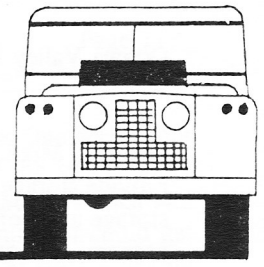


OTTAWA VALLEY LAND ROVERS



Volume XII, Number 3

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

President: Ted Rose (256-1598)
Vice-President: Dale Desprey (729-8530)

Secretary: Murray Jackson (591-0672)
Treasurer: Christine Rose (256-1598)

"To men, a hobby is making something or taking something to pieces. At the very least, it involves rolling in mud & the possibility of fracturing a bone." ("She" Magazine)

10 March, 1995

Greetings;

No "official" club events occurred this month, though some have been out braving the elements in LaRose forest, while others ponder various projects aimed at keeping their alternate mode of transportation alive. However, this current lack of planned events doesn't imply that this is the way things will remain. The opposite in fact.

For those of you who have been lax in your membership renewal, this will be your last newsletter if you have not yet paid your dues. Dues have been kept at the same level for several years now, this is your chance to get in while the going is still cheap. The dues are solely for the production and mailing of the newsletter, something that they no longer cover because of recent cost increases after we established the dues level for this year. (For those that are curious, for the newsletter to break even we require 122 members, which we are not that far from assuming every member renews.)

The hats are in. The club has acquired 72 of the finest quality cotton varsity caps with the OVLRL logo (look at the letter head) embroidered on the front. These caps are identical to the caps sold by Land Rover Canada for \$35.00. The caps are available in beige, green, red, and a couple other colours and cost the princely sum of \$12.00. The caps will be at the March social, so if you are interested in getting one of your colour preference, come down to the Prescott on Monday March 20th at 7pm.

The event of the month is going to be the annual Maple Syrup Rally up to Vern Fairhead's country estate in Shawville. The sugar season is going to be short this year because of the winter we have been having. As a result, the Rally will be held earlier than normal on Sunday, the 26th of March. Two or three volunteers are asked to go up on Saturday to help Vern get ready & party later on. Give Ted Rose a call if you are interested. As with last year, safety will be emphasised on the off-road should you decide to participate in it. All children must have helmets if they will be travelling in a Land Rover.

Safety and First Aid: Members interested in a one day First Aid/CPR course at a cost of \$30 or a one half day First Aid course at \$13 should contact Murray Jackson at 591-0672 before the end of March. This training is in keeping with the clubs emphasis on safety and all members are encouraged to participate. The courses are put on by St. John's Ambulance. The course could be held at either their site, or one picked by the club. There is a requirement for a minimum of eight students. St. John Ambulance will tailor the course to our needs ie. off-road type accidents. The only difference between the half day and full day course is CPR training. The half day course runs for three and a half hours, the full day course for six to six and a half hours. Note, these are not "certificate" courses o the type that meets Workman Compensation Bureau requirements. Those courses cost a lot more because you get a piece of paper at the end.

For those nagging questions of insurance, incorporation et cetera, the executive will be gathering at Michel Bertrand's house in the very near future to sign all of the "letters patent" that makes this club into a federally incorporated body. For official purposes, the legal name of the Ottawa Valley Land Rovers club will be simply OVLRL. Further inquiries with the British Car Council regarding insurance indicate that families and guests of members will be covered at all club events. The cost of insurance (one dollar per member) will be based on local "voting" members only. Long distance members if they attend n event will be covered under this policy.

Trailer: Mike has just completed the construction and installation of the sliding drawers in the main deck. These will provide storage of, and easy access to, cooking equipment and foodstuffs. With the completion of these drawers, the major storage areas of the trailer are now finished. Mike has also completed the sockets to hold light pods on each of the trailers corners. The swivel, retractable arms allow users to locate 50 watt lamps on any portion of the main and top decks as well as into either end of the lower storage area. While there is still some minor trim needed to finish the job, virtually all the large sheet metal work is completed. Remaining to do on the trailer are five things: Building a canopy; a bracket to carry the two propane bottles used for the stoves; reconstruction of the rear stabiliser legs to make them easier to use; construction of the pintle ring mount, interchangeable with the regular ball hitch mount so more vehicle are able to tow the trailer; and the installation of water tanks. While water tanks were a potential addition this winter, the mild weather has kept the metal trade busy and as a result prices high. For the curious, the current estimate of time into the trailer is in excess of 2,000 hours.

Saturday, March 11th saw the fourth annual Ottawa Valley Triumph Club Darts Tournament. Unlike last year, where only Dale showed up, and won a prize for something that he seems reluctant to talk about, four OVLR members showed this time. While OVLR didn't win any of the final rounds (though Dale and I came in second in the Consolation round, and Sandra Harris and Robin surged forward in the non-loosers round) we did take two awards. Robin Craig managed to get the highest scorer award, while Dale Desprey, desperate for some sort of award managed to get the low scorer award. Scoring a miserable one point, while trying to get that magic 180, some believe that Dale managed something that suspiciously sounded like a repeat of last year. Finally, Richard Wegner has offered to host a pancake breakfast and off-road event near Quyon. Interested people should attend the March social where this will be discussed as a possible May event.

