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10 September, 1994

Greetings;

August 6th saw the annual club breakfast on Victoria Island. While the Ottawa River swept past Sally and the club kitchen trailer chef's Bates and Yves cooked up a feast of bacon & eggs, trimmings and the like for more than a dozen members and their entourages. Seven Land Rovers made it down to the end of Victoria Island, others being under the weather for one reason or another.

The off-road adventure of the month was a revisit to the Calabogie hydro cut - Flower Station trail. Having been nearly eight years since the club last unsuccessfully tried to get all the way down the trail, this was a trials course that was very nearly in unknown condition for most of the length. Jerry Dowell had scouted the Flower Station end for a mile or two in two weeks previously, far enough to know that chainsaws were going to be a requirement for the large number of windfalls across the trail.

The Friday start to Calabogie was respected by five Land Rovers, or more correctly four Land Rovers and one Volvo Forward Control. Dale and I, lounging at Bob's drinking brown pop, decided for various reasons to go early Saturday morning along with a pair of other Land Rovers, which after listening to our friends at Environment Canada decided that the red screen flashing on the television promising hail, torrential rains, lightning, and other things that make an off-road session truly memorable was a bit too much. (It should be noted that for Ottawa, the prediction wasn't that far off. For us in the woods it was way off-base). So after watching Roy, Bates and McD's packed Land Rovers roar towards the wilderness, Dale and I decided it was time to go shopping for a true gourmet experience in the woods. Fourteen cans of baked beans, six packages of hot dogs, and a spattering of spam we decided it was time to go back and drink more as we wondered about our culinary skills. Ernie & Harry (still Land Roverless from the Birthday Party) met Roy, McD, Bates, Sparky Van Dusen, Andre & Jerry comprised the advance crew who followed the agreed plan arrived at the end of the power cut in time to set up camp and prepare for the next days activities. Granted they were not able to leave the camp site at the required time, which suited Dale and I just fine, as we were winding our way up to Calabogie through the one heavy thunderstorm of the weekend.

Dale and I got off on time, more or less, and ambled our way up to Calabogie, following a hand drawn map supplied by Bob, and started our attempts to locate the rest of the crew. Arriving late, no Land Rovers to be seen, Dale and I promptly started in on the wrong power cut. (Remember, Dale and I had never been before, and Jerry never told us that this trail had never been successfully done end to end by OVLRL before). Figuring out we were on the wrong power cut, we corrected, and following the rough road/trail in caught up with the rest by lunch time. Some of the more interesting sights that kept us on course was Jerry leaving his new rainsuit in the middle of the road, and when we drove into the front yard of this small log house overlooking Straddlebug Lake which featured a pair of bikers cooking lunch. Arriving at a hunt camp for lunch, the team of Land Rovers was together and ready for the journey ahead.

From the hunt camp, the trail featured lots of narrow winding trails up and down the hillsides, interspaced with a lot of exposed rock. For once, OVLRL had picked a route that didn't feature miles of deep bottomless bog, but rather a rather enjoyable expedition cross-country through the woods. This progress was arrested finally by a small, innocent looking stream. This same stream had cost Bob Wood an outrigger and petrol tank eight years previously, but none of us knew that at the time. While a chainsaw worked on taking out sections of a pair of wind fallen trees, the rest of us made a "bridge" out of cut logs to try and help progress through the soft looking stream bed. Once done, Bates was the first through, just

barely making it. McD, following required his winch to get through. Seeing that this was quickly turning into "quick mud", Andre and his Volvo forward control mired itself deeply, requiring its huge centre mounted winch to pull free. Once through, Andre placed himself down the trail, and with the aid of a snatch block, pull all of the Land Rovers through the soup, including Dale who missed by inches at getting through last, a submerged tree stump finishing off his attempt.

Continuing down the trail, the occasional sound of chainsaws echoing through the woods as more windfalls were chopped out, a traditional event occurred. Yes, Bates lost his brakes six days after rebuilding them. From here on, Bates lead the way to the camp site, showing that brakes could be optional in the woods while climbing and descending steep slopes. We still are not sure how he managed it, but managed it he did. Soon after, Andre's Volvo lost its rear brakes, but a pair of vice grips restored the front brakes.

Arriving at a meadow interspaced with junipers (trivia note. Junipers generally hide large rocks which most of us know, though Dale seemed to forget <snicker>) the group started preparations for the campsite. Bates and Harry were fast off the mark to erect a large tarpaulin to cover their

While it took some minutes to prepare dinner and eat, the assembled were treated to a sound show between Bates and Harry on the merits of bringing nearly everything except the kitchen sink. A luck would have it, when Bates discovered he forgot the Misses Dash, Harry had it, and when Harry had forgotten basil, Bates had it. The smell of sauteeing onions and other haute cuisine intermixed with the Dixon & Dale fried Spam, Baked Beans & Hot-dogs brute force chow down.

Sunday arrived, a little wet and overcast, but without any rain. Getting up to a breakfast of fried Spam-lite the rest of the onlookers quickly retreated to some real food. Breaking camp after breakfast, off went Andre and the Volvo to the one spot ahead that could be a bit miring. This one spot that seemed a problem when scouted the previous evening turned out to be a simple, very bumpy ride with all getting through. Lots of narrow rocky winding trails continued in a downward trend, interspaced with more cutting of windfalls, watching Dale loose a door, Harry driving Ernie's Land Rover and losing the clutch, Roy losing his padlock, brought to keep his tailgate closed, until all got out of the woods at the Stoney Lonesome hunt camp where a huge group lunch was prepared to finish off all of the excess food. The break before the final push down to Flower Station also gave Ernie an opportunity to take apart McD's winch which had failed the previous day after going through the stream.

