OTTAWA VALLEY LAND ROVERS

15 November 1998

Volume XV, Number 11

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.ovlr.org`

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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…

November 2nd	**Executive meeting.** Phone Bruce Ricker for details
November 14-15	**First North California Rover Club Rally** Mendocino National Forest. Open to all experience levels and is intended to be suitable for all vehicles. Contact Jeremy Bartlett (510) 233-3167
November 16th	**Social at the Prescott Hotel,** Preston Street, Ottawa, 7 PM
December 5	**Christmas Party,** Navy Mess, Victoria Island
December 7th	**Executive Meeting.** Phone Bruce Ricker for details
December 21st	**Last Social of the year at the Prescott,** Preston Street, Ottawa, 7 PM.

future events:

(Dates & times subject to change)

Early January	**Annual General Meeting,** Royal Canadian Legion, Kanata

More details regarding Land Rover events can be found at:
`http://www.ovlr.org/Events.other.html`

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

Land-Rover FAQ: `http://www.fourfold.org/LR_FAQ/`

This Month's Cover:

Up and…

Ben Smith & Co-pilot, Dr. Drip run backwards towards the top of the Birthday Party RTV course

Photo by Dave Bobeck

The OVLR Newsletter

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"You know when a Rover is running well if all the bolts break when you take something off."
– Ben Smith

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Greetings;

Three events transpired this month. First there a pair of club off-roading events. The first in Marlborough Forest south of Ottawa, and the second in the Collingwood area near Toronto. The third event was the annual frame oiler.

Marlborough Forest Trip Report: Nine vehicles. **Dale & Madeline** in the Gin Palace. **Bruce Ricker** in Sedgewick, **Gordon Bernius** in his SII. **Kevin Willey** in the Lightweight, **Andrew Finlayson** in the 80, **Ben Smith** in Black Watch, **Chris Rawlingson** in a Disco, **Keith Elliot** in a II. Discos and Series IIs tied on this little jaunt. Oh yeah, and **Tim McLean** in a Jeep.

Conditions: Overcast. There had been rain in the past few weeks. The geography of Marlborough Forest is one of bedrock covered with a thin layer of soil. Mostly poplar, birch and other weedy trees. Rainfall gathers up quite well in deep troughs. Beavers ensure that it doesn't go away very quickly. Many of the trails were under water. The best was where Chris Rawlingson dropped his Disco through the ice last winter. Several hundred yards of water running along a massive beaver dam that was approximately a metre deep.

Damage: Well, it was deep on that one section. Kevin made it through without a problem, buy he has bigger tires than Andrew. The dipstick on a 2.25 litre is also a little higher than on a 1.6 litre. Andrew stalled in the water. After trying twice, and being pulled back by Ben twice, he was towed through by Kevin. Ben, the next through didn't heed Kevin's advice about a beaver dam up ahead (never noticed it though) and took it out. Gathering all the vehicles on the other side of this several hundred yard canal, Andrew's oil was checked. A nice light-chocolate colour. Time to drain it out and replace we figured. So, with a four litre container, four litres were removed. That was poured off into an empty Cdn. Tire oil container. Another four litres of oil were drained off. This went into a couple other containers that people had. Another four litres were drained off… Oh, people started to search through the woods for some discarded glass containers. Guess a little water may have gotten into the engine. Another four litres were drained off. More containers were searched for… Another four litres were drained off… Running out of any kind of container, anywhere Finally, it ran dry on the twenty third litre. Those 1.6 litre engines have quite the sump capacity! Andrew filled the engine with new oil and was ready for the afternoon's trails.

While this was going on, branches etc were pulled from the front of Black Watch, including one or two under the grille/radiator. Looking further it was discovered that Land Rover fans were not that good, as this one had suffered some stress fractures, resulting in a pair of blades coming adrift. The missing piece of shroud was just a courtesy point. Being odd bladed, you can't break off the opposite side to keep it in balance. Off came the fan. (we also discovered that Land Rover in its infinite wisdom has the break in the door seals at the bottom to help water drain out when you drive with the windows down in thunderstorms. Unfortunately this also lets water in when its not raining and you are wading.) A bent track rod from cleaning out part of the beaver dam didn't affect steering at all.

…almost over
Ben Smith, last gate, Birthday Party RTV course
Photo by Dave Bobeck

More off-roading was undertaken through the afternoon. We found four 1100/16 XCL's painted yellow marking off some sort of drop zone or course. (About another five similar sized tires elsewhere in a box pattern)

Heading home, we talked with Ted (missed the day with the flu). Went by Sunday to discover than Ben didn't need to

stay until Monday to get the Disco fan fixed as the local dealership didn't have any spare parts in stock. It's obviously a sign… Ben needs to move to Canada. All his vehicle's suffer some sort of problem every time he comes north. They want him to stay here!

The second off-road session was four hundred miles west of Ottawa putting it to the west of Toronto near Collingwood. Six OVLR members got together for a little light off-roading in Thornbury. **Ian Harper** sent this missive in on the Thornbury Thrash-About!

On Saturday October 17th the OVLR Executive were kind enough to give their approval to hold our now-in-its-second-year fall off-road in the Collingwood area as an officially sanctioned OVLR Off-Road event, which meant we could take advantage of the club's liability insurance,something which the TARC doesn't have. All those that took part who were members of OVLR (and their spouses) were covered. As a result, the OVLR membership increased by two, **Dwight Dyson** of Thornbury and **Jean St. Cyr** of Toronto, in his new 98 Disco.

The day started out rainy, with thunderstorms predicted, but with the usual optimism, the six vehicles set out. Two Discoverys, my '74 SIII, Dwight's '59 SII, Mike's '69 bugeye and **Doc Watson's** '57 SI. Mike is a former gamekeeper who worked in the DNR, so he knows the back roads of the area. Four of the spouses were there (save mine who was teaching our border collies how to become even smarter than they already are) so Mike first took us on what was a very scenic tour of the area. Stop for coffee and a gas-up, and then of to the lanes. By this time it had stopped raining so everyone was ready to get dirty.

It has been a particularly dry season, so the places where we got bogged down last year were a lot drier and fairly easy going. The Discos were being put through their first off road and loving it! Mike led the way on all of the trails, and since he had the 15 inch wheels, he got stuck a few times, but that huge winch (Government issue?) he had on the front pulled him out, no bother. Mike bought his truck new in '69 and has put only 93k miles on it, and until last year he hadn't done any recreational off-roading.

Things were going smoothly until we hit the rather boggy place where I bent my bumper last year. Obviously with this in mind, Mike (urged on by Dwight, no doubt) decided that he would put one set of tires up on the harder (higher) ground, but forgot that the offside in the mud had a bit further to go down. As the truck approached that mythical 45 degree roll over angle, he luckily lost traction and ceased any forward movement. Out came Doc whipping around the others (practically everything he did left the new Disco owners with their mouths agape) to winch Mike back to solid ground. He pulled him about 10 feet, when I noticed that we were tilting even more! Whoa, time to go forward, we get Mike's winch out (Mike is beaming as he sits in the drivers seat) and make some forward progress, and ten minutes later we were out. Needless to say, no-one else tried this route, and the Discos even cleared some trees so they would avoid the deep parts! We warned them that this might get their membership privileges revoked, but they ignored us. After that, the three Series vehicles plowed through the deepest part to show them how it's done.

The rest of the day proceeded in a much too orderly and clean fashion, and although we were tempted to do the dreaded "Steps" (a washed out concession that has formed slate steps up a rather steep incline) it was getting late and supper awaited us back at Dwight's, courtesy of OVLR! Everyone stayed for dinner except Don who had a mysterious noise which turned out to be a just a loose bolt. He didn't mention if it was on the Rover or not!

Thanks again to **Dave Meadows,** Dixon Kenner and the OVLR Executive for lending their support to this satellite group, and I hope that there are more events like this in the future.

