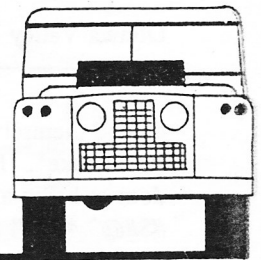


OTTAWA VALLEY LAND ROVERS



Volume XI, Number 12

1016 Normandy Crescent, Ottawa, Ontario, CANADA K2C 0L4

President: Yves Fortin (237-9719)
Vice-President: Ted Rose (256-1598)

Secretary: Murray Jackson (591-0672)
Treasurer: Andy Graham (733-1628)

10 December, 1994

Greetings;

This issue of the newsletter brings your several things. A ballot and opportunity to vote in the new executive for next year, and account of the Christmas Party, and the start to a series on identifying Land Rovers. Of course, all of the other miscellaneous nonsense is here too.

For the elections, for those able to vote and will not be at the Annual General Meeting at National News on Wednesday January Fourth, you may mail the ballot in, but it must be received at the club address by the Wednesday morning of the AGM, otherwise it will not be counted.

Some forty two odd people showed up for the annual OVLR Christmas Party at the Navy Mess on Victoria Island. The evening saw numerous interspaced activities. A little socialising, a little food, some door prizes, some items auctioned off, and round again to socialising. In one corner several videos were being played. The available connection included a collection of Land Rover advertisements to Doc. Watson's popular video account of the 1993 OVLR Birthday Party. A nearby slide show of the Discovery launch and of various Land Rovers, courtesy of Robin Craig and Andy Graham, was also available for people to view. Both the slide show and videos proved to be popular stops on the tour about the dining hall between the various games. Murray Jackson provided the MC'ing duties, assisted by Yves Fortin and Christine Rose.

This year saw a resurgence of the games of yore with four different venues at which to scratch your head. Bruce Ricker, scrounging through his and Bob Wood's garages managed to devise a feelie meelie of new and new old stock parts that was rather challenging to many. Only Jason Dowell got one hundred percent. All but one of the parts are visible on a Series IIA Land Rover, if you look hard. Unfortunately for some, (this was their excuse) their Land Rovers did not have these parts, such as drain plug for the bell housing.

In conjunction with the newish parts feelie meelie, Yves Fortin raided Mike McDermott's garage for a selection of the finest in bashed, mangled, and generally badly broken parts. Some of the parts hidden away in the box made us wonder who managed to bend a 107" shock absorber like a pretzel, turn a perfectly good piston into a lowcut ashtray, break off the input shaft for the gearbox, cleanly strip the impeller off of the water pump shaft, and mangle a brake master cylinder. However, it was a tribute, if not a little frightening, to OVLR that four people managed to tie for first place, each correctly identifying four of the five objects. They all now know what the next part they break will look like seeing which of the above they could not identify.

Robin Craig brought back his selection of photos of the esoteric, presenting a series of twelve photographs of different Land Rovers and one tie breaking question. Photos ranged from the simple, the right back corner of a Canadian Spec Defender 90, to the more esoteric, some sort of amphibious prototype that starts with an "O". No one managed to get 100% in this particular competition, though many people tried. Much to my amazement, I actually won this one.

Dave Varmette brought in the 1994 - 95 model year quiz from Land Rover North America for people to try. A long series of questions asking for such things as differences between the '94 and '95 Discovery, specific towing capacities, paint colour replacements and the like.

The Lugnut award was presented later in the evening, giving the candidates, or at least some of them the opportunity to

defend themselves before their peers (careful here...). Some of the more entertaining responses: Roy Bailie "It was fixed", "It's a fake", "It's McD's fault". Harry Bligh explained how he nearly burnt his Land Rover and rolled it through the garage door as being a symptom of his head, while Al Pilgrim simply stated "They are lying weasels, filthy media reporters, *&^&#\$#@^ *&#! not my fault and I take no blame"

Bruce Ricker received some WD-40 in recognition for being one of the few that carry the stuff around with them. Some members this past year had over optimistic ideas on how well their vehicles would run when drenched in water.

Throughout the evening at various times door prizes, donated by Rovers North, were given out and an auction held. Awarding door prizes took an interesting turn when through the course of the evening three people drew their own numbers. The auction was generously helped through the benevolence of Rovers North who donated a good number of items to the club. Sean McGuire threw in a few more articles for the auction. Thanks go to Yves Fortin who organised the Christmas Party, rented the hall, arranged the food et cetera.

Awards: A list of who won what in the various games that were available for members to try out.

Feelie Meelie (new/new old stock parts)

Identify the Land Rover in the Photos:

First Place	Jason Dowell	100%
Second Place	Dixon Kenner	
Third Place	Ted Rose	

First Place	Dixon Kenner
Second Place	Ted Rose
Third Place	Janet (Dowell)

Feelie Meelie (Broken, destroyed, mangled & generally typical OVLRL parts in use)

Land Rover North America Dealer Quiz on 1995 model year:

First Place	Tom Hammond
Second Place	Charlie Haigh, Dixon Kenner, & Ted Rose

First Place	Ted Rose
Second Place	Dixon Kenner & David Meadows (tie)

Towball Award for hauling the most decrepit Land Rover junk around:

Dixon Kenner

The Lugnut Award for being the most imaginative Land Rover owner around:

Harry Bligh

OTHER NEWS, REBUILDS/PROJECTS, EVENTS, RUMOURS, TRIVIA...

