

1016 NORMANDY CRES., OTTAWA, ONT., K2C 0L4

G'Day eh:

July 8/90

IN THIS ISSUE: Hi-lights of the anniversary thrash, more on winching, some nostalgic photos, Rovers North LRs for sale and the summer membership list.

By the time most of you read this, the more adventurous members of the club will probably be tooling through the Adirondack Mountains en route to the Atlantic British Rally in Mechanicville, NY. We left Thursday afternoon planning to meet up with several members of The Rover Club from Toronto area at picturesque Cranberry Lake State Park for the evening camp. Friday it was groaning up one mountain and hurtling down the other as we wound our way into Mechanicville and a herd of Land Rovers already arrived for the three-day event. We'll have full details next newsletter.

Six years old and getting bigger. That's the way it was at the OVL R Anniversary Off-road and Family Affair at the Pakenham home of Mike and Pat Dolan. Let's see now, where to start. Yves broke a halfshaft finding Louise a secluded place to pee, Bates misplaced a 12 vehicle parade, Austin Champs don't float, Dale hit a tree and the host's 86 burned brightly. Other memories involved 60 members and friends learning some major things about safe winching, the thrills and sweat of a little off-road driving, shedding the grime in a cool pond, barbecued pork, baked potatoes, veggies and carrot cake and giggling up to a nightcap beside the campfire

The 11-body Toronto contingent, lead by OVL R member and TRC president Tom Tollefson, pulled into camp just after noon Saturday. OVL R VP and event co-ordinator Jason welcomed the assembled masses and things got under way with the winch demonstration, ending with the lads intentionally (?) pulling down a rotten tree, thereby illustrating the importance of sound anchor points. Anyway, that's the story Jason is sticking with.

Only admitted casualty on Saturday's trip was Dale Desprey who claims the devil suddenly seized the wheel of his 88 and launched the passenger fender into an unsuspecting tree. Taking a well-worn page from the Bates Principle of Defense, he said: "It wasn't my fault". Could it have been the "New England Tea" perhaps? Sunday's return to the trials was a different story. Three Land Rovers and a 1955 Austin Champ belonging to Jim Evans of the Toronto club foolishly believed "Devious Mike Dolan" when he described a short tour over a beaver dam as the proverbial "piece of cake". Piece of kak was more appropriate.

Driving the "Series I from Hell", Dolan had barely gone 100 yards when the fuel pump on the ageing 86 went to parts heaven. Using a spare from McD, Jason was attempting to get the old dear started again when it "KABLAMED"..that's official mechanic talk for "That sucker damn near blew my face off". A blast from a fire extinguisher and we were on our way again, leaving the toasted 86 to cool in the field. Actually, we weren't really on our way again...this time the Champ wouldn't start. The fuel system was fiddled, whacked and bled--with the fire extinguisher at the ready--and we headed into the bush.

The beaver dam required a little winching. In fact, the entire quarter mile, four-hour trip required a little winching--a little every foot. The poor old Champ valiantly struggled through, losing a muffler and some dignity but gaining about a ton of water and mud. After a run through a quarry water hole, she was towed back to Dolan's for a good draining. The remnants of the Ottawa group headed for home about 5p.m. The Toronto gang left at 7:30...and again at 9...and again at...get the idea. They finally arrived home about 4 the next morning, tired but tired. Full details of the odessey is scheduled for their next newsletter. We'll crib a copy and pass it on.

Special thanks for this year's party to organizer Jason, chefs Harry and Lyne and helpers Kelsey, Louise and Yves, Treasurer Tom for his carrot cake, Bates and Bob for helping Jason with the winch demo, to everyone for helping make it a great time and especially to Mike and Pat Dolan for allowing us to enjoy their home for the weekend.

Remember last month we noted the newsletter was getting a little fat at 14 pages. Well, apparently Canada Post thought so too...but only in the case of two of the 70 letters we posted. They were returned asking for an additional 22 cents per letter. Both were re-mailed but we're wondering about the other 68. Were they delivered? Are they pining in some dead letter bag? Canada Post doesn't know. It also doesn't know why only two letters required more postage. If anyone out there didn't get last month's newsletter, please notify Editor McD. Use the phone.

NEWS...GOSSIP...STUFF...LIES...FOR SALE...RUMOURS...WANTED...VIEWS

*-Frame and bulkhead work begun at McD's on Derrick Hammond's 88.

*-Joel Harris' 88 rebuild on-going at Jason's. Sparkling engine.

*-Plans underway for Aug. 24-26 Picton trip with Toronto club. Swimming, pretty country tours, exploring, mega-BBQ. Full details August newsletter.

*-David, Elizabeth and Malcolm Johnson headed for their new home in Vancouver with the 88 and 109 towing the boat trailer. Sister Maggie will join them later.

