OTTAWA VALLEY LAND ROVERS

MAY 2002 WWW.OVLR.ORG VOLUME XIX, NUMBER V

The Winter Romp gets underway. (Jason Wachtel)

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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 sum-mer 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: Canadians joining throughout the year pay CD$30 per year, Americans and others pay US$25 per year. Membership is valid for one year.

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OVLR 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, Shannon Lee Mannion (ottawavalleylandrovers@sympatico.ca) or via post to the club address. Photographs should be sent directly to S.L. Mannion, 2-41 Florence St., Ottawa, ON Canada K2P 0W6. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back.

Deadlines: Submissions to the OVLR Newsletter must be received by the 15th 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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Radio Frequencies

VHF 146.520
CB channel 1
FRS channel 1 sub 5
SW 14.160 MHz
OVLR/Land Rover HAM:
14.160Mhz @ 01:00GMT Tuesdays

Online

http://www.ovlr.org
Any ideas for the website please contact Dixon Kenner

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

Submissions Deadline

The 15th of the month for inclusion in next month's issue.

Advertising Information

$35 CDN for 1/4 page ad,
must run for minimum of 3 months.

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The interior of the new Range Rover. (Land Rover press photo)

Hey man, what's going on?

OVLR 2002 Calendar of Events

May:
OVLR Tune-Up, Do It Yourself, May 4
9:00 - 1:00, at Land Rover dealership off St. Laurent
Moose Rally, Kingston NS May 17-20
OVLR Social May 20
Oxford Mills May 26
British Car Show, Hudson QC May 26
Dawn Croydon (450) 458-7113 aprilcroydon@videotron.ca
free admission, bring parts for sale, beer tent
Adventure Challenge
Kansas City, MO May 27-31

June:
Rendez-Vous British at Beauport, QC June 1-2
André L'Abbé 1-418-660-7452
Byward Auto Classic June 2
OVLR Social June 17
OVLR heavy off-road, Calabogie June 20-21
OVLR Birthday Party June 21-23
Sporting Classics British Car Show
Richmond ON, June 23

July:
Evolution of Wheels July 7
OVLR Social July 15
Marlbough Forest cleanup TBA
RTV trials, Roverfest, Killington VA

August:
OVLR Social Aug. 19
OVLR Larose forest romp TBA

September:
Solihull Society National LR Rally, Moab UT
Sept 12-14
British Invasion, Stowe VT Sept 14
registration before Sept 1 essential! (802) 426-3265
OVLR Social Sept. 16
Haliburton Forest Jamboree, Sept 21
Aluminium Man Triathalon, Mid-Atlantic Rally, VA Sept 28-29
OVLR Frame Oiler TBA

October:
OVLR Social Oct. 21

November
OVLR Social Nov. 18

December
OVLR Social Dec16
Christmas Party TBA

January 2003
OVLR AGM on the coldest night of the year

Note: Socials are held at the Prescott Hotel on Preston St.in Ottawa the third Monday of every month at 7:00 p.m.

TAKIN' CARE OF BUSINESS

WHAT THE DIFFLOCK ORDERED

ILLUSTRO LIGHTING GIZMO
There are a number of ways to improve the lighting on your 4x4 and thusyour forward vision. You can add auxiliary lights, you can change and uprate the bulbs in your existing headlamps and you can wear 'night vision'goggles. There is, however, a new product just about to come out onto themarketplace. (see their site for details)

BFG MT TYRES
The NEW Mud Terrain T/A KM are 90% off-road 10% on road tire with TriGard 3-Ply Sidewalls. This gives them exceptional bruise and puncture resistance both under the tread and in the sidewall of the tyre. A new rim protector has been added to give extra wheel protection against rocks and other off-road hazards.

TOOLBOX TALK
mumble . . . mumble . . . mumble . . tourists! . . . mumble . . . caravans!. . . mumble . . . too fast! . . . don't stop there! . . . Jobsworths! . . . mumble . . . mumble . . . mumble

MONSTER LIMO
36' long, 2' suspension lift, seating for 14 people, 46.5" tyres. This FordF350 is the biggest of them all! (Ya but have they seen that new Bentley? ed.)

