



1016 NORMANDY CRESCENT, OTTAWA, ONTARIO, CANADA K2C 0L4

12 MARCH 1993

G'day eh.

**FROM THE EDITOR...** First; a note about the address on the letter head. There is absolutely no truth to the rumour that Kelsey has thrown out McD for the new editor of the Newsletter. Although the editor has no doubt that McD could be easily replaced, there is absolutely no truth to the rumour at this time. The club address has not changed, just the Newsletter editor.

While tending to Her Majesty's affairs in Vancouver last week I noticed the number of Range Rovers tooling about was amazing and the dearth of Land Rovers, just as amazing. Is it that Lug Nut Landie types have gone upscale (I will deal with McD and Bates later) or, is it Land Rovers have not been imported for some time? The good news is, a new Land Rover may be available soon, look for details in **ROBIN CRAIG'S, GENERAL SERVICE....**

While we do not profess to be experts on the French language, we do know the difference between girls and boys. Our apologies to Michel Bertrand.

#### **CLUB EVENTS....**

**MARCH....**Engine Swap at Dixon Kenner's is scheduled for, 13 March, 10:00 AM at Dixon's place. Here is the directions to Dixon's. If you live in Ontario cross the **CHAMPLAIN BRIDGE** into Quebec and take the **FIRST LEFT** as you come off the bridge...travel 3 miles down the road through a set of traffic lights to a stop sign in a 50 kph speed zone...at the stop sign turn **RIGHT** to **FRANK ROBINSON ROAD**...proceed to the next set of traffic signals and turn **LEFT** to **MAIN STREET/RUE PRINCIPALE** ...proceed to the next set of traffic signals (park is on right) and turn **RIGHT** to **ENDERLY RD./ HWY. 148....**proceed down **HWY. 148** for 7.5 miles to a **STONE CHURCH** (now a residence).. turn **RIGHT** just past the church to **BRAUN RD**...proceed down **BRAUN RD** 1 mile and turn into Dixon's...**DIXON** on post box... brown house with double car garage. If these directions lead you astray call Dixon at (819) 455-2783.

**APRIL....** The **MAPLE SYRUP RALLY** is tentatively scheduled for, 18 April at Vern Fairhead's farm....more details next month.

**MAY....** The **ENGINE TUNE-UP** session is scheduled for Saturday, 10 May at 9:00 AM at Scandinavian Auto Service, organized by **TED ROSE**. We also plan to have a parts exchange/sale in conjunction with the tune-up session. A Canadian version of Old Sodbury's Saturday Sort-out. Start sorting through your unwanted good stuff and bring it to the sale.

**JUNE.... TENTH ANNIVERSARY BIRTHDAY PARTY 12 JUNE....** more later.

**NEWS...NEW MEMBERS....FOR SALE.... EXECUTIVE MEETING NOTES....**

**THE MARCH EXECUTIVE MEETING** has decided to contact suppliers to see if they are interested in advertising in the Newsletter. Advertising is to be limited to one page, and sold by the quarter page. If you are interested, contact the club at the address on the Letterhead.....The Executive has authorized expenditures of \$400.00 on the club trailer. The money is for stoves, stabilizers and electrical wiring. The Club is financially solvent at the moment, but don't let that stop you from sending in large donations.

**LOOKING FOR:** Anyone with a Land Rover and/or 1 passenger that wants to drive out to B.C. via the States. Leaving, 20-24 April, will take 4-6 days to get there, will spend nights camping. Final destination: Prince George B.C. Call Marko Stefanovic (416) 825-8662 A.S.A.P.

**CONGRATULATIONS** to Land Rover Canada on having the 1993 Range Rover Country LWB chosen as the best Sport/Utility vehicle in Canada.

**LAND ROVER OWNER** ...reports sighting a test vehicle expected to replace the **DEFENDER**.

**TREVOR EASTON** is the new Land Rover editor of The Toronto Area Rover Club Newsletter. (416) 945-6128

**TOUR OF ENGLAND...** contact Roy Bailie at (613) 523-5740 or write to him at, 1074 Wiseman Crescent, Ottawa, Ontario, Canada K1Z 8J4.

