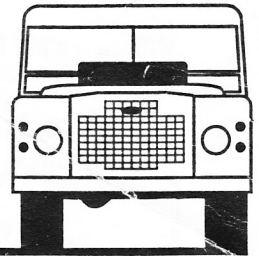


OTTAWA VALLEY LAND ROVERS



Volume XII, Number 5

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)

10 May, 1995

Greetings;

Little to report this month really. A lot of Land Rovers are just now beginning to appear out of their winter slumber. However, a last minute, impromptu gathering occurred up at Jason's farm. The reason, having a quick hamburger lunch with the trailer as a pre-test for the Birthday Party and to see what Mike has been up to.. (We were really checking up on the trailer. Ever since Mike started driving around in a nice clean, newly painted Land Rover some thought that he had just taken all of the nice painted sides off the trailer and rebent them for his 86".) Nine Land Rovers appeared for the gathering, and unlike that unhappy occasion at the Maple Syrup Rally, the Series IIA vehicles outnumbered the Series III vehicles as is proper. Ted Rose, Rob Fergusson, and Jason Dowell were seen at this event to be removing wheels and parts from an old Saab 900. They all deny that they were just preparing it for the Birthday Party.

The May Executive meeting was a nice short, mostly outdoor meeting and beer filled occasion. Discussion ranged about: First Aid: As mentions in the Upcoming Events the time, date, and location has been determined. Fifteen people have signed up for the course. If you are interested, phone Murray Jackson ASAP to get on the course. In conjunction with the course, St. Johns Ambulance will be offering the Family First Aid kits for \$40 rather than the normal approx. \$60.

Birthday Party and Safety: Some clarifications on safety. When it asked that a vehicle have a proper exhaust, it means that it should be without lots of holes and held on with bailing wire. The number of people in a vehicle is limited by the number of proper seats. Two per 88" would be for Pick-up. Obviously; you can fit four into a hard-top. The duration of the light off-road is around two hours. There is one nice hard bottomed water splash along the way. The heavy off-road is much shorter than the light off-road course, but the expected time to complete is at least four hours.

The enclosed pre-registration form must be returned to the club address by June 10th. Please fill it out if you intend to participate in the 12th Annual OVLRL Birthday Party. Please direct any questions about the Birthday Party to Jason Dowell at (819) 595-4593. Jason is the event co-ordinator. The motel adjoining the property has six rooms and about eight cottages available for those who wish to forgo communing with nature. Rates vary from approximately \$35 to \$60 a night. See the business card reprinted in the Future Events page.

Membership: Whether or not this increases or decreases work is open to interpretation, but the Executive has approved a motion to do away with membership running from January to January and having pro-rated membership rates. From May 1st, membership will cost \$20 and will run for one calender year, expiring on the month you initially joined. For the huge majority of the membership it obviously will remain January.

Mike McDermott will be examining the possibility of off-road events on crown lands. He has written to some local councils about exchanging cleaning of trails for guaranteed access. It seems the other off-road clubs and 4x4 people have a habit of leaving garbage strewn about. Local property owners are closing off the ski-doo trails to stop this habit. Mike is also looking at modifications to the approved design for the trailer cover. Bob Wood has submitted an intriguing one that looks even better.

Summer Notes: I have been informed that there will not be a rally at either Rovers North or Atlantic British this year. Rovers North is rumoured to be inviting clubs down on an individual basis, but nothing has been heard of this proposal since last September. ABP (NY) is apparently planning to come up and participate in the Birthday Party with various goodies.

OTTAWA VALLEY LAND ROVERS

1016 Normandy Crescent
Ottawa, Ontario, Canada K2C 0L4

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada. Membership is open to all Land Rover enthusiasts. Executive meetings are held on the first Monday of every month. Social meetings are held on the third Monday of every month, generally at the Prescott Hotel on Parkdale Street. Check "Upcoming Events" for more details.

OVLRL offers a monthly newsletter and a variety of activities throughout the year, from mechanical seminars and off-road rallies to social events and family oriented outings. Members receive discounts on parts from a number of North American suppliers. Off-road activities come in several categories. The light version, usually entertainment during a rally or at one of our family summer events, consists of a little "mud bogging" or tours along country lanes. The heavy stuff, several days across public lands navigating by compass, topographical maps and aerial photos involves bridge building, river barging, and driving conditions ranging from cedar swamp to rocky hill winching.

Membership: OVLRL no longer has a fixed membership period. Those joining throughout the year pay a flat \$20 per year, their membership expiring one year from the last dues submission.

The Ottawa Valley Land Rovers Newsletter

is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

Deadlines: Submissions to the OVLRL Newsletter must be received by the first of every month for inclusion in that month's newsletter. All items submitted for publication should be legible and signed. Names may be withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input, in any format.

Editorial Policy: The Editor of the OVLRL newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVLRL newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLRL, or its sponsors or advertisers. Where specific data regarding operation, safety, repairs, or legislation are concerned you are advised to obtain independent verification. The Club, Officers, and contributors can accept no responsibility for the result of errors or omissions given in this newsletter or by any other means.

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Editor: Dixon Kenner
tel: (613) 723-6718 (h) (613) 943-0589 (w)
email: dkenner@emr.ca or

Upcoming Events: (in the next month and a half)

May 13th CHEO Duck Race Car Show - Between the Hartwell Locks and Bronson Avenue (Ottawa). Organised by the Ottawa Corvette Club. Free admission for OVLRL members showing up in their Land Rover. Contact Wayne Ellwood (w) 990-3087 or (h) 741-7407 for more information

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 20-21 Lansdowne Park Military Show

May 20th Light-Medium Off-road
Somewhere between Bell's Corners and Dwyer Hill Road. Phone Dale Desprey or Mike McDermott for more information. To be done in conjunction with keeping trails clean in exchange for our use of the right-of-way.

May 27th First-aid / CPR course.
The CPR course described elsewhere will be held on Saturday, May 27th at St. John Ambulance, 30 Driveway, Ottawa. The course will run from 9am to 4:30pm. Cost is \$30. If you are not one of the 15 confirmed people, yet have an interest in attending the course, phone Murray Jackson ASAP.

