

ISSN 1203-8237

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…

April 20	**Social at the Prescott Hotel,** Preston Street, Ottawa, 7pm
May 4	**Executive Meeting.** Phone Bruce for details
May 18	**Social at the Prescott Hotel,** Preston Street, Ottawa, 7pm
June 1	**Executive Meeting.** Phone Bruce for details

future events:

(Dates & times subject to change)

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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"Now that BMW owns Rolls Royce, we should put up a big banner welcoming the Rolls & Bentley snobs into our happy family! We all know how enthusiastic they are with our presence"
"does this mean that all the BMW vehicles will be parked together at the British Invasion?"

— Quotes from OVLR members on BMW's purchase of Rolls Royce

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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;

All should know by now that the Maple Syrup Rally was rescheduled twice because of changes in the weather patterns. Changes towards lots of warmth, followed by lots of cold caused the sap to start running later than expected. There will be an account of the rally in the next newsletter.

Upcoming events – Plans for the Birthday Party have been finalised. You will find information on the event inside! Representatives from OVLR got together with counterparts from the Finger Lakes, Bay State, Virginia, ROVERS and Toronto clubs to finalise plans for the 50th Anniversary. Read all about it…

The Tune-up will be at MiniMan's in Stittsville on May 23rd. This is your chance to get some of those annoying noises diagnosed by some real mechanics.

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

A note from the editor: There were more than a couple complaints about the copying quality of the February newsletter. The supplier (Business Depot) was approached and they ran the March issue off for free. Well, as we can all see, they managed to blow it yet again. So we are off looking at alternatives, everything for better printing methods to purchasing a printer upon which to produce the newsletter. Keeping things within budget is the current task that is being wrestled with. (if anyone wants all the figures, just drop a line)

The March newsletter was quickly run off by a reduced crew last month. Again at our traditional lair, in the shrine of the galvanised Land-Rover (someday we will get some pictures of this holy shrine!), Bob, Murray, Fred and I managed to get it collated, stuffed nowhere near in record time. Ted missed the session, and has thus earned the official title of "Layabout" as well as Off-Road Co-ordinator. (It's in the Executive minutes, so it must be true!). Eastern members will be pleased to note the modified North American logo. Spencer spent an entire evening discovering Newfoundland! Several hours more of Spencer's efforts then added all those islands up in the Canadian arctic.

The March social was well attended. Attendees found Keith Elliot revelling us with new engine noise stories now that having a road legal vehicle is sinking in. David Orman drove in from near Perth, asking about practical things like Fairey winches and trailer wiring. Fred Joyce was bitterly complaining about Spencer losing Newfoundland on the newsletter cover, threatening all sorts of nasties on Spenny should this not be corrected. (I think Fred and Kevin Burton would have Spenny visit the Rock). Peter Gaby forgot his trainee puppy as it has transformed itself into a Tasmanian devil. Murray Jackson, our resident Caper happily explained to Christian Szpilfogel that there is not a Cape Breton Liberation Army lead by General John Cabot Trail (a nice drive though and another place for Spenny to visit). Andrew Finlayson was showing off proposed new club hardware and soliciting opinions on various designs. Prompted by Keith Elliot, Kevin Wiley and Christian traded squeeks and rattle stories from their Discos. Francois Juneau appeared and informed us that his Unimog was all ready for the Birthday Party. He is hoping that a couple 101's appear so they could go play where the more common Land Rover folk fear to tread! (Francois also was the only club member who made it up to Vern's to help with tapping trees and getting everything in order for this years maple syrup run). Ted and Bruce rounded out the crew and gave tech advice to all.

Crossword Puzzle Contest: This month sees the second installment of the year long Crossword Puzzle Contest. Those of you who are interested in scoring your efforts will find the solution to the January puzzle inside.

OVLR has joined the Specialty Vehicle Association of Canada. Amongst its other chores, the SVA keeps track of proposed changes to government regulations and legislation where they affect older vehicles. In the latest round of changes to emissions standards and testing, the SVA lobbied hard to exempt

This Month's Cover:

Quintin Aspin's *SI on the offroad at the 1997 Mid-Atlantic*
Photo: Dave Bobeck

older vehicles without emissions equipment from testing.

- Become a legend!

Be a Tech Presenter at the 50th Celebration.

Come to the 50th Anniversary Celebration at the Greek Peak Ski Area in Cortland, NY and share your ideas and skills with other Rover owners in the Technical Sessions.