With this newsletter I complete one year as Editor. The newsletter has been produced using Word Perfect v5.1 throughout the year. In this time, the newsletter has grown from 25,000 bytes in size in January to 125,000 bytes in size in November and from six pages to an average of twelve (fourteen pages a couple of times). I would like to thank several people in regularly helping me put this newsletter out. They are Andy Graham and Bruce Ricker. On a more intermittent basis, Ted Rose, Dale Desprey, and Sandra Harris have helped from time to time putting this together. For supplying material, helpful criticism and ideas, Bob Woods, Bill Maloney, Russell Dushin, Miles Murphy, Bill McLellan and Mike Rooth.

For you Series One owners out there we have received a copy of the L.R. Fasteners Series I catalogue/Price list. The sixteen page photocopied catalogue seems to comprise a comprehensive list of part numbers, descriptions and prices for all of the little fiddly bits found on a Series One Land Rover. I have it kicking about for those who are interested in checking it out, or ask for a copy from Tony Arnold, 32 Laburnum Park, Bradshaw, Bolton, Lancashire, England BL2 3BU

The Autumn Rovers North newsletter arrived at the door this month. This season's coverage includes the British Invasion at Stowe, the Downeast Rally at Owls Head Maine, the "Land Rover Nationals" in Colorado, an indepth article on how camshafts work and why they are important to keep from being worn, a centre spread of some larger items for sale. Lots of photo's of various Land Rovers about the USA & one of my 109 at Stowe with the OVLRL club sign in front of it. Charlie brought up a number of the latest Rovers North flyer and newsletter and they will be available at the social for anyone who

missed them at the Christmas Party.

For those who would like a small piece of history, Harold Huggins has a number of the Land Rover -- Association of Land Rover Owners of Canada patches kicking about. To cover the initial cost et cetera, they are still \$2.50. Anyone that is interested in one of these patches, drop a line and I will make arrangements with Harold to get one to you. Note, there are no more of the LR-ALROC window decals left. I have orders of a bunch of them already and will be sending the list out in the mid-end of December.

Le maison de la presse International, at approximately 100 Bank Street, Ottawa, is bringing in LRO magazine right now, about 3 copies a month. Robin Craig has asked them to bring in LRW and he got a call to say that they will be doing so. Robin said that if they get a big demand they will increase numbers as this magazine is 100% returnable so there is no risk to them. However, unfortunately they will not hold a magazine for you, so you will have to ring the date on the calendar as to when it comes in!

Name permission status for incorporation? Eleven months and counting now. We are informed that the issue has gone from LRNA to England again (We note this is the second time round with this message). We give up, we are incorporating under OVL R a.s.a.p.. It will all done by the Annual General Meeting. Assuming that permission does eventually arrive, OVL R will file to have our name amended to reflect this granted permission. It is kind of sad that an excellent organisation such as Land Rover could not arrive at an answer within a one year timespan.

After the Christmas Party, the delivery of clothing orders, the remaining stock of OVL R clothing stands as follows: One sweat shirt; five golf/polo shirts; twelve t-shirts; and two kids t-shirts. If you are interested in obtaining any of these items, please contact one of the executive members, or Christine Rose directly.

The Winter 1994 issue of Electric Car magazine has an article on a company called Wilde EVolutions. The company retrofits electric components into vehicles and has undertaken once conversion that is of interest. Yes, it is a 1971 Land Rover. Test drivers, the article states, "rave about the electric motor's flat (and fat) torque curve, which provided enough power from 0 rpm that there was no need to slip the clutch. Another advantage was the silence. Because the electric motor was so quiet, the drivers could actually hear the tires working and sending back audibly feedback." More information later, Wilde EVolutions is sending up the package on the conversion.

Revisiting the January newsletter (the weather seems to be getting similar for some unknown reason) a miscellaneous part number you might wish to keep in mind is for a block heater for the 2.25l engine. At approximately \$25 they can be obtained at Canadian Tire. The Canadian Tire brand heater is actually a Tremco, so the sometime questionable quality generally found at Canadian Tire will not be a problem. The Tremco part number is 2200015. A useful addition if the leaking oil precludes the use of propane torches to heat up the block in the middle of January or February. For those who wish to know where it would hide, the block heater installs slightly below the rear exhaust port. Be warned, removing an old block heater or the plug may not be for the faint of heart. They can really be wedged in there. For those who really want to try and boil the block, there is an inline heater available from Rovers North. It fits on the lower radiator hose, heating the block from the front, while the block heater works from the rear. For those who really worry about not getting the engine warm enough to turn over, and are challenged for an electrical outlet, I understand that J.C. Whitney has a propane powered inline heater available at a fairly significant cost.

Want to start a war on the Internet mailing list? Write the following (as one UK user did) and watch the Series Land Rover owners go at it with the Defender 90 owners: "Chatting with a mechanic who sees a lot of Landrovers. He was showing me a couple of 90 panels. They were made from layered recycled steel, corrosion has ballooned them out to 5 times their original thickness. They were a serious mess. Apparently Landrover got lots of recycled steel from Spain very cheap... Bulkheads and outriggers go very bad very quick :(He showed me a Mini door panel for comparison. This had been out in the weather for a couple of years. It had just rusted on the surface, then stopped at that point. The Landrover panels were pure disintegrating rust! Since the only reason folk buy em and put up with the constant niggly faults is because the basic structure of the Landrover lasts longer than the more mechanically troublefree Japanese equivalents, it rather makes you wonder what will happen to their market share if all the modern ones don't anymore... Discovery stories were even worse. Apparently in the S.E. where they sold a lot early on (to both private buyers and fleets) there have been a rash of body panels coming off on the road. It seems that Landrover didn't bother to treat the steel mountings for the aluminium body

panels, and sure enough the corrosion after 4-5 years is hideous. Apparently many secondhand dealers wont touch em 'cos they won't warranty them." It should be noted that there has been no resolution to claims and counter claims about the rusting abilities of post 1980 Land Rovers, though some UK members have long been pointing out the failings of the post 1980 Land Rovers in this regard. The jury is out, but when compared to the Series Land Rovers...

