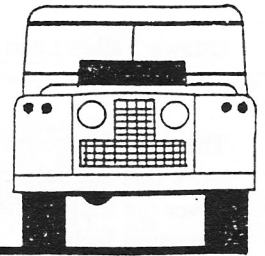


OTTAWA VALLEY LAND ROVERS



Volume XII, Number 4

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)

1 April, 1995

Greetings;

The event of the month was the eighth annual Maple Syrup Rally on March 26 at Vern Fairhead's country retreat in Shawville (about 65 kilometres northwest of Ottawa). This winter we had a very low snowfall and our early spring was very mild. As a result the sap season was short and early. Some may remember last year's event took place two weeks later. However, this didn't stop eight Land Rovers from making it up (one's that didn't included mine due to lack of insurance, Dale Desprey's due to lack of an engine and others needed insurance and Spring tune-ups, et cetera). Nearly 50 people did show up for a little sap collecting (little kids do have a use eh?). To keep with the theme, we had Ted Rose use his 88" to pull the sled for collecting the sap to bring back to the sugar shack. Vern gets an award for inventiveness: the sled was attached to Ted's Land Rover with a spare LR rear spring shackle. With the club there, what normally would take Vern half a day to fill one tank with sap was done in fifteen minutes with Ted towing a sled around with a 500 litre drum on the back. In the end, we had to use a large tractor instead of Ted's 88". The combination of the weight of the sled, frozen ground and no snow for the sled resulted in no traction for Ted's radial tires.

Chef's Yves and Bates cooked up a storm of sausage, baked beans and french toast all topped off with syrup that was all of about 30 minutes old. Everyone got a chance to see the sap production and try some tea made with the raw sap (it tastes rather interesting and good, but don't drink too much, its a great laxative).

Christine Rose organised a candy hunt for the dozen or so children milling about. Little bags of candy were hidden in spots including maple syrup buckets in the sugar bush. The children got to run wild through the woods and the adults had a momentary quiet respite.

The meal over and done with, it was time for a light off-road around the property through the sugar bush with all of the Rovers, a early 60's Toyota Land Cruiser and a new Suzuki in tow. For the Land Rovers and Toyota, it was a cakewalk. The Suzuki was the only casualty for the day, getting stuck due to a combination of low ground clearance and high gearing. For the most part, the vehicles could ride over the ground without sinking as it was still pretty frozen with about four inches of frost. Almost no snow was to be seen anywhere, which was a big contrast to last year's deep snow.

Weather? Sunny, a bit windy, about 10 degrees C or 50 F. Most excellent! The sap had only started to run the day before. The sap season was most likely be over in a week, so the timing was perfect. The wind did take one light pressed foam plate, like a frisbee, sending it higher and higher until it disappeared from sight up over 200 feet, tumbling about a mile downwind...

At the end, Vern did let Charlie the turkey out. Charlie is a six year old male turkey, both big and ugly, and he likes to chase little children around. One of the dogs, on a strong leash, was brought over to check out all of the laying hens let out at the same time and a pair of geese. The black Lab strained the leash for a go at the hens and geese, but when he saw Charlie (and Charlie saw him), the dog quickly ran the other direction.

Thanks to Vern and Linda Fairhead for a great day out at their spread. Without their hospitality, the Maple Syrup Run would not have happened. Also, thanks to Yves for getting the food, producing the baked beans for the event and bringing them up, to Al Pilgrim for another excellent job as Chief Chef, to Jerry Dowell and Richard Wegner for helping Vern out in the preceding weekends, and to Christine Rose for handling all of the administrative things.

The April Executive meeting was held at Mike McDermott's rather than my humble abode so that we could check out the work that has been completed on the club trailer hiding in his garage and see the drawings and plans for the shelter that will cover the trailer when its in use. The shelter will be built for the trailer in time for the June Birthday party. Other items discussed include:

First Aid: Murray Jackson has talked further with St. John's Ambulance and conducted a phone-around to local OVL R members. Fourteen people are interested in the full day course (\$30) versus eleven people for the half-day course (\$15). As a result, Murray will phone St. John's Ambulance and arrange a Saturday for the lessons. Murray will be phoning those people who have expressed an interest to tell them the exact date. If you have an interest and have done nothing about it, phone Murray as soon as possible. The course will be geared towards OVL R and the kind of accidents that could occur during an off-road event.

Incorporation: All of the papers have been signed and we only await Federal approval of the incorporation. As a result of the incorporation and our club joining the British Car Council, OVL R will be covered for insurance. Look for an article by Murray Jackson on the details.

Birthday Party and Safety: Continuing on our move towards greater safety at OVL R events, the following proposals have been brought forward for the heavy off-road event: Every vehicle will have to carry a simple first aid kit, a basic ABC fire extinguisher (both items are regularly on sale at Canadian Tire), and a spare (with air). Note: Mike Loiodice should bring along two this time...). Scrutineers will be looking at:

- the condition of your winch cable (many winch cables look like they are recently off the Lusitania);
- the presence of a length of chain or tuggum strap, WD-40 for when you get soaking wet and some spare oil;
- the condition of the tires;
- that the vehicle has a decent exhaust; and
- a generally tidy underneath (no rotten outriggers, rear crossmembers, or front horns)

There will be a limit of two people per vehicle and no children under twelve years old permitted on the heavy off-road. Medium and light off-road courses will not require winching et cetera, and thus will not require any scrutineering.

