OTTAWA VALLEY LAND ROVERS

20 September 1998 Volume XV, Number 9

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…

September 21st	**Social at the Prescott Hotel,** Preston Street, Ottawa, 7pm.
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**
October 17th	**Off-roading at Marleborough Forest**
October 19th	**Social at the Prescott Hotel,** Preston Street, Ottawa, 7pm
October 24th	**The annual Frame Oiler** (location to be determined)

future events:

(Dates & times subject to change)

November 2nd	**Executive meeting.** Phone Bruce Ricker for details
November 16th	**Social at the Prescott Hotel,** Preston Street, Ottawa, 7pm
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

This Month's Cover:

Déja Vú? Gin Palace Pulled out again, this time by Andrew Finlayson's 80
Photo by: Dixon Kenner

The OVLR Newsletter

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OVLR Marshal:	Murray Jackson

"It's no wonder the Big Green Beastie has engine problems!
Coming back from Stowe last year Dixon passed me at 80+ mph,
three days after a rebuild, with a brown substance, which I can
only assume is compressed engine parts, spitting out of the exhaust."
– Dale Desprey

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

Greetings;

Well the LaRose Forest outing came and went. A great time was had by all who attended and even the weather co-operated. Thirteen Land Rovers showed up for the event, the breakdown of vehicles and attendees were…

Range Rover- Doc Dolan & Son (gorgeous 2 door just brought back from Saudi); Lightweights - Murray Jackson and wife Penny, Kevin Wiley and wife Natalie; Series III - Ted & Christine Rose, Ben Smith, Dave Meadows (towed kitchen trailer behind Roy's 88); III 109 - Fred Joyce and Sharon; IIA 109 - Dixon Kenner, Jerry Dowell and Janet and kids); II 109 - Gordon Bernius; II 88 - Myself and nephew James; Disco - Chris Rollinson and wife; Series I - Martin Rothman and wife; Dale & Madeline showed up Roverless (bad wheel bearing I think) as did Joyce Meadows, Jason Dowell & Lenore and kids.

We all met at a gas station off the 417 at the Vars exit at 9:00 and headed out for the short drive to the forest. Shortly after we arrived at the covered area in LaRose, a group from the Ottawa Valley Off Road Club showed up. Some wild looking Suzukis there, all kitted out for some serious mud. These guys decided to follow us around for a while to see just what these old wrecks could do. Shortly after heading out on the trails the rain subsided. The trails were great with a lot more water and mud than expected. The morning run was pretty uneventful with everyone conquering the trails with only one mishap. After coming out of the bush onto a gravel road, Fred pulled over to find that his fan came loose and did in his rad, needless to say he was towed back to camp and was done for the day. Back at the camp Dave Meadows had arrived with Roy's 88 and set up the club trailer. Lunch was hamburgers and hot dogs that rivaled mom's best (thanks for the great cooking Dave!).

After lunch had settled it was back out on the trails to see what other mud we could find. Well, we found some; a trail of mud and water that looked like it went on for some 1000 feet. Everyone was getting though this obstacle with a lot of wellie and some nerve, that is until I got to it. The entrance I made was well off the line everyone else was taking and I got bogged down. I was able to free myself with some persistence and really felt like I was having a harder time than the rest getting though… Well I made it and then realized that I -Duhhh- forgot to engage 4-wheel drive! From there we went to play in a ravine with a steep entrance, mud/water bottom, and a steep exit. No real problems here for anyone until Ben decided to try and tackle another spot that was quite steep. In he goes and after about a foot of forward movement he was bogged down and was not going anywhere fast. Well Kevin and his Lightweight came to the rescue with a tow strap. After a lot of wheel spinning from the Lightweight, Ben was freed from the clutches of the mud. Shortly after freeing Ben, the Suzukis showed up to show him how to tackle that "little" hole. Funny how 10 ft of body and suspension lift can help in a situation like this. After a short break at the camp for a few of us to empty the water and clean out air filters (thanks for the oil, Ben) some of us headed back out to the trails. We came upon a really nasty looking mud hole that Ted got stuck in last year and a vote was taken to see if we wanted to try and tackle it… Well the "yes" won and Martin Rothman volunteered to be the first to try it. Well, the little Series I made it across with a lot of bouncing and mud flinging. Ted was next in line and guess what? He got stuck in exactly the same place as last year. Out came the winch on Chris Rollingson's Disco and out popped Ted's 88. After much discussion, Ted decided to try it again this time taking another line, this time he made it though (Yeah Ted!). The only other vehicle that needed a little helping hand was Kevin's Lightweight, a quick pull from Ben's 88 and he was through. After that bit of excitement it was back to camp for supper. Corn on the cob and the biggest, juiciest steaks with baked potatoes, served thanks to Chef Meadows and Chef Joyce (manning the steaks). With stomachs filled to the brim and lots of socializing, the day came to an end and people started heading out. Many thanks go out to all the volunteers who worked so hard to make this outing so enjoyable for everyone. For those members who haven't had the opportunity to attend one of OVLR's outings, make it a point to do so in the future, you really don't know how much fun you are missing!!!!

September sees the British Invasion at Stowe, Vermont. Last year OVLR was a hit with the club trailer, towing fancy vehicles out of the mud, etc. In October, there is the another light off-road at Marlborough Forest (no, we don't know if Ben is coming for this one!), followed by the Annual Frame Oiler.

No, that's not a Freelander in the lineup at the 98 Maple Syrup Rally
Photo: Bill Rice

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

A note from the editor: The August stuffing was a bit of a last minute affair. But the usual crew appeared and managed to get everything done in short order. Not bad, as I was in the middle of a move (consider yourself lucky you didn't get a call, though several local members did go into hiding).

Some upcoming events the OVLR is involved in or organizing: The British Invasion at Stowe, Vermont. Typically about forty plus Land Rovers appear to have a little bit of fun. As last year, OVLR will be providing some dogs and chips for Saturday lunch to all Land Rover owners that arrive. Rovers North is hosting an RTV Trials course and promises all sorts of prizes. For those that are interested in other British iron, more than five hundred other British cars appear at the show. More information for the 'net-connected can be found at www.britishinvasion.com.

An off-road day will be held on October 17th at Marlborough Forest. People are to meet at the greasy spoon restaurant on the main drag in North Gower at 9 a.m. More details in the next newsletter on this one day event.