Attention all wives and girlfriends, check this out. Christine Rose, while searching for the perfect Christmas present for Ted happened across a early 1940's Canadian Military Pattern truck. It now resides in the driveway with a big red bow on the hood. Other husband/boyfriend types are suitibly impressed and hope for the same. A number of them remind me to remind you that 101's are dropping in price in the UK <hint, hint >

Future Events:

Monday, December 19th Social at the Prescott
Monthly social gathering back at the usual location, the Prescott Hotel on Preston Street just north of Dow's Lake.

Wednesday, January 4th Annual General Meeting & Election Time!

The Annual General Meeting, featuring the opportunity to vote for those you wish to see in the executive, and all of that necessary stuff that we have to do will be held on Wednesday, January 4th. The location will be as last year, at National News, 2655 Lancaster Road. The meeting will start at 7:30 pm.

For those unfamiliar with getting there, Lancaster Road runs east from St. Laurent Blvd at the corner with Smyth Rd, and the National Museum of Science and Technology (the one with the lighthouse and Atlas rocket out front)

Monday, January 16th Social at the Prescott
Monthly social gathering back at the usual location, the Prescott Hotel on Preston Street just north of Dow's Lake.

Mid-Winter First-aid / CPR course.
Details in a future newsletter

Mid Winter Off-road
A mid-Winter off-road currently under general discussion for those with Land Rover that will start at colder than normal temperatures. (Sorry Dale, the Fires of Hell won't get your diesel going, but if you talk to Harry...)

Early Spring "Light" Off-road - Road Building Revisited
The "light" <cough> off-road road building revisit scheduled for this Fall has been rescheduled to the early Spring.

Early Spring Exploratory off-road to Wendover
A "light" medium off-road to examine the suitability of using George Kearney's place as a Birthday Party location. Fifty plus acres backing onto Larose Forest criss-crossed with trails et cetera.

Towards a quick identification guide to Land Rovers by Miles J. Murphy

As a rule I'm not a Rally goer. Not because I'm anti social (well, mildly) or the like. Its more to do with the tooth grindin' bone shakin' arse numbin' endless drive to get to some of the damn venues. I made it to Rovers North once. Course I felt a wee bit out of place, me being the only one driving a V8, automatic, red Ford "Mustang" of 1965 vintage.

A few years later I happened to be in the Lake Luzarne area of New York around about the same time as the ABP annual get together. Mechanicsville was just a hop skip and a jump from the foothills of the Adirondaks, so myself and Buxom Blond Buddy (sexist remark made only to refresh the memory of OVLR members who still fantasize about the woman) made tracks to the field next to the sewage treatment plant.

All the usual adventurers were there. I met up with Sandy Grice and Sand Toler of ROAV and BRLRC respectively, but the topic of conversation was - as you can imagine - bloody Land Rovers. I poked around the place, met one or two familiar faces discussing this and that - anything to relieve the boredom. Dick somebody, or maybe his name was Steve tried to entice me to consume a wad of greasy chicken - but the small sum of somewhere near \$40 U.S. was required first. Naturally I graciously declined, thinking that I could feed myself and herself for half that amount in one of Mechanicsville's

best fodder houses.

The hot July sun was sapping my energy fast. Hot chicken grease and sewage fumes wafting on the breeze were playing havoc with my mucus membranes. The only thing left to do was find herself and split, but not before checking out the people milling around a handful of 86" Series Ones at the opposite end of the field (from the sewage works). If memory serves me right, one vehicle was painted medium to dark grey. No sooner had myself and lady friend arrived in the midst of this rowdy lot, chairs were found or vacated. We were immediately made welcome and invited to sit and share whatever was being consumed. All I can say is I haven't enjoyed the company of complete strangers as much, before or since. And let me add they were strange.

I have always regretted that Ottawa is not closer to mid-coast Maine.

Ever since that day I've been getting the OVLN newsletter. Of all the newsletters that arrive, its the only one I really look forward to. When Dixon asked if I'd be interested in doing a series on Land Rover Recognition, similar to what appeared in the current Rover's North Parts catalogue. Well, what could a fellow say but - "only too happy to oblige."

The first instalment - printed in this issue - covers the "Lightweight" in its British, Spanish, and Iranian forms. There were of course other Lightweights - of sorts - but most never made it off the drawing board.

The Australian Rover company currently builds a lightweight version of their 6x6 version of the 110. At first glance, the "Perentie" (named after an Australian lizard) looks like a Land Rover, but it is essentially a whole new vehicle.

In the next issue we will cover the 80" Series Ones from the late 1947 prototype to the final 80" made in late 1953.

Now, I'm no expert on Land Rovers, just unfortunate enough to have an eye for detail and the self taught skill to hold a pencil steady. Do let the Editor know what you think of this new OVLN Newsletter venture. Finally, its nice to be of service to what I regard as North America's premier club.

LAND ROVER CANADA NEWS & PRESS RELEASE: BIRCHWOOD AUTOMOTIVE GROUP ACQUIRES LAND ROVER

WINNIPEG, MANITOBA, 1 November 1994:- Winnipeg now has a Land Rover dealer - Birchwood BMW - Land Rover located at 276 Colony Street. "A very important gap fill in Land Rover's sales and service network located throughout Canada", said Alan Manessy, Managing Director of Land Rover Canada, when he announced this appointment.

