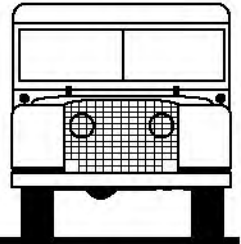


**OTTAWA
VALLEY
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ROVERS**

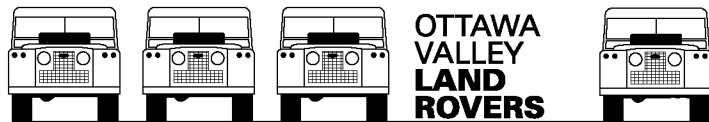


15 February 1999

www.ovlr.org

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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.

The Ottawa Valley Land Rovers Newsletter

ISSN 1203-8237

is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

Submissions: Articles may be submitted to the Editor, Dixon Kenner (dkenner@fourfold.org) or via post, to the club address. Photographs should be sent directly to Spencer Norcross at 1631 N. Barton Street, Arlington, VA 22201, USA. Please include captions and a return address with photographs.

Deadlines: Submissions to the OVL R 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 may be withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

Editorial Policy: The Editor of the OVL R newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVL R newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVL R, 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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More details regarding Land Rover events can be found at:
<http://www.ovlr.org/Events.other.html>

Land-Rover FAQ:

http://www.fourfold.org/LR_FAQ/

OVL R/Land Rover HAM:

14.160Mhz @ 01:00GMT Tuesdays

“Diff guards? Dixon has proved that diffs even work without oil, who needs diff guards?”

— Dave Bobeck

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

🚗 A note from the editor: Sadly, the Shrine was not available for the monthly stuffing in January. We had to retreat to the Prescott where **Bruce Ricker, Murray Jackson, Fred Joyce, Andrew Finlayson, Christine and Ted Rose and Christian Szpilfogel** gathered to help put the newsletter away, albeit a wee bit late. **Desperate Dale** didn't make it, the Gin Palace being a bit shy in the cold weather it seems.

As for my wee note that the newsletter was “a bit smaller than normal”. Well, I had not counted on Spencer, who quickly bulked it past twenty pages. Subsequent negotiation reduced it to a mere twenty pages again.

🚗 The first installment of this year's Atlantic British sponsored Crossword Puzzle competition has already drawn some responses. It seems that US\$350 prize has people rather keen of late. I even understand it is causing some sleepless nights with some people. It isn't difficult, Yet... Remember, you must complete the puzzle and send it either electronically to dkenner@fourfold.org as either a jpeg or in ascii, or mail it to Dixon Kenner at the club mailing address.

🚗 The Great OVL R British Invasion Tour -

As one of the recent Executive meetings the thought occurred, why not invade Stowe and the USA in the form of a tour. Looking back in history we thought 1776 could be termed a minor set back in the long view of things and since we have had sufficient time to regroup, it is time to have another go at it. Although we do not plan to burn the White House or anything as drastic as that, we do plan to have fun and visit OVL R members that reside in the thirteen colonies and vicinity, in fact we hope you will join us for all or part of the tour to the British Invasion in Stowe.

The preliminary plan goes like this, we plan to leave Ottawa, 11 September and arrive in Stowe for the British Invasion on 17 September. Exactly how we plan to get to Stowe has not been decided, but in general we plan to go through Vermont, New Hampshire and Maine to Portland, then south through Portsmouth, somewhere north of Boston, then back inland to Stowe and the British Invasion. If you have any ideas about the route and what we can see, please let us know, so we can make an interesting and challenging tour. We are looking for back woods off-road trails along the way.

Maps will be provided on different routes to each night's stop, all that will be required is arriving at some pre-set time for

evening libations and supper. We intend to select over night stops where full china and a roof over your head is available along with camping. Breakfast and supper is on the club Expedition Trailer. If you are interested in going on the tour or have a suggestion about the tour, contact the Secretary-Treasurer at the club address, email or phone (613) 599-8746.

🚗 Ottawa Valley Triumph Club hosts the Spring Inter-Club Dart Tournament

The scoop is: the Tourney is on March 13, from 1-5 PM, at Le Skratz, at the south end of Merivale mall. Cost is \$5 per team of two, and it's suggested to arrive around 12:30 to register and practice up. We're contacting suppliers like Moss Motors, TRF, as well as local shops like Miniman, to obtain prizes for the draw at the end of the day. There are also trophies for class winners, high scores (in 3 darts), and the coveted 'Weenie' Award (given to whomever scores under 10 points in 3 flights while needing 100 points or more; whoever holds it at the end of the day keeps it!).

🚗 A note from **Doc Watson** - I am looking for the hardware needed to put a canvas top on a series two Land Rover. I have the canvass but need the rest. Can anyone help? Contact Doc.

🚗 Nigel dies for this one.... or Churchill doesn't like the attention Lucy is getting from **Alan Richer** -

I go out to the 109 this morning, only to be greeted with *Click, click, clickclickclickclickclick*. No starter. 2 Fahrenheit outside. Damn. So, I borrow the wife's car and head off on my errands, and when I get back it's warmed up to 8F.

On with the coveralls, gloves and a hat and under the truck I go. The end of the starter wire's *very* loose on the lug - and the lug won't tighten or loosen. A good look confirms it's burnt in a big way...hence the no-crankies routine. 45 minutes later I have it off and the rebuilt one on the shelf on. I then take an extra 10 minutes and build a new starter cable with AWG4 wire and all-new lugs and strap that on. In the truck, push the button, and whooooo - it ain't never spun that fast! Great - problem solved.

I then rev the truck to charge the battery for a minute or two and... the alternator refuses to come on-line. **damndamn-damndamnbugger!** Back under the bonnet I go with my volt-meter, only to find that the sense voltage lug in the 2-pin connector has rotted off and the wiring is hanging free. Grrrrr... damn American electrical crap... [Ed note: *Guess he hasn't read his favourite Lucas is about to become American...*]

This Month's Cover:

Andrew Finlayson's series one tearing up the Greek Peak RTV course
Photo by Bruce Ricker

Upcoming Events

in the next month or so...