The third event was the Annual Frame Oiler. This year the weather was perfect. Sunny, warm, dry… Unlike past years when you wanted to spray yourself in an attempt to stay a bit, er, un-wet. A dozen Land Rovers appeared to get a different oil sprayed across their bottoms, as well as four cars brought in by members. The Oiler was moved to **Roy Bailie's** shop to save the field behind the Hart's, streamline the process and allow the use of better ramps. For those arriving early, Chef Dave prepared "Dave/egg-McMuffins", as well as gallons of coffee. Later, around noon, it was his homemade chili (well, we understand he supervised). Some of the more interesting items: **Murray Jackson's** Light-

Shannon Lee Mannion's 1972 Mercedes Benz
Photo: Kevin Willey

weight made an appearance on its way to storage. Seems Murray managed to get all the bugs out, including those that I am under pain of death not to reveal. **Shannon Lee Mannion** gave the entire underside of her 1972 Mercedes a coating, with extra special attention given to the exhaust system. (It was also Shannon's birthday. **Shannon** sent this note afterwards… I enjoyed meeting the three new guys, pressing Kevin into action, antagonizing the American and singing the praises of old motorcycles with Martin. Great chili, too. Even got to see Yves in his underwear. Bonus!) **Christian Szpilfogel** learned with one set of ramps that the approach angle of Land Rovers and Buicks is rather different. ***Thump!*** The day was finished off with the trailer getting its first dose of oil.

Clockwise, from top right: Dixon's only maintenance of the year; Martin Rothman's SI; Kevin Willey's SIII Lightweight, Sean McGuire's SIIA, Andrew Finlayson's SI & Andrew in the lineup; Breakfast at the trailer, mmm… Dave McMuffins!; Shannon & Roy; Andrew setting up the trailer (is the coffee ready yet?); Bruce Ricker's SIIA Sedgewick getting its winter coat; Roy's SIII on its way up the ramp
Photos: Kevin Willey

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

A note from the editor: October's newsletter was done by a very much reduced crew. Not only did some of us get our act together allowing it to appear ahead of its normal (late) time frame, shocking the stuffing crew, but getting them together proved to be difficult. Our normal host, Bob Wood was off in the Bob Zone and unreachable, so Desperately Seeking Dale, a Dutch friend of mine and I got the newsletter together and out with much pain (and beer). One omission in last month's newsletter was photocredit for Dave Bobeck's little adventure at the Mid-Atlantic Rally. Eric Luke supplied the photographs. If you have any interesting photographs, don't send them to me, send them directly to Spencer Norcross at 1631 North Barton Street, Arlington, Virginia, United States, 22201. Spenny will get them scanned and back to you quickly!

A reduced social this month. One interesting discussion was using aluminium checker-plate (its cheaper than regular aluminium plate) to repair sections of Land Rover and Land Cruiser bodies. Aluminium was the metal of choice because you could use your woodworking tools to cut and manipulate it.

The annual Christmas Party will be held on Saturday, December 5th at the Navy Mess on Victoria Island. The cost is up slightly from last year at $17 a head. There will be the traditional feelie meelie with three levels, easy, medium and hard. Additionally there will be a Seelie Meelie for those that read parts manuals in their spare time. (Sorry, no modern parts. Our secret parts supplier (Bob) doesn't have any around). There should be a Ladies crossword puzzle available too.

A tentative schedule is:

6:00 PM – Arrival, social, guess who is getting the various awards, try out some of the games that will be available (feelie meelie, seelie meelie etc.) last minute nominations et cetera.

7:00 PM – Nominations for the Executive positions close. Candidates are announced, attending members have an opportunity to vote.

7:30 PM – Dinner is server (Turkey with the usual fixings, multiple servings for Roy)

8:30 PM – Awards, presentations

Auction, (?), & foolishness afterwards.

Local members will have noticed a nomination form in with their newsletter. Members living in Eastern Ontario and Western Quebec can nominate, vote and hold office in OVLR. If you have someone in mind, complete the form. The form can be sent to the Returning Officer (Fred Joyce) at the club's mail address. Voting will start at the Christmas party and continue to the Annual General meeting in January to allow out of town members an opportunity to mail in their ballots. The results will be announced at the AGM in January at the Royal Canadian Legion on March Road in Kanata.

Dave Depasque checks out the heater in one of John Vallerand's SWBs
Photo: Dave Stauffer

The Annual General Meeting will be at the Royal Canadian Legion Hall in Kanata at 7 p.m. Oh! A date you ask. Next newsletter. This one is actually finished ahead of time! (yes, this is generally one of the coldest evenings of the year, but the legion serves various beverages.)

Awards:

It is that time again for members to think back through the months and come clean with some of the antics that they may have witnessed. (It is also the time when you can name your price not to reveal embarrassing events!) Send your nominations to one of the Executive members!

The TowBall Award: This award is bestowed upon the per-

son who tows perfectly functional Land Rovers around for all the wrong reasons. A good example would be Spencer Norcross's DeathRide, er, Wayback Machine, which Eric Zipkin towed up to Charlie's one year because, in theory, the gearbox was bad. It wasn't… (Zippy hasn't gotten the habit of towing things up to Vermont out of his system. He was spied towing Jeff Meyer's 109 station wagon northwards through that state recently.) Roy Bailie won this award last year as nobody did any silly things towing vehicles around. Happily, this isn't the case this year (What, we have found out about ***three*** vehicles losing hardtops on the highway!?)

Gasket Under Glass: Bestowed upon the person who best demonstrates the indestructible nature of Land Rovers, though probably not in a manner that Land Rover would approve. Using the guiding principle: "I can't believe it actually ran" the award goes to the individual who best exemplifies either too much maintenance, the lack thereof, or just simple wonder as in the case of Sean McGuire. Last years recipient was none other than Keith Elliot. Candidates this year include Dave Lowe, Ben Smith, and Sean McGuire among others.

The DorkTari Award: An award given to the individual who best exemplifies Land Rover fashion, whether it be on the vehicle, or on themselves. Tackiness is also a guiding principle here as well as an affection for Lemon Pledge. We do know that there are three candidates thus far in the running for this award. Last years recipient was Alan Richer, who has decided to give up his title in favour of a new one. John Hong is clearing trying to win this one and is still campaigning hard for it. Can he beat out the other candidates though? We will know at the Christmas Party.

The Silver Swivel Ball: A slightly more serious award given to an individual who has done a lot of work for the club over the past year of so. Last year it was won by Pam and Charlie Haigh.

The LugNut: The oldest and grandest award in the OVLR stable. Won by a "Who's Who" of Land Rover owners, feared by Canadian recipients, competed for by American recipients. (We will leave this one alone…) There are a couple of candidates that have appeared on the horizon, but no clear winner is known yet.

OVLR Website: Additions or changed recently: Serial number and VIN information has been corrected and updated. Various data sheets received by members from Land Rover over the past two years. (Want to obtain build information on when your vehicles was started on the production line, when it got off, what colour is was and where it was dispatched to? You can write Land Rover in the UK. Allow three to four weeks to get a response. Write to John Palen, Project eng., Traceability, LAND ROVER, Lode Land, Solihull, 20 West Midlands, B29-8NW, England. Please make a Xerox copy of the build sheet and send it to the club address so we can add it to the FAQ!). A Registry of all North American Defender 90s and 110s continues to grow. Links to these pages can be found at http://www.fourfold.org/LR_FAQ/FAQ.3.main.html

Jeff Meyer wonders where he's left his story notes.
Greek Peak 50th Anniversary Rally
Photo: Bill Maloney

More news on Nigel's Disease. Time to be afraid, very afraid. Local members here in Ottawa know Murray Jackson. They have seen his meticulous maintenance regime (If you need a better idea, think of Dixon's and take an exact opposite). In the past month he has suffered: a dead starter, a dead wiper motor, a seized clutch, and a broken short halfshaft. Oh yes, there is also mildew growing inside the softtop.

