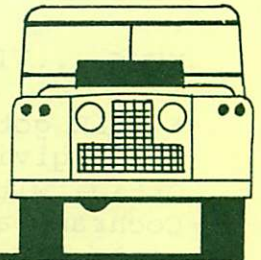


OTTAWA VALLEY LAND ROVERS



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

G' Day eh.

Oct 10/90

HIGHLIGHTS this issue...Land Rover pulls another stupifying blunder, OVLR members make LRO magazine, the oiler is a money-maker, nomination form returns are scarce and the secret of Lucas electric's failure is revealed.

Now the details: In the October issue of LRO magazine, a three-page spread of this summer's Atlantic British Parts rally featured Terry Stone's mint-looking 109 wagon. Readers may remember Terry from an earlier newsletter accounting his ability to spit cheap brandy into the bonfire while avoiding self-immolation. Next morning he was definitely not mint-looking. If you look hard, you'll see a bit of McD's 86, Jason's 88, Cranfield's 88 and a striding Dave Lowe from the Toronto club.

We've received only five completed nomination forms for next year's executive and the November 30 deadline is getting closer. We need to elect a president, VP, treasurer and secretary. Prez Robin is stepping down after two years at the helm. Last year, no one was nominated and the club had to enact a never-before-used article of the constitution and appoint an executive. The emergency measure drew protests from several members (all of whom had neglected to nominate anyone before the deadline) and a promise to reform the election process. The reform committee has since faded into the swamp, leaving the situation unchanged. So, instead of whining, why not simply fill out your nomination form and mail it TODAY. Then we'll have no problems.

The monthly business meeting found us with \$951 in the bank with proceeds from last weekend's frame oiler still to be counted. The menu and agenda for our Christmas party is not yet finalized but it'll get underway at 7pm, Saturday, Dec 8 at the Coffee Lodge restaurant. We'll have more details later. In other discussions, ideas for the mobile kitchen are still coming just from the executive and committee leaders. Anybody out there got any thoughts for a trailer-mounted kitchen complete with stoves, coolers, serving areas and storage? And, there are thoughts about producing a new sweat shirt with hand-warming pouch and hood for those chilly days. It'll depend on funds but we're getting cost figures.

Five Land Rovers had their frames coated with rust proofing last Saturday at the country home of Grace and John Hart. At \$25 a vehicle, including lunch, it's the best deal in town. About 20 people showed for what turned out to be one of the few nice days this fall and watched as members sprayed the gooey goop onto and into their frames (and faces, ears, pants, hair and passersby) Official OVLR chef Harry dished up his famous cabbage rolls, fresh buns, cold slaw and coffee and those not spraying got a bellyfull for \$5. Special thanks to the Harts.

*-OVLRL got a chance to show what our club is all about last Thanksgiving weekend when a Toronto member found himself stranded in Ottawa with a broken water pump. A late Monday night call to Cliff Cochrane at ABP Waterloo got a new pump bused to Ottawa Tuesday where McD and VP Jason dodged raindrops to complete the job for JP Locherer's trip to Toronto.

*-Phil Tuba wants a rad grill for a Series 111 and some original black vinyl interior pieces. (819) 827-4471

*-Welcome new member Sean McGuire of Ottawa and his 109 hardtop.

*-Joel, your secret is safe with us

*-Newfoundland member Kevin Burton and the lovely Deb were in town over the weekend. Kevin brought a videotape of a TV news story on Joey Smallwood's 58 shortbox that crossed The Rock before there were roads. Kevin, described by many as "four-foot, two-inches of quivering love fat", is a regular TV star down home. The TV saga depicts Kevin's struggle to save the aging carcass (the Land Rover, not Smallwood) from the uncaring but neatly manicured fingers of a bunch of local classic car club poofers. It's available at your friendly OVLRL outlet.

"PRINCE OF DARKNESS" unmasked at last

DO YOU remember the time smoke came rolling out from under the instrument panel of your Rover. What happened? Well, something electrical, if not everything electrical, quit working. Do you know why? Well, forget everything you've learned about amps, volts, Ohm's law and such. The first concept you need to grasp is of the nature of phlogiston electronics. Never heard of it, huh. Well, before you go grabbing for Oxford's unabridged, read a little farther.

