



BOX 101 WINCHESTER, ONTARIO, K0C 2K0

G'Day eh:

Aug. 10/89

NEWS FLASH...There's a new Land Rover on the horizon. It's called the Discovery and will be unveiled next month at the Frankfurt Motor Show. Designed to compete head-on with Japanese yuppie 4X4s, the new vehicle will go on sale in England end of the year. It's all speculation but insiders believe our beloved Land Rover will return to its original and cherished role as a utilitarian workhorse while the Range Rover will be upgraded toward the very rich. For more details see page 4.

The executive has instigated a \$5 user fee for all club-owned tools and equipment to cover maintenance and replacement costs. The towbar, one of the club's oft-borrowed pieces of equipment, has needed bolts replaced several times after members damaged or lost existing ones. Safety chains have gone missing and the two-inch tow ball needs to be replaced. As a reminder, here's a list of some of the equipment available for members' use: Clutch alignment tool, half-inch-drive sockets for wheel bearing nuts and crankshaft pulley dogbolts, valve spring compressors, Whitworth sockets, vehicle recovery straps and workshop manuals. Call McD at 224-8300 and bring your \$5 fee.

The mid-July Land Rover rally at Mechanicville, NY home of Atlantic British Ltd., was attended by a small but vital contingent from OVLRL. Jason Dowell and Al (Bates) Pilgrim rocketed down for the three-day event in Al's Bronco and were joined by "Doc" Watson from Wingham and Tom Tollefson from Toronto in their Land Rovers. George Charron and family arrived in the motor home with their 88 in tow. Friend John Cranfield was there from Nova Scotia. John Morrison, owner of Vermont Rovers in Cambridge, VT, was there with his neat 107 station wagon and two friends named Bucket Bob and Wild somebody.

The Ottawa lads pulled in Friday night--thanks to the rocket Bronco--quickly found the beer tent and got down to heavy socializing. Saturday began with coffee and donuts, a technical session and off-road trip. Al and Jason however had opted for a more laid-back day and settled into the beer tent again to watch a National Geographic video about Dianne Fossey and her apes. The Gods must be Crazy, which has become the official Land Rover gathering movie, was also shown but by then the boys had faded off to dreamland.

Owners Steve and Dick kept the parts shop open and oversaw the hotdog and hamburger lunches and chicken barbecue. Unofficial turnout was about 50 Land Rovers and 100 people. Major plus--most people were camped right on site which helped in socializing and campfire visiting. Major drawback--no running water or power. (But then, that's what camping is all about, eh) Sunday, it was load up and start for home for most. Al and Jason headed for Jefferson, VT, for the night before visiting Mark Letorney's Rovers North the next day. HOT TIP---John Morrison has an 8,000 pound electric with LR mounting for \$500 US. Phone him now. 802-644-2128.

A couple weeks later, some of the lads found themselves up Pakenham way--up to their collective yings in mulch, that is. The Dowell brothers, Neil, Al, McD, Fried Price and Murray Jackson started off innocently enough. It was an invite for a swim and a little light off-roading from local Series-1 owner Mike Dolan. It went bad right from the start. The Dowell brothers--also known as the Bowel drothers--needed gas so, nauturally, Gerry went to one station and Jason to another. After we found each other again, it was off to Almonte and buy beer --where the Dowells again each chose a different outlet. Fortunately, Neil and McD were in radio contact and, with one of them attached to each of the Dowells, the group managed to get back together and complete the journey. But not without incident

Jason's mint, just rebuilt, Series 1/86 was on its maiden voyage and had a few bugs still residing in it. The first was the electical fuel pump which, after several threats that brought the convoy to a halt, finally called it quits. Neil's spare electric pump saved the day and they were off. Once at Dolan's, Bates removed his bonnet/fenders/facia combination in an effort to track down an engine overheating problem and charged into the bush naked. Every time he hit water or mud, the bush, other vehicles and people got a bath. It made great pix...but failed to cast any light on the overheating problem. Some suggested the only overheating was in Bates' brain.

Murray opted to leave his "sparkling" military lightweight on dry land and joined Fred in what --Dolan assured us--would be a light romp in the forest. He lied. Right from the initial ker-splat, it was goup over the floorboards. With Bates, McD and Fred sharing the winching duties, the little band managed to get through in about four hours. But not without casualties. Dolan's Series-1 lost a muffler, brakes and all ability to start on its own. Fred caught a branch in the eye and Neil whacked himself in the forehead with a wrench.(probably for going in the first place) Both Neil and Fred have recovered.

