OTTAWA VALLEY LAND ROVERS

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PO Box 36055, 1318 Wellington Street,
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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

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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 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 of any kind.

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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The OVLR Newsletter

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Standard OVLR Radio Frequencies:
CB Radio: Channel 1
FRS Channel 1 sub 5
Shortwave: 14.160Mhz

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

"Do I have to put the wires on in the same firing order as printed on the manifold?"
– unidentified club member to Ted Rose

Greetings;

A bit of a slow month. Preparations are in order for many of us to meet at the British Invasion, and by the time you read this, the Invasion will either be in full swing, or it will be over.

The highlight of the last month for me had to be the trip Dave Bobeck and I took to collect the roof for his 109 project. We drove straight into the teeth of Hurricane Dennis, a simple 10 hour trip in an even 14 and one half hours. Dave borrowed Quintin Aspin's Suburban and car trailer, and one Saturday morning we were off to Apex, North Carolina. The rain didn't start until we had crossed into North Carolina, and in a cruel twist of fate, it stopped when we arrived at the farm where we were going to pick up the top. The roof itself was a little banged up in the front, but included fixed-window sides, and a really nice lift-gate. Once the top was on the trailer, but *before* it was secured, the rains started again. Once all the ratchet straps were affixed and the ropes knotted, the rains stopped. Little did we know this was going to be the pattern for the day. Several miles down the road we stopped to check the ropes (*no need to repeat a Stauffer here!*) and found no problems whatsoever. Back on the freeway, the torrential rains started again. The kind of rain that you drive 50 mph in, so it was nice for us to be passing people. We stopped an hour or two later to check the top again, this time in the downpour. What we discovered was that the galvy drip rail was wearing through the ratchet straps. Much Anglo-Saxon was used along with some duct tape and cloth to make protective collars for the straps.

The best part of this stop was not getting soaked to the bone, but when Dave tried to pull out of our parking space and nearly clipped a rollback tow-truck carrying a SIIa SWB Land Rover, both featuring Alabama license plates. Our next stop was in Richmond, to pick up a SWB frame for club member Fred Dushin, of course when we arrived the rain had stopped, but by the time we had chit-chatted and consumed a beer, and were ready to get the frame on the trailer, the rain was back. Getting the frame on the trailer involved undoing all the ropes and straps holding the roof down, taking the roof off the trailer, placing the frame, securing the frame, then tying the roof down on top of that, all in the dark and the rain, all I can say is: Fred, my brand is Bellhaven, short of that Guinness will suffice. My understanding is that Quintin will be bringing Fred's frame to Stowe, tied to the roof of the Suburban, I can't wait to see that!

The balance of the trip was really (thankfully) uneventful, arriving back at Dave's around 2 AM, drinking a few beers, and staggering home.

In any event, I hope to see many of you at Stowe.

—*Spenny*

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

From the Editor: Well, a newsletter on time this month! Sadly, having three newsletters within a month doesn't seem to slow down Spencer and his relentless drive towards bigger and better newsletters. To date (August), Spencer has managed to produce one hundred and sixty four pages of newsletter, more than the entire production from the first six years of OVLR, and probably more than half the current clubs in North America have managed this year combined. Oh well, for those that noticed the quick pair of newsletters last month, they were brought to you by an extended stuffing crew that included the usual suspects (Murray, Fred, Ted, Andrew, Dale, Bruce) but also included Roy Parsons and François Juneau getting blooded (paper cuts) for the first time. The Prescott hosted these two efforts as the Shrine of the Galvanised Wonder was unavailable.

Ben Smith writes: Yesterday evening I started in earnest on the 101 project(s). The first job is to pull Lor's engine and put it in Laz. So off came propshafts and out came oil and rad fluid. All I have left to do is pull the oil cooler lines, the lower rad hose, the tranny brake shaft and the clutch slave and I think I can drop the engine and tranny. Someone asked me where the names come from, here's the story: Laz ('72 RHD) and Lor ('76 LHD). They are named after the twin red-headed females, Lapis Lazuli and Loreli Lee, who were first introduced in Robert A. Heinlein's "Time Enough for Love"

This Month's Cover:

Brett Storey tests the waters of Granite Lake on the way home after the sixteenth Birthday Party
Photo: Larry Berti

in the next month or so…

Sept 17-19	**British Invasion** Stowe, VT. A not to be missed event!
September 20	**Social at the Prescott Hotel,** Preston Street, Ottawa, 7 PM
October 1-3	**ROAV Mid-Atlantic Rally** Details in this newsletter.
Oct 16-17	**R.O.V.E.R.S. Fall Assateague** Camping and beach run Assateague Island, MD

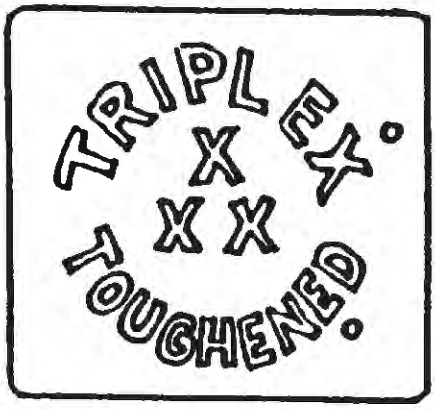
future events:

(Dates & times subject to change)

October	**Frame Oiler**
December 11	**The Christmas Party**

Spenny writes: I was recently trying to corroborate the manufacture date of a Rover, and couldn't quite remember exactly how one went about using the glass to do this, so I looked it up in the November 1995 newsletter. *(this trick will work with all rovers, including the new coil sprung models —Ed.)* In any event, here it is (this was originally penned by Myles Murphy):

Here is one little trick that can put you very close to the year of manufacturer. In the corners of all the windows you will find - in dull white lettering- the words TRIPLEX and TOUGHENED. Simply divide TRIPLEX into 4: TR—IP—LE—X. Then divide TOUGHENED into 9, with "T" as 1 through to "D" as 9. Above TRIPLEX now representing the four quarters of the year, you will notice a dot. It will be engraved above whatever quarter the glass was originally manufactured.



Then look for a dot below one of the letters in TOUGHENED . Whatever number relates to the letter will give you the year of manufacturer. You can be almost sure that whatever Land Rover the glass is fitted to was built between one and not more than six month later. The average time would have been 6-8 weeks. When using this method it is worth remembering that doortops, rear doors, roofs and windscreens may have been interchanged. So take your readings from all windows. Windscreen glass is usually the least effected by change.

Dixon writes us: Well, today's chore was to replace the dead handbrake adjuster on the BGB with one supplied by Dale. The spare I had was off an 80 inch gearbox and looks nothing like the IIA. Much more substantial, which makes me think the shoes for the 80 handbrake are going top be different. So to get at the adjuster, you have to pull the output flange, and as the oil level in the transfer box is well up on the mainshaft there, we drained the transfer box. A nice, light chocolate coloured oil came out. Odd… While it has not been wading in a couple years, possibly water got in there when I pressure washed the handbrake backing plate etc. As the seal in there at the time was toast…

With much fun, the shoes were levered off, and the old adjuster removed. It's problem was stripped threads in the alloy housing. Turned ever so nicely, but didn't do anything. New adjuster went on, everything put back together and new oil added to the transfer box.

As we were already under there, the gearbox got drained and the oil replaced, as well as the engine oil replaced (rear main seal slowly getting worse. Sad bit it that it is easier to pull the engine and replace the seal than it is to pull back the gearbox and do this task from below.) Reap driveshaft is back on, we no long have a front wheel drive BGB. Adjusted the hand brake and probably for the first time in nearly twenty five years or more, it has a working handbrake.

Oh yeah, shiny little metal bits caught in both drain caps for the gearbox and transfer box. Hmmm… Oh well, it works…

Alan Richer writes: I read Russ Dushin's excellent "Wobbly Speedo Rx" *(in last month's newsletter —ed.)* and I thought there were a few things I could add.

First off, if the speedo is well and truly gunked, spraying with a cleaner may well not do it. My Range Rover's speedometer was that way - it had been "greased" by some dimwit who hadn't bothered to disconnect the speedo head before pressure-greasing the cable.

In this case, the speedometer can be partially disassembled. There are two screws that hold the back half of the speedometer together - they can be accessed from the front by removing the pointer and the face (very fine screws - be very careful). Also, there is a catch spring strung between the two halves for the odometer mechanism that will need to be gently unhooked and released before the halves of the unit will come apart easily.

With the back half off, the magnet and cup are apart and the whole mess can be cleaned with Freon TF, carbon tetra-

chloride, or any other chemical legacy you have around the house (I used 91% isopropyl alcohol). Careful, slow and steady is the name of the game here - it's very easy to terminally bugger the speedometer.

When you've got the halves bolted back together, resetting the calibration of the needle is simple. If you look below the 0 mark on the speedometer, you'll see two small dots on the speedo face, near the edge. That's the rest point for the speedometer. Push the needle back on aligned between the two dots, and give it a gentle push in either direction to see that it is coming back to rest at that point.

