OTTAWA VALLEY LAND ROVERS

15 May 1998

Volume XV, Number 5

OTTAWA VALLEY LAND ROVERS

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…

May 9-10	**ROVERS 50th Anniversary at the Carlisle Import Car Show,** Carlisle, Pennsylvania
May 18	**Social at the Prescott Hotel,** Preston Street, Ottawa, 7pm
May 22-31	**ARC 50th Anniversary** at Eastnor Castle, England
May 23	**6th Annual Tune-up at the MiniMan,** Stittsville, Ontario
May 31	**Oxford Mills, Ontario old car show**
June 1	**Executive Meeting.** Phone Bruce for details
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 22	**Social at the Prescott Hotel,** Preston Street, Ottawa, 7pm
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
June 27-28	**50th Anniversary Rally - Series One Club,** Stafford England

future events:

(Dates & times subject to change)

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**
October 2-3	**DELRC, ECR, Owls Head Museum Mid-Coast Maine Rally**
December 5	**Christmas Party,** Navy Mess, Victoria Island

The OVLR Newsletter

EDITOR:	Dixon Kenner (dkenner@emr.ca) (h) 613-722-1336 (w) 613-954-2276
DESIGN & LAYOUT:	Spencer Norcross
CONTRIBUTORS:	Mike Rooth, Alan Richer, John Hong
OTHER HELP:	Desparate Dale, Murray Jackson, Bruce Ricker, Ted & Christine Rose, Bob Wood
OVLR MARSHAL:	Murray Jackson

A Range Rover can go anywhere a Unimog can.

— Dale Desprey

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

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;

The Maple Syrup Rally has come and gone. It was a wonderful day! Everything turned out quite well. Even the impromptu entertainment put on by Dale!

Let's see, from my perspective, I met Keith Elliot and Bill Rice (up from Ft. Drum in New York) at the Westgate shopping mall at about 9am. From there the three of us headed up to Shawville. Past Quyon, about three miles out from Shawville we came across Ted, Dale and J. Wood stopped by the side of the road. J. Wood had died with badness inside his distributor. Ted was trying to figure out the root of the problem. In the end, Ted remembered that we had changed all the internal bits on the Green Beastie the previous day, so all that stuff went into J. Wood's 109. It worked, so we all took off. (Later we found out he died again about a mile down the road from terminal wiring nestitis behindus dashboarditus. He had turned a fan on and everything died in the vehicle. Ted bypassed much of the harness to get power to the ignition system). We later found out that Dale also broke down on the way up. Kevin diagnosed a loose wire from the coil to the distributor cap. (We later discovered that this is a recurring problem…)

With all assembled, the usual discussion took place over beer while Andrew Finlayson and Dave Meadows prepared breakfast. Pancakes and sausage this year. Christine's mother made the beans and Dale was seen to have lots. (We noticed through the day the windows on the Gin Palace never went up either). Keith Elliot was discovered to have the tire hold-down clamps on upside down (diagosed after he complained about how the tire didn't seem to be as well fastened as other peoples').

The off-road session was through Vern's sugar bush. The initial leg was pretty easy. We got out into a field where there were three small ponds. Two were separated by a narrow isthmus. With Francois Juneau in the lead (with his newly rebuilt early 60's Unimog) he crossed the isthmus. Others followed making deeper and deeper ruts. Bill Rice managed to sink his 109 SW quite well. Rocking back and forth didn't free it, so Andrew with the 80" managed to pull him free. Next up was Dale. Dale, ever keen to show that he could do as well as a Unimog (this becomes significant later) took the same track. Into the fast growing quagmire he went. Back and forth he tried to go. No luck. OK, Andrew to the rescue. Nope… Unimog to the rescue… Nope. Jason with winch… Nope. Jason with Unimog tied on and winch. Nope. Let's use a snatch block and double the cable. Nope… Let's try another and triple the cable. Yep, Dale came out. However, as he moved forward, a nasty shudder was coming from his rear wheels. We pulled a tire, cleaned off some of the mud, saw nothing, so put it back together. Then, we noticed that it only happened when he was turning, and it affected both wheels. Toasted diff… Of course, while this was going on, Francois had his Unimog in the middle of one of the ponds. Dale, who needed a bit of a bath from the gobs of mud everywhere was convinced to reluctantly take the Gin Palace into the pond to clean off (yeah right, like trying to convince Dale to have another beer…). Into the pond flew Dale. Out of the pond Dale didn't fly… He couldn't get up the banks. So, for a good 15 minutes or more, we watched water flying over the bonnet, up the rear window as Dale went forward, backwards, left, right, (like the hands on a clock working himself around) trying to get out. Eventually, while vigorously backing up for another run forward, he smashed through all sorts of branches and got aground by a large tree. Francois had another shot with the Unimog and then we were back off through the woods on some more trails and back to Vern's.

What was the count on people? A lot. At least 50, more if we try and count all the children. Many thanks go to Vern Fairhead for hosting the rally yet again. This was the eleventh time we had trekked to Shawville. Thanks to Dave Meadows for making up the pancakes, and to Andrew Finlayson for cooking duties, Kevin Willey and Bruce Ricker for kitchen duties and Christine Rose for ensuring everything came off smoothly as well as creating a diversion for the children with an Easter egg hunt. (Will the chap videotaping Dale in the pond please contact Christine Rose)

In some surprising news, Land Rover sent us a note stating that OVLR may use the Land Rover name and logo. They have also expressed interest in sponsoring the RTV course at the Birthday Party. How did this come about? It seems that the trademarks issue has again reared its head in Canada. Land Rover, seeking to strengthen its case, asked OVLR for some specific past issues. This prompted an exchange of telephone calls and letters and a different attitude coming out of Toronto.