May 28th Oxford Mills Car and Bikes Show at the Town Hall in Oxford Mills. Admission is free to those arriving in a unique (like a Land Rover) vehicle.

May 28th Ottawa Porsche Club Car Show at Andrew Haydon Park in Nepean.

June 4th Ottawa Volvo Club Show at Andrew Haydon Park in Nepean.

Monday June 5th Executive Meeting
Birthday party planning session, misc. discussions and beer drinking by the Executive in my dungeon. All are welcome, though BYOB is preferred. (TR)

June 10th Jaguar Club Concours at Andrew Haydon Park

Monday, June 19th Social at the Prescott
Monthly social gathering back at the usual location, the Prescott Hotel on Preston Street just north of Dow's Lake. The Birthday Party is the following weekend (four days away) so you may wish to attend to get missing details, drop of forms et cetera.

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 and Dale the April newsletter was collated, stuffed, and sent on its merry way. Dale, remembering last months efforts at sealing envelopes brought a glue stick this time.
- OVLRL has made it into the pages of Land Rover World and Land Rover Owner again this month, getting mention for various activities. Of the two magazines, LRW has seen an increase in size and a greater emphasis on Series vehicles this month. News to warm the hearts of the average OVLRL member where almost uniquely in North America, the Series vehicles vastly outnumber later vehicles. For LRO, news come via Pierre Ketteridge, a writer in a number of issues that he may be dropped. The sin? Writing in another magazine about Land Rovers.
- Worried about getting oil all over the floor, this past month saw **Dale** go out and purchase an engine stand to help facilitate his engine rebuild. Once on the stand, he finally removed the oil (whether through the drain plug or by removing the sump with the oil inside we are not sure) for the first time in years (running his diesel would normally drain it...) removed the crank, and has set to the task of reaming out the wee ridges that have developed. **Dave Meadows** has completed the wiring, got the seat box in and is getting down to the fiddly bits in his restoration project. However, all is not well in one area. Numerous wives have seen the County seats Dave has put into the Land Rover, decided that the current seats in the Land Rover suck bigtime, and have started to pester for their own set.
- More experiments underway: **Wade Zumbach** has grown tired of playing with old Solex carburettors. He however does have this really nifty 45DCOE Weber sidedraught carburettor. (This is the carburettor to use to make Austin Mini's, MGB's and a host of other British iron go a wee bit faster) Expect something unique in the way of adapter soon. Of course, we can always suggest that he drop this silly idea, give the Editor the Weber and put on four Amal carburettor or some other motorcycle carburettor. for some real power. Naw, he's probably thought of this already... (It would be cool to see four wee carburettors under there...)
- Here's a note from **Jon Humphrey**, our lone Pittsburg, Pennsylvania member. He seems to be having a spot of trouble, but later looks like a serious case of early panic without knowing all the facts. (Kind of like me diagnosing a flaying winch prop shaft as being a spun bearing < sigh >) But I'll let him describe the events: "Well guys and gals, I am probably the most disgusted human being on the face of this planet. I took Friday off so I could change engines over the weekend. My newly acquired, \$735.00 engine from Texas was to replace my original which was making some bad bottom end noise. All that went pretty well considering I did it by myself. The worst part was putting the newly acquired engine back in. That son of a bitch would not line up to save my life. Five solid hours it took and finally it just slid together like it knew where it was supposed to be. Then I had to take yesterday off to get every thing else back on like the breakfast and the generator and the exhaust pipe etc, etc, etc. There I was laying in the rain soaking wet just puttering with all the bits and pieces, and cursing a little more as each hour ticked away. Well at about 2:30 it was done and I had to get the engine hoist back to the rental company so I wouldn't get charged for another day. This place is about 40 miles from here and I had to go on the Pa. turnpike to get there at Irwin.

Here is where the **shit** hit the fan. I had started the thing up and it caught on the first revolution but it was kinda missing a little bit and I could hear a tappet or a valve was making some noise but other than that it was doing OK. I thought I had better get on the road if I were to get there before 5:00. I get down off my hill and onto Banksville road into rush hour traffic. I wind it up in second gear to shift to third and all of a sudden the cab fills with smoke, the smoke screen behind me was so thick I couldn't see any cars. People start pulling around me shaking their fists and yelling "Get that piece of **shit** off the road". I said politely, "**Fuck** You" and headed for the tunnels and for Irwin. The thing ran out there to Irwin and I returned the hoist, then I stopped at Hill's and got some more oil to replenish my smoke screen supply. It must have been a sight on the turnpike. Blue smoke rising into the now clear, freshly washed atmosphere. It burned 3 quarts to get out there and back, maybe 75 miles. But it did get me Home but barely had enough power to get up my hill. I set about pulling the plugs to see what I could see from that and number 3 was fouled solid. So this was the culprit. Now I have a couple questions for any one who has read this far; 1. Could all that smoke be caused by just the valves or would you suppose that

the rings on #3 piston are gone, or worse yet a rat hole through the piston itself. 2. The head on my original engine was just redone and is in fine shape so I'm going to put that on the replacement engine. I need to do this because this is my only means of transportation. Now the stupid question, Would it be possible to reuse my head gasket off the original because RN won't have any new ones until next Monday. I need to do it this weekend providing the damn thing runs till then. I've never done that before, reused a head gasket, but if it would get me through till I get a new one, I'll try it.

I'll stop here cause I've taken up enough time. Wadda you think Bill? About the gasket I mean."