**NEXT EXECUTIVE MEETING** ... Wednesday, 7 April 1993, 7:00 PM at the Red Coach Restaurant, 4049 Carling Avenue, Kanata. Telephone (613) 592-3700. All members and guests are welcome. The last few executive meetings have been rather chaotic from the point of view of transacting the club's business. The executive would appreciate getting the business meeting over before we get into lengthy discussions about Land Rovers. If you want to observe the Executive meeting (you can ask questions at the end, I am not sure about answers) come at 7:00 PM, If you just want to visit, have a pint, eat supper and talk about Land Rovers come at 7:30 PM.

**TENTH ANNIVERSARY SWEAT SHIRTS...**OVL R plans to sell a quality kangaroo type sweat shirt, in light grey with the club tenth anniversary logo imprinted. The shirts are made of heavier material than the green version which some of you have. The price is expected to be \$40.00. Contact: YVES FORTIN at Tel. (613) 237-9719.

**NEW MEMBERS....**

Sue and Tony Baller of Rockcliff Park (Ottawa) are new members of OVL R. The Ballers are from England on a two year posting with the United Kingdom High Commission. Tony is in the Royal Navy and keenly interested in Land Rovers. The Ballers are the fortunate owners of a British Specification, dark blue, 1991 Defender 110, Tdi.

The editor has learned that McD and Bates have successfully converted Bates Sally from a Series I Land Rover into a "BOAT ANCHOR". It is also reported that their next challenge is Roy Bailie's Land Rover.

**TUNING LAND ROVER 2½ PETROL ENGINES.....by TED ROSE**

This is a brief "how to" guide for tuning your 2½ petrol Land Rover. I hope it is not too vague.

It is best to tune an engine when warm. Try to combine the tune-up with an oil change. After a lot of winter starts with the cold start (choke) on, a certain amount of gasoline blows by the piston rings into the crankcase, affecting the oil pressure, lubrication and the way the engine runs in general.

So warm it up, change the oil, and then start with the valves. I know the valve cover plate says " Hot or Cold" but always try to adjust them hot (read warm). Follow this sequence, 1 open adjust 8, 2 open adjust 7, 3 open adjust 6, 4 open adjust 5 or visa/versa. Continue until all eight valves are adjusted. Open is when the valve spring appears as compressed as it is going to be. Remember, don't slacken off all the locknuts at once. and only adjust the valves (tappets) that require attention. Tight is, tight enough, on the locknuts. A good trick for the right adjustment is to go tight with the next larger size feeler gauge (0.011 inches). Then run the correct size through. It should feel just right, not loose, but not pinching or sticking. When you have adjusted all the valves then check the valves once again, maybe twice. This is a critical step in tuning your engine so take care and do it properly!!!

Next, do a compression check, try to use a screw in type gauge. Disconnect the wire from the switch (SW side of the coil). Record the compression readings as you measure each cylinder. If you get exactly the same readings from each cylinder, great, but unlikely. Usually there will be some variation eg: 147, 150, 142 and 151 lbs. However if three readings are close and one is 100 lbs lower than

the other three, a tune-up is not going to help.

Moving to the sparking plugs, (spark plugs). Plugs are relatively cheap, and vital to the performance of your engine. Throw away the old plugs and buy a set of new plugs. (not Crappy Tire's own brand). Use a spark plug gauge with an electrode adjuster and use it to adjust the spark plug gap. Do not assume the gap is correct straight out of the box and do not bang them on the bench or valve cover until you think they look right. Adjust for a 0.030 inch gap. Put a little anti-seize on the threads. and once again, tight is, tight enough.

Now have a look at your distributor cap, rotor, spark plug and coil wires. If they don't look perfect, throw them under the front seat and fit new parts. Fit genuine Land Rover parts as there can be a significant difference in quality between original Land Rover and after market parts. Make sure the base plate to which the parts attach rotates freely. If it does not move, do not force it. You might remove it completely from the distributor and make sure the centrifugal weights are not seized and the springs to the distributor cam are intact and attached. The distributor cam should rotate slightly as well. Apply suction or vacuum to the pipe or hose on your vacuum advance to remove any debris.

If your points are burned or damaged, don't attempt to file or repair them. Fit new points and set them to 0.015 inches. At the same time change the condenser. Remember genuine Land Rover parts only. Make sure the "pigtail"(the low tension lead and block) is in good condition.

If you have a fuel filter (highly recommended) replace it. Clean the sediment bowl on you fuel pump. Make sure it comes off easily enough so you can reassemble it.

Do not ignore the air filter. Take it apart and clean . Refill with 20W50 oil to the level mark.