This Month's Cover:

Eric Zipkin's *109 as seen through the windscreen of* ***Andrew Finlayson's*** *SI. Heavy offroad at the 1997 Birthday Party. Photo: Spencer Norcross*

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

A note from the editor: As you may have noticed, the April newsletter was slightly larger than normal, as it was stuffed with information on the Birthday party and the ANARC 50th Anniversary Rally at Greek Peak. All the inserts made for a bit of a logistical mess as Dale (apprentice Layabout), Ted (journeyman Layabout) missed the stuffing. (Dale claimed he was under the Gin Palace trying to get the rear diff back in - see article on the Maple Syrup Rally for reasons why). Of course, everyone will notice that the registration forms for the Birthday party were missing. Oops… This month, folks! Pictures of the Lair of the Galvanised Land Rover you ask? Well, Bob is proving to be elusive here, though he has told us to take lots of pictures of his Marshall's LR ambulance sitting outside and to print them up in hopes somebody would like to buy it!

The April social was well attended. Dale was asked to explain why he looked like a three-year old kid with his new wagon, playing in a mud puddle while he drove the Gin Palace back and forth through the pond at the Maple Syrup Rally.

The Atlantic British Crossword Puzzle Contest: You will have seen that this puzzle is larger, but the reports coming back say that this is easier than January's puzzle. For those interested, only about four of the responses to the January puzzle we received were perfect. Seems people had trouble with the Special Vehicles Division being abbreviated as SVO and not SVD. As for the April puzzle, several completed puzzles have been received already. Get your response in!

Kevin Willey is making slow progress on reassembling his lightweight. He has been heard to mutter that if it isn't at the Birthday party (under its own power), he will gladly donate about four cases of beer to the cause. We have been having a hard time getting confirmation of this extraordinary statement, however, there has been a noticeable redoubling of his efforts to put it together.

It seems that Jeff Berg has been undertaking some more work on his 88. In fact it turns out that he has suckered Alan Richer into doing the work! (Spencer, take lessons from Jeff!) As Alan writes – "Jeff's ride turned out to be quite a package of work. The front bushings were completely gone, the heavy wiring to the starter and battery was spaghetti, the fuse block was gone and the valve seals broke as I removed them… This doesn't even begin to mention the rusted swivel-to-axle mounting flange. Yarf.

We kicked in on it hard on Saturday morning. First, I went after the spring bushings with the tool (that thing works nicely!) and did the driver's side front, showing Jeff how so he could do the rest. While he began to do the passenger-side front, I started in on the valve seals, using the compressor trick to hold the valves up. Right about this time Chris Weinbeck dropped by and helped Jeff. They got the bushings into the front passenger side while I finished up with the engine, then they went off to buy an oil change while I yanked the passenger-front swivel assembly, to reveal a nasty bit of rust and no gasket to be found. Looks like whoever assembled that mess (hello Roverworks!) really screwed the pooch. I had to hand-scrape the surfaces to get them even vaguely flat, blowing the better part of an hour and a half on what should have been a 15-minute job. Bloody annoying. It did finally go back together, and then we got FINSUP back down on its front wheels and retightened the bushings.

After messing with the back bushings awhile, we decided discretion was the better part of valor and left them in, pending Jeff's spring replacement. By this time it was dinner time, and we quit for the day. Next day was electrical day. I replaced Jeff's 2-fuse panel with an enclosed 4-fuse block, made with silver-plated military cartridge fuse blocks (old-style radio stuff - still made!), enclosed in a plastic box with a screwpost to hold it closed. Jeff was overly impressed at the fact I turned/threaded the post… some people! With that in, we pulled ALL the heavy primary wiring and replaced it with 1-gauge cable and forged copper lugs. We don' need no steenking voltage drop… The 4-gauge that was in there was in poor shape and had badly crimped lugs on it.

While I was messing with that, Jeff was replacing the rear flange gaskets and the fuzzy cogs sealing the driveshaft ends, as well as degreasing the top of his motor (in my way….) and the

I stayed at an inn in Tennessee on business last week, and it turned out that the innkeepers, Don & Nancy Beard, had bought this 73 SIII new while living in New Jersey. It was later traded in for another car.
Photo by: Don Beard

rear wheels where the oil had splattered them. Lastly, the Zenith got pulled apart and had all its gaskets replaced, as well as the redundant port plugged and the carb thoroughly cleaned. Busy weekend, no?"

We also understand that Jeff removed the hundreds of beer bottle caps (none of which ever came "whirly-birding" out of hiding) from underneath the spare tyre. Sorry Dixon and Spenny… The next day, Jeff was supposed to have gone off to see Jared Shilbersher and finish installing the Rock sliders. After all this effort, (and a couple of minor repairs he'll be handling himself) all will be ready for the summer season…

A note from Rick Grant in Calgary – "I think I might have seen my Sll as it was in 1959/60 and if not then one that was her sister. Last night I was watching a 1960 National Film Board documentary about oilworkers set in the Swan Hills area of Alberta. This was the period when there were only a couple of rigs working in the area just before the big oil strike. Well in one part of the documentary a rival oil company sends in a scout to spy on a wildcat rig. He's driving a Series ll that is a dead ringer for mine, right down to a curious dent mine has on the rear quarter. In the interior shots one can see how the two-way radio is mounted and in mine there are holes in the right place for that along with the microphone holder which is still in place in mine. Another piece of evidence is that my vehicle had been originally owned by Shell Oil and used for something like twenty years as an oilfield site vehicle in the very same Swan Hills. The identification isn't proven of course but it's close enough to give me a rather curious feeling about having a movie star in the family. I also find it hard to believe that the beast looked so good when brand new.