The Frame-Oiler will take place on October 24th. Location will either be at the Hart's residence on Harwood Road or at Roy Baillie's shop (Kanata Collision) on Hazeldean Road. (We will know for sure by the next newsletter). The cost will be the same as for the past ten years (what a deal!), $25.00 gets the steel bits of your aluminum pet up a set of ramps. From there, your are on your own and how thoroughly you oil her bottom is entirely up to you. Your entry fee also includes lunch (breakfast too if you are there by about 7am, but you better phone ahead). If you just want to come and watch, socialize and have a brew, lunch from Chef Dave will set you back $3.00.

An EPA Report from Dale Desprey

Description of Item: Oil drainage receptacle. Rectangular plastic "closed" oil containment system. The dimensions are approximate to a fuel "Jerry Can" with half the width. There is a wide funnel which screws into the top to direct the oil into the unit. This in turn is stored in an indentation in the side of the container when not in use.

The Accused: Dixon "Slick" Kenner is well known to this Agency. His lengthy file chronicles many cases of environmental terrorism across North America. His modus operandi is to "Oil Down" the road. While this practice was used on gravel roads in the past, when the negative environmental impact was not fully understood, it is not necessary or desired on asphalt. Many victims have reported that their driveways have been contaminated in this manner.

Location of spill: Although the perpetrator usually commits these heinous acts on property belonging to others (side note: The Agency had thought that some sort of religious creed was involved), this event took place in his own driveway!

Description of mishap: Changing the oil on a decrepit old Land Rover. The funnel of the oil container was left in the storage position by Mr. Kenner, instead of being attached to the inlet spout. As a consequence, the storage area completely filled and overflowed. Despite efforts to direct the oil into the tiny spout, the oil flowed over the driveway.

Cleanup: No effort has been made to mitigate the environmental damage to the driveway and surrounding environs. "Slick", as he is known to his friends, has denied responsibility and has attempted, as expected, to blame someone else.

A note from Wes Harris: With the help of John Humphrey, who in turn had the help of the Miller Brewing Company, I sorted the wiring out on my 88 to the

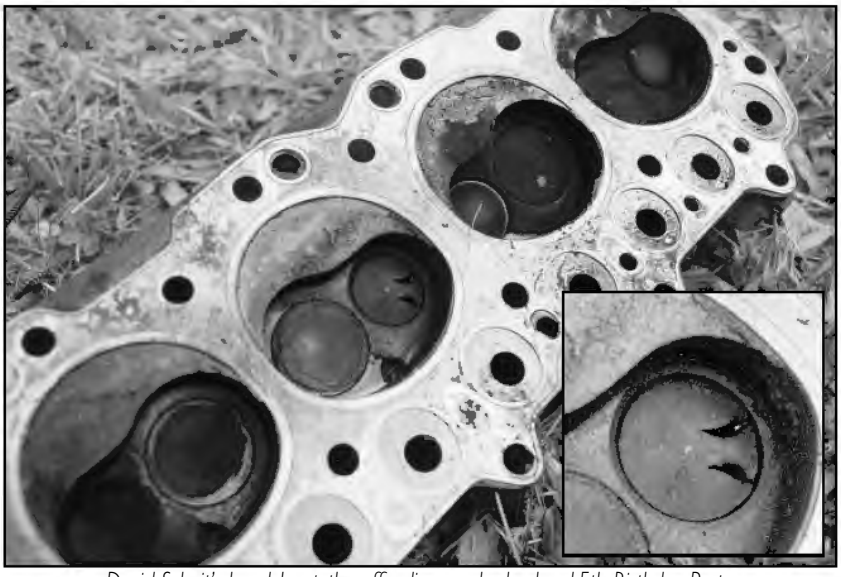
Ranger Smith (Al Richer) performs ritualistic reheading of David Scheit's SWB
Photo: Bill Maloney

point that it now starts with the key!!! I've still lots to suss out with the rest of the wiring (and the brakes and the door tops and the windscreen wipers and the heater, ad infinitum) but am well on the way to having this puppy on the road. I wish I could adequately describe how truly whupped and sick this truck was when I took delivery of it; the fact that it is no longer broken in half is enough of a spirit booster for me!

Starting Sunday, 20 September, in the parking lot of the new Canadian Tire Store at Merivale and Hunt Club will be a cruise night just for Foreign Cars. This Cruise Night is intended to attract collectible foreign cars including Triumph, MG, Lotus, Jaguar, Morgan, Austin-Healey, Land Rover, Mini, Sunbeam, VW, Fiat, Mercedes, Daimler, etc. Plan on coming out for 5:30 (it's getting darker sooner) and see all your friends with their unique and beautiful / cute / awesome cars. For further information call Paul MacDonald of the Ottawa Valley Triumph Club at 226-2512 . [Note: the print advert actually has a drawing of a Land Rover on it. There is hope…]

From Keith Elliot - I'm an UNCLE!!!!! Expect a new member joining the club possibly at the next social. My Sister just bought a Series I tonight (1953, I think). It is the one that was in the Citizen for sale that a guy named Derek has, he is in the club. It is in fairly decent shape and I don't think that it will take more than a couple of weeks to get it safetied and on the road. I'm so happy about it you would almost think it is mine!!!! Gonna be picking it up on Saturday and bringing it home to my place to do the work to it.

News Flash: OVLR has received several telephone calls from people describing the following scene. A Surburban with trailer stopped at the side of the road. On the trailer is a Land Rover. Three people are scrambling around as there seems to be a hard top several hundred yards back down the highway. Shades of Dave Stauffer Batman! Who could this be! Unfortunately our witnesses are not only very bad at describing people, but can't describe what kind of a Land Rover it is. However, the search is on for the guilty! [Note: Last year Dave Stauffer discovered that a Thule bike rack, when a 109 SW hardtop is applied (this is on top of a 109 SW) and driven at 65 miles per hours, turns into an efficient airfoil and launches quite spectacularly!]



David Scheit's head. Inset: the offending cracked valve. 15th Birthday Party
Photo: Bill Maloney

This leads us to another call. The Christmas Party is approaching and we need some candidates for some awards. The Tow Ball Award (possibly given to the guilty above if we can track them down), Gasket Under Glass, the DorkTari Award, and the famed Lug Nut are all in search of candidates. A more full description of each award will be given next month along with a couple of leading candidates for all but Lug Nut.

