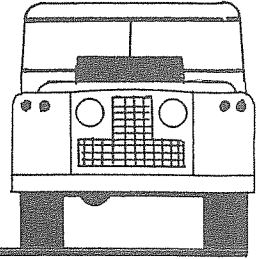


# OTTAWA VALLEY LAND ROVERS



G'day eh:

June 8/90

IN THIS ISSUE: Last chance to make the birthday party (if Canada Post delivers this in time), final plans for ABP rally, more on Picton get-together with Toronto club, big doings in Utah, local mud-flinging competitions, our promised package on winching and more.

Now the details:

In case you missed your phone call asking if your're coming, Jerry Dowell will lead the convoy to the annual birthday party from the Shopper's City West parking lot (rendevous near the beer store) at 10 am sharp Saturday. We've included another map to Dolan's--this time right side up. Please note the new phone number of host Mike Dolan. (256-1980) Plan to be at Dolan's no later than 1 pm. That's when the winching demonstration gets underway. We'll have handouts on site to guide you through the demo. About 2 pm, we'll set out on our light off-road trek through some of the prettiest country in the area. A little pavement, some powerline tracks, a tiny bit of mud and a short bounce though the woods will bring us back in time for the porkroast barbecue about 5 pm. If you decide to stay in camp and catch some rays, we've got a few options to keep you busy. There will be club T-shirts on sale for \$5, some surprise gifts and the ever-present opportunity to compete for the infamous Lugnut of the Year award. Don't forget a deck chair, tent and breakfast if you plan to stay the night, maybe a little something to keep you cosy around the campfire and a camera.

Have you told the boss you need a long weekend July 13-15 so you can join us on safari to the Atlantic British Ltd rally in Mechanicville, NY? Event co-ordinator is Jason Dowell and he needs to know who's coming by July 5 so AB Ltd can reserve camping space on their lot for us. Plans are to pull out of Ottawa a la convoy Friday morning, spend that night somewhere in the Adirondak Mountains and motor into Mechanicville early Saturday. AB Ltd is expecting more than 100 Land Rovers from Canada and the US (a fleet from the Toronto club is leaving Thursday) lots of activities, things to see, buy, sell, trade, some off-roading, good food and movies. There are no fees but you're responsible for you own food, gas, etc. Some emergency spares and the club towbar will be coming along to ensure everybody gets back OK. We already have five LRs slated to go so if you want to join us, call Jason at 731-5098.

Plans for the Picton trip to meet members of The Rover Club from the Toronto area are firming up. Club president Tom Tollefson will finalize things at the birthday party with Mike McDermott, OVLR co-ordinator for the event. It's scheduled for the August 25-26 weekend at the home of Richard Copple who also runs Long Run Imports specializing in Land Rovers.

The June meeting found \$1,117 in the bank, helped by dues from four new members. We purchased a set of heavy-duty ground anchors to complement our existing off-road equipment (see it all at the winch demo). In other business, our newly created nomination committee has folded with the departure of the Johnsons. Elizabeth, sole member of the committee struck to seek out candidates for next's year's executive, is moving to Vancouver with husband David and kids Maggie and Malcolm. Any volunteers? President Robin visited the military archives recently for information on the 101 Forward Control tested here years ago and eventually picked up by a former OVLR member. He's asked for photocopies and we'll pass along details when they turn up. For those of you who have never seen a 101, we'll do a little piece on one in an upcoming issue.  
GOSSIP...NEWS...RUMOURS...FOR SALE...LIES...WANTED...NEW FACES..STUFF

\*-Welcome new members Don Buchan of Vanier, Kathleen Murphy of Nepean, Ron Rosaasen of Gloucester and Robert Donk of Petawawa.

\*-Welcome also to David Place of Selkirk, Manitoba who expressed interest in joining us soon.

\*-Joel Harris is stockpiling goodies for another assault on his 88 rebuild. Jason and McD..with a little help from the owner...broke a record several weeks ago when they stripped the old dear down and transferred the engine, transmission, running gear and suspension to a near-perfect military frame in nine hours. A solid bulkhead just arrived from Hat Salvage in Alberta and soon the boys will be mounting up all Joel's new bits.

\*-And speaking of Jason, he promises..no foolin' this time...to have his rebuilt 88 ready for the birthday party.

\*-Derrick Hammond has his 88 frame and badly rusted bulkhead at McD's for some basic welding before his rebuild starts in earnest.

\*-McD has postponed his 2-1/4 engine replacement until after the birthday..but he'll need it to face the Adirondaks in July.

ALSO IN THIS PACKAGE: Review of Gods Must Be Crazy II, Rovers North Utah rally, Roverregister ponders ALROC's Transfer Box demise and the competition schedule from Club 4X4 Outaouais.

That's all for now  
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# SPECIAL SECTION: WINCHES

**W**alk in to just about any four-wheel-drive center or browse through any of a dozen enthusiast magazines that relate to hunting, fishing, or off-roading, and you'll come face-to-face with 12-volt electric winches. You see them in ads. You see them on the vehicles. You even see an occasional story on how to install one.

They're such a simple tool: An electric motor spins a gear arrangement, which turns a drum that reels in cable. The maddening part is that for a such a simple tool, a winch can be difficult to buy when it comes time to put one on *your* vehicle.

At last count, there were seven manufacturers of winches designed primarily for pickup and sport/utility use. Spread among

those seven manufacturers are nearly two dozen winches—ranging in pulling capacity from 3,000 to 12,000 pounds, and with list prices between \$400 and \$1,200—that can be used for light-truck applications.

Making that kind of investment dictates careful consideration of all the factors. To help make your choice a little easier, we'll lead you through the winch-market maze.

But there's one important thought to keep in mind as you wade through the information that follows: Buying a winch is like buying a pair of boots—what looks and feels good to one person may not be right for another.

