OTTAWA VALLEY LAND ROVERS

15 August 1998

Volume XV, Number 8

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…

August 17th	**Social at the Prescott Hotel,** Preston Street, Ottawa, 7pm
August 29th	**Off-roading at LaRose Forest**
September 8th	**Executive Meeting,** Phone Bruce Ricker for details.
September 13	**British Car Festival in Chicago, Illinois** (lots of Land Rovers)
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
September 19-20	**Antique Automobile Club of Ottawa** annual indoors show at Nepean Sportsplex.
September 21st	**Social at the Prescott Hotel,** Preston Street, Ottawa, 7pm.
September 26-27	**BSROA Fall Heritage Rally** (40+ Land Rovers)

future events:

(Dates & times subject to change)

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**
October 17th	**Off-roading at Marleborough Forest**
October 24th	**The annual Frame Oiler** (location to be determined)
December 5	**Christmas Party,** Navy Mess, Victoria Island

More details regarding Land Rover events can be found at:
`http://www.off-road.com/OVLR/Events.other.html`

OVLR/Land Rover HAM - 14.160Mhz @ 01:00GMT Tuesdays

The OVLR Newsletter

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"How times have changed, now people come and tell you
that the Range Rover is the beater and the Series the nice one."
– Myles Murphy

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President:	Bruce Ricker	(613-592-6548)	Secretary:	Dave Meadows	(613 599-8746)
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Greetings;

The event of the month was the Association of North American Land Rover Clubs (ANARC) 50th anniversary rally at Greek Peak New York. Initially developed by OVLR, Rover Owners of Virginia and the Bay State Rover Owners Association, it was joined by four other clubs to put on the largest Land Rover rally ever held in North America. We estimate that about three hundred and fifty Land Rovers of all descriptions showed up.

The ANARC Rally took place over three days. There were opportunities to do some off-roading on various trails or run about the mountain to participating in the first inter-club RTV Challenge. For those with a less serious bent, there was a gymkahna consisting of a number of parts to see how well you know your Land Rover.

The longest drive was done by TerriAnn Wakeman, who managed a "Ben Smith" and drove her two-dormobile from California to the event. There she had it on display in the middle of the vendor area for people to see how it hwas possible to convert a 109 pick-up into a camper for long trips. John Hong jetted in from Nevada. [Ben Smith wisely arranged to have himself transferred east for the summer!]

Club participation you ask? Well, the top four clubs with members there included the three founding ANARC clubs. OVLR had ninety vehicles registered, Virginia fifty, and Massachussets twenty two. ROVERS (eastern Pennsylvania) had twenty four vehicles.

As with any event, there were a couple of weak spots, but to quote Land Rover Owner magazine's James Taylor "It was the best first time event I have ever seen". Not bad eh?

Putting on the rally was a bit of an organisational nightmare. Until a planning meeting in April, few of the particpants had ever met in person, though all communicated over the Internet. It was an event that could not have been attempted even five years ago. Communications have developed where initially Sandy Grice (ROAV) in Virginia, Chris Browne (BSROA) and myself could discuss over email the formation and initial planning of ANARC and Greek Peak. As time passed, John Cassidy (DELRC) was added to handle registrations, Christine Rose (OVLR) merchandise, Bill Caloccia (OVLR/EROS) the RTV, Trevor Easton (Toronto) the gymkahna, Alan Richer (OVLR) the technical sessions. Every one had assigned tasks and delegated them to more people. From OVLR's stance (we don't want to fill pages here) OVLR played a major role in the planning and execution of the 50th event at Greek Peak. Christine Rose handled all aspects of the merchandise. From clothing to hats, weather OVLR or ANARC, that was Christine. She also arranged for the various club coffee mugs, the mousepads, and decals etc. Andrew Finlayson handled the dash plaques. Bob Wood quality control and market testing. Dave Meadows handled Canadian registrations. The Road-Taxed Vehicle Trials course (RTV) was organised by Bill Caloccia.. OVLR supplied many of the volunteers / marshals as well as the technical scrutineers (Ted Rose and Andrew Finlayson). Christine would like to thank Barry Hunt (drove from PEI!), Natalie Willey, and Dave Meadows for helping with the ANARC and OVLR merchandise. Garbage pick-up at the end of the event was Dave Lowe and the Team Daphne 101's. Dave Meadows will be doing up all the final bookkeeping for the event.