[Interlude with all sorts of suggestions from various OVLR-type people when the following appears:]

To all my cohorts; Alright, I hang my head in shame and humiliation. I accept the DUNCE of the YEAR award and will stand in the discipline corner with my finger in my nose. You say; "What brought this on?" Well let me 'splain, it goes like this;

The Smoke Screen I was emitting was indeed oil fired. Let me tell you how. This is on my replacement engine. On the intake manifold, just to the rear of the carburettor, was a brass threaded fitting into the intake manifold to which was attached a length of hose. The other end of the hose was slipped onto the small breather tube that is on the oil filler pipe. (beginning to get the picture?) Well this is how it was hooked up when I got it. (this is my only defense) You guessed it, the vacuum from the intake manifold was actually strong enough at idle to suck copious amounts of oil from the crank case and inject it right into #3 cylinder, with a little getting to #4. (hence the fouled plug on #3) Immediately followed by billows and billows of blue white smoke from the exhaust, surrounding the car and filling the cab. Every time I pulled up to a stop this sequence happened, causing the car behind me to back off about a hundred yards. Think of a belching smoke stack from a steel mill times ten.

It isn't my fault, it isn't my fault, it isn't my fault, *[Hmmm sounds like he's been taking lessons from Dale & Bates ed.]* it was that way when I got it, and dumb shit me didn't even think about it until last night as I lay looking at this thing with tears welling up in my ears from lying on my back crying over this Texas engine from hell.

Well I took out the fitting and replaced it with a nice brass plug. The idle dropped about 500rpm since it's not sucking air and oil. I put the new plugs in it, I set the valves again, and sure enough number 3 exhaust was negative clearance. I checked the timing and it was fine. I took it out for a test drive and it ran pretty well. It still has a valve ticking but it's running well enough to drive till the weekend so I have time to put on the other head. Oh Happy Day..."

● What has **Dixon** been doing vis-a-vis the Big Green Beastie? Well, I have spent more than eleven hours out with the electrically unco-operative brute with **Dave Meadows** ripping out the entire rear harness from the front junction, through the frame to the lights. In went a newly made harness with a ground running from the back to the battery, wires for every light, rear fog, fuel sender, and an extra for the future. Even added a seven pin trailer plug into the harness in the back. Maybe I will finally have lights working for more than five miles of driving, which is how the long last repair lasted. (Note: Of course the red, halogen powered rear fog will be just a courtesy touch for the jerks who drive with the high beams on...)

● What has **Bill Maloney**, one of our perennial runner ups for the Lugnut Award up to lately? Well, nothing really worth noting, but he did try to take off his hard top by himself. Unfortunately, he has not mastered the process as well as Desperate Dale. As he write us: "I took the top off the 88 yesterday. Unbolted the top skin from the rear quarters. I propped the skin up off the quarter panels and preceded to remove the LH one. Then the top skin shifted (I didn't take the precaution of leaving a couple of bolts in the front end to the windscreen) and the top and quarter came down on me. I had the quarter in one hand and was balancing the top with the other for about 5 minutes. Then I lost my grip on the quarter but was able to stop it with my feet. Then I worked my way around the back and carefully repositioned the top on the windscreen, carefully balanced and waited, holding the back end for someone to come along. The folks are a bit hard of hearing so calling didn't help. After about 15 minutes the next door neighbour's wife came out. He wasn't home but she came over and helped me slide it into a stable position where I could let go of it. There was no damage to the quarter panel but I ripped the headliner in 4 or 5 places. Really sucks. And what started out as a bright sunny day in the mid 70s turned into intermittent rain in the low 60s."

● **Richard Wegner** writes that "the Rover is not doing regular duty at the moment, as the gearbox is really starting to leak from the front seal. If I stop, after driving for 20 or 30 miles, and look underneath, the gear oil actually runs out then slows to a drip after about a minute or two. I can easily lose a quart in a 100 miles. Is it possible there is an indication here of a worse problem than the front seal? "

● **Atlantic British in Mechanicville** has written to offer OVLRL members a 10% discount on parts. Other vendors who have offered 10% discounts for OVLRL members in the past include MiniMan (Stittsville), Atlantic British (Waterloo Quebec)...

SOME NON-OVLRL NEWS & RUMOURS...

● Recent sightings on the television: From Mike Loiodice (OVLRL, New York) a TV Show - "Sliders". Following last months list of prices on the Defender, her Sci-Fi where week after week the principal players "slide" into alternate realities. In this week's episode they wind up in the British States of America where the Revolution was won by England and America is still a colony. The sliders break down while driving a Jaguar salon and meet up with a squad of soldiers with a Series III Land Rover (with a goofy looking camo paint job). The same Rover is seen a few other times. BTW, John Rhys-Davies is one of the starts of this series.

Bob Wood notes that the person trying to tape Land Rover ads on television, the cue for the weather channel is a Land Rover insignia appearing in the top left hand corner of the weather map. The commercial follows. Land Rover ads have also now appeared on the French weather channel. There is also a new TV ad out. It is a composite of the older Discovery ads.

● If you like to telephone England to order parts, you might be interested to know why your call has not been getting through. It seems that on April 16th 1995 almost the entire phone number system in the UK changed. All area codes will have '1' pre-pended. For example if you dial UK 011-44-81-570-4433 for Hounslow UK 011-44-181-570-4433 will be the new number. However 5 areas change their numbers completely:-

- 0532 Leeds becomes 0113 2
- 0742 Sheffield becomes 0114 2
- 0602 Nottingham becomes 0115 9
- 0533 Leicester becomes 0116 2
- 0272 Bristol becomes 0117 9

However a number of codes will not change. These include Freefone numbers, reduced rate services, special rate services, mobile services, Hutchison paging, BT Phonebase, emergency numbers and all operator services.

● News of a sad note. More than two hundred brand new Discovery's are, either, to be crushed in the very near future or have already been crushed. Why? While enroute to North America the ship carrying the Discoverys ran into heavy seas. This led to six of the Discoverys breaking loose and rolling

around the storage area. Two hundred plus Discoverys were badly damaged and have been since written off. Insurance is covering the loss, so to the crusher they go.

● Here are various prices on the Discovery, with a few Range Rover prices thrown in for good measure. (Note: these prices are in US Dollars unless otherwise noted, not in the Northern Peso. There is no limitations on the dealer to stop him from selling items above the suggested retail prices. One dealership near Boston Mass. has some options at near double the suggested retail price, Canadian dealer prices are at variance too. Another note: Suggested prices for Canadian vehicles seem to be set by LRNA and not LRCanada.)

