OTTAWA VALLEY LAND ROVERS

15 July 1998

Volume XV, Number 7

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…

July 20th	**Social at the Prescott Hotel,** Preston Street, Ottawa, 7pm
July 17-19	**LRO-Billing,** Billing Aquadrome 50th Anniversary
August 1-3	**North American 50th Anniversary Rally,** Cortland, New York - OVLR, ROAV, BSROA
August 4th	**Executive Meeting,** phone Bruce Ricker for details
August 17th	**Social at the Prescott Hotel,** Preston Street, Ottawa, 7pm
September 8th	**Executive Meeting,** Phone Bruce Ricker for details.
September 14th	**British Invasion planning session,** Monkey Joe's at Carling and Merivale (Really to pick apart the Series Land Rover they have partially coming through a wall and hanging from the ceiling)
September 18-19	**British Invasion,** Stowe, Vermont

future events:

(Dates & times subject to change)

September 19-20	**Antique Automobile Club of Ottawa** annual indoors show at Nepean Sportsplex.
September 26-27	**BSROA Fall Heritage Rally**
September 26-27	**BSROA Fall Heritage Rally** (40+ Land Rovers)
October 2-3	**Rover Owners of Virginia Mid-Atlantic Rally** central Virginia (usually 120+ Land Rovers)
October 2-3	**DELRC, ECR, Owls Head Museum Mid-Coast Maine Rally**
December 5	**Christmas Party,** Navy Mess, Victoria Island

This Month's Cover:

Saturday afternoon's attempt at the heavy off-road, 15th Birthday Party
f-r Dave Lowe, Andrew Finlayson, Brett Storey & Tom Tollefson
Photo by: Bill Rice

The OVLR Newsletter

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Vice-President:	Andrew Finlayson	(613-798-9211)	Treasurer:	Christine Rose	(613-823-3150)

Greetings;

A number of events transpired in June. The first being the fifteenth annual Birthday Party, followed the next weekend by the tenth Downeast Rally on the mid-Atlantic coast of Maine and the first Land Rover North America corporate event. First, the Birthday Party.

The Birthday Party this year proved to be the largest ever hosted by the club. Over sixty vehicles and more than one hundred and forty people attended to enjoy the company of other Land-Rover enthusiasts and partake in a little off-roading. As has been the case for the past few years, people started showing up earlier than ever. One of Friday's main tasks was to clear the light off-road. The trail was heavily covered with fallen branches et al from the ice storm that came through this past winter. Fred Joyce lead that contingent into the woods and spent hours hacking their way through the storm debris.

Saturday saw a number of events occurring. In one case we had Desperate Dale, Fred Joyce, and a few others go off to the infamous mud bog. Once there, Dale demonstrated that not only is he unparalleled in getting a Range Rover mired, but you can do it much faster and more efficiently if you use chains! This necessitated a rescue mission later in the day that claimed more Land Rovers in the mire as Dale dug himself in so well, that when Eric Zipkin went to haul him out, he hauled his Stage one in to join the Gin Palace.

The light off-road was disappointing to those who has been on it last year. Of course, in previous years, some had thought the light off-road course to be the heavy off-road. While last years course resulted in some very good photo opportunities involving water, an early Spring dried out many of the intermittent streams earlier than usual. Where there was a stream to drive up last year, it was grass. The pond was also very low, the causeway across showing very clearly. However, thirty-nine Land Rovers took part in the several mile cross-country journey.

After a lovely lunch provided by OVLR, Saturday afternoon consisted of either some more light off-roading, participating in the fast growing full scale exercise to extract Dale and other vehicles, or go on the first OVLR RTV course. Bill Caloccia writes on the RTV later in the newsletter. For those who decided to pass the opportunity to drive about, there was swimming over at Silver Lake, or the opportunity to watch various repairs being conducted.

You could tell that this was a Series vehicle dominated event. Repairs were occurring everywhere. The most ambitious attempted this year was a head replacement on David Scheidt's 88. After driving over to the Birthday Party with the Chicago contingent lead by Bill Kowalski. Dave experienced some performance problems. Pulling the head revealed a badly cracked exhaust valve. Happily, one chap had arrived with a complete motor for sale, so before you could blink, a twenty bucks changed hands and a head was readied. Our very own Al "Ranger Smith" Richer undertook a head transplant under the afternoon sun, accomplishing the task in just under four and a half hours. Ranger Smith even had wee devoted enthusiasts cheering him on as he neared completion of this task. (We understand there may be a video available). Unfortunately, there is no video footage of one delay experienced on the light off-road. Suffice it to say it involved wires and Dave Lowe. Your imagination can run from there! Eric Zipkin later has a few electrical problems that are covered later in the newsletter.

Dinner was served from the club's Expedition Trailer (It seems Customs much prefers this description for those border crossings, so who's to argue!) After a fantastic meal, parties, gatherings sprang up everywhere. From lakeside bonfires, discussion groups and potato cannons, to quiet discussions on all things Land Rover. As has been the trend, most people stayed at the Provincial Park, the balance on site.

After breakfast Sunday, people headed over to the main site for the annual auction. This year we again had the services of our auctioneer Al Pilgrim, who not only can whip up a crowd to a bidding frenzy, but also can get people to bids against themselves! Atlantic British, British Bulldog, Eric Riston, Joey Ricker, Land Rover Canada, Westboro Land Rover, and Rovers North all contributed items to the auction.