Once that's done, then gently push down he wire stop that holds the needle at 0 and move the needle into its working position, then let the wire back up.

Incidentally, these tricks work just as well for MGs, Austin-Healeys and other bits of old British iron - I just recalibrated the speedometer in the Bugeyed Spridget from Hell this same way.

Russ Dushin writes to us about horn repair: Sometime this past Spring as the weather warmed Nigel's horn began to give out. That distinctive loud rover **honk** had become just a faint din; a hink, or heenck and I feared it would soon give out completely. As I'm in the midst of a severe case of shipfitters and me boy is all apart at the moment (wings off, etc.), I decided to take a productive tangent for a change and so I began by searching for the horn's adjustment screw. Hmm… no gots, or at least it wasn't obvious from an inspection of the outside of the unit. The one screw holding on the rounded outside cover was removed and once inside I was presented with the guts (which were remarkably clean given their nearly forty years of service) but, alas, no adjustment screw. An optimistic tap on the horn button revealed I'd accomplished nothing so far, and after glancing again above, below, and around the horn unit in search of the ever so elusive adjustment screw I figured I'd just remove the entire unit from it's mount and get a closer look. Heck, I pretty much knew there wasn't an adjustment screw there but I just needed to *feel* like I was being productive. Mounting hardware removed the unit was freed from the bulkhead mount and was in hand for the up close personal inspection…. I soon became convinced that there was positively no adjustment screw on this horn…and as I manipulated the horn to reinstall it, out into my hands fell a fine collection of a hundred or so seeds or nuts of some sort. Some friggin' critter had been hard at work since the weather broke and found Nigel's horn as the perfect spot for hiding his stash. Uh, horn works now. As well as it ever has.

To all of our Canadian members (*I think there are cheaper ways for our American friends—Ed.*), OVLR has prepared an offer for Rocky Mountain Parabolic Springs due to the great interest from the Birthday Party Auction. Wise Owl Innovation Inc. has given us a special price for sets of parabolic springs if the order goes through the club. This is how the deal will work.

1. If we get 4 members interested in a set of springs (*There are already 2 members on the list to get springs*) the discount will be 20% plus taxes. The total amount will be calculated and a certified cheque needs to be sent to the club address. The Treasurer will then forward the order in total to Wise Owl .(Going through the club is the only way to get the 20%)

2. Along with your certified cheque your shipping will be individually charged to your Visa or MC to be shipped to your place of residence. You will be required to call Ray Wood at Wise Owl to get your own quote for shipping. (For example it only cost $78.00 to send 2 sets from BC to Ottawa).

For prices on the Parabolic Spring check the website at http://www.wiseowlparts.com. If you have any questions give Ray a call at Wise Owl at 1-888-880-2600. Ted Rose put a set on for the Birthday Party and perhaps could answer some of your questions. Please forward all inquires to Christine Rose at tcrose@magma.ca She is co-ordinating the order for the club.

A short note from Andy Grafton in South Africa: "Time has come for a quick rant about the joys of "advanced technology." In the beginning there was rubber. The rubber wore out and was replaced by the previous owner with yellow polyurethane. And whilst he was at it he said *why not?* and replaced the shock absorbers and springs with yellow painted

Andy Grafton's Range Rover having a bit of a wash

things which would [check the price!] last forever, like the polyurethane. Enter the SNO. *(stooopid new owner)* Me. Wow the car just had a whole suspension kit it'll be good for years and years. Owned the car for a couple of months and after a few offroad excursions noticed that my car just didn't go through the holes other peoples' would. On examination the rear springs were getting coil-bound an inch and a half before the axle hit the bump-stop, with a resultant decrease in wheel travel. They were duly discarded for a set of normal stiffish Rover springs (no SLU) which made things much nicer. A little while later one front shock popped a gasket and didn't work any more. Supplier refused warranty as it was "non-transferrable". After a lot of frustration, wanting to choke the supplier and coughing a lot at the price of replacements, some shocks of half the price with 3 times the warranty period (3 years not 1) were fitted from the local auto store. At the same time the yellow bushes on all the shocks were swapped back to rubber which corresponded to an improvement in ride quality. More trail work identified that the front springs were too stiff and they were taken back to standard, resulting in a huge improvement in ride quality off the road. Things stayed pretty much static for another year during which time the nuts and bolts holding the car together had to be regularly tightened "must be a RR thing". Two months ago the rear bushes suddenly showed signs of severe wear (25,000 miles after fitting) and were replaced with rubber. Tyre whine from the rear became a thing of the past and comfort and control off the road increased. The front bushes were examined and found to be buggered. Replacement occurred last week, again with rubber. Now there's no tyre noise from the front. After 600 km of much more comfortable dirt roads at the weekend, the bolts underneath that usually undo themselves are still tight. So apart from the rear shocks, everything is back to older-style technology. Chalk and cheese in terms of off road performance, not much worse on the road, it's less than half the price and isn't going to wear out in 25,000 miles. There's a lesson there somewhere? I don't think I'll be buying from Old Man Emu. I feel better now that is off my chest.

TerriAnn Wakeman has set up a new web site called Overlander.net. - "After several months of designing, scripting, typing, testing and troubleshooting the new Web directory Overlander.net is officially open. http://www.overlander.net Overlander.net is a web directory for all companies that have products or services related to Rover 4WD vehicles, vehicle related expedition equipment and a lot more. Overlander.net is loosely based upon a telephone book business listings model with a lot more added. At this time Overlander.net may well have the world's largest grouping of links to companies providing parts for Rover 4WD vehicles. More links are being added constantly. In addition to company listings there is an events calendar for events anyplace in the world. The calendar starts 1 Jan 2000. So if you have events coming up that start after 31 Dec 1999 and you are looking for participants, you can have it listed here. There is a product review section that will be growing as more products are tested under real life situations. There is a book store section with relevant titles already searched and listed. It is currently US-centric but European selections will soon be added."

A short note from Bill Maloney - "Saturday I took some time to straighten the steering wheel and grease what tie rods I could. The first thing I noticed was that I didn't have full steering lock to the left. Jacking up the front end and carefully examining all the rods and arms showed nothing was touching. So I began disconnecting tie rods starting at the rod from the relay to the right wheel. At that point the wheels would turn to full lock so it either had to be at the relay or the steering box. I also noticed that with full left lock the bottom of the steering box drop arm wasn't far enough back to get a grease gun on the fitting. I disconnected the tie rod at the relay on the rod to the steering box and found no difference, so it was at the box. Apparently when I replaced the o-ring on the steering box shaft I replaced the drop arm a spline or two off. Since I wasn't about to pull the manifold to dick around with it, I pulled the top arm off the relay and adjusted it until I had full lock. Then what to do about greasing that fitting. A right angle fitting might have had enough room, but the fitting I had was too big

The Campsite, first Calabogie run.
Photo: Dixon Kenner

(these use a kind of mini grease nipple). So I wound up drilling a hole in the bracket large enough to get a needle fitting through and it worked fine.

Dueling Lightweights, 16th Birthday Party
Photo: Lori Sickley

I took it for an hour's drive up to the Monksville Reservoir and back yesterday and was pleasantly surprised at the results. I expected that the steering would be stiffer with the rebuilt relay. Actually it was smoother and noticeably more precise. It didn't follow the camber of the road as much and there was less lag in the steering action. I was pretty happy with the way it drove.

Aside from that, the rebuilt starter goes sssshhhhhzzzz as it spins down (hopefully just brushes seating in) but there was an annoying rattle after I installed it. I figured it might be the heat shield which I removed to make it easier to get at. When I dug out the relay parts I had purchased a while back, I also found the L bracket for the heat shield (mind had rotted away) and the little splash shield for the bottom of the LH wing. I shifted the heat shield a bit and installed the bracket, then went about cleaning the labels off the splash shield and lightly sanding and painting it (the paint on it was thin and chipped off in spots, right from Rovers North). So now the rattle is gone and the shield is drying for a bit. Not much else happening besides that.

New from Mitch Stockdale -'Well the rebuild of my SII 2.25L The Red Dinosaur is coming to a close. I started last October and it hasn't even been a year yet. Does that sound sick or what? I could have worked on it over the winter, but the second car with heated leather seats made me confused. I tried to restart in April but I broke my leg while the block was in the shop. It was all assembled two weeks ago, but found that the head needed major work at the valve shop. So yesterday it finally went in and today it started and ran. Now another delay. The flex tube for the oil pressure gauge is spewing oil. As Cartman would say: Beeyach. So a new flex tube is on the way and I can put the front clip back on now that I know it runs. Thanks Alan Richer for the timing info!