That's all for now:
Editor McD (613) 224-8300

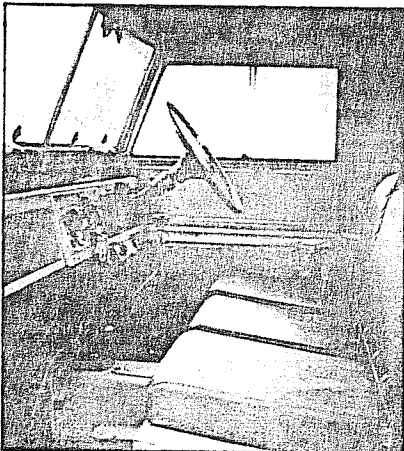
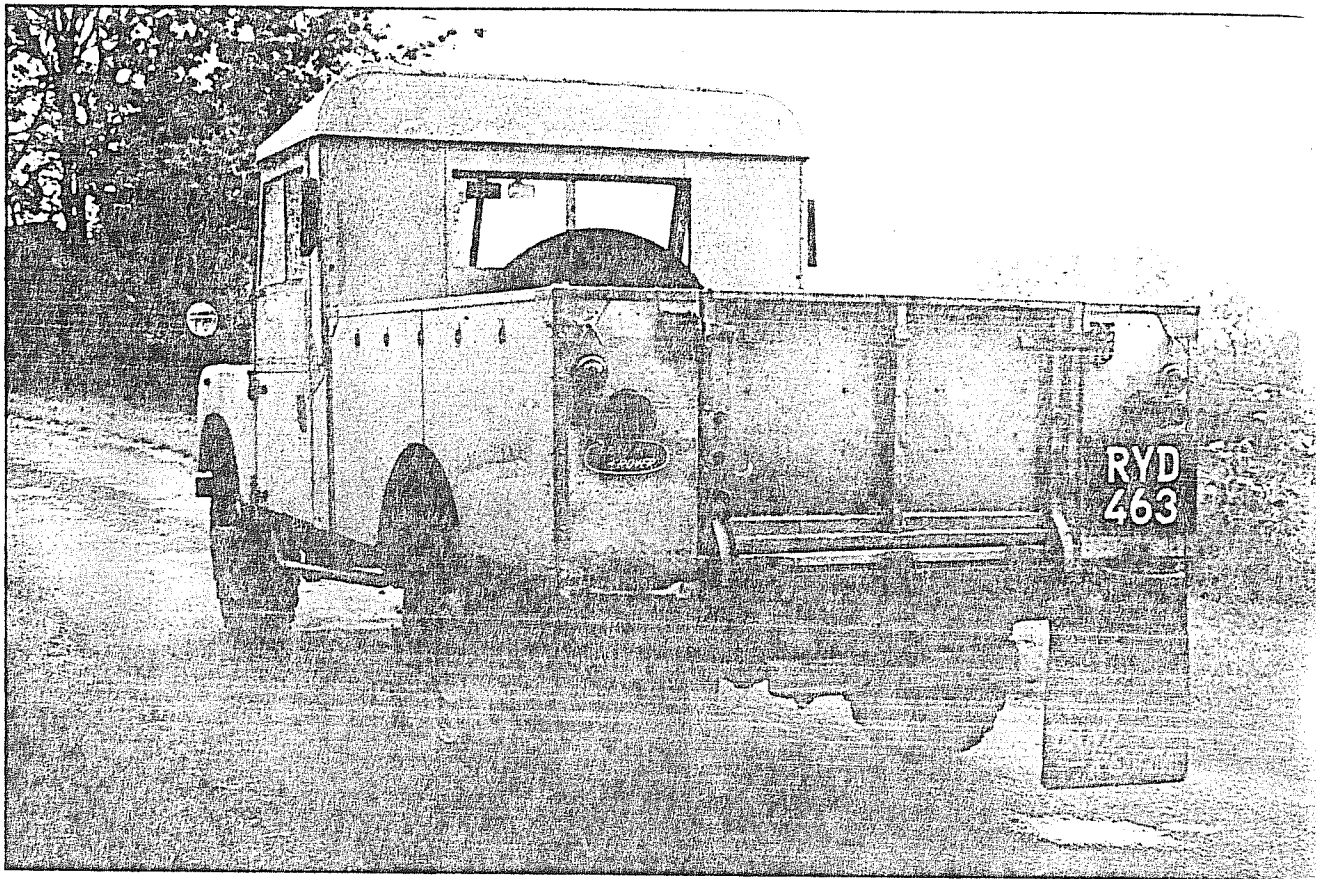
Pres. Robin
738-7880

Treas. Tom
234-8681

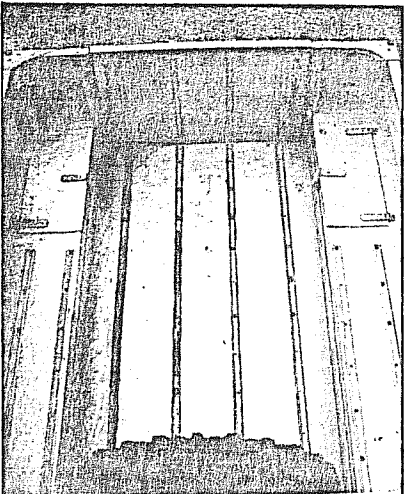
VP Jason
731-5098

Sec Harry
(1) 284-0228

By Robert Ivins

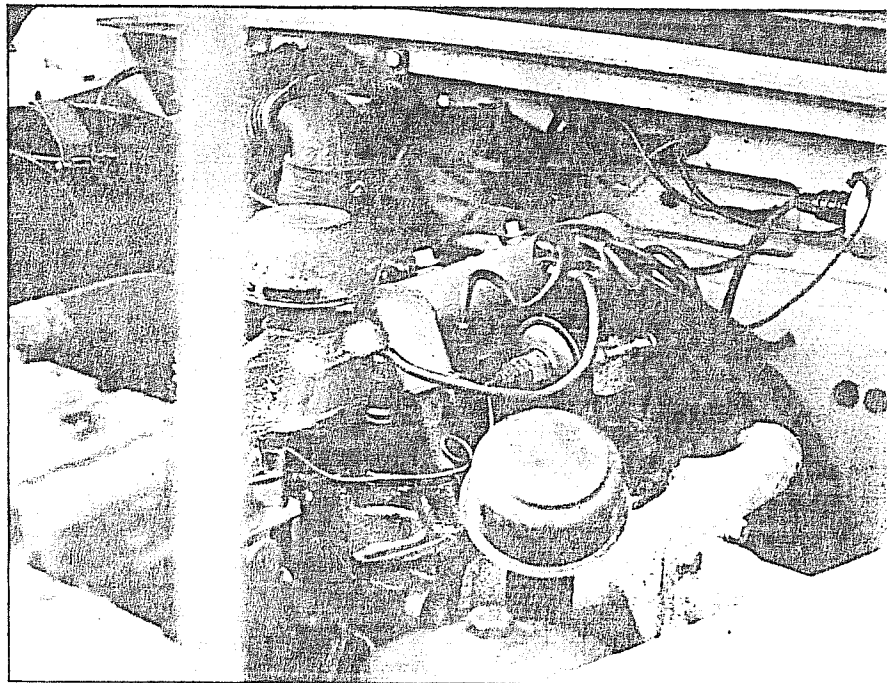


No-gimmicks interior. Large load area.