By 4pm, all the vehicles were out and we were off to Flower Station for gasoline, refreshments and down the road a couple of miles a refreshing swim and lesson from Bates on how to remove the front prop shaft before it falls off (A repeat of eight years ago I understand.)

Apparently this first time the entire run has been done by 4x4's. Windfalls had stopped anyone that have done it previously. The swampy bits from ten years ago were not there, the worst spot that had defeated previous attempts was mostly dry except for a two foot section of water. Only atv's and motorcycles had managed it through previous to this attempt. This trip is definitely on the calender for a repeat visit next year. Many thanks go to Jerry Dowell for organising this little expedition

Regards to Bob and Bruce, who both wimped out at the very last minute. They both watched the Environment Canada predictions and actually believed them. Unlike ten years ago, when they last visited the trail and Environment Canada predicted perfect weather and it poured, Environment Canada predicted rain and the weather turned out beautiful.

Next month we get Harry Bligh's account of the Calabogie run, just to give a balanced account of course, and a selection of photographs of some of the Land Rovers in action. Unfortunately, none of the photos have any lugnut material in them.

The final event of August was the visit of former president Neil Brewer to Ottawa. This was the excuse for an impromptu and quickly organised corn roast at Mike McDermott's abode. The club trailer was pulled into action and a feast of corn, interspaced with liquid refreshments were served on the gathered. Off to on side, Land Rover videos were played. Two videos on the Camel trophy runs in Malaysia and Belize were shown. Generally appearing more like environmentally sucky info-mercials than anything resembling a documentary, the tape on "La Ruta Maya", or the Belize Camel Trophy showed less mud and off-roading challenges than are normally found at Doc Dolan's mire filled spread in Almonte or in Larose Forest. Interesting, but definitely not something for the home video collection. As Otto's (read Westboro Land Rover) is generally closed on the weekend, the roast was also visited by several potential Defender/Discovery buyers keen on more

information from a bunch that know a little more about Land Rovers. Niel reports plenty of Land Rovers out in Lotus-land, but a lack of any clubs and organised events, bar the owner of Octopus Parts who regularly tried to organise some gatherings.

### OTHER NEWS, REBUILDS/PROJECTS, BATES, EVENTS, VARIOUS TRIVIA, ET CETERA...

Roy "Tailgate-challenged" Baillie was looking around for a Series III engine to play with, but his current engine had other ideas on this. Roy's Land Rover is now out at Ted's. The engine has been pulled and is currently being rebored, balanced, and rebuilt under Ted's expert hands. Rumours have reached certain people that Roy wants to play with supercharging, concours finish on the valve cover and other typically Irish things to do. While thinking about Roy, his name fast becoming synonymous with tailgates (or the lack thereof), Kurt Schmidt, the one and only who managed to get deeply mired between two lanes of an uncompleted 416 a while back is looking for a tailgate. Apparently the piece of plywood just doesn't cut it anymore. Of course, Kurt decided that going to Canada's Wonderland was a better use of a weekend than going on the Calabogie run <ahem>.

Sean McGuire's Land Rover is still hiding out under the care of Jason. Charles Widenmaier is heading off to Bosnia for a short stint, no doubt to check out the three CAV armoured Land Rovers that the C.A.F. has recently purchased.

Rumours from various sources regarding Land Rover North America talk about the TDi being brought over in the next couple of years as well as the possibility of the Defender being lightened for MPG requirements in the USA. One Land Rover product may be imported to the BMW plant in the southern USA in CKD format and assembled there to try and get around import duty costs. (Land Rovers coming into North America come in as US spec and are Canadianised in the U.S.A.)

Conversations with more people out in British Columbia are pointing to a deeper malaise that known before as more of the smaller Land Rover clubs are having problems if not gone entirely. Speaking of problems Bates has done it again. While taking a grinder to Sally (don't ask, it's very messy, and you don't want to know about it) his finger began to tire. So he put the little lock tab on to keep the grinder going and he wouldn't have to hold the trigger down. When he was finished-abusing one spot he put the grinder down without touching the trigger a second time to unlock it. The grinder, once on the pavement shot down the driveway at high speed, continuing along after it had detached itself from the wall. It very nearly made it from McD's garage all the way to the street. An audience looked upon the sight in wonder...

For those looking for some good prices on Land Rover parts, Rovers North's latest flyer is out. They will be available at the next social gathering for pick-up. For those who can't get to the social gathering, or events and wish a copy mailed with their newsletter (I gather Rovers North is finding postage into Canada to be rather pricey) drop a line to myself, or Mike McDermott asking that we stuff a copy in with your newsletter. Some items like the door hinge rebuild kit at \$3.50 is an excellent price.

Some people may not realise how much work goes into the production of this newsletter and the fact that it is not entirely a one person production. In the past Andy Graham has been very helpful in putting together the final version and this past month credit is due to Bruce Ricker.

For those who hanker after Land Rover movies, or at least movies with lots of Land Rovers there is one called "A Crack in the World". and was made in '64 or '65 (I think). It is a prototypical '50s sci-fi movie (with the same cast and director as the Night of the Triffids). The movie is supposed to be kind of humourous (when you look at it from today's perspective) and a really entertaining sci-fi movie (even if you are not a sci-fi fan!) The movie is FULL of Land Rovers -- mostly Series I's. and maybe some II's or IIa's, but the close-ups were Series I's. There are some great Land Rover scenes, with Land Rovers dodging falling boulders (as an aside, some of the rocks were real and the star almost got killed when a "fake" land slide turned into a real one and dropped rocks all over the front of his Landy). Other scenes have Landy's splashing through rivers, etc. I have not seen the movie and as Russell Dushin puts it "We've got this thing on tape but I've never been able to sit through it all in one sitting.....it is boring as all hell, except for the Rover shots (esp the opening caravan) and the part when they blow the thermo-nuclear device down deep to bust through the mantle of the earth (they are trying to tap into a rich source of energy-the molten center of the earth).....that approach does not work and they cause all

sorts of trouble for you and me." Of course, Russell and his Dad, when they saw it at a drive-in were good Land Rover owners and flashed their headlights at the Land Rovers on the screen when they appeared. Needless to say, the crowd was not amused, but they certainly were.