But the adventure was not yet over. While Murray drove Fred to hospital and an eye check, the little caravan--free of the mud thanks to a shallow quarry pond--struck out for home with Neil pulling Fred's 88 via the club towbar. Several miles down the road, Bates' electric fuel pump packed it in and McD pulled off to offer his spare one. Jason's generator had quit earlier in the day and, concerned about approaching nightfall, the Dowells and Neil decided to press on. It didn't take long before Jason's borrowed fuel pump also coughed and died. Gerry pulled off to assist his brother. Neil, now alone but for the reflection of Fred's 88 in the rear view mirror, pressed bravely onward. Several hours later, everyone was back home, tired and dirty but planning another assault later this summer.

Congrats to Newfoundland OVLIR member Kevin Burton and the lovely Deborah on their wedding..her first, his 16th. Bates and Loretta flew in early this month for the ceremony and report the bride was beautiful as usual. The groom's brothers, Bernie and Michael, were ugly as usual but nevertheless resplendent in blue tuxedos. Kevin--can you believe it--wore white

Jocelyn Mainville is riding around in her newly-licenced 88 after more than 60 hours "good deed" efforts by several club members. After work on the engine, electrics, clutch and frame, she passed the test with a promise to replace a seized ball joint SAP.

Yves Fortin's 2-A continues its ground-up rebuild at McD's. The frame is done with a boxed rear section, crossmember and new outriggers all around. New engine and transmission crossmembers are set to go on then it's footwells for both sides. Still to come: replacing the rear engine oil seal and exorcising the Lucas electrics.

A personal view by Richard Thomas

Land Rover finally lifts the wraps

Land Rovers Discovery is a company statement explains, "aimed at the personal transport sector of the four-wheel drive market to compete head-on with products from Japanese manufacturers."

THE HERE is, Land Rover Ltd have issued the first official picture of the new vehicle, to be called the Land Rover Discovery. It will be shown publicly for the first time at the Frankfurt Motor Show in September this year and will be on sale in the UK, say the company, at the end of 1989.

Discovery is the first brand new vehicle from Land Rover since the Range Rover was introduced in 1970 giving the company a third vehicle to add to the range of Land Rovers and

its prices have yet been quoted and these will not be fixed until the has managed to secure a supplier. The company to say precisely however, that the Discovery should be seen as a direct competitor to the Mitsubishi Shogun, so expect prices to be similar.

Comments

I anticipate hearing and reading a stream of conflicting comments about the Discovery. Although I have to admit to being underwhelmed by the choice of name, I am beginning to think more and more highly of the new vehicle. Judging it has been said from the evidence of a single photograph, the Discovery's Range Rover heritage is inescapably obvious and there are a few other points worth considering.

What was the design brief? I would guess that Land Rover set out to achieve a vehicle that will prove more acceptable to the 4x4 private market than the heavy-duty Range Rover and the Ten-40s, yet will fall below the steadily up-market appeal of the Range Rover.

I suspect that if you asked any keen 4x4 enthusiast to describe the perfect vehicle, it would be one that can perform like a Land Rover off road, have the suspension, mechanical and performance of a Range Rover and the interior comforts of the best of the Japanese, all at a sensible price. It could be that the Discovery is exactly that. In fact, I'll go further and say I think that is precisely what the new Land Rover is and I'm already beginning to think that I want one.

On specific points it's clear from the photo that a four door (or will they call it a five door) version cannot be far behind. The rear door is obviously one piece and side-hinged — mounting the spare wheel on this door is an excellent space saver and looks good. It appears that there may be two sideways facing flap down "occasional" seats in the luggage area.

I suspect that there will be some things about the Discovery that I won't like. I am disappointed in hoping that the interior will not be too plastic and I'm also hoping that there will be more than adequate leg space for rear passengers. The current wisdom amongst people who like to talk about these things is that the Range Rover will continue to move further up market while the Land Rover will become, once again

the utilitarian workhorse that it was first designed to be. This means of course, goodbye to the County type leaving the Land Rover range to consist of merely pickup and hardtop. One Ten pickup, hardtop, station wagon and high capacity pickup and One Two seven special build vehicles.

The County name will continue, however, as the Range Rover County is already available in the States as a super luxury version with enhanced interior trim. The Land Rover County is unknown in America, so we can expect to see the Range Rover County replace the Range Rover SE in British order (the County name becomes available, probably for the 1990 model range).