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

First, the usual thanks to Bruce Ricker for throwing an impromptu party at his place that just happened to be timed with the production of last months newsletter. While Dale accurately gauged the gleam in my eye (and thus chickening out from a nice chance to enjoy several cold ones), intrepid veterans Bob Wood, Fred Joyce, and Murray Jackson attended the collation and assembly operation. It is simply amazing what the application of beer to a problem can solve!

Land Rover Owner magazine's March issue arrives with a pair of articles from people with familiar sounding names. First is an article by Robin Craig on Land Rovers that can be found on postage stamps from around the world. The same issue also has the first of a several part series on former OVLR members Tony and Sue Baller who are driving home from Ottawa to the UK via Honk Kong, China...

This note came across my desk recently: Do you own a classic vehicle? It is one of the marques owned by the Rover Group? Would you like the details of your vehicle from the original factory production records? If the answer to these three questions is yes, then the British Motor Heritage Industry Trust can offer you a certificate suitable for framing, covering the following makes and models.

Austin	cars and commercial vehicle, most models	1945-69	Range Rover	all models	1969-79
Austin Healey	Longbridge or Abingdon built (not Warwick built 100 'S')	1953-71	Riley	from start of Pathfinder mode (not 1.5 & 2.5 litre models)	1953-69
Land Rover	Series I, II, IIa, IIb and III	1948-70	Rover	all models	1945-80
Metropolitan	Nash, Hudson, Austin	1953-61	Standard	cars and light commercials	1945-63
Mini	Autin, Morris, Mini Cooper etc	1959-69	Triumph	all models	1946-80
MG	from start: TF Midget & ZA Magnette (not TC, TD, YA, YT, YB models)	1953-80	Vanden Plas-	also records of many earlier	1959-80
Morris	cars and some light commercials, most models (not Morris Commercial)	1928-71	Princess	Vanden Plas bodied cars	1901-30
			Wolseley	most models (gap from 1930-1949)	& 1949-74

The certificates cost 20 pounds sterling (or US \$40.00), payment must be made with application. Credit card payments are not acceptable. To obtain your certificate, please send your fee and quote the make model and chassis/car number of your vehicle to the following address: British Motor Industry Heritage Trust, Archive Department, Heritage Motor Centre, Banbury Road, Gaydon, Warwick, CV35 0BJ, ENGLAND. The trust is an educational charity, established to collect and conserve vehicles, artifacts and records relating to the various companies which have come together to form the modern day Rover Group. It also includes one of the largest displays of British cars to be seen anywhere in the world, from a 1896

Wolseley to the present day Land-Rover. Historic Rally Videos also available. European (PAL) and US (NTSCO)

Land Rover Movie sightings in 1994 films:

Clear and Present Danger, 1994. Two Rhino packaged Range Rovers bus Columbia drug lords about. (Rover Group would not loan Range Rovers for this movie due to the negative image of the drug lords "car of choice"

A Good Man in Africa, 1994: Sean Connery as a medical doctor in British post-colonial Africa drive a 109 pick-up around town. The unusual comedy is a little weak and has virtually no African countryside or Land Rover action.

The Specialist, 1994. A Sylvester Stallone film featuring a long wheel base being blown off of a rather tall bridge.

The Last Elephant, 1994. An Audubon docu-drama concerning elephant survival in the Serenghti. Great scenery with 109 and 110 Land Rover action..

The New Explorers, 1994. A PBS series season premiere concerning archaeologists in Africa using several 110's. [thanks to John Benham in Spokane Washington for providing the descriptions. For those interested, the Aluminium Workhorse has printed a fairly lengthy list of Land Rover sightings in movies, those despite its great length, more movies are coming up all the time. Help contribute to the list if you have seen some Land Rover sin movies. Some people are actually interested in this bit of fun.]

Steve Dennis (OVLRL, New York) is having a few problems with his 109 Station Wagon. As he writes: "Ok...I lunched a piston in NOTAJEEP. Remember the trip through Pennsylvania? Well the timing was way advanced and the continuous load at full throttle over heated a piston and either the skirt is collapsed or the pin bushing has done the deep six... rap rap rap when cold, goes away when it warms up, not a rod, but it *sounds* like it! Ok, pull out the 5 bearing engine in storage, position the Rover as to use the winch to lift/pull/drag the lump into the shop. PTO winch sooooo. Walk to the drivers door, swing butt into the seat with legs outside, turn key push starter button. Starts, WHOA! It's in 1st low range! Grab shifter out of 1st, hops into 2nd aaaaaaaaagh! hit key off. Swing legs in cab. Push clutch, restart, select reverse, back up. Switch off. Walk to front of rover. Engine is laying there groaning "my bellhousing, my *bellhousing*" Blast... and the 5 bearing and 3 bearing housings are different. <sigh>

For those with Cable Television, noting its reliance on old-time programmes, there is something that you might want to catch on the rerun with your video-recorder. The show is on the Discovery channel. It is called "The Natural World". The programme followed a zoologist in Tanzania who studies elephant behaviour. Why am I telling all of you? Because this chap putts around in an early IIA 88" (or maybe a Series II, there only one lamp on each wing). This Rover is totally stripped, no windscreen, top, grill, pretzel shaped steering wheel etc. The best scene is where he has just darted a young bull elephant to attach a radio collar (biologists love to do this). He gets the collar attached and before he can inject the tranquilizer antidote the matriarch female elephant comes cruising up- and boy is she pissed! He didn't bring another dart so he has to inject the antidote by hand before the tranquilized bull dies. So, he jumps into the Rover and drives up to the prone bull and tries to inject the serum. Well, the matriarch will have none of this and charges the Rover. She rams the Rover in the breakfast with her tusks and pushes it a good 50 meters in reverse. The whole time the cameraman in the back of the truck is filming, and ducking to avoid being hit by branches. The rover is going faster in reverse under pissed-off elephant power than it could in reverse high range overdrive!