**Bill Maloney**, while on a parts gathering expedition, happened to stop by Atlantic British Parts in Mechanicville New York. Being asked why there was no rally this year, they responded that they felt that some of the Land Rover clubs should be given an opportunity to do something themselves, and that it did take a great amount of effort to mount one of these rallies. However, they did say that there will be a Land Rover rally at ABP next year. Of course this is not all that Bill has been up to. Reading about **Dale "parking challenged" Desprey** at Murray's road building enterprise, he too has gone out and tried the same. Bill assumed that the grass on the shoulder of a road on Mount Desert Island that was cropped even with the pavement wasn't hiding a 4 foot drop when he pulled off the road for a photo opportunity. It was and gave him a new meaning to the phrase "Going off road".

As to rally's in the United States I took a quick jaunt down to Rovers North with Dave Meadows the other day. (Bates is getting all new backing plates, wheel cylinders, shoes, miscellaneous parts for Sally... tee hee... A guarantee that Bates will be gracing the pages of this newsletter for months to come as well as keeping his personal fan club entertained). While I was visiting I asked about a RN Rally. At this time it looks more like RN will be inviting specific clubs down for a weekend Rally, thus keeping numbers down at any one particular time, though even this is up in the air.

A letter from our friend **Harold Huggins** in Lotus-land. He sends his regards as well as a photo of a unique 109 Station Wagon (at least those with rear petrol tanks) adaption. For those on the move, or at least their bowels are going to, a 109 with the passenger seat removed and a nice white throne in its place. The removable panel finally serves a real purpose. As Harold writes, you could find yourself in hostile territory and be unable to leave the vehicle. Harold also has a large quantity of old Transfer Box issues lying about (Transfer Box is the ALROC publication that ran in the 1980's) that if you supply the postage, he will supply you with copies.

One member, who wishes to remain anonymous tells me that the Lugnut competition has ten people in the running thus far. Like Santa a list is being kept for eventual publication later this year. This member bemoans the fact that OVLR only has one such award, pointing out there should be more, and may in fact supply another for runners up.

Editors note: I may be changing jobs as of October first, going from writing computer programmes at Statistics Canada to writing and developing international mining policy for Natural Resources Canada (formerly E.M.R.). Thus expect the work number 951-3232 to change to something else.

A reminder to some, there are some suppliers locally that give discounts to OVLR members. MiniMan in Stittsville and Valley Hardware will both give a 10% discount on items purchased. Valley Hardware will be stocking nuts and bolts with British Thread patterns for those who have grown tired of using rotten, rusted nuts and bolts over and over again. Further afield, Atlantic British in Waterloo Quebec will give a 15% discount on parts. A more complete list will be published in a future issue of the newsletter.

OVLR has received an invitation to bid on the last available spot on the "Rhino Charge", a Land Rover oriented 4x4 event in Kenya. The object, or challenge, is to get round 10 control points in nine hours, in the shortest possible distance, which in Kenya involves climbing sheer cliffs, navigating rivers, avoiding thorn trees and boulders and generally thrashing around the bush. An added dimension in 1995 will be to pitch your team's skill and ingenuity against the other two UK teams which will be taking part. The Rhino Charge is organised by the Rhino Ark Kenya Charitable Trust, a charity based in Kenya and associated with Care for the Wild in the OK. The aim is to raise money via Rhino Charge for Aberdare Sanctuary Project. For those who wish to consider something described by the B.B.C. as an event not only for the brainy, brawny, and bewildered, but for people that are at least two bananas short of a full bunch, the address is: Rhino Ark UK base; 15 Keogh Close, Ash Vale, Hants, GU12-5RJ

And finally, OVLR has been mentioned in both LRO and LRW magazines as being a fairly worthwhile club full of some fun people. LRO write us stating that they intend to make OVLR the featured club in the Clubs section for their October issue

**Future Events:****Tuesday, Sept 6th Executive meeting**

In my cave, 27 Kelvin Crescent at 7pm. (Monday is a holiday, so Tuesday is the night)

**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. On the other hand, at this date, at least four OVLR Land Rovers are being prepared to make the journey down together. Another eight plus, are chickening out and driving something domestic to a British Car event. There is also a chance to see what silly thing Dale will do to win the TailGate picnic for a third time in a row, assuming he isn't going to take a break this year. (OVLR received mention in the latest issue of "British Marque", an American magazine as being a "must see" at the Stowe Tailgate picnic. Congrats to Dale!)

**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).

A definite location will be decided by the September Social Gathering at the Prescott.

**September 19th Social Gathering at the Prescott. 7pm start.****October 3rd Executive meeting**

Usual place, my dark, dingy basement at 27 Kelvin Crescent in Nepean. All are welcome to berate or praise the assembled executive.

**October 8 - 10th Rover Owners of Virginia Rally.**

ROAV is holding a rally on the weekend of October 8th & 9th (Thanksgiving for us, Columbus day for them). Land Rover North America has giving ROAV \$2,000 (first time ever for a club) and the local Land Rover dealer chipped in another thou' plus vehicles, two breakfasts and an insurance floater. Trials course (on-site), teeter totter, blindfold obstacle course, silent

auction, bluegrass band, barbecue, road tour, Defender-draft horse challenge skidding logs. Dash plaques, T-shirts, prizes, the whole magilla. Dixon Kenner has the details on how to get there. Basically it is about a 10 to 12 hour drive in something faster than a Land Rover via I-95 south to I-64 to Richmond, Virginia to a bunch of smaller local roads.