A Progress Report from Dave Bobeck and his newest toy: "B-B-b-urnin the midnight (wax)oil… I just got done cleanin' up over at the garage. Red Square now has a red primer frame and firewall. Firewall is seam sealed. Messy, but sealed, more or less. The exhaust manifold came off. None of the bolts for the front pipe would come out, simply nothing doing. Perhaps with oxy-acetylene but it's too late now. Besides the worst I suspsected is true; the manifold is cracked, badly so. I must find a new SII manifold seeing as I have the pipe for it already. I like the heatriser feature too. Oh well, into the ever growing scrap pile. I replaced 3 of 4 distance pieces before I ran out of them, there are more coming in the mail. Now I can clean up the 25 year old gear oil all over evereything and put new seals in, slap it all back together. Oh yeah, one of the studs came out of the rear right hub. Pisser. Not going back in either. Completely bollocksed (*is that a word?*) the threads are on the way out. Should I do a SCOT and weld it in? Probably wouldn't be that great a weld, would come apart fairly easy…just joking…I'll just go around with only four I guess. That's progress anyway.

And finally, Pat Parsons in Florida has uncovered the hidden truth behind LRNA's initials:

What the initals LRNA really stand for:

Land Rover's Nasty Attitude
Land Rovers: Never Again (as in no more Defenders)
Last Rover Needed Attention
Lame Running, Never Accurate
Low Ratios, No Airlockers
Lotsa Roll, No Airbags
Low Reliability, Nimble Accountants
Leaky Roofs, No Airconditioning
Low Reputation, Now Abysmal
Loud Rumbling Needs Attention
Lumpy Ride, Needs Airshocks
Leafed Rovers Need Articulation
Likely Reasons Never Admitted
Lonely Recluses Needing Assassination
Looks Rusty Needs Attention
Looks Really Nice Again
Low Range Never Attempted
Lotsa Really Nerdy Attorneys
Losers Run North America
Leaning Right, Needs Adjustment

Some Non-oVLR News & Rumours

Mike Rooth send this short reference: "I was just wandering around looking for PK screws. This website may be of interest if you're looking for BSF/Whit nuts and bolts. http://www.namrick.co.uk"

A note from Spencer Norcross: "It is my sad duty to report that Sand Toler passed away last month. Sand was 53, he is survived by his daughter Sidney, his ex-wife Mary, his girlfriend Gail, his mother and 6 brothers and sisters. A good home has been found for Scotch the wonder dog.

For those who are inclined, Sand's family wishes that contributions would be made in his name to the American Cancer Society. For those who were unfamiliar with Sand's work, he was the illustrator for ROAV's Mid-Atlantic & the ANARC t-shirts, this years Rovers North catalogue cover and many other illustrations. Sand was a long-time member of ROAV & the Blue Ridge Land Rover Club, whose logo he designed."

Spotted at Land Rover Canada/BMW - Whitby reports they have a Freelander in the place. We have also heard that there is one (or more) down at LRNA in Lanham. *(keep your eyes on this spot for more on the LRNA Freelander —Ed.)*

LR sighting from Dave Lowe: "I was watching a documentary on the Korean war on TV the other night and they came to the part where General Walker was killed in a car accident and General Ridgeway took command. A shot of said Ridgeway sitting in a, yep, a Series One."

LR sighting by Mike Loiodice - "Speaking of rhinos.. Saw a stupid commercial on the TV. (*Well, most commercials are stupid*). SWB Land Rover with safari top. supposedly on a safari in Africa, but the have the spare tire mounted vertically in front of the breakfast, with a tire cover on it and a few coils of a rope hanging in front of the tire, a rhino sees the Rover, comes charging, sticks his horn into the spare tire and lifts the whole truck up in the air. Then the rhino says 'Where's the cream filling?' The commercial was for Hostess Cupcakes."

Alternate methods in LR maintenance: Removing a Steering Relay, method seven - "Picture having the radiator and the breakfast out of the way. wrap a ***big*** logging chain around the crossmember and loop it to the floor under a 1 inch steel plate. Drive the 2.5 ton floor jack on to the plate… place a stout bit of oak on the jack saddle and press it against the bottom of the relay housing (a length of pipe is needed for clearance if the shaft is still in place) Pump the jack, apply heat and lubricating language (*consisting of the physically impossible and genetically unlikely*) wack it around with a 6 pound hand sledge, and it will come up…."

Here are a couple of press releases from LRNA.

Land Rover North America Announces Executive Changes

Lanham, MD. (7/28/99) — Land Rover North America, Inc. today noted a number of executive changes. Howard I. Mosher, president of Land Rover North America, said, "This is a strong team with plenty of Land Rover experience. I'm certain this group will help us continue our current record-setting sales pace."

W. Stephen McKnight has been promoted to vice president, Central Operations, and will now oversee all Land Rover business procedures, including port processing, vehicle allocation and fleet programs. Previously, McKnight was general manager, Field Operations. He has worked for Land Rover North America since November 1986.

Peter Miles has been named vice president, Field Operations and will now coordinate all aspects of the company's ten regional offices. The Regional Operations Managers and product support teams will report to Miles, who has been with the company since March 1996. His experience includes time as general manager, Centre Development and manager, Retail

The Campfire, first Calabogie run.
Photo: Dixon Kenner

Business Development. From August 1996 to February 1998, he was the New York-area Regional Operations Manager.

New to the Land Rover organization is James G. Selwa, who has been named vice president, Marketing. Selwa will direct all aspects of Land Rover's marketing and promotional activities in the U.S. He has more than two decades of automotive marketing experience. His career includes time as CEO, Lotus Cars USA and chairman and CEO of Marketing Network, Inc. a Michigan-based marketing firm. Selwa has also provided sales and marketing expertise to Lamborghini, Rolls-Royce and Volvo.

Finally, Paul S. Zublionis has been named general manager, Centre Development. Previously, he was general manager, After Sales. Zublionis, who has been with the company since November 1986, will oversee all elements of Land Rover retail expansion in the U.S. Currently, Land Rover has plans to open at least 25 new Land Rover Centres by the end of 2000. Land Rover North America, Inc., established in 1986, imports Range Rovers and Discoverys manufactured in Solihull, England, for sale in the U.S. and is a wholly owned subsidiary of The BMW Group, Munich, Germany.

Survey Of Millionaires Ranks Range Rover "Best Of The Best" *(this is a little old, but kind of funny, just keep thinking about a rover like Kevin Willey's Lightweight, or almost anything from Team Daphne, while you read this. —Ed.)*

For those who can afford the best of everything, the luxurious British-built Range Rover is at the top of their sport utility list, according to the Robb Report.

The powerful off-road vehicle with regal presence on or off-pavement joins Cartier jewelry, Cuvée Dom Perignon Champagne, Rolex watches and a total of 42 other premier products ranked "Best Of The Best" in the ninth annual Robb Report survey of its readers and contributing experts. With readers who include 63 percent of the world's truly wealthy and who average $3.5 million in net worth, the magazine is ranked as the world's leading authority on the luxury lifestyle.

"When your customers say you are the best, there is no higher tribute to the product and to the people who make it and sell it," said Charles R. Hughes, president, Land Rover North America, Inc. "It adds to the momentum of our business, with record sales in April, dedication of a new North American headquarters and steady expansion of our national network of unique Land Rover Centres."

Robb Report's recognition is the latest in Range Rover's remarkable history in the United States. Credited with sparking the luxury sport utility sales boom in the U.S. following its introduction here in 1987, Range Rover and its Discovery and Defender 90 stablemates have steadily increased their sales and have accumulated numerous accolades from automotive journalists along the way.

"When you specialize in four-wheel drive for 50 years as only Land Rover has, winning honors year after year takes on added significance," Hughes noted. "They reinforce a process of steady refinements and improvements in the breed, if you will, that keeps us at the front of the pack."

Range Rover has been hailed as the "gold standard" of sport utility vehicles since its North American debut. And, it has been the top choice in five of those years by one or more U. S. magazines, including: Automobile, Four Wheeler, Playboy, Popular Science and the Robb Report as well as by television's MotorWeek program.

Range Rover is a permanent four-wheel drive sport utility vehicle powered by an aluminum, multi-point, fuel-injected V-8 engine. It has a steel ladder frame, aluminum and steel body panels, electronically adjustable ride height, leather interior and a comprehensive list of standard features and amenities. There are two Range Rover models, the 4.0 SE and the 4.6 HSE.

Dale and Christian, first Calabogie run.
Photo: Dixon Kenner

Land Rover North America, Inc. is a member of the Rover Group of Companies, importing vehicles manufactured by Land Rover, Solihull, England. The Rover Group is a wholly-owned subsidiary of BMW AG.

Note: Land Rover vehicles are not subject to the 08% luxury tax as they are classified multi-purpose passenger vehicles with a gross vehicle weight rating in excess of 6,000 Ibs.

LRNA Announces Strong July Sales

Lanham, Md. (8/3/99) — Land Rover North America, Inc., today reported July sales of 2,135 units, continuing its record setting sales pace for 1999 with the second best July in company history.

"Land Rover continues to show strength in this competitive market," said Howard I. Mosher, president, Land Rover North America, Inc. "The new-Discovery Series II is reaching new consumers while also attracting our loyal Land Rover customers. We remain optimistic that we will maintain our record pace through year's end."

