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3 August, 1994

Greetings;

No too much to report for July. The club had the monthly social gathering at the Navy Mess on Victoria Island, and Murray organised a "Build a road event" in Carp. Dennis Leduc has sold his Land Rover to new member Wade Zumbach, and we gather a couple more members from the woodwork. Next month features the club breakfast on Victoria Island on the 6th, and an overnight off-road trek down the Calabogie power cut/flower station road on the weekend of the 20-21st.

Murray's working off-road adventure started better than Dale could ever imagine. Thunderstorms, lots of them. Rain, lots of rain. Dale had a top, no doors, but he did have a top today. I arrived just prior to the heavens opening up, my big green beastie being slightly sick with a case of spun bearingus, and once we had our stuff together we were off for an 8:30am rendezvous at Hazeldean Mall. Seeing how we might be late, we took the Queensway to Kanata. It didn't take long to notice that the lightning was getting closer, the rain heavier, and the visibility drastically reduced. No matter Dale forged ahead, yelling abuse at the parked cars along the side while I sat serenely recalling that Land Rovers are designed to make other cars absorb the impact, rather than itself.

Arriving at the mall, the heavens still open, was Murray, Fred, Bob, and a topless Roy. Yes, Roy has heard from our friends at Environment Canada that today was going to be beautiful, and now was sitting in a large square bathtub. However, Roy was not to be outdone. A call on the radio to find McD and Bates turned them up hiding under a flyover on the Queensway. It seemed that McD had also forgotten to bring his top and was praying for the heavens to close, but to no avail. Time pressing, calls to get moving quickly resulted in their appearance, and the convoy was ready to go to Carp for a little exercise. In pouring rain, Dale ensured that he was behind Roy, and just ahead of McD for the wet drive to Carp, to better watch those who had nominated him for a lugnut award for driving topless in a rain storm once upon a time.

A quick trip to Carp via a scenic route of roadway under construction and Sedgewick, with his keeper Bruce Ricker, was picked up. Arriving at the designated location, the proposed roadways were walked out, the assembled masses were divided into two groups and started from both ends of the first trail. The sound of axes and chainsaws reverberated through the woods as trees were felled, LR's pulled out twenty foot sections for a later visit to a nearby sawmill. Lunch appeared when the two groups met in the centre of the trail.

The second trail was built halfway to a clearing when time began to grow short and it was agreed that a return visit was required to finish off the second trail, and properly test out the first. The return to the farm house was a bit eventful with the first two Land Rovers getting through a fast becoming soup of mud. Bob, exercising a lack of wellie, managed to mire himself quite well and the following vehicles with the exception of Dale all had to be winched through. Dale, it should be said, used plenty of wellie to make it through and the sound of breaking objects in the back attested to his determination to get through this hinderance.

One and a half roads were built, one existing section temporarily out of action for the landowner who now is seriously considering the acquisition of a Land Rover, admitting his Detroit pick-up would not be able to handle the trails as well as the Land Rovers did. A job well done was followed up by a trip to Bruce's where a BBQ and pool awaited. The convoy made an uneventful journey until the end where Dale showed that he might be a master of the off-road, graded shoulders were beyond his abilities. Photographic evidence was taken of a poor diesel approaching the magic 45 degree angle as it worked its way into the deep ditch across the road from Bruce's abode. Sedgewick came to the rescue, saving Dale from

the further embarrassment of being the first OVLRL member to roll a Land Rover while nearly stationary beside a paved road.

One should bear in mind that there is the opportunity for a number of events that are limited in attendance. This particular event was a "non-club event" because of the property owner who wished to limit the number of people. It is up to the reader to make an early decision if they will be attending an event and phone the event co-ordinator. I note no one phoned Murray after the first notice went out, and then interest only surfaced as the date drew near. Reserve early and you have a spot.

OTHER NEWS, REBUILDS/PROJECTS, EVENTS...

Congratulations to Jerry Dowell & Boinky (Really! Bates told me it was her name! I swear! Shoot him!). They are getting married on the 27th of May.

To extend some of the exemplary roll-modelling displayed by Roy and Mike at Murray's road building event, I am happy to note that they made a repeat performance. This past Saturday, in search of some short, fun off-road sections for the rest of us to enjoy, they braved the off-road near Dwyer Hill Road. Being both *REAL* men, they forgo such creature comforts as a canvas top and again got clobbered by Mother Nature in another torrential downpour. (They claim Environment Canada said there was a 60% chance of rain in the afternoon... Yeah, right...) They went in about three miles, along a railroad line to a series of hills and sand dunes. Then, to quote Mike, "I have never seen so much water come down in my life. We were soaked, the door pockets filled with water, even a gauge filled with water". I understand that Roy will be carefully checking that his tailgate is securely closed. Apparently while making repeated attempts to get up one hill it popped open, dropping the contents (gallon jug of oil, toolbox, seats, heavy coat) out the back. Roy not noticing this little event promptly backed up over the contents to make another attempt at the hill. The oil jug exploded, covering everything with oil. He crushed the toolbox, and then dragged his coat through the mess. Digging out about a third of the hillside, they recover the entire oily mess and threw it into the back of Roy's LR. On the way back to Stittsville, the leaking oil crept out under the tailgate and promptly into the slipstream, up and over the tailgate, giving Roy, and the Land Rover a nice pre-Oiler oil bath. Some note that both Mike and Roy are showing much affection for water. One is also reminded that Mike played submarine in one mud hole at the Birthday Party. As some see it, they are tied thus far and surely they deserve an award! What will they do next? Stay Tuned!