Registration is \$5US before Sept 15, \$10 thereafter. Plenty of room for camping on-site, B & B or motels nearby (7-12 miles). Meals will cost a few bucks, but the continental breakfasts are free courtesy LRNA. The site is in Buckingham County, the geographic center of Virginia. It is a mile west of US Rt. 15, 5 miles south of the James River. The rally officially starts Saturday morning October 8th, but we'll be around from the 6th. Monday, October 10th is a federal holiday, so most US folks take the day off.

Hope to see you there...we're working on a deal with the local micro-brewer so we might have several \*kegs\* of free beer! (And if that doesn't bring you Canadians down, I don't know what will!) :-). For information from the source, call (804) 423-4898 in the evening.

(Note: Though not going with a Land Rover, I will be going in the Saab & am looking for volunteers who wish to accompany me. Two seats are tentatively taken already)

**October 15th Frame Oiler.**

Your chance to prepare the steel portions of your Land Rover for the ravages of the annual MoT salt laying exercises. Not designed for people like Roy who believe in year round oiling with his Series III breather caps for the valve cover and crank vent hoses leading into the frame rails. The Saturday is the planned date, the Sunday is the proposed rain date. Cost will be the same as last year unless lunch is served, which will raise the price slightly.

**Late October Road Building Revisited**

A possible revisit to the site of the July road building exercise in Carp. This time, not only are we going to finish what we started, but there is the opportunity for a little overnight camping. As before, contact Murray Jackson for more details.

**December 3rd Christmas Dinner**

Stuff yourself at the Navy Mess on Victoria Island.

## LAND ROVER CANADA PRESS RELEASE: Discovery takes off in Canadian Sales

Mississauga, Ontario 1 September 1994 -- "Although Discovery was only launched here in May, Discovery sales have already established this model as a winner," says Alan A. Manessy, Managing Director, Land Rover Canada, who is bullish on his company's latest stellar product. "It has also stimulated continuing interest in Range Rover" he says.

Discovery is following a pattern of success around the world. Launched in the U.K. in 1989 at an initial production rate of 270 vehicles a week, within months it became the UK's best-selling four-wheel drive model range. Sales successes world-wide pushed production to 600 a week by the end of 1992. In 1993, four production increases in seven months raised output to 1,050 a week, with a night shift introduced in November 1993.

Latest news from Solihull is that the Rover Group is going to expand the production of Discovery through a £68 million investment at the U.K. Land Rover plant in response to international demand.

Recently Land Rover Canada polled its dealers for their views on why Discovery is selling so well. Here are some reactions from the field:

"The next progression from affordable sport utilities, both in size and driveability." ... "People want the individuality that this vehicle offers without having to pay a lot of money to get it." ... "Good price / value relationship." ... "World-wide renowned, safety, reliability, durability, unique features (dual air bags, aluminium...), unique design, exclusivity." ... "Dual air bags and 4-wheel ABS is a big advantage. Versatility in general of entire interior. Like configuration of seats and loading space."

Manessy feels the timing of the well advertised launch of Discovery at the beginning of the summer gave a special impetus to initial sales. "People want to get out with their families into the country. But journalistic reaction after test drives should carry this impetus into the Fall when venturesome drivers will be looking forward to rigorous Winter driving."

In Central American rain forests, Jim Kenzie had "the chance to put the new Land Rover Discovery through a tougher test than a lifetime of towing horse trailers to dressage meets." Among Kenzie's comments in Carguide were, "The particular genius of Discovery is how few compromises it forces on you - it's brilliant anywhere" and "Like all Land Rovers, Discovery has gobs of clearance; three diffs - centre, front, and rear - with a 2 speed transfer case, but only the centre diff is lockable, the standard rubber is Michelin M+S radials, in 235/70 HR16 dimension."

Here are some of Marc Lachapelle's comments from *Le Monde de l'Auto*: "De façon générale, le Discovery est aussi pratique et polyvalent qu'un couteau de l'armée suisse, et il est construit avec des matériaux qui promettent de durer. Le Discovery est également le premier véhicule de sa catégorie à offrir deux coussins gonflables en équipement de série, sans renoncer à un coffre à gants de bonne taille."

Says Bill McLauchlan in *World of Wheels*, "The Discovery's many other attributes make it one of the most versatile and practical players around."

Land Rover Canada Inc. is a wholly owned subsidiary of Land Rover North America Inc. which is a member of the Rover Group of Companies, importing vehicles manufactured by Land Rover, Solihull, England.

More information on Land Rover four-wheel drive vehicles and dealer locations can be obtained by calling 1 800 FINE-4WD

### NEW MEMBERS:

- Russell Dushin of Peekskill, New York brings three Land Rovers into the club, the first "Nigel", being his long suffering 1960 swb, the second "RoverRoach", a 1967 swb with the more popular manure spreader and hay rake options for covering up your tracks off-road, and making tracks through the neighbours wheat fields respectively.

- Rover number three features another very popular option, rust by the bucketful. ("Nigel" needs to visit the Oiler)
- Geoffrey Turner of Kentville, Nova Scotia rejoins the club with a pair of short wheel base Series III Land Rovers.
- An additional two are pending Communist Post's co-operation.