Sales Summary:

	July '99	July '98	Y-T-D '99	Y-T-D '98
Range Rover	465	556	3,807	3,844
Discovery	1,670	1,212	11,890	7,867
Defender	0	0	0	110
Total	2,135	1,768	15,697	11,821
	(+20.8%)		*(+32.8%)*	

Note: Range Rover sales include 4.6 HSE and 4.0 SE; Discovery sales include Discovery and Discovery Series II.

Land Rover North America, Inc., established in 1986, imports Range Rovers and Discoverys manufactured in Solihull, England, for sale in the U.S. and is a wholly owned subsidiary of The BMW Group, Munich, Germany.

Land Rover Named Most Improved Brand And Second Overall In 1999 Strategic Vision Dealer Total Quality Index

LANHAM, MD. (7/12/99) - According to the annual Strategic Vision Dealer Total Quality Index which was released today, Land Rover is the most improved brand for 1999 and now second overall in the industry. The Dealer Total Quality Index measures the overall retail experience and is based on the response of 33,760 buyers who purchased new vehicles in October and November of 1998 and had owned them at least 90 days prior to the survey. All parts of the sales and service experience were measured, along with the specific emotions they generated.

Howard I. Mosher, president of Land Rover North America, said, "We have worked tirelessly to fully develop an industry-leading line of retail outlets, especially our Land Rover Centres. And now, with the 76 Land Rover Centres we have in place, our customers are reaping the benefits. This study reinforces what we've known for a while: Land Rover ownership is a very positive experience. It's just one of the reasons we are currently enjoying the strongest sales in company history."

According to the Strategic Vision study, Land Rover achieved a 42-point gain over 1998 and placed second in the industry. The report claims that new buyers find the Land Rover sales experience equal to or better than that of Lexus (which placed first overall) in many specific areas. "Much of this is due to the Land Rover Centres," said Dan Gorrell, Strategic Vision vice president. "This is one of the more significant retail concepts of the decade, since it reinforces Land Rover brand values in very positive ways."

Land Rover North America, Inc. has 119 retail outlets and as of June 30, 1999, closed on record first half sales. Land Rover North America, Inc., established in 1986, imports Range Rovers and Discoverys manufactured in Solihull, England, for sale in the U.S. and is a wholly owned subsidiary of The BMW Group, Munich, Germany.

But wait! more press releases, this time from LRUK.

Land Rover launches Defender heritage.

5 August 1999—The Defender V8 50 special edition, launched last year to celebrate fifty years of Land Rover production, was a sell-out success. Customer reaction was so strong that Land Rover has now launched the Defender Heritage. With just 300 examples to be built, the unique specification vehicles will be much sought after.

Based on the 90 and 110 Station Wagon models and powered by Land Rover's all-new acclaimed five cylinder turbocharged Td5 diesel engine, the Defender Heritage is available in two traditional Land Rover colours; light pastel Atlantic Green and the classic dark Bronze Green.

Unique exterior features include mesh-style metal grille, silver powder-coated bumpers, side steps and hinges, body-coloured door mirrors and headlamp surrounds. The interior has full Lincoln Green leather trim, milled aluminium gear knob and ivory faced dials. A cast alloy Land Rover plaque on the rear of the vehicle completes the effect.

Land Rover UK managing director Harry Reilly said: "The Defender Heritage combines a classy retro look, while providing the latest in 4x4 technology such as the acclaimed Td5 engine, anti-lock braking and four wheel electronic traction control systems and factory-fitted air conditioning."

Frame Repair at its finest, first Calabogie run.
Photo: Dixon Kenner

Mr. Reilly added: "We expect the 90 Heritage to appeal to families looking for a second car to use for towing or other weekend hobbies. The 110 version with seating for nine people, will be popular with groups such as football teams or youth organisations."

The Defender 90 Heritage costs £22,995, on the road, and the 110 model £25,995.

Bound for Kosovo

8 July 1999—Land Rover has provided seven field-prepared Discoverys and Defender 110's to the Government Department of International Development. The vehicles, destined for Pristina in Kosovo, were loaded onto an Ilyushin 76 cargo plane at Kent International Airport in Ramsgate.

The vehicles will be used by the World Health Organisation and the Department of International Development, to provide vital mobility to relief agencies, in their efforts to restore stability and safety to the region and to resettle refugees in the war torn area.

Bill Baker, director of public relations programmes at Land Rover, said: "For more than 50 years, Land Rover vehicles have been first on the scene following humanitarian and natural disasters. The four-wheel drive capability of Land Rovers assures a rapid response under the most difficult of conditions, both on and off-road."

4 x 4 Rugby Scrum

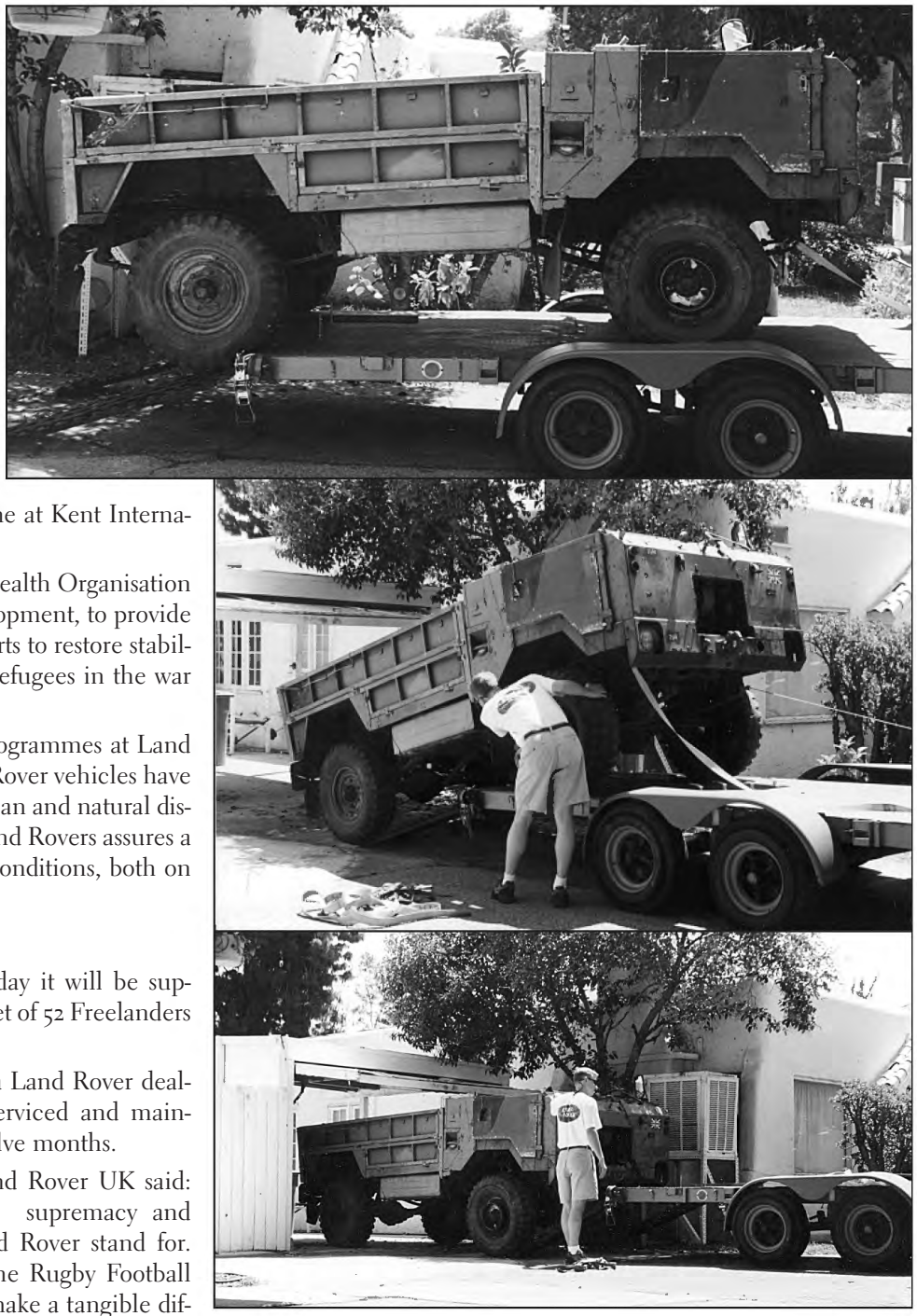
8 July 1999—Land Rover announced today it will be supporting the Rugby Football Union with a fleet of 52 Freelanders for their Youth Development Officers.

The vehicles will be supplied on loan via Land Rover dealerships throughout the UK and will be serviced and maintained by each dealership over the next twelve months.

Colin Green, marketing director for Land Rover UK said: "Rugby is all about guts, determination, supremacy and authenticity, precisely the values that Land Rover stand for. This is the first year of partnership with the Rugby Football Union and we hope our contribution will make a tangible difference to the growth of rugby union in this country."