Technical Sessions - Scary, no? NO!

These are going to be Rover owners talking to other Rover owners about things they do to (and with) their cars. You don't have to be a trained engineer or a wildrness guide to give useful information to other Rover owners on any number of subjects. All you need to be able to do is talk for at least a half-hour, and demonstrate (if possible) the skill you're trying to get across. Even simple things are very valuable to the newer owner - I'm doing a talk on basic electrical troubleshooting, for example. You only need to follow 4 basic guidelines:

1. It has to be meaningful to some part Rover communities.
2. You be able to present this to a group of folks without endangering them or yourself.
3. Presentation can take place without expensive goodies, though I'm trying to scavenge up some AV gear
4. It be non-commercial.

Right now, there are about a dozen folks signed up, on topics from welding basics to off-road equipping a Range Rover to expedition planning with a 101. This is your chance to get your ideas and knowledge out to a larger community and make yourself a name in the process. You know you all have good ideas and experience that can benefit other owners - all the way from the "What's the yellow knob do?" new owner to the grizzled veterans of Rover ownership. I can be reached at 617-693-9096 during the day, or email me at aricher@lotus.com. If you have an idea and aren't sure how to get it across, email or call me and I'll help! See you in August! - Al Richer and Mr. Churchill

Dale and the GP deep in the muck at the MSR, story next month
Photo: Kevin Willey

- It seems that Ted Rose is being quiet about his 88 and some recent repairs. Well, to encourage him to write, I will offer a brief account. It all started when Ted noticed that his clutch, which had been going south for a number of years, decided to get rather worse. Undrivable in fact. So, one evening Ted called Kevin Willey and I over to pull the gearbox. Beer was on tap, so with that bit of incentive the seatbox, then gearbox quickly came out. Actually pretty uneventful, though we had to take great care not to disturb the dirt in the clutch slave least it stop functioning. That done, we dealt with the rest of Ted's beer collection and listened to Kevin describe how his new Lightweight acquisition should be a quick two year project to reassemble. Later in the week Ted replaced the clutch. He even placed the rear main oil seal. Note, it is placed, not replaced, as there seems to have been a lack of an oil seal in the back of this engine for the past, oh five years. No matter.

- The next week Kevin and I gathered again and put the gearbox back in the Rover. A fairly easy task. That done, the next step was bleeding the clutch. Being a Series III gearbox, the remote having broken away, Ted got under the vehicle to do the duty. Kevin was elected to pump the pedal. I looked for a lawnchair. Unfortunately, my efforts were distracted. Ted was complaining that nothing was happening at the slave cylinder. I was standing in awe as Kevin was busily pumping up the brake pedal and saying that he was getting some pressure. Eventually Ted crawled out to see what was happening and Kevin happily demonstrated what he had been doing. We should note that Kevin does own an automatic Disco, but how this is going to translate into forward motion with his newly acquired Lightweight is to be seen… Now as to that the steady stream of oil coming from his 88 when we took it for a test drive, that's another story!

- Desperate Dale has been busy. Numerous phone calls to Eric Riston at ABP have resulted in a Range Rover that is slightly taller and has a better ride. New springs and shocks all around and he didn't even make that big a mess of the driveway!

- One local activity of note. Being a long weekend, and seeing the need to exercise his 109, Sean McGuire rang up a bunch of people (Ted included) for a quick reconnoiter of LaRose Forest. Attendance wasn't bad. Bruce Ricker had managed to extract Bob Wood from his lair and arrived in Sedgewick, thus bringing the only winch wrapped with festive Christmas garlands. Desperate Dale brought his newly re-sprung Gin Palace for some off-roading luxury (Madelaine was able to sleep through some portions as the ride is so good. Amazing what new shocks can do!). Fred Joyce brought out his Series II and Dixon didn't embarrass himself in the Green Beastie (That effort was saved for Sean, who with his theatrical training demonstrated how easily it is to get a 109 stuck when you have vague steering). Most major snowmobile trails were found to be open, the side trails blocked with fallen trees. LaRose Forest is going to be quite the fire hazard for the next couple of summers with the mountains of fallen branches from the February ice storm.

A letter from David Lowe, the leader of "Team Daphne" – "A few months ago my sons decided to order take out Chinese food, they were in beautiful downtown Oshawa, and volunteered Gavin to pick it up.