#### FOR SALE/STUFF WANTED:

- FOR SALE: 1987 Diesel Land Rover 90. Registered with Alberta plates, this Land Rover has a 2.5 litre diesel engine, soft top, has been recently mechanically overhauled, there are some marks on the body work (it is an ex-military Land Rover), has 40,000 km on the odometer, 9,000 km on the rebuilt engine. Kevin Algar is asking between \$11,000 to \$12,000, or the best offer around or above this for the vehicle. Potentially there is a coil sprung frame and other parts that may, or will be available at the same time. Phone Kevin at (403) 528-3057.
- FOR SALE: 1961 Series IIA 88" with tailgate. Vehicle runs but gas tank & battery. Asking \$1,000 (negotiable) Call Andrew Grant (613) 987-5475
- FOR SALE: 1967 109 Station Wagon with safari roof with roof rack, tow bar, hella fog lights, new gearbox, engine rebuilt, needs paint. \$8,000 or best offer. Call Andre Lapointe (613) 459-1036 (cottage): 720-1695 (h)
- Bob Wood is thinking of selling his 109 military ambulance. If you have a hankering for this type of Land Rover give him a call at (613) 225-2100. He also has a bulkhead available, make an offer...
- 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.

David John Place, a Manitoba OVLRL member sends this awesome parts list. His asking price for negotiation is to take the Atlantic British price and cut it in half and then dicker on price. He also has two blocks with cams which could be used. The petrol block is in need of having one liner but the diesel is like new.

Heater hose	2 spring shock mounts with rubbers 2 axle frame stops rubber	gas 2 1/4 L valve covers
Front dog for crank	clutch pressure plate diesel older style	set of front hood rubber reb pads for spare
acorn nuts for valve covers	transmission brake drum	flywheel housing bolts
rear License plate light cover	2A flywheel housing	lifters 2A
Assorted timing chain parts	Series II flywheel housing	lifter slides
Tube for oil pressure gauge nylon type	Heater squirrel cage and motor	split diesel rocker shaft and arm
Lifter slides for 2A Petrol	2A gas tank under seat type	fabric gas hose to tank
standard crank bearing shells	spare tire mount inside behind seat type	diesel push rods
1 used rocker shaft	wire 2A grill	diesel filters
Hood Stick	fan shroud	brake shoes
Solenoid	2 oil pans	air breather cap for valve cover
Distributor and distributor mounting plate to block	diesel head good but needs cleaning	assorted nuts and bolts for floor
Frame engine mount diesel head bolts	steering relay and control arm	lifter sleeves
used layshaft bearing in box	breather cap for valve cover	water temp sensor
valve train 2A assorted arms and split shafts etc	differential in parts	fuel pump 2A mechanical
oil filler pipe	large air cleaner hose and elbow	bearing caps for block holding crank in block
2 thermostat housing early II type	4 lucas generators	new dist caps
water pump	1 series I or II starting motor	timing chain used but good
spring shackle U bolts	diesel manifold aluminum	master cyl. repair kit for brakes
Rubbers for shocks and wheel nuts	window screen defrost vents	wheel nuts old and new types
Diesel injectors 4	3 oil filter housing for has and diesel	frame long oil filter elements new
air cleaner canister and hose 4-15" rims	firewall gas control rods which attach to gas pedal	2 oil senders and banjo nuts etc
2 1/4 L crank with score on journal	2 screw in distributor caps and wires used but good	grub screws for dist drive
2 drive shafts complete with plates for front and rear	CB master cylinder	diesel drive for pump shaft
2 front axles with universals	2 coils	rigid pipe for oil from block to head
	dual tank controls and taps	oil filter housing to block gaskets
	fan and pulley	copper seals etc plus cork front "L" shaped seals and "O" rings new
4 diesel springs	front floor plates	new rocker arm bushing
axle casing with brake drums etc.	complete brake and clutch pedals rusty but could be used	set new valve springs
4 diesel pistons complete with rods standard	2 flywheels	new umbrella valve seals
3 standard 2A pistons and rods	transmission back plate with brake spreaders etc attached	2 new dist caps push in type
1 10 over 2A piston and rod	diesel valve cover	new thermostats winter and summer
Diesel 2A block good	diesel fuel pump	2 carb return springs
Gas 2A block needs regrind	steering box and steering shaft to wheel and assorted tie rods etc.	gear shift knob black, red and yellow
clutch master cylinder	2 dist. drive shafts	door hinge ball and pin
diesel harmonic balancer		new rubber boots for all shifters
shift lever main		ser of 2 1/4 standard con bearings
bolts for pan, chaincover bell housing etc		set of used push rods
solex carb needs rebuild		

'set of standard crank bearings  
 set of used .010 crank bearings  
 timing chain used but good clutch master  
 oil filler pipe  
 trans pan gasket new  
 new water pump gasket new timing chain house  
 gasket  
 rebuilt 2 1/4 L head with ground valves and new  
 springs seals etc.  
 complete axle and diff  
 fuel pump  
 2 used oil pumps for 2 1/4 L  
 complete wheel cyl.  
 land rover dome light  
 clutch alignment tool

Window washer bottle mount  
 clutch plate  
 bulb and light assembly for amp meters  
 2 dash 12 volt pin jacks male  
 foot pedal spring  
 5 brake springs new  
 1 door strike plate and latch assembly  
 brake light switch and 3 way junction point on  
 brake line  
 window washer pick up hose with screen  
 master cyl push rod  
 diesel fuel sign for filler pipe  
 1 wrist pin  
 clevis pin for clutch to bell housing  
 transmission detent balls