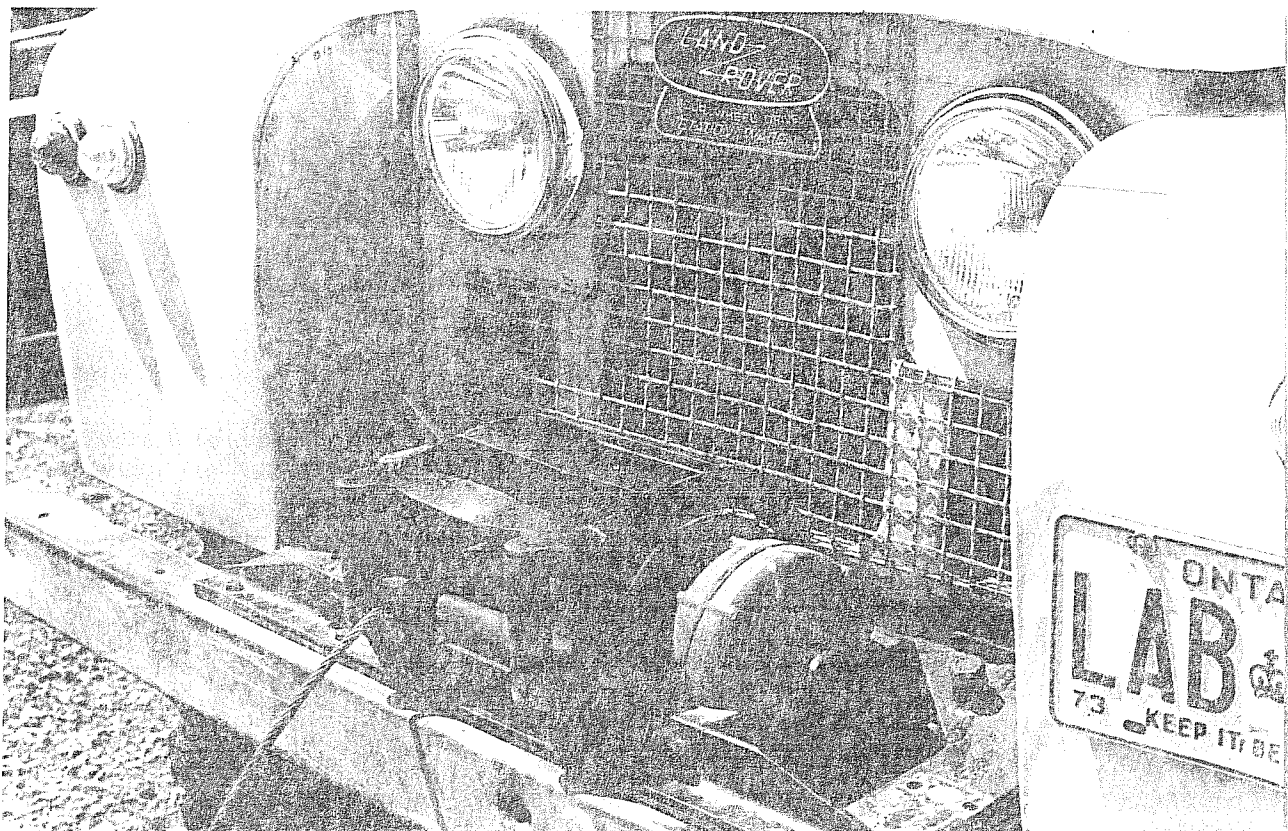
## FINDING THE PERFECT WINCH

The perfect winch would be inexpensive

yet last forever. It would be very lightweight and compact yet able to move mountains with ease. And it would take very little strain on the vehicle's electrical system to make it perform its strong-arm magic.

Unfortunately, no one has been able to design such a wonderful accessory. The closest that today's manufacturers have come is a compromise of all the perfect winch's characteristics, so you'll have to use other criteria to choose your winch: Do you travel to places where a winch is needed? How often would it be needed? What type of vehicle will the winch be fitted to? And how much money are you willing to pay for electric muscle?

If you're an outdoorsman, the need for a



3,000-lb PTO drives off transfer box

## WINCHES

winch could come during the winter months when a lot of snow and mud can make backroads travel risky. Or it may be used infrequently during the spring and fall when the hunting seasons beckon. Or possibly, you're just a lightweight off-roader, one who likes to play and explore just for the sake of it, and you like the idea of an extra measure of protection against getting stuck alone in a remote area.

Regardless of the reason, the important factor to consider is what you are driving.

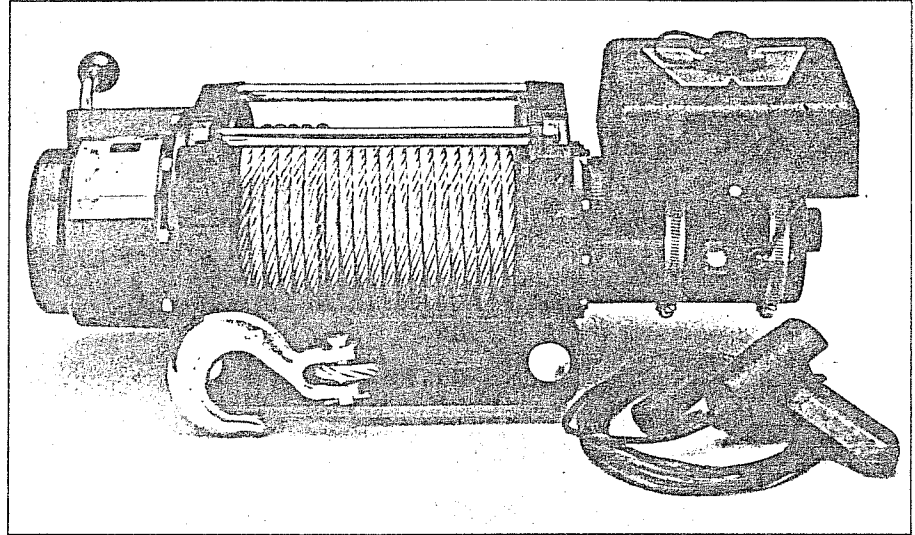
At least one winch manufacturer believes that selecting the right winch for your vehicle is a matter of rationally analyzing a number of factors, starting with the vehicle's Gross Vehicle Weight Rating (GVWR). Ramsey Winch suggests that potential winch buyers take their vehicles' GVWR (usually found listed on a metal tag riveted to the frame of the driver's-side door), figure in the highest possible combined weight of items carried along on an outing, toss in the weight of any added vehicle modifications, and add it all up. (Factory GVWR ratings are based upon

the stock vehicle's curb weight plus all its accessories, fuel, lubricants, and 150 pounds multiplied by the vehicle's designated maximum number of passengers.)

The number you end up with is what Ramsey refers to as the "working GVW rating"—and the basis for deciding how

much winch is sufficient. Say, for example, your working GVWR comes to 6,700 pounds. That means you should be looking for a winch that will provide at least 8,000 pounds of working load capacity.

Some manufacturers, like Tensen, have an even easier method: Let your wallet de-



A stout, heavy (95-pound) unit, Warn's MX10000 delivers a 10,000-pound-rated single-line pull and carries a limited lifetime warranty.

## WINCHES

cide. After all, the reasoning goes, how often have you heard of someone having too much winch?

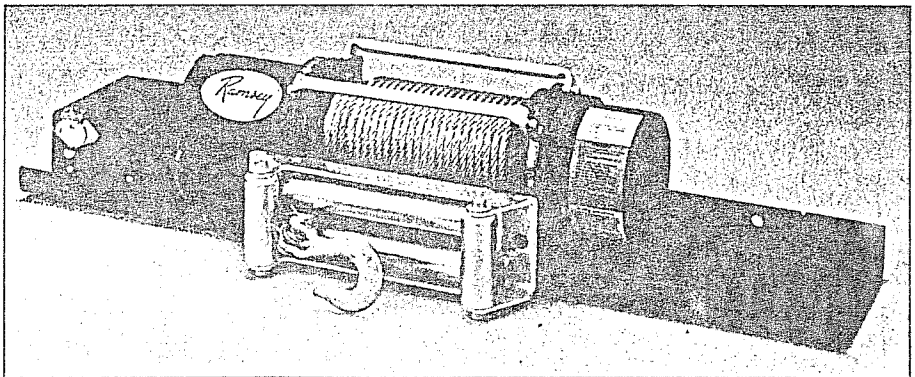
Both are right. If money is not a factor, it's best to figure out how much weight the winch might be expected to move when the going stops, and focus accordingly. If, however, money is a constraint, get the one with the most oomph at the lowest price.

So much for the easy part.

Comparing apples to apples isn't always easy with winches. Pulling power is the first figure most people look at when comparing winches. But *how* that rating is derived is also important.

Look closely at the brochures. The specifications you're looking for are listed under "single-line pull" on the *first* layer of the drum at the maximum working load.

Single-line pull is just what it implies: a single line attached between the winch and the object at the end of the hook. Doubling that line, say, with a snatch block, doubles the winch's pulling capability and halves its speed, presenting a false picture of its real



With 95 feet of cable and an 8,000-pound-rated single-line pull, this Ramsey REP 8000 can be mounted on a variety of full- and downsize pickups and sport/utility vehicles.

ability.

Taking the rated single-line pull from the first layer of the winch drum also shows the maximum power that the winch can exert. A winch drum is actually another gear in the overall scheme of things; the larger the diameter gets, as more cable winds onto it, the less pulling ability the winch has. (However, you should note that studies show most winch use is on the third layer.)

Finally, you should consider maximum working load. Note that there was no mention of

"stall point," the point where the winch just stops working. A winch does no good if the cable isn't moving. By closely studying the cable speed at maximum load, one can see how close the winch is to stalling, which, at that point, can lead to a burned-out winch motor and solenoids. The winch's maximum working load is very important. In our comparison charts, winch ratings are derived from these three basic premises.