Sharing in the excitement of the new dealership is Mark Chipman, President of the Winnipeg based Birchwood Automotive Group Limited. "Sports utility vehicles have already captured a large share of the Manitoba automotive market and Land Rover is the original off-road vehicle of choice for many throughout the world. Plus, with Manitoba having over 100,000 lakes offering some of Canada's best cottage country, together with our famous winter storms and temperatures, these world class vehicles will offer unparalleled safety and function in every possible driving condition".

Horst Hasselmann, General Manager of the Land Rover dealership, who with over 30 years of automotive experience, beginning with the original Birchwood dealership in 1963, is nervously anticipating the arrival of the first shipment of Defenders, Discoverys and Range Rovers. "We've already had a tremendous amount of interest, and I am afraid once people have a chance to view and drive these wonderful vehicles we won't be able to keep them in stock, especially with winter just around the corner".

For more information on Land Rover products in Winnipeg call (204) 783-2445 or 1 800 FINE 4WD.

Know Your Rovers by Miles J. Murphy, #242 Maine

LIGHTWEIGHT MILITARY HALF TON 1968 - 1985

A Lightweight prototype was tested in 1965. This vehicle was very similar to production models. It had a unique bonnet and grille arrangement. The layout was much the same as the early Series IIA except the wire mesh grille was not an inverted "T". It was more like the Series III, but the headlights protruded through, somewhat reminiscent of the 1950 80". This grille was in two sections, the upper third was actually part of the bonnet. The split ran through the headlight centre line. The military required the vehicle to be re-designed in some areas. These changes raised the weight of the vehicle above the 2,500 pound limit set by the Ministry of Defence. The idea for a vehicle, light enough to be carried by helicopter and fixed wing aircraft came about in the 1950's.

The British Royal marines were using Citroen 2CV pick-ups, flying them ashore from their Commando ships slung beneath Westland "Whirlwind" helicopters.

The standard military ¼ ton Land Rover was too heavy for any helicopter then in service. The ¼ ton (88") and 3/4 ton (109") were also too wide to be stored two abreast in the current, and proposed new generation of transport aircraft. Oddly enough, Series Ones (86" - 88") could be accommodated side by side when some of these aircraft were proposed. When the Series II Land Rover appeared in 1958 it was much wider than its predecessors. Lack of forethought some might say, more a lack of communication would be closer to the truth.

For those interested, the Blackburny "Beverly" (4 radials/fixed U/C and twin fins) and the Shorts "Belfast" (much like a C-130 - but bigger) were the backbone of the R.A.F. - heavylift Transport Command. The Armstrong Whitworth "Argosy" (known as the "Flying Wheelbarrow") and the Hawker Siddeley "Andover" were in the medium lift category. The "Argosey" was the main reason the Lightweight ended up narrower than the standard Land Rover.

Getting Land Rovers to the war zone in a hurry wasn't a problem, but moving them around the battlefield was a major priority.

The Lightweights ability to shed large portions of its upper body and doors was the key to making it air-portable. Even so stripped, the "Wessex" has to dispense with a few sundry items to make the lift less of a strain. Within a couple of years of the Lightweights introduction, more powerful engines in the "Wessex", and the introduction of the Westland "Commando" and Boeing CH-47 "Chinook" negated the need to remove body panels.

The need to strip the Lightweight became obsolete, but the Lightweight remained in production - with all of its easily removed panels until 1985.

The British Ministry of Defence (M.O.D.) placed the first order for 1,000 vehicles on August 31st 1967. Delivered from Solihull began in 1968, but vehicles were put in storage and not released for service until 1969. The first 1,400 built were Series IIA's with headlights mounted on the radiator panel with an inverted "t" wire mesh grille.

New lighting regulations in many countries where the Lightweight was expected to see service resulted in the relocation of the lights to redesigned wings. This change also occurred on civilian and standard military ¼ ton and 3/4 ton Land Rovers.

Vehicles with this new configuration (plus other cosmetic changes) are usually referred to as "late" IIA's. In all, about 3,000 Series IIA's were built. The Series III Land Rovers were launched in mid 1971, but due to outstanding orders for IIA Lightweights, the Series III version did not appear until 1972. Externally, the only way to distinguish a Late IIA lightweight from a Series III are the windscreen hinge/bracket. Apart from a full synchromesh gearbox, the relocation of the ignition key to the steering column, that was it. The next changes occurred in the late 1970's and early 1980's. They were, extra rear lights, larger sidelight and indicator lenses and the deletion of bumper overriders (on some, but not all). Of course, there were all sorts of changes under the hood but we're not going to get into that here. Series III production is in excess of 14,000. Just about all Lightweights have been withdrawn from military service. Standard military 90's and 110's have replaced them. There are believed to be at least 50 examples of the lightweight in North America. They include early and Late IIA's and Series III's.

(Continued on Page 10)

Voting:

Membership in the Ottawa Valley Land Rovers clubs consists of two categories, Full and Associate members, as determined by OVL R's definition of the Ottawa Valley. Bylaw "a" of the Constitution defines that area as bounded by: The Ontario-Quebec border between Point Fortune and the St. Lawrence River, along the St. Lawrence River to Brockville, from Brockville in a straight line to Barry's Bay, from Barry's Bay in a straight line back to Camp Fortune. Members residing within these boundaries are Full members and may nominate, vote and hold office. Members outside those boundaries are Associate Members and can not nominate, vote, or hold office.

Below is this year's advance voting form for those who do not think that they will make it to the Annual General Meeting in January. Please circle the name of the candidate (one per position please) of your choice. Send the sheet to the club address. The Elections Officer (Fred Joyce has allowed himself to again undertake this heroic chore) will collect the ballots and in conjunction with the voting undertaken at the Annual General Meeting.