Tony & Sue Baller have just had their Land Rover shipped from Vancouver to Hong Kong where they will be returning to England via China, Pakistan, over the Himalayas. For those that can't remember their Land Rover, it is the blue TDi with red CD plates that has been wandering about Ottawa for the past year or so. Hopefully we shall receive some mail and photos of the journey.

In regards to last months note on military trailers at C.A.D.C., I am happy to note that a large number of trailers have been added to their supply. Condition is mixed. None are as good as Murray's, and quite a few are rather beaten up. However, they are still available.

For those hankering for a look at some new Land Rovers, there is a green Defender 90, two Discovery's (one white, the other blue), and one Range Rover sitting at Otto's (Westboro Land Rover).

Michel Bertrand moves a NADA down to the townships for finishing. Unlike Rudolph, this one has a frame that looks new and may be on the road in time for Stowe. Yves' Land Rover is back on the road after a long hiatus brought on by a slightly sick engine. Jerry's "Edna" is a bit sick, suffering from a rotten gearbox crossmember. The gearbox is now held up by a large piece of strapping. Bates' "Sally" is not in the news, search parties may be in order to find out what he has done with her this time.

For those of us with Koenig Winches, Charlie Haigh has sent up photocopies of two short bulletins put out by Koenig Iron Works. The first from January 1969 lists all of the parts available for King winches, as well as the prices for 1969. The second is Bulletin 1459, Installation instruction for Model LR-591 & 592 on Series II Land Rovers. It includes a blow-up of the internal parts as well as a parts list. For those who are unsure which winch a LR-591 is, it is identical to Bates' and my winch, running off the end of the crankshaft, not the PTO version which is similar. I can make a few copies for anyone interested. With Charlie's help I am pursuing sources for parts for the winches as Koenig ceased support for these winches

in the early 1970's. American Gear & Supply of Houston, Texas bought the rights to some of the Koenig winches and may have a sub-set of parts available.

Manifold Destiny, or interesting articles in other club newsletters. In the last two issues of the Rover Owners of Virginia club newsletter "The Gearbox" has published tips and techniques for manifold cooking, even recipes! Try one of the author's favourites for pork tenderloin, as the 2.25 is best suited for long, narrow food packages. Take one large or two small tenderloins (about 2 pounds total). Rub with salt and pepper, add several sprigs of fresh sage and a few dashes of liquid smoke seasoning. Triple wrap in aluminum foil. Place on intake/exhaust manifold (no need to wire it on a 2.25, it fits in just fine) and drive three hours, flipping the packet over midway. As the french would say "roti al la point", or done to a turn. Then again, it lends a whole new meaning to the term engine degreasing. The book "Manifold Destiny; The One, The Only Guide to Cooking on your Car Engine" is published by Random House, costs \$7.95US, and carries ISBN # 0679723374

For those asking about how incorporation is going, all the paper work has been finished, all that we await is for Land Rover to send us permission to use "Land Rover" in our name. We note that they have already given this permission to the Canadian Series One club.

LAND ROVER CANADA PRESS RELEASE: Limited Time Special Offer for 1994 Defender 90

(Mississauga) Land Rover is having a nation-wide programme for 1994 Defender 90s.

"The only V-8 powered sport utility of its kind available in Canada", says Alan Manessy, Managing Director, Land Rover Canada Inc., "We beat the drum loudly when we introduced it last November. After all, this was a highly versatile basic vehicle with all the traditional Land Rover capabilities. It offered buyers the opportunity to tailor the Defender 90 for anything from scientific field research and extreme off-roading to toting surfboards to the beach or mountain bikes to the nearest hills.:

The company's promotional activities generated considerable initial interest; higher than that shown in the Range Rover over the past few years. But the interest did not translate into sales! An informal survey among dealers and potential customers disclosed the problem. Although the Defender 90 had an attractive base price, when the customer started detailing the finishes and changes they wanted, buyers found the final price too rich.

"When we listed the Defender 90 last Fall, the price for a topless two seater with tonneau cover was \$33,800." We are continuing that original list price with the special offer while quantities last or until 31 August 1994. The package for the 1994 Defender 90 will include a full soft top kit, alloy wheels and freight. Also in the package is a rear seat and running boards or the choice of equal value accessories."

"We thought, and we still think, the concept of the Defender 90 was great, particularly in the versatility it offers each buyer. We did our best to let people know the various options cost extra, but either the message didn't get through or they felt the 'extras' added up to more than they were prepared to pay."

"With this programme, we are keeping our integrity intact while regaining the trust of any of those we may have inadvertently alienated."

Would be purchasers are encouraged to contact their nearest Land Rover dealer for more details.

NEW MEMBERS:

- Peter Clarkie joins the club, bringing a 1958 swb to our ranks. A slow rebuild process is nearing completion, and if fully successful we shall see his efforts at the club breakfast. Since the Rover mania initially set in, he has also recently added a 1960 pick-up to his collection.
- Wade Zumbach brings an, originally British Columbian, 88" station wagon (formerly Denis Leduc's)
- Another two are known to be pending...

Future Events:**Saturday, August 6th: Breakfast at Victoria Island.**

Same format as last year, cost is \$3.00 per adult, \$1.50 per child for a breakfast of bacon & eggs and a chance to show off your Land Rover to the admiring masses. Phone Yves @ 237-9719 for further information.