While some people are just becoming aware that time has been passing and us owners of the older, pre-1974 Land Rovers are being referred to as the "Series" crowd there is another term gaining credence in the press and electronic media. This new term is "Anorak". Until recently I thought this to be a pull-over jacket, generally used by those in more incimate climes. To quote the logic of this one: "Exactly, an anorak is a pull over jacket. And being here in the ever so fashionable part of the world - you are what you wear, thus if you wear an anorak, you are an anorak. Next, you have to ask, what group of people would be most likely to wear anoraks? An answer can be found in a current advertisement on the non-Beeb channels is from Tetley (properly pronounced with a Lancs. or Yorks. accent). This advertisement is set in woods, these gents out for a walk encounter a marvel of the 19th century, a train, they brag about the benefits of the industrial age - namely their product in cans (no, it isn't an ad for tea). The humorous note at the end is that with these marvels of they industrial age, the down side is that they created the this group of people also known as anoraks. [Probably 'cause they are likely to be found pursuing their favourite activity whilst wearing anoraks.] Hence, it then follows that anyone who goes OTT (over the top) in their favourite hobby is an anorak. [However, there are lots of jokes about Land Rover Owners and wearing wellies.] To conclude, we can thank the railroad buffs, clad in their anoraks counting cars and taking pictures of passing trains for creating the latest term to describe the "Series" Land Rover owner.

Some of our American members seem to be suffering from poor performance this winter. Apparently, depending where you are, but you could be suffering from the wonderful United States of America, Environmental Protection Agency's little winter time joke. They forced a seasonal change of the gasoline formula to add more "oxygen" for better cold weather emissions. Thank the Arthur Daniels Midland Company for lobbying the EPA and Congress, to force Americans to burn more ethanol in the winter, so as to save the snail darters, spotted owls, ADM expense accounts, stock dividends, etc. The sad fact is that; the production of ethanol from corn uses more energy (from petroleum) to produce, than it contains. The only reason that ADM can make money is because we tax payers subsidize corn production! Sandy Grice (ROAV) noticed it about a month ago on a ski trip. His Land Rover seemed to lack top end gumption...not that it had any to begin with, but the engine was working harder to maintain the same speed, kinda like driving into a headwind. Since then, he has dumped the fuel sediment bowl three times and found all kinds of black scunginous in it." If your area has mandated "reformulated" petrol, you may want to make frequent checks of the sediment bowl. Some people have found that running "super" solved a lot of the problems associated with oxygenated fuels.

Land Rover rumours: From the grape-vine that, now that the discovery & Range Rover have been updated, the Defender is to be re-vamped. Via the same source: BMW don't want Land Rover using the BMW Diesel (it doesn't work as well in the RR as in the BMW cars), so LR are going to re-engineer the 300TDi.

A noteworthy first. When Russell Dushin sent in his renewal for this year his cheque was a little large. This rather surprised us, noting that Land Rover owners are not always the most free with their money when compared to other marque owners. Reading the fine print on the cheque, we found that the overpayment was correct, the extra is a donation specifically "towards the club trailer and not the executive beer fund".

In the ongoing collection of LR media, some more items for the collector:

- Globe & Mail newspaper, Friday, March 3rd edition. Section C "Managing Stress" has three full page ads for the Land Rover, Discovery, & Range Rover. There is also an accompanying article where members of the Toronto Area Rover Club (TARC) and the Canadian Series One club are interviewed.
- There has been a recent ad (cited as source unknown) featuring a D90 in the jungle with the subtitle "What to drive in places where you're the food While it's not exactly the least expensive 4x4, the Defender offers you that invaluable old English option. To be or not to be." I came across that ad quite by accident yesterday in the inside back cover of this month's (February) Esquire Magazine. A very sharp ad, really, featuring a fully-loaded yellow hardtop, slightly muddied for effect.
- As Dick O'Kane, a writer, said a few decades ago: "When you're in a Land Rover you sort of get the feeling that if they dropped the big one; it would only blister the paint a little."
- there is a Mobilink (cellular phone stuff) ad showing what looks like a SerIII 88 in a swamp, not quite up to the hubs in water.. some oriental guy standing up on the front seat, talking on a cellular phone. Originally a tv ad, which had a partner featuring a Range Rover instead. The paper ad appeared in NEWSWEEK on 26 Sep 1994, among other places.
- There is a BF Goodrich "We make detires under Defenders" which appeared in many auto magazines last year (Sept 1994 FOUR WHEELER, for example).
- Esso had a neat full-page ad featuring a SIIa and some nice babes in khaki in a German magazine last year (STERN, maybe?)
- LRNA, of course, advertises in major American magazines like Newsweek, Time, as well as auto magazines. (No idea off-hand where Land Rover Canada is placing their advertisements.