The winners will be announced at the Annual General Meeting and in the January Newsletter.

Election of Officers

PRESIDENT: Dale Desprey
Ted Rose

VICE PRESIDENT Dale Desprey
Ted Rose

TREASURER: Rob Ferguson
Andy Graham
Lyne Leduc
Christine Rose

SECRETARY: Murray Jackson

Send ballots to OVL R, 1016 Normandy Crescent, Ottawa, Ontario, K2C 0L4.

Ballots must be received by midnight, Tuesday January 3rd.

(Turn over for your chance to renew early and avoid the New Years rush)

Since you have the opportunity to nominate some dedicated soul for an executive position, why not take the opportunity to renew your membership at the same time. Even if you don't have anyone in mind, renewing your membership now will save you the hassle receiving a letter in the future asking whether or not you have forgotten to renew.

Membership Renewal (1995)

Last Name: _____ First Name: _____

Address: _____

City/Town: _____ Province: _____ Postal Code: _____

Phone (H) () _____ (W) () _____ (F) () _____

Occupation: _____ Hobbies: _____

Vehicle Description:

<u>Year</u>	<u>Series</u>	<u>Wheelbase</u>	<u>Body</u>	<u>Options</u>
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

I, the undersigned, hereby acknowledge that Ottawa Valley Land Rovers (OVLRL), its elected officials and members, will not be held liable for any damage or injuries that may occur during an event or related activity organised by the club. While every reasonable precaution is taken, members attend club events at their own risk and are expected to act in a safe, responsible manner and reflect the principles set out by the constitution.

Signed: _____ Date: _____

Ottawa Valley Land Rovers has a fixed renewal period of January 1st each year. Those joining throughout the year pay a pro-rated membership fee until they reach the annual renewal period. Please refer to the table below to determine what membership fee you should enclose:

January - \$20 April - \$15 July - \$10 October - \$5.00

Complete and return this form with your cheque to:

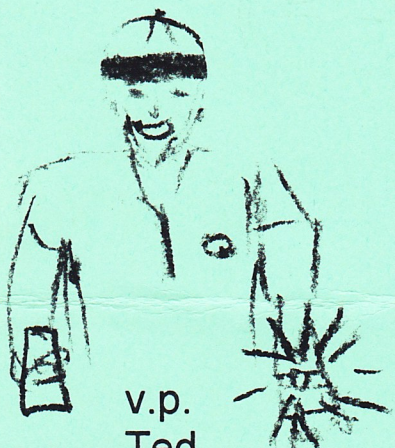
1016 Normandy Crescent, Ottawa, Ontario, K2C 0L4

Merry
Christmas

&

Happy
New Year

from all of us!



v.p.
Ted



pres.
Yves



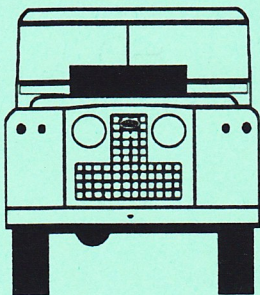
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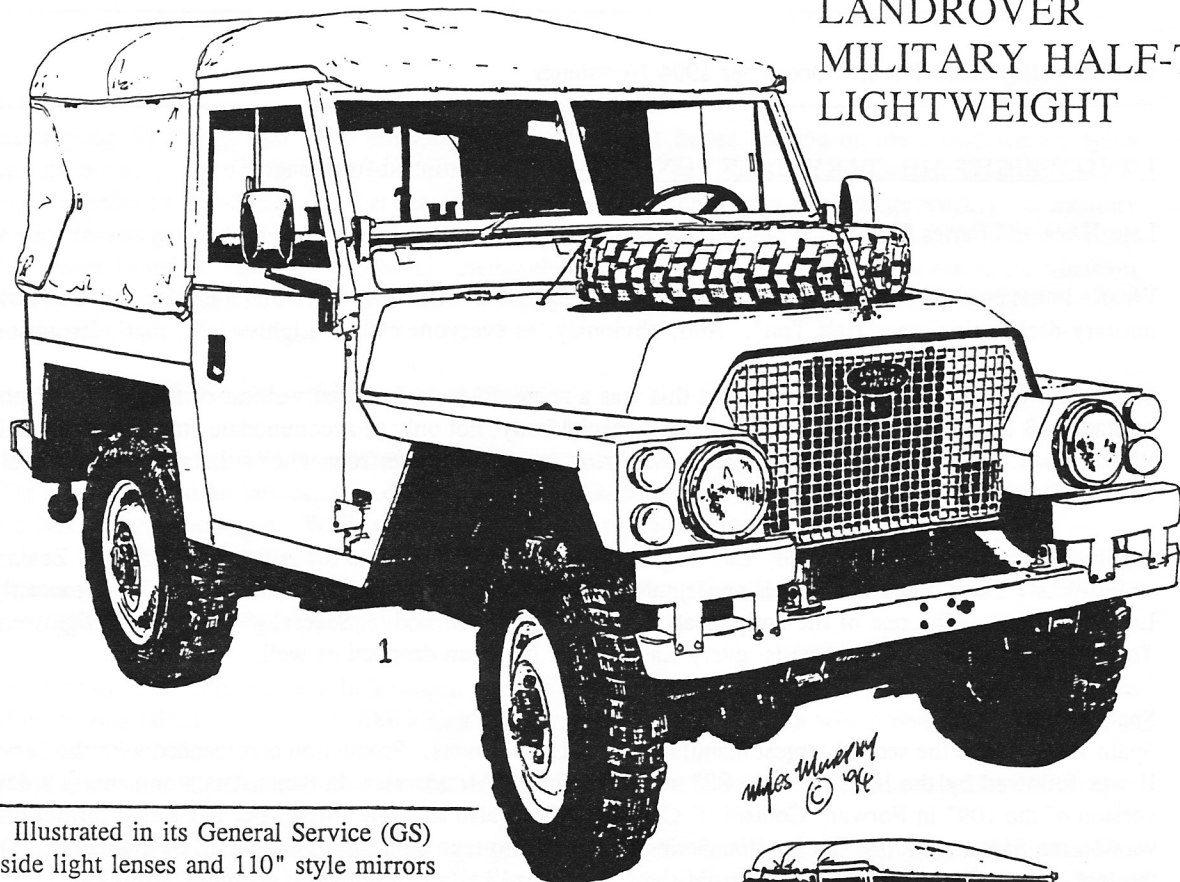