For more, please check www.difflock.com

www.DIFFLOCK.com

So this horse walks into a bar. The bartender looks at him and asks; "Hey pal, why the long face?"

MY GOODNESS, WHAT WILL THEY THINK OF NEXT?

Spied near the Arctic, a stretched Bentley Arnage that is actually a test mule, hiding a complete new model under a well-known though lengthened body. The car hiding underneath will be the British company's most outrageous models to date. It will sport all-wheel drive, and will ride on the new Audi A8's platform (internally called D3). The all-aluminum body, six-speed automatic gearbox and a turbocharged 8.0-liter W-16 engine pumping no less than 1000 hp will be shared, in some way, with the upcoming Bugattis also under development. An air-suspension - a modified system developed for the new VW Touareg off-roader - in combination withAudi's sophisticated all-wheel-drive system, will ensure there is no loss of traction. The debut of the new Bentley will be in 2005, not too late to take on its strongest competitors - the new Maybach and upcoming Rolls-Royce. Expected to cost around $350,000, the super Bentley will be available in long- and short-wheelbase guise, though all will have four doors. Safety equipment will be more than complete, and luxury will have no boundaries. Each vehicle will be built to the individual specs and wishes of each customer, while the clients work with an all-new customizing department based in Crewe, U.K

The heavily disguised Bentley prototype

WELCOME NEW MEMBERS

Andrew Jones of Oxford Mills,
1956 S1 86"

Joseph Pierse of Franklin Square, NY
2001 Disco S11 SE

Classifieds

1980 Stage One V8.

Contact Mongo Andrews
<eastcoastmongo@hotmail.com>

1984 Ex-British military 110, LHD, 3.5 L V8.

Just bead blasted and resprayed in NATO green. Excellent condition throughout. 111,450 kms. Five-speed trans, excellent canvas, side lockers, roll over bar and rear bench seat, NATO hitch. $19,000 certified

The Wild Rover

Yes, The WILD ROVER is for sale!1974 British military, long wheel base, convertible, right-hand drive.Recently imported into the U.S. still has Ontario registration WLD RVR.In excellent running order. Asking $C10,000 Contact Joyce Cavanagh-Wood 716 858-9530

1983 Land Rover Series III rare109 Hi Capacity pickup

Very good original condition. RHD. Pastel green with canvas tilt. Rebuilt five main bearing engine. Immaculate interior. New Weber carburettor. New Rocky Mountain parabolic springs. New Roverdrive overdrive. FWH, New radial tires. Any inspection 1nvited. US$1000.00 or C$1600.00 located Vancouver. Drive it home 604 921 7277.

Rumoured sale...

Rumour has it that Murray Jackson is planning to sell his Lightweight. Interested parties can get more information from Murray by telephone(evenings) at (613) 837-7781 or by e-mail at mjackson@igs.net.

Parts

These will be available at the Barrie Flea Market, June 7, 8, 9th , Barrie, ON

Prices in Canadian Dollars
-Pair of Series II, 11a Wings, mint condition- $500
-Series bonnet with spare wheel carrier, Mint- $250
-88" rear body tube, excellent shape, nicest I have seen -$500
-88"rear body tube, good condition -$300
-Series hydraulic capstan winch, totally complete, Tank, controls, hoses, and hydraulic PTO. -$1200
-88" Galvanized roof rack, full length, 6" sides, New! -$500
-Defender 90 or 110 "super winch" bumper, excellent shape -$400
-Fairy PTO'S winch, 30,000 lbs. Totally complete a unit, heavy duty winch bumper, and winch. PTO unit, shafts and controls for a Defender. Winch and bumper would suit Series as well, will separate. Came off an X coastguard Defender in England. Excellent condition -$2000.

Email Kevin McCullagh in Toronto at K4Rovers@rogers.com

General Goings-On

OVLR Tech Tip of the Month

Do your hub seals drool?

by Andrew Finlayson

How to Fix Hub Seal Leaks

O.K. So I'm on a bit of a "Stop the Leaks " campaign, can you blame me?