	<u>Invoice</u>	<u>Retail</u>	<u>dealer Profit</u>
Base Vehicle	\$26290	\$29350	\$3060
Rear Air	\$735	\$835	\$100
Emissions-CA	\$100	\$100	
Black Paint	\$250	\$300	\$50
Power Roofs	\$1386	\$1650	\$264
Leather Seats	\$1050	\$1250	\$200
Rr. Cloth Jump Seats	\$735	\$875	\$150
Auto Trans	\$966	\$1150	\$184
Destination Chgs.	\$625	\$625	

Here are the Canadian suggested retail prices (from LRCanada)

	<u>Invoice</u>	<u>Retail</u>	<u>Cdn Price *</u>
5 passenger, cloth, manual			41,900 (30587)
5 passenger, cloth, auto			43,575 (31809)
5 passenger, leather, auto			45,375 (33123)
7 passenger, leather, auto, sunroofs			48,995 (35766)
County Classic	\$39850	\$45000	65,900 (48107)
Long Wheelbase	\$46500	\$52500	73,930 (53930)
4.0SE	\$47825	\$54000	79,900 (58327)

* Canadian prices do not include PST or GST, but include P.D.I., air conditioning excise tax and freight. Dealers are under no obligation to comply with the "suggested retail" price. Price in brackets is price converted to US dollars for comparison. The Canadian Dollar is worth .73 cents U.S. for these calculations.

● Not quite Land Rover, but here is an interesting exhibit that some may wish to add to their calendar. It is scheduled for May 11-- Oct. 15 in Montreal, Canada. For British car lovers, of relevance is that a '56 D Type is one of the cars to be exhibited. The following is a synopsis of the release:

The Montreal Museum of Fine Arts will present "Masterpieces in Motion: A Century of Automobile Design." It is organized to coincide with the XXth World Road Congress and will feature some fifty of the most fascinating cars created in the past one hundred years. Shown together for the first time, these cars will be drawn from the great public and private collections of GB, France, Germany, Italy, and the US.

The Pioneer Era 1899-1925 This section will display early designs and inventions including the Jamais Contente (1899) which reached 100 kph, by Belgian inventor Camille Jenatzy, the 1914 Alfa Romeo Ricotti, and the 1921 Rumpler Tropfenwagen

The Golden Age 1925-1960 The largest section of the exhibition. Some examples: 1926 Panhard Levassor Monoplace 35CV, 1923 Voisin Laboratoire, 1934 Chrysler Airflow, 1937 Cord, 1937 Mercedes Benz Type 500K, 1934 Alfa Romeo Typo B Aerodinamica, 1933 Bugatti Type 46 and 1939 Type 64, the Tucker, 1957 Cadillac Eldorado, 1948 Porsche No. 1, and 1956 Jaguar D type.

The Future. The last section illustrates carbuilders ideas for the future. Four Pininfarina models, the Ethos I, II, III, and IV.

This exhibit is designed and organized by Pierre Theberge, Director of the Montreal Museum of Fine Arts and will be presented on two floors of the Jean-Noel Desmarais Pavilion. A catalog will accompany the exhibit.

● Here is where I lose a lot of readers: For the few readers that have Internet access through a live TCP/IP or SLIP connection, and have access to a world wide web (www) browser (preferably NetScape or Mosaic) here is a collection of some Web pages that feature Land Rovers in some way. If you are running a text based web browser such as Lynx, you can read all the text, you just can not see any of the pictures, though you can download them to your machine for viewing there. Use a fast modem or this can be painfully slow.

- The main Land Rover web site is the RoverWeb. It contains links to other sites, the Land Rover Frequently Asked Questions (FAQ) and other information. It can be reached by typing the following address: <http://www.missouri.edu:80/roverweb>
- A second good LR web site with many links is: <http://www.cs.monash.edu.au/~lloyd/tildeLand-Rover>
- Another site which is a bit different and shows off some of the technology in use is:
- <http://evo.net/bridgecam.html> (is connected to a camera set overlooking a car place where there is usually a Series III in prime camera position. The image is updated every 4 minutes (and looks black at night). [There is a more famous Web site where you can control the camera and look at a massive ant farm. I digress...]

Future Events: (more than one month away)

Monday, June 19th Social at the Prescott

Monthly social gathering back at the usual location, the Prescott Hotel on Preston Street just north of Dow's Lake. The Birthday Party is the following weekend (four days away) so you may wish to attend to get missing details, drop of forms et cetera.

June 12th Annual OVL R Birthday Party

Date: June 24th and 25th

Place: Silver Lake -about sixty miles west-southwest of Ottawa

Gen'l: The site of the 12th annual OVL R Birthday party will be more varied that 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). Apparently fishing can be done in the Lake. Bring your own canoe.

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 is 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. The co-ordinator for this year is Jason Dowell. (819) 595-4593.

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.

The Silver Lake Provincial Park adjoining the property does not open until June 12th. Making reservations may be difficult. Please contact the Ontario Provincial Parks Authority for more information. (They have campsites with showers)

More details to follow.

Times and schedules:

Friday: First people start to arrive at Silver Lake. People are free to socialise and do what ever they like. People showing on Friday are responsible for their own meals that day.

Saturday: Breakfast is the responsibility of the participant. The first heavy off-road group will depart around 10-11am. Any subsequent groups will leave at two hour intervals. The Heavy Off-road is expected to take about four hours to complete. Winches may be a requirement for all vehicles. In some of the swampy sections there is no room to turn a Land Rover to winch subsequent vehicles through. Children are not permitted on the Heavy Off-road.

Lunch will be provided by OVLR.

The afternoon is light, medium and heavy off-road sessions. The light off-road is expected to take about two hours to complete. No safety requirements at this time

Dinner will be provided by OVLR. Evening is fireworks, more beer, socialising et cetera.