- | | |
|-------------|---|
| February 15 | Social at the Prescott, Preston Street, Ottawa, 7 PM |
| March 1 | Executive meeting. Telephone Andrew Finlayson for details |
| March 15 | Social at the Prescott, Preston Street, Ottawa, 7 PM |

future events:

(Dates & times subject to change)


- | | |
|-------------|--|
| Early April | Maple Syrup Rally, Shawville, Quebec. |
| April 11 | Start of the Cruise Night, Heron Rd. Canadian Tire (every Sunday) |
| Early May | Annual Tune-up at the MiniMan, Stittsville, Ontario |
| May 16 | Start of the Import Cruise Night, Merivale Rd. Canadian Tire (every Sun) |
| May 29 - 30 | Cumberland Steam & Auto Show (Info, Greg McNaull 613-721-8817) |
| May 30 | Oxford Mills Vintage Motorcycle and Auto Show (Info, Chris Bryant 613-989-3046) |
| June 12 | Jaguar Club Concours d'Elegance at Science and Tech Museum (Info, phone Paul Davis 613-225-3449) |
| June 19-21 | Sixteenth Birthday Party, Silver Lake, Ontario |
| June 26-27 | DownEast Rally, Camden-Lincolntonville, Maine |
| June 27 | Sporting Classics Sportscar Show Richmond Fair Grounds (Info, Steve Bourne 613-253-0739) |
| Early July | The Breakfast |

Inside, out with the propane torch and the small tools. Pop the lug out of the connector, tin it, **solder** the damn wire on, then reinsert and fire up the truck again. This time, it charges. Bravo. Yay, point to me. By now it's risen to 10°F. and the job is done. **so**, in Spring I need to replace the harness to the alternator from the dashboard, just to get rid of the stub connector. Oh, well - didn't like the way that was wrapped anyway. I Wanted to work on the RR - didn't happen...

 A note from **Martin Bagshaw** - I have removed most of the body from Matilda. It was much easier than I thought it was going to be. Frame is looking better than I thought it would, but rear cross member needs replacing.



Pictures of Martin's S11, Matilda.

 From the mailbag - Rock Ware Club discount - Rock Ware is based out of Colorado Springs Colorado. They produce Custom Fabrication and Off Road Accessories for Land Rovers. To date numerous items are available Front bumpers, rock sliders, frame sliders, Drop kits (cones), RR steering relocation kits etc. Rock Ware has decided to offer a Club discount to your club. Anything ordered before March 1st will be discounted 10%. For a brochure you can email solihull@mailst.com. Or contact Rock Ware at (719) 328-0796

Christian Szpilfogel recently had some more problems with his new pet, the 110. Seeing how we have established informers everywhere, our sources informed us of his latest faux pas. So, to encourage honesty, we sent Christian our version of the events. This came back. No doubt a complete whitewash written to protect the guilty, but we present it for your assessment.

It's a long story. I have been looking at replacing the Strombergs sometime this summer based on all the advice and research to date. [Ed's note: 100% asked said throw them out...] They were giving me some grief recently starting with continuously getting richer in mixture so I called Miniman to set up an appointment with Andrew to see if he could tune it.

Then the choke stopped working properly and required me to manually enrich the mixture through a very sensitive application of the gas pedal. I was getting pretty good at it even through the initial cold spells.

Then one night after work on the coldest #\$\$%^ing day of the year, I tried to start the 110 using my technique and the bugger fired and stalled. In past experience with cars in this weather this is usually a very bad situation. I tried again to start it until my battery ran down. I tried not to let the starter run too long. Eventually the battery died (it did put up a good fight though!).

I got a boost from a friend and continued. I tried desperately to find the sweet spot of my simulated choke not knowing if I was flooded or not at any given time. I even got it to start after a while only to have it stall again. Eventually the 110 came to life after some rather liberal use of the starter.

I then proceeded to the Annual General Meeting and simply left the car running since I wasn't so sure I would then get it started.

On the following morning, I started the 110. It was still bloody cold. All I got from the starter was a *click* when engaged. "Hmmm. maybe I killed the battery yesterday. Oh well."

I replaced the battery with the one in my SIII. The affect was the same... *Click*. "Hmmm. perhaps the starter is in a dead-spot or the cold is jamming the solenoid."

I rocked it a bit (the bugger is very heavy especially with diffs filled with Tar). I try again and she fires up! Good. The block heater was a wise investment this summer.

I'm happy, I go to dress the girls for school, proceed outside and the 110 is not running. Now in my experience with cars and especially the 110 which never stalls once started, I knew this was an even worse sign. I send the girls back in so that I can work this one out again. I get in, turn the key... nothing! Completely dead, no power what so ever and with a fresh battery.

I then begin to listen to what my noise has been trying to tell me for the past minute. It smells burning circuitry. Oh \$#!T. I immediately crawl under the 110 to see if I can spot the problem. Ah ha!! My solenoid has spontaneously combusted! Unfortunately my engine wiring loom runs just above it so they were also melting. There was only one thing to do, blow the fire out before all hell broke loose.

At this point, a day before my scheduled appointment, I took this as a sign and drove the Discovery to work. I then went home early and looked at the damage to see if it was repairable. Noting the damage to the wiring loom, and that the ends of the 1 gauge wires to the solenoid had evaporated and fused. The wiring was cracking when I tried to move it due to the extreme cold. Did I mention it was really #\$\$%^ing cold. I decide, I'm not going to do this out in the driveway given the conditions.

Best I can figure is that either due to salt build up or serious terminal corrosion the terminals shorted out. Alternatively the wiring was partially disengaged from the terminal and when I rocked it, it made enough contact to start the car but not enough to keep it from arcing. Then again it could be due to the excessive current running through it the day before. Not even a coroner will know for sure at this point. I'll make a point of bringing the solenoid to the next exec meeting (remind me



Andrew's SI, Greek Peak, Summer 1998
Photo: Bruce Ricker

please). I keep it on my desk as a reminder to others.