A letter from Eric Rowbotham – I recently took the opportunity of attending the OVLR Birthday Party event at Silver Lake, and am writing this letter to express my thanks to the club. It was a real pleasure to join such a friendly and enthusiastic group of people, and enjoy such a well-organized event. Best Regards. PS. Special thanks to Ben Smith and Dora (his SIII) for acting as our chauffeur on the light off-road tour.

Ottawa Valley Land Rovers (Inc.) As the halfway point in the year has now passed, the Executive thought that an update to the full Financial (Operations (P&L)) Statement published every January in the newsletter would be useful for the membership to see.

OVLR Selected Accounts
Balance Sheet as of 31/8/98

ASSETS	
Cash and Bank Accounts	
Canada Trust	2,901.65
Investment Account	4,500.00
Petty Cash	0.00
Total Cash and Bank Accounts	7,401.75
Other Assets	
Accounts Receivable	481.00
Merchandise Inventory	2,929.00
Tools & Equipment	500.00
Trailer	5,451.40
Total Other Assets	9,361.40
TOTAL ASSETS	16,763.05
LIABILITIES & EQUITY	
Liabilities	0.00
Equity	16,763.05
TOTAL LIABILITIES and EQUITY	16,763.05

Notes: An amount of $2,775.94 is included in this statement that is held in trust for the Association of North American Rover Clubs Inc. (ANARC).

Some Non-OVLR News & Rumours

Alternative Parts, an exposition on filters by Sandy Grice

As the 52,500 service is upon me, I thought I'd spend the day doing the required servicing, reducing the trip to the dealer to the $68 resetting of the OBDII computer. As I was out of crush washers for the sump, while at the dealership, I actually bought a "genuine" oil filter. Later, at the auto parts store, I compared the genuine one to a Fram PH-16 and a PH-8A (which I also use on the 88). The sealing ring is exactly the same. Other than the diameter of the canister (the OEM is 1/16" smaller), either will work. The PH-16 is about 1/4" shorter than the OEM and the PH-8A is about 5/8" longer. As space is no consideration on the Disco's filter location, I'll be using the PH-8A's from now on. Bigger is better, right?

That done, I turned my attention to the fuel filter…and to save the $98 the dealership wanted to do the job. Mind you, this is still the *original* as the last time it needed to be changed, I couldn't get one of the fittings free. Even after a week's soaking in PB Blaster, it was no better. The "out" fitting wouldn't budge. It seems that Rover conspired to make this as difficult as possible: "I know. Let's place it up under the wheel well so it can get continually sprayed with road grime and salt! Even better, lets place it up behind a chassis outrigger so you can't get a wrench on it! And how about making the fuel fittings out of steel and the canister out of aluminium? And then let's smear it with this yellow monkey snot stuff." Even after disconnecting the line clips on the top of the frame rail so the filter could hang free, it still couldn't be unscrewed.

Time for *serious* action. Cut the damn thing off. Wetting the area down and with a fire extinguisher close at hand, I set to work with the Dremel. Aluminium isn't supposed to spark, eh? It does. But in a short time, the offending filter was gone. Now to use the nut splitter on the remaining bit. Wrong. Aluminium doesn't fracture like steel, it mushes. After soaking in a jar of PB Blaster for an hour, it finally came free. No worries. Wrong again.

Used teflon tape to ease the threads. Now teflon shouldn't be used around petrol (it dissolves), but the way the fitting is shaped, there's no way it'll contact the fuel *unless you cross thread one of the fittings!* Damn. Now to find another filter 4pm on a Sunday. While I had crossover numbers on the computer at work, I dropped by a new autoparts store less than a mile from home. Old, mutilated filter in hand, the clerk took one look at it and said "Fram G3727". It fits some Buick, Cadilac, Chevy, Jaguar, Mercedes, Oldsmobile and Pontiac and some Chevy, GMC and Rover "trucks". Judging from the amount of shelf-space given to this filter, it may be the most common type in the US today…and it's made of *steel* so it won't cross-thread if you rush. Plus, it's only $9. Hosed it with Waxoyl, once I was done, just for good measure.

For future reference, other numbers are: AC GF-621, Lee LG-481, Motorcraft FG-851, NAPA 3481, Purolator F33144, WIX 33481, GM25055046 or 25055052. Cheers

Andrew Finlayson and Roy Bailie watch Dale prepare to get the Gin Palace hopelessly mired. 1998 Maple Syrup Rally
Photo: Bill Rice

Newsletters received this month include: The

Rover Reference (Bay State Rover Owners Association, v.98, no.4), the Overland (West Connecticut Rover Club, August 1998, v.1, no.5); the Obsession (Land Rover Register of South Australia, v.10, no.8

The Downeast Land Rover Club, East Coast Rover, and Land Rover Scarborough are co-sponsoring the first Owl's Head Land Rover Rally on October 3-4. There is no charge for the event. The tentative itinerary is an off-road portion (Saturday & by registration only, although still free of charge). Sunday will be a day of static display. There will be information about the event on The Downeast Land Rover Club website, but if you stop by and don't see it, send John Cassidy e-mail to rovah@agate.net. You can also contact me at 207-947-2114.

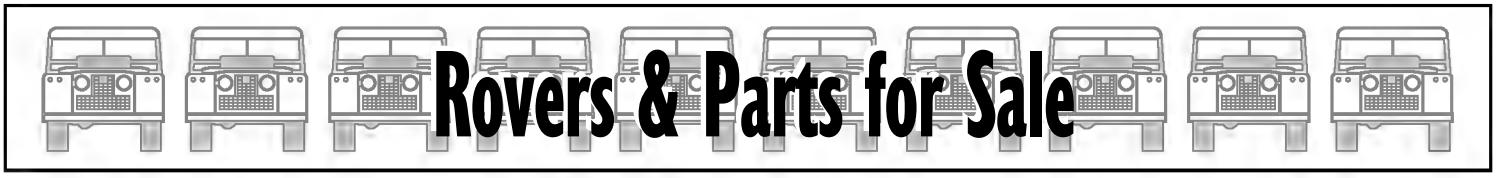
From the Anti-FAQ:

Question 17.Can a Land Rover run on alternative fuels?