Mike McDermott will be examining the possibility of off-road events on crown lands near the city of Ottawa. Why, you might wonder? Access to these areas is generally through private lands. The owners of these lands are getting in the habit of locking gates and erecting fencing to keep 4x4 vehicles off their land. Other 4x4 individuals and clubs have been following a policy of using these trails as garbage disposal points. The property owners are not happy. Mike will be supplying more details in a future newsletter.

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

● First, the usual thanks to Bob Wood for hosting a impromptu gathering at his place. With the help of Bob, Dale, and later Bruce Ricker, the March newsletter was promptly collated, stuffed, and sent on its merry way. Bruce arrived a little late and missed the collating and stuffing portion of the evening, but looked on in amazement when he noticed how Dale and Bob decided to tackle the problem of cheap envelopes that wouldn't seal. Yes, Dale with a packing tape gun, with Bob feeding in the envelopes were quickly creating a daisy chain of envelopes on the floor. You had to be there...

● For those of you who either missed the Maple Syrup Rally, or were not sure of your stockpile at home, Vern has more of that pure "OVL R" brand maple syrup available for sale (unlike that artificial muck that comes from the grocery store in squeeze bottles). If I recall correctly, a gallon goes for \$35.00, a litre for \$12.00, and a 500ml jug for \$6.00. The syrup this year is a bit darker than last as the boiling ratio is approaching 75 to 1 because of the poor winter that we have had. If you are interested in procuring some, give Vern a ring at (819) 647-5544. I am sure arrangements can be made to get the syrup to Silver Lake in June for long distance club members who attend the Birthday Party,

● **BATES COMES TO THE RESCUE OF AFRICAN STEEL MAKERS!** In one African country adjacent to Lake Victoria the art of steel-making goes back to 500 A.D. The process can take days and culminates in a very hot fire that requires eight men to operate bellows for six hours continuously to make iron into steel. The steel makers claim the process not only makes good steel, but also provides a degree of sexual satisfaction. The problem is that the steel makers are no longer up to operating their bellows for six hours at a stretch and are now using old Land Rover leaf springs to forge new

tools. The Land Rover springs are certainly good material to forge new tools from, but the problem is to find enough springs. Our good friend Bates has volunteered to collect used Land Rover springs and send them off to Africa. Bates requests that you send or drop off your used springs at his place for shipment to Africa. Bates is now working on the problem of incorporating a degree of sexual satisfaction while forging a shovel from an old Land Rover spring. Good work Bates!!!

● A note from Charles LeBlanc, a new member in Dieppe, New Brunswick: "I just received my very first OVLR newsletter and thought it was great. Living in New Brunswick I probably won't be able to attend very many of the club's functions, but the information provided in the newsletter will be useful. You added a note on the envelope asking what kind of Land Rover I have. Well at the present moment I own three. The one that I will be restoring is a 1969 Series IIA 88 hard top. Since I'm new in the game, my knowledge on Land Rovers is limited. I believe mine to be a Deluxe Model. It has two inward facing bench seats, a one piece rear door, what appears to be original door paneling and fancier seats in the front than my other two older Land Rovers. The rear top has sliding windows minus alpine lights, tropical roof or roof vents (drag). It has protruding head lights in the wings, which I believe are original but an oddity. It also has freewheeling hubs which I think were an option. I drove it around for a while when I first bought it five months ago but have since stored it away until this Fall when my restoration project begins. I also have a Series I. This one is not running, but fairly complete. Its frame is better of the three. I have yet to pinpoint the exact year of the vehicle, but it has an 86" wheelbase and a boxy versus the rounded body style of the later Series. To my knowledge it is between 1953 and 1956. To restore this vehicle would be a major undertaking. My 3rd Land Rover, which I acquired one month ago and which is still sitting in a farmer's field under the snow, is a Series II or IIA 88. I've only had a chance to go over it very quickly but did notice numerous parts that will help me a great deal in my restoration of the 69, including a hard top with tropical roof, alpine lights and roof vents (major bonus). Unfortunately the motor is missing but who can argue for \$25. Again, thanks for a great newsletter and for asking about my Land Rover." Charles can be reached at (506) 855-9903

● Russell Dushin (OVLR, New York) has decided the feeling of guilt arising from extreme neglect of his "Red Rover" must be addressed. Responding to a sale at Atlantic British in Mechanicsville for a galvanised frame, springs, a host of other miscellaneous parts, he has bitten the bullet and embarked on a massive rebuild of a vehicle that sported "rust" as the major option. "Nigel", his faithful 88" is understood to be very displeased and is angling to have the newly rebuilt "Red Rover" replace Russell's third Land Rover (the "Rover Roach") designated as the next recipient of the manure spreader option at the family farm.

● Desperate Dale continues along with the slow, but steady rebuild of his suffering diesel engine. The head is back from the shop and the time has come to address the block. Granted, the undrained oil might be a slight impediment (Dale is very careful about oil now, especially after his "Exxon Valdez" last Fall in the driveway) but just a minor one. Dale's most recent difficulty arose when the pulley wouldn't co-operate. In hope of making a new trophy out of typically broken and mangled parts, I have a small box full of pulley bits now. Lots of oxy-acetylene were required as Dale took scenes of wartime Dresden to heart after the RAF visited with lots of warm gifts.

● For those that want to see what a nice new coat of paint looks like, check out Mike McDermott's Series One. Handed over to Roy Baillie for a bit of a touch up, it came back looking very nice. I have the paint codes for our Land Rovers if anybody is interested.

● Spenser Norcross (OVLR Northeastern Massachusetts) is getting close to finishing off a rebuild of his poppy red Land Rover. Completion is expected just in time for the Birthday Party.