n.l. editor
Dixon

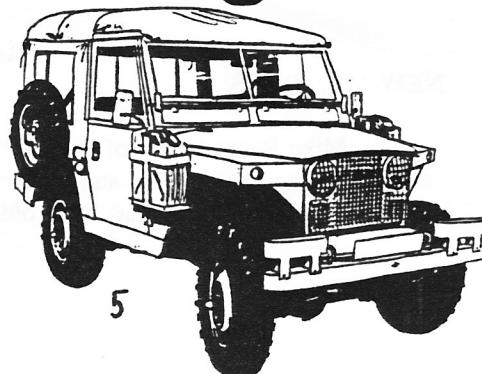
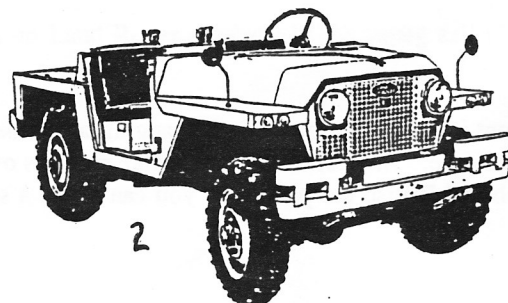
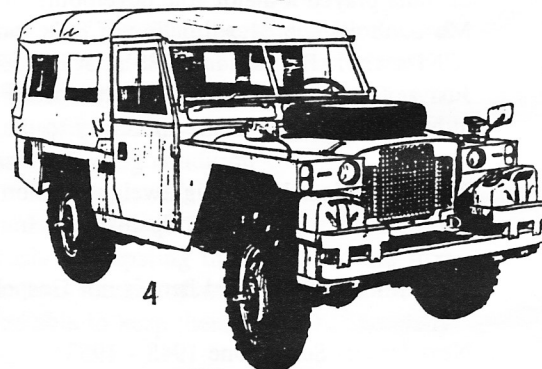
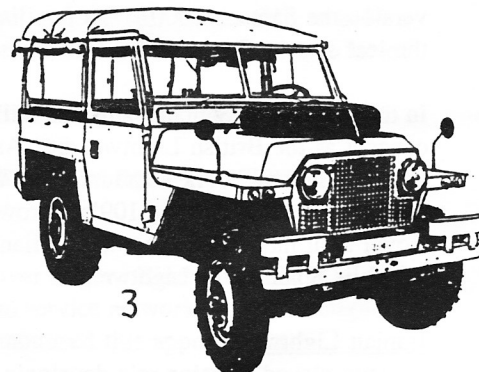


Ottawa
Valley
Land
Rovers

LANDROVER MILITARY HALF-TON LIGHTWEIGHT



1. Series III 1972-1985. Illustrated in its General Service (GS) form. Large diameter side light lenses and 110" style mirrors are typical features of 1980's models. Bumper overrides were sometimes dispensed with.
2. Series IIA With the easily demountable body panels removed. These panels were carried separately either on a pallet or a Sankey trailer. Within a few years of service entry there was no need to strip the vehicle.
3. Early Series IIA 1968 configuration. The 1969-1972 models were almost indistinguishable from Series III's the windshield hinge bracket being the only obvious difference.
4. Santana 109" Militar in 6 cyl. form Radiator grille moved forward. Standard bonnet with extension between it and bulkhead. 4 cyl. version didn't have extension. Militars also available in 88" form. Civilian 88" known as "Ligero" (Spanish for lightweight)
5. Morattab Lightweight 88" Similar to Santana "Ligero". Basically a Series III with IIA radiator grille and light configuration. Wing leading edges swept back.



LIGHTWEIGHT MILITARY HALF TON 1968 - 1985 (Continued from page 6)

Late IIA's and Series III's.

What's in a name? When first conceived, the Lightweight was referred to - in official circles - as the "Rover 1". Its official military designation was "Half Ton". And, obviously, as everyone calls it Lightweight, that's its most common name.

Some refer to it as the "Airportable", but this was a name given to a special version of the 109". Airportable 109" could be stacked 3 high for airpoting. It also has a special body, not only to accommodate stacking, but making it amphibious. With a p.t.o. driven propeller, pontoons and steering provided by the front wheels the airportable could take to water like a duck.

Lightweights are sometimes called "Cutwings". This is a common name for Australian and New Zealand Series IIA 88's and 109's. The front wheel arches are angular rather than the familiar curve (similar to, but not exactly like the Santana Ligerio/Militar). The rest of the antipodean Rover was standard body. Several people call the lightweight the "airdrop". The only problem with the name is, every Land Rover has been dropped as well.

Spanish Lightweight

Spain was perhaps the second largest manufacturer of Land Rovers. Production commenced with the Series II in 1958. The II was followed by the IIA and III in 88" and 109" form. Metalurgica de Santa Ana - or Santana - developed their own version of the 109" in Forward Control (F.C.) form. They also took the British FC 101 a step further calling their civilian version the Santana 2000. The familiar Series III's began to take on a hispanic look all of their own. The Series IIA took the leaf sprung Rover a step further as did the 110 look-a-like (albeit with leaf springs) Series IV.