Ben Smith has a chuckle while Ranger Smith changes Dora's alternator as Wes Harris watches.
Greek Peak 50th Anniversary Rally
Photo: Bill Maloney

This Month's Cover:

Eric Zipkin leads the way followed by Al Richer. Light off-road, 15th Birthday Party,
Photo by: Spencer Norcross

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

A note from the editor: The July stuffing again a bit of a complicated affair, what with all the usual suspects out of their habitual reverent location at the Land Rover Shrine. The Shrine unavailable, the collation and stuffing at the June Social at the Prescott Hotel.

In the category of things we forget (lots actually) Murray Jackson donated the proceeds of his article on Land Rover and OVLR to the Club at the Birthday Party

The July social saw an increased number of members attending. François Juneau was planning how to slip his Unimog into Greek Peak as an experimental Land Rover. Roy and Dave showed up after doing Roy's brakes. Bruce showed what new photocopies can do with colour… Dale had the Gin Palace back together after a cam, main bearings, et. al. swap.

Crossword Puzzle Contest: The third edition of Marshall Jackson's Atlantic British Crossword puzzle can be found in this newsletter. Rules remain the same! You have until the October newsletter to submit your answers.

Upcoming events: There will be an off-roading day at LaRose Forest on August 29th. The club trailer will be there to provide lunch and possibly dinner. People are to meet at the gas station on the northeast corner of the Vars exit off of highway 417. Phone Bruce Ricker for more details.

Following LaRose, the next large event is the British Invasion at Stowe, Vermont. About forty plus Rovers appear, having a bit of fun. As last year, OVLR will be providing some dogs and chips for Saturday lunch to all Land Rover owners that arrive.

A second off-road day will be held on October 17th at Marleborough Forest. Details in the next newsletter on this event.

Jan Hilborn writes… Last week Spencer Norcross emailed me a post from the RN BBS about some magazine looking for an old Land Rover for a piece set in Vermont. I contacted them and Witt will (probably) be in the July 1999 Cooking Light magazine. Friday afternoon and Saturday morning Witt (and my dog Quinn) were photographed repeatedly surrounded by vegetables. Not a lot of money in this line of work but it was a nice break from the regular ho-hum. Thanks Spenny.

John Hong writes us… Oh Baby! I backed the "large rover with the 9x16 tires" out off the container this morning thus concluding my "agony and ecstasy" container adventure. When I drove down the ramp, I made sure my medical insurance card and picture id were on my person. (I locked up the house and wore clean underwear too.) I built a 12 foot long ramp with four 2x10s as the main structure and 3 sheets of floor sheathing for the deck. For the finale, I added 2 4x4 columns as mid length supports and added a layer of plywood to the deck - I think the extra layer was *definitely* more important than the 4x4s.

Because of the heat here in Vegas (peak of 116 last week) I would toil for one day with frequent visits to the hose (did you know water can get *boiling* hot when it sits in the hose!) and then rest/recover the next day. Some periods of Ecstasy were when I cleared customs, when I got the Ibex into the backyard, when I successfully unloaded the 2 engines and yes oh yes when I drove the large rover down the ramp and into my backyard. (funny seemed a lot bigger when I moved in! I now have the large rover, the Ibex, D90 pickup body parts and frame (donor for the ibex) and many assorted body panels. The agony parts were really schedule related both in the UK and here. Yeep, work fills all available time.

I unloaded about 13 tons of stuff according to the weight data from Sea-land. I managed to do this all by myself. (Steve Maddison and his lads in the UK won't believe me and my neighbors think I am *crazy*) [*they aren't the only ones* — ed.]

My crucial tools were the engine hoist, Jet winch (a hand powered cable winch similar to a Trifor and can be used with cables of any length), handtruck with large inflated tires, and 3 carts which *really* look like grocery carts with the baskets cut off. Ahem, don't ask me where those came from… anyway, let me tell you these make *excellent* carts for moving around engines, trannies, and after you cut off all the vertical tubing you can strap em to a rover frame and Viola - EZ move! Oh yeah, I guess I should add Mr. angle grinder to the vital tools list. Also all the ratchet load straps were very useful in moving stuff around and keeping them on the carts for the ride down the ramp.

I did have to cancel my trip to Billing when it became obvious if I tried to make Billing, I would hurt myself finishing or be *sooooo* tired, I would have no fun. I am still a Billing virgin. [John's writeup of the ARC rally is in the GS section. —ed.]

An unknown 4.0 Range Rover gets a helping hand. Greek Peak 50th Anniversary Rally
Photo: Bill Maloney

A Series I offroading at the Greek Peak 50th Anniversary Rally
Photo: Bill Maloney

I'll be at paradise but alas, I will be in a rental car. I am really not looking for any more challenges right now.