● It seems that Yves' short farewell message to the membership is popular. For those who need their memory jogged, Yves wrote about his first couple of days with a Land Rover, which included four broken half-shafts and a parking ticket. Well, Land Rover World magazine arrives and in the Club's section is another OVLR snippet. The subject is Yves' first days with a Land Rover. Not to be outdone, the Land Rover Owner magazine's April issue arrives with a stort article on OVLR in the Club's section. The featured event is Yves' story.

SOME NON-OVLR NEWS & RUMOURS...

● Recent sightings on the television. Bob Wood has been very busy, sighting all but the last: Jolly Roger Fruit Candies has an ad on the Fox network with a Defender 90 in the background; Again on the Discovery network, Wolverine Outdoor Wear has an ad that shows a U.S. spec. Defender 90 with Michelin XCL's, while the C.B.C. programme "North of 60" apparently has shown a Series I in the background. Finally, RCA has a new ad out with a flying Defender 90. The advertisement is for their satellite dishes. Dave Lowe has also been observant sending in a sighting from the Discovery Channel programme "Survival" (Thursday March 16th) documentary on the Korean War, the retreat across the Chosin Reservoir and Kota.R1. There is a convoy crossing a bridge towards the end of the movie. This convoy has at least one Series I Land Rover in it.

● Bates can't have all the fun, this is from the British-Cars mailing-list: Paul Garside (pgarside@acorn.co.uk) read this off Ceefax, which quotes a Reuter's source based on a press release from Bayerische Motoren Werke (BMW), Germany:

"Following hard on the heels of the revival of MG, is the news that plans are already far advanced at BMW to revive the Austin 7, last manufactured by Herbert Austin & Co Ltd at their Longbridge, Birmingham, works in 1937. The car will be based on the 1930 (square-grilled) model, and will be available in three body styles - two-door saloon, "Chummy" convertible and doorless Ulster sports.

The mouth-watering standard specification will include a two-bearing 750cc side-valve engine with catalytic converter, producing 17kW in standard trim, 28kW supercharged, ABS cable brakes and a three-speed non-synchromesh transmission. Airbags will be standard equipment. BMW have sentimental interest in reviving the Austin 7, as it was this car, built under licence, which started their career in volume motor production in the 1930's.

"There is such interest nowadays in retro cars that we thought the time was ripe to reintroduce the Baby Austin," said BMW spokesman Uli Saltzenpfeffer. "After all, we already had all the tooling, slightly bomb-damaged, but it was easily fixed. When the seagulls follow the trawler, they expect the sardines to be thrown back into the sea", he added, enigmatically.

● The television programme "Motoring '95", every week it seems is running a short blurb from Cam McRae regarding off-roading the Range Rover & I believe the Discovery. While rather amusing in some of the naivety displayed it does serve a purpose. It serves as a warning so that you can get your VCR ready to tape the Land Rover commercial that follows.

- Land Rovers in National Geographic Magazine as contributed by John Benham of Spokane Washington & others:
- 1. April, 1993, p. 142: the 'On Assignment' photo features a 110 with snorkel, bull guard, and sun roof in 4 feet of crocodile infested Grumeti River of Tanzania. The owner and Nat. Geo. photographer Mark Deeble is not looking pleased!
- 2. December, 1991, p. 149: Red Range Rover in a Goodyear Wrangler ad.
- 3. December 1990, pp 52-53: Biege IIB ferrying tourists around in Botswana
- 4. June, 1990, p. 110: Green 109 pickup IIA? in Rosseau, Dominica
- 5. April, 1988, p. 489: White D110 UN escorting Ugandans back to Uganda from Sedan.
- 6. February, 1987, p. 214: A very well equipped SIII at the base of Skogafoss Waterfalls, Iceland. Also in that same article on pages 196-197, there are at least three + Land Rovers seen in the air photo of the Icelandic sheep drive.
- 7. February, 1972, p. 154,155: Marine Blue 88 Safari and 109 4-dr. Safari w/roof-rack ferrying tourists to watch Cheetahs feeding on a Gazelle in Kenya's Nairobi National Park.
- 8. But the best, so-far, is the March, 1961 issue, p. 368-389: 'We Drove Panama's Darien Gap! And guess which vehicle was their expedition's vehicle of choice??? You got it! A Marine Blue 88 Safari Land Rover! It survived river crossings, several roll overs, and a 70-foot fall! This article has numerous photos of their Land Rover in action! Plenty of winching, stream crossings, and bailing out stuck jeeps!
- 9. July, 1959, p. 145: After ballooning and sailing across the Atlantic, our heroes are welcomed in the streets of Bridgetown, Barbados with a hard top Land Rover following.

But for my money, the May, 1992 issue of PLAYBOY magazine has a nicely appointed 88 canvas top displayed on pages 118 and 119. Perhaps many of the LRO's missed this one due to the upstaging of the fine cargo the Rover is carrying! Definitely suitable for framing!!

- Land Rover Movie sightings in films:
- Since CHRO is showing Peter Sellar's movies at midnight in the beginning of April: In "Revenge of the Pink Panther", there is a Portuguese-built 88 hardtop visible for a few seconds at a border crossing.
- "Island of Terror". A cool late late 60's B- or C+ British sci-fi thing. Set on an island off the coast of Ireland, some well meaning scientists (aren't they always) create some mutant, bone marrow sucking critters The local villagers have a hell of a time ridding themselves of the pesky pests, running around in old

Land Rovers doing anything they can think of, shotguns, dynamite, what have you.