Monday, August 15th: Social Gathering at the Prescott

Social gathering at the Prescott Hotel on Preston Street. Last minute planning for the Calabogie run will feature high on the agenda.

Weekend, August 20/21: The Calabogie/Flower Station Road

A revisit of an old overnight run not attempted in several years. This would be considered a medium off-road effort with and option of no heavy winching required. A good opportunity to check your axle articulation.

Who: Anyone interested in an interesting off-road camping adventure. Phone Jerry Dowell (819 827-2932) to reserve a spot. There will be a limit on the number of Land Rovers as there are time constraints on how long it will take to get through any obstacles. We cannot sit at a mud hole for several hours and still make the campsite by dark. Phoning early is also a good idea as preference will be given to vehicles with 16" wheels. Vehicles may be divided by route to balance the number of winches on each trail, preference being given to the hydro cut route. Vehicles must be in good condition as towing them out would be considered a major pain.

What: Two teams of vehicles will enter the trail from opposite ends. The first will be at the beginning of the Calabogie Power/Hydro Cut and following the power cut to Straddlebug Lake; The hydro cut route will involve three to four areas where vehicles will have to be winched through. The second comes in at the Flower Station Road. This route will not involve winching, but features a trail building exercise of about 100 feet to get past a swamp. The two groups will meet in the centre at a large clearing.

Bring: There is no fresh water at the campsite. Bring water. This is a bring your own everything event. You are responsible for bringing any required food, beverages, water, cutlery, oil, spare petrol, spares et cetera. A sleeping bag and tent are optional if you intend to sling a hammock in your Land Rover.

When: The two groups will leave together from Shoppers City West at Baseline and Woodroff at 6pm Friday Evening. One group will proceed to Long Sault camp near the Flower Station Road. The other will go to the Big Pine camp area at the end of the hydro cut. Both groups would proceed into the trails early Saturday morning.

Sunday, depending on the difficulty encountered, either the groups will continue going their respective directions or take the most appropriate route out together.

Sunday, August 21 5th annual British Car Day

For those of you who don't want to get your vehicle a little muddy there is the 5th annual British Car day, hosted by the Kingston Boot and Bonnet club at Grass Creek Park, Highway #2, ten miles east of Kingston. Show runs from 10am to 3pm. Dash plaques to the first 150 registrants. Registration is \$6.00 per car. There are many door prizes supplied. For more information contact Brian & Linda Thomas (613) 542-8110

Tuesday, Sept 6th Executive meeting

In my cave, 27 Kelvin Crescent at 7pm.

September British Invasion IV @ Stowe Vermont, September 16, 17, & 18th

Again, as last year a number of OVLR members will be taking the weekend to abandon their trusted friend in some dark, dank, garage and drive something foreign to see other British vehicles. Also a chance to see what silly thing Dale will do to win the TailGate picnic for a third time in a row.

September 19th Social Gathering at the Prescott. 7pm start.**Sept./Oct. Off-road / overnight camping**

Off-road event featuring a static campsite a la the Birthday Party format. Various locations are being discussed within an hours drive of Ottawa. Once a location is worked out, details will follow in future newsletter. We are looking at Silver Lake, a spot that has not been used before, yet offers good off-road opportunities. A tentative date is October 1st and 2nd, being two weeks after Stowe, and at least two weeks before the next major event scheduled (Frame Oiler).

October Frame Oiler.

Your annual chance to prepare the steel portions of your Land Rover for the ravages of the MoT salt laying exercises. Designed for those who do not have Series III breather caps for the valve cover and crank vent with hoses leading into the frame rails, rather than carb. for rust proofing reasons.

December 3rd Christmas Dinner at the Navy Mess on Victoria Island.

FOR SALE/STUFF WANTED:

Another lean month for parts and vehicles for sale. If you have any Land Rover items that you wish to sell, drop a note to the club address above, or leave a message at one of my phone numbers below. (Leaving a message on the voice mail system at work has been found by many as the best way.)

- FOR SALE: Series IIA 109 pick-up owned by George Kearney. Vehicle completely reassembled and frame completely rebuilt. Everything works. \$4,000 firm. As George is in the process of moving for the time being contact either Ted Rose or myself for further information. George is selling as he wants to rebuild a swb.
- FOR SALE: Series IIA 109 pick-up owned by Paul Smith. I understand it is along Highway 7 at a friend's place. Paul is being transferred out west by the military.
- FOUND: One Land Rover book left behind by someone at the Birthday Party. Identify the book and its yours. Phone Dixon Kenner at (613) 951-3232 and leave a message on the voice mail system if I am not in.
- FOR SALE: - truck cab, missing adaptor plate, roof part needs some body work. \$ 135 FIRM. Buy it before winter comes. Robin Craig (613) 738-7880
- FOR SALE: One each, front and rear axle casings from Series II/109. Includes axle shafts, diffs and brake backing plates. (No rear backing plates) Good swivel balls. Also Series II transmission, includes bellhousing, clutch and front prop shaft. \$500 or best offer. Paul Smith, 829-2104
- FOR SALE: 1973 Series III 88", aquablue body in good condition, rear door model. Engine rebuilt in 1992. More than \$4,000 work done since, including brakes, road springs, oil seals, electrics and new swivel ball gaiters. (detailed receipts available) Sold with new battery, repair manual, extra tire and one new front hub. Asking \$6,000. For separate sale: One new front hub... reasonable offer. Kiki Athanassiadis, (514) 731-6235
- Wanted, one good home for a late Series IIA 109 ex-military bulkhead. Phone Bob Wood (613) 225-2100

THANKS TO THE YANKS! by Clive MacDonald-Smith (OVLR member & Land Rover dealer in England)

An account of a week spent with fellow members of the Bay State Rover Owners Association on their 1993 Pilgrimage tour to England.