Another popular area for leaks on a Land Rover is from the Hub Seals. Whenthis seal leaks it usually leave an interesting pattern on your wheel or atell-tail wet spot on your backing plate and in severe conditions, it canlead to brake shoes or pads soaked in gear oil which can cause quite a brakepull (even more than usual!)

O.K. So you have pulled apart your hub on a nice Saturday morning and you're going to just pry out that old seal with your "special tool" and just pop that new seal in (that you have already purchased) and then you're good to go. Right?

Maybe! But here are a couple of things you should do first. We will assume that your wheel bearings are in good shape and that you know how to adjust them up properly and hey there's another tech tip topic right there!

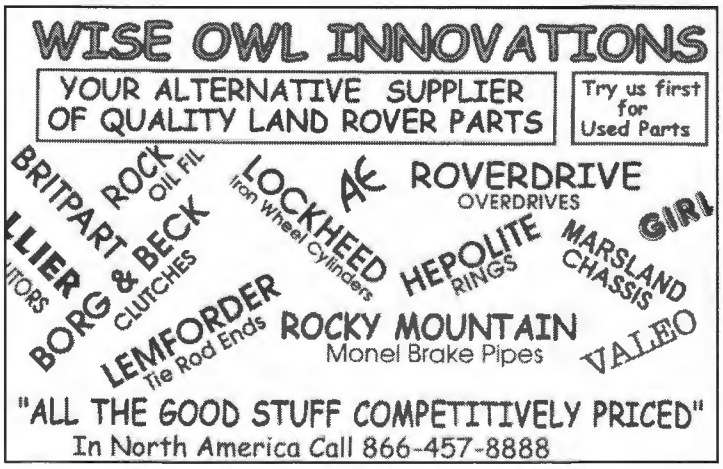
So let's back up a bit and assume you have just levered out the old seal, now check the surface where the new seal is going into for any gouges or deformation...now most of us don't have the exact Churchill tool #18G7093QB/9873 but we usually have a nice bit of wood and of course a swing press aka: hammer so carefully, and as squarely aspossible, tap the new seal into position then take a little gear oil and lube the seal lip(s) with this.

Next we have to carefully check down at the base of the stub axle to make certain the collar that the seal rides on is good condition. If this collar is gouged, pitted or oval it should be replaced now or your new seal will not seal. This will require drilling the collar and splitting it with a nice sharp chisel. Please Wear Safety Glasses!

Then simply tap your new collar into place with a nice punch. As a side tip you should always purchase a new collar with your hub seal because chances are you will need it and it's no fun doing the job twice.

All right. So now you have a nice new seal fitted with a new collar and everything is back together and you don't have too many left-over parts? You're just about to twist of that first cap for a cool one but wait! There are a couple of more things you should check. Make sure that your differential oil is full, after all it was leaking...right? And also it is important to check the axle breathers. Lots of the old Series Land Rovers had a small breather with a ball bearing inside that often seized up in the blocked position. You can fiddle with this for a while and free it up or simply install a new one (another item for the shopping list). Newer Land Rovers have breather tubes made of plastic and some times they can be blocked with mud or spiders or in some cases the tube can get dislodged and be melted on an exhaust pipe.

All this to say that it is important to check that the axle can breathe so that when your axle gets warm the pressure that builds up inside has somewhere to vent to other than through those seals! Hope that this is of some help to y'all. Til next time.



For all you Range Rover guys out there, Convert or Else!

article provided by Kevin Willey and written by Ali Ashfaq

The conversion covered in this article for Range Rovers up to '92 model year - when serpentine belt came into production. Of course you can still do the conversion even with the serpentine arrangement but you'll need a different type of pulley.

This alternator is found on late model GM truck with HEI and fuel injection. The computer for HEI requires a good, clean source of power so that's why I chose this model alternator. It puts out 100-130 amp at idle depending on load. Most alternators need to be "excited" by revving up to 1000 or higher rpm in order to activate the field and output higher current. At idle, I turned on both windscreen defroster, lights on Hi beam, heater blower on high and the alternator put out about 100 amps approx. My old unit used to squeal when it experienced a high load!