The arcane nature of phlogiston electronics has almost faded into obscurity with modern electronic theory, but despite the advances we've made, the phlogiston way of thinking is still applicable in today's world. Phlogiston electronics is really quite

the smaller wires. Unfortunately, the fuses were capable of carrying more smoke than the wires and often there were huge smoke leaks that rendered everything running off that particular fuse inoperable.

It has never failed to amaze me how much trouble we used to have with a system whose wiring schematic had trouble filling up one page. Oh, certainly most problems were minor ones, corroded earth leads and such, but they tended to be numerous and frequent as the vehicles got older. If you let too many little problems build up, you were in for a big surprise one day when at least half of your electrical system had a major smoke leak.

In those days gone by, Lucas electrics

simple to grasp. Going back to that electrical meltdown mentioned earlier, let's use phlogiston logic to determine what really occurred.

Okay, you're driving around and suddenly smoke pours out from behind the instrument cluster and your Land Rover lurches to a halt and you leap out, choking on the noxious fumes. In a few minutes the smoke has cleared and you go back inside and discover that absolutely nothing electrical works. A modern electrician would say that you had a major short.

A phlogiston electrician would say that your electricals failed because the smoke came out of them.

When you let the smoke out of

had a reputation for numerous smoke leaks. The reason for this has been pondered for many years by astute phlogistons. It was so bad at one point that Joseph Lucas, founding father of the company, began being referred to as "The Prince of Darkness".

Numerous Lucas jokes appeared, including two famous ones that took America by storm; "Why did Joe Lucas die? ... because he used one of his own pace-makers. Why do the British drink warm beer? ... because they have Lucas refrigerators." The jokes go on and on and while they might be mildly humorous to some, they don't answer the basic question of why the Lucas systems leaked so much smoke.

something electrical, it ceases to function. If a wire springs a leak and the smoke comes out, whatever is connected to that wire stops working. Smoke is what makes all the electrical devices in your Rover function. Your battery is nothing but a large storage container for smoke. It feeds smoke to all parts of your car. Did you ever wonder why the wire to your starter was so large? It's bigger than the rest because your starter needs lots of smoke to operate. Simple!

Do you remember the olden days when Land Rovers had but two fuses? Virtually every electrical convenience fed through those two 30 amp fuses. Well, fuses are nothing more than safety devices to prevent excess smoke from travelling down

The answer is simple. What idiosyncrasy are British automobiles known for worldwide? Why leaking of course. Leaking oil, leaking water, or whatever. Did you ever see a Land Rover gearbox that didn't leak oil? It stands to reason that because Lucas is a British company, its products should be no less prone to leaking smoke than the Land Rover gearboxes are to leaking oil.

So there it is. Everything you will ever learn about electricity starts with phlogiston thinking. It may take some of the mystery away from your electrical troubles. These days, Lucas electrics are less prone to springing leaks, as are Land Rover gearboxes, but the potential for smoke leaks is always there.

That's it folks:
Editor McD 224-8300

Don't miss Prez Robin's massive missive attached.