The original red rover ('74 88), currently my daily driver and still roofless, will be getting a new frame and *many* other parts - a month ago I dumped in prestone radiator seal (the kind with the "organic pellets") to take care of a leaking water pump until "the parts" arrived and was rather surprised how well that worked. Parking brake is pretty much dead and I am parking it in gear. It also stumbles badly when temps go over 110 indicating a new fuel pump is needed. Oh yeah, somebody check if hell has frozen over because YES I will be putting shocks on this rover!

The green '58 88 needs a new tranny and I am still thinking if I will pull the 2.0 liter engine for a 2.25 or not. I will see if replacing the single circuit braking with a D90 master cylinder works okay or not - I brought back 3 of these so all my series rovers could end up with one.

The nekked '60 109 does not start or cruise reliably and will be getting a new frame and electrical harness and the 2.25 engine may be swapped with a 2.5 liter we'll see if 6 more ponies make a difference.

I'm going to have to spend some "quality" time with the "large rover" in the desert across the street from my house before taking it on any long drives. I did have to play "love tap the starter solenoid" to get it to start after 6 weeks in the container.

The IBEX is currently just a body shell on top of the rolling chassis that once was a D90 TDI pickup - I shall be using my self taught rigging skills (Bruce Bonar, I shall tell you stories that will make you laugh and cringe!) to get the IBEX down to ground level soon.

I am thinking that the D90 pickup will be reassembled and pop some kind of other diesel in there. The 200 TDI engine is going into the IBEX.

I guess the "agony/ecstasy" stuff really isn't over! See you folks at paradise!

Psycho John

How do you define Shipfitters Syndrome? Ask Dale. In the past month we have seen Dale disassemble the engine for change a worn cam. While there he cleaned the heads, valves, renewed the heater hoses, changed the main bearings. He has made a new differential out of his existing diff, some Series III diff parts and my exploded IIA diff. While there he also did the rear brakes. He has gone and pulled the carpets, underpads, sanded, cut, welded patched and then painted the front floors. Why? Because it just didn't seem to run right.

A note from Kevin Newell: "My life long infatuation with land rovers and certain things British (MG's) has taken a seriously dangerous turn!!!! I took a good long look at the Landie in your lane. I've decided to take a different route and I got a hold of a "basket case" to rebuild from the ground up rather than do a rebuild while I drive it! I figure this way I'll get exactly what I'm looking for... To this end I have picked up a really sad example of a series III from Roy Bailey out at Kanata Collision. So I'm off and running to the races (so to speak). I'll be in touch throughout the project and try to give you updates!

From Roy Parsons: "Talking to Fred recently, it sounds like he is in for some work on a differential. Which reminds me, a word of caution to anyone who hasn't been there before, or has, but it's been awhile. Rooting around inside an axle housing can be hazardous to your digits, due to burrs. I'm not talking injuries the likes of a paper cut; I'm talking near amputation! It seems that age is relevant. Series I's don't seem to be a problem, but II's and progressively worse through late Series III's, which are lethal. I guess another example of cost cutting – no pun intended. So Beware! Particularly if you are doing what John (brother) would call "field maintenance". In other words you're in the bush, or driveway for that matter, on your back under your LR with just the diff. pulled and you're using the 'braille' method while cleaning out anything that shouldn't be there. Maybe a few of natures little irritants sticking you, adding to the fun. This is bringing back memories and all I can say is – you've been warned!"

Some Non-OVLR News & Rumours

Alternate Parts or Soft-top window cleaning -I think I've come up with a good method - it worked for me at least. The windows on my canvas hood were VERY yellowed and scratched - it was almost impossible to see through them, let alone see through at all if the sun was hitting them.

After a closer examination and a few tests, it turned out that they were covered in road film and all sorts of other goop that they'd accumulated over the years. Ammonia-based cleaners wouldn't touch it, neither would alcohol.

What got them almost sparkling was an application of Meguiars' cleaner-wax, on the recommendation of a Beemer-owning buddy of mine. His take was that the cleaner would polish off the grunge and the fine scratches, and the wax would then fill and protect the surface.