Basically, you'll need a longer upper bracket and a longer belt. Any competent alternator shop can hook up for you the "Repair harness" to your wires. Technically, you can do all the work yourself if you're comfortable with wiring and reading schematics. There is a simple schematic on the back of your "Owner's manual" that should suffice if you don't have a repair manual for your rig. You'll need to make up a top bracket like the picture. I'm also showing the colors for the wires: slate to harness white, brown to harness brown. Red wire is not connected. The upper bracket was made out of a 1"x1/8" steel. I heated up at the right place then put a twist and a bend in it so that it lines up with the upper bolt on the unit. A slotted hole is used for adjusting the belt tension.

An important thing to remember is that the new pulley must be EXACTLY the same diameter as the old one. I'm referring to the diameter of the belt contact surface not the actual diameter of the bore. Smaller pulley = faster tach and vice versa. If you use too narrow of a belt, then your tach will read higher as well! So belt thickness does matter. I found that Gates Rubber company has all my belts and they're very cheap. You can find them in any industrial parts house and some auto parts stores.

Alternator repair harness The red wire is disconnected.

Alternator OEM bracket laying on top for comparison.

New information 2/12/02:

You can now use CAS144 for higher output BUT you'll need a serpentine pulley. The narrow V belt doesn't provide enough grip surfaces so slippage can occur under heavy loads. The belt ends up getting glazed you don't get the amperage you need. Unfortunately, adapting serpentine style pulley to the PS pump, crankshaft and the alternator can get a bit expensive.

I now run two #2 Gauge welding cables (pos, neg) from the alternator to the battery. This provides: solid ground (not relying on chassis ground) and more current carrying capacity. Let's face it; if an alternator provides 100 amps and tries to push it through the stock wires (while making a stop by the starter) on its way to the battery, it gets hot! The additional cables allow for quicker starts and a cooler alternator.

Parts list:

CAS 130 model 7973 - Alternator 105 amp alternator (but does go up to 120 amp at idle!)
WAI 46-1803 - Repair harness
Longer top bracket (home made. Just heat up and bend and twist!)
Longer belt - Gates Rubber 10A0685.

The Garage

Paul Donohue

Sometimes a story takes on a life of its own. This happened to me recently at a meeting of our local Land Rover owner's club. I mentioned that I was thinking about building a garage and asked some of the members what features should be included.

The basic idea is to erect a small building with big doors to keep the snow, bird droppings, tree sap, cats and acid rain off of my cars. As a bonus a garage would provide a sheltered place to work on a car. Cars (especially old Land Rovers) seem to need attention when the weather is at its worst.

As the group warmed up to the task, several good suggestions emerged. There is not much doubt that I should have electricity brought out to the garage to provide for lights and a few power outlets. One member advised wiring for 220 volts to allow using big power tools or a welder. A small gas fired space heater would keep both cars and people warm on cold winter nights. That is when most cars need attention. Water would be useful for washing cars or hands. A laundry type sink should be adequate for washing hands or coffee cups and be big enough to wash car parts. "You are going to have hot water, aren't you?" another asked. "The small water heaters available these days are perfect for this."

Tools and the obligatory workbench gave several members an excuse to wax eloquent. I was thinking in terms of the usual sledge hammer and left handed monkey wrench it takes to keep the old Land Rover running. My advisors' real fervor showed when discussing power tools. No self respecting home mechanic could possibly be content without the bare minimum of power tools including: a bench grinder, arbor press, arc welder, air compressor, drill press, parts washer, chain hoist, lathe, mill, etc.

Storage space in the garage is important. Some parts need to be stored indoors to preserve them from the elements. Fenders, doors, frame parts, wheels and tires can be stashed up in the rafters. Engines and electrical parts can be stored outside.

"Was I going to have music in the garage"? Someone asked. No longer is it enough to have an old radio. Today, the bare minimum includes tapes and CDs. How can I possibly expect friends to come over to help without music?

This led us into a lengthy discussion of the appropriate music to accompany working on cars. Wagner is just right for working on bimmers and benzes. Vivaldi is perfect for working on Alfa Romeos. The Beach Boys and the Doors are right for working on Detroit iron. But for working on Land Rovers, opinions ranged from the Beatles and Moiret's Rondeau (theme for Masterpiece Theater) to the Chieftains, a personal favorite.