ROVER'S

Thanks to LRO mag



Two liter, 59 cubic inch petrol engine.

107 PICK UP



return

ONE OF the major criticisms of the first Land Rovers was the lack of carrying capacity. This was partially improved with the introduction of the 86" wheelbase and fully overcome with the 107" which was introduced at the same time.

The 107" used the same transmission as the 86 and the same two litre engine which was fitted to the 1952/54 80". The 52 bhp and 101lb ft taking the vehicle anywhere but not at high speed, 55-60 mph on the level is about it.

Higher gearing

It's overall length of 14ft 5½in width, gave it an unladen weight of 3031lb which, with the max payload of 10cwt (1120lb), meant an all up weight of 4151lb or 3.71 tons. The 700×16 tyres were larger than the shorter models and so increased the gearing slightly.

The vehicle was certainly a utility model. It was not available as a hard top "van" but a ¾ canvas tilt was. The only hard top was the 10 seater 5 door station wagon. The three seater cab was not fitted with a heater

as standard but one was available as an extra, as was a capstan winch, rear p.t.o. and other normal Land Rover-type extras.

Turning circle

The 107 was not that popular a model. Perhaps its large turning circle put people off! It was replaced in 1957 with the similar looking but 2" longer wheelbase 109, the overall length stayed the same but the axle moved forward. In 1958 this became available with the all-new two litre diesel. All Land Rover diesel units except the VM can trace their parentage back to this unit including the 200tdi Discovery engine as can the 2.25 and 2.5 petrol engines.

The station wagon stayed as a 107 until 1958 as it was not available as a diesel until the Series Two. Some station wagons were fitted with limited slip rear diffs but this was soon deleted from the specification as they tended to go straight on at corners!

Being commercial vehicles they tended to have a hard life, and many have been broken up with only a few remaining. The example featured here seems to have led

a sheltered life for its 36 years being in its original paintwork. It also features the semaphore arm indicators and 1950s radio. Sitting in the driving seat there is a great sense of functional design. There are no gimmicky bits. All items are to hand and perform a necessary task.

On the road the engine pulls well but struggles to keep up with more modern vehicles on the hills. In town it is a bit of a handful to park as the visibility rearward is limited and the lack of lock makes for difficult turning in tight spaces.

Good performance

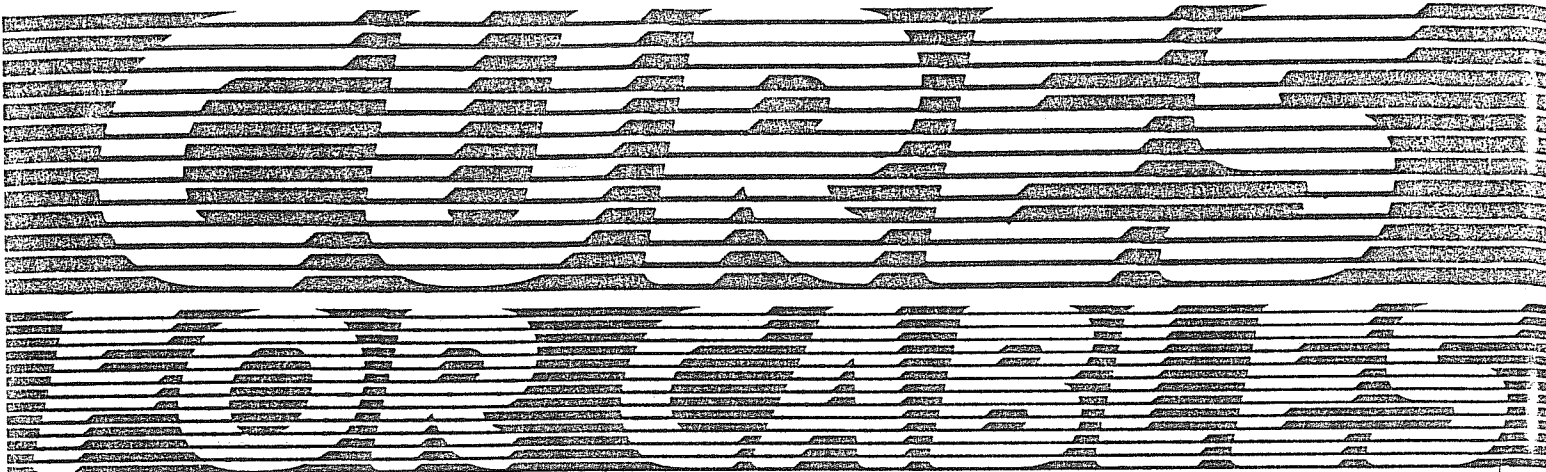
Off the road the original Dunlop RK3 tyres take it everywhere, the suspension working better with a few hundred pounds weight in the rear, the vehicle performing as well as any later model.

A "proper" Land Rover. If you have one look after it well, they are getting rare, particularly ones in as good condition as this.

Thanks to Phil Surtees for the loan of his 107.

107 PICK UP

SPECIAL SECTION: WINCHES



Disposable and fragile, winch cables are also repairable and replaceable

By William R. Hawkins

It would be nice to think that your winch cable will last forever, but even under ideal conditions, every wire rope in use is slowly destroyed or consumed by fatigue and abrasion. Complicating the issue is the likelihood that 4x4 winching will be done under adverse conditions. It is probable that the 4x4 winch operator will eventually do everything that shouldn't be done to a wire rope, especially if the requirement is rescuing a stranded vehicle.