Set your timing next, 7:1 engines 6 deg. BTDC, 8:1 engines 0 deg. TDC and 8:1 (emission controlled) 6 deg. ATDC.

The best advice I can give you for your carburettor is, if it is not broken don't fix it. Most of us have one of three carburettors fitted, but they all have two main adjustments, idle and mixture. So as long as the throttle shaft is not too worn, proceed. Turn your idle down as low as it will go, 700 to 800 RPM is good. Find the highest, smoothest idle speed with the mixture screw, then re-adjust the idle with the idle screw to about 800 RPM or until it sounds right, not too fast, remember you have to be able to shift gears. Give the throttle a couple of snaps, if it stalls, increase the idle speed a bit, and you are done, Any problems, call me.  
**TED ROSE (613) 256-1598**

**GENERAL SERVICE .....by Robin Craig**

First up this month, Land Rover North America Inc. (LRNA) has announced that it is seriously considering bringing a modified Defender 90 to North America. You will remember that I told you that the 525 Defender 110's for the US and Canadian markets were for this year only. During the sales period for these vehicles a great deal of interest was shown for a two door model to be made available.

The proposed North American 90 would be a soft top with a roll bar system similar to the Defender 110. The only picture available is an artists rendition which is shown at the end of this article. LRNA says the doors will be "half height" with sliding glass windows. The canvas pictured has large clear panels similar to current sport utility vehicles.

Some points to note in the picture are; the wipers are the wrong way around and there is additional turn signals at the front and rear. The spare tyre location is not shown. This can be a problem on a soft top vehicle if you intend to have seats in the back and not have the tyre on the hood. The answer then would be to adopt a sideways swinging tailgate as seen on the Belgian 4 X 2 88's and as shown on a factory military demonstrator 90 patrol vehicle about 18 months ago. This gets rid of the awful arrangement found on some 4 X 4's where the spare is on a gate affair which has to be swung clear before the tailgate can be opened.

In the mechanical department the vehicle would "be mechanically similar" to the 110's. This raises the question as to whether this is another manufacturers limited run to further the growing profile of the Land Rover marque or whether they intend to seriously sell and support the Defender product line in North America. I will re state my feelings, that to be taken seriously LRNA must be prepared to support these vehicles for a long time to come. Good luck guys.

Speaking of new vehicles, there have been a couple of arrivals in the world of scale model Land Rovers. Airfix has re-released its HO scale Bristol Bloodhound kit which includes a series II 98 Soft Top. The kit is a little crude but good value for the money. The kit number is 02309 and retails for about \$6.50 plus taxes. You should be able to find it in you local hobby shop. Should you have a problem obtaining a Blood Hound kit, contact Terry Jones at Hobby House, 80 Montreal Road, Vanier (Ottawa), (613) 749-5245

Dartmoor Military Models in the UK have announced that they are releasing a 1:35 scale Lightweight in kit form. The kit parts are made of metal and resin. It is unclear at the moment whether it is a Series II or series III, whether it is a 12 or 24 volt model, or which side the driving position is on. The price is yet to be announced but will be prohibitive, as most of Dartmoor's products retail in the £28.00 and upwards range. On the up side, you will be

getting a very fair representation of the real vehicle as Dartmoor are known for their quality and attention to detail. Also in the works is a 1 tonne 101 FC. John Perry of Dartmoor Military Models can be contacted at Woodsmanwell House, Brantor, Tavistock, Devon, England, PL19 ONE. Tel. 01144 822 82250 Fax. 01144 822 82459.

TOW GOD, the cover name for one of this column's informers, tells us of an interesting conversation. While on exercise a senior officer from our neighbours down south visited and was chatting to the troops. Tow God asked the officer how their new Land Rover Special Operations Vehicles were performing. The reply was "I can neither deny or confirm the existence of such a vehicle"!

From Soldier, the magazine of the British Army, comes this snippet proving that Land Rovers the world over are highly sought after vehicles! ..... A Land Rover was lost and then found in Bosnia after a road traffic accident. A Defender was involved in an accident in which the crew were injured. While the crew of a second Defender attended to the injured, thieves made off with their vehicle. It was spotted despite a new coating of camouflage paint and military markings a few days later by men of 2 Troop, B Squadron 9/12 Lancers. The Lancers managed to hem it in, and a check of the serial number soon proved British ownership.

Till next month ..... Robin Craig, (613) 738-7880



LAND ROVER DEFENDER 90

CHEERS, DAVID MEADOWS ..... (613) 599-8746