He didn't specifically recommend Meguiars', but I had it on the shelf from previous British Invasions. He was right - it worked a treat. It took a lot of elbow-grease, but the cleaner-wax combination restored almost-new clarity to the rear window, and the sides will be as good once I recover from the tennis elbow I gave myself cleaning the back…

There are a couple of completely opaque splotches that I'll need to do something more drastic with, but so far so good - I can see again! (Contributed by Alan Richer)

From the Sunday NY Times - during the filming of Saving Private Ryan the only injury sustained was that of an extra getting his foot run over by a Land Rover

From the Internet: I was talking with a Customs agent/friend of mine at work today, and she mentioned that either KLM, or Lufthansa (possibly both - she thinks), just brought some NEW Rover cars into the U.S. for testing. She didn't know what models they were, but that they resembled a Lexus/Infiniti type of sedan, and that the emblems were all covered, as were other parts of the cars. She said, that they are going to Arizona for testing (where Rover does nearly all their hot weather tests - as do other European manufacturers), and U.S. certification!

Newsletters received this month include: the Review from Land Rover Owners Club of Victoria Australia (April 1998 issue); The Gearbox from the Rover Owners Association of Virginia (volume 10, issue 3, Summer 1998): The newsletter of the Toronto Area Rover Club (July 1998)

Alan Richer explains breathers: The problem has been referred to as the "British Teakettle Effect". What happens is that the transmission and transfer case heats up and blows oil out the breather holes in the case, rather than retaining the oil. A lot of this is because the breather holes are too small, allowing pressure to build up. The other bit of it is that the breathers are holes to atmosphere with no trap for the oil internally.

What an external breather does is 2 things:

1. It gives the pressure a much easier route out of the transmission, so that pressure doesn't build up. This way, it's not pushing the oil through the seals or gasket surfaces, and the oil better stays where it belongs.

2. It gives escaping oil a place to go where the oil can be recovered (gravity drip will return it to the case if the breather's routed properly). This way, any oil blown up the breather will run back down rather than out and lost.

I've got one breather line running to my trans, transfer case and overdrive. It keeps things in place well, except on really long hauls…but that's tolerable.

From the Anti-FAQ:

Q. What other differences are there between left and right hand drive vehicles besides the steering wheel being on the wrong side?

A: The handbrake is in the right-hand footwell, the wing mirror is moved to the right wing, looking down at the pedals, they are gas, brake, clutch when looking from left to right, the exhaust comes out the other side, the gear selection remains the same etc.

Bill Callocia's rally prepared SWB, Greek Peak 50th Anniversary Rally
Photo: Bill Maloney

Rovers & Parts for Sale

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, contact Mike Hamilton. 514 631-1990

1974 Series III 88" Land Rover, new paint (blue) with white safari hardtop roof. MVI until March 1999. All new springs, 5 new tires, $5,000 in parts w/ receipts. Towball / winch / brush bar. Lots of spares (roof, doors, seats, r+f end) Asking $7,000. Call Krista Simmons (902) 688-2722 days and machine. 541-0961 cell# (6pm/weekends) RR#1, Lahave, Nova Scotia, B0R-1C0

New Members

21 new members in June & July!

Chris Cunningham of Cold Spring, New York

David Scheidt of Alington Heights, Illinois. Dave has an 88 with a new(er) head!

Michael Malone of Shady Side, Maryland

John Reelsburne of Woodlawn, Ontario

Simon Burns of Toronto, Ontario

Hans Strebel of Mississauga, Ontario

Tom Tollefson of Scarborough, Ontario. Tom adds another 101 into the club ranks.

Martin Rothman of Ottawa, Ontario. Martin adds another 80 to the club fleet.

Peter Thompson of Scarborough, Ontario

Robert St. Louis of Ottawa, Ontario

Kosta Arvanetes of Edson, Alberta with a 1961 Series II

David Bisson of Kemptville, Ontario

Ray Burton of Richmond, Virginia with several Series vehicles.

Fred Dushin of Syracuse, New York. Fred is hunting for a Series II, not a IIA!

Phyllis and Allen Hantman of Rockway, New Jersey with a Range Rover

Loftus Hitchens of Norfolk, Virginia with a pair of Series vehicles and a Discovery

Pierre Laplante of Gloucester Ontario

Robert Levy of Montreal, Quebec

Paul Schuster of Lockport, New York

Mark Talbot of Swanzey, New Hampshire with several Range Rovers

Frank Twarog of Benton, Vermont.

Here's some 101 Production Trivia

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

cross-

thanks,

word murray

General Servicing: Repairs, Humour, Tales & Trivia

A Friday (short) Story, A Rolling Road Block

by Mike Rooth

A criticism often leveled at the Land Rover, particularly series vehicles, is that they are slow. This is not, however, a fault. It is a feature. A soldier once said that the Cavalry exists to lend tone to what would otherwise be merely a common brawl. The Land Rover, I submit, *exists* to preserve dignity of passage to what would otherwise become an urban scramble.