Gorillas in the Mist - Sigourney Weaver When Dian Fossey first arrives in Africa the guy she got the research post from drags her off the plane, over to a nice 109 tells her that all the levers are because it's a four wheel drive and also how to operate a non-synchro gearbox: "Clutch in, First, clutch out, Second"

- Rumour is that Land Rover North America is assisting U.S. Customs put together a "guide to identifying Land Rovers". Customs, Department of Transport and the E.P.A. are unimpressed with post 1974 Land Rovers entering the U.S.A. rebadged as pre 1968 vehicles.

- On the more general Land Rover corporate front, military sales are flourishing, Estonia and Latvia in December opted to buy Defenders, as have the Italian Carabinieri, who have ordered 840 vehicles. Land Rover South Africa has been formed in January as a fully-owned national sales company. They expect to have 55 dealers by the end of the year, half of whom are already BMW dealers. The BMW factory near Pretoria is tooling up to produce Defenders and Discoverys, creating 550 new jobs.

- Some people might be interested in this little tidbit that Bill Maloney (OVLRL, New Jersey) dug up. Next month I'll dig up his prices et cetera on the Discovery and Range Rover. (Note: these prices are in US Dollars, not the Northern Peso)

	Invoice	Retail	dealer Profit
US D-90	\$25790	\$28650	\$2860
Soft Top, Sliding	\$1680	\$1975	\$295
glass door tops, Rear Safari Cage			
Destination	\$625	\$625	----
=====	=====	=====	=====
Total Req'd	\$28000	\$31250	\$3155

Options:

Air Conditioning	\$1530	\$1800
Black Paint	\$250	\$300
Fiberglass Top	\$1120	\$1400
Alloy wheels	\$750	\$900

There is a tariff on Defenders coming into the USA, based on invoice price of approximately is \$6447. All dealers of any type of car make a killing with the dealer installed options.

- An interesting message from Granville Pool on the InterNet mailing-list that is very timely for some of us in the club: "I may have some help for you in your search for Koenig winch parts. I am going to post this message to the list, too, because what I've found is likely to be of interest to almost any Land-Rover owner with almost any brand of winch. I was

looking for a source for the parts I need for my Ramsey PTO winch. I looked up winches in my local phone book (after first trying 800 information for Ramsey and coming up blank). What I found (the only ad, as a matter of fact) was an ad for this company:

Berens Associates, A Division of Reak Enterprises, Inc.
Winch Specialists
San Jose, CA USA
800-540-2858

Berens handles virtually all brands of winches, including several that I've never heard of. Ramsey, Koenig, Warn, and several others were mentioned in the ad. The ad covers vehicle and stationary, mechanical, electric, and hydraulic. I called and talked to a very nice fellow (didn't get his name). He obviously is interested in doing anything he can to help. It sounds like the chances are very good of getting the parts I need for my Ramsey in time for the Mendocino Forest Recon Run on the 25th. He's faxing me some parts diagrams and lists, etc. to help me figure out what I need.

But on to your needs: He says that Koenig actually still makes winches but that the name of the company is now Rawson-Koenig. He also said that, most unfortunately, about five or so years ago, someone at Koenig decided to throw away a lot of records, including a lot of old shop drawings. (Note: I have copies of the PTO and crank winches Koenig manuals that I received from Charlie Haig at Rovers North)

- For those of you planning a trip to the U.K., this might be of interest: Land Rover offers factory training that is called the Land Rover Experience and consists of three levels: Level 1 - 1 day - cost 110 sterling + VAT - @ factory in Solihul; Land Rover Familiarisation Course; Choice of vehicles to drive; "Contents include instruction and practical experience in: the capabilities of the vehicle, controls, surveying the ground, ground clearance, steering, gear selection, gradients (good stuff on the huge dirt mound that was once their on site dump), side slopes (reach out & touch dirt it seemed like), wading/fording (water 3+ feet deep in which to play -- tracks that they call the "jungle"), load distribution (don't remember covering) recovery, conservation: Level II- 1 day - cost 220 sterling +Vat - @ Eastham Castle/Estate This is a day spent trail riding, applying what is learned in the previous day in Level I. 1 instructor and 2 students per vehicle. Level III - 1 day - cost 440 sterling; Land Rover Instructor Courses, "These courses are designed for companies with Land Rover leets who wish to conduct their own "at work" courses." Also taught at Eastham.. Write: The Land Rover Experience, Land Rover, Lode Lane, Solihul, West Midlands, B92 8NW England

Future Events:**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.

Monday May 1st Executive Meeting

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

Monday, May 15th 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 27th First-aid / CPR course.

The CPR course described elsewhere will be held on Saturday, May 27th at a location yet to be determined. The course will run from 9am to 4:40pm. Cost is \$30. If you are not one of the 14 confirmed people, yet have an interest in attending the course, phone Murray Jackson ASAP.

May (probably) Engine Tune-up

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

June 12th Annual OVL R 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 OVL R 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 (1/2 mile away). For the real degenerates, there is also a motel very close by with both rooms and cabins for rent (1/8 of a mile).

Who: This event is open to all Land Rover owners. However, noting a general rise in attendance levels over the past few years, there is concern with getting accurate counts of people so that preparations can be made. This is also the first year at a new location, and facilities on the Birthday Party site might be limited. This event is also run by a few volunteers in their spare

time. (Unlike in the U.S.A. where Land Rover North America supported the Rover Owners of Virginia event to the tune of \$2,000) In light of this, the Executive has decided that pre-registration will be required. The pre-registration form will be included with both the May and June newsletters. If you do not pre-register, there is no guarantee that you will be able to get into the Birthday Party.