One amusing thing over the past month. Went past the local Land Rover dealership to drop off some parts to Bruce Graham (kind of like bringing coal to Newcastle…). Bruce was doing up all the final details for a chap buying a Discovery, so I just sat in one of their armchairs to wait. Bruce called over, saying that the new Discovery Series II video was there and to watch it. "Don't need to, I already have a Series II" was my response. The chap buying the Disco jumped. Just didn't understand…

A note from Alan Richer: "Well, I went to VT yesterday and had a look at that Rangie for $2500. Wow. Saudi-Spec RR Classic - 84 vintage. Cloth interior, no power seats or any other power stupids, but it does have AC (disconnected). Tan, with a horrid black vinyl roof (peeling away in spots). Interior's filthy, exhaust is cracked, headlining's sagging and it's generally the rustiest piece of metal I have ever laid eyes on. But does that V8 sound good, very nice engine, very smooth, fresh rebuild in the last 5K miles. Practically brand-new tyres. Chrysler 3-speed tranny (with the transfer case stuck in High range), PS, PB,

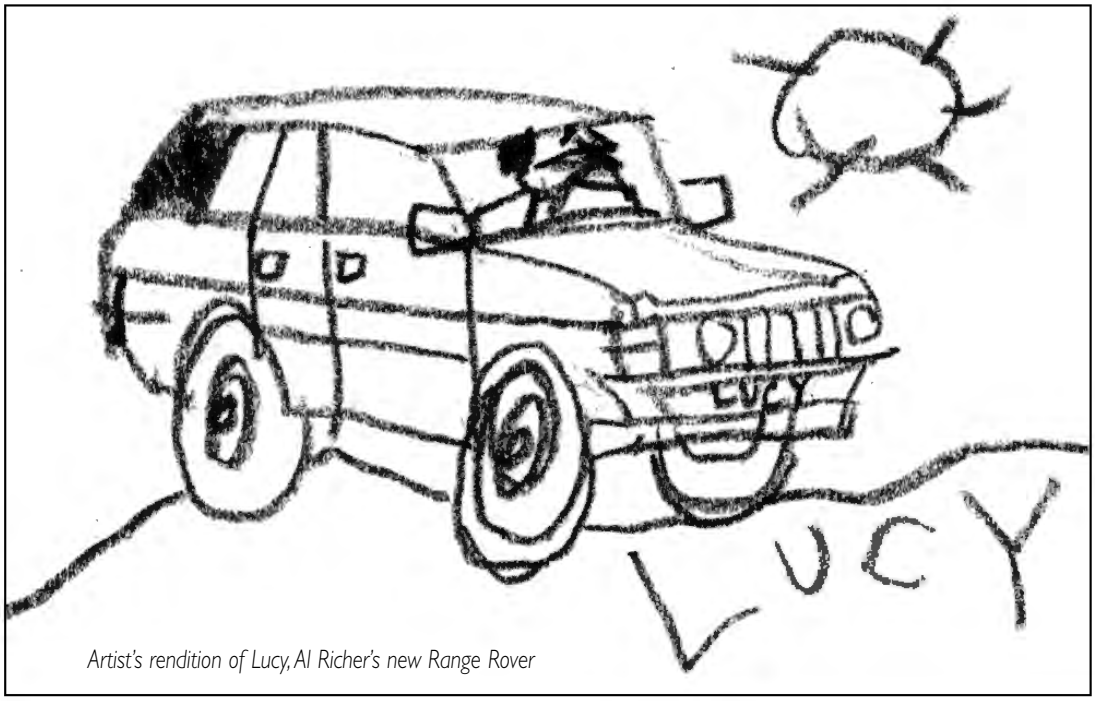
sunroof, CD player - and no computers anywhere. Also, it's US-titled - no hassles on that score. Massachusetts doesn't emissions test after 15 years, so that the cat is not a problem either. But God is it rusty… Front wing mounts are rotted - sills are gone - floors have holes you could throw a dog through. Rear door lock areas are rotted too and so is the tailgate (in a big way), but the upper tailgate is new and the chassis is sound and clean, though it has a level of surface rust also which will need to be painted. Swivels are good - no excessive leaks anywhere else. Taken for a short off-road run, it went when I punched it, down-and-upshifted properly and didn't clunk much at all when shifting in and out of gear. Basically the running gear is fine, but the body and interior are **very** tatty. There's at least a month's welding in this thing.

It's not worth $2500 - It's not worth 2K. So I tell Jim Dolan the bad news - I'm not interested at his price. I offer lower - he twitches and says that he had a similar offer for it yesterday but waited to see what I said. I talked to my partner-in-crime Amanda for 10 minutes or so and decided to turn it down - there'll be another. He turns back to me and says "OK – how-about this - but that's my last offer." Twitch, twitch… OK.

I bought it. I pick it up next weekend. For the price I think I can part the damn thing out and still make money - and keep the diffs for the 109. Of course, that is not my intention. I'm going to strip the body panels, repair the old boy, and he is going to be my commuter toy.

The nice bit is that, as an automatic, worst-case if the weather is bad I can put the wife in it and drive the 109 myself. I'm going to keep an antique plate on the 109 once this thing is on the road—$200/yr insurance and $25/yr plates.

She already has a name: ***Lucy the Range Rover!***



Artist's rendition of Lucy, Al Richer's new Range Rover

Franz Parzefall's ex-MOD 110, Brummel
Photo: Franz Parzefall

Email from Franz Parzefall in Bavaria -

Time for some email again. I'm still alive and well. But some weeks ago Angelica and I were very near to no longer being the latter. We were on a climbing trip to northern Italy and since the weather got bad in the Dolomites we decided to go south to the Lake of Garda. We drove down the road through the Valley of the Sarca in pouring rain towards the lake. In a sharp right bend with a rocky wall on the inner side,Brummel's back decided to overtake the rest of the 110. While sliding sideways we relocated the first 20cm of the left wing with the said wall and, when the maneuver finally stopped, we nearly had made a complete turn. I only had to steer a bit to the right to be straight on the road again. Pooh! Not much blood left in the adrenaline. I pulled off to see the damage. The left wing was badly folded, but even all the lights were still OK. The end of the bumper had taken most of the strike and one could easily see this. On the back, I couldn't find any damage even though I could still swear that I hit something while sliding backwards. Glad that we were in a Land Rover and not in one of those tiny little tin buckets. Next was to see why this bend was that slippery. I couldn't find anything despite that it was wet, but all the others had been wet, too. But when ten minutes later some fire fighters showed up in a D90 throwing a whole lot of this oil absorbing stuff onto the road, it dawned on me that we just came 15 minutes too early. When they were ready, they came over and asked if they could help us. In the meantime we had begun to reshape Brummel's sad wing with the highlift and, since there was no other damage, we didn't have anything for them to do. After 1.5 hours we were operable again and went for the second half of our trip. Though if anyone is after raising his adrenaline level, try something else. This is definitely no fun…

Now something completely different: If any of you Land Rover addicts should happen to be in Southern Germany on the weekend Nov. 20 to 22, there is a Land Rover meeting in Miesbach (40 km south of Muenchen/Munich). We expect about 100 vehicles or so. If anybody is interested email me at f.parzefall@t-online.de . If you need a ride etc. just ask. Greetings from Bavaria, Franz

Towball two-timer? I think we need to put Zippy in the running for the towball again this year. I'm sure you know the story, but I'll formalize it.

It's a pity that there are no witnesses to, or photographs of the events that follow. However, a reasonably accurate account can be obtained if you get Eric drunk and talking with Ann present to lead him down the road to his own special reward.

As the story goes, Eric and Ann are on the way to the Big 50 at Cortland. Eric is trailering the 80 behind the 109. Suddenly, the 109 stops working. Eric pulls to the side of the road– somehow getting the trailer jammed underneath the guardrail in the process.