ROBIN'S NEWS FROM SOLIHULL AND ALL POINTS BEYOND

WANT TO BUY A DEFENDER? DEFENDER? WHAT'S ONE OF THEM? MADNESS, SUICIDE, SHEER STUPIDITY, FLYING IN THE FACE OF COMMON SENSE. WHAT AM I TALKING ABOUT? LAND ROVER LTD HAS CHANGED THE NAME OF THE VEHICLE THAT YOU AND I KNOW BEST, THE LAND ROVER. AFTER 42 YEARS OF BUILDING UP AN INCREDIBLY SUCCESSFUL NAME IN THE MARKET PLACE THE NAME HAS BEEN CHANGED TO THE DEFENDER. IN ONE FELL SWOOP A NAME THAT HAS BEEN KNOWN FROM THE TOP OF NORWAY TO THE HORN OF AFRICA BY GENERATIONS AS *THE* FOUR WHEEL DRIVE VEHICLE HAS LOST ITS IDENTITY. WITH THE ADVENT OF THE DISCOVERY AND NOW DEFENDER WHAT CAN WE EXPECT IN 1992 WHEN THE REVAMPED RANGE ROVER IS LAUNCHED? THE ONLY OTHER D WORD WOULD BE DISASTER. I MAKE NO APOLOGIES TO YOU ALL AT LAND ROVER, THIS IS, IN MY OPINION A VERY GRAVE MISTAKE IN JUDGEMENT. JUST WAIT TO SEE THE NEW OWNERS OF DEFENDERS GO TO THE PARTS DEPARTMENT AND BUY THE OLD 90 AND 110 LAND ROVER DECAL AND PUT IT OVER THE NAME DEFENDER, IT WILL HAPPEN. ANYWAY IT WILL NOT BE THE SAME IN 1998 (IF THEY MAKE IT THAT FAR) CELEBRATING 50 YEARS OF THE LAND ROVER OOPS SORRY, MUST CALL IT BY ITS PROPER NAME DEFENDER!

OVL R IS FORTUNATE ENOUGH TO RECEIVE A PUBLICATION CALLED LAND ROVER NEWS, THIS IS A SOLIHULL FACTORY NEWSLETTER PUT OUT BY THE PR DEPT HEAD VINCENT HAMMERSLEY (*THANKS FOR THE COPIES VINCENT*) ON MUCH THE SAME LINES AS OUR OWN NEWSLETTER. IN RETURN WE SEND THEM ONE OF OURS, YOU GET IT, ONE FOR THEM TEN FOR US.

THIS LITTLE GEM IS PACKED WITH TIDBITS FROM AROUND THE FACTORY AND IN THE MARKET PLACE AND TAKES A LOOK AT WHAT'S GOING ON IN THE LAND ROVER GROUP. WHAT DOES THIS MEAN TO OVL R YOU ASK? FIRSTLY IT IS A RECOGNITION OF SOME D PR WORK DONE ON OVL R'S BEHALF BY RICHARD OWEN AND HIS WIFE PAT WHEN THEY WERE IN THE UK EARLIER THIS YEAR. THANKS GUYS. SECONDLY IT SHOWS HOW MUCH LAND ROVER ARE KEEN TO KEEP IN TOUCH WITH PEOPLE LIKE US. SO HERE IS A DIGEST OF THE LATEST FROM THE LAST TWO ISSUES AND SOME OTHER GOSSIP FROM SOME (*SORRY VINCENT*) UNMENTIONABLE SOURCES!

LAND ROVER'S NEW BABY THE DISCOVERY (DISCO FOR SHORT) IS DOING GREAT. AFTER ITS LAUNCH AT THE FRANKFURT MOTOR SHOW LAST YEAR IT IS A HIT WITH THE CONSUMER AND HAS STOOD UP WELL TO THE RIGORS OF THE 1990 SIBERIAN CAMEL TROPHY. ACCORDING TO RICHARD FOX, THE MANAGER OF LAND ROVER'S PROMOTION AND SPECIAL EVENT'S DEPARTMENT, "THE DISCOVERYS WENT VERY WELL AND INDEED SUFFERED NO MAJOR MECHANICAL BREAKDOWNS". NEXT YEAR SEES THE CAMEL TROPHY AND THE DISCOVERYS OFF TO INDIA. ANY CHANCE OF A CANADIAN TEAM YOU ASK? WELL ACCORDING TO OUR MAN AT SOLIHULL (*YES, VINCENT AGAIN*) LAND ROVER DOES NOT GET A SAY IN WHICH COUNTRIES FIELD TEAMS. SO, WE ARE WAITING FOR A REPLY FROM RJ REYNOLDS IN SALEM NORTH CAROLINA. ALSO WE HAVE ASKED ROGER BALL THE GM OF THE NEWLY FORMED LAND ROVER CANADA INC. ABOUT THIS. MORE ABOUT LRC INC IN A MINUTE.