Throughout this discussion, new people keep drifting in with new ideas. Suggested additions to the list of essential features, equipment and accessories for the well equipped garage were now flowing like Guiness at an Irish pub. Gotta have a refrigerator; how else to keep cold the beer it takes to fuel the friends who come over to help with bigger jobs like pulling engines. A microwave would be nice to warm up coffee, pizza or cheese for nachos. Probably ought to have a table of some sort for assembling transmissions, spreading out parts, manuals, or eating pizza. Need a telephone too, for ordering parts, pizza and reinforcements.

When a new arrival suggests "don't forget a place to sleep", it becomes clear that the garage I have not yet built has taken on a life and a population of its own.

The dream.

The reality.

Tall tales and questionable antics

Kevin and Kevin's Most Excellent Adventure, Part IV

The End of All Good Things Comes to Pass

by Kevin Willey

It rains all the way to the border crossing at Calais Maine. The crossing agent on the American side asks the standard questions: where you going, where you been, is this a Canadian military vehicle? No, British I say. You in the British armed forces he asks. No, and the truck hasn't been for years either. Oh, good, any guns or munitions in there? No, I respond, well have a good trip he says as he waves me on. Kevin follows about thirty seconds later. Off to Bangor we go.

Still raining, but the radio promises sun, or so claims the station from Bangor. There seems to be a new rip forming just over my head, and the canvas is way too wet for duct tape to stick, hope it holds. The little rip soon becomes a bigger rip and the tape on the rip over the passenger seat seems to have given up as well. I really hope these two holes don't meet. A canvas roof with a hole in it is not a good thing, gets worse when it is raining.

As we crest a hill, I can see the sun at the back edge of the storm cell, just as the flap, flap, flap, returns. I head for the side of the road, but too late as the roof decides to take this opportunity to part company, leaving a gaping hole over both driver's and passenger's seats.

We decide to cobble a fix by strapping and tucking the fly cover from my tent in place of the roof. This only takes about fifteen minutes, which is just as well as the road isn't very wide and the truck traffic is quite intense. The local Forrest Ranger stopped by just as we were finishing and offered to lend a hand or duct tape if needed. We thank him and head on down the road, only to stop again as the passenger door chooses this point to swing open again. The flapping of the fly is so loud as to drown out the radio. This is loud, since the speaker is only a foot behind my head.

Half an hour later finds us in Bangor, Maine and the sun is out so off comes the roof. Only ten hours to home from here but it is a nice day to go topless.

We get on the interstate and head to route 2 and on to Skowhegan, and then route 201, north to the Quebec border. We watch for Moose signs every couple of miles along the route and for good reason too. Mother and youngster Moose are off to the side of the road having a slurp at a small pond.

The trip to the crossing back into Canada was without incident, thankfully. At the crossing the agent asks where I am coming from and where I am going to. When I tell him Nova Scotia to Ottawa, he steps back and I say to him, 'Funny, I get that a lot.' Have a good trip he tells me.

On the Canadian side of the border, we stop fro a bit. Kevin's 88 is idling rough and the intake air pipe seems to have come loose from the top of the carburetor. A quick clean and tighten the clamp and it slips off again. A zip tie around the carb and one through the clamp seem to hold it in place. The idle are better, too. Restrict the airflow and it runs better, who would think?

Next stop St-George-de-Bouce and some dinner. Dinner done sees us heading to Quebec City, only five hours to home from here. A gas stop just outside of Ste-Croix and the idle on the 88 still isn't right. Back on the highway and Kevin's truck does the bunny hop thing but does settle down fairly soon, the gods do look on us with favor at last.

Night is falling and it is getting cold in my truck without a roof, can't turn on the heater since I don't have one, so I pull up my hood to help hold the heat in. Just to the west of Montreal we stop for a pit stop and a coffee, thankfully. I give Kevin the radio back and let him know that when they exit to drop off his brother I'm going to continue on home.