Fortunately, Eric is able to drive the 80 off of the trailer at an angle. He then proceeds to hook a tow strap onto the 109 (with trailer still in tow) and pull the whole train back to the Zipkin family compound. Of course, this in itself brings about some interesting moments. One must remember HOW Eric drives. Though he is a safe and skillful pilot, his driving is a bit "of the moment." He tends to brake late, turn sharp, and generally do things suddenly. Now it's true that the 80 can't be said to have great brakes to begin with. However, it's probably true that it stops faster than a 109 with an empty trailer. So picture poor Ann–forced to steer and stop the 109, when Eric suddenly jams on the brakes and, as the towed vehicle begins to advance along the strap, waves frantically for her to slow down. Must have been a fun ride–if only there were photos.

Dateline: Saturday, October 17, 1998;

Dr. Russell George Dushin wed to Dr. Elizabeth Glasfeld under brilliant skies on the lawn of Dr. and Mrs. Rolf Dieter Glasfeld, alongside the Mystic River in Mystic, CT., in a ceremony that did not exceed about three and a half minutes. A gathering of roughly 40 persons, consisting mostly of family, enjoyed an evening of fine entertainment and heavy alcohol abuse afterwards. The newlywed couple left the event in Nigel, sporting the usual attire of balloons and proper *just married* signage, and toted a trail of coffee cans for about two miles to the not-so-humble abode in which they consummated their relationship… upon entry to the parking lot at The Inn at Mystic the two and their trusted steed (cans still in tow…) passed beside a wedding in progress **just** as the buxom blonde bride in full regalia was beginning to enter her stretch limo…a look of confusion and amazement crossed her face as the driver of Nigel remarked to his new bride (uh, just loud enough so's the poser bride could hear) "betcha we have better orgasms than they do tonight, honey"…. Um, did I tell yaz I was gettin' married?

Only weeks into Rover ownership and Fred Dushin has pulled an Exxon (Dixon) Valdez in his driveway!

Team Daphne news: Ben Smith recently visited Toronto. Behind Team Daphne Central was found an impressive array of Rovers. More impressive was the fact that the only two running were being operated by his two sons. Hmmm… More research is required into this. We shall be contacting some more witnesses for the dirt, er, truth of this matter!

Bill Rice writes from Georgia – "Mrs. Merdle continues to run well. Did some pretty intense off-roading with the SOLAROS crowd a couple months ago at the Tellico ORV site in North Carolina, and will be doing some more in mid-November. For now, need to spend my next few weekends putting in new spring bushings up front, new (SII–more capacity than SIII) radiator, and new rear distance pieces on my leaky Salisbury. Take care."

OVLR in the News:

The October issue of Land Rover Monthly/Magazine arrived. Within is a six page article on the ANARC 50th Anniversary event at Greek Peak.

The October issue of Land Rover Owner has arrived. Within it is a page and a half article by Kevin Girling on the Greek Peak rally. Martin Rothman gets his picture in there with his late Series I.

Land Rover World seemed to like the Anti-FAQ from a couple months ago in their October issue, World News section.

A short note from Bill Maloney – "Just got the November Land Rover World. Both "Desperate Dale" and "Al 'Ranger Smith' Richer" get coverage in the World News section. You've gotta buy it just to read it!"

Ted Rose and the Rose children. l-r; Matthew, Erica, Dixon
Photo: Shannon Lee Mannion

Some Non-OVLR News & Rumours

The latest issue of Automobile magazine has a full page article on upcoming British imports to the USA. Looks like the all-new Mini will be the first to arrive in the summer of 2000, followed perhaps by the new Rover 75 (the 600/800/Sterling replacement) which may or may not be badged as a Rover, given the failure of the name in times past in the USA. It may be badged as a Riley! The article went on to suggest that the replacement for today's Z3 may have a companion model built in the Spartanburg, South Carolina facility…and may be badged A-H 3000, or Triumph TR9! The article made no further mention of the upcoming Z07/Z8, which will be quite pricey.

Some information from Hank Rutherford – "A while back I modified a 7:1 head to 8:1 specs. In doing so, I collected some interesting info. Here goes:

- 7:1 head is 3.700 in thick, chamber volume is 91 cc.
- 8:1 head is 3.600 in. thick, chamber volume is 75.2 cc
- 7:1 pushrod length overall, 7.300 in
- 8:1 pushrod length 7.175 in overall (some parts suppliers are not able to tell you the difference between pushrods, just that they are different)
- Within the range of our interest, there is about 1.2 cc change in volume per .010 in. change in thickness
- Milling .100 in. makes a 7:1 head 8:1. Almost exactly.
- Head gasket volume and volume above the piston crown is 4.25 cc.
- Swept volume of one cylinder is 571.5 cc.

I sawed a 7:1 head into slices to measure casting thickness. I discovered that there is little material left between the waterways and the head face after milling the required .100 in. I would NOT advise going any further as I doubt the head would hold up for long, I imagine cracks would develop on the head face. If you want a 9:1 CR, use an 8:1 head. The castings are definitely different, a stock 8:1 head has the same metal thickness in critical areas as a stock 7:1 before machining. I would advise obtaining a burette for measuring combustion chamber volume to be sure you don't go too far with CR. I can provide more info on CC'ing if you need it.

If you modify a 7:1 to 8:1, use 8:1 pushrods. Otherwise the rocker geometry is off, and the possibility of fouling the rocker exists. By rocker geometry, I mean the angle that the rocker arm contacts the tip of the valve stem. If the longer pushrods are used in place of the shorter (correct) ones, the rocker arm depresses the valve with it's very tip, concentrating wear and forces at a place where the rocker was not designed to be operated. This can cause premature wear of the valve stem, unusual wear of the rocker arm, and failure (breakage) in extreme cases.

Jim Allen is the guy who has the most info of anyone I have talked with, and I believe he monitors the Internet Land Rover mailing list at lro@land-rover.team.net.

A note from Keith Elliot – " This may be old news but I just saw the coolest LR sighting that I have ever seen… There is a full bodied 101 featured quite a lot in a video from the group "Love Inc." the song name is "You're a superstar". It is the first time I have seen a 101 used in anything like this. Just too cool!"

Brian Prevost sent up an article from a recent issue of Old Autos (Oct 5th, 1998). The article covers the recent "Car of the Century Display" that was at the Canadian National Exhibition in Toronto, Ontario. The display is a touring exhibition of the top 100 significant vehicles of this century (the top vehicle will be named in Las Vegas on December 4th). Besides many vehicles that can be named, number 46 in the display is the Land Rover Series One 80. The article includes a picture of the Land Rover that was at the CNE. Unfortunately what is pictured is not an 80 but a Series II. (The touring display draws upon local vehicles in many cities)

A very nice 2 door Range Rover on the light off-road. 15th Birthday Party Photo by: Spencer Norcross

OVLR has received a letter from Outdoor India, outlining an adventure tour company based in New Delhi. Outdoor India operates tours using Defender 110's through the jungles of the Himalayan foothills. If anyone is interested in further details, contact them at 888 A/C Vasant Kunj, New Delhi 110070 or email them at odrindia@del2.vsnl.net.in.

Newsletters received this month include: The Obsession from the Land Rover Register of South Australia (vol. 10 no. 9, September 1998); The Solihull Society newsletter (vol 9 no 5, Sept/October); the Newsletter from the Northern California Rover club

The newly married Russ Dushin watches as Dave Bobeck crosses the first mud hole on the heavy off-road, 15th Birthday Party

(Issue 8, July/August 1998 and Issue 9, September/October 1998); and the Newsletter from the Toronto Area Rover Club (September 1998)

Trivia: The next Range Rover to be built in 2001 looks to be made near Munich. Defender production is moving to South Africa

On an amusing note, the Edmunds web site gives data on used car prices and the premium you will pay for various extra options. It seems the twelve seater 1995 Disco is worth an extra $350, the fifteen seater, $385. Need rear dual wheels? An extra $450.