After the auction, about a dozen Series vehicles decided to try the heavy off-road. The heavy off-road course is down a hydro cut which has steep inclines and declines, lots of exposed bedrock, and the obligatory mushy bits. While progress was fairly easy over portions, François Juneau, not to be outdone by a mere Range Rover managed to become the only vehicle to get truly mired in one section of the trail. It was a Kodak moment as Tom Tollefson and his 101 hauled François' mighty Unimog from the mud! Off-road progress was eventually halted when Tom, leading the way though the second to last swamp because stopped in approximately the same place as Dave Lowe has managed to get to two years previously. That progress might be difficult was indicated by the cattails towering above the 101 and it tried to get forward. Seeing this was going to be a long term winching exercises, the group turned back to camp. The heavy off-road course remains unconquered.

Those that could come in a Land Rover tried to make up for their failings. John Hong flew in from Nevada, rented some domestic vehicle and then applied many large rubber insects, Land Rover decals and tried to pass it off as a FleaLander. (Some remarked that it could have passed but for the lack of a spell-checker) John was trying his best to gain points in this years Dorktari Award. While he did gain many needed points, some observers note a dark candidate making inroads into his lead. Flying from Nevada did not get John the distance award. That went to Ben "*the road is my bride*" Smith, who again drove from southern California, across the continent to get to the Birthday Party. Though not nearly as far, the Birthday Party did attract people from Massachusetts, Virginia, and Illinois, as well as closer locales such as Toronto and Quebec City.

While many left Sunday late Sunday afternoon, a good number of people stayed until Monday, enjoying a relaxing time at the Provincial Park. Many were to meet again the following weekend at either the Downeast Rally or the Land Rover North America show.

The Birthday Party

The RTV by Bill Caloccia

OVLR Members, who are also Empire principals put on the second RTV in the series leading up to the ANARC - Atlantic British North American International RTV event in Cortland New York. At the Birthday Party, Jeff Berg, Eric Riston (aka. 'our man at AB'), Quintin Aspin and myself, along with Quintin's charge, Mike Malone, set up the course. Due to a comedy of errors (my getting up North a day late, Ted Rose being lost, [as usual. see the July 97 newsletter], having to clear the trail into the area, and Kevin committed to taking his son on the light off road), Kevin only got to work on setting up one section. As Kevin, Quintin and Mike did not drive the course, they were allowed to compete.

Competitors were four 80s, seven 88s, and one 109, the latter only failing to complete the last section, Eric says he messed up the shunt, and should have been able to make it, so the OVLR course was more successful than the first RTV run at the R.O.V.E.R.S. event.

The first section was a up/downhill, with a 'free' turnabout on top due to space constraints, everyone cleared it, as expected. The second section was more turning and maneuvering on mostly level terrain, and the failure to set up for subsequent turns caught out a few participants, as did the hub-over at the end. The third section was the 3-D section, which went up a rather steep 12' hill, curved right, around to the left, through 4' high brush, hooking to the left and down a rock face. The 109 got caught in shunting at the top of the hill.

When complete, there was a four-way (triple-zero) tie, with two 88s (Ben Smith and Ted Rose) and two 80s [Andrew Finlayson and Quintin Aspin).

For the first tie-breaker we then flipped numbers on the last section and ran it in the opposite direction. Ted Rose tagged a cane, and we still had a three way tie. At this point Quintin again suggested running the section in reverse gear. Quintin's 80 had no top, Andrew's had a soft top, and he rolled up the sides, however Ben's 88 is a hard top. I offered Ben the opportunity to drive an 80 in this tie-breaker. Muttering something about the Devil I know or the Devil I don't. he elected to run in the 88 and asked permission to remove the rear door, which was granted.

Quintin reversed up the hill with undue speed, and tagged the 4th cane. Andrew paced his progress and completed the task as if born to it. Ben, with John Hong along to navigate, took to the task, and made it to the last few canes when the gear in the back of the 88 started tumbling out. Shovels. Picks. Axes. I called for him to stop, but it was clear a few bouncing tools wouldn't deter Ben from that last gate. All said and done, Ben and Andrew were each first in class and tied for first overall.

At 13, participation was a bit lower than I'd hoped, but in general terms, about that many went on the heavy off-road, and just under 40 went on the light off road. Also a few players were busy extracting Dale's Range Rover from the mud hole, and/or Zippy who apparently dragged his 109 in instead of dragging Dale out.

Ranger Al Richer changes the head on David Scheit's SWB.
1998 Birthday Party
Photo: Bill Rice

OVLR would like to thank the following people and organizations for their contributions to the Birthday Party (& I know I have probably missed people):

For supplying various items for the auction - Atlantic British, British Bulldog, Eric Riston, Joey Ricker, Land Rover Canada, Otto's (Westboro Land Rover), and Rovers North. Al Pilgrim for acting as OVLR's own auctioneer extraodinaire again.

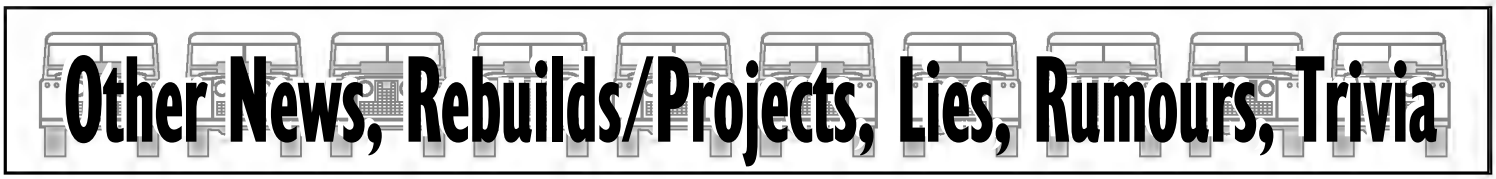
Kitchen help included; Cooks - Dave Meadows, Andrew Finlayson, Eric Zipkin, Harry Bligh. Runners - Sandra, Delia Coates, Anne, Roy Bailie. Servers - Joyce Wood, Lee Ann Johnson, Natalie Willey. Trailer moving, packing and cleaning - Cathy Vermette, John Hong, Roy Bailie, Ben Smith, Dixon, and Francois Juneau. Tent erectors - Harry & Lynne Bligh. Food & beer fetchers – Roy Bailie, Cathy & Dave Vermette, Ted Rose and Bruce Ricker

Special thanks go to Mrs. Deacon for allowing us to use her land and Christine Rose for organizing the entire event.