Cost: At this time, the cost is the same as last year.
\$15.00 per person over the age of 12 years.
\$8.00 per child aged 6 through 12
Children under 6 are free.

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, costal 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.

July "Light" Off-road - Road Building Revisited

The "light" <cough> off-road road building revisit scheduled for this Fall has been definitely sheduled in July. The property owner wants to make sure the ground is solid and dry....

August Revisit to Calabogie



BY APPOINTMENT
TO HER MAJESTY THE QUEEN
MANUFACTURERS OF ROVER CARS,
LAND ROVERS AND RANGE ROVERS
ROVER GROUP LTD. COVENTRY



BY APPOINTMENT
TO HER MAJESTY THE QUEEN
MANUFACTURERS OF
LAND ROVERS AND RANGE ROVERS
ROVER GROUP LTD. COVENTRY



BY APPOINTMENT
TO HER MAJESTY THE QUEEN MOTHER
MANUFACTURERS OF LAND ROVERS
ROVER GROUP LTD. COVENTRY



BY APPOINTMENT
TO HER MAJESTY THE PRINCESS OF WALES
MANUFACTURERS OF
LAND ROVERS AND RANGE ROVERS
ROVER GROUP LTD. COVENTRY



LAND ROVER CANADA

News/Nouvelles

LAND ROVER CANADA INC.

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LAND ROVER CANADA PRESS RELEASE: Land Rover Canada Inc. to Launch New Financial Services Arm

Mississauga, Ontario, March 31, 1995...Land Rover Canada Inc., the Canadian importer and distributor of Land Rover products, announced today the formation of Land Rover Financial Services (Canada), the first financial services arm of Land Rover in North America.

Land Rover Financial Services (Canada) will start its activities on April 1, 1995. It will provide consistent and competitive leasing products for customers right across Canada through a dedicated dealer network. The leasing program will include exclusively close-end leases, a consumer-friendly form of leasing in which the customer assumes no risk for the vehicles' value at lease maturity.

"The name Land Rover has always been synonymous with high standards and product service. Following this tradition, the objective of the new financial division is to provide the highest quality service in the automotive financing industry," said Alan A. Manessy, Managing Director of Land Rover Canada Inc.

"With leasing becoming more and more the preferred choice of vehicle financing, and the growing demand for sport-utility vehicles, the time was right to accommodate this market need and offer a comprehensive package to our customers," Manessy continued.

The successful introduction of the new Discovery in May 1994, enabled Land Rover Canada to report a 135 percent increase in sales. During the first Quarter of 1995, Land Rover sales doubled as compared to the same period last year.

The company expects this newly created, customer oriented service to be appreciated by customers thus strengthening its position in this fast growing market segment.

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

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

KNOW YOUR ROVERS: This month's column by Myles on the 86", 88", 107", and 109" Series One vehicles is lost in the great maw of US. Mail and Canada Post.

NEW MEMBERS: Four new members this month.

- Kieth Elliot, from just east of Ottawa managed to obtain two Land Rovers at an advantageous price right from under the noses of other club members bent on acquiring far too many examples than is healthy. Now that he has a 1961 88 Station Wagon and a Series II 109 pick-up, he has entered the fold and is keenly pursuing a rebuild of the 88".
- Asoka Mendez, a former member who left after he sold his blue Series III to Roy Baillie has rejoined the club and is seeking out another Land Rover after spending time in the purgatory of non-Land Roverdom.
- Paul Champaign of North Hatley is in the process of acquiring a 109 Station Wagon and just the thought of such has Michel Bertrand running to protest about the benefits of OVL R membership.
- Brian Potter comes in with a 1963 109 Station Wagon complete with Koenig winch (sounds suspiciously like mine) and a 1964 88".

FOR SALE/STUFF WANTED:

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

Oh yeah, Dale needs a new front pulley. Don't ask why... He does have a roll bar for a Dodge for sale, \$50 or best offer.

David John Place (OVLRL, Manitoba) has need for the first volume of the Series IIA Manual. He is willing to trade parts from his massive inventory in return for a copy.

GENERAL SERVICE By Robin Craig

Earlier this year Andy Graham and I visited Land Rover Canada's offices in Mississauga to see a prototype aluminium hard topped Defender 90 NAS (North American Spec). After some juggling of schedules by Shawne Alexander of LRC, we were able to have the vehicle for a couple of hours.

While it is nice to record such items, this is an appropriate time to state what might be the obvious to some of you. Land Rover Canada's primary function here is to sell and service and support the current product line. I know from talking to Toronto area dealers that some of the club types down that way seem to have failed to grasp this concept.

From what information I can gather, there was identified a need for a lockable hard top to satisfy customer demands. There being two main problems with the soft top as fitted to the Defender 90. The primary is lack of security for items left in the vehicle. The second is the wind noise created by the flapping canvas, something the series owners have grown to love, but then again you don't have a stereo in your Land Rover!

Logic would dictate that the easiest conversion would be to install an ROW (Rest of World) hard top. Should be no problem, eh? Wrong! To do so the roll cage that was fitted interferes with the outside dimensions of the vehicle. This leaves a number of choices, which are based on what your priorities are. If you really want to get the hard top on then the roll bar has to be sacrificed and parts need to be removed. In fact all the pieces from where the roll cage goes inside the vehicle just above the doors. This is what had been done on the vehicle we saw. The rear tailgate was complimented by an upward swinging hatchback operated by struts that even in the cold had quite a kick to them.