MAINTENANCE AND REPAIR

No matter how well engineered it is, the safe and efficient utilization of a wire-rope system depends greatly on the skill and common sense of the user. Maintenance means preventing corrosion and overload, and avoiding conditions that cause the ca-

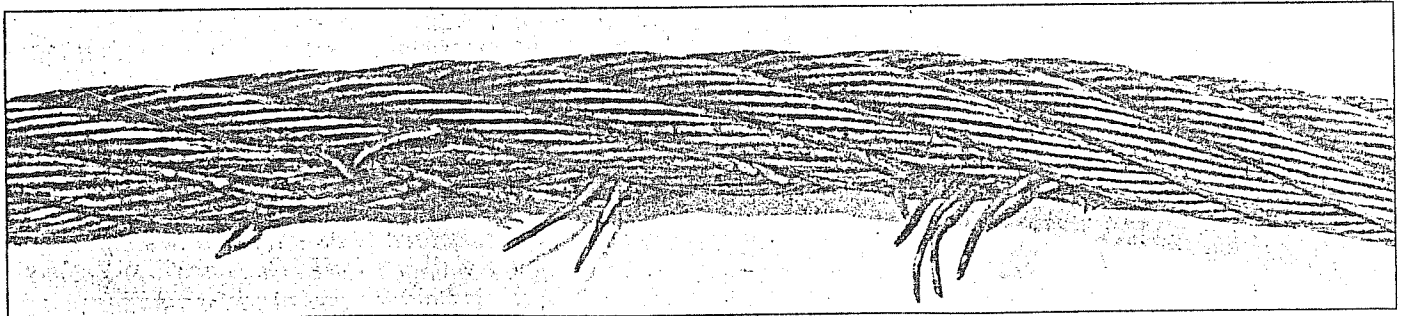
ble or fasteners to be loaded by torsion (twisting), shear, compression, impact, or bending, all of which can damage cable and fasteners.

Since the system deteriorates with use, it is also important to learn how to recognize indicators that signal the decreasing capacity of a cable. These include stretching, uneven wear, reduced diameters, and broken, bent, worn, or otherwise distorted wires. Equal attention should be paid to fasteners, watching for distortions, gouges, nicks, or cracks. This means you should periodically

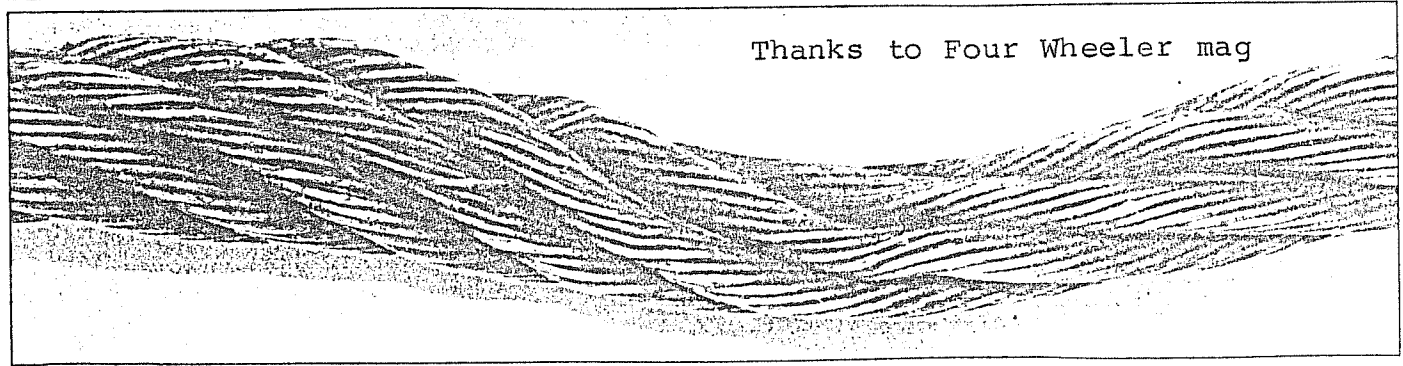
inspect your winch cable. (Wear gloves.) Damage will most likely occur at the hook end of the cable, but don't ignore the rest of it.

If severe damage, such as crushing, kinking, or broken wires, occurs in the middle of the wire rope, replacement of the entire assembly will be required. Minor damage, such as abrasion at crossover points between layers of cable wrapped on the drum, can be minimized by cutting a foot or two off the end at the drum and then respooling the cable to move the crossover points before the damage becomes severe. Sometimes, reversing the entire cable, end for end, can increase service life. Damage closer to the ends can be repaired more easily by cutting the cable and replacing the end fastener.

These cables are damaged.



Thanks to Four Wheeler mag

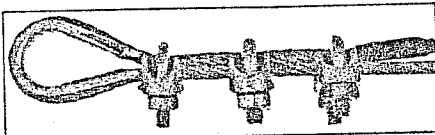


WIRE ROPE

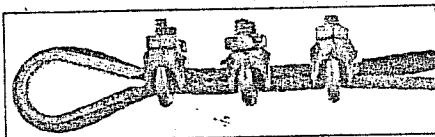
FIELD FIXES

You may want to be prepared to cut the cable in the field to make repairs. Winch cables used on recreational vehicles are usually made with high-carbon galvanized-steel wires, and these wires can prove difficult to cut without the proper tools. The recommended tools include impact (guillotine) cutters, abrasive wheels, mechanical shears, or cutting torches. A cold chisel works in the field, but a good-quality shear is more convenient. If you use a hacksaw, be sure to wrap the cable with heavy tape where you plan to cut it, and then secure the cable in a vise or similar clamping device.

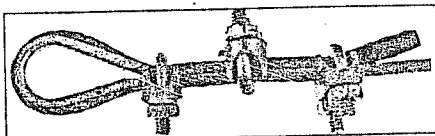
Repairs usually mean replacing fasteners. There are fasteners suitable for field repairs (clips), fasteners for more permanent repairs (swaged sleeves), and ways to replace the entire cable assembly.