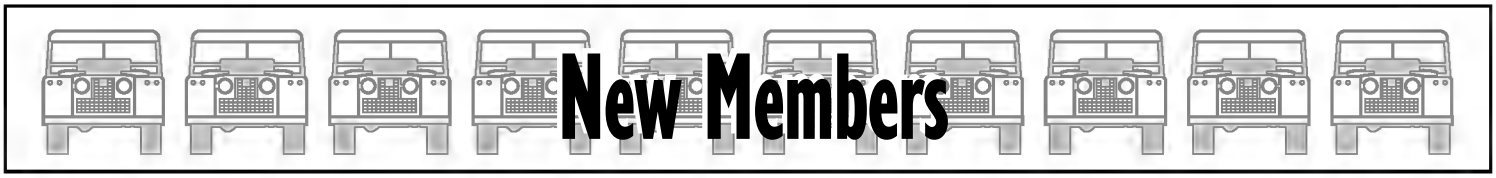
Gavin jumped into Murphy and drove away, only to notice as he turned on to the main street a Durham Region police car behind him. As he turned on to the street to the restaurant all hell broke loose. Lights flashing siren blaring… "Get out of the car… put your hands in the air… Police person with gun drawn… WALK BACKWARDS… Keep your hands in the air NOW…" Another police car screams around the corner, then another, then another, then the Swat team van blocks off the end of the street. Gavin still standing in the street with his hands in the air. "Don't move…" police frisk him. Cuff him. Other Gendarmes are searching Murphy. Find ammo box tool box under seat. "WHATS IN THIS!!!!" "Tttttooools" says Gavin. Crowds gathering. "WHERES THE GUN?". "I, I, I don't have a gun" says Gavin, buttocks tightly clenched… other gendarmes pulling stuff out of the back of Murf… "WHATS THIS!!!" says one pulling out the ex mil. camo coloured tool roll. "WHATS IN THIS GUN ROLL !!!!" "It It It Isn't a gun roll squeeks Gavin". Gendarmes begin to calm down, talk to Gavin. Very sorry old boy… mistaken identity and all that.

It turned out there had been an armed hold up nearby and a witness said the perpetrator escaped in a blue JEEP!!!! a blue JEEP !!!! You thick plods. An 88 as a get-away vehicle yeah that would do it. Now I know that the Great Train Robbers used a Series I. but I ask you really, I mean really.

The Mr. Plods remount and leave, crowds eyeing Gavin with baleful stares. Gavin walks into restaurant, people start to move away from him. Overwhelming urge to shout I AM NOT A DRUG DEALER. I'm telling you folks, what with snapping hydro poles and bodies in ravines this boy o' mine ain't gonna be growed up too good."

"bored bored bored " from Ben Smith – " Here I am still at work 13.5 hours after I got here this morning. The backup didn't work, so I had to redo it before I could upgrade the mission critical SGI which is being emulated by another host. If only the patches would finish, I could go home and get some dinner. Sigh. This weekend is another mendo mud run. Dora, bless her twisted little soul, is still effectively dead. After replacing the throwout bearing and the starter solinoid (1 year old) that managed to die while Dora was down with the bad clutch, when Dora started she ran really rough and had no power. I haven't had the evening to find the problem. Meanwhile the Disco tried to convince me that here rear did was going south. Vibrations and the whole 9 yards. I could shake the pinion entering the diff. LR couldn't get around to fixing it for at least a week and I was 400 miles from home and had to be at work on Monday. So I bit the bullet and bought a new diff (which the warrantee folks refused to cover since I didn't use the dealer). Sigh. So I get home and get a chance to pull the old diff apart and I see the problem. On a SIII, the bit the drive shaft is bolted to is held on the splines by a castlated nut and a cotter pin. On the Disco and other 3.54 diffs, it is a nylock nut. Which had backed off. So the tapered bearings for the diff pinion were loose, thus the vibrations. All I needed to do was tighten the bugger, not replace the bloody diff. Hindsight. Bugger money down the drain at dealer prices. Bugger. (And this is in addition to the water pump and radiator woes of Dora in January). I really don't feel like working on Rovers. So there is a mud run this weekend and all I have is a running Disco with mud tyres. It's Rover, it might as well use it like it was intended. (Assuming that I'm not coming down with something like I think I am). May the Gods of straight body panels look over me… Almost done. Maybe I can go home soon."