Update on the "Phantom Land Rovers" mentioned last month. Some people have been pursuing this subject and have found out some more information. This is beginning to get confusing as you will see. One person reports: "I think the guys I finally ended up talking to are South American mafia types. After going around about the DOT & EPA requirements, I got the sense that they were uncomfortable talking more about these Land Rovers. Like maybe I was some sort of government spy trying to catch them in some illegal activity. I got a call back later saying that the vehicles are NOT in the country and are NOT for sale in the country and would I please NOT pass out their phone number (That's why I haven't given it out). Maybe they are worried that they could get into trouble even selling these vehicles here. Even later, I got a call from someone else telling me that he had called them up trying to arrange some sort of international deal and was told pretty much the same thing. He said that those guys mean serious business. I don't think they trusted him either, after being interrogated by me so recently, so he lost the opportunity to work anything out with them as far as I know." Bottom line on that avenue

is "dead end". (I hope that's not an unfortunate choice of words.). However a couple of days after this passed by my desk, this came flying by: "I spoke to the dealer in the Bay Area today with regard to the Deal Below, he is having a meeting next Tuesday with the guys selling these vehicles and is still confident of putting a deal together." Details this time around? Well, compare the following with last months newsletter... Year: 1993 only Model: 110" and 130" wheelbase (No 90" models, 130" is a military special); Engine: V8 Turbo Diesel only (No gas engines); Colours: Military Colour only (You will have to respray them yourself); Options: Information not available at this time; Cost: approx \$17,000 + duty (2.5%) + tax (8.25%) + registration + shipping, total approx \$19,500 + registration; Notes: Vehicles are EPA & DOT approved; Finance: The broker would require a deposit, this would be refundable if he is unable to supply the vehicle as specified.; Location: Vehicle are currently in Canada.

One of our esteemed American members (Ben Smith) believes that we are all far too beer oriented in Canada. To help alleviate this problem he sends the following recipe that, as he puts it, was designed about 12 years ago using what which was left in a depleted bar and was found to be quite good: In a blender: Double handful of ice, Once around dark rum, Once around light rum, Once around myers rum, 2-10 seconds 151 proof rum (tend more towards the 2 than 10), Long Triple Sec, Short Galliano, Long Grenadine (mostly for color), , short Lime Juice, fill the rest of the blender with: 1/3 pineapple Juice, 1/3 sweet&sour Mix, 1/3 7up. Blend and serve Of course, we should bear in mind this recipe is from a chap who currently resides in California, at a lake which happens to be missing any trace of water, and plans to drive his 88" to the Birthday Party in June!

Future Events:

Monday March 6th Executive Meeting

Another planning session by the Executive in my dungeon. All are welcome, though BYOB is preferred. (DD)

Monday, March 20th Social at the Prescott

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

March 26th (Sunday) (When the snow is melting and the sap is running) The Annual Maple Syrup Rally

Traditional brunch/snowy off-road in deepest darkest Quebec. The Spring will be welcomed in with the annual Maple Syrup Rally on March 26th, a Sunday, at Vern Fairhead's Shawville country residence. The mild Winter will make for a very short sap running season, hence the fact that this year the Rally is being held at a very early date compared to previous years.

As our first outdoor event, members will have the opportunity to eat until the burst. The menu shall be of a traditional sort, french toast and the most excellent meals that have been provided in the past served up by Chef's Yves and Christine.. If the food is insufficient to accomplish this, then the off-road session exploring the backwoods should settle the food down.

Those wishing to convoy, we will be assembling at the Westgate Shopping Centre (the corner of Merivale & Carling) for a 9am departure. The cost will be the same as previous years (this is at least the third year at this cost), \$7.50 per adult, \$4.00 per child under 6.

For those wishing to help with the set-up, please contact Ted or come to the March social at the Prescott Hotel. (Map to Vern's is further on...)

April First-aid / CPR course.

Details in body of newsletter. If you have an interest in attending such a course, phone Murray Jackson before the end of March.

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. Fifty plus acres backing onto Larose Forest criss-crossed with trails et cetera.

Monday April 3rd Executive Meeting

Another planning session by the Executive in my dungeon. All are welcome, though BYOB is preferred. (MJ)

Monday, April 17th Social at the Prescott

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

May (probably) Engine Tune-up

Details to follow. Dates, times and schedules to follow in subsequent issues.

June 12th Annual OVLR Birthday Party

Date: June 24th and 25th

Place: Silver Lake (about sixty (miles or kilometers) south west of Ottawa)

Gen'l: The site of the 12th annual OVLR Birthday party will be more varied than past years. The property abuts onto two lakes. (ie fishing and swimming will be possible) There will be two campsites available on the property, one smaller one beside the lake, a much larger one a few hundred yards "inland". There are a large variety of trails from the very light off-road variety (street tires required) to medium and very heavy off-road trails. The property adjoins the Silver Lake Provincial Park, so there is a more civilised campground available for those who prefer showers and other wussy things. For the real degenerates, there is also a motel very close by with both rooms and cabins for rent.

Note: The heavy off-road is just that very slow and heavy. As a result, basic requirements for vehicles will be set for participation in the heavy off-road. Expect scrutineering, being required to have a fire extinguisher, and a basic first aid kit. More details to follow on this aspect in future newsletters. More details to follow. Times and schedules to follow in subsequent issues. The co-ordinator for this year is Jason Dowell.