BASED ON A SLIGHTLY MODIFIED RANGE ROVER FRAME THE DISCO IS AVAILABLE IN BOTH THREE AND FIVE DOOR VERSIONS. IT IS DESIGNED TO GO HEAD TO HEAD AGAINST THE JAPANESE TOYOTA AND TROOPER TYPE 4 X 4. IT FILLS IN THE GAP BETWEEN THE LAND ROVER AND THE RANGE ROVER. ACCORDING TO MY SOURCE A STOCK PILE OF THE NEW FIVE DOORS HAS BEEN BUILT UP BY PUTTING ONE INTO THE PRODUCTION LINE FROM TIME TO TIME. BY DOING THIS, THEY HOPE TO AVOID TWO PROBLEMS. FIRSTLY THE INCREDIBLY EMBARRASSING YEAR LONG DELIVERY DATES EXPERIENCED WITH THE RANGE

ROVER AND THE DISCOVERY. SECONDLY TO GET THE PRODUCTION LINE STAFF EXPERIENCED ON THE NEW MODEL SO THAT TEETHING TROUBLES ARE KEPT TO A MINIMUM.

BY THE WAY CAN ANYONE EXPLAIN WHY LAND ROVER DOES MOST OF IT'S VEHICLE LAUNCHES ABROAD? THE ORIGINAL LAND ROVER WAS EXHIBITED AT THE AMSTERDAM SHOW, THE DISCOVERY AT FRANKFURT..... STRANGE EH?

LAND ROVER CANADA INC I SAID, NO YOU WERE NOT DREAMING, FOR THOSE OF YOU WHO HAVE BEEN UNDER A ROCK OR AT THE COTTAGE ALL SUMMER LAND ROVER (NO HYPHEN THESE DAYS) IS BACK AGAIN. OVL'R'S OFFICIAL INVITE WAS PROBABLY LOST BY CANADA POST. SO UNFORTUNATELY WE CAN NOT GIVE YOU A FIRST HAND STORY. AT THE MOMENT THE ONLY PRODUCT BEING SOLD HERE IS THE RANGE ROVER AND AT QUITE A PRICE. A LETTER HAS BEEN SENT TO ROGER BALL ASKING ABOUT LRC INC.'S FUTURE INTENTIONS. AS THE 110, 90 AND DISCOVERYS HAVE NOT BEEN INTRODUCED TO THE LARGER US MARKET YET, I DOUBT WE'LL BE SEEING THEM HERE FOR A WHILE. AS FOR THIS BEING AN ALTERNATE SOURCE FOR THOSE LITTLE BITS AND PIECES FOR YOUR SERIES 1, 2 OR 3 WE'LL JUST HAVE TO SEE. STAY TUNED WE'LL KEEP YOU POSTED.

A WHILE AGO WE TOLD YOU ABOUT MY TRIP TO LETE IN SEARCH OF THE LOST 101FC TEST PAPERS. WELL THAT HAS HIT A MINOR TECHNICALITY. IT APPEARS THAT TO RELEASE TEST DATA TO A THIRD PARTY WOULD BE A BREACH OF " COMMERCIAL CONFIDENTIALITY " ACCORDING TO DND. SO THEY HAVE AGREED THAT IF LAND ROVER SEND THEM A LETTER YOU GET THE PICTURE. MORE NEWS WHEN WE GET IT.

EVER WONDERED WHAT HAPPENS TO ALL OF THOSE EXPERIMENTAL AND TEST VEHICLES THAT DO NOT QUITE MAKE IT? YOU SHOULD TALK TO EDDIE HULETT AND RICHARD WISE. WHO ARE THESE MEN? A PAIR OF FLY BY NIGHT SOLIHULL SCRAP MERCHANTS WHO GOT LUCKY? NO, THEY ARE THE TWO GROUNDSMEN AT SOLIHULL WHO DRIVE THE NOW DEFUNCT SUCCESSOR TO THE 101 FORWARD CONTROL. THIS VEHICLE WAS SHOWN AROUND FOR A WHILE BUT DIED WHEN A COMPETITOR WON THE M.O.D. CONTRACT. WHAT A LUCKY PAIR. LETS HOPE WHEN THEY'RE FINISHED WITH IT SOMEBODY WILL HAVE THE PRESENCE OF MIND TO PRESERVE IT.