2 round rear drive members for end of axle  
 1 star drive member and set of bolts for front axle  
 1 gas pedal  
 3 rubber mounts unknown type  
 fuel pump diaphragm  
 cab base and gasket  
 brake line junction with bleed screw  
 assorted brake and pipes  
 bumper mount eye for towing  
 dist to carb vacuum line with small brass fitting  
 fuel pump rebuild kit and screens for fuel bowl  
 4 clear bee hive shaped glass Rover lenses and one  
 complete socket  
 Zenith rebuild kit  
 solex carb float  
 all brass jets etc for carb

**GENERAL SERVICING:** Yeah, I blew it last month. Some have phoned complaining of deja vue and double vision, others completely missing the duplication. (Gotta wonder) Printing out the newsletter twice to make a correction, merging the two copies left me with the same page eight and nine. However, looking only at the page numbers, I didn't notice until it was too late that Bill's article on chassis leg repair had been duplicated and Mike Rooth's article on brush painting your Land Rover had been lost. This was a bit disconcerting as I had just ordered two litres of Dupont brushable bronze green paint from, Roy. No matter, here it is in full, along with another note from Bill on helping out a nearby neighbour and potential OVLV member. This contribution deals with what you will expect to find if you purchase that dirt cheap Land Rover that have been sitting around for a few years.

### "Giving it the Brush Off" by Mike Rooth

It's an established fact that a great many people will drive around in exceedingly scruffy, but mechanically sound Land Rovers. I know, I've done it myself. When asked about it, they usually say they haven't the money to spend on a re-spray, or haven't access to spraying equipment. Fair enough. But its also a fact that while most people haven't acquired skills with a spray gun, they almost all have at some time used a paint brush in anger, and with reasonable results. If you can paint your house yourself, why not your Land Rover? Of all the vehicles on the road, the Land Rover takes kindly to brush painting. And if I can do it, and to a sufficiently good standard for someone else to ask me to do theirs, be assured anyone can!

It is necessary to get paint suitable for brushing, I used a polyurethane enamel, ICI Autocolour, Hi Gloss 383, brushes washable in White Spirit (Turps Substitute or whatever its called by everyone but the English). A two inch brush should do most of the vehicle but you may need a half inch for some of the fiddly bits. Remember, though, that the edge of a two inch brush is the same size as the edge of a half inch.

Preparation is easy. You may rub down if you wish, I didn't and the paint is still there! Wash the vehicle, let it dry, and wipe all over with a suitable degreaser, methylated spirits or even petrol, if you're careful. Take the bonnet off, its easier to paint this panel off the vehicle, and you get better access to the bulkhead under the windscreen. Remove the headlamp surrounds. Mask off those bits you feel you might not be able to paint round, due to the overconsumption of pints of Old Peculiar the night before. It won't amount to much, most likely just the side lights, tail lights etc, and even then, all you need is masking tape round the edges, they won't need masking off completely, as you aren't having to cope with overspray. You need a warm, still day. If it is too hot, park the Rover in the shade, and let it cool off, otherwise the paint will dry too quickly.

Stir the paint well. I started with the bonnet, brushing fore and aft. Use plenty of paint, and don't forget you are putting the stuff ON, not wiping it off, so don't try to "brush it well in", all you will achieve is paint removal. Use a light touch with the brush and let the paint flow. Deal with any runs as you go. The accepted wisdom amongst coachpainters (I know one, and asked him) is that vertical panels should be done with vertical strokes. I got better results with horizontal strokes, indeed there are places on a Land Rover that you have to do this way, for example the rear body where the cleats are for roping a soft top on, above the "barrel sides", and under the galvanised capping. Work in some sort of order, say, radiator panel (grille removed, of course, sorry), return of front wings beside it, gravel panel, top, sides, and front of one wing, and then the other, bulkhead, door pillars, doors, etc. Don't rush. Just work at a nice steady speed, and if you want to knock



off for a pint, do it at the conclusion of a panel.

As to quantities, two litres of paint should be ample, for both the outside, and the inside. As an example, I had a five litre tin, (a present, I hasten to add, I think someone was trying to tell me something!), I did the outside, inside, and a replacement door both sides and I'm no where near halfway down the tin. This if course, was just the lower body, the Limestone hardtop was perfectly good. However, two weeks ago, a friends S111 got the treatment, which included the hardtop up to the roof gutter, and I did the inside, too. Her gallon can has enough left to paint every Rover in the county. Twice! My 11A 88", though born Bronze Green, had been sprayed, badly, Marine Blue. This paint was flaking off, and the galvanization had deteriorated badly. It is now Deep Bronze Green, with the galvo bits including mesh grille and windscreen surround matt grey zinc rich paint. The headlamp surrounds are gloss black (engine enamel). The S111 88" is a dead ringer except for the hardtop. It now looks a bit like a H/T Ninety. My Rover took an afternoon to do the outside, and another for the inside. The S111 was ALL done in a day.

Just for fun I painted my metal badges yellow letters on green ground, though NOT with a two inch brush!

The psychological boost the result gives has to be experienced to be believed. Go on, treat yourself!

### "Tuning up a sick Land Rover": by Bill Maloney

Recently I helped Vince Brosnan, a friend and neighbor, install a tune up kit on his 88 that had been sitting for years. Vince had gotten the 71 II 88 with a house he had purchased at the Jersey shore several years ago, and it had been sitting for years prior to that (the Rover came with the house).

We had gotten it started 2 weeks earlier but now it wouldn't fire, even with the new ignition kit. I sprayed brake parts cleaner into the carb as he cranked it and it fired right up, then died. I worked the fuel pump priming lever with the hose off the carb and got no fuel. I felt it had to be the pump but it primed just fine 2 weeks earlier when we tried it the first time. I pulled the bowl off and found 1 1/2" of brown sludge. Yuk. Cleaned and replaced it. Pumped the primer. No good. Pulled the pump. The screen was blocked solid. Cleaned it and now the pump was working on the bench. Reconnected the line from the tank to the pump and worked the primer. The bowl began to fill with dark yellow fuel/varnish, and some black stuff that looked like a snake and moved like mercury. I've never seen anything like it. The black stuff rolled around the bottom of the bowl like it was alive, but didn't mix with the fuel/varnish. Dumped the bowl and shot carb cleaner in the bowl. Then brake parts cleaner. The fuel/varnish wouldn't budge. I had to wipe it off with a paper towel.