I hook up the towbar and pull it to Miniman a day early. Note: a 110 is much, much harder to tow than a SIII. With the semi-slippery conditions I even managed to jack-knife twice on Walgreen.

Needless to say Andrew and Rob were amused. We did eventually get to the carb tune-up which was the point of the appointment... but that is another tale.

Is there supposed to be metal back there? Another installment of Alan playing with Lucy.

Got the rear floor out of the Rangie - about what I expected. Wheel wells are shot - side sections are shot. Whole damned rear mounting is gone - and I do mean gone, not just bad. Yow springs to mind. I got it all cut out last night - right now the back of the RR is held up by 2 2 x 4s braced to the remains of the back bumper. It'll hold till I get the bits stuck back together. One good sneeze and I'm going to have a pickup truck. Stopped off to the steel shop and bought a section of 3" steel tubing - 1/8" wall thickness. One section of this, 65 inches long, is going to get slit and the cut section is going to be rewelded flipped, giving the requisite shape. It's going to end up 1/4" taller, but I can compensate that out of the mounts when I put it in. Bastard's not going to rot again...at least not in my lifetime. 1/8" wall thickness oughta do it... Amazingly, the ally center sheet was in perfect and I do mean perfect condition - the fact that all the rivets had long-since rotted away from electrolytic corrosion might have had a bit to do with that.

Alan Richer is planning a trip to the UK in the near future. He has warned another friend (Dick Joltes) of his impending arrival, and sends up this synopsis of his expectations of this visit: "Al is planning on taking lots of Rover parts home during his next trip here in Feb. Here's the scenario I envision for him at the airport baggage counter.

Reception: "Do you ski often, Mr. Richer? These are very unusual skis."

Alan: "It's a specialised **snowboard**, dammit! Testing it for the Olympics."

Reception: "Are you testing this large steel tank for the Olympics too?"

Alan: "**That?** Hell no! That's my personal flotation device in case the moron pilot is drunk and dumps us in the Atlantic."

Reception: "...I see. And these two small metal...things?"

Alan: *blushes* "...uhhh...toys. For the wife, you see."

Reception: "Right. Off you go, then!"

Al gets on his plane. The two inspectors look at one another, shake their heads, and one mutters "Olympics' indeed...these Rover owners will say **anything** to smuggle parts home." The other replies "yeah, should've seen

that guy with the engine block last week, claiming it was a 'prosthetic heart device.' Even had pieces of tubing running from some of the holes to his chest. Bet it hurt when he pulled that duct tape free!" "What was his name, then?" "Kenner, I think..." "God, I love my job." "Me too. Where else could you get all this entertainment for free?"

a short note from **Fred Dushin**, who, since the arrival of his SII SWB, Oliver, has started taking the future of his BMW 2002 less seriously.

Well, I guess we should start planning early for the 2002 events. Here are some preliminary ideas. All will require removing tank, glass, and anything else that would leave debris (except for the rust—no way around that.)

- **2002 light offroad tow.** Remove wheels, drag 2002 over light offroad course. Extra points if exhaust stays on.
- **2002 winching.** Set up ropes from a tall tree. Winch 2002 up. Winner is the one who lowers the 2002 closest to the ground without touching. No shunts.
- **2002 RTV course.** First to get 2 wheels over 2002 without rolling wins. 4 2x10s supplied. 1 shunt allowed for 109s.

More secret Team Daphne news from **Dave Lowe**: So, it was a beautiful sunny Saturday, and **Tom Tollefson** (101), **Brett Storey** (88), Paul (Dodge snow plow) and Meself (109) decided to play in the field after Paul had saved my butt by plowing the drive which was pretty bad. Let's try to drive around the field on the track says we all. But the snow is up to our



Al Pilgrim juggles one of a kind items during the auction. 15th Birthday Party
Photo: Jeff Meyer

crotches. Not a problem, Tom goes in first, Brett bungie to his rear end, Me next bungie to Brett's rear end. Tom bogs, Brett and I reverse and bungie Tom clear, Tom drives in again and we keep repeating the process.

After a hundred yards we realise this will take a week to make it round the field. Tom winches himself out with the winch cable out of the back of the 101. I bungie Brett out and after a struggle we are back on the driveway. I'm pointing down and Brett is pointing up, with the bungie between us. Brett takes off dragging me backwards on the bungie. hee, hee, hee, hee. He takes off into the snow at the trees, and bogs.... I don't...bang (again) One 88 with crumpled rear corner, broken light, dings etc. Woe is me, I swear it was an accident. An unfortunate confluence of circumstances that resulted in Brett once again being on the receiving end of one of my vehicles.

Here endeth my confession. Woe is me, woe is me. Ben, was that rear corner bracket a left or a right side, I know I had two somewhere.

 Dave Bobeck sends us this list:


Other Rules for Backyard Land Rover Mechanics:


1. Any used part must not be installed until at least 6 months

- after the date of purchase, unless the vehicle is undrivable.
2. Do not buy new parts unless there are no good used ones available, exceptions: hydraulic cylinders, gears, engine parts. (sorry, Dixon!)
3. Whatever it is that you need, there is always something else that will work.
4. It can wait until tomorrow.
5. It *will* run, damn it!
6. Dents add value
7. WD40 is for cleaning upholstery
8. Anything can be a hammer
9. Rocks and twigs have *way* more uses than you would ever imagine.
10. There are no rules. forget everything you've been taught.

 OVLRL in the News: Not OVLRL this time, but OVLRL members. **John Hong** continues his cooking recipes on the last page of the latest LRM magazine, and elsewhere in the January issue we find another article by Brett Storey on some Team Daphne snow research activities with Dave Lowe, Tom Tollefson and others.