I pull into the driveway at 12:30 a.m. Wow, what a great trip! I get my pack and bag out of the back; the rest can wait till morning since my warm bed is calling. I seem to have misplaced my house key, and try as I might to find it I can't. Knocking on the door doesn't seem to rouse anyone so the tent comes out and I set it up in the back yard, sleeping bag is only a wee bit damp in the water proof bag. Nice warm hotels for the whole trip and now, tenting in my back yard. This seems fitting considering the rest of the adventure we have had.

The morning arrives very early since the birds take way too much joy from making a ton of noise at five a.m. My wife wakes me at six when she lets the cat out. She of course inquires as to why the tent, I mumble something about keys as I pass her on the way to my still calling bed.

Epilogue

Rino made it home on Tuesday. Seems he had his truck towed to Bill Nickson's in Grand Bay, N.B. They fixed the problem, dirty connections and even installed the new steering box that Rino had with him.

Kevin's idle problem turned out to be another blown head gasket, which would be three so far this year. Can you say Lug Nut? I will be removing the stub axils and replacing the Blue RTV with Black.

JUNGLERUNNER: MIDDLE EAST AND EUROPE

Jeff Willner - www.junglerunner.com

Six months into a one year trip and already it had been the adventure of a lifetime. Our little crew, Sally, Jody, Gulin and myself, had driven a Land Rover Defender from Cape Town to Cairo, through the Middle East to Istanbul, up Eastern Europe to St. Petersburg, across Scandinavia, down Western Europe to Spain, and shipped it over to Brazil. I flew into Rio de Janeiro on a midsummer December day ready to face the port bureaucracy - though I didn't speak a word of Portuguese.

In the middle of the riots in Buenos Aires

Customs formalities to get the truck onto the ship in Spain had taken two hours but in Brazil I found that things moved much more slowly. In fact it took a week of sitting in oven-like offices, sweat trickling down my arms, stationary, while our hired agent patiently stood in various lines. I knew I was close to cracking when I numbly watched a group of ants crawl up my legs and into my clothes. Fortunately it was only a week. Any longer and I would be comatose in a Rio sanitarium, lost in a daze, still waiting for forms, waiting.

In our quest to drive around the world in a year time is always precious. So when the truck was loose we didn't waste time. South through Sao Paulo (we didn't stop in Brazil's biggest city as it has all the appeal of Los Angeles) to Curitiba and Iguazu Falls. Wow. Both amazing in their own way, Curitiba for the quaint coastal towns nearby and Iguazu Falls because it is the largest collection of waterfalls in the world. Having grown up in Niagara Falls and visited Victoria Falls many times, I was prepared to be unimpressed. Not so. Jaded as I am, I was still awed.

Paraguay looked and felt like being back in Africa, it is definitely the third world. But crossing into Argentina was a surprise. All the comforts of home. This was no dreary banana republic. It was the first world. Though we were mystified by the crowds of people running around on the highway. What was going on? It turns out we arrived in Buenos Aires just in time for the height of the currency crisis.

When we woke the next morning there were riots two blocks away. Not content to let common sense overrule curiosity, I wandered into the middle of the rock throwing protestors. For future reference, if you ever get tear gassed don't rub your eyes - that makes it worse. Still, it was quite civilized really. Normal folks watching the events would take the time to apologize, "You know we normally don't do this kind of thing. It's just that the government has made a terrible mess of things. Do take care." Even the police seemed quite content to let me walk over into the middle of their ranks. Every once in awhile they would motion me back and fire off a volley of plastic bullets but it was apparent that they were quite sympathetic to the protestors.

Always pressed for time, we couldn't linger in Buenos Aires for more fun. There is not much to see in Argentina between its Capitol and most a southerly point so we decided to drive the 4,000 km in a three-day marathon. South America's most southern city, Ushuaia, is indeed beautiful. Snuggled against Beagle Bay and surrounded by mountains. Jody, Gulin and I took our pictures at the tip of the continent and then turned around and headed north. Little did we know that in the middle of Patagonia's desolation we would suffer our first real tragedy.