Line speed isn't necessarily a big factor but something to consider if time is of the

# WINCHES

essence—say, while winching in pouring rain or sub-zero weather. Line speed and amp draw on your vehicle's electrical system are closely related.

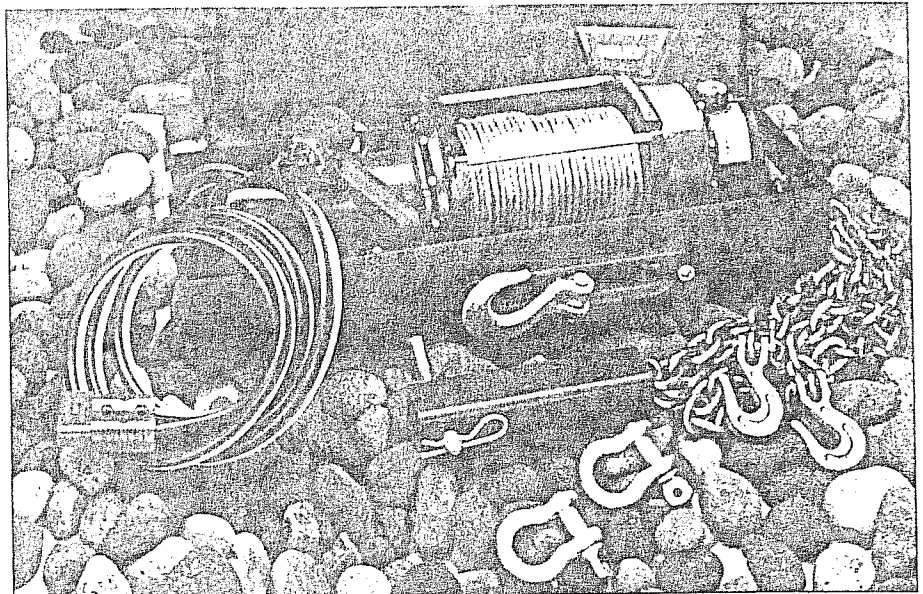
What most first-time winch buyers fail to recognize is that no matter what the winch's rating is, it will only pull as much as the vehicle's electrical system will allow: A weak battery means a weak winch. A battery with larger cold-cranking and reserve capacities can more easily supply the juice that the winch motor needs to perform at optimum efficiency.

Take, for example, Warn's Old Reliable, the M8274 winch. It is rated at a maximum working load of 8,000 pounds. Under no load (say, rewinding cable back on the drum), the 8274's electric motor draws 62 amps, which is what many heavy-duty alternators put out. But when working under 6,000 pounds of load, about two-thirds of the winch's full capability, it needs 486 amps. If your vehicle's battery can only supply 375 amps, the winch will only pull up to 4,000 pounds, regardless.

Batteries being equal, the rest depends on the winch motor's design. Two types are currently being used: permanent-magnet and series-wound.

The most efficient, as far as amp draw is concerned, is the permanent-magnet electric motor, which utilizes ceramic magnets to create the magnetic field vital for the motor's operation. (Permanent-magnets are used in new-truck starters.) Ramsey, which uses this type of motor in its light-duty REP-Series winches, considers them more efficient at high speeds and says they draw less amperage at the lower end.

The one rumor that persists among those who sell only the more conventional series-wound motors is that the permanent-magnet has a tendency to have a cumulative loss of strength after hard, long uses, affecting the winch's pulling ability over a

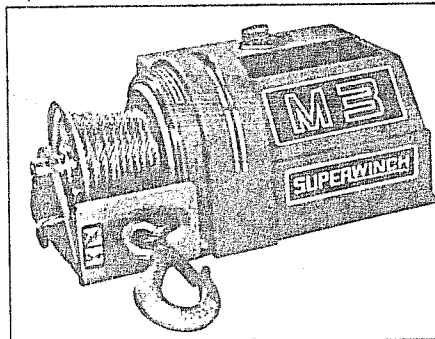


Portable winches, such as this Warn MP4000, can be easily stored for in-a-pinch trail-yanking needs.

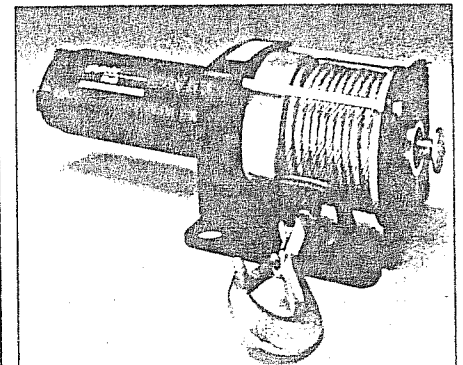
period of time. Not true, says Ramsey. A permanent-magnet motor will shut down completely if it overheats and will not function properly until it cools down. Ramsey spokesmen admit that permanent-magnets are great for the occasional user, but not for serious heavy-duty work. (That's why Ramsey, the only winch manufacturer that sells both types

of winch motors, offers two styles of winches.)

Series-wound motors, on the other hand, have been around for decades and have stood up well against the rigors of heat and hard use. They are less efficient than their permanent-magnet counterparts, and draw considerably more amperage under the same



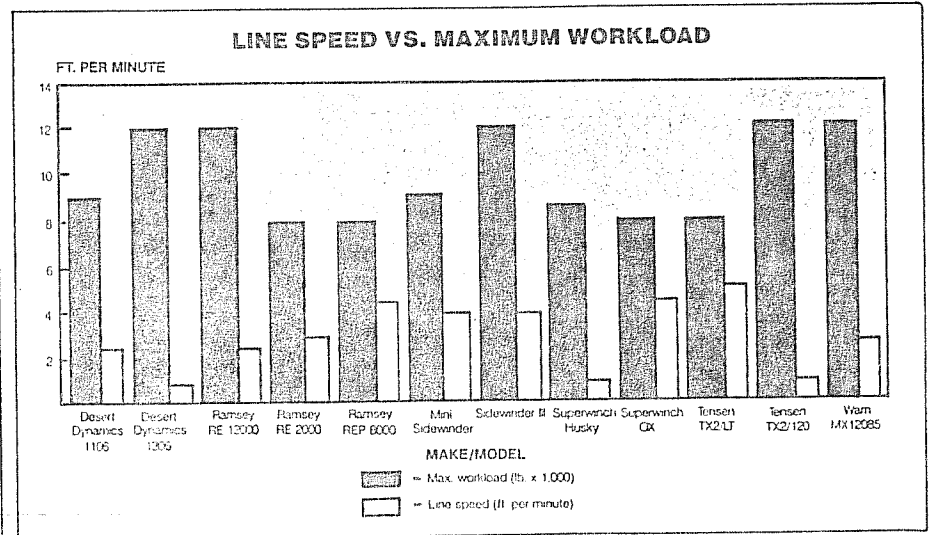
Smaller, more portable winches, such as Superwinch's 3,500-pound-rated M3 model, can come in handy for light- to medium-duty winching applications.



With a 216:1 gear ratio, Rule's V84R winch provides 8,400 rated pounds of single-line pulling power.



The all-steel, MIG-welded Pro Zap bumper/brush guard on this Trooper's front end will allow a medium- to heavy-duty winch to be stored out of harm's way.



# WINCHES

load conditions, but they develop more torque under higher loads.

What this boils down to is how fast one wants to get the job done. A winch's line speed is a factor based on how much energy the electric motor expends: The more juice it takes, the faster it operates.