I arrived at the A.R.C. National Rally site at Eastnor Castle on the Friday evening after a long hold up on the M5 owing to roadworks, booked in and took a quick look round, people setting up caravans, others building trade stands - nothing changes much. I couldn't see anybody that I knew so I drove slowly through the site and back on to the road and turned right for the town of Ledbury and the Feathers Hotel, where I was to stay along with the other club members.

I was just negotiating my elderly Series IIA 109" into the narrow entrance to the hotel yard when I was greeted by Bay State's U.K. rep. Andrew Cutting, who followed me down the yard and then told me about the visit to the factory which they had all enjoyed the previous day. And the fact that on the way to Ledbury they had managed to take in Stratford-upon-Avon, Warwick Castle and the British Motor Industry Heritage Trust's new museum at Gaydon, the old British Leyland proving ground.

I was then taken inside the hotel to book in and there I met Bay State President Jim Pappas and his charming wife, Cathy, and members Paul Lelito, Lisa Kenny, John Hong and last, but no means least, Kevan (how many used Range Rover parts can I get in my hand luggage) Keegan who had spent the previous day touring breakers yards (Kevan is rebuilding a written-off Range Rover).

After a delicious supper and a lot of Land-Rover talk and also sharing a drink with the well-known off-road instructor, David Bowyer, whose training centre we were to visit later in the week, we adjourned for the night.

Saturday came all too soon for some of us - still a hearty breakfast soon brought us to life then we set off for the National site in convoy, the Americans taking great delight in the new experience of driving the powerful TDi engines fitted to their hired Defenders Ninety and One-Ten County. On arrival at the site we soon found the Club stand where Andrew and two of his pals had spent the night in their caravan. Soon the banners were out along with the Stars and Stripes and the Union Jack. Jim put up a photo display board and then surveyed the trade and clubstand areas, opposite us was the Series II club

and just to their left was the 101 F/C Register - 'Stop drooling, Jim', I said, 'Yeh' he said.....

Soon Tony Arnold and Nick Chinnery from the Forward Control Register IIA/IIB turned up and took their place next to our stand, Tony in his award winning concours Series IIB and Nick in a workmanlike example of the marque, both working vehicles used everyday. The Bay State display consisted of the two Defender TDis plus Andrew's Ninety County diesel, my Series IIA and Andrew's mate's Rover 2300 SDi.

Jim took the gang on the offroad safari course - a sort of convoy of vehicles which did a conducted tour of the Deerpark and ploughed through a lot of mud owing to the torrential rain which preceded the trip. About twenty five vehicles went in all.

In the afternoon, I collected a couple of pre-commissioned cartoons from Pete Wilford - the well known illustrator of Dipstick in Land-Rover Owner magazine, these I then presented to Jim on behalf of the U.K. contingent of the Club to mark their visit. The rest of the afternoon was spent looking at the concours vehicles in the main ring and touring the Trade stands where a character by the name of Bat Fastard suddenly gained a number of overseas fans who bought and displayed T-shirts stating they knew him.

Eventually we all got back to the hotel for dinner after which the assistant manager was persuaded to install a video recorder in David Bowyer's room and he showed us some very interesting Land-Rover films, including the Camel Trophy.

Sunday morning came and nobody was in a great rush to get to the site so a leisurely breakfast was followed by a steady drive up to Eastnor in time to watch the trial which went on all day and was thoroughly enjoyed by our visitors. Before our return to the hotel there was a rumour that the overseas clubs may be taken round the Land-Rover test course at Eastnor on Monday. We would have to be there by a certain time in the morning, but still nothing was definite.....

Monday morning came along with another very filling breakfast, then, suddenly a frantic 'phone call from Andrew on the site - 'Can you all be here in fifteen minutes to go on the Land-Rover course' - 'No, we might make it in twenty though'. Hastily we checked out and got on the road. On arrival at the Deerpark we lined up at the top of the hill and whilst Paul went to take 'photos of the deer we were joined by the Dutch and German clubs and we were asked to move through the gate and into the woods and wait, which we did. Soon a brand new Camel Discovery Land-Rover TDi pushed its way to the front and out got Roger Craythorne, a senior Land-Rover official and he came down the line to check all the vehicles. He took one look at your truly and my U.K. registered vehicle and said 'I know you, you are Forward Control Register, this is for European Clubs'. So I had to explain that I was with the Bay State Club from America and Andrew explained that they were in hired vehicles. So after a check that all the vehicles had their footsteps folded up we were off.

We were later told that the Midland R.O.C. hosts of the National were very jealous of us because they hold events at Eastnor during the year but are not allowed on the L-R course. Our journey around the course was a very enjoyable experience with plenty of mud and water to test the drivers skill: When we returned to the caravan park Roger told me to follow him because he had a vehicle that he wanted to see. We drove out of the park and across the main road and into Eastnor village where I was introduced to a chap who, whilst being a vintage tractor enthusiast was also busy restoring the original prototype Series IIB Forward Control Land-Rover and a very thorough job he was making too, except that he was fitting a 200 Tdi engine and five speed gearbox.