Looking to buy a used Rangie? Well think about this if you are considering a 1992-95 edition. There are NO rebuild kits available for the master cylinder. It's made by Wabco and you must get it via Land Rover. If it leaks, the price of a new one adds up to a lot of brake fluid. A new cylinder will set you back a cool four thou Canadian

From British Car Magazine (October, November, USA): This issue has a couple of LR articles including one that lists prices for model years 1960-1973. All models are included in their pricing scheme: Class E; $4,000; Class D; $6,000; Class C; $11,000 ;Class B; $15,000; Class A; $21,000

The Class definitions are as follows: (abbreviated) A) Completely restored to showroom condition or better. Not driven since restorations; B) Excellent restoration to non-original specs or good older restoration. Non-concours but will do very well in popular choice votes and safe for long tours; C) Good recreation driving car, very clean unrestored original or good amateur restoration. From 20 feet away, it looks like a show car but may have superficial flaws; D) Running car with good body and most original components. May need work on some major parts as well as significant detailing work. E) Project car with all components and most major details intact. Limited rust or structural damage but needing extensive restoration before being usable.

LRM website: www.lrm.co.uk

They can be reached via email at hq@lrm.co.uk

Towards an ANARC (Association of North American Rover Clubs) Financial Statement

ANARC Income/Expense Statement (OVLR)
[1/1/98 through 23/10/98]

Income	
ANARC Income	
- Merchandise	12,784.46
- Registration	3,524.00
Total ANARC Inc.	16,308.46
Expenses	
ANARC Expenses	
- Gymkahna	291.27
- Merchandise:	
Badges etc.	75.00
Clothing	9,837.06
Total Merchandise	9,912.06
- Miscellaneous	342.80
- NSF Cheques	119.15
- Pins & Badges	1,075.00
- RTV	107.31
- Travel	585.19
- Volunteer Clothing	1,093.10
Total ANARC Expenses	13,525.88
Total Income/Expenses	2,782.58

Notes: This statement is excerpted from the complete OVLR accounts. It includes all Canadian expenses incurred from OVLR and the Toronto Area Rover Club. An American statement is unavailable at this (press) time.

This month marks the return of our own Dr. Science

Arthur Marker Ph. D., of M.I.T. asks Dr. Science:

If you are in a Land Rover going the speed of light, what happens when you turn on the headlights?

Dr. Science replies: No… At the speed of light you have infinite mass (according to Al Einstein, but what did he know). Infinite mass in a Land Rover is the equivalent of being stuck in a Canadian mud bog. You stop. And have a beer.

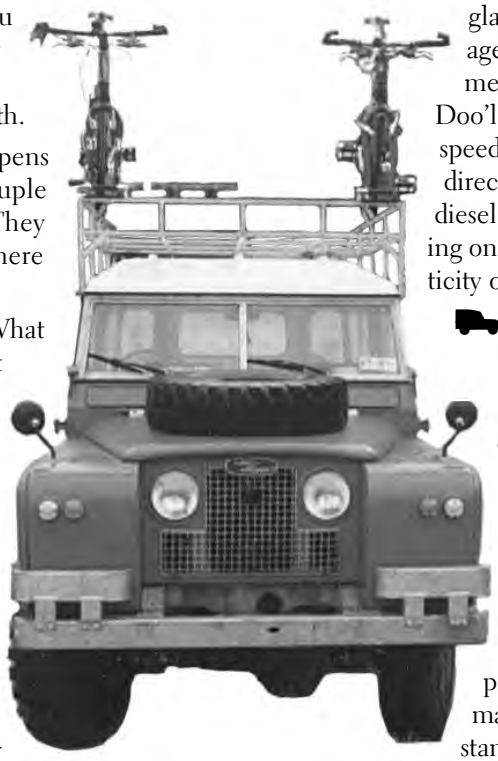
Now, back to the speed of light. Zoom! You're travelling alone, just under the speed of light. You turn on your headlights. The light particles (photons) move ahead of you, because they travel *at* the speed of light. You mash down on the

pedal and get that extra few MPH to reach the speed of light—and are now travelling at the same speed of the photons. A couple of MPH more and you catch up with the first photons. Your headlights no longer illuminate your path. Much the same as it is here on earth.

Your original question was "what happens when you turn on the headlights" A couple of possibilities. (1). They work. (2) They don't work. Again, much the same as it here on earth.

Will they still be "white"? Well… What causes light to be white? Actually, what causes color? Hmmm? OK. The headlights appear to be whitish because your eyes see all the colors of the (visible) spectrum. Now, if you were to get out of the Rover at the speed of light, your hat would probably fall off. But, when you managed to get in front of the Rover to look at the headlights, what do you think you would see? Since you are travelling faster than the photons being emitted by the lights, they would never reach your eyes and the lights would appear to be off.

Russ Wilson's ex-love, Pig, a RHD 1967 SWB
1997 Birthday Party



Actually, If you take into account the frequency shift of the radiation, if you saw anything at all it would probably be the the shortest wavelengths of visible light. Ultraviolet. This is what is known in scientific circles as the "Inner-City Effect". Of course, at the same time, the frequency shift in the surrounding space would produce a plaid pattern (the "Scotch Effect") or maybe that's a by-product of too much single malt.

The real problem, as I see it, would be the photenic pressure on the inside of the headlights, a result of all those photons being confine with no way to escape. The resulting heat would more than likely burn out the back of the headlamp, catching the tires on fire, which would result in some intergalactic version of the EPA police stopping by for a nasty chat.

A possible solution would be to go in reverse. After all, do you really *want* to know where you are going? Turn the headlamps on and watch the resulting stream of light flowing behind you. You don't really have to worry about the taillights. they probably didn't work anyway.

So, since you can get the same effect on earth without having to incur the cost of a FTL (Faster than light) drive, why bother to attempt this at all?

What we should be asking is: *What happens to Birmabright at the speed of light?*

John Marshall, from Keppler University asks:

Do you have any information on the coefficient of friction between a standard wiper blade and a windshield.

Dr. Science replies: The coefficient of drag between a brand new 12" (Anco brand) standard wiper blade and a flat sheet of 35 year old glass is; 12 to the minus 3, plus 50, minus the age of the vehicle in years, plus the environmental damage reference number, located in Doo'littles table of various latitudes, the windspeed in knots, times the cosine of the vehicles direction, plus or minus its speed (unless its a diesel ,in which case you can ignore it) depending on the vehicles course, plus the modus of elasticity of the wiper arm spring.

A little more correspondence:

Dear Doktor Drip,

If the vehicle pictured in your latest encyclical is indeed the vehicle you sighted/cited in your story, you have wisely identified the caliber of the three weapons pointed at you, but failed to identify the type.

As one can tell by the evidence of the big ring around the front sight post on these weapons, they're clearly Heckler and Koch products–most likely the HK21, the belt-fed machine gun version of the G3, which is the standard issue rifle for the German army, and lots of other folks too. Same caliber as the M60, different weapon.

Why these secret-squirrel guys are too cool to use a normal US weapon is beyond me, but normal US weapons those ain't.

Yours Truly,

The obsessive correktor

From the Anti-FAQ:

Question: Is it true that Land Rovers float?

A1) Unlike Volkswagen Beetles, Land Rovers do not float. They will, however, drive without any problem drive across the bottom of deep water like, say, a Great Lake or the English Channel. Of course, you can get the pontoon kit if you don't want to wear scuba gear while driving. The 2.25l engine does not really need a snorkel, it is so rugged it runs when full of water. Two other types include Rob Davis's Mercruiser Rover, and a military application that encased the body shell in a large rubber air bladder that was inflated by the exhaust. It was called the Land Rubber.

A2) That's true, Land Rovers do not float. You have to get a Sea Rover if you want to do any serious off-land traveling. The Sea Rover is a variant of the familiar Land Rover. It is watertight, has a rear brass drive screw, and a rudder that conveniently attaches via the pintle hitch. All series Land Rovers came conversion-ready with a pintle hitch attached and the hole through the rear frame member for the propeller drive shaft. Call Lanny at Rovers North and ask for their Sea Rover conversion package. I think they have them on special this month.