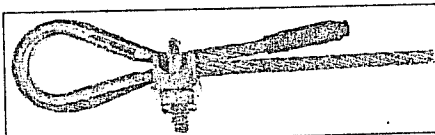
The correct position of clips: The base is on the "live" part of the line. A minimum of two clips is required; here, three clips were used.



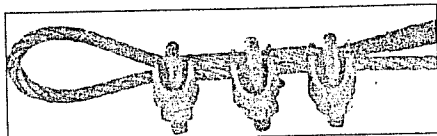
The incorrect position of clips: The base is on the "dead" end, and U-bolts are on the "live" part of cable.



This displays incorrect alternating or mixed position of clips.



An insufficient number of clips is shown here. A minimum of two is required by the manufacturer for this size ($\frac{3}{16}$ -inch) wire.



A fold-back eye, without thimble: Note the distortion of cable lay at the loop.

Various fasteners and fastening methods are used to make end attachments to cables, each of which offer trade-offs between strength, shock-load resistance, convenience of installation, safety, and cost. Not all fastening methods, even when properly installed, provide the same strength as the attached cable, and some methods can fail without warning, so they are not considered safe for overhead lifting or for lifting people. (None of the fixes mentioned here is intended for either of these uses.)

Hooks are attached to 4x4 winch cables by forming a fold-back eye or end loop in the cable with a suitable fastener. The fastener is used to secure the free or dead end against the live or load end of the cable. The eye is usually formed or folded back around a thimble, which is designed to protect the cable and support the loop.

CABLE CLIPS

Cable clips are relatively inexpensive, easy-to-install fasteners for forming fold-back eyes in cable. The only tool required is a simple wrench, although a torque wrench is ideal. Please note that these fasteners are not intended to directly connect (splice) the straight ends of two cables. Several types of clips are manufactured, but only one—the U-Bolt or Crosby Clip—is in common use. It consists of a base and a U-bolt. The base is formed with a saddle grooved to ensure an intimate but nondamaging arc of contact with the spiral lay of the cable. A U-bolt is used to secure the dead end of the cable folded back against the live cable supported in the saddle. Any distortion of the cable caused by tightening the bolt is isolated to the dead-end of the rope eye.

The clip may be simple, but there seems to be a lot of confusion about using them. Frequent mistakes include installing the U-bolt against the live rope; using clips to directly splice two ropes; installing clips too close together; or using an insufficient number of clips. Ideally, the instructions for installing any fastener should come from the manufacturer, and the installer should follow them carefully.

Clip instructions not only identify which size clip to use on which size of cable, but also identify the position on the cable, the spacing between clips, and the minimum number of clips required to secure the eye. Two, three, or more clips will be required, usually spaced at intervals of six cable diameters. These fasteners must be tight to work but not so tight that they crush the cable. In the absence of torque data, the U-bolt arch should put a definite dent in the dead end of the cable after tightening both nuts evenly. The nuts should be checked periodically and retightened as needed.

Be warned that many of the clips available in stores are of unknown manufacture, and data on their correct use is seldom included. One display rack we saw provided detailed instructions for a name-brand product; however, the original hardware had been replaced with clips of a different brand and

lower quality.

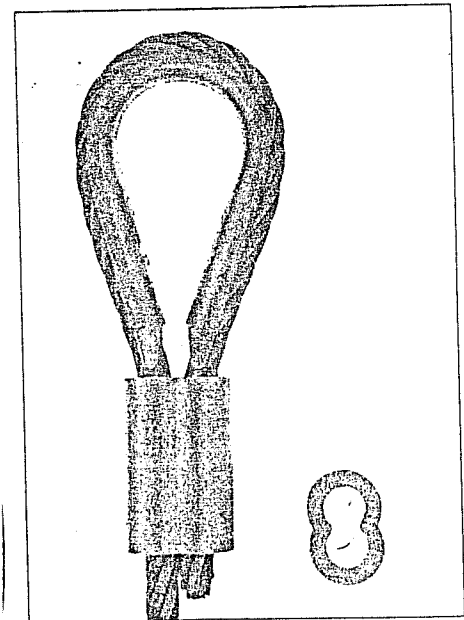
The quality of any fastener should be an issue if it affects safety, as it can with cable fasteners. The user can be deceived (about quality) in a couple of ways. Counterfeit fasteners are made and marked or labeled to mislead the purchaser as to the quality and source of manufacture. Then, there are products that are just cheap imitations of familiar ones, with no claim made as to the suitability of purpose. In either case, let the buyer beware. Some clips we examined recently had no cable striations or grooves in the saddle. Others had striations so rough and irregular as to disturb the lay of the cable strands and cause damage to the wires when the clip was tightened onto the cable. In another lot, clip bases were so poorly formed as to prevent the insertion of the cable.

SWAGED FASTENERS

Clips are not intended for permanent repairs. Swaged fasteners are stronger than clips and usually provide a cleaner, more compact fastening. The duplex sleeve is most often found on 4x4 winches and is one of several styles of swaged fittings.

Swaging is a unique forging method used for sizing, pointing, tapering, or otherwise shaping the ends of metal rods or tubes. In this context, the fastener becomes the "tube" with the cable(s) placed inside. The metal in the fastener is strained by compressive forces applied through dies so that the fastener is "plastically" deformed to flow around the cable(s) inside, locking the sleeve to the cable(s). (The compressive forces are sufficient to cause the metal to behave like a viscous liquid.) Dies are necessary to control the flow of metal in the fastener.

The duplex sleeve fastening takes the place of clips and is made by passing the cable through one hole in the fastener and



This fold-back eye uses a duplex sleeve showing the end profile of the sleeve before swaging.

then looping the wire back upon itself through an adjacent opening in the fastener. (Use a thimble.) The fastener is then swaged to seize the cables inside securing the dead end against the live cable. Duplex sleeves can be made of materials such as stainless or carbon steel which require very high pressures to swage, or aluminum and copper, which can potentially be swaged with hand-operated tools. Cable suppliers and some well-equipped hardware stores have these tools.