Kevin Wiley is now the proud owner of a III Lightweight. He finally managed to pry Andre Gagne's out of his hands, where it has been sitting for the past many, many years. Kevin believes that the re-assembly process could take anywhere from three months to two years. Hopefully it will be well witnessed, er, documented. There could be award potential here!



Eight new members this month:

Kerry Scott of Amherst Virginia with a 1970 IIA 88.

Paul Philippas of Pierrefonds, Quebec

Thomas Pelley of Lantz Nova Scotia with 1962 Series IIA 88"

Chris Stweart of Waterdown Ontario with a 1962 Series IIA 88"

Paul Chasson of Coleman Prince Edward Island

Mary Kuczynski of Wasaga Beach Ontario with a 1998 Discovery

Paul Mercier of Granby Quebec

William Fishel of Bristolville Ohio with a 1974 Series III 88"

Some Non-OVLR News & Rumours

Newsletters received this month include: The Overland from the West Connecticut Rover Club (winter 1998), The Rover-Lander from the Rover-landers of British Columbia (Winter 1998); The Four Wheel Drive from the Norsk Land Rover Klubb (August/September 1997 and Januar/Februar 1998. Anyone wish to practice their Norwegian!); The Gearbox from the Rover Owners of Virginia (Spring 1998); The Obsession from the Land Rover Register of South Australia (February 1998, March 1998), and the Rover Reference from the Bay State Rover Owners Association (January 1998).

A new Land Rover commercial has appeared. This one is cute. It shows a Range Rover driver hesitating at the top of a large cliff unsure whether or not he can drive his new style Range Rover down it. A "bad" devil appears on one shoulder telling him that he can do it. Then a "good" angel appears on his other shoulder. The angle also tells him that he can do it.

On the rumour front, Jim Allen, former LRO correspondent says that he has been approached by a publisher about editing a North American Land Rover magazine. He writes "It would probably start out as a quarterly magazine of roughly 100 pages. The market research is being done but the preliminary numbers seem to justify the investment. At this point it looks like a go for the first issue to come out later this year, however until the number crunchers finish, there remains a small amount of doubt It could cover all aspects of North American Land Roverdom, including (but not limited to) road tests (new and vintage, including perhaps some comparisons of new vs old), good tech on levels from easy to "engineering degree required," travel here and overseas, vehicle features, restoration, a regular columnist from Jolly 'Ol, accessory news, the rumor mill, lifestyle, Rover people, club news and events, driving tips and the rest of the list is potentially endless. An online version would probably follow. Best of all it would cost about the same as any USA mag."

Kevin Willey's new beast (see p.5)

LANHAM, Md., March 18 /PRNewswire/ — For 50 years, Land Rover has been the leader in the sport-utility market, with a line of authentic 4x4s capable of taking owners anywhere they can imagine. Now, Land Rover North America has reaffirmed its position as a leader in the automotive marketing and sales business, announcing a unique new product launch that offers Land Rover owners a first-ever adventure of its kind.

Every current owner of a Land Rover vehicle in North America 87,000 in all will today receive a 58-page brochure offering an exclusive adventure opportunity: a journey late this summer to the Vallecito Lake Valley in southwest Colorado to experience The Land Rover Lodge for four days. At The Land Rover Lodge, which will be open between August 19 and October 1, All lodging, meals, entertainment and activities among them horseback riding, fly-fishing, hiking and sporting clays will be courtesy of LRNA. Expert off-road driving instruction in Land Rover vehicles will also be available for all levels of drivers, from novice to seasoned, under the tutelage of veterans of the annual Camel Trophy Adventure, which is often referred to as the Olympics of four-wheel drive. Participation is limited to the first 9OO owners to register. Guests' only obligations are travel expenses and a registration fee.

Note: Land Rover Canada is planning a similar event, believed to be at the same location.

January's Crossword Answers:

General Servicing: Repairs, Humour, Tales & Trivia

A Village Garage, An April Friday Story

by Mike Rooth

Of course, there wasn't one at all, at first. Heaven alone knows where the villagers got petrol from. So the friend of Father's, whose family were farmers/agricultural contractors, bought a plot of land from his father and just built it, as far as I can gather. And Father went and assisted, taking Eldest Son with him. Presumably Youngest Son was still at the age where he was being a bloody nuisance (some things don't change), and was left at home.