THE SEAROVER™ FILES

Top Secret Team Daphne Research

No one outside of Solihull's SVO works has done more research into the SeaRover™ concept than our own Team Daphne. Here in some recently de-classified photos we chronicle Team Daphne's attempts towards the goal of a fully functional SeaRover™ concept vehicle.

A - Early speed tests indicated that the desired top speed of the SeaRover™ - 44 knots or 80kmph (50mph) was not going to be acheived. this photo was taken at a speed of 10 knots or approximately 15kmph (10mph)

B - SeaRover™ Auto-helm (engineered by Lucas-Varity) experiments were conducted with some successes and some failures, here Tom Tollefson's 101 has had some minor problems, the seat cushions can plainly be seen floating, even though this was meant to be a dry land test only

C - A later concept vehicle was lost a sea after undergoing successful sea trials when Dave Lowe decided he would have a go at a water-ski behind it. Fortunately all hands were rescued. Once the Titanic bloke has tired of all that Titanic nonsense, he says he's going to come look for the lost SeaRover™ prototype.

D - Earliest known investigations into the project included these tests of exactly how much water one could take on through the door tops.

From The Street Wall Journal, June 10, 1993:

Classified SeaRover™ Engineering Files Declassified

In a surprise move the English Ministry of Defense has ordered Land Rover Special Vehicle Operations to immediately declassify all documents, photographs and data pertaining to the SeaRover™ project. This suprising move will allow others also trying to float a Rover access to a wealth of data learned over the many years this project has been funded by secret Royal Navy funds ostensibily earmarked for the Queen's Yacht. (continued on A-9)

Photos: Brett Storey & Tom Tollefson

Number 3 or 4 in a series of potentially libelous parodies

General Servicing: Repairs, Humour, Tales & Trivia

Some common Military Series III complaints

by Roy Parsons

After Dixon's mention of an impending contribution from me, I hope no one is expecting an extensive list of what to expect to be wrong with military Land Rovers. The main items I wanted to warn others about are actually regular maintenance items. But as I'm talking about late (1978-83) Series III's, I've seen a pattern of wear I wouldn't have expected on such young, professionally maintained, vehicles.

The main item is road spring mountings. We've had four vehicles of this age span and they've all had the same problem. Loose spring bolts. In these cases, it was not just a matter of tightening as damage had already occurred, elongated holes in the frame at the forward end of each spring and severely worn shackles at the rear ends. So it's best to remove the bolts and look. Shackles can obviously be replaced but, if loose, they can eventually damage the bushing tube in the frame. A little wear here isn't necessarily a problem as properly installed shackles bear on the inner steel sleeve of the bushing. Now many are probably saying all this is obvious. I thought so too. But the "trained" military mechanics don't seem to get it. There is a right way and a wrong way to tighten the shackle bolts that they don't seem to understand. In each pair of shackles there is one shackle with threaded holes. The bolts in these locations must be tightened **before** the nut is tightened. Then while securely holding the bolt against movement the nut is now tightened. The bolt **must not** be allowed to loosen whatsoever during this procedure. Otherwise you have a tightened nut but the shackles aren't sufficiently clamped. Again, this is something we've found on all four vehicles.

Another item, which again is regular maintenance, concerns the bumper bolts. The use of recovery rings at this location with loose bolts elongates the frame holes and damages (weakens) the bolts. If the holes on the bottom face of the frame are worn, repair is difficult, if not impossible, without removing the end plates of the frame rails.

On a less serious matter, I suggest you check inside your fuel tanks. Unusual items have been found in some tanks, some items being too large to pass through the drain plug.

Because of the terrain in Alberta, where some of these vehicles have been, clay dust is a potential problem. I spent over half a day with a high-pressure washer cleaning this stuff out of one of my frames. There are enough existing holes that with some effort you can get it all out. This dust can be extremely fine and seems to bind together when wet. It can also be found baked onto the exhaust system. Regular garden hose pressure is not sufficient to remove it.

As well, remove at least the lower dash (Series III 109) and clean out the heating duct. This also fills with this fine dust and Land Rovers being the watertight vessels that they are, will combine to rot out what is a rather costly item. These vehicles, I believe were sitting unused prior to being sold and mice seem to find this dash duct a good spot. I don't know about you, but breathing air filtered through thick dust and mouse excrement doesn't appeal to me. Did someone say Hantavirus?

SIII 109 Radio/Carawagon High Top. Manufactured by Marshall's of Cambridge for the Danish Army
Photo: Collection of Robin Craig

Know the Ropes

[Reprinted from the Gearbox, Summer 1998, pg 5]

In the 27,000 years since Paleolithic man used twisted nettle vines to lash his house together, the technology of rope making has come a long way. Today, Man is still using ropes to lash his house together, but now it is in the form of aramid fibre webbing, stronger than steel, to strengthen homes in hurricane and tornado zones. Nylon, developed in the 1940's, was the first synthetic fibre, quickly followed by less stretchy Dacron polyester, cheaper polypropylene. The most recent development are high modulus fibres, chemically formulated to be less stretchy than steel. As Mr. Natural would say, "The right tool for the right job". Use the following as a guide for selecting the correct rope for the situation.

Polypropylene (twisted) – Inexpensive, waterproof (floats), stretchy but holds knots poorly. Diameter breaks at 3,780 pounds

Polypropylene (braided) – Softer texture, holds knots reasonably well. Waterproof with moderate stretch. An inexpensive lashing rope. Breaks at 2,150 pounds.

Nylon – Stretchy, rot resistant, holds knots well. Good for short distance towing. Woven webbing the preferred tool for "snatch" recovery straps or kinetic energy recovery ropes. Breaks at 5,750 pounds

Manila – rough textured and rots when wet. Natural hemp fibres have been displaced by synthetic alternatives. Breaks at 2,385 pounds

Dynamic Kernmantle – twisted nylon core (kern), braided nylon cover (mantle). Typically used for rock climbing, as the stretchy qualities avoid the sudden stop at the end. Very supple, easily coiled rope. Breaks between 6,000 and 7,000 pounds.

Static Kernmantle – twisted nylon core, braided nylon cover, but with much less stretch than dynamic kernmantle. Breaks at 9,500 pounds.

Aramid (Kevlar) – braided polyester cover, aramid (high modulus) core. Expensive, but very low stretch, used for yacht halyards or an excellent choice for a capstan winch. Breaks at 17,000 pounds

Yacht braid – dacron polyester with woven cover and core. Supple hand (lays and coils well). More resistant to ultraviolet than nylon. Breaks at 6,000 pounds

High-modulus Polyethylene – Braided polyester cover, HMPE core. A lightweight alternative to steel cable. Breaks at 16,900 pounds.

Polyester – low stretch, rot resisting alternative to nylon. Holds knots well. Good choice for lashing down loads on the roof rack. Breaks at 5,750 pounds.

16 strand Braid – Nylon core, braided, polyester cover to be UV resistant. Breaks at 8,100 pounds

L to R: Ben Smith, Christian Szpilfogel & Dave Lowe

The Prince of Darkness Defended...

by Alan Richer

Recently, someone on the Land-Rover Internet mailing list complained about all the bad press Lucas electricals get. Not stomping on vendors of parts is always a good idea, but Lucas iron deserves a lot of the bad press it gets - but not all, by a long shot.

From the Battle of Britain, where Hurricane pilots would lose their electrical systems by rolling their aircraft in a certain manner (thereby leaving the plane helpless as the guns were electrically fired) all the way to the debacle of Denver-Stapleton Airport's baggage handling systems, Lucas hardware has given us all a rich harvest of anecdotes for humor.

The source of this is simple - rather than accepting convention in design philosophies, Lucas used to go back and ask the basic questions again – like "why should wheels be round?"

This leads to interesting design bits like the fuseholder on a Series vehicle - a thin spring clip, single-sided, unsealed from the environment and unplated so corrosion can get a foothold. Can you say voltage drop? - with that lot, easily.

Of course, this design is also easy to put right when it fails, unlike the more modern blade holders of other vehicles. This extends to just about all of the electrical bits in most British cars - they can fail, but when they do putting them right is usually a matter of time and care rather than replacement.