P.S. John Hong said he would contact the American Embassy if he was required to clean the latrines!!!

One Birthday Party also equals maintenance (or a serious case of Nigel's Disease). There is no better time to discover that your vehicle needs attention than just before, during, or on the way home (This is what I have heard of so far)

- Attention to brakes (read refurbishment/rebuild) (Mike Loiodice, Kanti Barnes, Kevin Willey, Alan Richer, Chris Weinbeck, Roy Bailie and Ben Smith)
- New head (Dave Scheidt, He made it home.)
- New/Fix alternator(s) (Zippy! Read about it later)
- New fuel filter, or why they are only good for 5 years or so (Dixon Kenner)
- New radiator (Fred Joyce)(fan decided to leave the water pump and travel forward)
- New engine (Jeff Berg)
- New welding for floors etc (Eric Riston)
- New rear differential (Dave Bobeck, Dixon Kenner, Bill Rice (he was smart, he put a Salisbury in))
- Fix wiring, or how to wire things properly (Dave Lowe and one small electrical fire)
- Fix winches (Sean McGuire, Eric Zipkin, & Ben Smith with winch failures)
- and Kanti Barnes learned that there is only one zero after the three in torquing a tie-rod end, not two.



The President writes:

I suppose after six months of relative quiet I should come out of hibernation and commandeer a few square inches of our newsletter, if for no other reason than to reassure the club membership that I do exist, and that from time to time I can string more than three words together to convey a thought or two.

Once upon a time a veteran manager of mine told me that if one does one's job well he becomes almost transparent to both his superiors and his subordinates. My job as president is to field any complaints or concerns brought to my attention regarding the operation of the club. I am very happy to report that there have been none! This organization is approaching 235 members , each with unique expectations and perceptions of what the club should be doing for them. The fact that I have been able to remain *transparent* underlines the thorough and professional job that your executive has been doing on your behalf and I thank them very much for their efforts.

OVLR's executive has, in the past six months, worked hard to foster a positive relationship with other Land Rover clubs, the media and of course Land Rover Canada, in hopes of furthering public awareness of our strange aluminum toys. It would appear that our club has gained considerable credibility in that we are one of three clubs spearheading the ANARC 50th anniversary celebrations at Greek Peak N.Y. this summer. The Ottawa Citizen newspaper gave our club a "front page" spread in an extensive article by Murray Jackson detailing the history of both our club and its namesake vehicles. Land Rover Canada has come onboard with the donation of promotional goods which were auctioned off to help fund the annual birthday party. L.R.C has also loaned us two flags to be flown at our club functions this summer.

We are feeling a momentum building, the evidence shown in a bigger and better organized birthday party than ever before. Both modern and series vehicles gathered, affording their owners an opportunity to compare, brag and perhaps lie a little about their trusty wheels. I had a great feeling of pride when I looked out over a field of fifty plus Rovers, knowing the effort it took for many of our members to travel, in some cases, thousands of miles to join us.

Ahead we have the 50th anniversary rally at Greek Peak N.Y. This event is expected to be one of the biggest Land Rover reunions in history. I urge all members to attend and if possible bring your Rover. Series owners especially must show the need for continued parts support for our aging vehicles (note N.L.A. 'no longer available' next to many parts listings…). Your participation will show L.R.N.A. that your vehicle is still on the road and is a possible source of parts revenue. Be assured that the Solihull brass will watching this event with great interest.

In closing, thank you for your confidence by electing me as

O.V.L.R. president. I assure you that I will do my best to ensure the second half of 1998 is as rewarding to the club as was the first half

— Bruce

A note from the editor: The June stuffing was a bit of a complicated affair, what with all the usual suspects out of their element, so to speak, doing the collation and stuffing at the June Social at the Prescott Hotel. Lots of people appeared this month and lots of advice sought, remedies provided.

While September's Social will be at the usual location and occurs just after the British Invasion, it has been thought that there be a pre-British Invasion social. This gathering will be at Monkey Joe's at the Westgate Shopping Centre on Carling and Merivale. Monkey Joe's apparently has a new decor that includes a partial Series Land Rover coming through the upper portion of a wall & suspended from the ceiling. If not to discuss the British Invasion, the Land Rover might prove interesting!

Dale and the Gin Palace; no other explanation needed! (and yes, those are tyre chains!)
Photos: Spencer Norcross

Crossword Puzzle Contest: There should be a new one in this issue of the newsletter. However, space precludes one, so you have an extra month to get your answers in!

The Downeast Rally

Downeast you ask? How about rain, rain, and more rain. Left Ottawa at about 7:30 am, just as it was starting to rain here. Drove out of the rain by about Sherbrooke & figured that the Appalachians would prove to be enough of a barrier to the airborne water. Not a chance. By the time we got towards Augusta it was raining again. It didn't stop raining until late Saturday afternoon. (Note: Goretex is fine for short periods of time in rain. After about four hours you are as wet on the inside as the out). Kevin Willey and I hit the Liberty tool company on the way there. (Really neat place. Piles and piles of used tools. No BS or BA stuff there (well, maybe but how many thousand sockets do you want to sort through?)