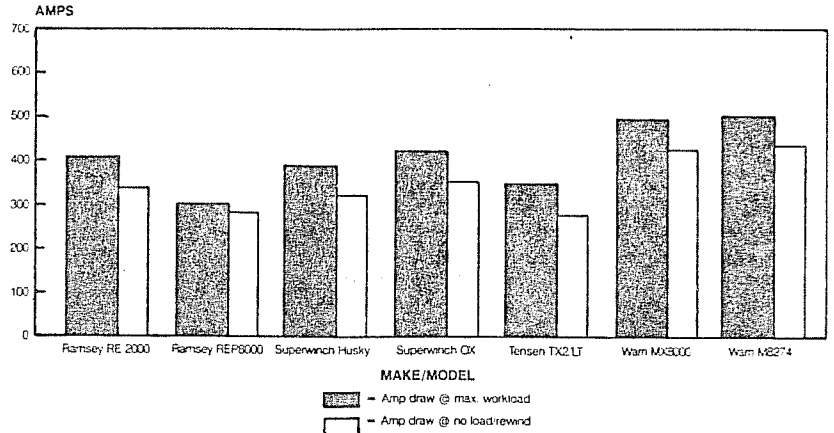
Now that the basic winch capability and internal motor-design factors have been considered, there's a small matter of physical size.

As with the electric motors, there are basically three types of gear reduction used in today's winches: planetary, spur, and worm/gear. There are several different configurations, but still three basic types. The idea in every winch is to gear it low enough to pull a great load without draining too much from the electric motor, yet have the gearing fast enough so it doesn't take forever. This is a tricky situation.

Tensen, for example, has made cable-recovery speed a priority in its winch design, which uses a two-speed version of the worm/gear approach. In low gear, with a reduction of 375:1, the 8,000-pound-capacity TX2/LT inches along at a leisurely five feet per minute, a half foot per minute faster than Ramsey's REP8000 and two feet per minute faster than Warn's 8,000-pounders.

Pulling line speed is only half the story.

## CUMULATIVE AMP DRAW (8,000-LB. MODELS)



What about rewinding that cable? Unhook the load and shift the Tensen winch into high gear (106:1 ratio), and 110 feet of cable comes whizzing back on the drum in 1½ minutes. By comparison, Warn's 8274, with 134:1 gearing, takes about 15 seconds longer; Ramsey's REP8000, geared at 216:1 and driven by a permanent-magnet motor, takes almost five minutes.

Then there's physical size to consider. Worm-and-gear winches are a lot bulkier than many of their svelte, low-profile counterparts, like Ramsey's REP-series and Warn's MX-series. The gear system makes

all the difference when it comes to packaging; winches that utilize planetary gears are compact and very efficient for their size.

Yet the worm-and-gear and spur-gear winches have their own advantages. They are considered to be stronger and longer-lasting because their sizable gears provide more metal surface on which to bear the tremendous internal loads applied when winching. However, in the case of the worm-and-gear systems, the most important aspect is that they automatically provide load-reversing protection—an inherent characteristic of the gears to prevent the drum from revers-

<b>Model</b>	<b>Warn MX12085</b>
Rated pull (lb.)	12,000
Unloaded line speed (ft./min.)	25
Loaded line speed (ft./min.)	2.5
Unloaded draw (amps)	80
Loaded draw (amps)	400
Gear ratio	261:1
Motor (hp/volts)	2.1/12
Gear train	3-stage planetary
Weight (lb.)	125
Cable size (in. x ft.)	3/8 x 125
Suggested retail price	\$1,117
Warranty	Limited lifetime

<b>Model</b>	<b>Warn MX10000</b>
Rated pull (lb.)	10,000
Unloaded line speed (ft./min.)	35
Loaded line speed (ft./min.)	2.5
Unloaded draw (amps)	80
Loaded draw (amps)	475
Gear ratio	164:1
Motor (hp/volts)	2.1/12
Gear train	3-stage planetary
Weight (lb.)	95
Cable size (in. x ft.)	3/8 x 100
Suggested retail price	\$934
Warranty	Limited lifetime

<b>Model</b>	<b>Desert Dynamics 1108</b>
Rated pull (lb.)	9,000
Unloaded line speed (ft./min.)	23
Loaded line speed (ft./min.)	2.5
Unloaded draw (amps)	50
Loaded draw (amps)	300
Gear ratio	470:1
Motor (hp/volts)	2.5/12
Gear train	Worm-and-gear
Weight (lb.)	91
Cable size (in. x ft.)	5/16 x 150
Suggested retail price	\$439
Warranty	1-yr. limited

## WHICH WINCH FOR 'WHEELING? HEAVY-DUTY (8,400-12,000 LB.)

Prices are US\$\$\$

<b>Model</b>	<b>Ramsey RE10000</b>
Rated pull (lb.)	10,000
Unloaded line speed (ft./min.)	14
Loaded line speed (ft./min.)	2.5
Unloaded draw (amps)	70
Loaded draw (amps)	330
Gear ratio	470:1
Motor (hp/volts)	2.0/12
Gear train	3-stage planetary
Weight (lb.)	87
Cable size (in. x ft.)	3/8 x 100
Suggested retail price	\$926
Warranty	1-yr. limited

<b>Model</b>	<b>Ramsey RE12000</b>
Rated pull (lb.)	12,000
Unloaded line speed (ft./min.)	14
Loaded line speed (ft./min.)	2.5
Unloaded draw (amps)	70
Loaded draw (amps)	330
Gear ratio	470:1
Motor (hp/volts)	2.0/12
Gear train	3-stage planetary
Weight (lb.)	89
Cable size (in. x ft.)	3/8 x 125
Suggested retail price	\$1,160
Warranty	1-yr. limited

<b>Model</b>	<b>Sidewinder III</b>
Rated pull (lb.)	12,000
Unloaded line speed (ft./min.)	17
Loaded line speed (ft./min.)	4.0
Unloaded draw (amps)	15
Loaded draw (amps)	350
Gear ratio	400:1
Motor (hp/volts)	2.5/12
Gear train	Worm-and-gear
Weight (lb.)	120
Cable size (in. x ft.)	3/8 x 100
Suggested retail price	\$792
Warranty	2-yr. limited

<b>Model</b>	<b>Superwinch Husky</b>
Rated pull (lb.)	8,500
Unloaded line speed (ft./min.)	20.5
Loaded line speed (ft./min.)	1.0
Unloaded draw (amps)	65
Loaded draw (amps)	320
Gear ratio	294:1
Motor (hp/volts)	2.1/12
Gear train	Worm-and-gear
Weight (lb.)	95
Cable size (in. x ft.)	5/16 x 150
Suggested retail price	\$900
Warranty	1-yr. limited

<b>Model</b>	<b>Tensen TX2/120</b>
Rated pull (lb.)	12,000 (Low gear) 3,500 (High gear)
Unloaded line speed (ft./min.)	62
Loaded line speed (ft./min.)	1.0
Unloaded draw (amps)	70
Loaded draw (amps)	550
Gear ratio	375:1/106:1
Motor (hp/volts)	2.2/12
Gear train	2-sp. worm-and-gear
Weight (lb.)	109
Cable size (in. x ft.)	5/16 x 150
Suggested retail price	\$900
Warranty	2-yr. limited

ing under load when power to the motor is stopped.

Mounting location also plays a role. Today's winches come in three different configurations: low-mount, high-mount, and hidden. Here, it's important to carefully examine possible winching situations.

If you rarely venture off the pavement or gravel roads, and live where snow, water, or mud will not be of great concern, a hidden-type winch is perfectly acceptable. It keeps the front of the vehicle uncluttered and looking factory-stock.

But if you live where snow, water, or mud are the culprits that cause the winch cable to be brought out, you want a combination that keeps the winch and control-cable/solenoids as far away from the ground as possible and a bumper mount that doesn't diminish the vehicle's approach angle. Low-hanging winch bumpers are not for vehicles that see a lot of snow or chewed-up roads.

Also, the lower a winch's front profile is, the less airflow it blocks. This is something to consider if you live where summer temperatures reach into the 90s; radiators need all the unimpeded airflow they can get to keep the engine from overheating.