On my return to the caravan park, I found the Bay State brigade busy packing up ready for the trip to David Bowyer's Off Road Centre in Devon, and Andrew's pals preparing to take their caravan back to Essex. A fairly uneventful journey was made to Devon except that with going round the L-R course at Eastnor in the morning we did have time for a planned visit to Cheddar Gorge on the way down.

Morning duly came and the vehicles were checked for oil and water and all climbed aboard for the three and a half mile trip down narrow Cornish-type lanes to the Off Road Centre. Upon our arrival the first thing that I noticed was a sign saying "Keep off the grass. Offenders will be shot! P.S. Thank you". I began to wonder what lay in store for us, but not for long as we were soon in the yard and David was out shaking our hands and offering a cup of tea. Refreshed, we were ushered into the classroom where David's chief instructor, Keith Hart, went through the theory of off-road driving and then outside in the yard a practical demonstration of the High-Lift jack and using a gravity roller set the principle of the centre diff. lock

on the Centre's V8 90 station wagon.

Whilst all this was going on David and his assistant were checking our vehicles fitting fording plugs in the transmission and engine timing belt covers ready for going into the course. Set in about 5 acres the actually driving course most of which is on a hillside with the water sections set out along the bottom, the less experienced of these amongst us went round supervised by the instructors whilst Jim, Andrew and myself, all having 'done a bit' in the past were allowed to go on our own. I asked if I could tackle the Steps - perhaps the most transmission damaging section of all, bearing in mind that my 109" SIIa didn't have a Salisbury rear axle, I was told 'at your own risk'. First gear low range and gently does it - I got to the top with lots of spinning and flying rocks but fortunately no broken bones er. - halfshafts. Later Lisa Kenny went up and down in the 90 TDi, after a delicious lunch at the local pub to which we travelled in 'Sybil' David's immaculate SI seven seater station wagon. In the afternoon John (Lucas) Hong - what do they call him Lucas? driving the V8 90 managed to get it stuck on a particularly muddy bank. David said 'we will tow it out'. 'No', said John, 'I want to recover it with the High-Lift jack'. This he proceeded to do. Meanwhile Cathy Pappas had gotten to ambitious and managed to get the other 90 stuck in some mud giving Keith Hart a good opportunity to demonstrate recovery with the Kinetic Energy Rope. This done and some more driving round the course, we then adjourned to the classroom to watch some videos, but it was decided to do this at the hotel instead.

The next morning we all arrived at the centre ready for our trip to the Exmoor National Park in the adjoining county of Somerset. It was decided not to take my 109 because it had developed a rather nasty leak from the rear main oil seal and we didn't want to aggravate it as I had to drive nearly 400 miles home, so I was to be a passenger in the Defender 110 station wagon for the day.

Booted and spurred we set off in convoy with David leading in the V8 90 followed by us in the 110, Andrew Cutting behind us in his 90 station wagon and John Hong and Leith Hart bringing up the rear in the 90 TDi. Kevan was driving, being an expatriot Brit. though not old enough to drive when he left the U.K. driving on the left was new to him too. We spent a long and happy day exploring the Bristol Channel with a stop for lunch at the Crown Hotel at Exford. For some reason, best known to themselves, Kevan and Paul took to sunbathing on the roof rack of the 110 when I was driving along some of the green lanes - perhaps they thought they could make a quick exit if there was going to be any trouble! Coming down the last green lane of the day, for some unknown reason we got to discussing measurement. I was slandering metric and comparing it with imperial which is still used in America, I am pleased to say, and so we went on 22 yards = 1 chain, 10 chains = 1 furlong, 8 furlongs = 1 mile and so on. Then I said to Paul who is a little hard of hearing it is very easy because 22 yards is the length of a Cricket Pitch, to which he replied 'what's a tricky fish!!' Thereby another nickname was born.

We all returned to the hotel back in Devon and got washed and changed and then went down to the village pub in Bow for a final supper and where we were to be joined by David and Keith who would give us our diplomas from the course, and a very enjoyable evening was had by all.

The following morning we all posed for a group photograph on the steps of the hotel and exchanged business cards - guess who had run out of cards at the National - and then they all set off for London and the airport, and me for home in rural North Yorkshire, still nursing a leaking rear main oil seal.

Why title this article 'Thanks to the Yanks', you say? Well, I have been going to go to David Boyer's Offroad Centre ever since it opened, and now, thanks to the yanks, I finally made it.

GENERAL SERVICING: A pair of articles this month on helping our aging beasties. Last month Bill Maloney wrote on where to place your high-lift jack. This month he writes one on the front chassis leg replacement. The second on painting your Land Rover with a brush comes from Mike Rooth, a long-time Land Rover owner in England, active on the InterNet Land-Rover mailing-list. Painting by brush is rather common over in the U.K., but as I have found, proper brushable paint over here is, surprisingly enough, rather rare and uncommon. Next month Dale writes about the intricacies of taking apart the free wheeling hubs that so many of our vehicle have, and how to get them back together again correctly. To Ted Rose's chagrin, I will not be writing about how to rebuild the entire front hub assembly while sitting in a lawnchair, sipping the finest in brown pop. Apparently Ted believe you should be uncomfortable while working.