With great foresight, Land Rover engineers realised that Metropolitan Progress was, at the time, slow enough for the lady passenger to regard her surroundings in sufficient detail, to be able to pick out the latest price reductions in Harvey Nichols. They reasoned; correctly as it turned out; that in years to come, the lady could pop out, nip smartly into the aforementioned Harvey Nicks, snap up the odd bargain, and be comfortably re-installed before her conveyance had moved more than a few yards. The country, however was a different matter. Here, travel was becoming more reminiscent of the rush to the bar after "last orders" was called. The lady passenger was becoming bored with the constant blur of green hedgerows, and the only relief in sight, albeit briefly, the odd farm shop, was usually passed in a flicker of hand written sign by the roadside. This was realised early on at Solihull. Just think of the issues at stake here. Dignity of progress, marital harmony, the truth of the old adage that it is better to travel hopefully than to arrive, as well as the income of farm shops (the Land Rover, after all, *is* supposed to be the Farmer's Friend).

Consider, then, if you will, the brilliance of the design. The lady passenger sits at a suitable height such that the hedgerows are below her line of sight. The glories of the countryside are revealed to her fascinated gaze. Fields of corn, cattle peacefully grazing, and Mrs. Hetherington's remarkable red flannel underwear, flapping like a battle ensign on the line, become endless topics of fruitful conversation. Marital harmony is restored, and to assist this desirable state of affairs, the driver of the Land Rover is so busy keeping his charge somewhere in the middle of the road, due to the built-in affinity of the vehicle to ditches, (either side, it doesn't matter, it was built for export as well), that he has little concentration left over to argue, a mere "Yes dear" through gritted teeth being all he can manage.

The aforementioned affinity for ditches also meant that whereas farmers had previously to despatch tractors and trailers on long, arduous, and completely un-necessary journeys round country roads in order to slow traffic down to a speed where the farm shop sign could be read, and hopefully complied with, now the potential customer actually did it for him! The driver, having endured the carefully designed discomfort for as long as it could be borne, was actually *grateful* to draw into a farmyard, and *encourage* the lady passenger to spend money. Likewise the frustrated column of lesser vehicles, the driver's of which were no doubt becoming concerned as to their blood pressure, would be only too pleased to alight as well, and partake of a little bucolic calm. And think, too, what the purchase of good wholesome food has done for the health of the nation!

Brett Storey forges ahead. Greek Peak 50th Anniversary Rally
Photo: Bill Maloney

As for the old adage, the Land Rover, as we are well aware, constantly generates in the breast of its driver the hope that eventually, it *will* arrive, preferably in one piece. A triumph of design work possibly unequaled in the annals of engi-

neering. Further, to make the contrast between traveling hopefully, and actually arriving even greater, the driver, upon reaching his destination, is usually given furiously to think more about what he will have to do to the damned thing before he ventures forth again, than about the satisfaction of actually *getting* there.

So there we have it. A vehicle, that, through design, and meticulous workmanship, generates dignity (the lady passenger being able, without effort, to look down her nose at lesser mortals), social harmony, proves the truth of old philosophical sayings, and improves health and the economic well being of the nation.

Let no one here assembled ever again consider that the pedestrian gait of the Series Land Rover is accidental.

Dr Drip goes to England...

by John Hong

Gentle Rover People,

This past May, Dr. Drip finally managed to return to England for the Association of Rover Clubs Annual Rally at Eastnor Castle in this, the Land Rover 50th Anniversary Year. *reverently bows head*

Dr. Drip landed at Manchester Airport and picked up his teeny Fiat Punto rental car then headed over to the local Costco to load up on film, beer (Thweakston's Old Peculiar and Boddingtons), canned goods, juice and water, and BISCUITS! YUM!

Then off to John Foers' shop to check on the baby, the Ibex body/frame that I purchased several years ago and had gathered a delicate patina whilst in storage in the garage of Mother Foers'. All was well and Mr. Foers was rather delighted to see that I was still alive and not a figment of his imagination.

Next stop, Maddison's 4x4 owned and run by Steve and Wendy Maddison in lovely Thirsk in N. Yorkshire to say howdy and start the ball rolling on the "big" parts order.

After a night's rest, it was off to MVS to look at their surplus Military Vehicles. YIKES! This place (located on a closed airfield) had hundreds of ex-MOD (Ministry of Defence) series and defender rovers, several dozen 101 Ambulances and many other military vehicles. I had a lovely test drive in a 101 ambulance doing laps around the old runways.

Next a visit at P.A. Blanchards - while this was certainly not on the scale of MVS (nothing else is) I had a pleasant chat with the owner, Peter Blanchard, and saw some lovely ex-MOD 109s being preped for export to the US. They had about 50 vehicles for sale but no 101s.