Sunday: Breakfast/ brunch provided by OVLR. Light off-road, medium off-road for those interested.

**July 1st - 4th Myles Murphy's Downeast VII or
7th Annual Mid-Coast Land Rover Rally**

Saturday July 1st: Offroad day among lakes, woods and blueberry barrens of Camden Hills. Fun and challenging off

road trials course with water crossings, mud holes, rocks & boulders, climbs & descents, trenches, pole bridges, see-saw, articulation alley and other obstacles to embarrass show-offs. Plus miles of trails and team endeavours for diehards. Range Rover and Discovery restricted if fitted with spoiler.

Driving instruction available. BBQ and pot luck. (so bring something) Playground for kids, swimming, canoeing, hiking. Vehicle service workshop on site.

Rover's North will be in attendance. Alcohol free zone and Tread Lightly in effect except on course. (participants are under no obligation to take part in any activity and don't be afraid to ask for driving instruction.)

Note: To join the fun, you must register, and send \$5 (per person) for BBQ. (children without voracious appetites eat free) Only then will you be sent map & directions.

Evening dinner at the Whale's Tooth Pub Lincolnville Beach from 6:30 pm Location: 6 miles north of Camden on Rte. 1

Sunday, July 2nd: Owl's Head Transportation Museum, Owl's Head Maine Arrive before 10:00 am if you can Free admission to all rovers, (2 adults, 2 children per vehicle) 100+ rovers, US. & Canadian clubs, specialist parts, service, restoration, vehicle sales companies and dealers, latest new vehicles, including the new Range Rover, Rover's North offroad winching demonstration, 3 minute balancing see-saw competition. (practice all day on Saturday if you like at the off-road day) Full facilities on site: airshow will feature B-17, P-51, Yak-11, AV-8B Harrier Jump Jets, plus lots more.

Around 4-4:30 pm Join the "lets get the hell outta here convoy!" And see you later for dinner at the Whale's Tooth Pub (unless some other bright spark has a better idea.)

Monday July 3rd: Downeast coastal tour, picturesque historic villages, antique stores, damn good lunch, wildlife refuge park, then back to base camp, cook dinner, followed by rocking chairs, tall tales, even better lies, downright untruths with large helpings of slander on Murphy's back porch at Ducktrap. Intoxicating beverages will be tolerated

Tuesday: much the same as Monday.

For information and location of the off road trial site, send \$5 for BBQ along with SASE to: 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 has been scheduled for July. The property owner wants to make sure the ground is solid and dry. If interested, phone Murray. There will be no phone around for this event.

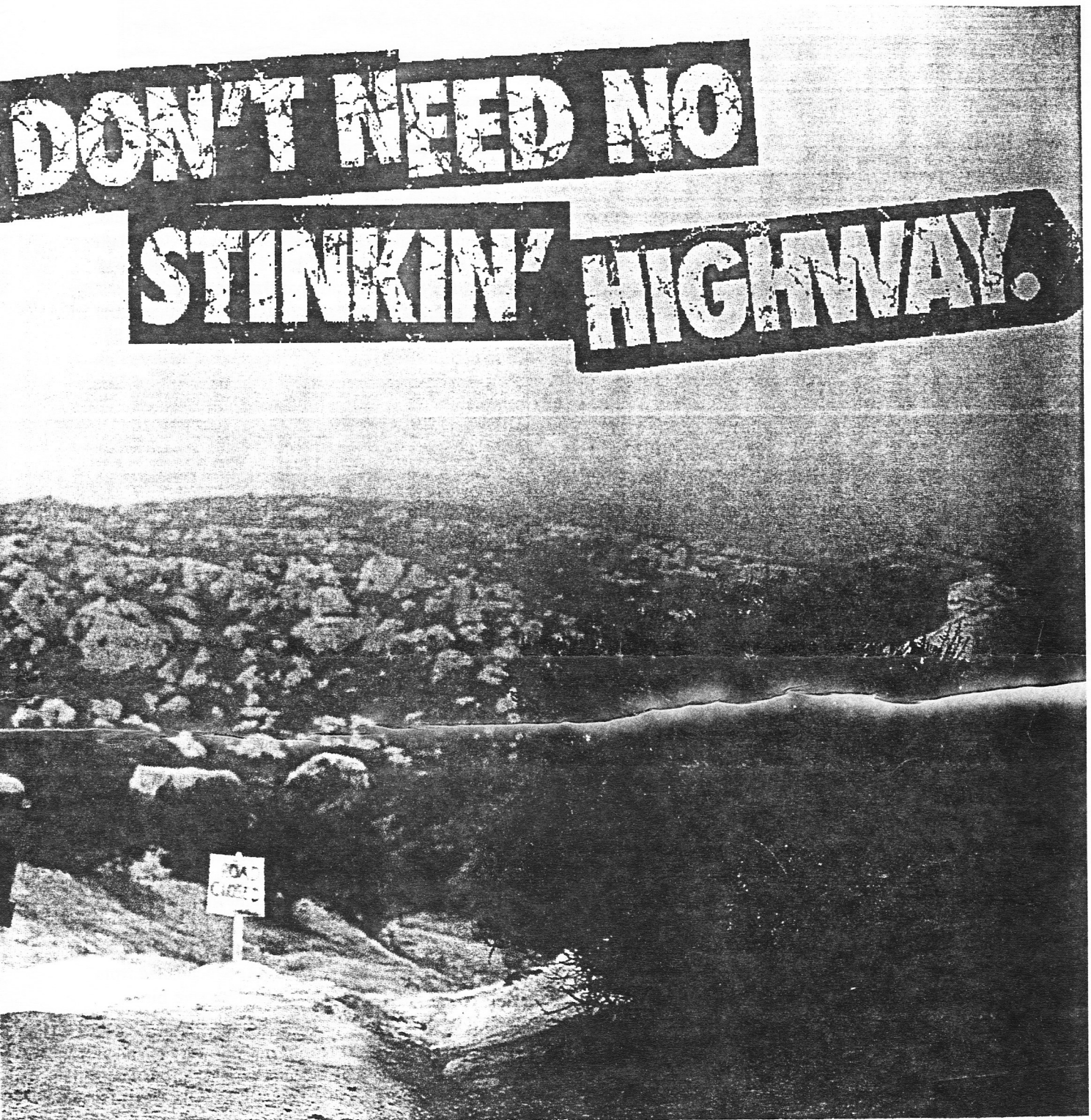
August Revisit to Calabogie Details in a future newsletter. A reassessment of the two day cross-country journey done last August.