The rest of the decision-making is up to you. Whether or not you choose chrome or black bumpers, brush guards, hawse-type or roller fairleads, and so on, is a purely subjective decision.

Prices? Shop around. Look in the magazines and newspaper ads. Make phone calls. Check with the local dealers. Then figure in the freight charges. Those mail-order prices may seem great, but it may be cheaper in the long run to buy at your local off-road shop because there is no freight to pay.

Buying a winch is a tough choice, so take your time when doing it. The payoff will come when it's least expected.

#### TIPS FOR SUCCESSFUL WINCHING

1. Wear leather gloves at all times when handling cable.
2. Keep hands well away from the fairlead and cable drum.
3. Double check to make sure that the

hook and any "D" shackles or clevis hooks are fastened securely before applying power.

4. Keep spectators at least 50 feet away and to the side of any winching procedure;

a cable snapping under load can be deadly.

5. Always place a heavy blanket, coat, or tarp over the cable at its approximate mid-way point to act as a damper should the cable fail.

6. Never stand beside the winch when it's operating because it places you in front of a vehicle and directly in line with the cable.

7. Ensure that the winching points on the vehicle are strong and will not be damaged during the winching procedure.

8. Never attach a winch cable to a tow ball.

9. Never start winching with less than three cable wraps on the drum. Fewer winds could let the cable pull loose from the drum.

10. If a long pull is needed, do it in short bursts to keep the winch's motor from overheating.

11. Inspect the cable prior to winching to ensure that there are no frays or kinks that could weaken it.

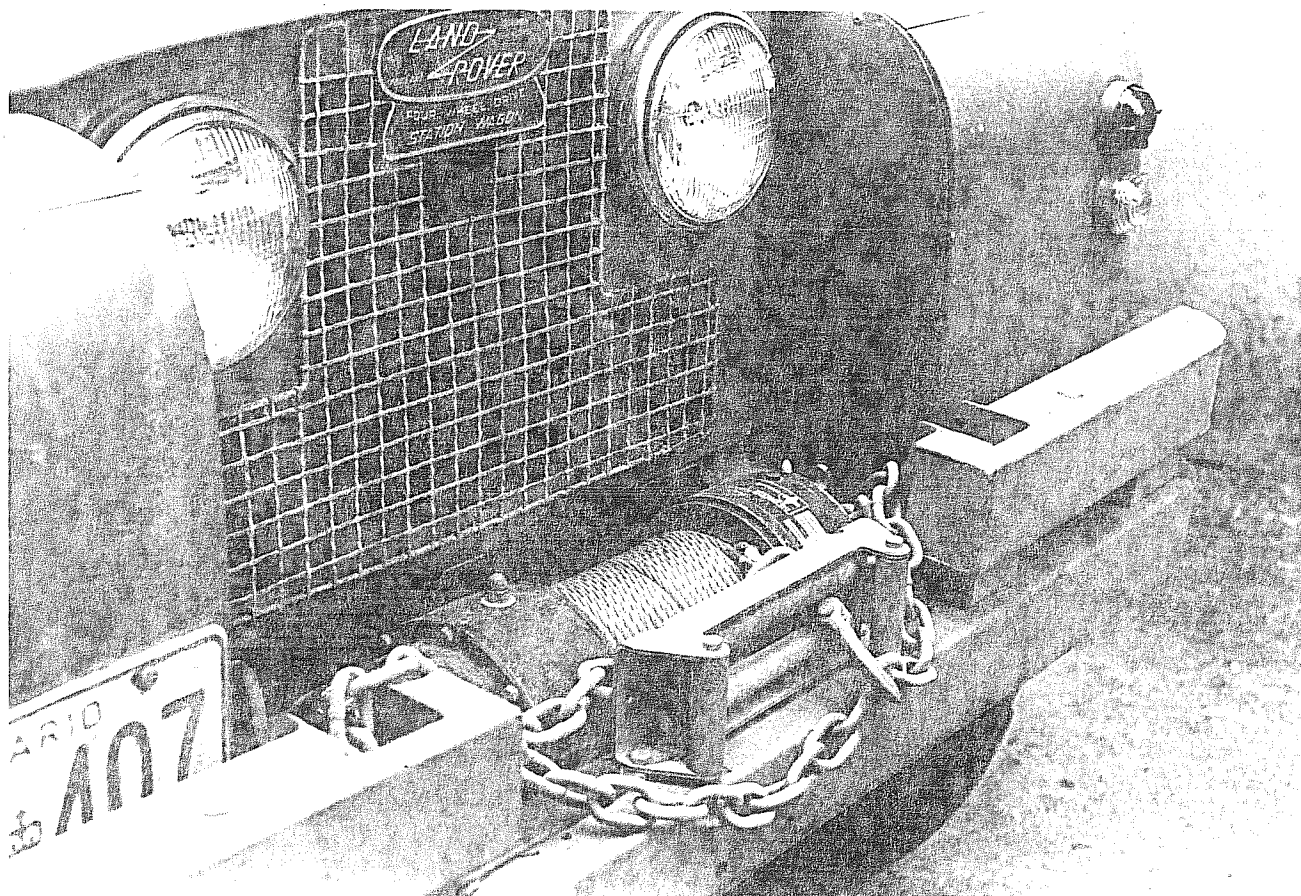
12. Never stand or walk behind a vehicle being winched uphill; it could unexpectedly roll backwards.

#### OTHER BASIC RECOVERY ITEMS

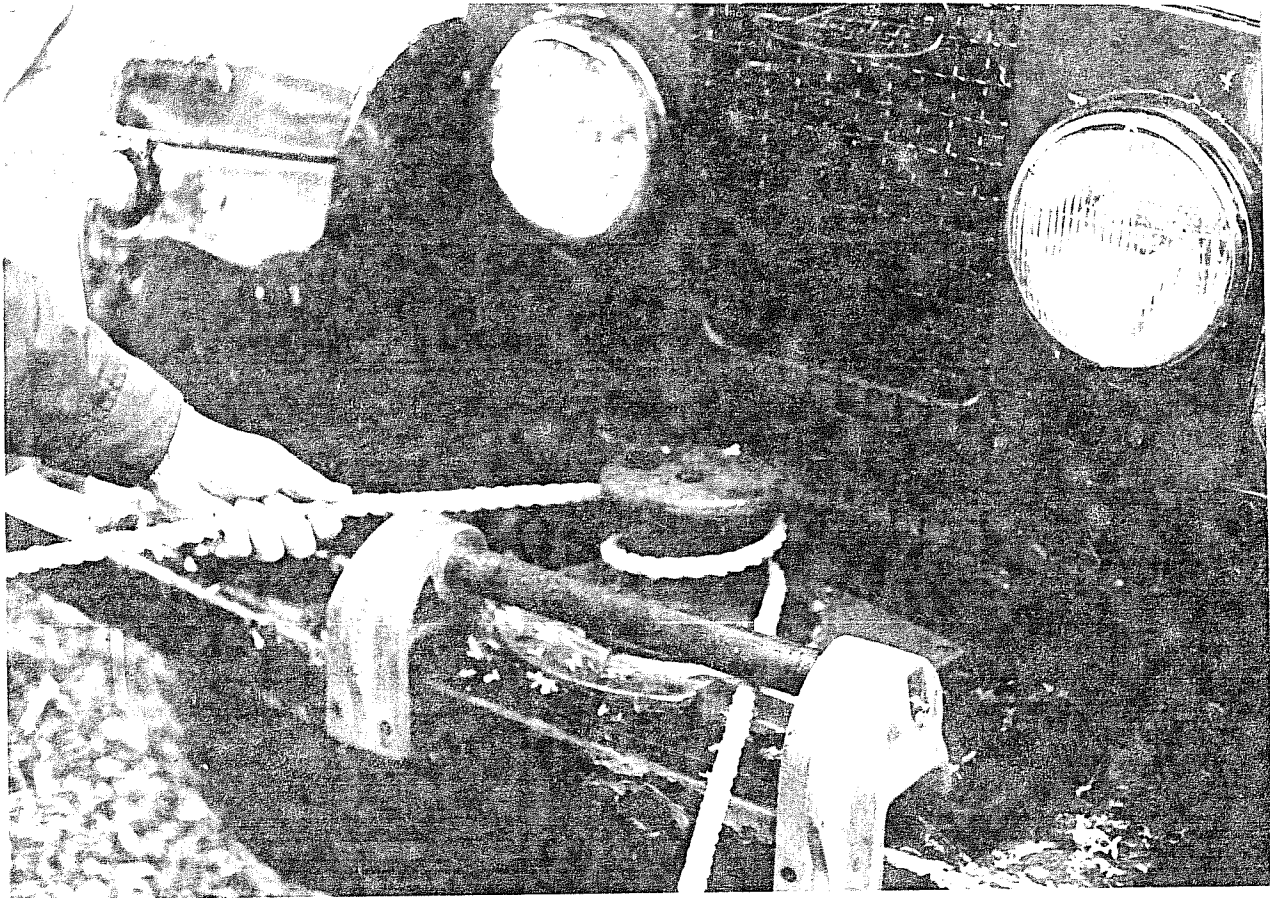
1. A Hi-Lift jack with a 1-foot-square, 3/4-inch-thick piece of plywood to act as its base;
2. A snatch strap (a 2-inch-wide, 30-foot-