Answer: Certainly, and they often do. Many are powered by tow trucks, helpful strangers, and Newfoundland dogs.

Question 23.Are Land Rovers air-portable?

Answer: Certainly. Most Matchbox editions can be carried as hand luggage.



For sale or trade: Excellent (1983) Series III military Lightweight SWB (88"), tropical top, overdrive, spare nicely mounted to swing away over rear door, five new M+S 16" tires. Some sheet metal (hood, door bottoms, fenders, rear one piece door with glass) has been removed for professional bodywork and primed for repaint, but not yet reinstalled. Some new parts include all rear lenses. Ex-Canadian NATO vehicle. Has 2" ball, but not pintle loop. Low miles, sound with title. Sell outright or would like to trade for finished, ready-to-ride, top condition, late model SWB (prefer truck top, but would consider good hardtop) or would possibly consider FC model. Located in mountains of Virginia, north of Roanoke. Contact David Allen at (540) 468-1500 or fax (540) 468-1501.

Moving to Vancouver. Have a Land Rover 90 Series 111, 1972, that was rebuilt in England to North American Specs. Only driven about 250 miles since rebuild, has warn winch (new) with two cables. This beauty sadly has to go. Offers (613) 798-1981 Maurice Graves

Land Rover 50th Anniversary Events, an abbreviated guide:

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.

September 26-27 - The annual Fall Heritage Rally hosted by the Bay State Rover Owners Association. This year it will be at the 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

October 3-4 - West Conn. Rover Club and New York LRC first annual Autumn Camp Out in the Bennington, Vermont, area of southern Vermont. Base camp is at the Pine Hollow Campground in Pownal, Vermont. There will be light off-roading and picnicking. For more information, contact Mike Ladden at 860 408-9308.

October 10-11 - Vermont/New Hampshire Fall Run. Contact Mark Talbot <rangerover@top.monad.net> for information

October 24 - West Conn. RC 50th Birthday Party in Hampton New Jersey. Food, beer and fun. For details contact Peter Goudry

December 9 - Bay State Rover Owner Association Christmas Party at the John Harvard Brew House. Contact Chris Browne at 508 655-3825 for more information.

General Servicing: Repairs, Humour, Tales & Trivia

6000 miles in 3 weeks

by Bill Rice

Hi everybody, I now live in Columbus, GA, and my phone number here (not that any of you ever had my old number, but…) is (706)-569-8493. Please give me a call if you are cruising through and want to chat/ visit/ sleep on my floor. For those of you who care, here is the Readers' Digest version of my trip:

18 June: Left Watertown and drove to Ottawa with a friend who's dating a girl up there (on the Quebec side). Went to an awful trendy bar about 75% males in attendance (and no it wasn't one of those bars) until entirely too late in the evening. Slept at a friend of his girlfriend's apt.

19 June: Woke late, went out, ate dinner, out to bar. back home w/ Captain Excitement and his girlfriend by midnight, at which point I announced that I was off to the rally. Drove back into town, hung around until last call (had ONE PINT, for those of you shocked at any drunken driving implications of that sentence), and left for the Birthday Party. Arrived at 4, having consumed two large cups of coffee. Attempted to wrap up in my poncho on the grass next to my Rover until I gave up at 6:30, having donated several pints to the local mosquito population.

19-21 June: Did the Rally thing. Best darn LR event I've ever been to. Perhaps some offset rims would make Mrs. Merdle a bit more stable on side slopes…

21 June: Leave Rally; drive to Kingston for dinner at the Brewing Company. My favorite place for a pint. Had to say good-bye. Then off to Watertown to get the last few things from my apt. Cleared it out about 11:30 and then drove to Buffalo and got a hotel room.

22 June: Drove to Grandparents' house just north of Columbus, Ohio. Trip uneventful

23 June: Check all my gear oil levels and grease U-joints. Leave Ohio at 9; arrive St. Louis MO at 4:30. Stay there for a few days for some good friends' wedding. Put in a 160 degree thermostat to try to combat high temps while driving at 65 mph for long periods. Received DeLUXE seat bottom for MY side of the car, cause my butt wasn't going to hold out for the trip on my old "looks like a cushion but you'll really be sitting on plywood" SIIA seat. Had to drive to UPS depot to pick it up since Eric "extension 231 at AB" Riston thinks "Lora" and "Flora" are indistinguishable. But I didn't mind once I placed my hindquarters on that luxurious piece of vinyl heaven. Maybe someday I'll treat my occasional passenger to that kind of comfort.

28 June: Leave St. Louis at 6 a.m. for Evergreen CO, intending to stop somewhere in KS. Just kept driving, though. 880 miles in a dismal 17.5 hours. Sorry to have skipped generous invite in Manhattan KS, but just got in a groove and couldn't stop.

29 June: Disassemble/reassemble FR Warn hub with fresh RTV. Leak stopped. Topped off all oils. Leaned carb mixture 1/2 turn and advanced timing for altitude. Note both rear hubs leaking down interior of brake backplates (maybe should've put new distance pieces on when I put new seals on the Salisbury prior to install. eh?) but contamination not going on shoes, so no worries (as our annoying waiter at Outback steak house said the other night right before I strangled him).

30 June: meet Jim Hall and go do some great off-roading in CO between South Park (like the TV show I guess) and Breckenridge. Beautiful. Intermittent overheating problems, exacer-

Bill Rice near Central City, Colorado

Driving Excitement! Mrs. Merdle, Bill Rice's Pontiac engined 109. 1998 Birthday Party heavy off-road
Photo: Bill Rice

bated by altitude which causes water to boil even sooner.

1 July: go offroad with Jim again, this time via. Central City. Jim suffers flat tire. Mrs. Merdle just overheats. Encounter two vehicles slid off the trail on pretty bad sideslopes. Guy with Bronco and NO CLUE (later in day I asked him if he had a snatch block and he said "a what?") winches them to safety. Jim and I lead the way for clueless Bronco man and another guy in a mid-80s Land Cruiser through the darn deep snow drift that stymied the others. Granted, we shoveled and towed and rammed our way through, but we made it. I was pretty skittish due to my recent flop over on a sideslope, but I guess it's just good therapy to be terrified.

2 July: No significant Rover activity. Went to Boulder with the non-Rover owner I was staying with and spotted a SIIA Bugeye 88" with California plates. Very nice. Anyone on the list own it?