In the late 1970's Santana launched military versions of their 88 and 109. Named "Militar", these Rovers followed the same concept as the British Lightweight. As helicopters in Spanish service were capable weight lifters, there was no great need to make the bodywork demountable. With no transport aircraft capable of carrying Militars two abreast there was no great need to make the 88's and 109's narrower. The design of the Spanish Militar probably had more to do with making the Land Rover a bit more menacing. A civilian version of the Militar was launched by Santana in 1980. It bears the name "Ligerio" which is Spanish for Lightweight.

Iranian Lightweight

Santana played a major role developing the Iranian Land Rover connection. In their factory at Farsi the Iranian company Morattab assembled a full line of 88's and 109's. Major components arrived from Spain as Completely Knocked Down (CKD) kits. By the late 1980's, at least 75% of the components going into the completed vehicles were of local origin. Just as Santana became independent from Solihull, so to did the Iranians become from Spain. The Iranian Lightweight, although bearing a strong similarity to the Ligerio/Militar was reported to be of 100% local origin (a Chinese copy).

The Australians have a lightweight version of their 6x6 110. Even though its referred to as a lightweight, it has nothing in common with the British, Spanish and Iranian vehicles.

The information printed here is not Gospel, but its damn close... Miles J. Murphy Oct 1994

Next Issue:- Series One 1948 - 1953

NEW MEMBERS:

- Mike Buonadouchi of Brandford Vermont joins. Mike has a ever changing assortment of Land Rovers, buying, selling Land Rovers and parts in his spare time. The rest of the time, Mike runs his own parts business called "Bit of Britain" which has more old Triumph and British car parts than you can shake a stick at.

FOR SALE/STUFF WANTED:

- Doc Watson is depleting his large reserves somewhat and has the following available for sale:
- 1966 109" 2 door with full cap. Has a good solid frame, straight body panels. Comes with 750/16 tires. This was his everyday vehicle for a while and is in good shape. \$6,000
 - 1962 Rover T5 Sedan. 3 litre engine. In good condition, the floor are solid though it needs sills (rockers). \$1,000
 - Parts for sale: A pick-up cab, some tailgates, and a number of Rover 2000 parts.

GENERAL SERVICING: A pair of articles this time around (Saving stuff for the dry winter months of course). The first is an inspired piece from Russell Dushin, one of our southern New York members on dealing with a desire to bring as little camping gear along as possible. The second is a humorous account on how mole grips, aka vice grips got their name. Next month we promise the article on stuff that you should have done last month on winterising your Land Rover.

"Nigel has a bed to sleep on" by Russell Dushin

About a month or so ago I had to spend a weekend with the li'l woman at the potential future in-laws place. Rather than spend my time behind the Times and the Globe, in fear of being asked to participate in a million-plus piece jig saw puzzle adventure (which they do **without** looking at the picture because it's cheating, but it really doesn't help 'cause all the pieces are one of four possible colours anyway...), or worse yet, to play some word game I'm sure to loose at (and thereby look **really** stupid), I decided to bring along something to do and something to get others involved in. So, I took Nigel with the intend of making him a bed to sleep on, so to speak. Papi (my potential future kids potential future grandpa) has a woodshop so I knew he'd be up for the task.

The requirements for the bed were as follows:

1. It had to support two normal sized bodies in a fit of passion.
2. It had to be easily dismantled and stored within the rover.
3. It had to minimally obstruct access to the rear bed (Nigel is an 88) and to the sides within the rear.
4. It had to be built in such a way that you couldn't open it from above-this would permit lockable storage underneath providing the tailgate fixings were fitted with a padlock. (Nige has a tailgate/hardtop setup.)
5. The rear seats had to be retained.

Over breakfast we discussed the options. By noon we had decided on a plan-a simple plan-and it works (although it hasn't been **fully** tested yet). We built a frame comprised of three pieces of wood, one across the center 3/4 of the top back side of the rear bulkhead and two perpendicular pieces running more or less right over the edges of each wheelwell, then simply placed boards across it from left to right. These boards are attached to the wood frame from underneath via turnbuckles, two for each board, one on each side. The front section, once the rear of the passenger and central seat are dropped, just has boards going from the rear bulkhead to the top of the dash (sorry SIIIers, this won't do for you.) Each board is cut to size, with room allowed on the sides for the rear seats, and in the front section for the vent control knob and the heater hoses, and the little nipple things (that fasten the tops of the seats in the upright position) in the rear (of this front section). As for the frame, the two pieces that run from front to rear attach to the bulkhead piece with slot pin hinges, which can be easily detached with a punch (one more tool for the toolkit is required). In the rear, these two pieces are supported by a notched piece of wood mounted vertically (within that nook around the tail lenses) and supported below by the wheel well. Together, this vertical piece of wood and the front-to-rear chunk of frame are C-clamped to the bodywork protruding from the tailgate area. (Papi, a naval architect by profession, says that "no experiment is complete without a C-clamp.") The C-clamp supports only lateral movement and is not at all burdened with having to support the weight of the bed, its occupants, nor the momentum they may inspire.