Another example of this is the dipper/turn signal/high-beam switch on my wife's Austin-Healey. When I got the car none of it worked well - always intermittent, twitchy (certain lever angles would make the turn signals work, for example) and generally horrid. With an American or Japanese car I would have thrown the switch out and blown $200 on a new one. With the Lucas bits, I removed it from the car, polished all of the contacts with a relay cleaning strip (fine diamond abrasive), lubricated all the pivot points with Lubriplate after hosing out all the old grease with WD-40 and reinstalled it - good as new.

The fuseblock above is another example of the above - a 20-minute session with a stainless-steel wirebrush and a pair of needlenose pliers cleaned it up and made it like new again.

Now, before anyone says to me "But that's all old stuff - the new stuff isn't like that!" I beg to differ…it hasn't changed.

To this point I present the fuseblock (common thread here?) of another Rover product - a mid-80s Range Rover I've been working on of late. Again - no contact with the fuses. The quaint design of this device made the contact blades wire crimps - like spade lugs. Two of these inserted into each end of the fuseholder to make contact with the fuse. That's right - no spring in the holder at all. The sides were NOT connected. The predictable happened - the years went by and the contacts lost tension – but there was no way to tighten them. This lot didn't have the repair capability – 3 industrial fuseholders replaced the originals.

To sum up - Lucas stuff is a very odd design, and catches a lot of flak for its quirks - but it suits its application well in most situations. Except in relays, I will take 10 Lucas bits over one Bosch - at least I can fix it when it needs to be fixed.

And I will **not** mention warm beer and Lucas refrigerators!

Bolts fer Brains

by Mike Rooth

There is a school of opinion that Land Rovers are sentient. This, of course, is nonsense. Complete rubbish. Isn't it. Isn't it?

Despite the brilliance of the design, and the process of evolution that the breed has undergone, it must have been impossible for the Solihull engineers to build in intelligence using only nuts and bolts. And even if they had, the tendency of the vehicle to lose said nuts and bolts in large quantities whilst under way, must inevitably mean that such brains as they had when new must inevitably have atrophied over the years. And yet….

It so happened some little while ago, that through the kindness of British Gas (or rather the rules imposed upon them by the regulatory body) a rebate was received by the D. A. Not, you understand, an excessive rebate, but welcome nonetheless. So all overjoyed, she rang me at work with the glad tidings. Later, whilst seated within Bloody Nora, she persisted in talking about it. Nothing wrong with that, is there? Now Nora had been behaving herself for a goodly while, and yours truly was becoming, well, twitchy, shall we say.

The next day, while performing the usual weekend Noticing Nora ritual, (oil, water, and has anything else fallen off under the bonnet, you know how it goes)it became obvious that the water part of the ritual required rather more than usual attention. In fact, it became painfully obvious that there was rather more outside the radiator than inside. In fact, it became even more painfully obvious that the radiator's race had been run.

"Oh, dear" quoth the D.A. (Well, actually she didn't, but rumour has it this is a family publication) "How the hell did the Old Sod know about that rebate?" They are not sentient. not, d'you hear me? A phone call to the local guru's established that they had indeed got in stock a secondhand SIII radiator, which Nora prefers to the IIA type, by virtue of the fact it tends to hold its water rather better that the IIA one. So therefore, borrow transport, sneak out of work, and go for a pleasant ride in the country. Only take half an hour, no worries at all.

Upon arrival, and after the usual pleasantries (read insults) had been disposed of, Mike states "You'll have to do a bit of spanner work, its still attached to the front panel, and I want the front panel". Sigh. Now I know why I'm glad Nora has never had a cowl all the time I've known her. Mike fetched the

Mike Rooth and Bloody Nora

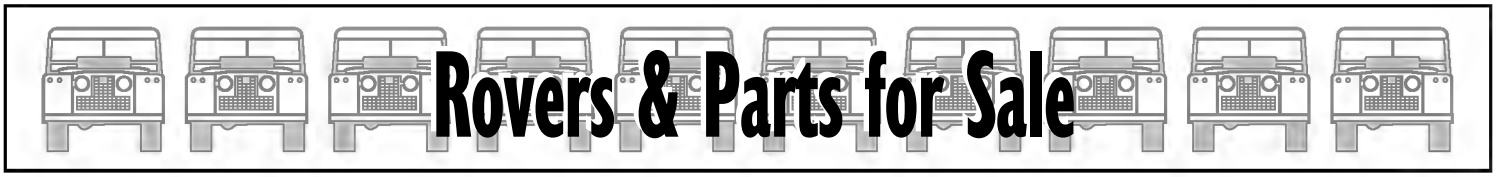
assembly, put it down in front of me, and stepped back, looking expectant. " You got any tools?" I enquired innocently. This took him aback momentarily, so Anthony, his brother stepped in to save the honour of the family. "Well, this being a repair shop you're standing in, we might be able to manage the odd spanner". So he fetched one. The wrong one. Oh glee! Points in my favour being chalked up by the second. " Er… I don't suppose you have them in different sizes, by any chance?" "Sod me, you are a bit picky aren't you?".

In the meantime a mate I hadn't seen for years pitched up, and the radiator was removed from its cowl and front panel, accompanied by much Old Buck, a certain amount of difficulty, and with Anthony leaning on the bench end with his hands in his pockets. The merits of SIIA and SIII radiators were discussed in some detail, my mate being of the opinion that the IIA item was a better bet, because it appeared to hold more water. The rest of us were of the;rather more realistic;opinion that a radiator functions somewhat better if it has said water inside regardless of capacity.

It should be said that the mate has a traction engine, and may, therefore, be a little paranoid about water capacity. Understandable, really, if you've ever been in the position of the gauge glass water disappearing into the bottom nut, nothing in the tanks, and not a stream in sight. By this time, I realised that not only had I missed my tea break, but that if I wasn't very quick I would miss lunch as well, the half hour jaunt having turned into a two hour marathon. The radiator took rather less time to change, but Nora signalled her dislike of hand me downs by dripping water from the bottom spigot, something she persists in doing several months later, and which she will be summarily stopped at once I can find the gasket goo.

It also happened that the D.A. recently received some money as part of a bequest. And she also talked about it, as you do. Twenty four hours later, I thought that Nora's exhaust note was, shall we say, strained? Under what we Oily Wadders laughingly refer to as power she sounded rather like a bull elephant with piles. However this time she was rather coy about it. Look as I might, I could not find the hole. Possibly because it was covered by the centre pipe clamp. I've found it now, thanks. And, I might add, at great expense, purchased all new nuts and bolts for the job. Please take note of this occurrence. It will not happen again.

They are not sentient… Are they?

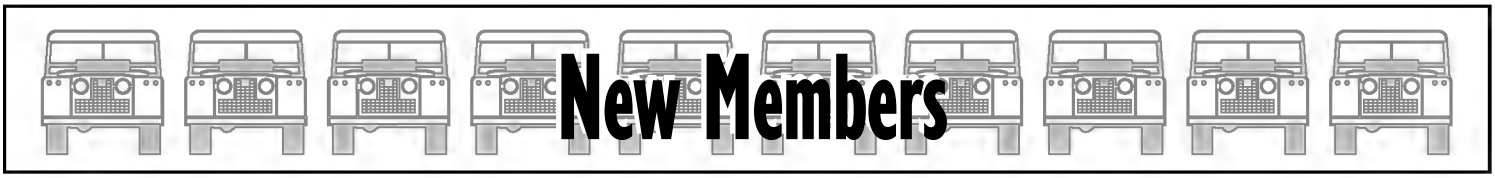


Some Vehicles etc. For Sale received in the club mailbag. (Note: If anyone wants to sell or trade parts of vehicles, drop a line, either by post or e-mail with all the pertinent details, and they will appear here.)