I didn't mind. There was the rickyard to explore, eggs to gather from the stacks, and old machinery to muck about on. And the owner/builder was one of those rare beings that treated kids as adults, unlike my own parents and their other friends. Further, I was given; at the age of about twelve; the Grey Fergie to drive, complete with bucket at the front, in order to shift the pile of spoil.

After the garage opened for business, its immediate requirement was for tools. Not that the owner didn't (or hadn't) possess(ed) any, it was just that when a tractor or combine lacked its proper complement of spanners etc, the driver wandered into the garage and wandered out again. With the necessary items to complete his toolkit. Which led to the owners wife descending on the miscreants like the wrath of God, usually too late, since they'd already lost that which they had nicked, and were ready for another raid. Which, in turn, led to a complete inventory being taken, tools being locked away, and many phone calls from various points of the compass from distressed tractor drivers. Said calls were answered, and the contracting business was charged at, I suspect, rather more than the going rate, for the remedial action. The exception was the Massey Harris combine. This horrible contraption required as a toolkit a large hammer and an even larger adjustable spanner. Needless to say, neither of which it possessed. This came about because Massey's, in their infinite wisdom, had invented their own bolt threads and A/F sizes. This rendered, at a stroke, all spanners held by the garage totally useless, and as a by-product, automatically absolved its crew from accusations of thieving. It was perfectly natural, therefore, when Yours Truly acquired a motor vehicle, and when a certain Marples, then Minister of Transport (may he rot in hell) introduced the Ten Year Test, for me to have said Test attended to there.

The aim at the time was to rid the roads of all the pre-war wrecks that were then using said roads. Brakes, lights, and steering, was the brief. Basically someone wandered around the vehicle, played with the lights, shook the wheels, and tested the brakes. This latter was achieved by loading a device called the Tapley Meter in the passengers footwell accelerating like hell across the forecourt and ramming the anchors on. Since the forecourt was gravelled at the time, this produced an exciting four wheel drift, and rendered the brakes useless for further operational use until re-adjusted at home.

Of course you had to wait until the owner had finished long conversations with ever present locals, who, since the pub was shut, used the place as a base for a bit of a natter, and to keep out of the wife's way. And usually they were on the scrounge. Even if it *was* just for a mug of tea, since the kettle was invariably hot.

It came to pass that the village bobby was replaced by a younger, keener, and therefore universally disliked member of the constabulary. After hours drinking had to be held in the back room of the local, quietly, which involved an extra trip for the landlord to fetch more beer from the bar. Matters, in a way, came to a head when this doyen of uprightness noticed the shotgun propped up in the office of the garage. Being an honest young man, he requested backup in the form of another of his ilk, in a car, and swept down on the garage like the fabled Assyrian of old, and demanded to see the licence. Whereupon the owner replied he hadnt the time to muck about with the likes of him and told him to get lost. Or something. Ill-advisedly the sprog became officious. Mistake.The owner never did have much regard for the so-called forces of law and order. He was(is) a countryman of farming stock, and a village dweller. So he seized the offending weapon of mass destruction whirled it round his head and shouted words to the effect that he was less than enchanted by their visit, they should go away, and as for the paperwork(at this point the gun was brought crashing to the ground, effectively..er..rendering it de-activated) they could whistle for it. At this point, he noticed that the village bobby was cowering behind the car, and the other one was frantically radioing for armed backup. And half the village was rolling around holding their sides, tears of laughter streaming down weathered cheeks. It was a much chastened policeman that applied for a transfer… Which is, of course, why ever since this iniquitous annual torture of the Mot test was invented, that, one year excepted, I have used the place. The owner retired, having fallen off a ladder into a six foot deep lorry pit, shattering his leg on its side on the way. He rented the premises to the current occupants, but kept the lorry bay to keep his hand in on such local lorries as come his way.

It hasn't changed.I was over there yesterday, to get two secondhand tyres put on Nora's front feet. A local bloke, clad gloriously in a long, yellow oilskin, cloth cap and wellies, wandered

in a and said, "Can I borrow the steam cleaner?" To which the mechanic replied "I don't know, its Reg's steam cleaner, not mine, you'll have to ask him".

"Righto", and two minutes later the steam cleaner could be heard outside. When finished, the bloke wandered back in again, availed himself of the washbasin, hot water and soap and wandered out. Personally *I* wouldn't have steam cleaned the underside of a VW Polo at all, but he seemed quite happy…

I doubt whether Reg knows even now.