July 1st & 2nd 8th Annual Downeast Land Rover Rally Mid-Coast Maine. The most important day is Sunday at the Owls Head Transportation Museum. There are no participation fees. Note the change/addition to Saturdays activities from last month's announcement.

Saturday: In response to participant demand, there will be off-road activities on Saturday. The course will be on 5,000 acres of mountain, valley and mixed terrain. The off-roading will follow the "Tread Lightly" approach. BBQ at Ducktrap midday, Whales Tooth Pub in the evening

Sunday: Owls head Transportation Museum 9am - 4:30pm. 70 to 100 Rovers, airshow and more Whales Tooth Pub - dinner - evening

Monday: Acadia Nat'l Park, Desert Island, Quiet driving, no 4WDing, antique stores, coastal villages.

Tuesday: Breakfast at Ducktrap. Fireworks in Thomaston Me. at 9pm.

More details: Myles Murphy, RR2, Box 23, Lincolnville, Maine, 04849, USA or (207) 789-5303.



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LAND ROVER CANADA NEWS & PRESS RELEASE: Range Rover 4.0 SE: Design and Development

Land Rover designers started working on the all-new Range Rover in the late 1980s. The designers were very conscious of market research showing that Range Rover customers - - always an extremely loyal group - - would be reluctant to accept major changes in exterior styling. It became clear that in order to develop a new Range Rover, the following styling and design cues would have to be carried over from the original classic vehicle:

Command Driving Position: One of the features regarded as important to customers is the traditional command driving position. The design of the new vehicles had incorporated this feature which lends a sense of security.

Floating Roof: The roof on the Range Rover appears to be floating because it is not supported by body-colour pillars but by distinctive, black pillars which also help give Range Rover its tough 4x4 appearance.

Glass Area: The deep glass area of the current Range Rover gives the vehicle a low waist line and therefore exceptionally good visibility for both driver and passengers.

Wrap-over Hood: The wrap-over hood on the Range Rover and the raised channel features on the front edge of the hood, developed on the original Range Rover to give strength to retain the fender-mounted mirrors, give an aura of toughness to

the vehicle from the side view.

E-pillar: Designers knew that they would have to retain the distinctive E-pillar, particularly from the side elevation, to prevent the new model from looking like a station wagon.

EXTERIOR DESIGN:: The overall approach was to create a new Range Rover which would be instantly recognised as a Range Rover. It was vital to retain the elegance of the vehicle and at the same time develop an exterior shape that would retain its appeal into the next century.

The front of the new model follows the traditional Range Rover with a black grille widening out to headlamps with directional indicators on the outside. The new rectangular lights with twin-pocket round reflectors copy the classic model's round lamps and strengthen the appearance of the vehicle. Chunky wiper arms on the square headlights are functional and add to the strength of the appearance of the new Range Rover.

The new Range Rover's 54 degree rake improves aerodynamic performance while maintaining the command driving position. The aerodynamics are further enhanced by an increased tumblehome which also gives the vehicle a more advanced exterior shape. Its drag co-efficient (Cd) has been measured at 0.38 and is believed to be the best figure of any four-wheel drive off-road vehicle.

Two Piece Tailgate: It was essential to retain the two-piece tailgate. Customers use it both as a viewing platform and as a table for picnics.

Straight-Feature Lines: The straight feature lines which run from hood along the front and rear doors to the tailgate give balance and a sense of proportion to the existing Range Rover.

Close Wheel Cuts: Range Rover, even with its excellent axle articulation, has very close wheel cuts giving the vehicle status and elegance.

INTERIOR DESIGN: The design intent of the new Range Rover's interior was that it should be a viable alternative to a luxury car. It was also important to retain the benefits of the existing Range Rover interior which primarily concern visibility from inside the vehicle, the height of the seats and the seat positions themselves.

The fascia has been designed in Ash Grey to complement all trim levels and to combine European car cues with 4x4 toughness and practicality. The extensive use of wood and leather in the interior of the Range Rover is a tradition that was emphasized by the designers of the new Range Rover.

All instrumentation was designed to be ergonomically practical. A four-spoke steering wheel incorporating cruise and audio controls has been designed to include the driver's airbag. The front seats have further improved the traditional Range Rover armchair comfort, and the extra width of the vehicle means that there is more shoulder room for driver and front passenger.

DEVELOPMENT AND TESTING: The new Range Rover, equipped with the new 4.0 litre V8 engine, was put through some of the most punishing test procedures in the world to prove its toughness and durability.

Cold Environment Testing (CET): The main purpose of CET is to ensure that all components will operate in the most severe winter conditions. In Alaska, for example, Range Rovers were left overnight in conditions of -40 C to reduce coolant and oil temperatures. At dawn Land Rover engineers then plugged in their recording equipment and carried out cold start tests followed by extreme acceleration and deceleration tests.

Engines were run for 32,000 km in sub-zero temperatures to ensure that Range Rover can operate continuously in extreme winter conditions. Anti-lock brakes and electronic traction control were tested on frozen lakes in Sweden.

Hot Environment Testing: Range Rovers were driven at maximum speed in temperatures over 40 C in the hot Arizona desert and in the Middle East to ensure they could withstand the world's hottest conditions.