Sleeves of copper and aluminum are available in many hardware and farm-supply stores, usually without installation instructions. Store clerks have been known to tell customers to compress the sleeve with a hammer, but this is *not* recommended. One hardware wholesaler commented that the label on his company's assortment of cable sleeves warns in words and pictures against using a hammer, but he couldn't remember when he last sold the required swaging tool.

The *stop* or *button* is a different form of swaged sleeve used on the straight end of a cable. Stops are used on certain (usually commercial) winches to attach the cable to a pocket in the drum. (Most recreational vehicle winches use either a U-bolt or a socket and set screw to fasten the cable to the drum.) A distinction must be made here between the fastener used at the hook end and the fastening method used at the winch drum. The hook-end fastener is made to

take the tensile load of the winch system, while the drum fastening serves to locate and hold the position of the cable but is not intended to be loaded. The cable must be wrapped around the drum. Most winch manufacturers recommend three to five full wraps of cable on the drum for the drum fastening to hold.

REPLACEMENT

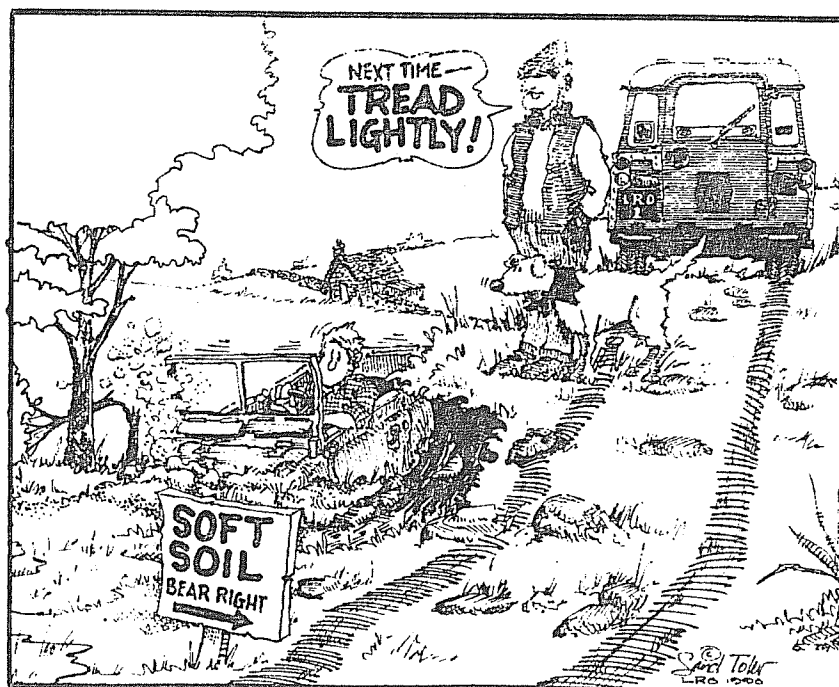
When a cut-and-fix repair would sacrifice too much cable, the entire cable should be replaced. Assemblies can be ordered from winch manufacturers through dealers, or you can have one made at a wire-cable shop. (You may want to get and carry a spare cable assembly before you need it.) If you have a custom wire-cable assembly made, it is best to take the old cable with you as a sample. Otherwise, you will have to specify the cable length and diameter, number of strands, number of wires in each strand, pattern of wires in the strand (performed or not), grade of steel used in wires, the type of core, and the direction of the strand lay and the wires in the strand as well as the type and kind of fittings on each end. Yes, there are dozens of kinds of cable. (Most winches come with a preformed galvanized "aircraft" cable.)

Now that you have unwound the coil, attach one end to the drum, and spool the cable onto the drum under tension. This may not seem important, but a poor start may mean continued poor winding and a short

life cycle for the cable. You can create "tension" by pulling the vehicle along level ground as the cable is wrapped onto the drum. It is critical that the windings are even and touching each other on the drum to ensure adequate support for subsequent layers of cable. For best results, the process should be repeated several times (unspool and re-spool) before the winch is put into service. Some stretch will occur in the cable along with a slight reduction of cable diameter during this process. Unspooling and spooling allows the strands to become seated before a heavy load is applied that might otherwise damage (crush and abrade) the cable.

Cables, in theory, should be lubricated like any other mechanical device. Practice, however, is another thing on a 4x4 winch. The cable usually ends up on the ground and in the dirt where lubricants recommended for cables will pick up and hold the dirt. Dirt will often cause more damage than running a cable without lubrication.

Cables should be cleaned periodically with compressed air and a wire brush to remove dirt. A good time to clean the cable is when you inspect it. Damaged fasteners should be replaced as needed along with any questionable portions of the cable. Good maintenance of the cable system means identifying problems before they turn into catastrophic failures that leave you stuck below the high-tide line. □



THE CANADIAN 101'S

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RECENTLY ROBIN CRAIG (AKA OVL'R PRES) WAS PRIVILEGED ENOUGH TO BE INVITED TO THE DND LAND ENGINEERING TESTING ESTABLISHMENT IN ORLEANS ONT TO REVIEW THE TEST MATERIAL RELATING TO SIMON SKUSE'S TWO 101 FORWARD CONTROL LANDROVERS.

ACCORDING TO ROBIN THERE ARE SOME 20 FILES CONTAINING SEVERAL HUNDRED PAGES RELATING TO DIFFERENT TESTS CONDUCTED AT LETE IN THE 1972 / 3 PERIOD.

CONTRARY TO LOCAL BELIEF, THE HARD TOPS FITTED TO THE VEHICLES WERE NOT FROM LANDROVER BUT INFAC T A LETE MODIFICATION. THE RECORDS KEPT ON THESE VEHICLES ARE EXTENSIVE AND COVER EVERY PART FAILURE FROM THE SMALLEST BOLT UP.