Alan Black, promotions manager for the RFU said: "Having the use of the Freelanders backed by Land Rover dealers will greatly aid our youth development team of officers in continuing their work on the development of Youth Rugby in England.

For the LR Owner who has everything, a note from Bill Leacock: "I have just negotiated a deal with a friend who makes Jewelry. He has made me a few samples of a solid silver ring, with the words LAND ROVER engraved (by machine) on the outside. There are two versions, the masculine version has a knurled finish and the feminine version has a plain polished periphery. These are available to order in any ring size for the princely sum of $25 US. So a his and hers is only 50 bucks ! I hope to be able to take some digital images of the rings to show them off. The rings are approx. half inch wide and one sixteenth of an inch thick The lettering is three sixteenths of an inch. For sale to friends and the club shop, It would be relatively simple to have RANGE ROVER or DISCOVERY made if required. Please let me know if you are interested, it is only 5 months to Christmas! wleacock@pipeline.com



Russ Wilson helps unload Ben's Smith's other 101 into Ben's back yard
Photos: Ben Smith

General Servicing: Repairs, Humour, Tales & Trivia

Losing it in the Woods at our Sweet Sixteenth

Christian Szpilfogel

It was a Birthday party which could have been like any other, except for one thing: this year was going to be yet another record crowd. Learning from our past, we realized that the usual format would no longer work as it would surely have turned into a long line of 50 or more vehicles slowly inching (often stopping) through the woods. So in order to avert this, your club executive came up with a "plan". The evolving details now follow…

We started out several weeks before the event with a scouting mission and prepared to "adjust" the light off road trails. We do this every year, so this is not unusual, however we did get considerable assistance from the logging activities in the area. A number of new paths had been cut and some tree thinning had taken place. A few of the team arrived at Silver Lake early and had already dragged the culvert back up stream. The trails were looking great! The skidders had been out and about and cleared or, more to our liking, partially cleared some trails. On this outing, we only had a chance to clean-up the light off-road trail and scout out a couple of new trails.

We did find a new path which cut from the old rail-way track and intercepted the light off-road trail about mid-way. Kevin decided he needed to exercise the articulation of his Suzuki and the rest of us followed suit. Up went the Suzuki, then my SIII, Ted's SIII, Andrew's SI, and of course Kevin Willey's Disco. Kevin had a slight interaction with the terrain and did non-trivial damage to the under-carriage. However, in usual Land-Rover fashion, the Disco seemed not to mind and the vehicle was able to quickly speed home.

Our last attempt of macho dignity for that day lay with the ever challenging mud pit. I looked at Dixon who was riding shotgun (in a way only Dixon can), and said "what the #@%^!"

Dixon merely shrugged in the knowledge that no matter what happened, he was going to get one of the best seats in the house. It was only ominous in that Dave Vermette had a smidgen of trouble driving his ATV beside the track, hmmmm. Engines revved and off way raced into the mud hitting it with a resound PLOP! The only way I can describe it is that it felt like we went off a ledge and firmly planted. Never before had the Land-Rover stopped that quickly, so brakes were not the cause. We had made it barely 10 feet into the water and had a mere 100 feet to go. Winch time!

After I had finished dredging the bottom, Kevin's Suzuki (you know the one, tires taller than the car, rear axle welded together; actually I'm just saying all this to minimize the pain of my indignity) hit the mud and paddled through making it to the shore. Oh the shame of it all.

On the Friday of the Birthday Party, Kevin Willey and I took another opportunity to find out what other trails lay awaiting us. Kevin and I are not known for being all that timid with our vehicles (no matter how pain-staking the restoration may have been). We tried out some logging trails, which were, as it turned out, still full of logs. Onwards we went, with logs flying up around us as we rolled into the fray. A number of the trails completed in dead ends which meant we had to come back through the mess. I took this opportunity to get my spring caught up on a stump, having of course nothing better to do. Out came the high-lift as Kevin and I gently slid the car off the stump. These nasty little devils were lying in wait behind the knee deep bushes just looking for an unsuspecting Land-Rover!

We continued on to another trail which looked very promising as we had to cut and hack our way through it. Unfortunately we were on the verge of becoming late for dinner so we turned around and returned to camp. Not before, I got high centred! Kevin was relishing in delight seeing me hung up for the second time that day. I did suffer log damage on the front

Mike Malone works on the Quintin's Series I in the NetSlum™
Photo: Dixon Kenner

of the wings that day, but surprisingly, the lamp guards took most of the pounding and contrary to popular belief did their job! The license plate was a complete write off.

One of the key things we did differently this year was to have smaller trips of off-roading. Starting at 9 AM (though rumour had it that Andrew was leading an early bird run) we took small groups of around 5 vehicles onto the trails. Expedition leaders were assigned based on a reasonable amount of experience and knowledge of the trails. Running the event in this way seemed to make things run much more smoothly, but it was hard to figure out how many people were actually present until dinner time. There was a lot!

I lead the first bunch of eager drivers, Martin Rothman helped by taking up the rear. Our group was a mix of skill levels and some minor off-road instruction was given before we ventured off On this trip we ran the light off-road which was, well, light. The beavers must have finally been fed up with us and gone on strike. The water was elsewhere. The river was a bed. you get the picture.

On our second run we headed up the trail that Kevin and I had left behind the day before. We made it much further this time and about to proceed into some precarious areas. Being overdue for lunch we once again turned around with the plan to return as soon as we finished our meal. I did not get high centred on this run!

Mean while in a far away land, two great beasts attempted to take on the mighty swamp thing! Yes Ladies and Gentlemen, our great heroes from Toronto, Dave and Tom led their fighting 101s into the powerline swamp. With swords drawn and shields raised, they were certain (for the 16th time?) that they would defeat old swampy. Well folks this is no David and Goliath story otherwise if they were in Kevin's Suzuki they might have made it. Team Daphne made a convincing effort but was once again turned away. By the way, Dave Lowe did finally tell us the story of Daphne, but in an effort to keep some dignity to this article, I won't be repeating it here.

In the afternoon, we assembled three main forays, a light off-road, medium off-road (challenge with a significant risk of damage), and a heavy off-road (extreme angles, roll-over potential, very serious mud).

On this event, I took the medium off-road troop. Most of the vehicles had battle scars from the past so were clearly not bothered by all this. One lone Discovery joined us with its nearly first time driver Andrea at the wheel. Off we went to finish off that trail we had twice aborted. Quintin had taken a few seasoned veterans ahead of us by about 15 minutes to scout out the then unknown parts of the trail. About 15 minutes onto the trail, we caught up to them. It seems someone had taken some damage already.

We harassed the "experts" into getting a move on, and they did. Beating a path for the rest of us. All proceeded through the obstacle course and down the inclines and along the slightly steep side slopes. Keith Elliot lost a front half-shaft at this point as he was about to enter a steep side slope. Nothing a winch couldn't handle (man my winch was finally getting a work out). I then needed to pull him through the slope and back up onto the trail from whence we had come. It turned out that the trail eventually looped with itself though it was not obvious until we had beaten a path through. At the end of the trail, there was a slightly precarious angle which if not careful would have resulted in a roll-over. One of our "experts" nearly did before they re-balanced the vehicle. We took care with the rest of the posse to guide them through it.

This trail did take its toll. Two half shafts were broken (Keith's bumblebee and Quintin's Series 1). There was panel damage, and the Discovery did suffer some undercarriage damage. My Series III finally lost the bottom part of the transmission cross member and mysteriously, the license plate corrected itself?!

By the end of the day, what was an Amazon jungle to us in the morning turned into an expressway. So late comers really couldn't understand our enthusiasm.

In the later afternoon we held our second RTV competition thanks to Kevin Willey and Bill Caloccia. To make a long story short, I got high centred on a rock hiding in the grass just before gate #1 on course 1. Having been the first to make it this far at that point in the competition, I was the first to "find" the

The Campsite, first Calabogie run. Left to right, Kevin's Lightweight, Dale's Gin Palace and Dixon's back to nature BGB. Photo: Dixon Kenner

rock. I found the rock by feel using my oil pan as my fingers. The engine made a horrible racket and I moved more quickly than I could remember to turn off the engine. The Land-Rover was moved off the boulder, the car started (thankfully), and a few big boys moved the offending lump out of the way (I mean the rock). Kevin was completely beside himself at this point having now seen me rack up three suspension mishaps during the weekend. I was reaaaaallllllyyy impressed with my oil pan having held up an entire vehicle.

This pretty much wrapped up that days events. On Sunday, people were becoming more familiar with the routes and we went off to challenge the woods again. Team Daphne went off to do the Calabogie run and acquired a new psychopath, Reno. Reno is fairly new to the club but what he was short in experience, he made up in enthusiasm. In fact he had won the Coil-sprung class of the RTV!