Down at the local hardware store, we bought ourselves about 12' of 3x6" and about 25' of 1x10", all in #2 pine, with the 1x10" cut into four four foot lengths (rear bed boards) and three three foot lengths (front compartment boards) (note: this is all by ailing memory, so if you are contemplating building your own, measure first). The 3x6s were stripped in half and used for the framing. The 1x10s were each cut to size (side to side), and one had to be trimmed to about a 1x8. We also picked up two split pin hinges, eight small turnbuckles, eight round eyelets, eight hooks, two C-clamps and two sets of small

bolts with nuts and washers (to attach the frame to the bulkhead). No drilling was required (a PO had already drilled into the bulkhead and we used the same holes). Total cost was around \$60 US. Disassembly takes about 3 minutes, assembly about 5 minutes.

I do suppose Dale will be building one soon for his smokin' 88. Should he and his date sink it up the doors in a swamp, they'll have a few more feet to go before the mud creeps in. If it begins to list heavily to one side, well...she may slip right off into the muck 'n mire. (Will he *ever* buy a top for that thing???)

cheers, rd/nigel (if this rover is rockin', don't bother knockin')

"Mr Mole, or why Vice Grips are also called Mole Wrenches" by Mike Rooth

Gentlemen,

What, someone asks, is a Mole Wrench? Well, it was invented by a Mr Mole. Strange, you may say, but nevertheless it is the truth! It is a well known fact that English surnames often reflect the occupation of their owners' ancestors. Hence Smith, black, copper, gold etc. No, I have *nothing* to do with baseball, I do assure you. Really. No, no.

However, said Mr Mole, being engaged in the apprehending, and destruction of these notoriously *slippery* small furry creatures, which, as is well known, make small mountains in the immaculate verdure (VERDURE, Maloney, VERdure. ORdure is *completely* different < sigh >), which is the sweeping lawns of country houses, desired an appliance to assist him in his quest. So after much thought, and the burning of large quantities of midnight oil (Bass, I believe, or possibly Watneys, history is lamentably lax on this point) he devised a form of pliers which were adjustable by means of a thumbscrew to the diameter of the tail of any given mole he might come across in the performance of his vocation. The advantages of this were twofold. In the first instance, as I have stated, the appliance was adjustable, therefore moles did not need to have tails grown to British Standard no 139654/01 B, Tails, Moles For The Use Of, Sizes Thereof. Secondly, once the appliance was attached to the rodent, even if he *did* mayhap, lose his grip upon the creature, he was able to track it underground, by virtue of its squeals of pain, which it would utter. Contemporary research, carried out at the time, translates these peculiar calls as roughly "Get this fucking nutcracker off my arse" in Molese. Should he peradventure, happen to attach the appliance in error a little further forward than he was used to, it was noted that the cries were somewhat higher pitched, but reasons for this were not clearly understood.

This untoward attack upon their persons, concentrated the Mole Mind wonderfully. After all, "Cuius Testiculos Habes, Habes Cardia et Cerebellum". (A frequent saying of Julius Ponsonby Ceasar 111, when instilling loyalty into his Legionaries, being translated meaning "When you've got them by the balls, you've got their hearts and minds as well"). It is an observed fact that late Roman troops had an *extremely* crouched marching gait. Damn! That should be hearts and MINDS as well.

This concentration resulted in rapid evolutionary activity, amongst the mole population, (any excuse for a quick bonk, eh Steve?) it being observable that the survivors of Mole Wrench Attack were those with the shortest tail (and the smallest knackers). Whilst nature could do little about the latter, internal stowage being somewhat impractical, it *could* solve the appendage problem, and moles very rapidly evolved with no tails. It is somewhat surprising to the writer that armour plated bollocks weren't also in vogue, but perhaps the creatures also evolved a smarter turn of speed as well. (Well, wouldn't you?)

The Mole Wrench was, therefore, no longer of any use to Mr Mole in his daily occupation, and being a countryman and Land Rover Owner, he found alternative use for his invention upon his vehicle. Upon exporting it to The Colonies of America, it became widely used in certain devious sexual practices, resulting in its Transatlantic appellation of "The Vice Wrench". I expect Steve Denis has an unparalleled collection of some of Mr Mole's originals, some of which, no doubt, see service on the maintenance of his vehicle (But which are carefully washed afterwards).

That, then, Gentlemen, is the History and Development of the Mole Wrench. Queries please as usual, to Mr. Maloney & Kenner, nothing *too* difficult, and accompanied by a stamped addressed envelope, and a six pack.

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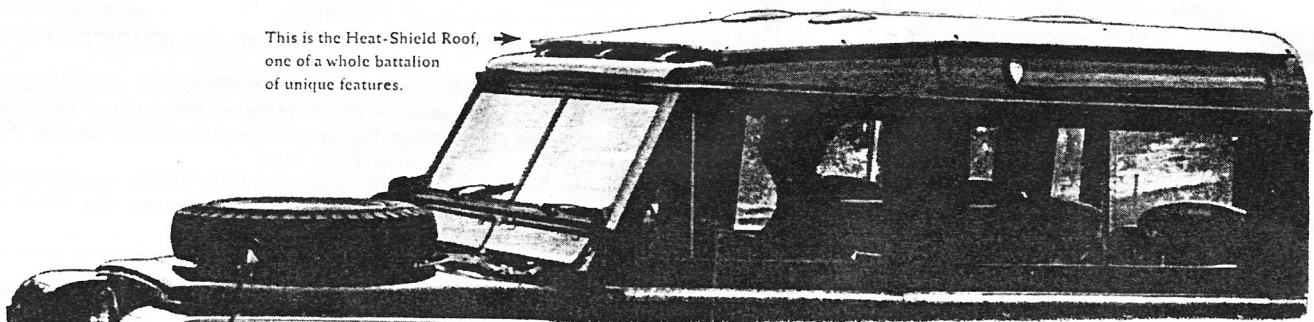
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NEW YORK, DEC 1, 1962

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Regards from the Newsletter editor:

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