Some Non-OVLRL News & Rumours

 Newsletters received this month include: The newsletter of the Northern California Land Rover Club (November/December 1998 issue), The Obsession (Land Rover Register of South Australia Inc., December 1998, V.10, No. 12), The Gearbox (Rover Owners of Virginia, Winter 1999, V.11, No. 1), The Machina Ultima (Club de Land-Rover du Quebec, Hiver 1998-99)


 Land Rover Club Poland organises in 1999 an expedition to Siberia. All Rover owners invited. Details: trip runs from 11/07/99, to 20/08/99. Route: Poland, [Lithuania, Latvia], [Belarus], Russia. In Russia by Ural Mountains on Siberia. Siberia, from Njagan along rivers Ob at the farthest on Nord as long as will be possible in fit time. [ca 12.000 km] Quantity of vehicles is limited. Information and booking: Land Rover Club PL, 78-500 Drawsko Pomorskie P.O. Box. 1., E-mail lrc@frik06.onet.pl (English) or Website www.off-road.pl/lrc/

The participants can take part as crew /passengers/ of Polish Land Rover Club or with own Land Rover series II or III. Currently we have five free places for participants who are going to take part as passengers. The cost of the trip is 1000L per person and includes: transportation, full board and lodging during expedition.

On second half of February 1999 we are planned meeting all participants who are going to take part in expedition as a pas-

sengers of Polish Land Rovers. The participants who are going to take part in expedition by their own Land Rover cover all their expenses and payment for participation came to 500L per vehicle. The number of participants on one Land Rover - maximum 4 persons. All participants who will take part in expedition are obliged to possess vehicle and own equipment / winch, Hi-Lift, camp equipment etc./ according to recommendations of organizer.

The target of our expedition is visiting the territories situated between following places: Ural Mountain, Pecora, Belorajskij, Sovetskij, Ust-Kulom on west of Siberia and visiting three National Parks near Ural Mountain and make cross-country races from Ural Mountain to Ob River.

 U.S. auto parts maker TRW (TRW) unveiled the full details of its long-awaited buyout of U.K. automotive and aerospace parts manufacturer LucasVarity Thursday as it announced a 4.0 billion pound (\$6.61 billion) all-cash deal. TRW's says it will pay 288 pence a share, or \$47.35, for Lucas' American Depositary Receipts. But it may not be a done deal. A bidding war for LucasVarity could be in the works after Federal-Mogul (FMO) said it may decide to make a formal bid to top TRW's agreed-upon offer."

 Alternate Parts: LR Motormaster fan belts for a Series Land Rover 14-1213-6 11 1040 C

New Members

5 new members in February

Bo Norcross of Arlington Virginia joins as member #283. Bo owns a 1965 IIA 109, which has been reported to be in better shape than her friend Spencer's red 88 DeathRide™. Bo's hobbies seem to include sniffing, chewing, eating, and riding in Land-Rovers. Many members will have already met Bo, but if you're not sure which is Spencer, and which is Bo, Bo is the much better behaved of the pair.

Don Leaming of Niagara Falls, Ontario

Michael J. Geraghty of Syracuse, New York proud owner of a 1993 Range Rover

Charles Bishop of Pointe Claire, Quebec with a 1992 Range Rover

Jenica George & Alex Rnic of Manotic, Ontario with a 1998 Discovery

Known North American Land Rover events, a general guide for 1999:

Mid-March - Spring Sodbury Sort-out, Sodbury, England. First one of the year, piles of NOS and used parts. A favourite spot for the Daves (Stauffer & Despaques)

Early April - 12th Maple Syrup Rally, Shawville, Quebec

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 modi-

fied jeeps, Land Cruisers and Rovers. Contact Doug Shipman at 503 252-5566

May 14-16 - Carlisle Import Car Show, Carlisle Pennsylvania

Mid-May - 7th annual Tune-up at the MiniMan, Stittsville, Ontario

June 18-20 - The Birthday Party, v.XVI, Silver Lake, eastern Ontario

June 26-27 - Downeast Rally XI, Camden, Maine

Mid July Calabogie - Flower Station run

Rovers & Parts for Sale

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.)

1972 SIII SWB. The restoration work to date includes- new front shocks, new headlining, new springs, brakes overhauled, & freewheeling hubs, frame repaired, welding, new outrigger, lower padded heater box assembly replaced, new seat upholstery & dash, complete body work & paint interior and exterior, all restoration records available, licensed and inspected (N.B) to July 99. Asking price \$ 7000.00. Phone (506) 453 9643, Fredericton NB. or e-mail jlarlee@coxhanson.ca

1974 SIII, 88 Land Rover for sale. New paint, MVI March '99, winch, 15" rims, new battery, many, many new parts, receipts for \$4,000, lots of spare parts (doors/rims/bonnet/seats, etc.) Daily driver-lady. \$7,000. Call Krista Simmons at 902 688-1945



*Well, it's not Land Rover related, but it is related to Rovers.
Another photo found on the Web...*



Once again its time for another intallment of:
**Rovers Spenny's parents took photos
of while on holiday in England**

Top left: A 110 Hi-Cap pick up in Longhorsley.

Don't try to get Fed-Ex to deliver to Longhorsley, it takes days, and in the end, winds up back on your own desk in Arlington.

Top right: A really nice SIII Lightweight sitting in front of a spectacular home;

Monkey Island-Bray

Above: 130 Hardtop; Oxford. About the 130, my Pop said "They're really cool, can we get them here?" Sorry, Dad, not yet.

Right: another 130, this time a soft-top, again in Oxford, why do they get all the 130s?

Photos: David Norcross

General Servicing: Repairs, Humour, Tales & Trivia

Dr Drip Gets outta da Bighouse...

by John Hong

Well Dr. Drip trusts that his loyal and genial readers had a fine 4wd holiday season!