We arrived at the Old Massachusetts Homestead Campground in the early evening. There were a number of people already there. Dave Stauffer and John Vallerand were on their way out for another beer run (very necessary as it turned out). Kevin and I registered and went off and set up our tents. Then the party started. Beddie-bye time at around 3am for the keeners

Saturday we got up in the rain (My tent leaks, Dave Stauffer was in a lake in his seventy buck Sears tent) and headed over to the staging area for the off-roading. Myles had rented one of those huge marquee tents and under there were lots of picnic tables, his fridge, television (you gotta give Myles credit, he is keen!). Myles had arranged Breakfast. Sausages, scrambled eggs, various juices, coffee, tea, etc. Howie and Suzanne Samuelson from New York helped serving and keeping the wet people happy. There were fewer vehicles there this year than last. Weather and another Land Rover event in Lanham, Maryland (at Land Rover North America) diverted quite a few people. Herb Zipkin came up and was having carb and starter problems. Some people managed to help him sort out the carb, the starter was more problematical. Otherwise, no major repair jobs a la the Birthday party. Peter McKelvey drove down from Saint John New Brunswick, Trevor Easton and [blue Discovery] drove over from Toronto. Francois Kirouac and Thomas Buijs came down from Quebec. Myles had brought his television over so we could watch Land Rover videos such as recently released "Land Rovers Across America" video.

The off-road was similar to last years, except going the other way with various side trails etc. It was much longer, as well as technically challenging in many places. Dave Stauffer's diesel Lightweight was excellent in the wet. At least thirty vehicles ventured on the course, not many got really stuck. Myles and Dwight had made some log bridges over the streams to speed people along. The lower numbers on the course allowed us to go around a couple of times through the weekend. There were a pair of 101's there. Neither of them went off-road. There was a prepared Rangie there. Yellow and white with Range Rodent on the front and back. One good quote from Myles was "How times have changed. Now people come and tell you that they have a Range Rover as a beater and have a Series as their nice vehicle"

After lunch people were still doing the trails. By late afternoon, some people had enough of the rain and were packing to go). Happily the rain stopped and after feeding, a few beers, building a bonfire, we got them all to stay. The evening was a simple party. At about midnight it was time for some nighttime off-roading. Stauffer's Lightweight and a Series III (friend of John's). A good amount of fun… A number of people didn't come over to the site, but preferred to stay in their motel/hotel or tour the shops around the countryside. Oh yeah, cost for the event was twenty dollars and it got you Saturday breakfast, Saturday lunch, and Sunday breakfast. You were on your own for Saturday dinner.

Much credit must go to Myles and Dwight Wass for preparing the trails, making sure everything, except the weather, was made for a very enjoyable weekend. I'm sure if you show up on the Maine coast with a Land Rover and stay at the Old Mass Homestead, you could get a chance to drive the off-road course!

Zippy Tow Strikes Again or how Eric's electrically challenged 109 even infects his father's 109.

A familiar note from Eric Zipkin – "It couldn't last, could it?

I just returned from another long-distance towing adventure. my father had gone up to Maine for the Downeast Rally, uneventful ride up. Coming back, however, the generator decided to seize up right in Haverhill, Mass. Al Richer, the saint that he is, offered to help my father out. Into Churchill he hops with one generator and a set of tools. Replaces generator, notices that the water pump is pissing water, fire it up, the water pump is also shot… wonderful. Not a problem, Al sez, ship the parts to me and I'll throw them in….

Realizing that this might not be too conducive to marital bliss for our dear friend Al, I decide to go fetch my father and his Rover. This time, I'm not playing games. Call up a friend who has a Suburban, can I borrow it? Sure. Hook trailer to Suburban, spend half an hour hooking up lights and the brake controller (very important). Take off for Chelmsford to Al's place where the Rover is parked (leaking profusely).

OK, the 109's days as a tow vehicle are numbered, this was the first time I've towed with a Suburban. 80 mph with an empty trailer and I forgot several times it was back there, stereo, air, power everything, OK, OK so I'm getting soft, but if I have to tow everyone everywhere, use the proper tool.

Load father's 109 onto trailer at Al's place, check everything, go up the road to pick up my father where the breakdown had occurred. Guess where? Exit 49 off 495 in Massachusetts… yes, Spenny, that's right, less than a half mile from where I picked up your Rover during the Zippy-tow incident. I think I'm just going to avoid the whole damn state!

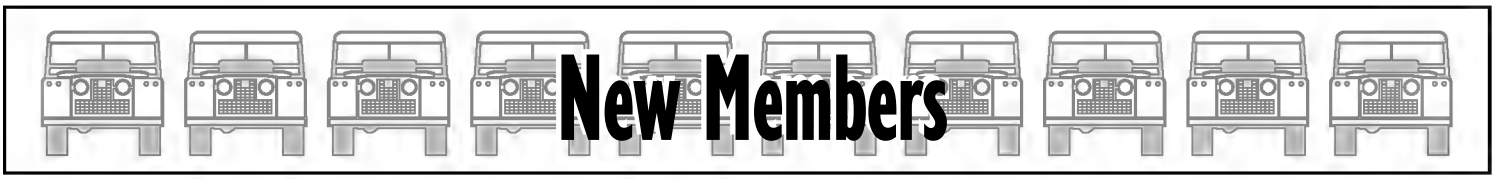
Ride home was uneventful until twenty miles from home I stop to get some fuel. The Suburban won't start, seems that my friend never uses it and the battery and terminals were pretty close to toast (no, it wasn't the alternator). Swap in the battery from the 109 on the trailer, some vice grips, and presto, we're golden!

Tally for the day: Total miles: 350, Travel Time: 12 hours, Alternators: 0, Batteries: 1, Speeding tickets: almost one (the Rover distracted him), Sleep: 3 hours. OK, so who can find me a GOOD (understand, Q?) Suburban for sale cheap?