Spenny Norcross' Wayback Machine (in more mobile days)

Reprinted from the Atlantic British newsletter, OVLR members (L-R) Al Richer, Mike Loiodice, Dixon Kenner and Steve Denis paw through the wares

OVLR members Roy Parsons and TerriAnn Wakeman both went on the Border to Border Land Rover Trek late last month. A journey from the Canadian border to the Mexican, it sounds like an interesting time was had by all. Hopefully, we will have an account on some of this next month.

News flash from the American National Capital Region - Deep in the darkest corner of a gravel driveway in suburban Virginia, a terror lurks, born anew awakened from its quiet slumber. Hidden behind shrubs and broken furniture, the beast coughs and hacks its way back into the world of the living. Spewing its fiery breath, shaking angrily, refusing to be tamed by those who would attempt to use it for their own evil purposes. No. it will not happen this time. The beast has a mind of its own, a galvanised will and a heart of cast iron…greasy, black iron. Spawned from Beelzebub himself the beast looks forward with evil glee to its master's humble return!

Yes, Spencer Norcross is trying to fix the Death Ride. There are a few things worth mentioning regarding this endeavor.

1. Doesn't run worth a hoot.
2. When it does, it spews black soot.
3. It ain't registered so the point is moot.
4. Plus it ain't insured to boot.
5. Justin won't fix it
6. I won't fix it
7. Spenny won't fix it
8. God help us all if it fixes itself

It lives….

Some Non-OVLR News & Rumours

Newsletters received this month: The Association of Rover Clubs monthly newletter for March (the first we have seen in about six months); The Obsession from the Land Rover Register of South Australia (April 1998); the newsletter of the Northern California Rover Club (March/April 1998). In a different category, Land Rover Canada sent us the last year's worth of press releases for our files.

The tenth annual Downeast Rally will be held on the coast of Maine on June 26 – 28th. It has been billed as a non-competitive, non-commercial, fun, safe, family-oriented event for Land Rover enthusiasts. In the past, this has been one of the largest Land Rover rallies in the United States. This is not a "club" event, but a multi-facetted gathering run by eager volunteers. Last year, more than 120 Rovers traveled from far and wide to attend. While its too early to tell, in previous years, Jeff Aronson has organised walking tours of Vinalhaven Island, a well-preserved example of settlement on the off-islands of Maine.

Camping is available at the Old Massachussets Homestead Campground (207 789-5135) in Northport, Maine. This is where the off-road course was last year. Myles and campground personnel have greatly enlarged the off-road course, making it more challenging in spots for those looking for some excitement. Longer sections for greenlaning have also been added for the novice driver. A few pole bridges to cross, 50-70 foot downhill drive for the experts. Three sections. First is ideal for novices, difficult sections spurring off of it. An easy perimeter trail with branches onto challenging sections. A totally new section for the experts with traverses, rock climbing etc. Something to suit everyone. Lunch on site, possibility of a Saturday dinner, more in the next newsletter. Costs - $5 to get in, $7 or $8 for meals (this aspect is still under discussion, but something will be happening). Guinness and Murphy's have been contacted and are interested in attending.

Unlike past years, there will not be a display happening on Sunday at the Owl's Head Transportation Museum. If you prefer not to camp, the Chamber of Commerce for Camden-Rockport is (207) 236-4404 or Rockland-Thomaston (207) 596-0376.

For more information, contact Myles Murphy at Box 23, RR#2, Lincolnville Maine, 04849. You can also phone Dwight at (207) 789-5135 (Old Mass campsite) or Peter (207) 236-3933 or email . Leave full name, address, and they will send you information. Or check http://www.towerlink.net/campme

Some might remember a British chap a couple of years ago, with a video camera running about at some of the events, asking questions et cetera. Well, the fruits of his efforts are now out. British Car Films has introduced "Land Rovers Across America". It is a feature length documentary, shot from coast to coast (including Hawaii) of the United States. The video includes Land Rovers cruising along the urban streets of New York, Los Angeles, and San Francisco and churning up the mud in the wilds of Maine, Vermont, and Hawaii. There is also a trip up a tough off-road trail in Colorado. A large amount of exclusive US Land Rover marketing material from the 1960's to the present was unearthed and is featured in the movie. The material ranges from black and white press photographs and amusing early advertising campaigns to recent television commercials. A number of rare films from other archive collections have also been featured. These include footage of the British-built Daimler Scout car (a predecessor of the military Land Rover) being put through its paces at the Aberdeen Testing Grounds in Maryland in 1942. There is also a humorous cinema newsreel of Jeep mania in America in the 1950's, a prime reason why Land Rover struggled to sell any significant numbers of vehicles initially. British Car Films will also be coming out with similar videos on the Mini, MGB, Jaguar, and a number of other marques later this year. The Land Rover video is available from British Car Films for US$29.95 plus $6.95 for shipping and handling. Their phone number is 1-800-454-8341, or . The fax is 01144-181-

374-4852, or send a cheque to British Car Films, POB 13862, London, England, N4 3WB. There will be a review of the video next month. Initial comments from some people say that there are a lot of OVLR members in it.

Some local and regional non-Land Rover events for those interested: The second annual ByWard Market Auto Classic will be held in the ByWard Market on Sunday June 7th (downtown core of Ottawa). About 175 vintage automobiles of all types. The Richmond Sports car show in Richmond, Ontario will be held on June 14th.. Between 175 and 200 British sports cars, with a selection of other British vehicles held every year on the fair grounds. There are prizes for the best club display and the various regional clubs do try and outdo each other every year. This is the first year in a long time when this event has not conflicted with the Birthday Party.