Dr. Drip also had reason to celibate having just been released from a Federal Work Camp. You may recollect last time, Dr. Drip wandered into a restricted military installation but ended up becoming fast friends with Sarge and the Lads who urged him to return with a Roverful of babes to go shoot surplus Halloween pumpkins with fully automatic weapons.

So Dr. D rounds up his All SuperStar Dream Team (A.S.S.D.T.), Alicia and Patti from Centerfolds, Isabella from CHToo, Penelope from CH, Brianna and Desiree from Talk of the Town and Ms. Kitty from The Tender Trap then loads these fine, fun, firm females onto the "BIG" Rover and goes trucking out to the desert for some Comradely Good Fellowship.

Well this time it weren't no GunRover that greets the BabeRover but a GunHummer - Sarge and the Lads are nowhere to be seen. Dr. D tried to explain the situation but these new fellows didn't seem to be friends of Sarge and the Lads seeing as they did not seem have any interest in shooting pumpkins, beer or anything else that was in the Big Rover...

To cut a long tail of woe short, it seems Sarge and the Lads got shipped out to the Gulf with the GunRover in preparation for "Operation Stave off Impeachment" Grumble, Grumble, "Desert Fux" is more like it, Grumble, Grumble... Anyway, Dr. Drip ended up swinging a pick in Area 51 for the last couple of months. It seems his dream team have vanished, taken by black helicopters up to someplace called Area 69, swinging what, Dr. Drip would rather not ponder.

Now on probation, Dr. D has decided to return to academia and has enrolled in classes to learn welding (gas and electric), silk screening, Espanol de Uno and Co-eds.. He thinks of his still imprisoned friends often and is biding his time to mount a rescue mission. Doubtless, Dr. Drip's friends will be *exceedingly* grateful to their rescuers. Any Volunteer Patriots wishing to assist in this noble venture should send email to militiawatch@fbi.gov or dial 800 fbi-fink with specific details as to the type and quantity of explosives, guns and special skills at their disposal.

In closing, Dr. D would like to share these photos of his last trip to England where he attended the 10th IbeX Anniversary

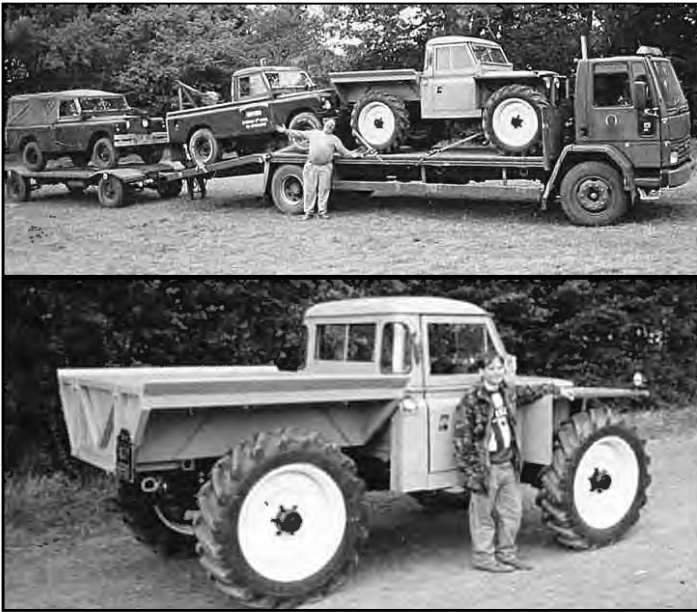
Celebration at Tong, the Annual Langley Farm Rally in Yorkshire and an inpromptue visit to the Dunsfold Trust.

The IbeX 10th Anniversary was most delightful and was the single largest gathering of Ibexes ever. Pictured below are IbeX #1 owned by Wally and "M", Neil Redpath terrorizing a water crossing and a panorama shot of many Ibexes.



At Langley Farm, he caught up with Clive McDonald Smith, Chairman of the Bonnetted Forward Control Register (the 109s not the 101s). Clive had "the Lorry" to the event with his trusty signature 1 ton 109 pickup towtruck and an ex-Military 109 and a friend's SII "Agriculture" Rover with VERY large tires and wheels. Both are pictured below. Dr. Drip was somewhat under the weather from drinking and carousing with the raucous Ibexians the night before so details of the Bigfoot rover and the name of the proud owner are NLA.





At the Dunsfold Trust, Dr. Drip saw the 50th Commemorative Defender. Mmmmm...diamond plate trim...how Kalifornia!

Dr. Drip wishes only Good Cheer to you and yours in this



new year and barring any encounters with underaged co-eds, he will see you in the next issue!

Rover Weekends

by Dave Bobeck

with special guest appearances by Spenny, Mile Loidice & Rich Biby

The weekend of January 9 saw some serious Mostly Metro rover activity, mainly the complete teardown of Rich "I have a huge garage" Biby's 88.

A few months earlier I was helping Rich with some brake work, and I couldn't help but notice the rotten state of his frame. I pointed out the cancer areas and Richard has been in a somewhat depressed state since. This weekend he decided he wanted to just take it apart and really get a look at it. Prognosis doctor? Terminal.

So it looks like Rich will be ordering up a complete coil spring frameover kit. This includes everything, even a new gas tank to allow clearance for the panhard rods. I will be attempting to repair the firewall which has some nasty areas, and some bodged repairs. There is a half inch of cork covering the floors, seat box, footwells, and rear tub. We are cutting the rear floor out, as it has six baseball sized holes from the support x-members rusting through. the support rails dissolved into corn flakes of rust when dropped. Spenny took particular glee at this, reducing them all to one large pile of rust. This project should be fun, and educational, as none of us as far as I know have played with the coil spring conversions.

Parked next to Rich's 88 is Bob Kelly's Perkins diesel IIa. It has been laid up since the tranny went south coming home from the 50th party at LR Alexandria. We pulled the tranny sunday, making use of the removable tranny x-memeber on his galvanised frame. This really makes the job easy as you don't

have to remove the seatbox. The tranny will slide out from under the car (with 235/85/16's and decent springs anyway). It went like this:

Remove floors using judicious application of grinding wheel to make easier work of 2 1/2 rusted bolts.