Front Chassis Leg Installation by Bill Maloney

Recently I replaced the front chassis legs on my 88. I had the opportunity to pull John Mc Muddy (sorry John, I can remember your plate but not your last name) of the Canadian club out of a sticky situation at the ABP rally last year. Unfortunately my front chassis legs were so badly rusted, I feared the bumper might pull off if given a good yank. I passed and left the recovery to someone else. My goal from that point was to replace the chassis legs and install D Rings on the front bumper for a secure recovery point.

My initial plan to install the chassis legs was to visit Bob Fischer (formerly of ABP) as he did a terrific job installing my galvanized rear cross member and would only take a half day (and he had done it before). However, a local welder was recommended to me and upon meeting him for an estimate he stated the job would take about 3 1/2 hours and run about \$150, \$160 max but probably less and that he could start immediately (9:00 AM on a Saturday morning. This sounded a little more expensive than Bob, but I figured my travelling 3.5 hours each way to Mechanicville and the gas used would make up for it. So I got a ride home and waited. And waited. At 2:30 I called and was told it was taking longer than expected, but would be done by 5:00. At 4:00 they called and said it wouldn't be done that day but maybe on Sunday. Sunday morning I stopped by the shop and saw the chassis legs had been crudely tacked on. He said the finished welds would be much neater but that it wouldn't be done until Monday. Monday afternoon I picked it up. The estimate had grown to \$195. Ouch! I asked how the estimate grew so much he stated that between the new bolts he used and tax that it brought the price up.

When I got it home I proceeded to install the new D Rings and bumper and noticed that the top of the chassis legs in the back had not been welded. I called to ask why this had not been done and he said he couldn't get at it with the bodywork in place. I asked why he didn't bring this up when he took on the job he said it was more difficult than he realized. I asked if he felt this was strong enough to withstand towing stresses he initially said yes, but then offered that if I removed the fenders and brought it back he would finish the job for no additional charge. Very gracious. :- {

I removed the fenders as I also wanted to install the wing exhaust port cover I had just ordered so off they came and I brought it down to their shop. I'm glad I supervised the rest of the job because he would have missed a couple of small sections. The job is now complete but I see that one side is about 1/4" lower than the other. Not a lot but enough to be noticeable and annoying.

Also since they had difficulty with the screws holding the front valence on, rather than undoing the bolts holding the valence brackets to the radiator support, they used a torch to heat the screws (and blister and burn the paintwork) then drilled one and attempted an easy-out extraction, breaking and leaving the easy-out in place. They then drilled a second hole in the bracket and mounted the valence somewhat cocked.

I removed the valence and bracket, punched the easy-out out from the opposite side, drilled 2 bit sizes larger, and removed the broken screw with a pair of needle nosed pliers (enough was sticking out the other side so that it was easy to grip). They also scratched up the inner part of the wings where the valence sits - no charge.

Lessons Learned:

1. Get more than one recommendation for people doing critical welding
2. Get the estimate in writing
3. Ask if they can complete the job (weld all sections) without removing the bodywork. You may choose to remove the wings ahead of time
4. Remove the front valence yourself
5. Ask how the extensions will be measured for position
6. Ask to look at something the person has welded
7. Ask if the person you are speaking to will be doing the welding and not one of his lackeys
8. Bob Fischer is worth the 7 hour ride and \$27 bucks in gas & tolls.

Front Chassis Leg Installation by Bill Maloney

Recently I replaced the front chassis legs on my 88. I had the opportunity to pull John Mc Muddy (sorry John, I can remember your plate but not your last name) of the Canadian club out of a sticky situation at the ABP rally last year. Unfortunately my front chassis legs were so badly rusted, I feared the bumper might pull off if given a good yank. I passed and left the recovery to someone else. My goal from that point was to replace the chassis legs and install D Rings on the front bumper for a secure recovery point.

My initial plan to install the chassis legs was to visit Bob Fischer (formerly of ABP) as he did a terrific job installing my galvanized rear cross member and would only take a half day (and he had done it before). However, a local welder was recommended to me and upon meeting him for an estimate he stated the job would take about 3 1/2 hours and run about \$150, \$160 max but probably less and that he could start immediately (9:00 AM on a Saturday morning. This sounded a little more expensive than Bob, but I figured my travelling 3.5 hours each way to Mechanicville and the gas used would make up for it. So I got a ride home and waited. And waited. At 2:30 I called and was told it was taking longer than expected, but would be done by 5:00. At 4:00 they called and said it wouldn't be done that day but maybe on Sunday. Sunday morning I stopped by the shop and saw the chassis legs had been crudely tacked on. He said the finished welds would be much neater but that it wouldn't be done until Monday. Monday afternoon I picked it up. The estimate had grown to \$195. Ouch! I asked how the estimate grew so much he stated that between the new bolts he used and tax that it brought the price up.

When I got it home I proceeded to install the new D Rings and bumper and noticed that the top of the chassis legs in the back had not been welded. I called to ask why this had not been done and he said he couldn't get at it with the bodywork in place. I asked why he didn't bring this up when he took on the job he said it was more difficult than he realized. I asked if he felt this was strong enough to withstand towing stresses he initially said yes, but then offered that if I removed the fenders and brought it back he would finish the job for no additional charge. Very gracious. :- {

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EXCERPT FROM THE LAND ROVER FAQ:

Note: This excerpt contains a fair amount of detail which might not lend itself to a quick and easy identification of various Land Rovers. Next month I will create a "pull out" page with a short list and some diagrams to ease the process of identification.