Anecdotal feedback was that this was a good way to run the event. So it is sure to be a base for next year's event so that we can continue to make improvements.

Kevin Willey surveys the carnage, first Calabogie run.
Photo: Dixon Kenner

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.)

For sale: 101 FC & Powered Trailer Fully restored 101 forward control, RHD with winch, trailer drive and serial #3 Rubery-Owen powered trailer. Great condition, lots of extras/spares Mostly original but with a number of enhancements such as modern seats/belts, rear bench seat, new battery Titled & registered in Oregon. Certainly one of the most interesting vehicles on the road. It can be yours for $21K obo. Contact Gregg Siegfried at 206-915-8118 or grs@binary.com

For sale: Mostly restored 1968 IIA SWB, left to be done: Install and bleed hydraulic lines, install and align body, install wiring harness, exhaust system, shock absorbers. Includes new frame, galvanized firewall, new brakes/wheel bearings etc.,new wiring harness, overhauled or new parts most everywhere, new aluminum gas tank, etc. I have run out of available time to complete the restoration. The vehicle is in the Ottawa West End. I also have a jpeg picture package to those from out of town who may be interested in seeing it. $3200 or $4500 including the below spares. If interested, please call Robert 613-729-3655

For sale spares: spare IIA gearbox (conveniently disassembled in 3 pieces for transport/storage) $300, spare axle carrier/diffs (one front, one rear) $125 each, pair of swivel balls in excellent shape $150, galvanized transverse support members for under the tub floor $100, 2 spare heads (one has been re-machined, the other used) $100 each, galvanized breakfast $150, windshield with good glass $150, 2 wiper motors (un-reconditioned but should be working) $75 for pair, spare radiator in good shape $100, 2 spare instrument panels $75 each, spare grille $75, bunch of used 109 brake parts (drums, backing plates, shoes, cylinders) $100 for the lot, tailgate (no mounting hardware however) $100, truck sides (fixed windows) $200 for the pair, pickup sides (no roof) $125, intake/exhaust manifold $75, starter $75, bunch of driveshafts (short and long) $100 for lot, miscellaneous other parts. Call Robert for 613-729-3655

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

September 17-19 - 9th British Invasion, Stowe, Vermont. 600+ British cars of all marques. 40 Land Rovers last year. Events include: Static car show, People's Choice Awards. Tug of war (Austin Mini owners vs. Rover owners), Battle re-enactment, rugby, polo, cricket. Contacts: Chris Francis at Ye Olde England Inne, Stowe Vermont or Mike Gaetano 508-497-9655.

Sept 24-26 Bay State (BSROA) Fall Heritage Run

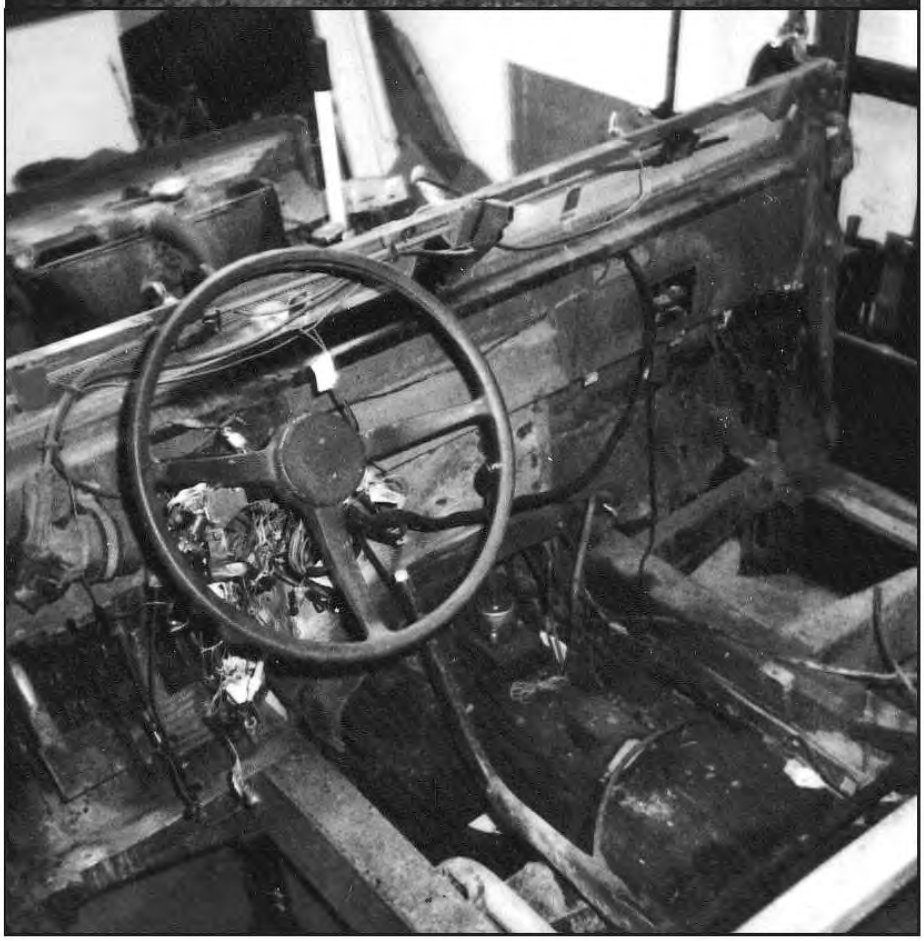
October 1-3 - Rover Owners of Virginia's Mid Atlantic Rally, An All American hoe-down featuring The NAS Defender 90

November 5-7 - Solihull Society Fall Trip, Moab and Canyonlands (Info, jwrover@colo-net.com or 303-774-9225)

As I found It

Kevin Newell

I thought I'd drop the club a note to let you all know how things are progressing in my bid to actually drive my Land Rover. I acquired a 1972 SIII that had been badly abused by the previous owners who painted it (with a brush no less) a horrible black with white highlights and pasted a very "seventies" looking multi-coloured striping on it. To anyone who may have seen this sad looking specimen it was at Roy's shop in Kanata last summer. I threw a battery in and it fired up right away. I drove it around a clear field (no brakes) everything seemed in working order and sounded okay. It spent the fall at my brothers place out of town and it now resides with me an my wife here in Ottawa. After cursing our road salt (yeah that's it, the road salt causes this much rust on British steel) and breaking many bolts and parts (no cuts or skinned knuckles though) the body is off. I've discovered the best way to do this is to intersperse the snapping of bolts and the heat of the torches with a modicum of my favourite brew, Rolling Rock (there's something in that name that bears comparison to a Land Rover). This way I manage to accelerate the clumsiness factor and must quit working much earlier to avoid the aforementioned bodily harm. The frame was way too far gone and I have since acquired a new frame and a couple of complete doors for $1500.00. I found them on the net at the Land Rover exchange (lrx.com). My brother and I picked it up in upstate Vermont in the early fall. Point of note, no matter how well you know an area and how to get there, don't pick a trip with time constraints to catch up on things with a buddy. You just might drive to the wrong part of a state while not paying attention to the road! Thank goodness Vermont is a small state… The short cuts we used to get back on track were excellent green lanes for a Land Rover however, my mother's borrowed Buick was tested well. But I digress! Stan as I've called it, is about ready to get the engine off the frame and begin the rebirth. I'm going to need all the usual stuff, swivels brakes springs, and the like. If anyone would like to share shipping costs, I'll probably be ordering from MerseysWorld (the Land Rover supermarket) in England. If anyone is interested contact me at my company email (yoyodyne@trytel.com). I'm hoping for a spring birth of my new toy!

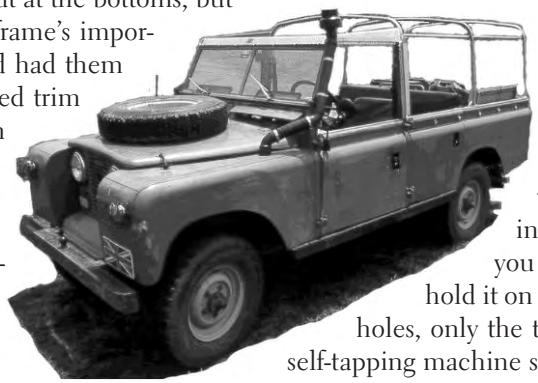


The 5-door soft top. A how-to primer

Bill Rice

After 1 1/2 years of parts accumulation, I finally was ready to take the hard top off of Mrs. Merdle, in an attempt to ameliorate the effects of this awful Georgia weather. I'd obtained a regular 109 soft top, a spare set of middle doors, a set of front door bottom cappings, a tailgate, and a hoop set.

I took the spare middle doors (rusted out at the bottoms, but I don't know what that part of the door frame's important for anyway) to my local welders' and had them cut the doors off just above that galvanized trim piece (which I removed and will put on Mrs. Merdle's middle doors to replace the trim painted by some PO). Also had them weld a metal strip from side to side level w/ the cut. Then I went home, shortened up the front door cappings and riveted them in place on my new topless middle doors.