Undo gear lever, propshafts, red lever, clutch slave cylinder, speedo cable, handbrake, etc.

Undo bellhousing bolts

Undo tranny mount to x-member bolts

Lift tranny by over drive(laying on back) enough to place jackstand under handbrake backing plate

Undo bolts holding x-member to frame. remove x-member

With the x member gone there is a nice spot between the front output shaft housing and the main gearbox where you can place the lifting pad of the trolley jack.

Lift tranny, place block under engine bellhousing

With one or two people supporting the tranny (watch those digits), pull the jack backwards

Lower the tranny. it will be well balance if placed properly on the jack.

Pull jack out from under tranny.

Drag tranny out from under car

You do not need to jack up the car at all. it is really sweet.

p.s. drain all the oil first.

While all this was going on, Mike Loiodice and Spenny painted Mike's massive steel winch bumper with silver hammerite to match his frame. I put my radiator muff on to help my rover cope with the cold weather we've been having, and of course was 55 degrees, and I finished spraying my engine bay with Simple Green and hosing it down. It is not quite clean though since there was no pressure nozzle on the hose. I'll have to borrow Pete Daniels' power washer and try again. I can see the green on the engine block again though, and most of the mud is gone. I went ahead and washed the salt off the frame and wheel arches, and anywhere else I could hit without getting too wet, as I was not wearing work clothes.

After Mike painted his bumper last night, we went back to pick it up after it had dried. We went out and did some donuts in the parking lot since at that point everything was covered in a sheet of ice. All gone now. btw donuts do not work in 4wd.

A couple of weeks later I drove up to Baltimore with Justin (*Spenny's housemate of Unimog fame... Ed.*) to fetch a Suzuki Smurfarai. Made some diff noise, but what's a diff I sez. Made some 4wd noise. Kid had an answer for everything. He bought it. Had to follow me back to Arlington it it then naturally. Due to big tires it is a bit over geared and had a hard item keeping up with Mr. Hell. First time that's ever happened. I'm assuming the reason the headlights kept getting smaller was that he was falling behind. Because it could have just been an illusion, those things **are** small. I keep seeing it and thinking it's really far away. It's kind of like, "hey look there's a Suzuki Samurai a few blocks awa-**donk!** And you are road meat so watch out for it if he brings it on the light off road. We may need a diving team to retrieve it from the water crossing.

And as for Mr. Hell, without overdrive the rover he's still quite capable of running upwards of 65 mph. Bit noisy though, however it does sort of soothe the soul. Even turned on the music, and yes I could hear it. Only major problem related to not having the OD is that the window keeps popping open from all the vibrating.

Anyhow, upon arrival at Chez Bobeck, Justin's first comment was "Well, I bought another vehicle with no power and no heat." Lotso of peering around under the bonnet ensued, and it was decided that yes, there really was an engine in there. Microscopes put away, we retired to the Randomly Furnished Area and proceeded to pollute ourselves in all manner in celebration of the new acquisition.

The next day was inspect for Bad

Things and found them we did. Body mount nut missing. Bad U/J. Small rust areas beginning. More bent sheet metal. Bumper made of PVC...ehhccc...no major stuff yet. Conversation then turned to whether it would be worthwhile to put an 80 inch LR body on one of these, or something to that effect to the end that yours truly was enlisted to measure the wheelbase... 80 inches on the nose... hmmm... methinks if you cut the wheelwells instead of lifting it you might get similar handling in the goo, but...the diffs are the size of half of a regulation american football. Not exactly heavy duty.

Moving along, the following Saturday was Justin's 30th, we took him to the Local Irish Theme Restaurant/Pub with 24 of his closest friends who proceeded to consume \$700 worth of food and drink. 53 Guinness alone, 90 some beers in all...

This morning I took a perverse pleasure in driving way too fast down the aisle of the parking lot at work, of which the surface consists largely of cobblestone, mud, and standing water sometimes to the tune of 6 inches depth. Sorry in absentia to all the owners of previously clean vehicles who had the unforeseeable misfortune to arrive to work before I.

Oh yes, that silly plastic thing known to some of you as the dashboard has broken off where the gauge panel screw goes into a threaded insert. Must replace entire gauge surround thingy. Wonder if anybody's got this laying around. Hate to think what a new one costs. POS... oh well, that is why it's called HELL. Should probably have a look at the brakes soon too.



John Hong navigates for Ben Smith in the backwards portion of the 15th Birthday Party RTV course

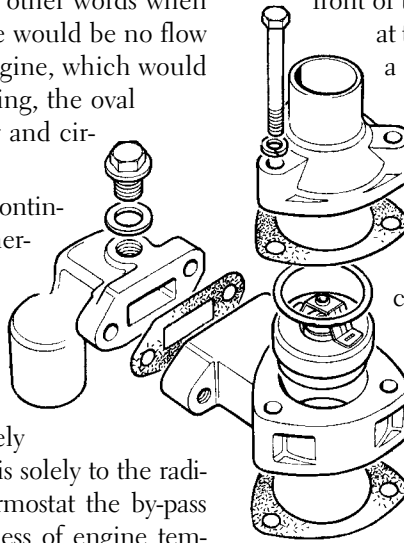
Photo: Jeff Meyer

Coolant Flow & Heat, or why you use the skirted thermostats in Land Rovers

by Dave Lowe

The Series III and earlier thermostat housings have an oval opening in the side, which leads to the bypass hose. The purpose of this is to prevent the pump from “dead heading” or churning when the thermostat is closed. In other words when the thermostat is closed to the radiator there would be no flow and therefore no circulation through the engine, which would be most unhealthy. To prevent this happening, the oval opening allows water to by-pass the radiator and circulate water throughout the engine alone.