Altitude and Ingress Testing: New Range Rovers were driven hour after hour in the Colorado mountains at heights up to 4267 metres (14,000 feet) on the world's highest roads, pulling large trailers. Some of the dustiest roads were used to test for dirt ingress.

Off-road Testing: Extreme off-road driving conditions exist in the 5,000 acres of Eastnor Castle estates in Herefordshire, England. New Range Rovers have been driven for thousands of hours around Eastnor estates. Driving on rough, steep tracks causes mud to plaster the underhood area of the vehicle setting the mud like concrete around the engine. Here also the durability of the engines were tested in extreme conditions and in particular the operation of the pulleys, belts, and electronics. The rigours of Eastnor also involved wading tests to insure that the new Range Rover can be driven in water at depths of 51 cm (20 inches) with the new V8 engine. Other off-road testing included driving in sand in the Middle East and on dirt roads and rocky river beds in North America.

Tilt Test: The V8 engine has been subjected to Land Rover's unique off-road tilt test. No other manufacturer in the world uses such an extreme test. Engines are operated at varying angles up to 45 degrees nose up and nose down, with a tilt of up to 35 degrees either side. The engines undergo tests for 25 hours at each of the four extremes at maximum power and maximum torque.

Durability Test: Land Rover operates a 900 hour durability test where engines are run on test beds at maximum power and torque. The unique test specification cycle involves 25 minutes at maximum power, followed by 5 minutes at idle speed, 25 minutes at maximum torque, and 5 minutes at idle. It is repeated for the duration of the test.

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

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KNOW YOUR ROVERS: Myles has been ill and been unable to supply us recently with the artwork that we have come to enjoy so much. However, he is back on his feet and will have something for us in the April newsletter. In the meantime, knowing that our readers desire a fix of some sort about identifying Land Rovers, our contributing "Dear Diary" writer Bill McLellan decided to come up with something a little more serious this month. Considering that I have been after him for months to do this, the article is timely in more ways than one.

Dear Diary:

The other day while comfortably curled up with a nice classy single malt and a glass (hey, this is a class establishment, no drinking direct from the bottle around here except when the bottle is nearly empty or when a glass is too far away) I was glad of the winter-storm enforced idleness as an opportunity to take stock of my Land Rover collections.

I moved to the window from which I can see 1 & 1/2 of the 109's and peered through the driving snow at their shrouded silhouettes. Noticing my preoccupation and the direction of my gaze, my wife (upon whom be the peace) made ominous remarks about wanting to see "those machines" moved away, far away, as soon as the snow melts. Sensing this was not a good moment to enter into a discussion of the relative merits of these machines and not wanting to get in her way (the dog had just thrown up something rather revolting looking on the rug) I took my drink to my office upstairs to review my other Land Rover collection.

One of the side benefits of being a philatelist and liking Land Rovers is the opportunity to form a topical collection of Land Rovers on stamps. The drawback is the necessity of keeping your taste for topical collecting hidden when in the presence of other serious philatelists. A taste for topical collecting is almost akin to that most horrible habit of putting water, or ice or even, God forbid, soda in good Scotch. Some things are just too horrible to contemplate. However, for some years now I have been quietly putting aside every stamp I come across that has a Land Rover on it. Many of my dealer friends set them aside for me as well, without knowing what they are doing. I have asked them for specific stamps or sets from different countries without spelling out the specific connection to Land Rovers.

So on this snowy Saturday I pulled out the Land Rover stockbook to review my other Land Rover collection. In pride of place, only because it was the first Land Rover issue, is the 1961 issue from Grenada marking the centenary of the first Grenada postage stamp. This set, Scott 187-189 or Stanley Gibbons 208-210, features an 88" hard-top Mail Truck outside the main Post Office on the 3c stamp. The stamp itself is colourful and once seen not easily forgotten. The set on a First Day Cover makes a nice frontispiece for the collection.

Turning the page and pouring another drink I come to the issues from Great Britain and the Channel Islands. It is only fitting that they should come in second spot. Great Britain issued a set in 1979 to mark the 150th anniversary of the London Metropolitan Police Force. This set, Scott 875-878 or Stanley Gibbons 1100-1103, features a traffic constable directing traffic in front of a white 109" on the 11 & 1/2 p stamp. Guernsey and Jersey both issued sets in 1977 to mark the St. John Ambulance Centenary. The Guernsey Bailiwick set, Scott 153-156 or Gibbons 157-160, has a white 109" pick-up towing a mobile radar unit on the 7p stamp. Looks like an interesting rig. The Jersey set, Scott 175-178 or Gibbons 175-178, (one of the few times the 2 catalogues have the same numbers) has a medical response team in front of what appears to be a 109" modified as an ambulance on the 13p value.

Leaving the British Isles with only a passing regret that the Isle of Man, Alderney and Sark have not yet put a Land Rover on a stamp we move south to Africa. It is perhaps only natural that so many African stamps should have Land Rovers on them. One of my favourites is the 1988 issue of Botswana, Scott 444-447 or Gibbons 661-664. The 60t value shows children in front of a colourfully painted 109" described as a mobile museum. Then there is the 1975 set from Kenya, Uganda & Tanzania that shows a green 109" 4 door in the parking lot of the Paraa Safari Game Lodge on the 2.50sh value.