In the end a decision was made to produce a custom made plastic hard top which can be seen in Ottawa on top of the C.A.R.E. Canada white 90 that is on loan from Land Rover Canada. I have noticed on this one and others that stress cracks are already appearing at the bolt holes. Not a good sign.

On behalf of Andy and myself I would like to take this opportunity to thank Shawne Alexander from LRC for helping make the arrangements to have this vehicle available. Now another significant piece of developmental history has been captured.

Last month I made mention of the Land Rover Experience book. Well, having re read it for the third time I really feel that this is a real gem. I really can not spout more about it, buy one, you will not regret it. The quality of the pictures and drawings are of an extremely high quality and the text is so very easy to read and understand. Again, this is available through Westboro Land Rover parts department.

For those of you getting caught in the stamp collecting bug, there is a new stamp coming out. From Tristan Da Cunha is a set of four stamps featuring transport subjects. The 60p shows a 110 station wagon, with a small pennant on the fender, perhaps the local government official vehicle. I have no idea of cost as yet. If you want one let me know. Again on the collecting front, this time toys, Majorette is up to its tricks again. This French manufacturer seems to put out a new variation on a regular basis and like the diecast companies of old makes the most of a set of dies! The latest edition is a Defender 90 in plain white with a red light bar on the roof. This is just about exactly the same look as when this vehicle was first ever issued when it came with the radar trailer. The only difference is that the original had a coloured plastic lens not a translucent one as this one has now. So I guess those of you who are into back dating and repainting

might take this opportunity to make your own original version per se.

I think this is an appropriate time to say that I think we all need to thank Dixon for his editorship of the newsletter, he has managed to get the club letterhead in just about every recent issue of Land Rover World and now in Land Rover Owner. The club that you belong to now has a world wide reputation and profile, from all of us, Thank you Dixon.

Until next month, cheers..... Robin 613 738 7880 (rc@fourfold.ocunix.on.ca)

GENERAL SERVICING: A pair of stories this month. First, Ben Smith who intends to drive the subject of his story from the deserts of California to the wet cedar swamps of Silver Lake describes his recent problems with his fuel pump. The second might be something to ponder for those who feel that the club trailer is to big a load for their Land Rover to handle as Mike Rooth describes driving a short wheelbase Land Rover about with a horse on the back...

The Fuel Pump By Ben Smith (OVLRL, China Lake (it's actually a desert), California)

Once upon a time in the deserts of California there lived a boy, named Ben, and his Land Rover, named Dora. They lived and played together all the time. Since Dora really doesn't like driving on pavement, Ben tries to take her off road as often as possible.

One such trip happened recently. Ben decided to go off roading with Dora and a bunch of other Land Rovers in Northern California. In the previous week Ben had been a good boy and checked all the oil levels, reinstalled the CB and done other random maintenance. They set out on Friday morning and all was going well. It was a warm, but not too warm, clear, sunny day and Ben had the stereo turned up.

Dora decided that since they were going to be driving in the snow, it would be a good idea to have an oiled frame. Not that the forest roads would have salt and other nasty corosive substances on them, but you never can tell and it is better to have an oiled frame than not. Now, Dora had been trying to oil her frame previously by causing her rear differential oil seal (genuine leather) to leak. But that only covered the rear third of the underbody, and Ben noticed and fixed it. Then he did some mud bogging in some really salty mud. Now to give Ben some credit, he did wash off most of the mud from the frame and undercarrage, but Dora decided that an oiled frame was a good idea just in case Ben decided to take her near salt again. So she waited until Ben had gotten onto a desolate section of the I-5. Then, thinking to herself, that to oil the whole frame in one shot, the oil must come from somewhere up front. She identified the fuel pump oil seal as a good target. When she thought Ben wasn't looking, she broke the seal and let 3 to 4 quarts of oil out in 10 miles.

Ben had gotten suspicious and was watching the oil pressure guage. He caught her in the act. He shut off the engine and coasted to a stop. And then used the last 3 hours of sunlight to fix the fuel pump (Dora was at least considerate enough to leave Ben enough time before sunset). And then they went on their merry way. Dora later blew the head gasket (in another attempt to leak oil) and Ben washed all of the oil off her frame in a stream crossing, but that's another story...

Seriously, I was driving along and I heard a Brrrap. So I immediately hit the clutch. The noise went away, so I turned off the engine and coasted to a stop. I crawled underneighth and saw an oil puddle. I noticed oil on the front prop shaft and fuel pump underbody. Fuel pump?!? I asked myself. I futzed around and could find any problems. The oil was a bit low, so I added a quart. Then cautiously started the engine. No unusual sounds at any rpm. Oil pressure was ok, so I cautiously started going again. No unusual noises. So I drove to the next exit and got off. I had thought I had seen puffs of blue smoke thought the back window, but was mistake. The oil level was ok after a few miles. So I got back on the freeway and watched the oil pressure guage like a hawk. After 10 or so miles of "Is the pressure guage dropping? No. Maybe." It suddenly dropped. The engine was shut off before I had the time to hit the clutch. I managed to coast to the next exit.