3 July: Did my stupid human trick again: Drive 880 miles in a series vehicle in one day. Took only 15 hours this time because it was premeditated stupidity and therefore far more efficient.

4 July: 400 or so miles back to Ohio and Grandma's cookin'. Put US flag on the snorkel of my British made vehicle to celebrate.

5 July: Normal maintenance.

6 July: 500 miles to parents' house in NJ. Never had to take her out of overdrive across PA. Noticed tendency for engine to hiccup, like not getting gas when at low rpm with lots of wellie (like when getting back on the highway).

7 July: Drive to Jeff Meyer's house in Queens (lots of tolls) to pick up tailgate from him. Had lunch with his parents and a nice visit, though Jeff was off slaving over a hot laptop at the extreme end of LI, so I didn't get to see him. Decide to remedy hiccup. New sparkplugs. Can't find gapper tool. Buy tool. Take plugs back out and gap them. New air and fuel filter. Now running on 3 cylinders. Try to back into garage at dad's house. Nasty, nasty clacking sound suddenly emanates from engine. Shut it down. Replace all plug wires (probably cause of 3-cylinder syndrome). Dad starts her up while I peer anxiously under the hood. Noise cures itself. Install new electric fan, much to the relief of OVLR members who had to listen to my other one at the Birthday party. Hope to cure overheating problem with this.

8 July: Drive from NJ to Wash DC. Spend time with my sister, friends from college, Dave B and Spenny on the 9th.

10 July: Drive to friend's house in Madison VA. Engine still running pretty hot on highway.

11 July: Go off-roading with DaveB up some trail Charlie from RN assures him goes to the top of some mountain. Many hours with chainsaw, machete, and muscles get us nowhere. We go swimming and back to friend's house for dinner.

12 July: Drive to Charlotte, NC, stopping for 1) a huge, huge wreck on 64, and 2) to pick up a 109 soft top in Richmond from David. Lot farther to Charlotte than I thought. Arrive at 1:30 a.m., unable to think.

13 July: Leave Charlotte, drive to Columbus GA. Lot farther than I though. Arrive at 9:30 p.m. unable to think.

So that's it—6000 miles of joy.

The History or Land Rover (another view)

by Clive Blakely

Having recently re-acquired myself with the Rover product, it occurs to me that the history of the marque has been corrupted and deliberately distorted.

I believe this was orchestrated at the highest level by the Churchill led British Government of the period. I base this theory on the fact that only a government involvement could produce the result now named a Land Rover. Consider the facts, a country emerging from a World War with huge numbers of population returning from the war theatre requiring employment.

Large manufacturing plants now requiring alternatives to munitions and war machine production.

Churchill's brief to the Committee formed was something like this "we will produce a machine that will challenge the population of the nation, a machine that will consume labour and resources, and will never surrender". So the Committee went to work, with the Land Rover's first release in 1948. Its first decision was to abandon that icon of British ingenuity, the "British Whitworth tapped hole".

All body bolts would be fine threads with a nut on the other side. This would require two people to do them up with a spanner on each end.

The Committee also reasoned that if the bolts were excessively long, the fine threads would corrode, requiring the bolts to be

chiseled off rather than unscrewed. This would create additional work at the bolt manufacturing plant.

And so it went on, decision after decision, creating employment and production requirements. What about the aluminum body? The purists will say surely this went against Churchill's intentions. Not so. By making it out of a relatively corrosion free material the vehicle's life is prolonged. This meant the Land Rover would go on consuming labour and materials for an extended period. No short sighted plan, this one.

Another notable decision was the provision of a barely adequate braking system.

This is the only true part of the popular version of history.

The aluminum stockpiles had to be used up, so the sacrifice of minor panels was considered necessary. (This is why the front wings are bolted on, but note the long bolts and nuts on each side). The Committee also decided to provide the minimum amount of fuses, this aided the recovery of the Cable Manufacturing Industry. With the eventual passing on of Sir Winston the Official Secrets Act covered over the real reason for Land Rover's production, opportunists came forward and claimed responsibility, but the ideals of the original Committee continued into the later models.

Locate the indicator switch stalk on the Series II so that the owners hit their head whilst carrying out maintenance, this to reduce the still large stock of War Surplus Bandages.

Make it impossible to remove the gearbox cover plate without removing the whole floor, and so on. The mechanicals were difficult to tamper with as they were previously designed, but the potential of oil leakage was exploited to promote the sale of British lubricants. And there you have it, a brilliant plan which led to Britain's recovery.

To this day, Rover enthusiasts continue to consume labour and materials to the glory of the Empire. And my own contribution to the cause? Well my Series II restoration has certainly benefited the Land Rover spares dealer. But unfortunately the money eventually flows to the Indian continent. But they were in the Commonwealth once, and need the Rover system, Winston would be proud.

[reprinted from the Review (Land Rover Owners' Club of Victoria (Oz), April 1998)]

Returning the Favor

by Bill Maloney

Over the past ten years since I bought my first Land Rover, one of the things that has amazed me so much is how much help and advice people have given me to fix them and keep them running well. Especially when Bill & Bernie Cameron gave me the water pump off their 88 when mine failed at the beginning of a Columbus Day weekend a few years ago. It's actions like this that makes being a part of the Land Rover community so special. This year at the Birthday Party, I had the chance to pay a little of that back.

Guy Arnolds Rhino Series III, 15th Birthday Party
Photo: Bill Maloney

On the Friday I arrived at the Provincial Park I noticed a tidy gray 88 with what looked to be a custom roll bar installed. I strolled over and met the owners Francois and his wife Christiana, two very nice people. Francois gave me a tour of his rig and explained his roll-bar design and construction - very well thought out. You could use it with the hard top on or off, and it took up very little room inside. He also mentioned it was not running well at idle. I asked if he had set the points, timing and mixture, but he hadn't and did not know how as there was no one in his area to show him the basics.

I went back to my Rover and grabbed my dwell meter and a few other tools. We tried starting it and it would start and run if the throttle was held down but would die as soon as it was released. I hooked up the meter and found that the dwell was very low - the points were too far open. I figured I'd start there and after 7 or 8 tries got it to where it should be (around 57 degrees or so). I think Francois may have had his doubts at that point as several times I left the rotor out making it run even less well than before. Once the dwell was set it ran a little smoother but would still die at idle. I noticed the contacts in his cap were a bit on the burnt side and offered my spare cap and rotor, but he didn't feel comfortable accepting them so I scraped them off a bit with a screwdriver.