The Land Rover North America web site sports a private section for owners of Land Rover vehicles now. Kind of a private area for special notices, etc. You must enter your vehicle serial number to gain access. Series owners will be disappointed to know that their serial numbers are considered invalid by the web software. A call to Land Rover itself will reveal that they never issued your serial number and to leave them alone (experience of several people so far). Oh well…

Interesting piece of mail from over yonder. A 1999 Historic Safari in Britain. Using as many of the historic routes and by-ways as possible (green lanes, including the Ridgeway, the oldest road in Britain (3,000BC), this is a self-drive in your choice of Range Rover, Discovery, or Land Rover. The tour will have a historic theme, and there will be visits to Neolithic sites and sites of mediaeval historical interest. The venues will include the Stones at Avebury, Old Sarum Castle, Stonehenge and Barbury Castle. Over thirty sites will be visited. The basic route is from Oxford southwest through Wiltshire, across Salisbury Plain to Somerset to Exmoor National Park, whence onto north Devon and Lundy Island. If you are interested, contact Historic Safaris at 2 Davenies Mews, Station Road, Beaconsfield, Buckinghamshire, England HP9-1AA or call 01144-961-932491. We don't know the cost.

A particularly interesting mechanical tidbit came to light recently. It seems that if your Mercedes M-Class vehicle has trouble with a fuel pump, you are in for a bit of work. Unlike the Defender 90 where you only have to drop the fuel tank (as opposed to the Series with a mechanical pump on the engine), with an M-Class fuel pump the ENTIRE top body has to be separated from the chassis!

For our Maritime members, we received a note from a Krister Simmons on Lahave Nova Scotia. He has a 1974 Series III 88 for sale, MVI'd until 1999, with a winch, new paint, springs, lights, and a pile of parts. If you are interested, the number is 902 688-1404.

We have all heard stories about the mythical Rover Roach of Russ Dushin, well, at great personal risk I braved the hounds and horses to collect photos of this legendary beast. the image quality is poor due to the extremely small size of the camera, necessitated by the extreme security of the Dushin compound. The frame for this beast still lingers in the horse barn, but I dared not photograph it for fear of retribution. photos by: name and address withheld.

New Members

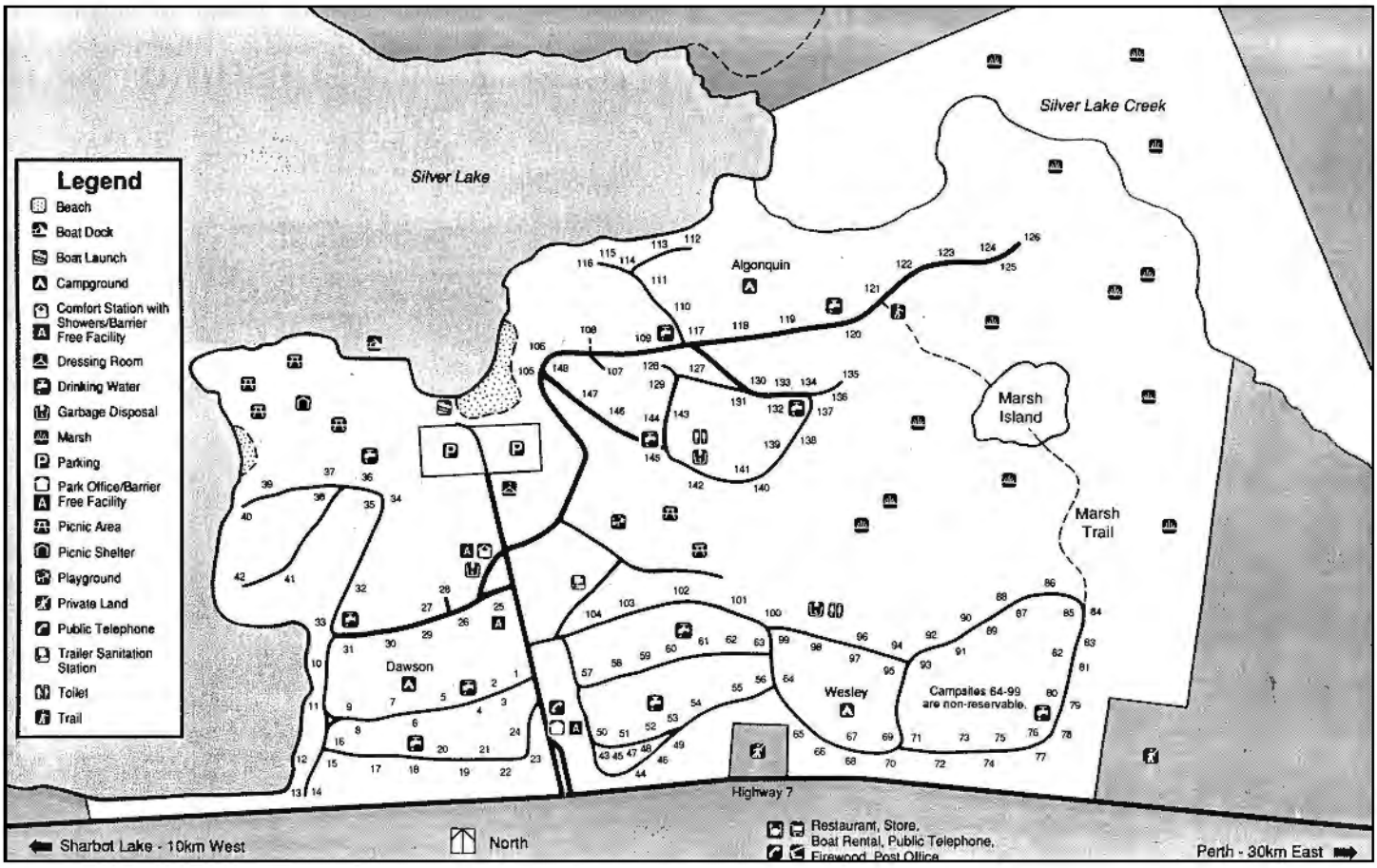
One new member this month:

Tom Bache of Avondale Pennsylvannia. Tom writes the Fairlead, the newsletter of the ROVERS club. Tom also has a Discovery and at least one Series One 86

center

spread

Silver Lake Provincial Park Site Map



Land Rover 50th Anniversary Events, a general guide:

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

General Servicing: Repairs, Humour, Tales & Trivia

Three Days of Angst

by Jon Humphrey

First I'll explain the 12 hours preceeding the fateful nights disaster. I had made arrangements to take the 109 out to Scotty's garage at 10:00 am. The frame needed some welding done just forward of the rear cross member and the passenger side footwell has disintegrated into tiny flakes of iron oxide that are distributed all over western Pa. So Scotty took me home and I thought "No Problem" I had the trusty RR to get me to this formidible job interview the next day. (Never let your guard down.)