After stopping I crawled under the Rover. Everything was coated in oil. And it all was coming from the fuel pump. Some guy came over and asked if I needed any help. Not really. He asked what the problem was. I told him. He said that he had a dolly and could tow me to the next town and how was a fixed for dollars? He really wanted to

tow me to the next town and for me to pay him for that service. I didn't even know what was wrong yet, or whether it was fatal, so I told him to bugger off (actually I was a lot nicer than that). I pulled the fuel pump. As I was futzing with it I noticed oil coming out of the diaphragm chamber. That's odd, I thought. So after looking at the pictures in the Haynes manual, and a quick prayer to the Goddess of Automotive repair, I set to take the fuel pump apart. I managed not to damage the diaphragm and removed the top part. Next came out the diaphragm and the shaft that attached it to the mechanical lever. On this shaft was a bit of oily rubber, that looked like a rough O ring. A look in the Haynes manual showed that there was more to the oil seal than came out. This was a newer fuel pump so the washer that holds in the oil seal is crimped on. A hammer and a nail set got everything out and sure enough my problem was that the oil seal had ripped into two pieces. So I looked in the spares box that I brought for the oil seal. No dice. But I did find the gasket for the fuel pump to engine interface.

All lost you think? Not so. I would let the lack of an oil seal stop me. So I rooted around my spares box for anything that would fit. I stopped when I spied the little rubber piece for the rear brake cylinder that seals to the walls of the chamber. This piece looks like this in cross section: ___/ So I cut off the shoulders to make it a round disk with my Swiss Army Knife. And cut an appropriate sized hole in the middle to seal against the diaphragm shaft. All went back together, including recrimping that washer in. I bolted the fuel pump on, reattached the fuel lines and reprimed the pump by sucking on fuel line. (I had to. And I paid for this sin by sucking some gas). I manually pumped the pump and saw fuel leaking out the pump's output line. Sigh. I retried a few times and then noticed that the fuel line was not going in straight. I had cross-threaded the bugger. So out comes the fuel pump again. I try to reestablish the original threads, but have no luck. Then I put on my thinking cap for the second time that day. It's leaking because the pipe isn't seating firmly at the end of the output chamber. So I dug out a rubber grommet (a rubber donut with a circumferential groove) and cut it in half along the groove. This went in the chamber first, then the pipe. I cross-threaded it and installed the fuel pump. Sure enough it held the gas in. I finished the reassembly, started the Rover up and went on my merry way.

And the best part is that this "fix" has held up for the last 700 miles.

-Benjamin Smith, Science Applications Int'l Corp., Naval Air Warfare Center, Weapons Division, China Lake
1972 Land Rover Series III 88

The Show's the Thing (Or, Cart before Horse) by Mike Rooth

Whilst I think the Gymkhana must be an English phenomenon, (after all, who but the English would spend hundreds of pounds in order to stand a chance of winning something worth fifty pence every so often) it may well be that other countries have equally daft habits.

Owing to the vast increase in traffic density over the last ten years, horses that previously could reach the Show under their own steam, now have to be trailed. It goes without saying that one of the most preferred rigs for this is a SWB Land Rover, and accompanying four wheeled trailer.

The day begins, usually a Sunday, with the Jockey, usually a daughter, arising somewhat earlier than is her wont, to find that the rest of the household, including dogs, have arisen even earlier in self defence. It is thus possible to breakfast in reasonably good order, rather than rushing backwards and forwards with a slice of toast jammed in the mouth, whilst carrying various items of equipment to stuff in the back of the long suffering Rover, tripping over errant dogs on the way. The Chief Groom, Bottle Washer & Land Rover Driver (CG, BW & LRD) has perforce to ensure that everything is stowed. This includes not only saddle and bridle, freshly dripping with various vegetable oils, but enough food for an army, show jacket, which must be kept clean (YOU try that in the back of an 88"), water, coffee, spare girth (don't ask me, I'm only the driver), and anything else that could conceivably be of use in a nuclear disaster. Oh, and the dog. And the wife. Just.

Upon arrival at the yard, the horse must be breakfasted, and the Jockey disappears into the poor animal's stable to, as she puts it "Do the grooming". This involves, apparently, much language of the sort usually reserved for extremely experienced navvies with five tons of rubble dropped on their feet, and periodic, often high speed reappearance of the jockey, usually on one foot. Yours may be docile, ours gets her revenge every so often. Meanwhile wife and dog are nowhere to be seen. Why the dog requires exercise at this stage is beyond me, the poor little so-and-so will be on his

feet all day. So the CG,BW&LRD has to attend to the unimportant side of the operation, like actually getting there. The trailer has to have fresh straw on the floor, and be equipped with a haynet, large, ponies for the use of, one, with a further haynet in reserve in the back of the Land Rover. Bucket, empty, for water. I still don't understand why show organisers don't always lay on water, but they don't. The COMPLETE grooming kit MUST be taken. And ALL the rugs the horse possesses, and a feed, and the schooling whip (never used at all, she just fancied one) and the kitchen sink.... The reason that we haven't yet coupled up the trailer is simply self preservation on the part of the CG,BW etc, since once coupled, the Safari door fouls the jockey wheel assembly on the trailer, and can not be fully opened. For this application the "Top and Tailgate" is preferable. At this point the Jockey usually decides we are late. In a loud voice. So we back onto the trailer. This is easier with side windows in the hardtop, presumably easier still with a soft top with the sides rolled up, but I've never seen a soft top towing a horse box. Plug in the lights (easily forgotten), and test them. Whatever the jockey says about "The first class starts at nine", test the lights. And kick them when they don't work. Always successful. If you forget to take the brake off on the trailer, the Land Rover will tell you.