Sealing revisited

by Alan Richer

A fellow Rover owner recently sent me an email message, asking if I thought that the goop-in-a-tube gasket makers would provide a proper seal for an oil sump and a transfer case cover.

Honestly, my first thought here was "Good luck…". Gasket sealers and the like are great for emergencies, or if the mating surfaces are damaged, but I don't usually recommend them as a cure-all for the ever-present Rover leaks.

Proper gaskets for these bits are very inexpensive, and can be had from any LR parts dealer. Quality is the keyword here - cheap gaskets are useless. This is one of the spots I'll tend to buy original, as they tend to be made better than the after-market gaskets. That said, I am not above using a product as mentioned above to cement the gasket onto the cover or sump, both for sealing and to hold it in place when reinstalled.

The secret to sealing a joint like this is fourfold:

1. Cleanliness will get you a good seal - thoroughly scrape all the mating surfaces of old gasket and sealer, then wipe them down with a solvent to remove small particles that might be left behind.

2. A warped cover or pan will not seal. Make sure the cover or pan edges are not warped from over-torquing of the bolts. If so, a bit of gentle flat-filing with a fine file is in order to take the lumps down. If it's not flat, it won't seal. Use a metal straightedge to check for this.

3. Don't' overtorque the fasteners. Tighter is not better with gaskets.

4. A bit of sealer on one surface (usually the removable bit, not the block) is a good idea. This is my regimen, and it usually works well. Good luck!

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

Dr. Drip

by John Hong (Dorktari '98 contestant)

Gentle Reader,

Dr. Drip is glad to be back in print after a 3 year hiatus. During this time, the Dr. explored his inner rover and has found an alter ego, Chjeap Guy. Time will tell how many more personalities will emerge. Live in fear gentle reader!

Formalities aside, the Dr. welcomes any questions and comments you may have. Chjeap Guy's Fuel Pump Adventure…(all tense, person, syntactical, spelling errors are intentional)

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

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

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

Vroom, it lives again.

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

My inner peace is pricked when I see that auto parts store is now a liquor store. I return to my light industrial space and discover that I have only Santa Clara yellow pages. Oh well, off to Kragens on El Camino and Wolfe. I arrive without incident and purchase a 1.5 to 4 psi universal fuel pump for $29.99. It's form factor is identical to the facet pump I am replacing. (I also see a quick release battery clamp kit for $4.99. Each terminal has a plastic lever actuated cam that replaces the bolt on a standard terminal. Time will tell if this is a good design or if it sucks.)

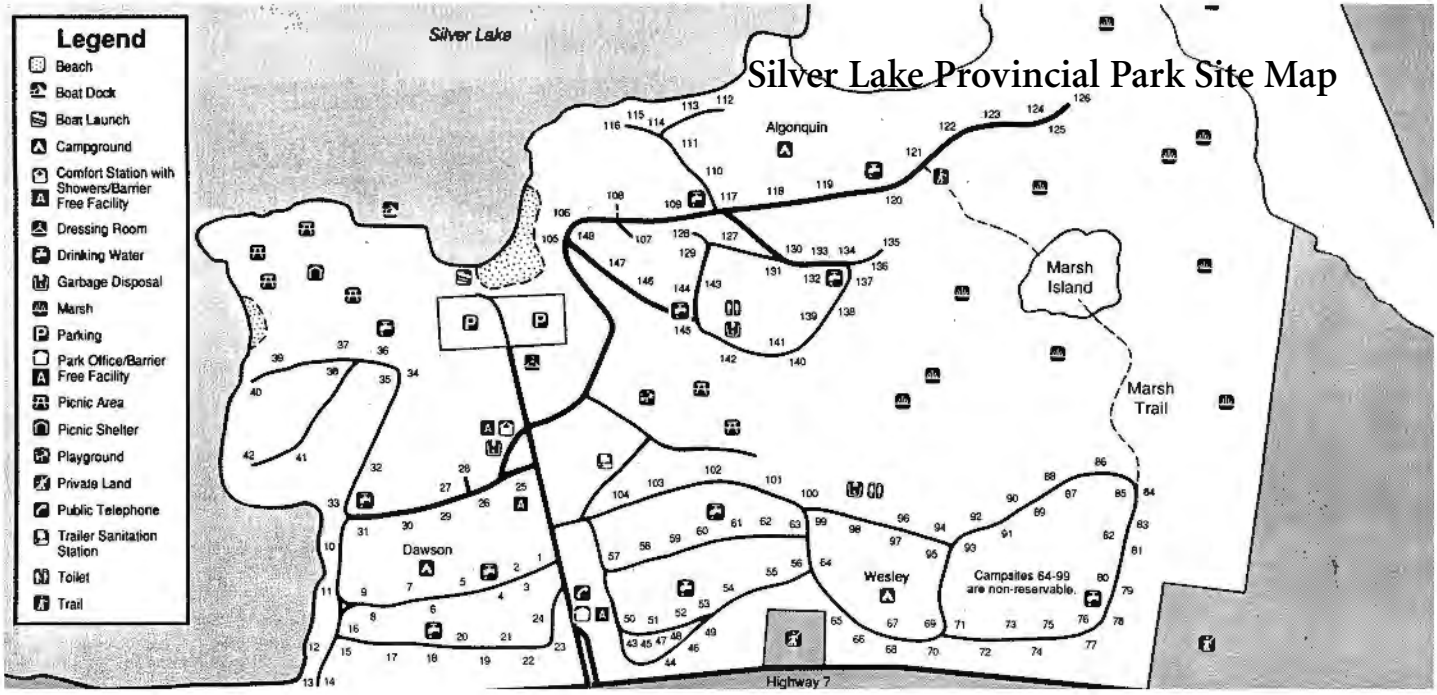
I start driving back and I notice the bulb is not as firm as it used to be. I am about 2/3rds of the way up FairOaks and it craps out in a major intersection. I do manage to coast to the other side. I am down to a _ tank of gas and this is too much head it would seem. I add more gas but tough ka ka. I do finally manage to sputter up to a driveway. In the interim I fear many people have extended the middle digit. I am saddened.