long, 20,000-pound-capacity strap should handle most stuck);

3. A tree truck protector;
4. A pair of clevis hooks or "D" shackles;
5. Front and/or rear tow hooks on the vehicle;
6. A spade or short-handled shovel;
7. A snatch block of proper size for the winch's cable;
8. Six feet of high-tensile chain with small hooks at each end;
9. A winch cover to keep out the elements when the unit is not in use; and
10. Leather gloves.



Electric winch on 88



Capstan Winch on still-working 86

## WHICH WINCH FOR 'WHEELING'?

### MEDIUM- TO HEAVY-DUTY (6,000-8,000 LB.)

Model	Ramsey REP6000
Rated pull (lb.)	6,000
Unloaded line speed (ft./min.)	15
Loaded line speed (ft./min.)	6.0
Unloaded draw (amps)	40
Loaded draw (amps)	230
Gear ratio	294:1
Motor (hp/volts)	1.6/12
Gear train	3-stage planetary
Weight (lb.)	50
Cable size (in. x ft.)	1/4 x 100
Suggested retail price	\$610
Warranty	1-yr. limited

Model	Warn MX6085
Rated pull (lb.)	6,000
Unloaded line speed (ft./min.)	40
Loaded line speed (ft./min.)	3.0
Unloaded draw (amps)	70
Loaded draw (amps)	460
Gear ratio	156:1
Motor (hp/volts)	1.8/12
Gear train	3-stage planetary
Weight (lb.)	62
Cable size (in. x ft.)	5/16 x 80
Suggested retail price	\$615
Warranty	Limited lifetime

Model	Superwinch OX
Rated pull (lb.)	8,000
Unloaded line speed (ft./min.)	41
Loaded line speed (ft./min.)	4.5
Unloaded draw (amps)	70
Loaded draw (amps)	350
Gear ratio	202:1
Motor (hp/volts)	2.1/12
Gear train	Cycloidal
Weight (lb.)	152
Cable size (in. x ft.)	5/16 x 150
Suggested retail price	\$940
Warranty	1-yr. limited

Model	Tensen TX2/LT
Rated pull (lb.)	8,000 (Low gear) 3,000 (High gear)
Unloaded line speed (ft./min.)	62
Loaded line speed (ft./min.)	5.0 (Low gear)
Unloaded draw (amps)	70
Loaded draw (amps)	275
Gear ratio	375:1/106:1
Motor (hp/volts)	2.2/12
Gear train	2-sp. worm-and-gear
Weight (lb.)	72
Cable size (in. x ft.)	5/16 x 100
Suggested retail price	\$700
Warranty	2-yr. limited

Model	Warn MX8000
Rated pull (lb.)	8,000
Unloaded line speed (ft./min.)	29
Loaded line speed (ft./min.)	2.5
Unloaded draw (amps)	70
Loaded draw (amps)	423
Gear ratio	216:1
Motor (hp/volts)	1.8/12
Gear train	3-stage planetary
Weight (lb.)	62 lbs.
Cable size (in. x ft.)	5/16 x 80
Suggested retail price	\$698
Warranty	Limited lifetime

Model	Warn M8274
Rated pull (lb.)	8,000
Unloaded line speed (ft./min.)	52
Loaded line speed (ft./min.)	3.0
Unloaded draw (amps)	68
Loaded draw (amps)	435
Gear ratio	134:1
Motor (hp/volts)	2.1/12
Gear train	Spur gear
Weight (lb.)	110
Cable size (in. x ft.)	5/16 x 150
Suggested retail price	\$829
Warranty	Limited lifetime

Model	Ramsey REP 8000
Rated pull (lb.)	8,000
Unloaded line speed (ft./min.)	13
Loaded line speed (ft./min.)	4.5
Unloaded draw (amps)	20
Loaded draw (amps)	260
Gear ratio	210:1
Motor (hp/volts)	1.6/12
Gear train	3-stage planetary
Weight (lb.)	61
Cable size (in. x ft.)	5/16 x 95
Suggested retail price	\$689

Model	Ramsey 2000
Rated pull (lb.)	8,000
Unloaded line speed (ft./min.)	15
Loaded line speed (ft./min.)	3.0
Unloaded draw (amps)	73
Loaded draw (amps)	345
Gear ratio	360:1
Motor (hp/volts)	2.0/12
Gear train	Worm-and-gear
Weight (lb.)	73
Cable size (in. x ft.)	5/16 x 150
Suggested retail price	\$809



# LAND ROVERS BEYOND BELIEF!

Rovers North Rally  
Moab, Utah  
August 20-24, 1990

**H**ow exciting can another Land Rover Rally be? Hundreds of Rovers in one place. Big deal! Events, videos, tours. What's new?

Well, this year we are off to the Moab Desert and Canyonlands of Utah, home of some of the world's greatest off-road terrain. Characterized by rugged red rock canyons, sculpted land formations, high-alpine mountains and arid desert valleys, many feel that this is one of the most beautiful and dramatic areas in the U.S.

Rovers North is excited about sponsoring the Land Rover Owners' Association's (L.R.O.A.) club meet there. Various other U.S and Canadian Land Rover clubs will be there as well.

The Canyonlands offer a variety of experiences from 4-wheel driving, hiking trails, mountain bike trails, historic walks to river rafting. Some of the planned Rally activities for the week include:

- Two guided 4 wheel drive tours per day, one more challenging than the other.
- Banquet dinner with door prizes and awards ceremony.
- Movie nights with 'Camel Trophy' footage, 'Great Divide Expedition', 'Darian Gap' and of course 'The Gods Must Be Crazy'.
- Archaeology Day, when noted author F. A. Barns leads a day-long tour of ancient Anasazi Indian ruins in the beef basin area of Canyonlands National Park.

Rovers North will be providing technical and parts support throughout the rally.

The cost of the week's rally events is only \$35.00 per person. This covers the cost of the banquet, guided 4-wheel drive tours and a Rovers North/Moab T-shirt. Fee is due by July 15.