Monday evening I took Genanine up to the BP station to get a mountain dew and as I pulled the mighty Rangie into the parking lot, there was a huge "BARROOMPH" from the engine compartment. The engine stalled but restarted and now the alternator light was glowing dimly and a huge clatter was coming from up front. Oh No, thought I, what the hell happened now? Well I got it home and opened the bonnet, in the dim glow of the flashlight I could see green fluid everywhere over the engine, on closer inspection I could see a stream of the precious liquid flowing from the nose piece of the water pump.

I have a job interview at 11:00 in the morning and now no car to get there. I went inside and explained the situation and Genanine said I could take her to work and use her car, so all is not lost.

Tuesday 5:00 am up and out to the VA to take her to work, Get home and look at the Rangie in the light of day. Pour some water in the rad and sure enough it pours right back out of the nose of the pump and onto the ground. Well, I'll go to the interview and then go over to the local dealer and get a rebuild kit, so this shouldn't be too bad.

The interview went very well and I was happy as I headed for Sewickley to talk with the parts guy there. The sun was shining and it was to go up to 50 degrees today.

I get to the dealer and looked at the parts book and showed him where it was leaking. He said "sorry pal, that's a factory seal and you can't rebuild it, you gotta replace the pump" I swallowed my gum and said "Well I guess I got no choice". He got the part number and said I'll be back in a minute.

I'm standing there looking at a beautiful new D110 and thinking "Why me God?" He comes back with a bright clean green and white box with the treasured pump inside. Now he sez let's see what the price is… Get ready folks, Here it comes… His voice echos through the shop. "That will be $338.20… You are lucky this comes with the gasket." They picked me up from under the 110 and took my credit card, dusted me off and said sign here. He said "good luck" as I staggered through the front door into the spring like afternoon.

I got home from the dealer OK and looked at the RR sitting there, and said to myself "this has to be done, yer in it too far to back out now" So I go change clothes to my rags for working on Land Rover products. Eyeballing the situation and never having done this little chore before I perceived that I could just pull out the 14 bolts and remove and replace the precious water pump. So I start by loosening the fan belt tensioner pulleys.

So far so good, pull the fan belts off and start to undo the bolts. Well to my amazement there are two sizes of bolts staggered around the pump.

I get them all loose then have to undo the power steering pump bracket, the alternator adjustment bar and the lower radiator hose. OK all loose, now how do I break the front pump away from the body? Don't want to use a chisel cause I might damage the rear surface, and I can't get any thing in to bang on it. So I took the three bolts out that held on the pulleys to the nose piece. Put large ball pien hammer against the nose piece and use another hammer to strike the death blows. Wolahh, the pump breaks free.

143,000 miles on this pump and it was stuck on there real good. So every thing is loose but I find that I can't remove 2 of the bottom bolts because they are too long and are hitting the fan. They go all the way through the timing cover and into the block. They are about 8" long. So the whole assembly is hanging there hung up on these bolts. It's gettin dark and I need a beer and need to think this thing through. I pondered that evening and the only way this is coming apart is to get the fan and the viscous coupling off.

Dixon's Little Earth Pig
photo by: Dixon Kenner

The next afternoon arrives and the pump is still hanging there free and I have no way to hold the shaft to get the coupling loose. I looked at the pump and I notice that the 1 1/16" nut is reverse thread. If I jam a screwdriver between the impeller and the body I can break the coupling loose. I did and off came the fan and the pulleys and out came the long bolts. The Pump was out. Tip of the week; undo the fan first, then the pulleys and the rest is easy.

Then Dale called and said he had a spare pump, and then Dixon called and said that the pump was under 60 pounds in England, so take the one from the dealer back. Then Dale called back and said I'm sending you this spare pump but I don't know when it will get there.

OK so I have to use Genanines car again and go teach a class Wednesday night and Thursday. I'll put the new pump in. Because now I am desperate. (money be damned)

But God ain't done with me yet, I get home from the class at about 10:30 PM and the cat is screaming in pain from cystitis. He can't pee, so I rush hin to the all night Vet clinic at 11;00, they have to cathiterize him and he has to stay all night. Gotta pick him up in the morning before 8:00. Another 5am use of Genanines car Another $260.00 to the clinic and another $120.00 for my regular vet to remove the catheter. The cats ok now so back to the pump.

Now it is Thursday and I get the new pump in and take special care to torque everything real nice. Put the 50/50 solution back in and no leaks. Hooray…Hooray. (I'm smilin')

But God's not done with me yet. Start it up but no heat from the heater and the temp gauge is climbing towards the red zone. I go through this all day and cannot get it to blow heat. Shut it down and let it sit, go out to Scotties and pick up the 109 cause I need transportation.