FROM THE MATERIAL HE HAS REVIEWED ROBIN SAYS THAT THE VEHICLES ACQUITTED THEMSELVES WELL IN MOST OF THE TESTS PERFORMED, FROM TESTING IN THE WADING TANK TO CROSS COUNTRY OBSTACLES. THE ONLY AREA THAT THE VEHICLES DID NOT DO WELL IN WAS THE COLD STARTS, BUT THE OFFICER IN CHARGE OF THE TESTS PUT THAT DUE TO EXCESSIVE MOISTURE BEING BROUGHT IN FROM THE WARM STORAGE AREA.

AS DND ARE REVIEWING THE COPIES ROBIN MADE OF THE TEST DATA IT WILL BE ANOTHER MONTH BEFORE HE GETS THEM ALONG WITH PHOTOS.

STAY TUNED. WE'LL KEEP YOU UP TO DATE ON WHAT COMES OUT!

A FIRST FOR FIRESTONE

This year, Firestone UK was associated for the first time with the 1990 ARC National Rally. Their legendary Firestone Super All Traction — the SAT — is often used as a yardstick by many off-road press commentators, with its aggressive cut-resistant tread and unrivalled self-cleaning properties, making it the ideal choice for the 'serious' off-roader, in its 750x16 size.

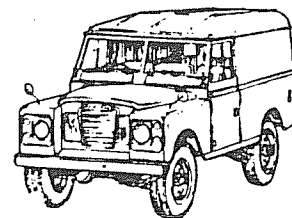
They also have more well proven 4WD tyres including: The Town & Country with M&S tread pattern available in Land Rover fitment; the TCA all weather asymmetric tread tyre which has been developed especially for the Range Rover. Newest addition to the range is the block-treaded MS-212 4WD, for extra traction in snow and ice (should we ever get any!)

Firestone has a national network of 13 key dealers in the UK, many of whom are also major retailers in their own right.

LRO July 1990

ROVERS NORTH

LAND ROVER SPECIALIST



JUNE VEHICLE LIST

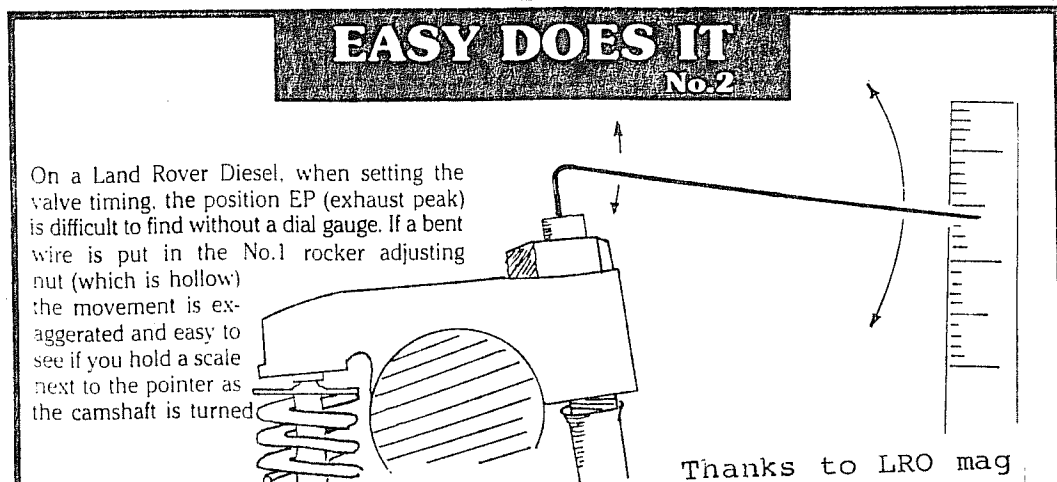
- 1970, SER IIA, 109".....\$7000.00
Overdrive, safari roof, dual heaters, 16" Michelins. Limestone, seats 12. Rebuilt gearbox (at RN). New front springs, gas tank, fuel pump, etc. Looks good, runs well. Call Jack Geise @ (315) 265-3523.
- 1974, SER III, 88".....\$3900.00
Hard top, excellent mechanical condition, good frame, excellent interior. Engine block heater, 50,000 miles. Will need minor floor repair. Call David Barber @ (617) 570-9504 days, (617)934-0274 eve.
- 1969, 88" Bug Eye.....\$4000.00
Firewall back body off restored last summer. Clutch, brakes, tires, etc. replaced. AND 1961 109" 3 door wagon w/ under 1500 miles on Buick V6 and auto trans (will take Chevy V8) each \$4000. Call John Deneke @ (201) 445-0361 from 9am -9pm in NJ.
- 1966, SER IIA, 88".....\$6,800.00
Bronze green w/ limestone hard top. Excellent condition throughout. 7.50 X 16" Michelin radials. Call Bob Erdman @ (802) 864-5751 days.
- 1967, SER IIB, 110 FORWARD CONTROL.....\$10,500.00/BC
R.H.D., truck cab with drop sides and 3/4 canvas top. 2½ diesel engine, ENV differentials. Largest truck ever built by Land Rover. Excellent condition. Call Mark @ (802) 879-0032.
- 1982, SER III, 109" HIGH CAPACITY PICK UP.....\$13,900.00
Shire Blue, truck cab with 3/4 canvas. New 2½ petrol engine, raised air intake, overdrive. Excellent condition. Call Mark @ (802) 879-0032
- 1983, RANGE ROVER.....\$19,000.00
42,000 miles, 4 speed, A/C, Offenhauser intake, Holly 4 barrel, De Carbon gas shocks, new Michelin tires, C.B., Alpine stereo. Call Kurt Ramel @ (303) 925-9470.
- 1970, SER IIA, 88".....\$3000.00
Rebuilt/repared by Rovers North. Good condition. See in Woodstock, Vt. Call Bill Garnett @ (802) 436-2443.
- 1974, SER III, 88".....\$4000.00
Low miles, engine reworked by Rovers North, new exhaust system, new brake system, many spare parts, good tires. Call Garrett Wyman @ (315) 824-2841 or wkends (802) 295-7332.
- SER IIA, 109" Military.....\$7000.00
Srupulously maintained for everyday use. No rust. New brakes, stellite valves, Weber carb, header, electronic ignition, overdrive, fresh paint, 5 all season 16" radials, full canvas, pick-up hardtop, manuals, amny extra parts. Call Fred Griffin @ (603) 444-2071.