I replace the fuel pump and am glad I have my crimping/stripping tool and some crimp on connectors. I apply power.

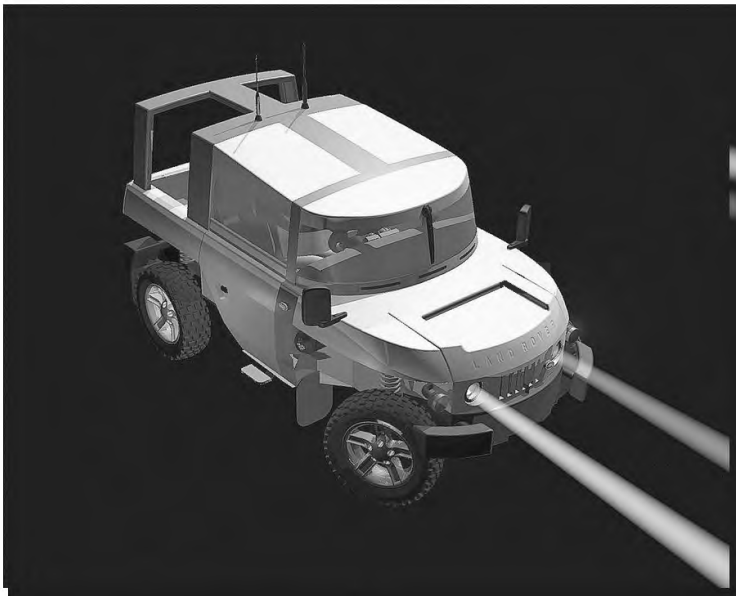
Vroom, it lives yet again.

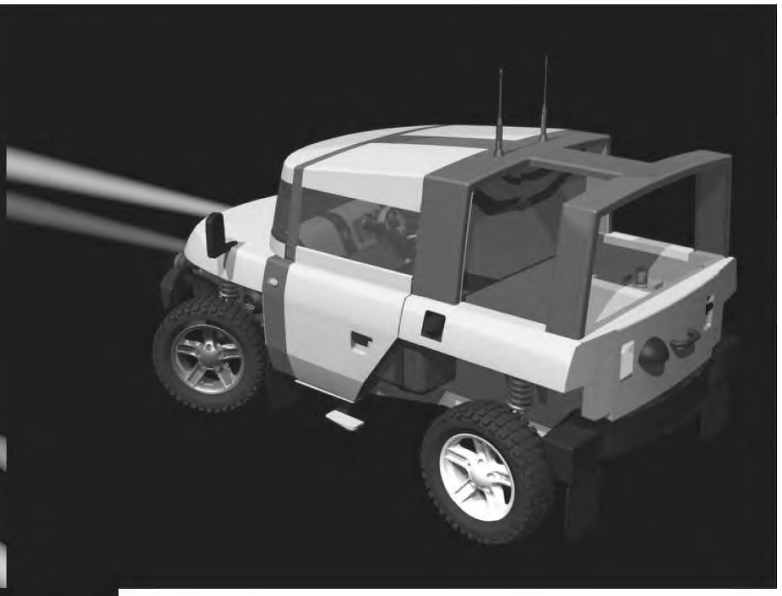
The clicking sound of the pump is soothing. I let it idle and look and smell for leaks. Nope. I go home.