I stopped at Paddocks toward the end of the day, most of the staff were madly taping and addressing boxes for shipment. I picked up some catalogs and price lists and a strip of withworth sockets. When I asked if I could use the restrooms, I was asked if I "was a priest"…hmmm…I replied "certainly not" and was shown to the facilities. It seems the mens restroom walls are rather throughly covered with photoGraphic tributes to the female form.

Next, off to the big enchilada, the ARC!

This year's event was spread over 9 days instead of the regular 3 day Spring Bank Holiday weekend and meant the pace would be much more leisurely without having to choose which race to attend and which to miss. I also got to catch up with many friends and familiar faces from previous ARC rallies and made some new friends.

Although I have not yet attended a Billing event, people who have attended both tell me Billing is for shopping and the ARC is for racing.

The most interesting trade stand this year was the Dunsfold stand—a huge tent filled with all sorts of ancient genuine Land Rover parts. Exquisite browsing and also very educational. Had several nice chats with the owner, Philip Bashall and his chaps.

There was also a tire vendor from Wales with "Welsh" names for the major auto parts.

There are various racing events, the CCV Trial, the Comp Safari, Team Recovery, Timed Trial, Winch Recovery, RTV Trial. The Comp Safari is perhaps the closest thing to an "unlimited class" vehicle competion and there are some very highly modified Rovers in competition.

The opposite end of the spectrum is the RTV trial. (RTV standing for "Road Tax Vehicle" aka "Street Legal" or Daily Driver.) It is fun to see many "normal" rovers being used in challenging yet non-damaging competition. While I didn't see any of these stretch 6 wheel Rangerovers in competition, this is but one of many of the interesting conversion rovers at the rally.

Being a member of the 101 Forward Control club, I camped in their section and visited with many of the members and their fine fine 101s. There are opposing schools of though regarding 101 ownership in England. With petrol over $4 a gallon many 101 owners, though reluctantly, are selling off their 101s in the face of prohibitive operating cost. On the other hand, with a pool of only about 2000 vehicles and worldwide collector interest, there should still be strong market.

Mid-week, I slipped away for a few days and stopped by Steve Maddison's again and also visited Keith Gott's Landrover dealership as well as John Craddocks. Keith Gott's is about the same size as Blanchards but with more civilian rovers in the mix. They also had about a dozen 101s including 2 very nice radio bodies. YUM! Craddocks was okay, I guess you could say Craddocks is kinda like the Microsoft of the rover parts business - I am pretty sure it is the largest parts dealer and like microsoft it is rather tough on the smaller suppliers. I did see several stripped 101 bodies and also 2 109 tropical roofs in the trash bin. *sob - sniff.*

After the ARC rally, I stopped by the Dunsfold Trust and had a brief tour and picked up 2 landrover Forward Control winch assemblies. These things are damn heavy (150-200 lbs?) and I was a bit concerned about the wee Fiat Punto but decided that the tires bulging more than usual was just my imagination. There were also still a couple of Judge Dredd 101 conversions around the lot. Next it was back up to N. Yorkshire and Maddison's to wrap up the "big" parts order and start loading the container. I spent about a week there and got to know Steve, Wendy and the lads quite well. Great folks and a great help in getting my container loaded. Steve located a cheap TDi D90 pickup for me and we parted it out for the IBEX. It was quite exciting to finally load my Ibex body into the container (using the winch on Steve's IBEX) on that rainy English day.

With a sigh of relief, we sealed the door to the container and soon the truck appeared and took it away… — Dr. Drip

Epiloge - Six weeks later, the container arrived without complication and it's contents now lay scattered about my backyard and in my garage.

Jeff Berg's IIA Finsup sporting a new engine & capstan winch.
Greek Peak 50th Anniversary Rally
Photo: Bill Maloney

Gareth Lowe runs the Team Daphne/Lowe family lightweight through its paces,
Greek Peak 50th Anniversary Rally
Photo: Bill Maloney

Land Rover 50th Anniversary Events, an abbreviated guide:

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

September 13 The 12th British Car Festival at Oakton Community College in DesPlaines Illinois (east of River Road (Rt. 45) between Golf Road (Rt. 58) and Central Road. This even attracts a large number of Land Rovers in the greater Chicago area and further afield. For more information try or call 847-885-7789. The Chicago Land Rover club will be there in force.