Sally had stayed home in Australia to be with family for Christmas. We were planning to meet her in Santiago, Chile. And Gulin had made a surprise announcement in Brazil - she was leaving the expedition at the end of the South America stage. She and Jody had gotten along like oil and water and though she told us she'd run out of money, I think deep down she felt overwhelmed by the challenges of her first big adventure away from Turkey with such different personalities.

Jody and Gulin didn't agree on much, but both of them were allied on one point, I was too bossy when it came to their driving. "Come on Jeff, you drive too fast, I think Gulin is a better driver than you, why tell her to slow down!" So coming north from Ushuaia I decided to bite my tongue and be less of a back seat driver.

(continued on next page)

Crashed Land Rover in Patagonia

Bad idea. The Defender is famous for its coil spring articulation, each wheel can move independently over obstacles delivering a smooth ride. Driving on gravel is a treat because the truck is truly at home. But there is a big drawback to this type of suspension - vehicle sway. It is particularly easy to roll a heavily loaded Defender if you don't anticipate the vehicle's reaction to terrain. In our case it was over in a few seconds. The truck went into a gravel corner too fast and started to slide. I watched in horror as the wheel was turned much too far. "Don't turn so much!!" CRASH. CRASH. Silence.

We were upside down. Clothing and gear trickled down. I struggled to move but my arm was trapped in the crumpled rear panel. Jody popped loose from the front seat and wiggled out running around to our side to wrench open the jammed side door "with the strength of pocket Hercules" as she said later. Gulin was hysterical and had taken the worst of it. Blood poured down her face and hand from several cuts. Fortunately I was able to wiggle my arm free with some effort and dropped down onto the ceiling, and out the open door.

The barren plains were deserted and a stiff wind blew into our faces. Papers and toilet paper streamed out of the crumpled truck and across the grass into the distance. There was a moment when everything seemed finished and the temptation was almost overwhelming to just walk away. It took a mental effort to take a deep breath, look around, and start gathering the loose debris into duffel bags. The first step in what would be a one-month trial to get the expedition back on the road.

Fortunately nobody was seriously injured and our insurance company settled handsomely with enough to ship the truck back to Africa for a complete rebuild and on to China for the beginning of the next stage.

Near the end of January, Sally, Jody and I left to finish the rest of South America by public transport. It was a whirlwind month with highlights including the colonial architecture of Uruguay, the wines of Chile, the Atacama desert of Bolivia, the Nazca Lines in Peru, and the Galapagos Islands. But Gulin decided to stay behind in Buenos Aires. It was a bittersweet ending to her trip, though she typed later in an email, "you may think that because I had some hard times I regret doing the expedition but that is not true - even today I would find no better investment for my money and my time." Isn't that the best post-script of all.

See the complete story and pictures at: www.junglerunner.com

Next in the series: Asia

Finally on the road in Brazil

Maple Syrup Rally Photo Spectacular! (part 1)

The popular karaoke contest! (Harald Friese)

"If only I had a snorkel... (Harald Friese)

Winches are for wussies. Real men pull Land Rovers out by hand. Rino demonstrates.(Christine Rose)

The caption for this photo is left as an exercise to the reader. (Harald Friese)

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...and this, kids, is how you make 90-weight oil. (Peter McGough)

Professional chefs at work, using only the best tools. Leonore and Jason make French Toast. (Christine Rose)

Jason Dowell and Vern Fairhead with others (Christine Rose)

Francois, Vern and Linda took care of the urine testing. (Harald Friese)

The rare Land Rover hatchback. (Harald Friese)

Ted and Matt Rose attempt to lead Louis-Philippe astray. (Christine Rose)

Ian Thomas works out his Rangie. (Roy Parsons)

More Maple Syrup Rally Action Next Issue!

Jason Appears To Be Stuck In Winter

by Jason Wachtel 1960 SII 109" Blindside

We encountered our own rutty mess heading back which seemed to get a RangeRover with poor road tires stuck many times. There was a D90 that kept pulling the RR out of spots and in one especially deep pit, we were waiting for over an hour as the D90 dug itself in trying to extricate the Rangie. This caused concern for the passability for the rest of the vehicles.