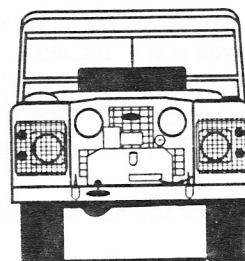
Light & Heavy Off-Road on property abutting onto two lakes. Fishing and swimming will be possible. Two campsites available on the property. A large variety of trails for off-road. Property adjoins the Silver Lake Provincial Park, for a more civilised approach to camping. For the real degenerates, there is a motel very close by with both rooms and cabins

Cost: \$15/Adult, \$8/child, under 6 free
More information: Jason Dowell (819) 595-4593

**12th Annual Ottawa
Birthd
June 2
Silver La**



Ottawa Valley Land Rovers
May Party
14th - 25th
Lake, Ontario



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KNOW YOUR ROVERS: Series One 86" and 88", 107" and 109" by Myles Murphy
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Drawing One: 86" Hardtop 1953-56. In 88" form, 1956 - 1958. The 86" was an outgrowth of the 80". Customer feedback to the Factory resulted in improved creature comforts, more protection from the elements (basically, not as draughty, with slower water leaks). Engine remained the same as 1951 to 1953 80" Rear loadbed was extended in front and behind the rear axle. The greater area in the rear did not see an increase in payload, it remained the same as the 80" at 1,000 pounds.

The 86" chassis was extended ahead of the bulkhead by 2" in 157. This to accommodate the new 2052cc diesel engine. Bonnet, wings etc. were adjusted accordingly. The only external visual clue to help distinguish an 86" from an 88" is a bolt on the bottom rear of the front wheel arch. If its about 1" from the arch it is an 86". If its 3" it is an 88" Another way to tell one from the other in photo's, (side views) is to look at the bottom of the rear body side panel from where it meets the trailing edge of the door to the beginning of the curve of the rear wheel arch. If the distance matches that on the front wing-bulkhead to beginning of arch, you are looking at an 86". Figure out the 88" for yourself. Series One 86" and 88" came with truck cabs, hardtops, softtops. Many were converted for the fire-fighting role by independent conversion specialists. OVL R Examples: Mike McDermott, Rob Fergusson, Sean McGuire, Jason Dowell (Wingfield), and Doc Watson all have 86" Land Rovers. Some are even licensed and on the road.

Drawing Two: 86" Station Wagon. The failure of the 80" Station Wagon didn't deter Solihull from launching an 86" version in 1954. Unlike the 80", which had a custom coach built rear body, existing body panels were adapted - with obvious modifications - thus keeping development costs as well as sale price low, along with the added advantage of commonality of parts. In 1957 the Station Wagon became an 88 and was available with a 1997cc petrol or 2052cc diesel engine up to the end of production in 1958.

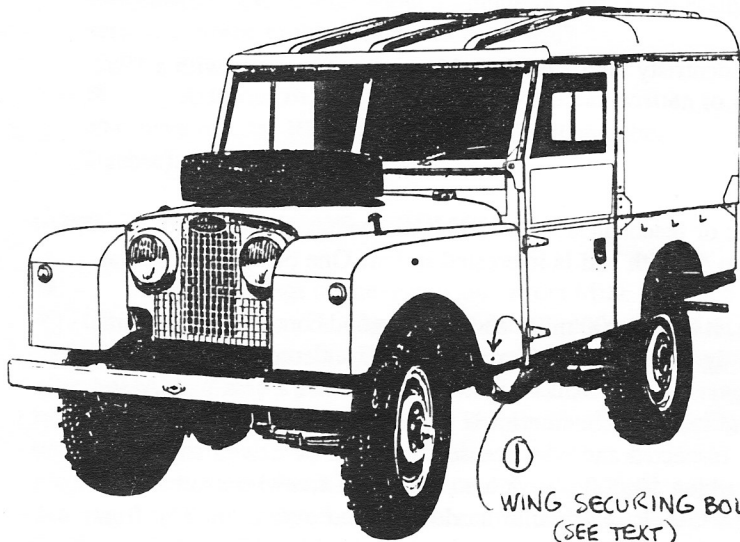
Drawing Three: 86" N.G.S.V.F.D.T.O.T.J.B (Nifty Gun-Ship Version For Downtown Ottawa Traffic Bustin') or 1950's equivalent of today's MRCV's (Multi Role Combat Vehicle) and S.O.V. (Special Operations Vehicle) and forerunner of the famous 1960's Series IIA 109" "Pink Panthers". Sparewheel mounted on front bumper. Why its put there - on this vehicle, Belgian Gunship Minervas or 60's pinkies - is beyond me. There always seems plenty of room on the bonnet, where it would make a good bullet stopper. Then again, it probably serves in a similar capacity for the radiator. If you know the reason why, let the Editor know - (without rambling on and on) .30 cal machine guns mounted on height adjustable swivel mounts. .303 rifles stored in long wing mounted box (both sides). Anti tank weapon, otherwise known as a "Bazooka" mounted behind the driver and vehicle "commander" (Passenger). Rear gunner had a high, centrally mounted aft facing seat. The high seat made the poor blighter a sitting duck, but it did free up floor space for much needed goodies, like ammo, water, oil, tools, spares, fuel etc. Crew personal belongings would be draped over the side - out of the way - in rucksacks. Additional personals, tents and food would be carried in a rear 2' by 4' wooden tailgate like structure. Camouflage netting, or a very large piece of lightweight hessian with irregular brown or grey blotches sprayed or stitched on would be draped across the bonnet. From 1/4 mile away on the ground or from a fast moving aeroplane a fellow would just see another pile of dirt. Only a handful of these vehicles survive.