Future stories: How to rebuild a differential by Dave Bobeck. The teaser – "I have parts for this coming from all over the east coast. RN bringing pinion seal and diff carrier; Quintin bringing complete diff; LR Alexandria bringing pumpkin gasket; Jeff Meyer bringing pumpkin gasket; Mike Buonanduci sending propshaft; Me bringing my spare diff and pinion seal if I can find it; All I need now is the cotter pin!"

A note from Bill Leacock – "Tonight the Purple Peril took to the roads of New York for the first time in over a decade. Twenty months after my daughter and I started with a pile of scrap we now have ? A bigger pile of scrap!! in the form of a '59 SII SWB. Watch out, it could be my daughter driving… or worse still, it could be me !!

Mr. Berg's SIIA Finsup has gone into the shop for nothing short of a Turner long block, and, while it's in, a stainless exhaust and some other sporting bits. All this started last week, hence, it is not expected out of the shop until after the OVLR Birthday Party, but should be in fine shape for the event in Cortland (sporting a brandy new capstan winch so I hear.)



Lots! We will list them next month when we have more room — ed.

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Land Rover 50th Anniversary Events, an abbreviated guide:

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. As of today, more than 175 Land Rovers are registered to be there. Check out previous newsletters for more information or telephone 508 655-3825 or go to http://www.rover-clubs.org

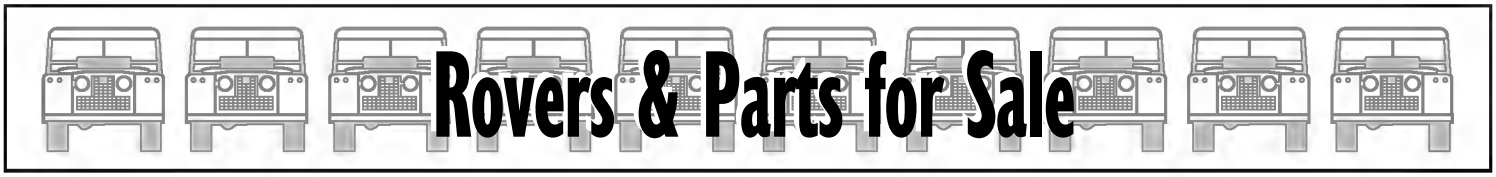
August - Eurolink (A European version of ARC/ANARC) will be celebrating 50 years of Land Rover in Germany. The event will be at the Nurburgring (west of Koblenz, Germany, near Holland/Beglium/Luxembourg (a well known race track) in early August. More details to appear in Land Rover World magazine

September - The Dutch 50th celebration in Epen, Netherlands. More details to appear in Land Rover World magazine

September 19-20 - The annual British Invasion at Stowe Vermont. Not a Land Rover event per se, but generally draws forty or more Series Land Rover and a varying large number of modern Land Rovers. Rovers North will be setting up their RTV Trials course, however with two stages this year, rather than the one last year.

September 26-27 - The annual Fall Heritage Rally hosted by the Bay State Rover Owners Association. At Hawk Inn and Mountain Resort in Plymouth Vermont. Contact Chris Browne at 508 655-3825 for more information.

October 2-4 - ROAV's Mid-Atlantic Rally at Penlan Farm. Because of all the other celebrations, this year's event will be much lower key: a gathering as opposed to a formal and elaborate rally. The event will also be limited in size to pre-registered vehicles only. While the Aluminum Man Triathalon will not be held, ROAV has gained access to an additional 400 acres to play upon, including a tract down to the James River. To take advantage of this ROAV will be setting up a "connect the dots" event across this land. The Trials course will also be open for anyone that wishes to try it. The cost to attend the Mid-Atlantic Rally will be $15 per vehicle. Meal costs are $15 per person for Saturday's dinner and $10 for Sunday Brunch. A registration form and further information can be obtained by either writing Sandy Grice at or calling 757 423-4898



1953 Series I LHD - complete, frame in good condition. Is running (last on road one year ago) - needs some brake work, wipers and some TLC - Selling due to move - call Derek at (613) 722-1115, or (613) 798-6772 or e-mail derek@variainc.com

1973 Series III 88. Engine complete rebuilt (ported, balanced etc), gearbox overhauled. Rebuilt axles, swivels, new interior, newly painted blue, RR wheels, brand new tire, on view at Greek Peak, contact Mike Hamilton. 514 631-1990

Freelander to Come to North America! All New Land Rover to Be Available in Early 2001

LANHAM, Md., July 16 /PRNewswire/ -- Despite previous reports to the contrary, it was announced today by Dr. Walter Hasselkus, Rover Group Chairman and Chief Executive, that the enthusiastically received new Land Rover Freelander will be available in North America beginning in calendar year 2001.

Speaking about the announcement, Dr. Hasselkus said, "The timing is right for Freelander to enter the American market. Freelander has already taken the 4x4 market by storm and we are now ready to introduce this new Land Rover to a broader public."

Charles R. Hughes, President, Land Rover North America, Inc., said, "This is extremely exciting news. Countless people on both sides of the Atlantic have worked long and hard to make Freelander a feasible business proposition for the North American market. The launch of Freelander is another stride in LRNA's expansion and will add new energy and excitement to our business. Freelander has a character all its own and will attract a large array of buyers, some new to the brand, some already in our stable. This is truly great news."

The North American Freelander will be available only as a five-door model and will be revised and updated to meet numerous U.S. safety regulations - and the demands and tastes of the North American sport-utility segment. Freelander is a tough and rugged Land Rover that is the featured vehicle in the 1998 Camel Trophy Adventure, to be held this August in Chile and Argentina.

Land Rover North America, Inc., is a member of the Rover Group, importing Land Rover vehicles manufactured in Soli-

hull, England. The Rover Group is a wholly-owned subsidiary of the BMW Group, Munich, Germany.