We were at an impasse. There was a decision to use a Bypass that Bruce Fowler was opening up. This required backing up and turning around many trucks. Six of usdecided to proceed forward anyway after some cajoling and chicken references. David (Red Range Rover), Greg Hren and Peter Vollers came back down the trail to spot and tow.

On the road to nowhere. (Con Seitl)

A Disco cracked a shelf of ice and put the SE D90 in an ugly mess. We pulled it back and everyone else drove around the mess. The huge mud hole stuck the rest of us EXCEPT the two D90's. They muscled through that with authority. I must say though I enjoyed being stuck there. Being slingshot out of that mud hole by Peter V was an awesome ride.

The trail ended soon after this and getting off at 8:15 or so we headed out to catch up with everyone else. The Bypass group made it out fine as well.We all met up at the College's Student Centre. People gathered into groups to share the day's events. Peter could not make it because Peter Jr. was sick. I bought him a burger for thanks for the tow. Francois found me shortly after getting in and bought me, McKenna and another guy beer for being the shovel crew on the second river cross. John Cranfield was awarded $4,000 as part of the first installment from the charity auction. Weheaded back to camp around 11:00 p.m. and we were too tired to make a 20 minute jaunt for more beer. After building a fire, we settled in for a few more brews before calling it a night. After half an hour, I just couldn't keep my eyes open any longer and I retired happily.

Sunday. Back to Big G's for breakfast! After a great meal we headed backto Bruce's for Polo. When we arrived there was a crowd gathered around a greenIIA 88' that snapped his frame just in front of the front shock mounts on both sides. They used a come-a-long to try and hold it in place afterpeople warned him that this probably would not save him. He was determined to drive home though. He set off and I don't know what became of him.Afterwards I was waiting for the polo match to start and Andy and his D90 challenged me to a drag race across the muddy field. The field was almost all mud with little snow patches, and to one side Bruce had piled up the very large remains of his old barn which he set ablaze for the event. It was really a nice sight. I could not resist trying to show up a D90 V8 with my SII 109 and turner 2.25.

We lined up a couple times, I started early on one and the next one he "claims" he was worried about a truck coming along. I think it was an excuse and I at least beat him once fairly as he was slow off the line (really!).

A Disco manned by Charlie Brown wanted in on the action. This was not the Charlie Brown with the shop.

This is probably more fun now than it was then. (Con Seitl)

(Although I wish it was he as the damage I took would probably be repaired by now). He pulled around to line up and discovered (pardon the pun) a mud hole about 1.5 feet deep. The D90 could not pull him forward so I lined up behind him. I tried putting tension on the line before pulling but that did not help. I jammed it in reverse and almost got him out at

Francois wades through. (Steve Wehr)

the expense of crushing my right frame horn. The top of the horn was crunched but the spring mount was ok. I felt fine driving on the road like this but certainly not off-roading.

After discussing the damage with many folks, a Freelander with road tires drove a bit around the muddy field. Everyone watched it as if it were some sort of clown putting on an act. It had the wrong tires and the wrong rims which made for a lot of rocking the vehicle to move through the lighter mud. It was interesting to see the traction control work, which saved it from being completely stuck. A nice system but it is not clear how rugged it is. I would have loved to see it take on the mud where the disco was stuck, that would be a real comedy.

Other damage I incurred was a smashed running light lens, a cracked muffler at the front pipe to inter pipe joint. These are the first Rover bits that I have broken. I feel initiated into this madness now that I have broken a couple things. My wife calls them expenses but to me they are war wounds and I am happy for them. We said our goodbyes and headed out. I made it back without additional problems.

Blue-By-You blows by. (Steve Wuhr)

Driving looks more fun than walking (Jason Wachtel)

Okay, Spiderman, give it a yank! (Con Seitl)

Field of dreams. (Steve Wuhr)

Paul-Andres goes swimming. (Steve Wuhr)

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There was no danger of starvation. (Steve Wuhr)

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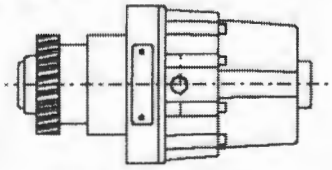

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Thomas finds a parking spot. (Steve Wuhr)