Drawing Four: 86" Tempo. Built in Germany and used mostly by police. Completely redesigned rear body and doors. Canvas hood also was different. Hood supports were the same as the Land Rover prototype of 1947/48, which came from a U.S. Willys Jeep. Unlike the Belgian Minerva, which still survive by the thousand, the Tempo is a very rare bird.

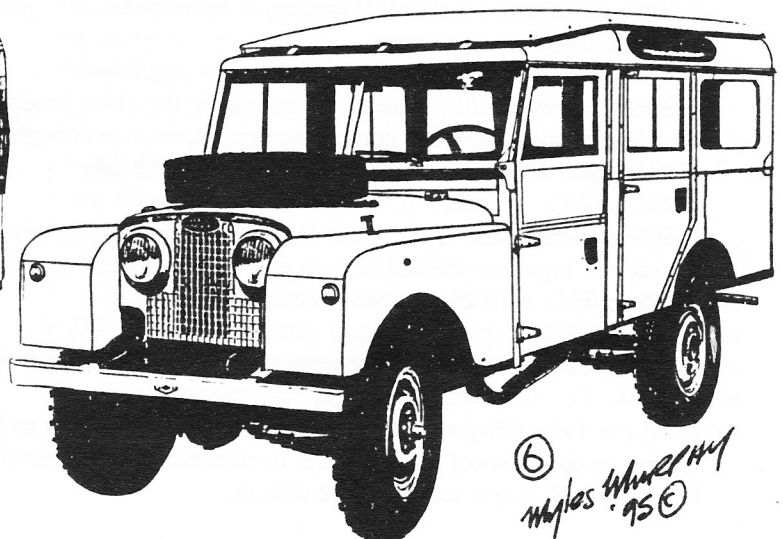
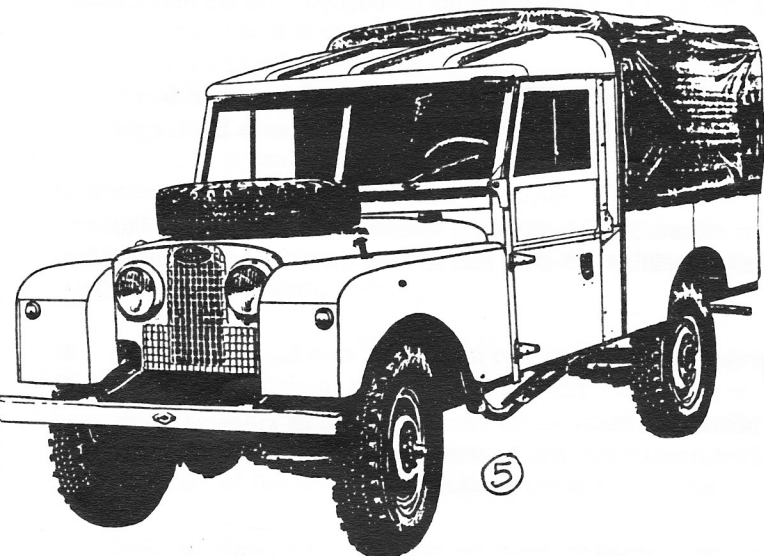
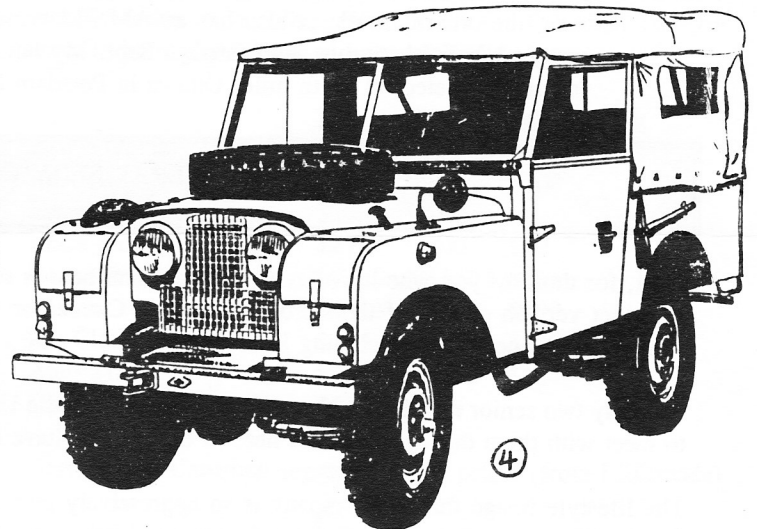
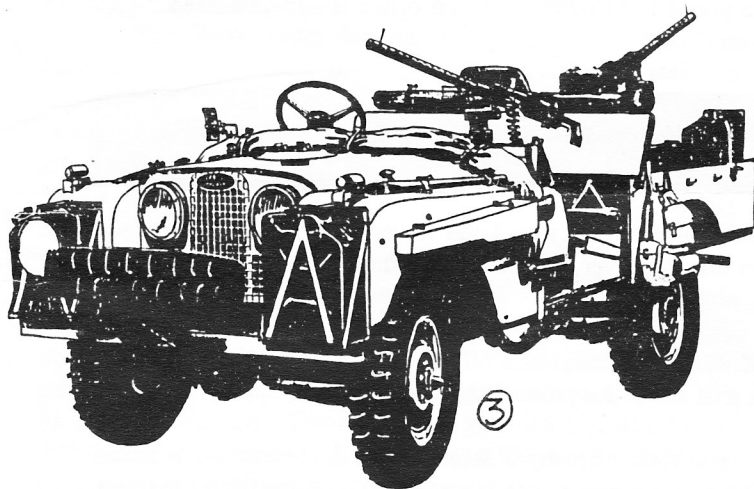
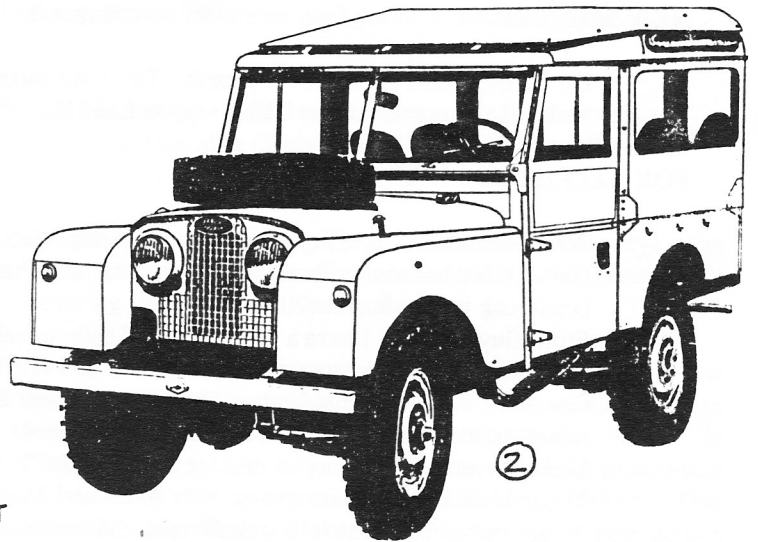
Drawing Five: 107" Pickup 1953 - 1957. A hardtop version was also available. Unlike the canvas, the hardtop roof was the same height as the separate truck cab. Both truck cab and rear bed hardtop was available with "Safari" or "Tropical Roofs" The rear top could be had with or without windows. The 109" version was available in petrol or diesel form from 1957 to 1958. An example of the 107" Pickup can be seen at most OVL R events. It is Al Pilgrim's "Sally".