Then drove up to a friend's house in northern GA. He kindly offered to store my hard top for me. We unbolted and removed rear door and unbolted the top. Darn, there are two steel strips lurking behind the inward-facing rear seats that prevent removal of the top without an incredibly-tough unbolting act (of course, there's about an inch of excess thread on the bolts.) So out came Mr. Sawzall and viola! the top was removed. Installed tailgate and put on windscreen top piece and door top drain channel pieces, which I just propped on top of the T-piece tops at their rear terminus.

Home again home again, jiggety jog. Next day I got out the hoopset, which comes with about 4 pounds more hardware than I knew what to do with. Figured everything out and began to install. Rear hoop needed zero mods—you just drill the holes for the clamps that hold it on to the tub—the capping already has the holes, only the tub lacks 'em. I Drilled holes and used self-tapping machine screws to put middle hoop into place.

Front hoop—ah, there's the rub. A 109SW has the T-piece tops sticking up right where that front hoop would normally go. During a regular soft top installation one just bolts front hoop in place, puts little canvas-holder/door seal holder thingies into place, and attaches all to the door top drain channel things.

Howsoever, on a 109, you can't do this. So, I lined up the front hoop behind the T pieces and marked where the tops of the T-pieces came on the front hoop. I got out Mr. Hacksaw and shortened the hoop so it can sit atop the T-pieces. About half of one of the little brackets on the front hoop will remain after it's been shortened—this bolts smartly to the drain channel door top.

Then I put the canvas over the top and tried to figure out how I could use some of the 8 lbs. of hardware RN sent me with the hoop set. Added all necessary brackets. 4 lbs. left. Drape canvas over hoops and mark places for those things the rope runs around that you find near the top of the tub on most LRs, but don't find at all on 109s. Riveted them in place (RN sells these, though they're not listed).

I usually leave the sides rolled up down here in GA—it's cooler that way than with the top off. Have also removed doors, as the prospect of my feet roasting all the way to Yazoo City Mississippi was not

a pleasant one. Like it w/ the doors off so much I've moved them from the rear seat to the room of my apartment devoted to what many would consider garbage.

Now if I can just keep this thing from flapping about and tearing itself at speed—used top is a little worse for wear from sitting out on the porch all last year, I guess.

Things that go... A Friday Story

Mike Rooth

Bloody Nora produces some weird effects at times. Just, you understand, to keep me awake, alert and on the ball. However, one thing has remained endearingly constant over the years, and that is her oil consumption. Between one and two pints a week, week in week out without… er… hang about! I cant' have used *no* oil this week. Its just not possible. Its against the laws both of nature *and* Bloody Nora. Perhaps I slightly overfilled last weekend and this the result. Yes, must be. That'll be the reason. Wont it? However, the weekend after she once again refused sustenance. Oh yes, the level *had* gone down, but not enough to warrant pouring mon… lubricant in. Worry. Suspicion. *Deep* suspicion. What's the old bat up to this time? No signs of anything amiss with the oil, not on the dipstick at any event, and the water level isn't dropping more than can be accounted for by slight seepage from the bottom hose. This is a new one on me. Usually things wear *out*, but has she found the secret of rejuvenation? Fat chance. She's up to something. I take to prowling round in the evening outside muttering "You dare, you just bloody dare". Which appeared to work, because the next weekend she thirstily drank two pints of the stuff. I've decided to call this maintenance technique *"Crisis Management by Threat"*. During the aforementioned perambulations I realised that I seem to have accumulated what is, for me, quite a stock of spares. These can be classified as New, Secondhand, Inapinch, Dodgy, and Forgot it was Dustbin Emptying day. Mostly they are boring (being translated as Being Hard Work To Fit). But I've had great fun with the new steering wheel. You can find out what it's like to drive a left hooker, sit in a lawn chair and drive in rallies, or with a length of broom handle and two housebricks fly a Dakota, the broom handle being the rudder bars. I've crashed quite a lot. You can also give the DA the impression you are frightfully busy. Adopting a serious expression, and the new steering wheel, you prise off the horn push on the operational steering and ostentatiously compare the two. Works like a charm. At least I *think* it does. Solicitous enquiries like "Are you enjoying yourself dear?" are beginning to make me wonder… oh, and the left front tyre went down again.

SECRET TEAM DAPHNE REPORT:

Post-Birthday Party Calaboyie Reconnaissance

BY BRETT STOREY

Well, in true Team Daphne spirit, we couldn't head straight back to Toronto after the Birthday Party. I mean, how boring is that? We've never gotten home from anywhere until the wee hours of the morning, so there was no reason to start now, right?

The Usual suspects set off from Silver Lake in the early afternoon. Joining us for our little foray into the woods near Calabogie were John Cranfield, Don and Gabe Watson, and Rino Granito in his black Range Rover with Keith and Chris Elliot along for the ride. We were heading up to a cool little trail we discovered a few years ago, one we like to run whenever we get up that way.

Located a little over an hour from Silver Lake, we made the trip in, well, a little over an hour. The last 10 km or so to the start of the trail proper is over gravel, and extremely dusty roads. For the lucky bugger in the lead (me, I'm happy to say) it is a pleasant drive along a nice, twisty, country road. For those following, it is a blinding, choking drive that seems to go on for an eternity.

This trail is mostly first and second gear low range rock crawling stuff. Tom Tollefson, Peter Thomson and I actually did this run on the way up to the Birthday Party on Friday afternoon and it took us around an hour and a half. Today our group consisted of Larry Berti and I in our 88"s, Dave Lowe and Tom Tollefson in 101's, Dave's number two son Ian in the Lightweight, Don and Gabe in their Series 1, John and his 109 " Muddy, and the gang in the Rangie. With eight vehicles, it was going to take a few hours longer.

The first half went fine. Lots of steep ups and downs littered with all manner of rocks to clamber over, including my favorite spot, a gentle climb up to a hard right turn after which the trail immediately gets considerably steeper and extremely rocky. Coming down this section it is not unusual to see the 101's lift the left rear wheel several feet in the air. Definitely not a trail to drive when you suspension is not up to scratch.

We reached the midway point around 4:00. This is a lovely spot, high up on a cliff over looking a beautiful lake. This is where we camp when on overnight trips. We stopped here for a well-deserved rest and a late lunch.

Larry Berti waits to be winched
photo: Brett Storey

A little after 4:30 PM we set off again and within minutes we reached the infamous "Gas Tank Hill", so named for the huge hole it punched in my right side fuel tank two years ago. This is a fairly steep, rocky hill covered in loose rocks and sand. About 2/3 of the way up, there is a large pointed rock sticking up out of the ground about 18 inches or so. This is the killer. We've tried many times over the years but none of us have ever made it up this bastard before. I don't know what made me think I could do it this time but I had to give it a go. I hammered up that stupid hill, eased off as my front tyre went over the rock, but that was it. Couldn't get the rear tyres to come up. Tried again. Same thing. On the third try, I took a slightly different approach, climbing the rocks on the left side, a bit more wellie, and I'll be damned if the 'ol 88 didn't scrape and claw its way right up and over that rotten rock. I must say I was too surprised!

Larry Berti and Sharon Grech wash Larry's SWB in Granite Lake
photo: John Cranfield

Brett Storey is Team Daphne's Minister of Information Dispersal.

Well, it was finally nice to stick it to that hill after all these years I'll tell you. And after my showing, the others were pretty much obligated to have a crack at it too. Tom was game and after a false start, he banged and bounced the 101 up, wheels spinning and dirt flying.. Larry was next, but no dice. Winched. John went next, and with the locker in the rear of Muddy made it look positively easy (on video you can see both left side tyres in the air at one point). Then the Rangie went, and after a bit of diff banging and a crunched sill, they made it. Don's turn and after a couple of tries, he's up. Ian is next but has all sorts of trouble. He tries a several times but the banging, clanging and diff bashing takes its toll. He's winched up. Dave is last, and seeing as his 101's winch cable is already stretched up the hill, he pulls himself up without ever spinning a wheel.

The rest of the trail is like the first half, rock, rock and more rock. We are a little spread out along the trail by the time Larry, John and I reach the end. It's after 6, and the mozzies are out in full force, so waiting is out of the question. I radio back and tell the rest that we will meet them down at Granite Lake, about 6 or 7 km south.

Upon arrival at the lake, John announces he is going to take Muddy in for a bath. I caution him about Tom's misadventure in this very lake a couple years ago when he sunk the 101 up to the windscreen. John promises to be careful. After

While Tom Tollefson's 101 waits, Mark Newman signals for the winch to begin pulling Larry Berti and Sharon Grech out of the swamp at the hydro cut. Note: Tom is also stuck.
photo: Brett Storey

a couple runs into the water near shore, Muddy emerges a little less muddy. Then of course, Larry and I each had to give it a go. Splashing in the water is always so much fun.