SOURCE Land Rover North America

Some interesting marketing statements from Land Rover in the Freelander brochure (UK edition) - "The design of Freelander's rounded rear lamps subtly recalls Defender, the original Land Rover." Later on, we also have "The strong, ladder frame chassis is an integral part of the body; … " For those who have not read about the Freelander, it doesn't use a frame, but rather is a monocoque design

Interesting small article in the Sunday Telegraph on June 21st. It is thought that the New Zealand Govt. is about to ban unleaded petrol,on the grounds that the pseudoscience regarding leaded has long since been exploded, and that unleaded is far more harmful than leaded was ever thought to be. It also points out that NZ was among the first (if not the first) govt. to ban leaded.

Newsletters received this month include: The Review from the Land-Rover Owners Club of Victoria (March 1998), the Rover Reference from the Bay State Rover Owners Association (issue 1998/3), the Toronto Area Rover Club newsletter, the Obsession from the Land Rover Register of South Australia (Vol. 10, number 5, May 1998); the Rover-Lander from the Rover-Landers of British Columbia (Summer 1998 issue); and Rover-On!, the newsletter of the Finger Lakes Rover Club (Vol. 2, issue 1, Spring 1998)

Alternate parts, contributed by Alan Richer: LR Series IIA petrol piston rings: P/N: 5928xxx (xxx= oversize measurement.) In my case, the number was 5928030 for .030 oversize rings. Price - US$38 50, with a small UPS charge on top of that. They even had 'em in chrome rings…..not in MY engine, though! They also have rings for the 6-banger, as well as the older 2-liter engines and the like. I don't think they go back to the Series I, as the guy's book seemed to start about '58.

To say I was pleased with their service is an understatement. The gentleman at the other end was knowledgeable, courteous and friendly. I was pleased. [Hastings Manufacturing Company, 300-T N. Hanover Hastings, MI. 49058, Main phone: 616-945-2491, FAX: 616-945-4667]

From AdAge; 7/15/1998 - Land Rover program to certify used vehicles Land Rover North America is launching its first, national certified used-vehicle program after testing the concept. In the near future, individual dealers and regional dealer ad groups will customize materials for the program from national agency Grace & Rothschild, New York. [Do Series vehicle count?]

From the Anti-FAQ:

Q. How many Rover Owners does it take to change a lightbulb?

A. At least nine. The relative merits of genuine parts versus aftermarket products must be discussed, with of course, the consideration of the value of equivalent, common, American replacements, which leads to a lively symposium about the validity of non-original Land Rovers, degenerating into a heated argument about which particular Land Rover model is the best, incorporating, naturally, a joke about a Corgi or Dinky model being the best, starting a comparison of various miniature Land Rover collections, culminating with a trading frenzy, whilst the remaining participants rehash the benefits of cooking on a galvanized grille versus the resulting toxicity. Eventually the bulb *is* replaced, at which point, seeing as how it's Lucas Electrics, it promptly burns out again.

Dale + mudbog = winching; it's simple math, really
Photo: Spencer Norcross

Dave Lowe's lightweight
Photo: Spencer Norcross

General Servicing: Repairs, Humour, Tales & Trivia

One BP equals one alternator failure and replacement

by Eric Zipkin

That doesn't begin to describe the situation…if it was only that it would be easy.

Driving up to the BP, I noticed my charge warning light coming on intermittently… figured it was probably a loose wire or something. I'll worry about it later.

Rule #1: Never ever think you'll do a mechanical repair at the BP unless it is absolutely necessary…you'll just keep putting it off.

Went for a ride on the light off-road…pretty dry but still got the driving cobwebs out. Lunch came around and Dale appeared soaked from head to toe. Seems the Gin Palace had impaled itself on some bottomless mud. To make it even better, he used chains to make sure he was good and stuck.

The battle cry was sounded by Roy; "Let's yank him out… and maybe we'll have a go at the mud bog while we're at it!"

Rule #2: Don't listen to Roy.

Dave Bobeck after crossing the first obstacle in the Heavy off-road
Photo: Spencer Norcross

So, down to the mud pit we went and surveyed the situation. I went to one end of the mud pit with my winch with Roy on the other. The requisite photos taken, Dale was successfully yanked (or rather, dragged) from the clutches of the mud. I went back to my Rover to back out to make room for a Unimog that wanted a try. No dice. In the time it had taken to pull out Dale, my Rover had sunk and now wasn't going anywhere. Not content to wait for Roy to come around and pull me out, I figured; "what the hell, I've got a winch, I'll just go forward." That netted me about 10 feet.

Rule #3: Patience.

So, out comes the winch cable… a lot of it; This isn't a little pit…its looong. Begin to winch. Watch the bow wave of mud get pushed in front of the vehicle. Watch the mud begin to crest over the winch. Watch the winch stall out.

Rule #4: Electric winches are not made to work submerged in mud.

Once again, Roy comes to the rescue and drags me out of the pit. On exit, the pesky charge warning light is on. And the temperature gauge is pegged at full hot and the oil pressure warning light is on…not good signs. I figure this is a wiring problem… park Rover and have a beer.

Next morning, I quickly check the leads to the alternator and clean them up…everything seems ok. No charge, however. Proceed over to the BP site to confer with everyone. Hood goes up, the swarm of onlookers comes around. A little fiddling around…alternator charges again… smoke comes from alternator…alternator stops charging. Hmmmm…

After a little more troubleshooting with Al Richer's help, the alternator is presumed dead. Luckily, I had fitted a GM Delco alternator for just such a situation. Time to find a new alternator. We all hop in Churchill and Bill Maloney's Rover and head into Perth. In Perth, we visit the only auto parts store open on Sunday…Canadian Tire.

Rule #5: Don't count on any sort of brain function from the parts people at CT.