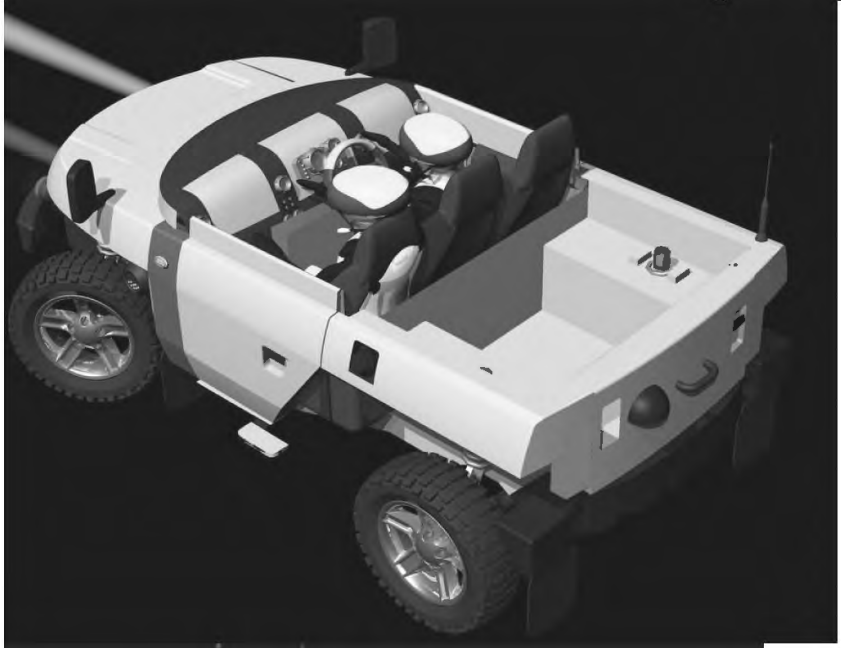
My name is Chjeap Guy and I am a roverholic…



cross-
word,
thanks,
Murray!







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http://www.rovergroup.com/media/rovernews/index_rovernews.html

For what it's worth, this was originally posted April 1!

The original text follows:

Land Rover: A Glimpse Into The Future The Best 4 x 4 x Fifty

Land Rover celebrates its 50th birthday on April 30, 1998. In 50 years, Land Rover has evolved from a simple stop-gap utility vehicle into a range of off-road products that are sold in more than 100 countries, thoroughly justifying the term - The Best 4x4xFAR.

In celebration of this milestone in history, Land Rover's designers have prepared a glimpse into the future with a concept study of a Defender for the new millennium. The images reflect all the hallmarks of the Land Rover brand and, in particular, the icon that is Defender. There is no mistaking that, despite its futuristic looks, this is a Land Rover.

The concept study is not a Land Rover Defender replacement. However, it reflects the designers' current thinking and retains the 'spirit' and ruggedness of Defender in a sophisticated and contemporary style.

The design is thoroughly practical as a production proposition. Lightweight materials, including engineering polymers, are likely to be used in a structure that retains all the off-road capability and strength of the current Defender yet reflects the environmental challenges of a new century.

THE ROADLESS 109

Designed and developed with the assistance of The Rover Co. Ltd.
(Technical Sales Department)

Tested for over two years and thousands of miles, under a variety of severe conditions, including forestry, bogs, cross country and good and bad road surfaces. Large diameter wheels ensure low rolling resistance and high ground clearance on extreme surface conditions.

High drawbar pull . . . Wide wheel base gives excellent stability on side slopes . . . Heavy duty suspension built for cross country work . . . Will wade through water up to 2 ft. 6 ins. deep . . . Large diameter and wide tyre section gives low ground pressure necessary for bog and soft sand.

ROADLESS TRACTION LIMITED

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