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 again be setting up their RTV Trials course, however with two stages this year, rather than the one last year. Information on the British Invasion can be obtained from or by writing British Invasion Inc, Ravenwood, 6 Pendulum Pass, Hopkinton, Mass. 01748-2658

September 25-27 - Third International Land Rover Meeting in Szeged Hungary. For more information contact Venczel Margareta at phone 36-62-491-291 or fax 36-62-324-247.

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. This year's event will be 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

Dave Lowe's 101 has a spot of trouple. Greek Peak 50th Anniversary Rally
Photo: Bill Maloney

Results from the OVLR Birthday Party RTV

Driver	ANARC Class	Section 1	2	3	Tiebreaker 4	5	Total Score	Place in Class	Overall
Andrew Finlayson	1	0	0	0	0	0	0	1	1*
Ben Smith	2	0	0	0	0	0	0	1	1*
Quintin Aspin	1	0	0	0	0	4	4	2	3
Ted Rose	2	0	0	0	4		4	2	4
Christian Szpilfogel	2	0	1	0			1	3	5*
Mike Malone	1	0	1	0			1	3	5*
Bill Rice	2(5a)	0	0	6			6	4	7
Russ Dushin	2	0	7	0			7	5*	8*
Dave Bobeck	2	0	7	0			7	5*	8*
Martin Rothman	1	0	6	6			12	4	10
Kevin Willey	2	0	7	6			13	7	11
Francois Kirouac	2	0	9	6			15	8	12

Classes: 1: 80"; 2: Leaf Sprung SWB; 5a: Leaf Sprung LWB

* denotes tie for place

Trophies for the Atlantic British RTV Challenge

Entrant	Trophy	Land Rover
Christian Szpilfogel, OVLR	**First Overall**	**'72 88" Series III**
Martin Rothman, OVLR	First in Class 1	'52 80" Series I
Andrew Finlayson, OVLR	Second in Class 1	'51 80" Series I
Christian Szpilfogel, OVLR	First in Class 2	'72 88" Series III
Chris Komar	Second in Class 2	Modified 88" Series IIa
Michael Boggs	First in Class 4	'97 Defender 90
Bill Cameron	First in Class 5b	'88 Range Rover
Bernie Cameron	Second in 5b	'88 Range Rover
Bruce Blossom	Third in Class 5b	'92 Range Rover
Ray Braun	Dead Last But Finished	'89 Range Rover

The Atlantic British Team RTV Cup

The Atlantic British Team RTV Cup is awarded to the Team of 3 people who have the lowest aggregate score in the RTV event.

The 1998 Winning Team is:

Blue Ridge Land Rover Club

The Blue Ridge team members were: Michael T. Boggs, Stuart Moore, Vince Sweeny

A plaque with the name of the winning team and members will be added to the The Atlantic British Team RTV Cup perpetual trophy. Team members received trophy plaques recognizing their acheivement.

Second place went to the OVLR team of Quintin Aspin (80"), Andrew Finlayson (80") and Ben Smith (88").

Third place went to another well known OVLR team, Team Daphne consisting of Dave Lowe, Tom Tollefson, and Brett Storey. (Team Daphne's race for first place fell after Dave Lowe's 101 had a wee bit of *cough* trouble.)

Gymkahna Awards

First place overall was Bill Cameron.

Second place was Stewart Moore, and third Place was taken by OVLR's François Kirouak.

The Safari Water Carrier was won by David Newsome.
Beryl's Revenge by Cindy Boggs.
The Bosnian Gauntlet by Stuart Moore.

Farmer Giles Gates by Russell Dushin (OVLR).
AA Service Challenge by François Keroik (OVLR).
The Worthy Underdog Award goes to Andrew Finlayson (OVLR).

Special thanks:to:

Couse Set-Up (Thursday and Friday):
Bill Leacock, Kevin Wiley, Pat Parsons, Jeff Berg, Bill Caloccia, Ryan Devondorf

Technical Inspection (Friday PM and Saturday AM):
Quintin Aspin, Andrew Finlayson, Jeff Ham, Ted Rose, Bruce Ricker

Event Marshalls Saturday
Bill Leacock - Lead Course Marshall, Cathy Leacock
Group A: Pat Parsons, Dixon Kenner, Pauline Leacock
Group B: Jeff Berg, Ryan Devondorf, Steve Bradke
Group C: Bill Caloccia, Peter Doncaster, William Vincent
Group D: Kevin Wiley, Jeff and Joyce Ham