Francois had also mentioned it ran a bit hot on the highway so I figured we might as well check the timing, but there was no pointer on the timing cover and the flywheel housing was so encrusted with black stuff I could-

n't see if there was an inspection plate. We advanced it a little by hand, with the understanding that if it pinged on the road under load we would back it off later. This helped the idle, but it still wasn't quite right.

The last thing we tried was the idle mixture screw. I turned it clockwise to see how far out it was and it wouldn't turn. Backing it out a turn and a quarter resulted in a smoother idle, a little more made it roughen, then back a bit till it was happy. We adjusted the idle speed screw, then readjusted the mixture so that it ran at it's smoothest - this brought it back to where it should be. Blipping the throttle now gave good response and the revs dropped to the same level and stayed there every time. Francois later said that it did not ping, but I would have felt better if I could have timed it properly with a mark.

He also mentioned his steering was tight and was making a bit of noise. Rocking the wheel showed a lot of the noise coming from the top of the column. We pulled the wheel and oiled the top bearing. Now that noise was gone but there were still others and a bit of resistance. The steering box itself was a bit low (dry) and took a fair amount of gear lube. This seemed to help but there was still something groaning. I wanted to pop the arm from the top of the steering relay and fill it, but it was a right hand drive and looked to be a bit complicated (space wise) for the tools I had on hand.

In the end, I was glad to make some improvements on the Rover for Francois, but wished I could have timed it properly, and would have liked to have filled up the relay. Later at Greek Peak he mentioned he pulled the front bolt from the top of the relay and filled it (I didn't realize the front hole went all the way through) and made a big difference. Ideally, when he has the time he'll pull the top and bottom bolts and let the nasty stuff drain. If it doesn't he'll shoot some brake parts cleaner up from the bottom and down from the top to clean some of the sludge out before refilling it.

But as saintly as I felt, I couldn't hold a candle to the actions of Al (a.k.a. Ranger Smith) Richer. Not only did he donate his spare head gasket set to Dave Scheidt, he pulled the old head off, holed valve and all, and installed a good (well, better) used head. I was truly touched by his actions, as well as some of the little ones. This involved several hours of sweating and cursing and being subjected to pithy comments and direction and also still and video photography of every step. Including those steps off to the bushes. Al certainly deserves to be canonized, even if only with a potato cannon.

So if you find yourself in a situation where you can return the favor of the knowledge you've accumulated, make it a point to try to give someone some of yours. It feels good, and you always seem to learn something new or get a little faster when you work on someone else's vehicle.

Toy Land Rovers. A partial list, part five – Dinky Toys

by Dixon Kenner

In toys, the name Frank Hornby is almost legendary. He created the long running Meccano series of sets and the Hornby trains, which were announced in 1920. To accompany his railways, he launched various accessories under the name of 'Modelled Miniatures' The range also included vehicles. However, sales were not great because of the name, so for a short time 'Meccano Miniatures was tried until 1934 when 'Dinky Toys' appeared. From 1934, Dinky Toys remained unchallenged in the UK until the 1950's when Corgi appeared. Faced with the requirements of competition, the company did little. Dinky's answer to Corgi's innovations was to produce two-tone toys. The company was very slow to adapt resulting in the company ending up in a position where it was ripe for take-over. The Lines brothers (of Tri-Ang) took over the company. In 1971 the company went into receivership and the Meccano line was sold to Airfix for some cash. This was not enough to save the company and it went into bankruptcy in 1979 and the plant in Liverpool was closed down. More recently, the name has been acquired by Mattel and new versions are being made in China.

27d Land Rover (issued 4/50–1954).
Original price was 3/0. Had a steering wheel, tinplate screen, driver, spare tire behind the driver, a hook for towing a trailer and other Dinky farm equipment. Renumbered 340 in 1954.
grey wheels
• orange
• green
• (later) red

27m Land Rover trailer (issued 4/50-54)
With a tow bar and clip, two wheels. Renumbered 341 in 1954.
• orange
• green
• (later) red
• mid 1950's olive drab

202 Customised Land Rover (yellow)

255 Mersey Tunnel police van (issued 1955-61)
Variants in the printing in the model
• red

277 Police Land Rover (dark blue and white)
109 with full length top, sunsheet, alpine windows, no side windows. Red interior. Bonnet and doors open. "Police" on side of top.

282 Land Rover fire appliance (issued 1973-80)
Still in production when the factory closed.
• red

282 Land Rover fire appliance 'Falck'
Danish export market in red. Same as #282 but with 'Falck' decals.

298 Emergency Services Gift Set (contains 277 and five other models)

340 Land Rover (issued 1954-70) Issue price – 4/4.
Renumbered, see 27d

340 Land Rover trailer (issued 1954-70). Issue prce 2/-

Renumbered, see 27m

344 Land Rover
Variants had removable treaded tires or speedwheels. This was also available as a kit that you could put together.

- metallic blue
- metallic red

This was sold in USA catalogues as an "off-road pick-up", not a Land Rover

442 Land Rover breakdown crane
Red bonnet and doors, white body. 'Motorway Rescue' on box. Black crane (working). Door and bonnet open.

442 Land Rover breakdown crane 'Falck' (Danish export version).

- white and red
- all over red

604 Land Rover bomb disposal unit (issued 1976-77)
Olive with orange panels. 1/42 scale. 109 station wagon with a plastic tracked robot.

OO Scale Dublo Dinky Toys. Produced starting in December 1957 to compete against Matchbox.

073 Land Rover, trailer and horse (green & orange)
Variants with grey untreaded wheels, grey treaded wheels, and black painted onepiece treaded wheels. The LR had plastic windows. The catalogue listed 074 and 075 as the Land Rover and trailer separately, but they were never sold separately. They were always sold as 073 together.