Canadian Tire doesn't have the proper alternator (I think) and they send us out to a couple other places, all closed. Time to have lunch and head back to the BP site.

Upon arrival, the rest of the crowd is returning from the heavy off-road. The assembled masses are now attempting to find an alternator for me. Roy is once again leading the charge. Harry Bligh comes through with a junkyard in Perth…they have just what I need…but its expensive (a whole $5 Canadian). Now we have to get back to Perth to pick it up.

ANATOMY OF GETTING STUCK...

as capably demonstrated by Mr. Eric Zipkin of Bedford, New York.
In the mud bog at the15th OVLR Birthday Party, Silver Lake, Ontario

Up steps the local Land Rover dealer… "lets just take my Discovery… and why don't you drive."

Rule #6: Air conditioning is very nice.

After an uneventful ride to pick up the alternator we return to the BP site, replace the alternator and fire her up.

Rule #7: Isolate the reason why the alternator failed before replacing it.

After two minutes of brisk charging…a little bit of smoke…no alternator. Not good. Remove alternator, pull it apart, inspect brushes, etc, replace try again. This time it was Ted Rose's turn to help. More troubleshooting and Aha! I think I've found the problem: The dead winch is shorted out and still connected to the charging circuit… overloading the alternator and blowing it. Need a new alternator.

The next morning, Quintin, Ann and I take a ride back to the junkyard. Quintin needs a wheel for his trailer and I'm looking for another alternator. Quintin found a wheel but no dice on the alternator. Over to the local NAPA store (these people actually have a brain) and they can have it for us in an hour. Just a whole lot more expensive than the junkyard. After a very enjoyable lunch, we head back to the campsite.

Replace alternator, inspect and cut out a part of the engine wiring harness that has toasted itself (aha! found the problem and also why the gauges were reading screwy). Disconnect winch and secondary system… fire her up!

Rule #8: Isolate the reason why the alternator failed before replacing it.

Two minutes of brisk charging and poof! No alternator. Now I am not happy at all. Loose patience, close the bloody thing up, borrow the battery from Quintin's 80 and hit the road in hopes of making it home before dark.

After calming down a bit and driving for a couple hours, we make it to Watertown, NY. I realize that there is no way I'm going to make it home before dark. Pull into a local auto parts store (a good one at that) and go for alternator number four. Now, I'm not playing any games: new alternator, new battery, new main leads from alternator to battery, disconnect everything except what is needed to run the car. Install alternator and a new belt for good measure and fire her up.

Rule #9: Isolate the reason why the alternator failed before replacing it.

This time, the alternator doesn't even try to charge…nothing. Now, I'm perplexed, I've covered everything…what the hell is going on here? I'm ready to return the alternator under the lifetime warranty of the auto parts store and go for number five. I switch leads, the field with the warning light, and vice versa…I rant, I rave, etc. etc.

Then I realize that the alternator warning light is not shutting off when I disconnect it from the alternator…hmmm…that doesn't make any sense. There's got to be a short somewhere. Pull the dashboard…charge light goes out. Fire up the car and the alternator works! But neither does the charge light… that's OK, it's charging… pack it all up and hit the road.

Rule #10: Never, ever underestimate the power of Lucas.

A Friday (short) Story, Exhausted

by Mike Rooth

There I was, minding my own business, harming no-one, when: "Kerlunk. Boggle, boggle boggle, boggle, dunk". Well, well! A new noise! How unusual! Has the back chassis fallen off at last? Or is it, we wonder (but not very hard), that spring bush that I got away without replacing when I changed the rear spring. Decisions, decisions. Seems to drive OK, though, or what with Bloody Nora passes for OK, so it can't be that urgent. If we ignore it, it will probably go away. Yes, that's what we'll do. Just as long as I can get some beer.

You have got to be joking. Upon applying percussion with the foot to the tailpipe, it goes wibble wibble wibble. Ah well, a trip through the leafy hills of North-West Leicestershire appears to be indicated. Item: One SWB silencer and gasket (Note the gasket. No expense spared on this job).