Sorry, almost forgot - that was Scott 300-303 or Gibbons 367-370 for the K.U.T. set. Time for another drink. Almost time to venture out into the storm for another bottle. I should buy this stuff by the gross instead of the case.

Tristan da Cunha has a nice Series III 88" station wagon on the 50p value of a 1983 set showing modes of island transportation. Scott (328-331) describes the vehicle as a jeep in the catalogue description. In the face of this upstart former-colony's insolence Gibbons (345-348) describes the vehicle as a Landrover. You'd think they could be more specific.

Then there are the issues from Swaziland, Lesotho, Kenya, Sudan, Malaysia and Botswana. Yes, Botswana again. In 1980 they issued a 5t stamp to mark the World Tourism Conference in Manila. It shows a 109 full of tourists parked in the shade of a single tree on the plains watching big game in the distance. Wish I was there now, away from the snow and empty bottles and all these empty bottles.....

NEW MEMBERS: Four new members this month.

- Guy Arnold of Potsdam, New York joins. Guy is not only keen, but writes "If you ever bring your machine across the border and want to see some back trails and roads of the Adirondack Mts let me know. Potsdam is only 1.5 hrs from Ottawa. Simply take highway 16 south to the border and then Rt 68 and Rt 11 to Potsdam. The gas is cheaper but the beer isn't good. See you in June at Silver Lake." Guy has a Series III hidden away in his garage beside an MGA.
- Kevin Haasper of Smiths Falls joins. We understand that Kevin, seeing that the chains can't pull a Suzuki frame from 79.5" to a real 80", is beginning to see the light.
- Charles LeBlanc of Dieppe, New Brunswick joins the club, bringing a 1969 Series IIA 88" into the fold.
- Paul Williamson of Peterborough joins.

FOR SALE/STUFF WANTED:

Nothing. No one has sent in any new items available or desired. It's a free service.

GENERAL SERVICE By Robin Craig

Recently I received a copy of Land Rover the Unbeatable 4 X 4 by Slavin Mackie and McDine, ISBN # 0-85429-950-5. This is fourth edition of a book that was once considered a definitive history of Land Rover in many ways when it was first published in 1981. Since then the book has undergone a number of reprints and a number of editions which have also been

reprinted as well. This is a hard back book, now published in the UK by Haynes Publishing. The UK list retail is 19.99 pounds, in North America and Canada that price could vary considerably depending on the dollar. It should be noted that Haynes in the US do not handle this book at all, so make no inquires with them, I did and found this out myself.

This book does have some very interesting anecdotes and history of the early Land Rovers. James Taylor has given his input on Range Rover and Discovery history, the information given is good. The same goes for David McDine's part on the military Land Rovers, what is there is worth reading. What I am trying to get at is that there are a large number of big gaps in the book, years go by without any comment, such as in the Range Rover section where a gap from 1984 to 1988 exists. In addition the text in the Range Rover section says that the vehicle has not been taken on board by military customers, yet the military section contradicts this, and we know that they were used.

The pictures do not do the subject matter or the occasion justice and the captions contain major errors. Heres an example, page 218 shows what is supposedly a Defender and trailer underslung to a Chinook. Closer inspection of this somewhat dark picture shows leaf springs behind the axle, indicating a series vehicle. Page 215 shows a "Multi Role Combat Vehicle", yet the picture on the next page identifies the same variant as a Special Operations Vehicle which is really what it is. There is mention of the Canadian Discovery launch in May of last year with a photo on page 267, which I happened to have attended. "Attended by HRH the Princess Royal who presented a refurbished Camel trophy Discovery to the Cornell Medical Centre", we are told. Well, the Cornell centre is in the US and I know the Princess was not there, believe me.

This book is getting really tired now, and with numerous segments being parachuted in to add onto the original text it is becoming more and more inaccurate each time, as the original text is being left to stand as was without change. The pictures are lack clarity and in a lot of cases are not the best that is around on that subject. From what I can gather this sorry state of affairs is the product of two main causes. Firstly Haynes knows that the book, like a lot of Land Rover related merchandise, sells reasonably well. So they feel an update every five or so years is enough to justify another edition of the book. Secondly the Slavins are really very busy with their own business and from my sources are given a pittance for their work to get each new edition out. As a result the book is loosing credibility over time, and being as this is the fourth edition it needs a real over haul, the original text needs to be gone over with a fine tooth comb and the picture selection requires close attention.

While this book gives a good back round on the Land Rover history it is becoming disjointed and flawed. I would suggest that you think carefully about this one when you consider spending your hard earned buck. The review copy of this book was kindly provided by Haynes UK.

After some effort on the part of a number of people I am happy to tell to that Westboro Land Rover parts department are able to get copies of a Land Rover publication that is well worth the money. The book, The Land Rover Experience by Tom Sheppard is aimed at the owners of Defenders, Range Rovers and Discoveries. In spite of that this book give a lot of interesting tips on off road preparation and driving in full colour pictures and quality line drawings. The book retails in the UK for 17.99 pounds and was sold at \$35 here plus taxes.

see you next month. Robin

GENERAL SERVICING: A pair of reviews this month, keeping in the tradition of using this section as a mixed bag of different articles. Next month, rather than borrowing from the Solihull newsletter, we will be taking a review of the various parts catalogues available from different parts vendors from the "Rover Runner", a club newsletter from Washington State.