5.0 TECHNICAL**5.1 What Land Rovers were built, how to tell them apart. (No Virginia, like the Austin Mini they don't all look alike) A general overview...**

To tell various Land Rovers apart without ever opening the bonnet there are several guidelines that one can follow to determine what Land Rover you happen to be looking at. To determine what year the Land Rover might have been built in, requires a bit more attention to detail and the owner might not appreciate coming out and seeing you buried in the engine bay looking to see if that head is a 7:1 or 8:1 compression ratio. Several proviso's should be born in mind with this guide. Firstly, it assumes that the vehicle is still more or less original. Bear in mind that it is possible to mix and match a great number of the parts described below between the various Series. Secondly, this guide is primarily aimed at Canadian Land Rovers, and for the most part American Land Rovers. Differences between Canadian and American versions is generally in dealer options fitted and tend to be internal (ie: Kodiak heater). As with the American vehicles, British Land Rovers will be very similar. Canadian Series III's are distinguished as Canadian vehicles on the emissions spec. plate.

Distinguishing features by type (looking outside the vehicle):

To start, the easiest thing to look for is the headlights and grill:

- If they are on the front of the wings, you are probably looking at a Series III. If they are inboard, it will be a Series I, II, or IIA. However, if the front grill does not happen to be made of plastic, with the name "Land Rover" moulded into it, it is not a Series III, but a late Series IIA.
- If the headlights are recessed into the radiator grill, look at how the headlights are mounted. If the grill covers the headlamps, you are looking at an early Series I 80". If the headlights come through the grill, but the grill still covers the entire radiator panel, you are looking at a later 80". The headlight/grill arrangement from the 86" to the Series IIA was identical.

Look at the wings:

- If there is no side light, it is an early Series I 80". (Note: the side light was on the top corner of the bulkhead)
- If there is a single side light, it is a Series I late-80", 86", 88", or 107"
- If there are a pair of side lights on each side, horizontally mounted, it is a Series II or IIA vehicle. (if vertically mounted is a military vehicle?)
- If there is no seam between the top and front piece, it is a Series I 80" (Note: wings between the 80" & 86 are different and not interchangeable.)
- If the seam between the wing top and front piece is below the curve, it is a Series I 86" or 88"
- If the seam between the wing top and front piece is above the curve, it is a Series II through III.
- Series I 86" through early IIA had wing mounted mirrors.
- If there is a single marker reflector on the side of the wing, it is a transitional Series IIA.
- If there is a single marker light on the side of the wing, it is a late Series IIA or a Series III (Marker lights on the Series III wings denote Canadian Land Rovers)

If possibly a Series II or IIA, look at the steering arms:

- Series II steering arms connect to the swivel ball hub via an arm on the top, above the axle.
- Series IIA steering arms connect to the swivel ball hub via an arm on the bottom, below the axle.

Look at the bonnet:

Impossible to tell, deluxe, tire mount etc were more options, and changing to a deluxe style bonnet is a popular conversion by owners.

Look at the doors:

- If the doors are flat, it is a Series I (or a lightweight, but that is a whole different kettle of fish). If the doortop has a leather piece to open the door from the inside (no exterior handle) it is an early Series I. If the doortop is solid (has an exterior handle) it is a later Series I.
- If the doors are rounded at the waistline, it is a Series II, IIA, or III vehicle.
- If the keyhole in the drivers door is in the panel, it is a late IIA or a III. Prior to this, the keyhold in the latch

mechanism.

Look at the door hinges:

- Series I hinges are long, flat, and thin metal not unlike a farm gate hinge.
- Series II and IIA hinges protrude from the body, especially the top hinge.
- Series III hinges are flat, very thick metal hinges.
- Later Series IIA and III top hinge mounts also mount the driver's side mirror. (This is not a reliable method of dating a vehicle as they have been changed around by owners over time.

Look at the sills under the wing/door/front of rear box:

- If the vehicle does not have sills (and assuming they have not been removed, the vehicle is a Series I.
- If the vehicle has sills, and the sills are rather wide, in the order of four inches tall it is a Series II or early IIA vehicle.
- If the vehicle has sills, and the sills are narrow, in the order of two inches, the vehicle is a late IIA or a III.

Looking at the rear of the vehicle:

- If the lights are "D" shaped, it is an early Series I (Europe only) / Tall steel sided shallow lens; export Series I short sided, rounded lens with "ears" for screws is on a early Series II
- short sided, pointed lens, chrome base is on a Series IIA
- tall, with a rounded top. Late IIA and III only & only NA series IIA and III.
- If there are large amber turn singles, it is a North American Series III.

If a pick-up version:

- If the pick-up top is flat, angled and rising to the rear with three ridges running for to aft, it is a Series I.
- If the pick-up top is rounded, it is a Series II, IIA, or III.

Distinguishing features by type (looking inside the vehicle through the windows):

Look at the dash panel:

- If it has rounded ends, centre mounted row of gauges it is a 80"
- If it is a large rectangular panel; mounted in the centre; and painted body colour, it is an 86" through early IIA.
- If it is a large, centre mounted, black panel, it is a late Series IIA.
- If it is plastic, instruments in front of the driver, it is a Series III.

Window locks (doors):

- Series II and IIA windows lock with a metal bolt-like piece at the top of the window.
- Series III locks at the bottom with a vertically sliding tab from within the doortop base panel.

Seats:

- Early Series I seats were shovel backed, later were flat square seats.
- Series II through IIA were thick padded, grey naugahyde seats.
- Late Series IIA seats were a black deluxe style seat.
- Series III seats are black, in the same style as the late IIA but a different grain.