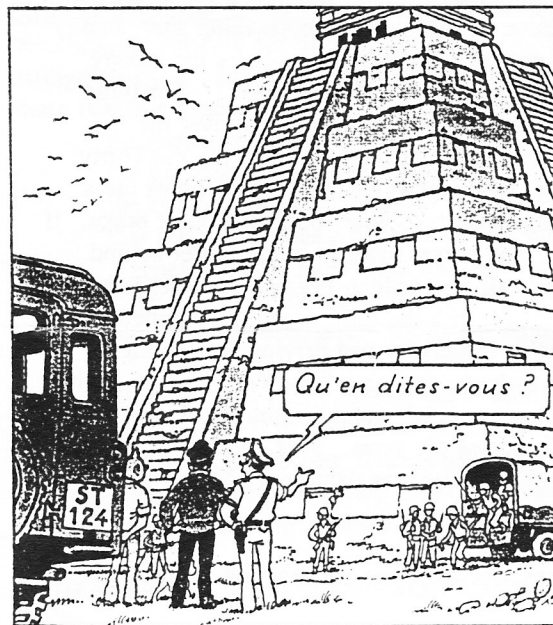
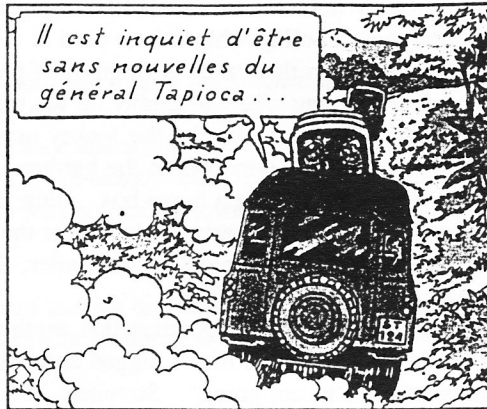
The important thing now is to get everyone calm. It is imperative that anything needed, or perceived as being needed, not always the same thing, is now loaded. The horse is travel rugged and booted. To calm the lot of them down you utter the magic formula "If you don't shut up, I'm not going". Strangely, this has a ninety five percent success rate. The horse must be the last thing loaded, they don't like standing around in stationary trailers, and you want to get out of the gate before the first haynet is polished off! Sequence is, ramp down, horse in, and tied up short, ramp shut, Jockey out, and "jockey door" locked, self in Land Rover, Jockey in Land Rover, wife in Land Rover... wheres the bloody dog?, oh OK then, start up, and away. SLOWLY. To cries of "Where's my whip, my hat, my boots?". For those who haven't towed horses, don't. It's an overrated pastime. I got quite used to it in the end, once I got over the overwhelming sense of responsibility. To the horse. The secret is, over here with our roads, GO SLOWLY. Thirty MPH is plenty. Roundabouts should be taken in second gear, barely rolling, bends taken easily. Traffic lights are a pain in the neck. If you come across a green one, assume it's going to change, and take your foot off. Don't brake. If it changes just as you can see it out of the tail of your eye, KEEP GOING. The horses place is in the trailer behind you, NOT in the back of the Land Rover, which it will be if you drop anchor all-of-a-sudden-Peggy. A diesel is better for this application than its petrol counterpart, since you just can't accelerate fast with the things, and the engine braking is much, much, better. There are, I think, more horses ruined for travelling in trailers by bad driving than by their natural fear of enclosed, and mobile, spaces. I followed someone a year or so back, towing with a Volvo Estate, as it happened, with a borrowed trailer, which tows very, very, well. The driver accelerated round a roundabout, and got away from me, and I was on the adhesion limit with the Land Rover, then on cross ply tyres. Sure enough, a hundred yards up the road the horse collapsed in the trailer, having lost its footing. The trailer was damaged, and the horse would never load again, although she would actually go in a lorry.

I realise that our habit of towing horses in this way horrifies some Americans, but accidents are few and far between, and few, if any people take trailers on Motorways.

On returning home, the trailer has to be parked. Again, once you've got the hang of it, it's relatively easy. The problem is, very few people will practice reversing trailers, and therefore wait until they are tired, fed up, and in desperate need of strong liquor, and then make a hash of it. In a RHD Rover, position the trailer so you are reversing into the gap anticlockwise. Stick your head out of the window, and drive the trailer, NOT the Land Rover, so to speak. Use all the room you've got available, so you don't have to reverse round a tight corner. If you get it too tight, you'll only jackknife it and will have to drive out and start again. Same applies to caravans, except they are lighter (well, ours are), and you can always cheat and uncouple and push them. The lack of practice particularly amongst women, is so rife that there exists a man in the South of England that runs courses at twenty five quid an hour. AND he's fully booked!

It's not possible to adequately describe the sort of trailer we use, but should anyone possess a Rovers North mug (thanks Bill!) there is one illustrated behind the Range Rover towing an improbable looking caravan. The horse depicted, I might add, is travelling backwards. Whilst not impossible, I personally have never seen this happen, so either the role model was an equine nutcase (it can happen) or else someone had both removed the internal longitudinal partition, and then forgotten to tie the horse up, so it turned round. Heaven help them when they came to get it out!

ROVER SIGHTINGS



Tintin au Pays des Land Rovers.
 The little Belgian hero made it to the moon before Neil Armstrong, and he did La Ruta Maya before the Discovery. But, true to form, he did it in a 109". Hergé (1907-1983) was the first comic strip creator to depict real makes of vehicles.

Tintin et les Picaros.
 ©Casterman 1976, 1995

Tin-Tin contributed by Todd Mills @ the Solihull Society

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 January - \$20 April - \$15 July - \$10 October - \$5

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Regards from the Newsletter editor:

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