Next day Friday call Charlie at Rovers North. He won't be in till 11:00am Call him back, "Hey Charlie here is my problem" Charlies sez those 88 RR are a SOB with the air lock, the pump is fine you just have an air lock. let it sit and it will finally fill itself. I said "Thanks Charlie, I'll see ya in Ottawa" He said "OK See ya there, Good luck"

Now another job interview at 2:00 pm Thank God I have the trusty 109. I go out and it won't start. Loose battery cable. Tighten it up and away I go. I know I have this job in the bag.

Get home from the interview and into my LR rags. I went out and started up the mighty Range Rover and five minutes later I had heat and no leaks and the temp gauge was at normal. It had filled itself while sitting overnight. I was able to top it up and every thing is comin' up Roses again I said "Thank you God, and Thank you Charlie and thank you Dale and thank you Dixon" and I went and had many beers.

A Very Strange Day Indeed
or: How Not To Go Off-Roading
or: The Myriad Pitfalls of Gasoline and Gasoline Powered Vehicles:
or: Why the Germans and the British Just Never Get Along

by Dave Bobeck

This past Saturday morning I had planned an off-road trip to explore some trails around Lessburg VA. Bill Adams (Diesel 109 SW), Bob Kelly (D90), myself (SIII 88), Pete Daniels (IIA 88), and Justin Fellenz ('63 Unimog), were going to meet in Arlington and proceed from there. Pete called to say he would meet us on the trail since he was running late. Bill was chomping at the bit since he had to be somewhere else at 3pm. We all met and went over to Justin's. He was just finishing attaching the tie wire (!) to the diff plugs on the 'mog. It took awhile for him to get ready, so Bob and Bill took off ahead of us. Justin finally was ready and we went off on our own. We got onto Route 66, and within ten minutes or so I was watching in dismay as the Unimog disappeared in the rear view mirror. I stopped and pulled off, and finally saw him inching his way along the shoulder. I reversed the quarter mile or so to where he had stopped. As we started pulling things apart to see what was wrong, Pete Daniels pulled up in his 88, and after a few quick attmepts to solve the problem, decided to get off the highway and try to fix it in a safer location. We stopped, and Justin said it was running better, so we continued. After a few minutes he was back on the shoulder, and this time we decided that it was a timing problem. Unfortunately the pinch bolt for the distributor was an allen head and we didn't have the tool. Pete tried to advance the timing by opening the points. It seemed to help, so we continued, but to make sure we didn't have to stop on the expressway again we pulled off onto some local roads. Everything seemed fine. We turned back toward the highway and lo and behold there was a tan 109 2-door parked just off the road with the bonnet up. We all pulled over and looked around at the Rover. The owner was nowhere in sight. I decided to try to diagnose the problem, and sure enough one of the terminals on the coil had broken. As I looked up from the engine bay I saw another 2 door 109 driving by with two occupants. I assumed it was the owner of the broken one and one of his buddies. They pulled off, and we all introduced ourselves. I said to one of them, "whose 109 is that?" "Dunno", was the reply. Hmm. Strange coincidence. Soon enough another fella walks up and says "What'd I break down in the middle of a rally?". We fixed his coil, exchanged niceties and went on our way. They both had to work so they didn't want to go off-roading. Good thing they didn't follow us, because it was about to get exciting. About a half mile up the road the Mog started backfiring and running rough again. We turned and headed for home on the backroads. I got a good laugh when the Unimog, whose tailpipe is a good three inches around and sits at face level to the driver of a regular car, backfired right next to the door of a little two door hatch, whose owner damned near jumped under the seat. I really think she thought she was being shot at. Eventually

When my father returns from the UK, I am usually given several pictures like this. photo by: David Norcross

the Unimog packed it in for good, and Pete, after sizing up the bumper, decided to go home and get his towbar and his Ford van. Justin and I sat in the sun pondering the unlikelihood of all of the day's events so far. Of course we still have no idea what ever became of Bill and Bob. I was hoping for the best for them since neither has a winch. We finally got the Unimog back to its home base in Arlington, and set about trying to diagnose the problem. The first order of business was to check the fuel system for blockages. We gathered up all the jerry cans we could muster, in preperation for draining the tanks. We set the first can under the drain plug, with a funnel in its neck. Justin popped the plug, which of course released a column of gasoline about two inches around and moving very fast which was a little much for the 1/2 inch opening of the funnel. To see what the result looked like, leave a spoon in the bottom of the kitchen sink. Now go outside and get the garden hose. Turn it on full blast and point it straight down at the spoon. Get the picture? Justin was instantly covered in gas and ran around in circles clutching his eyes and tearing his fuel soaked coveralls off while yelling for someone to get the *goddam hose.* Not pretty. Don't try this at home. All the while of course the plug was still out and I was able to remove the funnel and properly position the jerry can to accept the remaining five gallons of gas. The gravel driveway had done a nice job of soaking up the spilled fuel. Justin returned several minutes later, refreshed and fully able to see again. We used the winch on my Rover to move the 'mog a vehicles length down the driveway so that we could continue our work without blowing ourselves up. We had started to slowly drain the second tank when Spencer shows up and says something abuot a message from Bill's wife saying something about Bob Kelly being irrevocably stuck and needing assistance. After some deliberation we decded to pile into mine and Pete's 88s to attempt a rescue. Its about a 45 minute trip to the trailhead, barring traffic. We set off at about 4:30 pm. After we got off the highway, we went on a few miles and Pete pulls over to the side. Knowing exactly where I was going, I thought he was pulling over to look at the map. I pulled over behind him and in a slighlty exasperated tone, asked what was up.

"I died".

"What"?

"I'm dead"

"Really"?

"It just died on me".

"Oh".