Kit Dinky Toys

1030 Land Rover breakdown crane (issued 1977). Based on #442
1032 Army Land Rover (issued 1975-78). Based on #344

Reference: Hornby Companion Series, Vol. 4 – Dinky Toys & Miniatures. (Mike & Sue Richardson, New Cavandish Books, London, 1981. 312pp). History of British Dinky Toys, 1934-64 (Cecil Gibson, J.A. Hooker , Windsor, Berks, UK, 1980. 152pp)

The next installment will be 1-75 series Matchbox Toys

10 Best Tools of All Time—an addendum

by Dick Joltes

A friend of mine (Hi, Al!) recently sent me a list of the top-10 best tools of all time for British cars, in honor of my purchase of a Spitfire. After reading this list, it occurs to me that they forgot to list the most important tool of all:

#11) Beer

Want to see that odd problem from a completely different (and possibly unwarranted) angle? Need to break down your reluctance to apply "just this much" extra force to that sticky bolt, but you're afraid that it might shear off leaving you with the job of coring it out with a "never worked, never will" broken screw extractor?

Is it necessary to convince yourself that you'll still manage to drive that last 42 miles to the concourse competition in your otherwise meticulously-restored Morgan though one of your motor mounts consists of 37 yards of bailing wire and a prayer? (Note: if TWO mounts are involved, one may need to dissolve ones' resistance further with the application of single-malt scotch).

Stuck with needing 5 quarts of oil for the Bentley because it blew a seal 100 miles from the nearest Pep Boys and the only bottles you can find have been sitting on the shelf in a local gas station since Eisenhower was in office? (Note: extra points if the owner's name is "Jed"—see above note regarding single-malt).

Unable to deal with the fact that the final remaining, nearly microscopic ripple in the paint on your Jag E-Type just won't come out no matter what buffing compound you apply?

Overwrought because the woman you were trying to impress with your beefy, fully-equipped Series III just looked at it with derision and said "not banged up enough," and you're thinking that hitting the local Suicide Off-road Track for some extra dents would do the trick?

Beer's the thing!

Application:

- For each stuck bolt under the size of 12mm: .5 pint.
- Over 12mm: 1 pint.
- If said bolts are in a highly critical and delicate area: multiply the above by 2.
- For each Lucas part involved in the problem: 2 pints.
- For convincing yourself that Lucas really isn't all that bad after all and it'd be much easier to wrap the entire damned wiring system in Black Electrical Tape than to rewire the whole car, even though it's tried converting to Buddhism twice in the past month: 3 cases, plus 4 drams single malt.
- For each hour spent in futile pursuit of the problem: 2 pints.
- For each $20 blown on Random Parts Which You Hope Will Do The Trick while performing the aforementioned futile pursuit: add 1 more pint and a half-dram. At $100 in parts, double the above and hope for Divine Inspiration (known these days as "thinking outside the box").
- When one needs to spend $120 on a tool that'd do that one job just perfectly but would never be used ever again, though one could get by with a Big Hammer and a Tie-Rod Separator and file out the scratches later: 4 pints.
- If said procedure threatens to undo weeks of otherwise perfect resto work: 8 pints and 1 dram single-malt.
- Recovering from the Realization of What One Has Just Done after the preceding procedure has gone awry: bugger the beer and go straight for the single-malt. A liter should do for starters.

Enjoy.

Something borrowed, something blue, Getting married in the Land Rover with you.

by Shannon Lee Mannion

Who knows what it is about Land Rovers but they are perfect for weddings.

When OVLR members, Jerry and Janet Dowell got married in 1995, three Land Rovers formed part of the procession. Jason Dowell drove to the church with his brother Jason in Jason's 1973 Series II. Jerry recalls, "I wouldn't have driven in anything else. And of course the trucks were incorporated in the wedding photos afterwards." As for Janet, with good humour, she smiles in remembrance, "It was unique. We went to the church in a limousine and then to the reception in a Land Rover. There was a Scottish theme to our wedding and it was somehow fitting."

When OVLR member Michel Bertrand got married in 1997, there were also three Land Rovers in the procession. In this instance, club member Yves Fortin drove Michel's Land Rover to the church, and then chauffered the newlyweds to the reception.

Land Rovers appear to be the vehicle of choice for upbeat weddings. There is a story still being told among the friends and family of Sally Pehrsson and Rob Johnstone who were married last September.

They were ready to leave on their honeymoon when to the glee of the assembled crowd, instead of a yellow sportscar, a blue Land Rover appeared to whisk them away. Roy Bailie of the Ottawa Valley Land Rover Club had lent a friend of the bride his 1973 Series III to be the get-away vehicle. "I was tickled that "The Old Sod" was invited to the wedding," he said.

Ms. Pehrsson was at first astonished, then overjoyed, "I was thrilled to bits 'midst the chaos that erupted when the Land Rover appeared. Rob has always had a Land Rover in his family and he loves them. Incorporating one in our wedding connected us with family members past and present." She adds whistfully, "Rob's father had been an Land Rover buff and he would have laughed to see one here."

Adds a whole new meaning to "something borrowed, something blue, something old…" Land Rover owners, you haven't got something in aqua for the end of August, have you?

[Excerpted from an Ottawa Citizen article on antique vehicles used for weddings, June 12, 1998.]

Horsepower, a history

by Steve Denis

Well it was all advertising you see…

James Watt, remember him? Worked as a repairman at some obscure university in some obscure country, where the obscure students hand broken a working display model of the Newcomen pumping engine, he fixed it and they compared him to the brightness of the not yet invented light bulb. I always wondered when Edison had the idea for the light bulb whether a Hurricane Lamp appeared over his head and further more before lamps were invented did all great ideas happen inside to prevent the candle from being blown out? Oh, yes, Well. it seems that being a very *bad* repairman he did not fix the device as the maker had intended, no, he used whatever scrap was about and the thing started working *much* better than it had before. Whereas the startled Watt exclaimed "Huh!?"

The university, who was making such a good living from the old dusty ideas locked in the basement of the library and the heads of a few tweedy professors with thick glasses and coffee stains on their ties, could not stand to have *new* ideas on campus, simply fired the bewildered repairman.

Watt was cleaning out his desk in the presence of a fairly disgusted dean when he came to the repaired engine. He held it up and asked "You want?" The dean unfolded his arms and with a turn of his head, he waved the back of his hand as to scoot it along and said "Take the bloody thing…." Now, out of work in god forsaken place, Watt trudged down the street watching the local boys chasing barrel hoops down the street with "T" shaped sticks and he had a idea it was so simple that he wondered why he hadn't though of it before! He needs a drink!