Results of the Atlantic British RTV Challenge at Greek Peak

Name	Prov	Rover	RTV Class	1	2	3	4	5	6	7	8	9	10	Score	Place in Class	Overall
Szpilfogel, C	ON	SIII	2	0	0	0	0	0	0	0	1	0	0	1	1st	1st
Cameron, B	NH	RR	5b	0	0	0	0	0	0	5	0	0	0	5	1st	2
Komar, C	VT	SII	2	0	0	0	0	0	0	0	1	4	0	5	2nd	3
Rothman, M	ON	SI	1	0	0	0	0	0	0	5	1	0	0	6	1st	4
Cameron, B	NH	RR	5b	0	0	0	0	0	0	0	0	7	0	7	2nd	5
Finlayson, A	ON	SI	1	0	0	0	0	0	3	4	0	0	0	7	2	6
Smith, B	CA	SIII	2	0	0	0	0	0	0	0	0	8	0	8	3	7
Lowe, G	ON	SII	2	0	0	0	6	0	0	0	1	1	0	8	4	8
Moore, S	VA	SIIa	2	1	2	0	0	0	0	1	0	7	0	11	5	9
Boggs, M	VA	D90	4	0	0	0	0	0	0	4	1	7	0	12	1st	10
McLune, M		SIIa	2	0	0	0	0	8	0	4	1	0	0	13	6	11
Blossom, B	NY	RR	5b	0	0	4	0	0	0	0	2	7	0	13	3rd	12
Sweeney, V	VA	SIII	2	0	0	0	0	0	0	5	0	3	5	13	7	13
Messenger, E	US	RR	5b	0	0	0	0	0	0	5	1	8	0	14	4	14
Thomson, P		SIIa	2	0	0	0	0	0	0	6	2	6	0	14	9	15
Leach Jr., J	CT	SIIa	2	0	0	0	1	0	0	5	1	7	0	14	8	16
Riston, T	NY	RR	5b	0	1	0	0	0	0	5	0	9	0	15	5	17
Ducharme, J		RR	5b	0	0	0	0	0	0	0	0	8	8	16	6	18
Lotito, D	NY	D90	4	0	0	0	1	0	0	4	1	7	3	16	2	19
McEnaney, S	VT	SIII	2	0	0	0	1	0	0	4	1	7	4	17	10	20
Urner, J		SIII	2	0	0	0	0	0	7	6	0	7	0	20	11	21
Velardi, C	CT	D90	4	0	0	0	5	0	0	0	1	9	6	21	3	22
White, D		SIIa	4	5	0	0	1	0	0	0	2	9	5	22	4	23
Aspin, Q	MD	SI	1	0	5	0	5	0	0	6	0	8	0	24	3	24
Haakonsen, A	NJ		5b	0	0	1	0	0	6	0	11	8	?	26	7	25
Perzynski, R	MD		5b	1	0	0	0	0	6	2	7	1	?	26	8	26
Wolf, S	WI		5b	8	0	0	0	0	4	7	8	0	?	27	9	27
Riston, E	NY	RR	5b	0	0	0	0	0	10	0	11	7	0	28	10	28
Truscott, J	MA	SIIa	2	0	0	0	2	0	5	11	2	9	0	29	12	29
Jamey, P		SIIa	2	0	10	0	6	0	0	5	1	8	0	30	13	30
Loverro, J	NY	SIIa	2	0	0	6	0	9	0	8	1	7	8	39	14	31
Williams, S	NC		5b	0	0	0	8	6	1	0	11	0		33	11	32
Check, G	MA	RR	5b	0	0	4	1	0	0	7	2	11	8	33	12	33
Boggs, M	VA		5b	1	4	1	0	0	4	0	11	0		41	13	34
Jackson, J	CT	SIII	2	0	5	0	12	12	0	6	0	8	0	43	15	35
McCormack, K	FL	RR	5b	7	0	4	7	0	7	7	0	11	0	43	14	36
Gordon, C			5b	9	0	1	8	4	4	2	7	5		48	15	37
Braun, R	NY	RR	5b	0	8	0	12	12	10	0	2	7	2	53	16	DLBF

DLBF - Dead Last But Finished: The competitor who completes the course with the highest score

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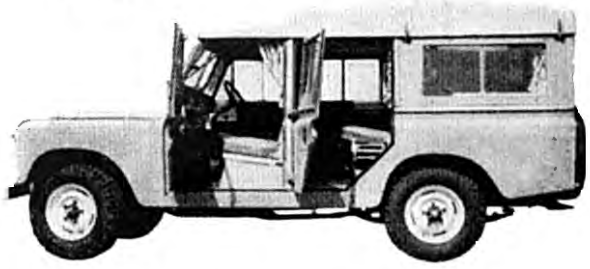

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