We all gather 'round and within seconds Pete has diagnosed the souce of his woes. Loose connector where the LT lead hits the points. That resolved we eventually reach the trailhead after nearly missing the turn. We headed up the trail and proceed to get thoroughly stuck after not very long at all. Definitley not a place to be sans winch. We poked around a bit, got really muddy and really wet and really stuck. It got dark, and we walked a few trails to make sure no one was there before we left. Driving out was uneventful as now we knew where all the pitfalls were. Stopped at the exit to rewind the winch cable, and then proceeded to the nearest gas station to use a phone. I called Bob at home and he was fine. He told us the story, seems they ran into Rick Valentino, who recently had a winch added to his D90, and were able to extract his truck. He also claimed to have covered his entire vehicle in mud, and that he would show us when we got home.

We ate some fast food and listened to Spenny whine about how much his burger sucked, and the fries being the worst he's *ever* had. Well, at least they stood out from the crowd, Spen.

[I wanted a hamburger, I got a hockey puck.… —Spen]

We returned to Arlington a little worse for wear, and some of us even got cleaned up. Pete went home as it was past his bedtime (usually 8:30, for those who don't know Pete). I returned to

There is no photo in this box because I was going to put another picture of Dale doing something silly in the Gin Palace, but I realised that almost every issue in the last year has had one. I also realised that many of you may be tired of seeing this month after month. So why don't some of you send photos you'd like to see reproduced in the newsletter to Spencer Norcross, 1631 N. Barton Street, Arlington, VA 22201. I will return them as promptly as possible. If no one sends photos I will treat you all to an entire Dale page in an upcoming Newsletter.

Mr. Plow, another rover secreted away on the Dushin compound.

the Spencer/Fellenz household to find them perched on lawn chairs in the driveway along with Bob Kelly and one VERY VERY VERY muddy Defender. To paint a picture, he had the top off when this happened. There was a nice clean rectangle on the rear bench seat where a map had been. The rest of the interior was a lovley shade of brown. The stereo didn't work too well and the check engine light was on (of course). However the lighter still worked which was useful for lighting up a couple of cigars to accompany our Guinness. At one point, someone tossed a Guinness can over his head in the general direction of the recycle bin. It landed standing up on the front stoop. It will be a long time before we have another day as bizzare as this one.

Sunday was spent hosing off my rover, underneath, inside, and out. I found a regular sponge mop to be extremely useful for cleaning things up inside and the body panels as well. A fresh coat of WD-40 on the dash and seats and all is well once again. Oh yes and a little lacquer thinner to get the diarrhea-like sludge out of the air cleaner. Then I went over to Justin's to help sort out the 'mog. He took apart and cleaned the carb, and then we set the point gap and timing, a real task what with shielded, screw-on cables and sealed, screw-on metal cap over the whole shebang. Shielded cables make it a little hard to use a timing light, but there is a way.

Two beers and one cancelled date later, it ran like a champ, but it was late and dark and no time for a test drive, so we'll see.

May Friday Story

by Mike Rooth

It occurs to me that one of the major drawbacks to series Land Rover ownership has little if anything to do with the vehicle itself. It is the coincidental discovery by the Domestic Authority that you are able to MEND THINGS.

This may well be brought about by the fact that you have, at some time, wandered off within her hearing (and they've damned sharp hearing when they want) muttering words like "I'll be buggered if I'm paying a tenner for that, I'll just make another one". Fatal. You will, I think, suddenly find that the incidence of failure of domestic appliances increases by several orders of magnitude. And not only increases in frequency, but the timing of such failures will also be increasingly inconvenient. There you are stuck underneath your greasy old heap, balancing the sump in one hand and an assortment of slippery spanners in the other when comes the clarion call:

"Are you busy?"

Now what other interpretation could be put on the sight of a pair of filthy rigger boots stuck out from under the front end, and a haze of blue air hovering above the engine bay, plus the frequent clatter of things being inadvertently dropped I really don't know. Perhaps they think that you've just gone out for a quiet nap, and its nice and warm under there. So you try your best:

"Yes"

Don't waste your breath, the comms system is stuck on transmit. "I just want…. "fill in the rest yourself, but it invariably starts "I just..". And have you noticed, the "just" always means you've got to get cleaned up first, thus wasting even more valuable daylight (and more than likely invaluable potential drinking time). And that when you finally get sufficiently un-Wesley'd, the fault is either one they could have fixed themselves (and until they found out you could MEND things, they would have) or something that is going to take all weekend, or worst of all, the bloody thing's been like that since it was a fortnight old, and she's never bothered before…

Which, of course, is why Series Land Rovers have this entirely undeserved reputation for unreliability, and taking for ever to fix. Its no fault of Lode Lane. Its the fact that as soon as you get your overalls on, you go all twitchy listening for The Call. So you cant concentrate. You drop things. You rush the job. And you spend entirely too much time faffing about with suddenly urgent other jobs. Jobs, I may add, mainly made necessary because now you can MEND things they don't look after their toys. "Oh dear, I've just dropped the Hoover down the stairs. Oh well, never mind…" sigh.

I fully realise this comes too late for most of us. Indeed I had no chance from the start, having been involved in Model Engineering before the advent of the Land Rover. After all, if you can make a working miniature steam loco, you can just MEND anything, can't you? But to those about to take the plunge, beware. *Don't let on.* ***Ever.***

Note: Wesleyed/Un-Wesleyed. After Wesley Pegden in "Last of the Summer Wine". Every Land Rover Owners folk hero, who manages to spend all his days filthed up to the eyeballs in his garage tinkering with vehicles, including Land Rovers. Also the only bloke in the known universe to start at the top of a hill in a SIII, and arrive at the bottom in a IIA.