T.F. Mills, editor of the Solihull Society newsletter (the Colorado Land Rover club) sends us these two reviews of new products:

REVIEW: Matchbox toy: Land Rover Auxiliary YFE02, Fire Engine series, Matchbox Collectibles, 1994, 1:43 scale:

If your full-scale vehicle is not enough, and you feel a need to collect all sorts of other Rover paraphernalia, or if you are an avid Rover toy collector, this one is a must buy. It is offered as one of six in the Matchbox fire engine series, available by subscription for \$24.50 each (plus \$1.95 shipping), but is also available singly.

The model is a superbly detailed and painted (down to the galvanized trim and hinges) bright red 80" Series One decked out with ladder, hoses, pump, floodlight and trailer. The box describes it as a 1948, but the bottom of the model more accurately identifies it as a 1952. The accompanying documentation notes that "rural fire brigades in South Africa and Australia adapted this tough little British four wheel drive vehicle into a wide variety of fire fighting units. It could get through rough terrain to the heart of a scrub fire while its built-in power take off drive could pump water from a nearby stream."

The 1:43 scale makes it larger than the traditional Matchbox scale and identical to the old Dinky Toys. In fact, this model is suspiciously similar to the 1989 Dinky model (during the latter's brief revival) of a 1949 Series One yellow AA Land Rover. Both are made in China, and the main parts are clearly cast from the same mold. Different plastic grilles on the two metal bodies are an indication of the attention to detail.

Order from Matchbox Collectibles, PO Box 639, Portland, OR 97207-0639 or 1-800-858-0102. Supplies may be limited and this model may not be offered after March.

REVIEW: The Great Adventure by T.F. Mills

THE GREAT ADVENTURE, Lausanne, Switzerland : SQP, 1993., 206 pages, \$65

The adventure in question is the Camel Trophy, the "Olympics of 4 wheel drive", and this very handsome book is a welcome (albeit pricey) addition to any Camel and Land Rover aficionado's library.

But, if you are looking for a comprehensive history of the event, this is not where you will find it. This officially sanctioned production (conceived by Eric Tschumi, directed by Claire Vauthier-Neyroud and Bruno Maumene, and produced by Michel Parvis) is a caption-free large-format (24x35 cm.) photo book of stunning quality, supplemented by a short paragraph in English, French and German presenting a thumbnail sketch of each Camel Trophy from the first in 1980 through the fourteenth in 1993. An appendix lists all the teams and results. Completed in Dec. 1993, the book includes a section on the 1994 Andean event, including photos of vehicles scouting the route, but obviously no results.

The first Camel Trophy used Jeeps and consisted of only three German teams, who would never have guessed that they would capture the imagination of many nations and create a world-renowned annual event. Since then, up to twenty nations have participated, always using Land Rover products, from Range Rovers to Ninety's and One-Tens (and one instance of Series III 88s). The 1990 Siberian event introduced the Discovery which has been used ever since. With few exceptions, the events have been held in tropical jungles.

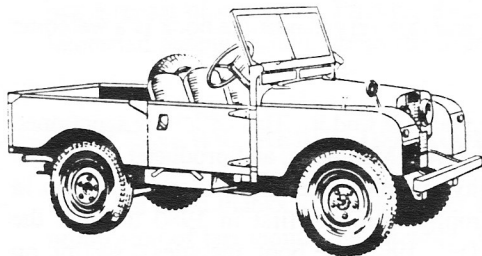
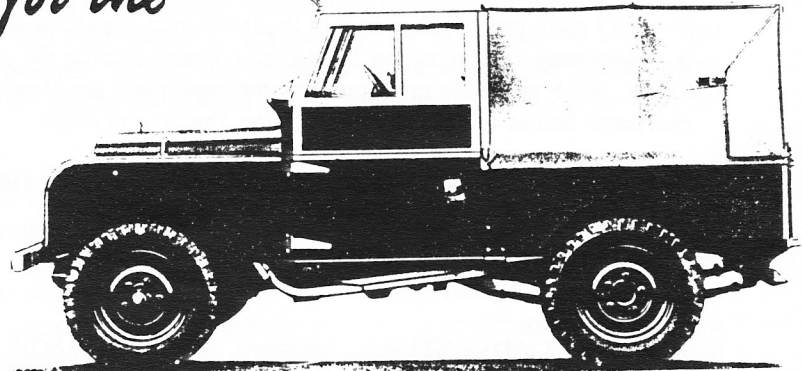
Among the stunning photos are a stupendous bridge-building feat in Brazil, a Zairean gorilla studying the Rover convoy as it enters the depths of the jungle, a driver up to his shoulders in water in Borneo, the Swiss team giggling atop their overturned 110 in Australia, and the Dutch Disco falling through a make-shift bridge in Sabah, not to mention scores of other seemingly unsolvable problems -- which were all solved by the team spirit, ingenuity and cooperation that is the Camel Trophy adventure.

The book can be special-ordered through bookstores, or direct from the publisher:

Camel Trophy--SQP SA
P.O. Box 129
1025 St. Sulpice
Switzerland
tel 41.21.691.05.95
fax 41.21.691.06.00

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