So, we have a pump that circulates water continually through the engine regardless of the thermostat position. When the engine is cold all the flow goes through the by-pass opening and through the engine because the skirt is raised. As the temperature rises the thermostat begins to open to the radiator but as it does so the skirt descends and proportionately closes off the by-pass opening until the flow is solely to the radiator. If you use the “flat” single acting thermostat the by-pass opening remains open continuously regardless of engine temperature. The pump of course will pump the same amount but the flow will take the line of least resistance which is through the



by-pass rather than the long way around through the radiator, and under high ambient conditions will cause the engine to run hotter than it should. The temperature sender of course is at the front of the engine and does not give you the temperature at the No. 4 end of the block. You will therefore have a condition where the temperature on the gauge is reading a bit on the high side but the temperature at the back is significantly higher. I consider this to be one of the causes of the manifold cracking and I've cracked a few before I found out about the operation of the double acting thermostat. I used to use the flat type because I could get them for 195° F.

On engines from the 110 onwards the thermostat housing was changed and a flat single acting thermostat is standard. Instead of the large oval opening it has a hole about 3/8" in diameter instead. This is calculated to provide sufficient flow when the thermostat is closed but has a higher resistance than the radiator circuit, consequently the line of least resistance when the thermostat is open is through the radiator not the by-pass.

Range Rover Camshaft Wear/Range Rover rumbles

by Dale Desprey

I read an article by Jim Allen about premature wear of the camshaft on the 3.5 Land Rover engine. My Range Rover had just under 70,000 miles on the clock and I decided to follow his advice.

Parts:

- Crane camshaft 900511
- Elgin Lifters 81KP3971A (J.C. Whitney #)
- New Buick 215 timing chain and gears 38KP0237U (J.C. Whitney #)
- Vandervell Main bearings
- Top and bottom gasket sets

I decided to leave the engine in situ. I started to undo everything, belts, bolts, wires, vacuum lines. I moved the a/c condenser to one side. I made sure the engine was at TDC.

On disassembly I discovered that the original camshaft, ETC6099 had some visibly worn lobes. Some were visually

Question: My Rover has not had a problem which has rendered it undriveable for over three weeks (I know am amazed by the feat as well) but this morning it decided to change that. Here is the problem. It started yesterday morning, I drove to work (±12 mi) when entering the front gate I noticed the car was making a horrible grinding sound.

misshapen. The main bearings were worn. The inlet valves were gummed up. As expected, the timing chain was stretched. There was one tooth missing on the plastic timing gear. There was a bolt missing on the exhaust manifold.

Assembly was quite straightforward. I slid new bearings in. Carefully put the new cam in with lots of cam lube. Drilled two small holes in front of the valley as per Hardcastle's *Tuning Rover V8 Engines* recommendation. Initially, I did forget two things. The vacuum hose at the back of the intake which caused an erratic idle. The oil sensor connection for the oil pan, which caused the oil light to come on when cold, and in turn made me sweat a bit. I static timed it to TDC, then advanced it slightly. I will play with this further.

I think it was well worth doing. It has a nice rumble at idle. It performed quite well on the trip to Greek Peak.

Answer: I had the same symptoms. I could be the bearings or CV joint. I replaced the front bearings on the Range Rover. 2 Timkin cups LM603011 and 2 Timkin Cones LM603049 for one side. I also replaced the seals and lock washer. The bearings were shot. As others have stated, solve this problem sooner than later. Since the CV joint would be expensive, I checked the oil for metal fragments, and thankfully there were none.

The Unsuccessful Owner... Or How to be a Jerk Without Really Trying, A Friday Story.

by Mike Rooth

It all happened a good many years ago now, when the pony occupied space in a much more primitive stableyard than the one she currently graces with her presence. I was leaning on Bloody Nora one fine summers evening, when a fellow owner hove into view. And having hoved, he commenced to utter. On the subject of his buying a Land Rover. The usual questions, what wheelbase, what engine, you've all been through it. I advised a SWB diesel SIII, like Gertie was at that time, said Gert being fortunately present as an example.

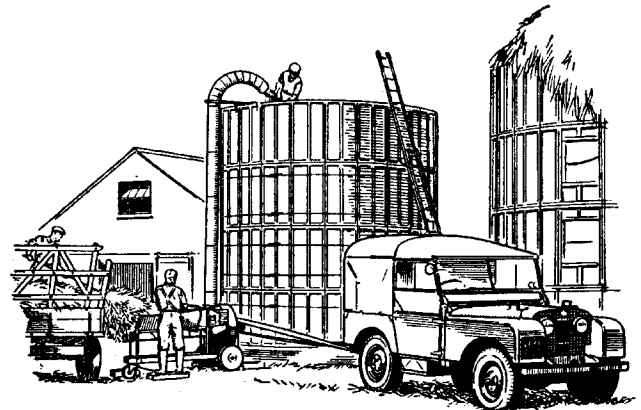
He looked a bit doubtful, but appeared to agree, and wandered off. That, I thought, was as far as it would go. It is, as no doubt you will agree, as far as it *does* go in 90% of these cases. However, I was (as usual, according to the DA) wrong, since Pat, Gertie's owner remarked a day or two later, that he had been discussing the selfsame subject with her, and with the same answers being given. There was complete silence on the subject for several weeks, then to everyones complete surprise, he appeared... in a 109" petrol SW! SIII admittedly, but as for the rest of our considered advice, suffice it to say that it appeared we were regarded as complete chumps, and anything we said should not be merely disregarded, but inverted! It was, though, a very tidy SW, in Limestone throughout, and the engine was apparently a good one. And judging by his grin, he was enjoying the experience. Until it rained. Oh dear. "It lets wet in". "So what? So does mine, they all do". "Yes but, it drips down my neck". "Bung it up then. Find the hole and sling some mastic at it". Which he did. So it leaked somewhere else.