The following week Vince drained his gas tank and lots of nasty stuff came out. I decided to pull the inspection cover from under the RH seat and remove the sender so that we could look inside, because as he reached in the drain hole and felt around with his finger, he was finding a lot of crud. Once we got the sender off we looked inside with a flashlight and it was caked. My first thought was to spray gunk in the tank and finish up with a garden hose but Vince suggested that we use his power washer. I was expecting some \$29.95 gadget, but he had a really nice \$200 + high pressure unit, and he showed me how it could clean off concrete, with just cold water! Wow!. He went to work and really loosened the crud up. When he finished there was only some fine residual corrosion left, and we finished off with paper towels on a coathanger. We left the tank open to dry for a few days, then went to work bleeding his non-functioning clutch. We cleaned out the master cylinder reservoir then pumped a half a container of brake fluid through until it came out clear. The clutch works well now but we need to keep an eye on it as the reservoir was dry initially and the fluid had to go somewhere.

On the next weekend Vince had already refilled the fuel tank and reconnected the lines. He tried priming the pump by hand, but no fuel was coming into the sediment bowl on the pump. I removed the inlet line to the pump and worked the lever. There was suction on the inlet side so we figured that there must be a blockage in the pickup tube. And blocked it was. Solid. Packed. Vince used a coat hanger and then carb spray cleaner to clear it out. He refitted it and we tried again. The fuel was now reaching the carb. Vince turned the key. Dead. We had left the ignition switch on all week and the battery was dead. Vince put it on charge and we left it till the afternoon.

That afternoon Vince tried it and the Rover backfired once then wouldn't catch again. We were relieved to find the muffler intact because the last time it was started it backfired and blew out the brand new muffler. We pulled and cleaned the plugs. No good. Checked for spark. Good hot spark. I sprayed carb cleaner down the carb while Vince cranked it. Nothing. I noticed at that point that very little fuel was coming out of the accelerator pump jet when pumping the throttle so after a bit of deliberation, we decided to remove the carb. I stripped it down, and carefully cleared the jets and every passageway. I paid particular attention the accelerator pump assembly, cleaning and clearing the jet and check ball assembly (which was frozen solid). I tried priming the accelerator pump assembly with the pickup end in a pan of water. It just wouldn't pump. When I removed the piston and filled the chamber with water it pumped fine until it emptied out. Still no good. The check ball was free and clean and this should have worked but would not. We reassembled and replaced the carb hoping that fuel pressure in the float bowl would make a difference. Still no spray out of the accelerator pump jet.

Next I went home and picked up the carb that came off my 109. I replaced it because even with the idle mixture screw in all the way, it still ran and was difficult to run out enough to get through state inspection. However, it ran fairly well. On went the "new" carb. Worked the throttle. The accelerator pump worked. Tried again. No good. Checked and fine adjusted the timing. Hit the starter. Cranked well but wouldn't catch. Checked spark from the coil. Fine. Checked spark to plugs. Fine. Finally, we replaced the plugs with new Champion NY12 plugs. Hit the starter. It fired, and ran. Well. I mean really well! And no backfire when blipping the throttle. It idled really smooth and steady, with just a hint of valve tap and some light blue smoke. New valve guide seals and an oil change with 20W-50 should reduce the smoke. We finally had it running!

We really should have replaced the plugs to begin with but they didn't look that bad and every item that we tackled seemed to be the answer to our problem. That is, until we tried it. There was a plus side to leaving the plugs till last. Had we gotten the vehicle running with the old carb and opened the throttle, we would have risked a backfire and blowing apart Vince's second brand new muffler. Oww!

Our next project will be to make it stop and shift properly. But that's another story.

### INTERESTING EXCERPTS FROM THE LAND ROVER MAILING-LIST

Sandy Grice of the Rover Owners of Virginia supplies an additional list of alternate part numbers for Land Rover clutch plates for those who do not have access to genuine Land Rover parts. He writes that the Series II and IIa mechanism (which runs in oil) and is basically repairable has a triangular-shaped flange where the "fingers" of the pressure plate meet. The throw-out bearing rides on this. For the Series III with the replaceable (non-serviceable) throw-out bearing made of some [shudder] plastic resin, the "fingers" are naked. The confusion is brought about by the fact that there was both a 9" disc for the II-IIa, supplanted by the 9.5" for the late IIa (date of change, anyone?), then the Series III revision in late 1971. You can't run a Series III plate on the IIa mechanism, but you can run a 9.5" disc/pressure plate.

Here are some of the part numbers:

Series IIa pressure plate 9.5":

Borg & Beck 75698

Vera 75698/11

Series III pressure plate, 9.5":

Vera 75699

9" clutch disc:

Arrow 86

Borg & Beck 52509

9.5" clutch disc:

AP NHB 1527

CEW 51226/36

Vera HB1527

Note the similarities on some of the part numbers. Clutch discs/plates must be very similar to bearings in that the same number is used across a number of manufacturer's lines. This makes it easy to "cross-over" parts.

From the Land Rover Owners Club of Victoria (Australia), Craig Murray posted this piece from their latest newsletter.

An Australian magazine recently published an article which showed that your car reveals a lot about your psychological make-up. In other words, you are what you drive. A few 4x4s were examined and this is what was revealed.