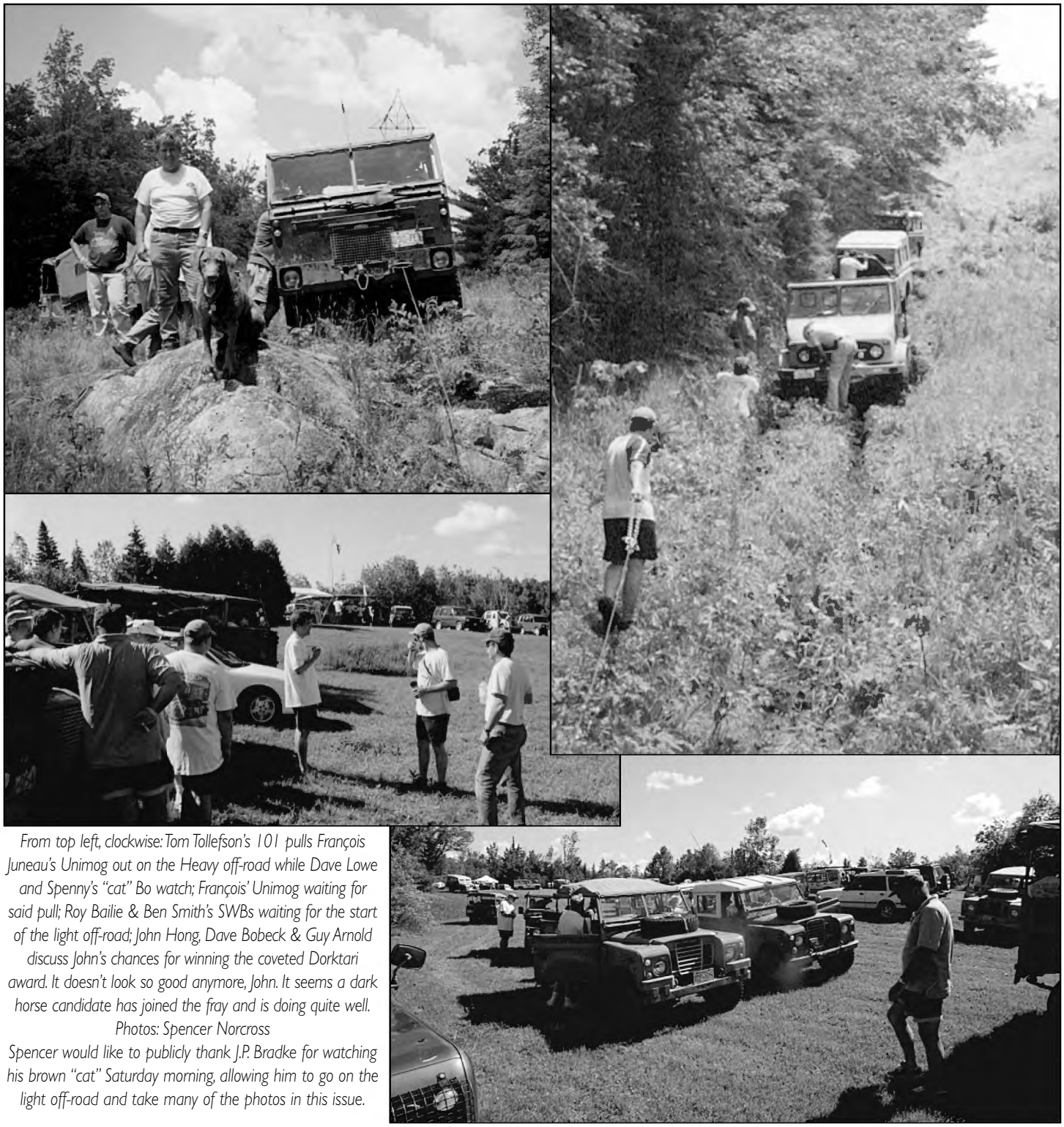
Why is it that I continuously underestimate this job? It looks easy enough…. D.A just about falls off her stool when I announce that evening that It's nice and early, and not raining (yet) so I'll just pop out and fix that silencer. Won't take long, after all, it was the last thing I swapped on the exhaust system. System? Nah, that word has implications of design. And just to make life easy, I'll take the back wheel off, so I can get at the tailpipe clips. No problem. Nice long wheelbrace. ooooff! Oh, I see, get awkward with me would you? Right, I'll jump on it… ouch! I appear to have fallen off. Have you ever noticed that whenever these skilled, delicate, "tyre technicians" do up your wheel nuts, the air tool is always set to what I can only describe as "lorry"? And that when you say "Don't do them up too tight, remember I will have to undo them by hand" they have an instant attack of deafness? The only way to get the damned things undone resembles a new form of aerobics, which apparently looks so intriguing that the D.A comes out to watch…

The rest should be easy after that. Will I ever learn? The only reason that the Land Rover was designed to be repaired in a field, was to lessen the number of people that could hear the language such an operation engenders. With the tailpipe.. er…detached…the back box was wibbling about all over the place, which in turn was threatening the precarious integrity of the centre pipe, and I loathe doing the centre pipe. And, wouldn't you know it, the one attachment bolt on the joint that resisted efforts mightily, was the top one I couldn't see. And not only couldn't see, it had done that shrinking trick,so it wasn't half-inch any more. Fortunately it was mole grip size… and the damn silencer fell on me 'ead, guv.

The tailpipe clamps weren't all that cooperative, either. The

beer was looking even more attractive by the minute, and believe me, it had a good head start over this caper as it was.

The funny thing I've noticed about the SWB silencer, is that, although there appears to be acres of space underneath, it was apparently "designed" to snuggle as close as possible to the right hand chassis rail. Preferably touching. And that each successive silencer has different tendencies in this respect. Fortunately (You've got to have some luck occasionally) this one treated the chassis rail as though it had some communicable disease and stayed well away. Which was just as well, really, because lying underneath holding the damn thing in the air with the knees, trying to line it up, while attempting to get the nuts started on old bolts (You WHAT? You think money grows on trees? New bolts my foot) is not a hobby I can recommend to anyone. Oh all right then. ONE new nut and bolt…



From top left, clockwise: Tom Tollefson's 101 pulls François Juneau's Unimog out on the Heavy off-road while Dave Lowe and Spenny's "cat" Bo watch; François' Unimog waiting for said pull; Roy Bailie & Ben Smith's SWBs waiting for the start of the light off-road; John Hong, Dave Bobeck & Guy Arnold discuss John's chances for winning the coveted Dorktari award. It doesn't look so good anymore, John. It seems a dark horse candidate has joined the fray and is doing quite well.

Photos: Spencer Norcross

Spencer would like to publicly thank J.P. Bradke for watching his brown "cat" Saturday morning, allowing him to go on the light off-road and take many of the photos in this issue.

Clockwise from top left: John Hong's Flealander; Eric Zipkin installs the first of 4 alternators and 2 batteries, howabout that mud bog, Eric?; The brothers Dushin, Russ & Fred greet new arrivals, Chris Weinbeck, Al Richer & Mark Talbot; Mikes (jr. & sr.) Loiodice on the way back to camp from the heavy off-road; François and Christiana Kirouac's SWB; Tom Tollefson & his 101; Bill O'Hara & Mark Newman in Mark's Koenig winch equipped 109 on the light off-road; Kevin Willey's lightweight
Photos: Spencer Norcross