Now this Land Rover ended up being a victim of its own success. The chap's wife was something of a recluse, and rarely went out. However, in the SW she felt safe, high enough up to see things, and she generally thought it a **good thing**. So go out they did, *much* more, and *much* further than they ever had in his car. Which was, incidentally a Volvo Estate. She loved it. And so did he until the end of the month, when he realised how much the petrol for all this socialising had cost. Sharp intake of breath! The final straw came when he wanted to make an acute angled right turn from some traffic lights in the town. With the 109's usual orbit-like turning circle, it was found necessary to make a three point turn round the corner, much to the delight of other drivers. All of which, we *had* told him. So the SW was sold on. Sad. All say "aaaah."

Six months later, our flabber was once more gasted. He rolled up in a Range Rover. A sandy coloured thing with a suspiciously rattly engine and an odd exhaust note. This, he reckoned was The Bee's Knees. "Petrol" I said, "And the cost therof". "Ah!" He replied, "Got you there, its diesel". Funny, I thought, looks a bit old for a VM engined vehicle. It was two door as well, but not knowing an awful lot on the Range Rover front, I (uncharacteristically, according to the DA) held my tongue.

It snowed. The phone rang. "Er, Mike, can you take Susan to the yard?". (Susan is his daughter). "Well, yes if you like, what's the problem?" "Range Rover wont start, it was OK yesterday, but it wouldn't go this morning". Well, yes, I mused, it was a bloody sight warmer yesterday. Bigmouth: "You want a tow?" I must have dragged that damned heap for miles until a frantic hooting, and flashing of (very dim) headlights, suggested it had, at last, started. It must be admitted, though, that falling snow notwithstanding, people stopping and grinning at the spectacle of this scruffy old IIA diesel, dragging around a stately Range Rover, like a reluctant dog on a lead, did my ego no end of good. A feeling Dixon must know well, by now.

He set off for the yard, with Bloody Nora in lukewarm pursuit, and on arrival parked outside his stable door, leaving the engine running, while he got on and mucked out. Me, I parked in my usual spot, and leaned on the corral rail, while my daughter got on and mucked out. If you don't get 'em trained what use are they? It was snowing heavily now as I idly perused the Awful



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Beast... hang about, that's not exhaust fumes! Not from under the bonnet its not... "John!" "What?" "Its brewing up!" "Ooooooh s-t!" Boiling. In a snowstorm. Takes *real* talent that.

I was, eventually, persuaded to have a look at what he'd bought. Under the bonnet was, not a VM diesel, not even a Perkins, but a five cylinder *Mercedes* diesel. With heater plugs *wired* together with copper bar that wouldn't have looked out of place in a busbar cabinet. And, I was pretty sure, wired together wrongly. Advice? Get *that* sorted pronto. Not content with that masterpiece of electrical engineering whoever had fit-

ted the engine had found that the fan was too big. So what was attempting to keep the engine heat within bounds was a nine bladed stump. Someone had cut off the blades leaving three inch stumps, which may just have stirred the fog in there (although I had my doubts about even that), but were certainly not contributing to the cooling at all.

He did, eventually, get the heater plugs sorted out. What he did about the tea making aspect of the problem I don't know. I *had*, (of course) warned him about engine transplants before he bought the 109... Some people are beyond help.

Range Rover Lament, or the Wallet-Drainer Tango

By Alan Richer, DJ Joltes, and Ken Leonard

(sung to the tune of "I'm Lookin' Over A Four-Leaf Clover")

I'm workin' over my poor Range Rover
That I overworked before.
One wing mount's rotten, the other is gone,
The Gearbox is pieces all over the lawn.
The frame mounts from under my poor Range Rover
are rotted and will hold no more.
So I'm workin' over my poor Range Rover
that I overworked before!

I'm workin' over my poor Range Rover
That I overworked before.
His engine, it chatters, and really leaks oil,
The coolant is missing, because it has boiled.
The tie rod remaining, is really straining,
Can't hold him on the road no more.
So I'm working over, my poor Range Rover
That I overworked before!

I'm workin' over my poor Range Rover
That I overworked before.
The shakes and the shimmies, and lots of loud creakers
Can't be drowned out even with bigger speakahs
There's no bloody use in sound insulation
Won't hear it over that loud roar.
So I'm workin' over, my poor Range Rover
That I overworked before!

I'm workin' over my poor Range Rover
That I overworked before.
The wiring is burning, the tyres are flat,
The tailpipe is dragging it looks like a rat!
The rust falling off of my poor Range Rover
Is piling up outside my door!
So I'm workin' over my poor Range Rover
That I overworked before!

I'm workin' over my poor Range Rover
That I overworked before.
His muffler is shattered, it really sounds bad.
A new carburettor is not to be had.
The fuel system's leaking, the whole rig's creaking,
Can't get 'er up the hill no more!
So I'm workin' over my poor Range Rover
That I overworked before!

I'm workin' over my poor Range Rover
That I overworked before.
The sunroof is leaking, the windows are too
The inside is grungy and full of mildew
The carpets are moldy, no golden oldie
The seat cushions are no more!
So I'm workin' over my poor Range Rover
That I overworked before!

I'm workin' over my poor Range Rover
That I overworked before.
The windscreen is shattered, the wipers are gone,
Both mirrors are hanging held by an old thong.
It's hot and it's dusty, the tailgate's rusty,
The mileage is really poor!
So I'm workin' over my poor Range Rover
That I overworked before!

I'm workin' over my poor Range Rover
That I overworked before.
The chassis' a pretzel, it's twisted and torn
Tranny's wailing, ball bearings are worn.
When I crawl from under, I'm apt to chunder,
My wallet can't take no more!
So I'm workin' over my poor Range Rover
That I overworked before!

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to take Deborah to school,
give Michael a driving lesson,
convey half a ton of home grown
to the church bazaar,
cart home a crate of champagne
for the baby's christening,
collect the stranded speaker for
this month's W.I. meeting.
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for missing the 8.25 this morning
is that it isn't running.



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