1974 Series III SWB. New paint, many new parts (with receipts), winch, brush bar, spare parts. A daily driver. $6,000. Call Krista Simmons at 688-2822 or 541-0961

Parts for sale from a '68 SIIA: one 2.25L complete engine block, no head, $150.00. One transmission and transfer case $250.00, front and rear drive shafts $25.00 each, several miscellaneous parts as well as five 16 inch rims and tires $80.00, o.b.o. Everything in excellent condition, doing an engine conversion to a small block Chevy so lots of extra parts. Contact Jason in Ottawa at (613) 832-1236 or jrockburne@hotmail.com

Kevin Burton in Newfoundland is importing some military 109s, 101s and lightweights. Prices are negotiable, contact Kevin at 709-368-6246



9 new members in September & October

Jim Fraser of Deep River, Ontario

Michael Pranschke of Ottawa, Ontario

Debbie Boulerice of Cornwall Ontario brings another 80 inch into the club.

James Boulerice of Cornwall, Ontario

John D. Larlee of Fredericton, New Brunswick

Sonja & Dwight Dyson of Thornbury, Ontario

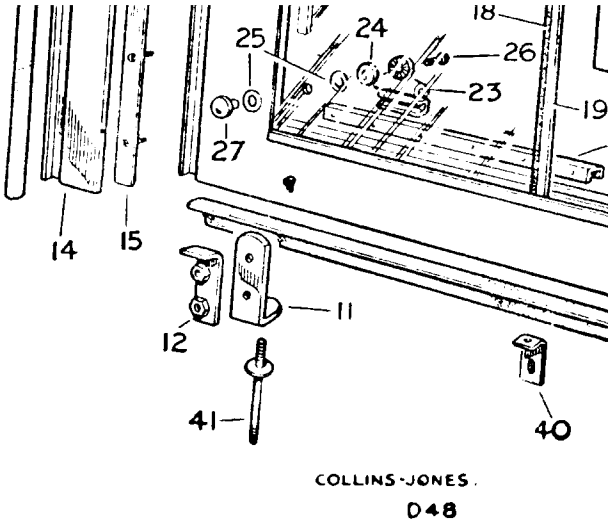
Jean & Lise Saint-Cyr of Toronto, Ontario

Hard Top Rubber Washer Fun

by Bill Maloney

On each corner of the galvanized capping on the rear box is a fastener with a large rubber washer at the top. The washers have a shoulder - picture a top hat - the brim is a little wider and flatter and the center is narrower and taller. The top of the washer is a tight fit in each hole at the bottom of the hard top side corners. If they are not perfectly centered in the holes the top is difficult to bolt down.

Mine have always been smushed and cracked, so the last time I visited Rovers North I picked up a set. I discovered that the are different for the front and rear on an 88. The taller ones go on the front. Once I had slipped each long bolt with integral washer into the each of the 4 holes in the body cappings and installed their respective washers, I put one of the top side corners in place. It didn't want to settle down at first. On closer inspection I saw that the shouldered portion is a close fit in the hole in the side corner bottom, and had to be jockeyed into position. It now sat lower and more evenly than it had with the old washers. I also found that if I sprayed the washer with a little silicone it was easier to fit it into the hole.



If you have a little difficulty getting the gaps to close between the sides and the rear box, replacing those washers could be the answer.

Toy Land Rovers. A partial list, part six - Matchbox Toys '1-75' Series

by Dixon Kenner

The 1-75 Matchbox series, or Miniatures, is probably one of the best known toy series in the world. The series was originally developed by Lesney Products as a result of their success with their version of the Coronation Coach. The popularity of these models were consumer led as the trade was not enthusiastic about these miniature models. The first models were produced in 1953 with new models being added until seventy five different models existed. This limitation resulted in anytime a new model was issued, it replaced an existing one, taking its number. (Hence #57 which has two non-Land Rovers appearing first.)

12 There are three different Land Rovers issued under this number. They are:
1. Land Rover (tread differences exist in the wheels. Three different types, 1. Small black 2. Large black treaded, 3. Large black smooth)
2. Land Rover Series II (larger size)
3. Safari Land Rover (has a brown plastic, detachable roof rack with boxes)
3a a. dark green
3a b. light blue
3a c. gold (Superfast wheels. Slight casting differences bewteen blue and gold, ie tail door handle, rear lights (smaller on gold), different base plates.

57 There was only one Land Rover issued under #57. The first two toys under #57 were a Wolseley 1500 and a Chevrolet Impala.
• Land Rover – Kent Fire Brigade

To mark the 40th anniversary of Matchbox Toys, Matchbox recreated a number of their original toys. Labeled as "Matchbox Originals", they are made in China from the same die. Paint is a darker green, and the driver is not as well cast. As a result, they have slightly different form from the original series and have silver wheels.

12 Land Rover, Green. (80 inch)

The next installment will be the SuperFast Matchbox Toys

Known North American Land Rover events, a general guide:

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.

April 24-25 - Mendo V. An event in the Mendocino National Forest in California. Contact NCRC for more details at POB 14961, Berkeley CA, 94712

May 15-16 - Pacific Northwest Team Trophy Challenge. Teams of three vehicles pit themselves against the best in the Northwest in a two day event. Compete against highly modified jeeps, Land Cruisers and Rovers. Contact Doug Shipman at 503 252-5566

ANATOMY OF GETTING UNSTUCK...

as capably demonstrated by Mr. Benjamin Smith of Santa Clara, California, USA.
Recovery expertly conducted by Mr. Kevin Willey of Nepean, Ontario
Photographs by Ms. Christine Rose also of Nepean, Ontario

First, you must get stuck.
This details of this portion have been covered in a previous newsletter.

Second, you must find some fool to risk life and limb to connect you to the recovery vehicle. Ahh, Dixon, there's a good chap.

Third, you wait for a suitable recovery vehicle

Fourth, you wait for a ***willing,*** *suitable recovery vehicle*

Next, hang on for dear life.

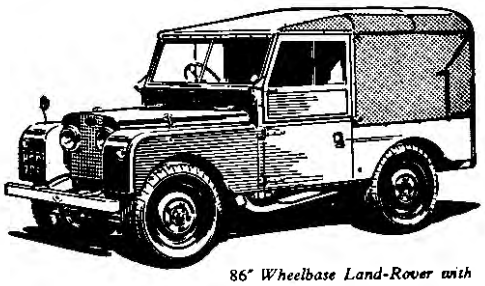
Lastly, remember these words:
"I meant to do it, That's my story, and I'm sticking to it."

Always on the go...

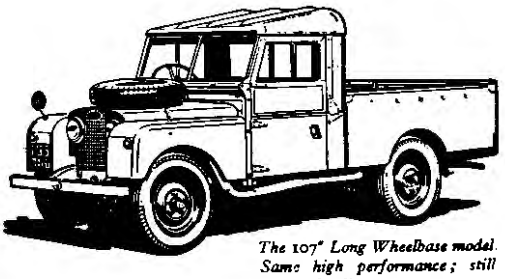
No vehicle makes such light work of heavy duty on the farm as the Land-Rover . . . . and no vehicle tackles such a wide variety of jobs so cheerfully in the less green fields of Industry. Versatility, endurance, *toughness*—these are what the name 'Land-Rover' stands for all over the world. That thrustful 4-wheel drive gets through . . . . anywhere . . . . any time. And not only can the Land-Rover get to the scene of operations over surfaces that would defeat other vehicles, but it can also take power to the job, thanks to its two alternative power take-off points.

The powerful 52 BHP engine now incorporates a number of new long-life features that will still further enhance the Land-Rover's reputation for achieving the almost impossible in next to no time.

- FOUR-WHEEL DRIVE
- 8 SPEEDS FORWARD AND 2 REVERSE
- NEW LONG-LIFE ENGINE FEATURES
- 3 COMFORTABLE CAR-TYPE FRONT SEATS



86" Wheelbase Land-Rover with detachable hood and side-screens.



The 107" Long Wheelbase model. Same high performance; still greater loading space.

LAND-ROVER

makes light work of heavy duty

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