**GENUINE
PARTS**

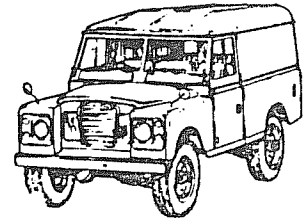
Box 61, Rte. 128, Westford, VT, 05494, USA 802-879-0032

- 1965, SER IIA, 88".....\$5,800.00
 Excellent running condition, body good & frame very sound. Very well maintained. Tropical roof, full roof rack w/ ladder, overdrive, free wheeling hubs & more. 46,000 miles. Contact Doug Planeta @ (617) 789-4932.
- 1965, SER IIA, 109" Military.....\$15,000.00
 Limestone w/ full hardtop safari roof & rear door. Overdrive, 8000 lb. Warn winch, locking hubs, twin fuel tanks, dual power brakes, twin heater. Imported & maintained by Rovers North. Excellent mechanical condition. Contact Barry Heath @ (802) 893-1291 eve and (802) 879-1008 days.
- 1973, SER III, 88".....\$3500.00
 Great project vehicle. Rebuilt motor, head, & main gear box. New gas tank and rear springs. Needs throwout bearing, starter, & a paint job. Call Gregg at (802) 878-6642 days or (802) 229-0259 eve.
- 1967, 109", Military.....\$11,000.00
 Bronze green, full canvas top with heavy duty heater, twin fuel tanks, oil cooler, overdrive, inertia seat belts, 28,000 original miles. Excellent throughout. Drives like new. Call Rovers North @ (802) 879-0032.
- 1969, SER IIA, 88".....\$650.00
 2¼ petrol, hard top with tailgate assembly. Runs well, needs chassis work, excellent project car. Call Rovers North @ (802) 879-0032.
- 1963, SER IIA,.....\$2750.00
 Good mechanical condition with service/parts records. Body decent, frame excellent. New tires with one set of chains. 6½ ft. all-angle snow plow (plowed one season). Call Pam Waterville, Vt @ (802) 644-8154.
- 1975, SER III, 109". MILITARY.....\$12,900.00
 ¾ ton regular, bronze green, truck cab with ¾ canvas, 2¼ petrol, 12000 lb. PTO winch, Michelin XCL tires, overdrive, 17,000 original miles. Excellent condition. Call Mark @ (802) 879-0032.



ROVERS NORTH

LAND ROVER SPECIALIST



- 1965, SER IIA, 109" Pickup.....\$4,200.00
 Body, frame, engine, etc. very good condition. New complete Land Rover exhaust, new seat covers, recent 5-year battery, 65,000 miles. Need to sell-son in medical school. Contact Frank Akins @ (615) 886-4362 evenings.
- 1984, RANGE ROVER, Vogue.....\$19,000.00
 2 door, 5 speed, A/C, power windows, very impressive stereo system, 50,000 miles, Sahara Beige color. A beautiful, well maintained and very unusual Range Rover. Contact Sylvia Surdoval @ (203) 927-3919
- 1983, RANGE ROVER.....\$15,750.00
 Burnt orange, V-8, new exhaust system, almost new tires, factory air, 4 speed, 77,000 miles, plug in heater, running boards, light grills. Call Philip Lempert @ (607) 257-6541 eve.
- 1979, RANGE ROVER.....Contact Owner
 2 door, Mercedes Grey, good mechanical condition. Call Sean Lawlor @ (603) 835-6946 or 225-8996.
- 1972, SER III.....\$12,000.00
 Complete restoration, rebuilt engine & transmission, Weber carb, electronic ignition, all engine components replaced, lock-out hubs, 65,000 original miles, SER II metal grill, Meyer snow plow with plow lights, new tires, recent paint. Call Peter Goetz @ (215) 926-2264.
- 1983, RANGE ROVER.....\$15,000.00
 4 door, 4 speed, std transmission, 96K miles, conscientiously maintained by Rovers North. Interior & exterior in very good condition. Contact Martha Heath @ (802) 879-1008 days, 893-1291 eve.

This vehicle list is brought to you by Rovers North as a customer service. We are America's authorized Genuine Parts distributor for Land Rover Ltd. We are happy to supply you with any Land Rover part or accessory that you may require.

Official Rovers North 40 page Land Rover parts catalog.....\$3.00



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PARTS**

Box 61, Rte. 128, Westford, VT, 05494, USA 802-879-0032



LAND ROVER

Lode Lane, Solihull
West Midlands B92 8NW
England

Telephone: 021 722 2424

Dear MVD!

5 June 1996

HAPPY BIRTHDAY OTTAWA VALLEY LAND ROVERS.

Congratulations upon reaching your sixth birthday, I hope that your celebrations on the 16 - 17 June are a great success.

You are probably aware that that date is also the 20th birthday of the launch of Range Rover and we will be engaged in our own party.

Please convey the best wishes of everyone here at Land Rover Solihull to all the members of OVL.

On a personal note, it was a pleasure to meet Richard and wife to learn of the OVL and the enthusiasm of its members. From the photographs which he so proudly showed to me, it is obvious that there is a lot of skill and dedication amongst your merry band. Please contact me whenever you are in the area.

Regards

A handwritten signature in cursive script that reads "Vincent Hammersley". The signature is written in dark ink and is positioned above the printed name.

Vincent Hammersley.

News Release