**Land Cruiser:** Inside every LandCruiser there's a Mick Dundee trying to get out. He usually doesn't. A LandCruiser driver's idea of adventure is going to camperland. He roughs it by not taking the television. Or maybe by taking a small portable and leaving the remote control at home. Likes: Paul Hogan and the Bush Tucker Man. Dislikes: Mud on the LandCruiser, and not having the pager alarm go off when you're with people who don't have one.

**Range Rover:** Range Rover drivers say the "experts" are frustrated urban cowboys and cowgirls. They dream of going on safaris in the outback and end up going on up market barbecues in the park. The only crocodile they've ever seen has got Lacoste written underneath it, and the only time they get grease on their hands is when they eat a chop with their fingers. You will never see mud on a Range Rover. The only time a Range Rover driver uses 4WD is for reversing up the drive at the private beach house or picking up the kids from posh private schools. Range Rover drivers are usually creative directors, financial advisers and architects. Standard dress is RM Williams boots, Akubra hats and a pocket pager. Likes: Talking commodity prices, restaurants, having a pager alarm go off when they are with people who don't have one! Dislikes: Getting bogged (usually in traffic in the CBD).

It looks like the only way to go is in a .....

**Land Rover:** A Land Rover driver is a real man (or woman). Rugged individualists - Alby Mangels with a pocket pager. They are tough; they eat Vegemite with a spoon, shave with a Whipper Snipper (not the women) and smoke camels. Real ones! Likes: Other Land Rover drivers. Dislikes: A 4WD that isn't a Land Rover.

**THE TEN BEST TOOLS OF ALL TIME:** From: "Chris Kent Kantarjiev" <cak@parc.xerox.com>

[This was included in the membership materials I received from the Morris Minor Registry.]

#### THE TEN BEST TOOLS OF ALL TIME

By J. William Lam, Stockton, CA

There are only ten things in this world you need to fix any car, any place, any time. Forget the Snap-On Tools truck; it's never there when you need it. Besides, there are only ten things in this world you need to fix any car, any place, any time.

1. Duct Tape: Not just a tool, a veritable Swiss Army knife in stickum and plastic. It's safety wire, body material, radiator hose, upholstery, insulation, tow rope, and more in one easy-to-carry package. Sure, there's a prejudice surrounding duct tape in concourse competitions, but in the real world everything from Le Mans - winning Porsches to Atlas rockets uses it by the yard. The only thing that can get you out of more scrapes is a quarter and a phone booth.
2. Vice Grips: Equally adept as a wrench, hammer, pliers, baling wire twister, breaker-off of frozen bolts, and wiggle-it-till-it-falls off tool. The heavy artillery of your toolbox, Vice Grips are the only tool designed expressly to fix things screwed up beyond repair.

3. Spray Lubricants: A considerably cheaper alternative to new doors, alternators, and other squeaky items. Slicker than pig phlegm. Repeated soakings of WD-40 will allow the main hull bolts of the Andrea Dora to be removed by hand. Strangely enough, an integral part of these sprays is the infamous little red tube that flies out of the nozzle if you look at it cross-eyed, one of the ten worst tools of all time.
4. Margarine Tubs With Clear Lids: If you spend all your time under the hood looking for a frendle pin that caromed off the peedle valve when you knocked both off the air cleaner, it's because you eat butter. Real mechanics consume pounds of tasteless vegetable oil replicas, just so they can use the empty tubs for parts containers afterward. (Some, of course, chuck the butter-coloured goo altogether or use it to repack wheel bearings.) Unlike air cleaners and radiator lips, margarine tubs aren't connected by a time/space wormhole to the Parallel Universe of Lost Frendle Pins.
5. Big Rock At The Side Of The Road: Block up a tire. Smack corroded battery terminals. Pound out a dent. Bop nosy know-it-all types on the noodle. Scientists have yet to develop a hammer that packs the raw banging power of granite or limestone. This is the only tool with which a "made in India" emblem is not synonymous with the user's maiming.
6. Plastic Zip Ties: After twenty years of lashing down stray hoses and wired with old bread ties, some genius brought a slightly slicked up version to the auto parts market. Fifteen zip ties can transform a hulking mass of amateur-quality rewiring from a working model of the Brazilian rain forest into something remotely resembling a wiring harness. Of course, it works both ways. When buying used cars, subtract \$ 100.00 for each zip tie under the hood.
7. Ridiculously Large Standard Screwdriver With Lifetime Guarantee: Let's admit it. There's nothing better for prying, chiselling, lifting, breaking, splitting, or mutilating than a huge flat-bladed screwdriver, particularly when wielded with gusto and a big hammer. This is also the tool of choice for oil filters so insanely located they can only be removed by driving a stake in one side and out the other. If you break the screwdriver - and you will, just like Dad or your shop teacher said - who cares? It's guaranteed.
8. Bailing Wire: Commonly known as MG muffler brackets, bailing wire holds anything that's too hot for tape or ties. Like duct tape, it's not recommended for concourse contenders since it works so well you'll never replace it with the right thing again. Bailing wire is a sentimental favourite in some circles, particularly with MG, Triumph, and flathead Ford set.
9. Bonking Stick: - This monstrous tuning fork with devilishly pointy ends is technically known as a tie-rod-end separator, but how often do you separate tie-ends? Once every decade, if you're lucky. Other than medieval combat, its real use is the all purpose application of undue force, not unlike that of the huge flat-bladed screwdriver. Nature doesn't know the bent metal panel or frozen exhaust pipe that can stand up to a good bonking stick. (Can also be used to separate tie-rod ends in a pinch, of course, but does a lousy job of it).
10. A Quarter and a Phone Booth:  
See #1 above.

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