**If you plan to attend please call us for a more detailed registration packet: (802)879-0032.**

## ROVERS NORTH

Rt. 128, Box 61, Westford, VT 05494, USA • 802.879.0032



GENUINE PARTS



THE LAND ROVER REGISTER OF ALBERTA

# ROVERREGISTER NOTEBOOK

ISSUE NUMBER 13 - MAY 1990

## EDITORIAL COMMENT THE DEMISE OF ALROC'S "TRANSFER BOX"

We recently received the last issue of the "Transfer Box", the official newsletter of the Association of Land Rover Owners of Canada. President & founder Harold Huggins regretfully announced from White Rock B.C. that the "Transfer Box" will no longer be published.

Harold cited the rising costs of publication and distribution and the lack of financial support from the 400 or so listed members as the reason for the financial collapse of Canada's "oldest" Land Rover newsletter publication.

He dished out some harsh criticism for Canada Post, their raising charges together with bulk mailing policies which favour the distribution of "Junk" mail and offer no breaks for publications such as the Transfer Box (and the RoverRegister Notebook, we might add)

Harold offered three opinions of possible reasons for lack of Land Rover Owner support.

The ROVERREGISTER of ALBERTA has always considered ALROC to be an "Associate" Land Rover Club, without being a "Chapter" of ALROC. We would like to comment on Harold's opinions as presented:

(1) "ALROC is not giving customers what they want for their money." We believe that this is absolutely true. The fundamental purpose of any special interest club is to facilitate the exchange of information on a technical and social level. Clubs either do this on a very local level where members get together to share their common interest, or in the case of ALROC, on a widespread level where members receive information and gain social contact through the written word. The "Transfer Box" it appears, failed to do this.

(2) "Interest in Land Rovers is waning and numbers are thinning in Canada." Judging only from what we are experiencing in Alberta this is simply NOT true.

(3) "ALROC has been mistaken all along in its Peter Pan Phantasy of the devout lining up to worship and genuflect at the Shrine of Solihull." As with Item (1), we believe that this is also absolutely true; ALROC is mistaken. ALROC (as viewed from a distance) seems to have tried to turn a hobby into a religion, and there is no quicker way to make good fun boring.

The unfortunate thing is that without the "Transfer Box" ALROC will cease to be the "National" Organization that it was. For anyone living outside of easy driving distance of White Rock, the "Transfer Box" was ALROC.



Nixau, centre, with his children, Nadies, left, and Eiros.

## THE GODS MUST BE CRAZY II!

Opens tomorrow, Centre Mall, Burlington Showcase. Starring Nixau and Lena Farrugia. Written and directed by Jamie Uys. Parental guidance.

By JOHN LEVESQUE  
The Spectator

SOUTH AFRICAN director Jamie Uys had been making movies for more than 30 years in his native land but was unknown in North America when he sprung a low-budget comedy called *The Gods Must Be Crazy* on the world in 1984.

Six years and many million dollars later, Uys is back with a sequel that, try as it might, never really stood a chance of recreating the unique comic magic of the first film. *Gods II* is less than divine.

Part of what made *The Gods Must Be Crazy* such a treat in 1984 was the sheer novelty of the subject. No one in or near Hollywood could possibly have dreamed up a tale of a nomadic Bushman named Xixo who walks across Africa's Kalahari desert to throw an empty

## Take a little off the edge of the world

Xixo is back for the sequel in the person of a real-life Bushman by the name of Nixau (the exclamation mark stands for one of several "click" sounds in the Bushman language). As before, Xixo has a series of comic adventures with a succession of laughably inept Caucasians whose path he crosses.

When a truck conveying a pair of elephant poachers (Louis van Swam-pool and Pierre van Pletzen) happens by, Xixo's two youngest children, Xisa (Nadies) and Xiri (Eiros) heard it to have a look, and become inadvertent stowaways.

Meanwhile, New York corporate lawyer Ann Taylor (Lena Farrugia), in Africa on business, agrees to an impromptu flight in an ultralight plane piloted by zoologist Stephen Marshall (Hans Struysdom), who crashes the plane into the top of a giant baobab tree deep in the desert. While Ann keeps falling out of her dress and Stephen wards off a honey badger with a boot fetish, Xixo searches for his children. In the pro-

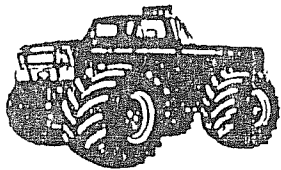
## ces, he encounters two soldiers

(Brick Bowen plays a Cuban soldier and Treasure Tshabalala is his Uni-foe) who take turns being each other's prisoner. Everyone's wacky path eventually converges.

As in the first *Gods* film, Uys has an annoying tendency to use a lot of speeded-up footage, as though shots of artificially rapid running and driving are automatically side-splitting. Considering the box-office revenue effects here leave much to be desired, with sloppy miniatures and the most hokey mock-aerial scenes I've ever seen. For that matter, the whole movie seems haphazardly thrown together.

The fun of the first *Gods* was watching Xixo and an assortment of wild animals react to the madcap behavior of the strange human visitors and their machines. This time around, Xixo and the lions, badgers, hyenas, ostriches, hippos, rhinos, giraffes and monkeys seem to take it hi-jinx in stride, as though they — like us — have seen it all before.

Club 4 x 4



Outaouais

# Club 4 x 4 Outaouais

180, rue des Jacinthes Street, Gatineau (Québec) J8R 1M1  
(819) 663-5578

03/05/90

Chers Compétiteurs,

Êtes-vous prêt pour l'année 1990? Comme vous pouvez constater par la liste de compétitions que je vous fait parvenir, nous avons plusieurs événements excitants qui nous attendent, un presque à tous les fins de semaine.

Le Club 4 X 4 de l'Outaouais vous envoie une invitation toute spéciale à venir vous amusez avec nous à notre Challenge 4 X 4 de l'Outaouais qui aura lieu le 2 juin 1990 au Ranch Moco à Gatineau, Québec. Le Club aussi organisera 4 autres compétitions durant l'année:

1. **2 juin** - Gatineau, Québec - 2 mud runs et course à obstacles
2. **10 juin** - Danford Lake, Québec  
2 mud runs
3. **7 et 8 juillet** - Casselman, Ontario  
1 mud run et tire de poids (gros tracteurs)
4. **22 juillet** - Edelweiss - Wakefield, Québec - 2 mud runs
5. **19 août** - Wendover, Ontario  
2 mud runs

Dear Competitors:

Are you ready for 1990? As you can see by the list of competitions that I have attached for you, we have plenty of exiting events (almost every weekend) that are just waiting for us.

The Club 4 X 4 Outaouais would like to specially invite you to come and have fun with us at our Challenge 4 X 4 de l'Outaouais which will be held on June 2, 1990 at the Moco Ranch in Gatineau, Quebec. The Club will also be organizing this year 4 other competitions:

1. **June 2** - Gatineau, Quebec - 2 mud runs and obstacles course
2. **June 10** - Danford Lake, Quebec  
2 mud runs
3. **July 7 and 8** - Casselman, Ontario  
1 mud run and Truck and Tractor Pull (big Tractors)
4. **July 22** - Edelweiss - Wakefield, Quebec - 2 mud runs
5. **August 19** - Wendover, Ontario  
2 mud runs

.../2

À part de toutes les autres compétitions, vous pouvez constater que l'horaire sera très chargée cette année. Le choix n'y manque pas. Notre sport grandi très rapidement.

Vous trouverez ci-joint aussi 3 dépliants des premières compétitions. On vous fera parvenir les autres plus tard durant l'année.

Comme d'habitude, à votre arrivée, vous pourrez choisir votre rang (qui sera mélangé entre classes, comme à Casselman) en piégant votre numéro chanceux de la journée. L'heure de la fermeture des inscriptions demeurera encore sévère pour nous permettre de monter un beau spectacle aux gens qui attendent de vous voir aller.

Nous avons hâte de revoir nos bons amis. Dans l'espoir de pouvoir vous accueillir le 2 juin prochain, je demeure,

Counting all the other competitions around, you can see how full our schedule will be this year and how fast our sport is growing. The choice is quite varied.