The others showed up about 15 minutes later and the Lightweight was making a hell of a racket from the front end. Dave gave it a quick coat of looking at and pronounced the front diff knackered. Since the Lightweight does not have free wheel hubs the only solution was to strip the front hubs and stub axles to remove the shafts. The job went smoothly enough and we were set to leave by about 8:30.

The road from here down to civilization is a narrow, twisty, hilly, gravel road which, for some reason, always brings out the boy racer in Tom and I. While the others were still getting ready to leave, Tom and I were gone in a cloud of dust and enjoyed a rather brisk trip down to the highway.

At the end is a long downhill curve to a 3-way intersection. Tom and I know this road well and slowed down near the top and stopped at the bottom to wait for the rest. We must have been going way too fast because Larry and Ian were several minutes behind us and then Don and John a little behind them (the Rangie gang had turned off before the Lake to head home the way we had come in).

We were all lined up nice and neat when we hear the roaring V-8 of Dave's 101 bearing down the hill on us. Oh oh! I must say it was quite a sight to see the big 101 coming down the hill sideways and a white-knuckled Dave cranking hard on the wheel.

Mark Newman and John Hong hitch a ride in Tom Tollefson's 101
photo: Brett Storey

As Aunt Daphne himself related the story to others the next day "I was tail end Charlie eating everybody's dust when I came flying over the top of a hill and found the whole convoy had come to a halt. The 101 is not the best braking vehicle I own and on loose gravel tends to focus the attention. Visions of me plowing into the back of Muddy and of me living in self enforced exile in Patagonia flashed through my mind. By dint of superb reflexes and consummate skill I parked the 101 in the shrubbery. Whewww! Don't arfe make yer butt twitch".

That was pretty much a perfect ending to a fabulous weekend and another great Birthday Party. The rest of our trip home was just the usual boring highway trip with frequent stops for fuel and to us the facilities. And as always seems to be the case, we rolled back into the city at little after 2 in the morning.

If you have internet access and would like to see some pictures of the Calabogie area, and this trail, go to the semi-official Team Daphne web site at:

http://www.geocities.com/Yosemite/Rapids/6053/

Look for the Calabogie Boogie link.

New Members

7 new members in August

Ralph Neate of Mississauga, ON with a 1973 88
Dean Perlmutter of Halifax, NS with a 1973 III 88
Leslie Wilson of Van Nuys, CA
Andrew Bell of Orillia, ON
Anita Looby of Orillia, ON
John S. Bell of Orillia, ON with a 1961 II 88
Bob Smithson of Almonte, ON with a 1995 Disco

The 1999 Mid-Atlantic Rally

The sixth annual Mid-Atlantic Land Rover Rally will be held in Buckingham County, Virginia the weekend of October 1 - 3.

As of this time, we are not quite sure where the rally will be held. While Penlan Farm is always available, we have been given the use of a primo, 400 acre parcel on the James River. This spectacular tract has plenty of room for camping, plus just about every type of four wheeling you could want on site: mud, sand dunes, even some hard-core rock crawling. The old farmhouse is currently being restored, and if power can be brought in (and the well put back in order) we will be camping there. (The local electric co-op was supposed to have done this in June, so go figure.) Otherwise, we'll be back at Penlan, about four miles away. Check the website for last minute information. If you attended last year, this is the site with the low water bridge.

As in years past, we will have a barbecue dinner Saturday evening catered by Lars (formerly of The Smokey Pig but now out on his own with the Hickory Notch Grille in Goochland). And dinner is going to be special indeed: steak and shrimp on the barbie. In keeping with the Scottish theme of the event, a Celtic band will provide the entertainment after dinner. (Maybe we can get Lars to cook up a hagis...brush up on your Burns, folks.) Brunch will be available Sunday morning as well.

The Aluminium Man Triathlon returns this year. The three events will be an RTV, a pioneering task and a mechanical task. To enter, you will need to have a Hi-Lift jack and suitable recovery gear. The "Atlantic British RTV Challenge" will be an honest-to-gosh, UK-style event that is open to all legally-licensed vehicles (and drivers). All 10 or 12 stages of this event will be held on the island, and you will not be able to view the course prior to running it. Association of North American Rover Clubs rules will apply and there will be scrutineering prior to the event. Get a marshall's signature on your rally card prior to the event. Axle lockers (other than center-diffs) must be disabled.

According to ROAV's off-road co-ordinator, Mike Boggs, the island has some "interesting" terrain that we had not scouted previously. If Mike says 'interesting', be afraid, be very afraid. The course will be designed to be challenging, but non-damaging (unless you do something supremely foolish, that is). All participants will be required to sign a waiver form upon entry to the site. Check in at Rally Control first.

We really need you to send in the registration form in a timely fashion. The reason is simple: logistics. For the past several years, the Mid-Atlantic has been one of the largest rallies on the continent. It is difficult to arrange to feed everyone when you are 30 miles from the nearest stop light and half of the folks just show up on the day of the event. If you want to attend the event, we need to know beforehand. Hey, if you snooze, you lose.

We will also need the meals to be paid in advance. Why? In the past, we've had people say "yeah, I'm coming and I'm bringing six people." I don't know about you, but I find it difficult to eat seven meals, and the club sure can't pay for them.

The cost to attend the Mid-Atlantic Land-Rover Rally will be $25 per vehicle (to pay for the tents, porta potties, etc.), the meal costs will be $20 per person for Saturday's dinner and $10 for Sunday brunch. Please complete the accompanying form and return it with your cheque prior to September 15th. After the 15th, the rally fee will increase to $35.

There is plenty of room for camping on-site. No fires, please, owing to the drought. The site is quite rural, but for those who want a tad more comfort (as well as a roof over their heads - or showers for that matter) contact one of the following establishments. A block of rooms has been reserved at each:

Buckingham Lodge: (804) 286-2100. $65 per night.

Fork Union Motel: (804) 842-3255. Fork Union's finest (*only)* lodging establishment with adjacent restaurant. $48 per night.

Palmer Country Manor: (800) 253-4306. Near Palmyra (*about 30 min away*). Rooms from $120 per night.

High Meadows Vineyard and Mountain Sunset Inn: (804) 286-2218. Historic-register property in a beautiful setting on a high bluff overlooking Scottsville. Rooms from $100 night.

In addition to the usual fun and games, we will have a silent auction running throughout the meet, with tech sessions on Saturday morning. Be advised, though, this hurricane season may be the most active in several decades; flooding closes many roads in the area, and cancellation or postponement of the rally may be a necessity. In the event of pending catastrophic weather, call 804-581-1331 or get last minute information from the website. Two inches of rain will most likely close local roads; five inches in the James River basin will close the Rt. 15 bridge (a new one is being built).

The Mid-Atlantic and ROAV need one thing that has been sorely lacking in for some time: volunteers. All the hard work and preparation that goes on behind the scenes has been accomplished by a very small group. We will need at least two dozen volunteers to be marshalls for the RTV. Drop the editor a line at [rover@pinn.net] or ring up the club at 757-423-4898. We'll have a worktrip to get the trails ready over the Labor Day weekend. The address at the farm is [LR88@aol.com]. For additional information e-mail Jim Wolf at [elvenwood@whro.net]

Don't forget for early registration, Sept. 15 is the dead line! A down-loadable & printable rally registration form is available on the ROAV web page, it can be found at:

[http://members.tripod.com/ROAV/]

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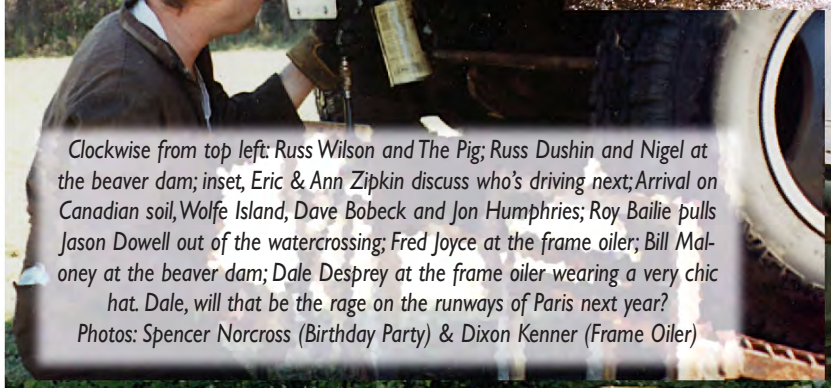

Clockwise from top left: Russ Wilson and The Pig; Russ Dushin and Nigel at the beaver dam; inset, Eric & Ann Zipkin discuss who's driving next; Arrival on Canadian soil, Wolfe Island, Dave Bobeck and Jon Humphries; Roy Bailie pulls Jason Dowell out of the watercrossing; Fred Joyce at the frame oiler; Bill Maloney at the beaver dam; Dale Desprey at the frame oiler wearing a very chic hat. Dale, will that be the rage on the runways of Paris next year?
Photos: Spencer Norcross (Birthday Party) & Dixon Kenner (Frame Oiler)