Toy Land Rovers. A partial list, part three – Corgi Toys single toys

by Dixon Kenner

In the period from 1956 through 1984 Corgi Toys boxed a number of their toys together to form "Gift Sets". This is another short section that was only ten lines long until it met Ted Rose. Below is a list of gift sets that included Land Rovers:

GS2A Land Rover and horsebox. (issued 1958-65)
The LR was a plastic covered version of #406

#102 Rice 1-horse pony trailer with red and black, ivory and red occupant, trailer in two combinations of tan & cream. Only opens in the rear.
a. green LR, red horsebox
a. beige LR, beige/cream horsebox

GS3A RAF Land Rover and Thunderbird missile (issued 1962-63)
Includes #351 and #350 (thunderbird guided missile on a towing trolley).

GS4A RAF Land Rover and bloodhound missile (issued 1960-61)
Includes #351, #1115 (Bristol-Ferranti Bloodhound guided missile on a static pad), #1116 (launching ramp), and #1117 (trolley for missile)

GS7B Daktari set (issued 1968-75)
With green and black Land Rover with figures of Dr March Tracey, with Judy the chimpanzee seated in his lap, Paula astride Clarence the cross-eyed lion (with glasses) and a tiger on the bonnet of the 109. 109 has 'Wameru Sub District decal below front window.
• regular wheels
• whizzwheels

GS8B Lions of Longleat (issued 1969-74)
A 109 pick-up painted white with black zebra stripes with a yellow cage instead of a plastic tilt on the back. It also has a brown lion den with three lions (including Clarence from the Daktari set), three joints of meat, a red drum and a warden with a gun in a hatchway in the pick-up roof.
• regular wheels
• whizzwheels

GS14 Giant Daktari set (issued 1969-)
With green and black Land Rover from GS7, versions of the #484 Dodge farm truck, #503 Bedford giraffe transporter and all sorts of wildlife.

GS15B Land Rover and horsebox (issued 1968-77)
Includes #438 and a new trailer #112. Horsebox is blue and white and comes with a mare and foal. Horse box opens in front and rear.
• regular wheels
• Whizzwheels

GS17A Land Rover and Ferrari (issued 1963-67)
Includes #438 and #154 Ferrari on a yellow trailer (as if Ferrari would be seen in such low budget operations!)

GS19 Land Rover and airplane (issued 1973-78)
The airplane is on a trailer and has demountable wings and canopy as to fit on a long narrow two wheel trailer

GS19A Circus Land Rover and elephant trailer (issued 1969)
Includes a version of #438 (not issued separately) in red & blue. Also #101 flat trailer carrying #607 elephant cage.

GS30B Circus Land Rover and animal trailer (Pinder Circus) (issued 1962-69)
With a red & blue #101 flat trailer carrying #607 elephant cage. From GS48

GS31B Safari set (Land Rover and trailer) (issued 1976-81)
Included a lion cage trailer, both new versions in white with black zebra stripes

GS36 Tarzan set (issued 1977-78)
With Land Rover, animal trailer, rubber dinghy & its trailer, and 2 & 4 creatures.

GS44A Police Land Rover and horsebox (issued 1978-)
Horse trailer is white with labels, plus a mounted policeman on a horse.

GS45 RCMP Land Rover and horse trailer. (issued 1978-)
Same as GS44, but in blue and white (RCMP colours). Issued for the private sector.

GS47 Pony Club Land Rover and horse trailer (issued 1978-)
Same as GS45, but in brown and white

GS48 Jean Richard Circus set. (issued 1978-)
Includes booking office van, open trailer, Land Rover & cage trailer, human cannonball truck, tent, ring, figures etc.

Reference: Corgi Toys, the ones with windows. (James Wieland & Dr. E Force. Mototbooks Intl., Osceola Wisconson 1981)

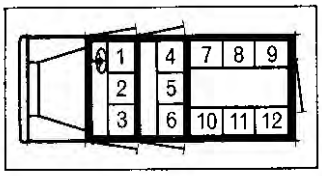
The next installment will be Husky and Corgi Junior

More photos from the internet, this is a British military 110, a little stuck during the Gulf War

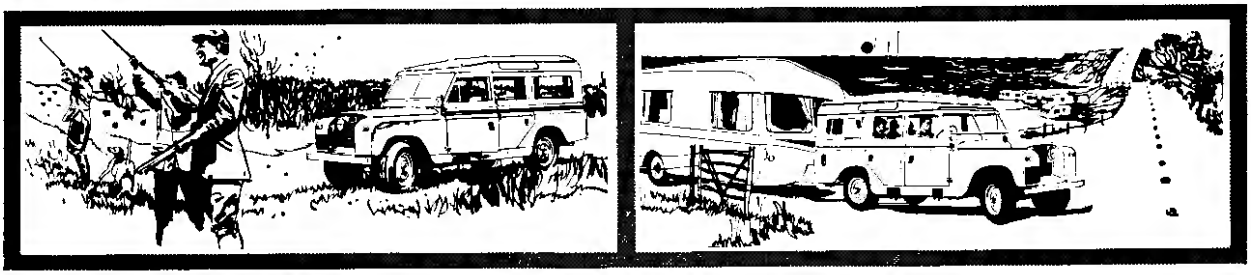
GO-ANYWHERE IN THIS NEW 12 SEATER LAND-ROVER

Go-anywhere cross country transport for 12 people! Here, in one vehicle, you have car-comfort, 3-car capacity, plus Land-Rover toughness, reliability and performance—and all for £950! No purchase tax to pay.

All twelve seats are easily accessible through 5 doors. There are 6 forward-facing seats—3 in the front compartment and 3 behind which fold individually. Two inward-facing bench seats fitted to the rear wheel boxes provide ample room for a further six passengers. Large windows give splendid all-round visibility and all of them open so that ventilation can be precisely controlled. The double roof still further improves ventilation. Here is a personnel carrier that will take the worst surfaces and the steepest gradients comfortably in its stride.



4-WHEEL DRIVE. PETROL OR DIESEL ENGINE. FIVE DOORS



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