Please find enclosed 3 flyers of the first competitions. We will send you the other ones later on in the year.

As usual, when you arrive, you will be able to choose your position of the day (which will be mixed amongst classes as we did in Casselman) by drawing your lucky number. The closing time of the inscriptions will remain strict as we have a show to put on for our fans.

We look forward to seeing our dear friends again. Hoping to greet you on the 2nd of June, I remain,

Amicalement vôtre/Yours sincerely

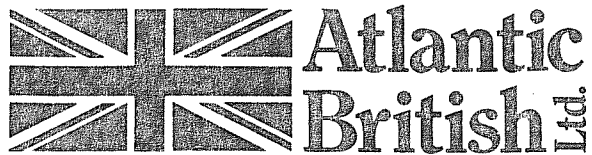
*Jean Mourier*

Jean Mourier  
Président/President  
Club 4 X 4 Outaouais

*Hi Robin!*

*Hope that some day your Club will come to one of our competitions.*

*Jean (Spider)*



## THE 1990 ATLANTIC BRITISH ROVER RALLY

Atlantic British Ltd has again scheduled the Rally on the weekend of JULY 13th, 14th and 15th. Again this year there is no registration fee but we would ask that you return the enclosed registration form and especially let us know if you plan to stay for a Chicken Bar-B-Que on Saturday night. Tickets for dinner will be limited so please let us know early so we can inform the caterers.

Atlantic British Ltd. is making our facility available for camping. We do not have showers or hot water. We will have a large camp fire for the people that stay at our facility but we do not have facilities for individual camp fires. There is a public campground located about 5 minutes from Atlantic British that has extensive facilities including electric and water hook-ups. The name of the facility is DEER RUN, the phone number is 518-664-2804. The rate is \$20 a night for a site with hook-ups and \$18 a night for a site without hookups. All showers are metered. If you plan to stay at Deer Run make your reservations early.

Mechanicville is situated at the foot of the Adirondak vacation region and there are also many hotels and motels to choose from in the Saratoga Springs region, just 15 minutes from Atlantic British.

Hamburgers and hot dogs will be available at Atlantic British on Friday and Saturday. Coffee and donuts will be served both Saturday and Sunday mornings.

Dinner on Saturday will be catered and we are planning to have a Chicken Bar-B-Que with a variety of fruits, salads, rolls and dessert. The dinner costs \$9 for adults, \$4.50 for kids 6 to 12 with kids 5 and under free. Please let us know as early as possible whether you are planning to have dinner with us. The caterers need to know the number of people to expect and tickets will be limited the day of the Bar-B-Que.

We have scheduled an off road rally for Saturday. The route is designed to exercise but not damage your vehicle. It is our intention that people have a great time and see some beautiful countryside. Last year there was not a single equipment failure due to the off road rally and we fully intend to repeat that record this year. We are also expecting to see several Range Rover Clubs and look forward to an excellent turn out of Land Rovers, Range Rovers and Rover Cars.

There will be children at the Rally and we must insist that NO ANIMALS be brought to Atlantic British. This will help to insure that everyone has a safe enjoyable weekend.

The entire tenor of the weekend is relaxed. Plan to come up take it easy and have a good time. We look forward to seeing you here!

CALL JASON 731-5098 by JULY 5 TO RESERVE YOUR SPOT ON THE CAMPGROUND

## UK industry policy

# Why I sold Rover to British Aerospace

By Lord Young of Graffham

So Ford would have offered £600m for Rover. Your report of Ford's memorandum to the Trade and Industry Select Committee concluded that the cost to the taxpayer could have been less if Ford had bought the company. I doubt it.

To understand why this row is so artificial you have to go back four years - when Ford wanted Rover and General Motors wanted Land Rover. The House of Commons erupted in a demonstration of chauvinism that has been rarely seen more often than once a decade. I suspect that many who have been protesting recently about the Rover sale were protesting then about discussions with Ford and GM.

It was unthinkable, the Commons said, that Ford could be entrusted with Rover and a "Keep Land Rover British" movement started and gained considerable momentum.

In the end, ministers had to retreat in some disarray. They told the Commons that they would not speak to Ford without telling the members of the House in advance and they agreed to retain a measure of UK control over Land Rover.

When I arrived at the Department of Trade and Industry (DTI), after the last election, I was told of one interest in Rover. The Competition Directorate in Brussels had been studying the car industry and wanted to reduce the surplus car production in Europe. The governments in the Community supported them, as long as it was some other country's production that would be cut.

I had a different priority. I had just spent the last seven years fighting the battle against unemployment. Four days after arriving at the DTI I had my reward - unemployment dropped below 3m. I was determined never to do anything to make it go up again.

My officials confirmed that there were still over 200,000 jobs at stake in Rover and its suppliers. In my book, jobs were more important than the proceeds of a sale. There was no way I would sell off Rover for the highest price if it meant putting the jobs at risk.

For the first six months we explored all the alternative courses of action. We worked on a scheme to place shares with institutions leading towards a general flotation in the '90s.

It failed. The corporate plan was simply not strong enough and it disclosed a requirement for £1.2bn in investment over the five years.

We had a tentative enquiry from Volkswagen. Their interest evaporated when they discovered that we would not sell them Land Rover because of our undertakings to the House. Ford never said a word. Besides, the whole future of Rover was tied up with Honda. Without them there would be no future models.

British Aerospace came along. Of course that was the convenient answer but it was also the best. It complied with undertakings to the House. It represented a British solution. Above all else, it secured the maximum number of jobs. We did not want the recovery of the West Midlands to be set back a decade.

Rover had always made losses in public ownership, despite occasional promises of profits. I was determined to make a clear break. I made a condition of "no warranties."

The normal commercial practice is clear. The purchaser is given a period of exclusivity to make their due diligence enquiries. If they are then satisfied, the sale goes ahead. After we announced our agreement with BAe, Ford said they were interested.

They did their sums on the back of their envelope. Others enquired. All were told that we would be back if BAe did not complete within the period.

BAe decided to proceed. Now we had to go to Brussels to get permission to pay off the banks. The Commission had just won a difficult battle with Renault and were quite prepared to take us on.

They were not interested in a British solution. Europe had too much car capacity and they wanted some closed. If it had to be Rover, well, that was in the interest of the Community.

Then followed some of the most difficult negotiations of my life, for how do you negoti-

ate when one party will not move? Finally we agreed very different terms from where we started. The car industry had gone into boom conditions and that helped BAe to come some way to meet us.

There was still a gap. By now it was early July and I knew that the future of Rover was in the balance. The row over Ford had cost Rover one sixth of its market share in 1986.

This time, I was told by the Rover board that if the future of the company was not absolutely clear by August, the month in which car sales are highest, the speculation was likely to be fatal.

Happily I found a way to bridge the gap. I helped BAe with the cost of buying in the remaining shareholders and told the Commission, since it could be classified as State Aids.

The other help, the giving of credit to BAe, was not, in my view, State Aids. Sir Leon Brittan, under pressure from the French and Germans, might well disagree. I shall be sorry if he does, but it so, it will have more to do with his present problems with the Germans and French than with the past.

Even then BAe nearly withdrew from the sale in the last 24 hours. BAe had to agree he was tied to the corporate plan for five years.

That was a very uncommercial condition and, for a day, they had great doubts. Since then they have invested £500m in the company. I could not see Ford being prepared to invest £1.2bn in a corporate plan, nor could I see Honda working with them.

Today BAe is our greatest engineering company. Rover has a good product and a secure future with Honda. If we take Gordon Brown, the Shadow Trade and Industry Secretary literally he would have thrown all that away to give the benefit of any doubt to the Commission.

If he meant anything else then he is playing a cynical political game with our last independent car producer.

*The author was the Secretary of State for Industry from 1987-89*