Rear Seats:

- The Series I had separate, individual, rear seats opposed to the inward facing bench seats for two found in the Series II, IIA, and III's. II and IIA benches are grey in colour, Late Series IIA & III are black. Late rear seats in Safari's

Windscreen Motors:

- Series I vehicles have two windscreen mounted motors that are angular in design.
- Series II through early IIA vehicles have two windscreen mounted motors that have rounded sides.

Front fresh air vents:

- Series I open with a knob that pushes, or pulls, depending on whether they are opening or closing
- Series II open with a large round knob that turns.
- Series IIA and III opens with a sliding knob. (IIA and III differ slightly in design)
- Note: From the outside Series I fresh air vents have square ends, while Series II on have rounded ends.

Distinguishing features by Series:

- Series I (General): Flat door hinges. No sills. A single marker light on the front of the wing. The windscreen is taller than on later vehicles. The most famous Series I is the "AntiChrist" that stars in the movie "The Gods Must Be Crazy"
- Series I 80": The doors are tapered. Earlier 80"s have the headlamps behind the galvanised metal grill, later 80" have them peeking through the metal grill. The instrument panel on an 80" is vertically narrow with rounded ends. The fresh airvents are square ended. There are no side sills.

Series I 86": The instrument panel is similar to a Series II or IIA, being a large rectangular panel in the centre of the dashboard. The doors on the 86" are not tapered like the 80", but are straight. There are no sills under the doors.

Series II: The Series II has sills under the wing/door/box section. The waist is curved, bulging out from under the side windows. There are a pair of side lights on the front of the wings horizontally mounted. For the observant, the dash vents on the earlier Series II are opened with a large round crank knob. The steering differs in that the steering arms are above the axle, unlike below on the Series IIA.

Early Series IIA: Headlamps are on the radiator panel. Tall sills under the doors, about four inches in height. Steering tie rods connect under the axles. Dash is painted body colour. Separate windscreen wiper motors. Mirrors on the wings.

Later Series IIA: Headlamps are on the wings, but the radiator panel is covered by a metal galvanised grill (after 1969). The later Series IIA had a single, single speed, windshield motor (after 1967). The instrument panel is painted black, and not body colour as on earlier vehicles. The sill panels are narrower, being approximately two inches tall, unlike the much wider panels on the earlier IIA's. (1969-71 door latches changed, changed again for III). Mirrors on the top door hinge.

Series III: Headlights on the front of the wings, a plastic grill and name badge. Other distinguishing features on a Series III will be the fascia and instruments. The Series III sported a revised fascia in black plastic where the instrumentation was moved from the centre of the dash to be in front of the driver. The door hinges are thick and flat, with a mirror mounted on the top hinge. The Series III has a single two speed wiper motor.

Lightweight: Flat sided with very large wheel arches. The front bumper sports overrides, the rear crossmember is rectangular in shape, not being narrow on the ends and angled to a thick centre like regular Land Rovers. The wings are sharp edged, and the bonnet is square cornered, unlike the curved edges on regular Land Rovers. Headlamps are on the wings and have two vertically mounted side lights to the outside. There is no visible opening for refueling, being under the seat like early Land Rovers. The doors are tapered

Model	Year	Style	Doors	Seats	Weight Cap.	BHP	accel. (lbs)	0-50	Some OVLR examples
Series I									
80"	48-54	Basic	2	3	1595	50	2594		Rob Ferguson
86"	54-56	"	2	3	1997	50	2702	24.9	Doc Watson, McD, Jason Dowell
107"	55-58	"	2	3	1997	50	3031		Bates
107"	55-58	StnWgn	5		1997	50	3444	28.9	
88"	57-58	Basic	2		1997	51	2740		
109"	57-58	"	2		1997	51	1080		
Series II									
88"	58-61	Basic	2		2286	77	2900		Fred Joyce, Bruce McCartney (JJ)
88"	58-61	StnWgn	3		2286	77			
109"	58-61	Basic	2		2286	77	3294		
109"	58-61	StnWgn	5		2286	77			
Series IIA									
88"	62-71	Basic	2		2286	77	2953		
88"	62-71	StnWgn	3		2286	77	3281		
109"	62-71	Basic	2		2286	77	3445		Bruce Ricker, Michel Bertrand
109"	62-71	StnWgn	5		2286	77	3752		Dixon Kenner,
109" 6-cyl	67-80	StnWgn	5		2625	83	3459		Peter Whitworth
109" 1t	68-71	6-cyl	2		2625	83	3886		
109" FC	63-66		2		2286	77	4200		
Series IIB									
110"	67-72		2		2286	77	4505		
Series III									
88"	72-84	Basic	2		2286	77	2953	16.8	None imported to Canada, all were SW
88"	72-84	StnWgn	3		2286	77	3281		Roy Baillie, Ted Rose, Richard Wegner
109"	72-85	Basic	2		2286	77	3459		Bob Wood (Military)
109"	72-85	StnWgn	5		2286	77	3752	17.0	
109" 1t	72-80	6-cyl.	2		2625	83	3886		
109" V8	79-85		2		3528	135	3396	16.9	
Lightweight	68-84		2		2286	77	3210		Murray Jackson
101" FC (V8)	75-78		2		3528	135	4040		Dave Lowe

Further examples: Transitional IIA: Yves Fortin
 Late IIA: Dale Desprey

Regards from the Newsletter editor:

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