Jeff Berg's Finsup flying the flag of Jeff's people
Photo by: Spencer Norcross

Nipping into the local pub he ordered up a stout and dropped his belongings on the floor. The draft was served up and he took a deep draught. Now, *that* was more like it! Only trouble was that he kept kicking the model as he turned for a refill. He bent down and fetched the thing up to the bartop. "'Wot cha got there, mate?" asked a bleary eyed sot in a dingy pullover and a 3 day stubble. 'Well, umm, I'm not sure" he said. The sot squinted at the device with his good eye." It looks like a thermo-mechanical conversion device if you ask me" he sputtered, seemingly happy with his deft analysis. Err well, no. it's a… sort of a… ummm… (A pony with shay clattered by the window) replacement for the… horse! Actually." He was hoping that he'd now be left to enjoy his drink in peace.

Human nature, being what it is, of course, prevented this completely. As the conversation swelled around the new device so did the claims of its abilities. Finally some drunken day laborer from the local mine shouted "Prove it!" A grunt of agreement rumbled around the room. He's done it now, the crowd now retired to the side lot of the building where they soon produced a sorry example of the equine race. A whole new discussion broke out about what, in simple terms, defined a "Horse". There where those that insisted that this beast was actually a *Pony* and would be unsuitable for the test…A real ruckus arose over this and Watt was suddenly thinking he might just get to forget all this foolishness (which he was more and more convinced it was) and get back to the business of intro-

Dixon's Big Green Beastie suffering the ravages of winter… Brrrr!
Photo by: Dixon Kenner

Quintin Aspin flying the standard. 1998 R.O.V.E.R.S. Assateague Island trip
Photo by: Spencer Norcross

ducing beverage to belly. **"close enough"** bellowed someone from the back of the crowd "hook 'em up"! "Drat" thought Watt. The pub was a converted hip roof barn, hence the name "The Cow and Straw'. And as a converted barn, it had an end beam with a rusty pulley on its end. A rope passed over the wheel and both ends were coiled on the ground. The hapless horse (or pony, depending on what side you'd taken earlier) was duly hitched to the end of the rope. Then they looked about for a suitable weight. They settled on one of the large beer casks standing about. They rolled it into position and tied it to the other end of the rope. No mean task as it was round and they were drunk… A new discussion arose over the size of the cask. It was clearly marked "600 lbs.". This time the two sides were fighting over the lifting capacity of the horse (or pony, if you please). Some said 600 was no problem, others said no more than 500, tops… An agreement was reached when 50 lbs. was drained off in to the waiting tankards. "Five fifty it *is*" they shouted. The pony's (or horse's, if you are so inclined) rump was smacked and the beast pulled forward. However, due to the miscalculations of the "soggy" crowd, the tangle of rope jammed as the cask got no more than 1 foot off the ground. "That's no test!" some one shouted."It didn't take more than a second"! "Good enough!" another voice hollered. The cask was lowered and the pony-horse unhitched (which suited his horse-pony brain just fine) and Watts folly was wedged into place, the rope was wrapped around the wheel and the thing started. "Whump!" Up came the keg and hit the same knot in the rope and stalled. Yea! The crowd roared its approval. Some forgetting that they were on the losing end of the wagers and side bets that had run through the group (the pony thing was let to drop and no money changed hands)

"Well then. One horsepower equals 550 foot pounds per second!" shouted Watt "PONY-POWER" some diehard in the back offered, but he was quickly shouted down. So there you go. You may have notice that a huge beer wagon needs only but a few large horses to pull it, while your Land Rover requires 77 or more to make it go down the road… mystery? Not hardly… You see while the horse (pony) was removed and the steam engine was hooked up and brought up to temperature, the crowd had slowly, but surely *drained the keg*. So the little engine was lifting a barrel of air.

550 ft/lbs./sec or 22,000 ft/lbs./min

It was measured with a device called a "Brake" which simply took and stopped the wheel and measured the force required to do that. When it was hooked up and running one of the "pony" faction tried to get in his last licks by carving "PONY" in the wooden base. He was in a rush and the knife was dull so it looked like "PRONY" when he was finished. and the name stuck…

Sean McGuire's 109 looking like something from a mid 60s piece of Land Rover sales literature
Photo by: Dixon Kenner

By Appointment to
Her Majesty Queen Elizabeth II
Manufacturers of
Motor Cars and Land-Rovers
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ANOTHER NEW LAND-ROVER JOINS THE RANGE

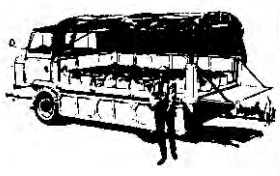
Four-wheel drive Land-Rover toughness and cross-country performance takes a new form! This Forward Control Model on a long wheel-base Land-Rover chassis is primarily a load carrier. It will deal effortlessly with a 30 cwt payload on roads or tracks and 25 cwt across country.

CHOICE OF BODY STYLES Various body styles are available. The vehicle can be supplied with open or truck cab, drop or fixed-side bodies or a flat rear platform. For use as a personnel carrier, seats can be fitted and there is a choice of full length or three quarter length hoods. More specialised body styles transform the vehicle into an ambulance, mobile workshop, bus or military vehicle. Most of the specialised equipment used in conjunction with normal Land-Rovers is also suitable for use with this new model.

FORWARD CONTROL GIVES LOADS MORE SPACE

Forward Control Land-Rover with truck cab and fixed side body.

Forward Control Land-Rover with truck cab, dropside body and ¾-length hood.



Forward Control Land-Rover with open cab and full length hood.

Forward Control Land-Rover with flat platform rear.

SPECIAL GO-ANYWHERE FEATURES With its larger tyres, improved weight distribution between front and rear axles and greater ground clearance, the Forward Control Land-Rover is, if anything, an even better cross-country performer than the standard models. Gradients of 1 in 2 can be taken with a full load, and the vehicle has a side tipping angle of over 40 degrees. The speed range is comparable to the ordinary Long Land-Rover.

Over 75% of the parts of the new vehicle are identical to those of the Long Land-Rover—a great convenience for fleet owners who can thus interchange the parts normally serviced most, with those from standard models.

NO GROUND TOO ROUGH NO JOB TOO TOUGH FOR LAND-ROVER

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