DID YOU KNOW THAT THE CURRENT PRODUCTION DEFENDER (LAND ROVER) CAN COME IN ANY ONE OF FOUR WHEEL BASES / CONFIGURATIONS. THEY ARE:- THE 90, ACTUALLY 92.5" TO BE PRECISE, THE 110, THE 127 WHICH IS NOW A STANDARD PRODUCTION ITEM INSTEAD OF A SPECIAL VEHICLE OPERATIONS CHOP AND INSERT (AS IT HAD STARTED OUT TO BE). LASTLY FOR THOSE OF YOU FOR WHOM FOUR WHEELS ARE NOT ENOUGH YOU CAN HAVE A UK VERSION 6 X 6 , THIS IS NOT TO BE CONFUSED WITH THE PROJECT PERENTIE AUSTRALIAN VEHICLE. FOR THOSE OF US WHO HAVE SEEN THE PICTURES OF THEIR SAS 6 X 6 VEHICLE EQUIPPED WITH SUCH STANDARD FEATURES AS A MOTORBIKE ON THE BACK, OFF-ROADING WILL NEVER BE THE SAME AGAIN.

SO, TALKING OF OFF-ROADING HOW MANY OF YOU HAVE SUBSCRIBED TO OFF-ROAD CANADA MAGAZINE? IT IS PEOPLE LIKE US THAT THEY DEPEND ON, SO GET YOUR MONEY IN TO THEM. BESIDES ANY MAGAZINE THAT PRINTS A PICTURE OF NEIL BREWER IN A COMPROMISING POSITION CAN'T BE ALL BAD. NO APOLOGIES NEIL! ANYWAY IN THEIR NEXT ISSUE THEY ARE SUPPOSED TO BE REPORTING ON THE RANGE ROVER IN CANADA. BUY IT.

SO UNTIL NEXT MONTH, I'M OUT OF HERE... BYE!

ROBIN

LAND-ROVER SPIN-ON OIL FILTER CONVERSION KIT INSTALLATION INSTRUCTIONS

1. Unpack the kit and locate the following items before disposing of the wrapping:
 - (a) Adaptor Base
 - (b) Mounting Gasket
 - (c) Flat Washers (2 included)

(Be sure you have a new Fram PH8A or Purolator PER-1 or equivalent oil filter element on hand.)
2. Remove the Rover oil filter unit from the engine as follows:
 - (a) Disconnect the wire(s) attached to the oil pressure sender assembly.
 - (b) Unscrew the two bolts securing the Rover oil filter assembly to the engine and remove the whole assembly as a unit. (It is not necessary to drain out the engine oil but this would be a good time to also change the oil.) Some oil will drain out of the engine at this time. Let it drain - it will soon stop.
 - (c) Remove the oil pressure sender assembly from the Rover oil filter unit using care not to lose or damage the sealing washer.
 - (d) Scrape the old gasket off the engine and thoroughly clean the filter assembly mounting area.
3. Install the Adaptor Base as follows:
 - (a) Assemble the bolts, Washers, lock washers, and Gasket (and injector pump return spring hook if engine is diesel) onto the Adaptor Base as shown by the diagram.
 - (b) Position the assembled Adaptor Base on the engine oil filter mounting area so that the Guage Port points toward the top front of the engine. Start the two bolts by hand and then use an open end wrench to run the bolts down tight, alternately turning one bolt a few turns and then the other so that the Adaptor Base is not pulled down excessively by one bolt.
 - (c) Screw the Rover oil pressure sender assembly into the Guage Port on the Adaptor Base in the same manner in which it was mounted on the Rover filter unit.
 - (d) Reconnect the wire(s) to the oil pressure sender assembly.
4. Thread the new Spin-On filter element onto the threaded Nipple protruding from the Adaptor Base following the instructions included with the element.
5. Top off the engine oil to the proper level.
6. Start the engine and check for leaks. If the oil pressure indicator light does not go off properly or the oil pressure guage fails to show oil pressure - stop the engine and check for errors.