Drawing Six: 107" Station Wagon following the same concept as the 86" Station Wagon. Keep it Simple, Don't get carried away on detail. The Station Wagon was to remain in production longer than any of the other Series One models. The new Series II 88" was in production for some time while the 107 SW was being phased out. Most of the 107's went for export. It was October 1958 before the Series II 109" Station Wagon went on sale. Unlike the 107" pick-up, the Station Wagon never got the chassis extension to 109", neither did it get the new diesel engine.

Next time we'll take a look at Series IIA 88" and 109" Forward Controls and the IIB, FC 110" in their many guises.



WING SECURING BOLT
(SEE TEXT)



Myles W. H. 95 ©

LAND ROVER CANADA PRESS RELEASE: There is no press release from Land Rover Canada this month.

NEW MEMBERS: Only one new member this month:

- Dr. Jeffrey Scott of Gormley Ontario. Dr. Scott mixes dentistry and a hobby with wind instruments with a 1962 Series IIA short wheelbase Safari topped Land Rover.

FOR SALE/STUFF WANTED:

- Wade Zumbach is looking for a Capstan winch, electric or mechanical. He can be reached at
- David Place has more diesel parts than he knows what to do with and is interested in Part One of the IIA manual. David can be reached at (204) 482-7461.
- From Guy Arnold: I have a 1972 Series III swb for sale. It has 57,000 miles and is very good condition. The frame is solid with the rear cross member replaced and one body outrigger. The frame has been undercoated. It has four new B.F. Goodrich Mud/Snow 15" tires and a new Rover North's exhaust system. It also has a new battery and rebuilt transmission. I recently replaced the hub seals and spacers. The interior is very good with almost new seats. There are no major dents or damage to the body. It is inspected and was licensed so it can be driven anywhere. The vehicle is located in upstate New York and I am asking \$3,000.00. It also has Warn freewheel hubs and a Weber carb. The vehicle is pastel green and limestone white. It is a regular hardtop and no overdrive. The front swivels need to be repaired or replaced along with seals. The bushings don't seem to bad. I replaced one of tie rods ends, the others are ok. It also has an AM/FM cassette radio. Everything works and will pass inspection. The present NY inspection is good through Sept. My home phone is 315-265-2965 and office is 315-268-3786. The vehicle is located 90 south miles Ottawa in Potsdam New York.

GENERAL SERVICE By Robin Craig

Well, for those of you who have been living a dream, here is some bad news for you. Land Rover has no plan to introduce a budget version of any of their products here in Canada or in the US. Ever, period. Please don't whine about it, your wasting everyone's time, including Land Rover's.

Recently two senior members of Land Rover's staff from the UK were in Canada on an official visit. So I made arrangements to meet with them during their time here in Ottawa and have a chat about the product that we all love.

The lifestyle image that the company is so aggressively pursuing to their of many a Series owner is the way the winning formula for the product line. Current factory production for 1995 has just about been assuredly sold on the basis of current demand world wide. Solihull is running at capacity and they just love it! Don't forget that the production lines are running 24 hours a day, in most cases.

The lower priced utility equipped versions of the three products are just not worth the effort at pitching for the North American market, they can not get the price down low enough to compete with the already present cheapies in the market place today. I draw an interesting conclusion from this.

That is that the future "Little Land Rover", which is definitely in existence and is slated for release in the near future, will not on this logic be released here as it is an econo product aimed at tackling the mini four by's in the UK and European market place. Well that's my opinion anyway.

As far as the rest of our conversations, well, they are best left at the dinner table!

Mind you I can tell you one thing, the chauffeur who drove us home from the restaurant damn near got us killed when his interest in the ladies of the night that lined our route momentarily distracted him and he tried to drive through a red light! His name will stay a secret for the minute.

The constant confusion by the uneducated as to the Land Rover name cropped up again the other day. I recently acquired

an interesting little book on the Gulf War exploits of the Canadian Navy called the Persian Excursion. Towards the end there were references to a trip ashore in the Gulf in a vehicle described as a Toyota land rover! Have no fear, I am putting together a spotters recognition guide for the authors!

I was at the National Headquarters of the Candian Red Cross recently. While browsing through the Swiss magazines on hand. I found that there is a Book out called " a handbook for practioners" on what they should be doing in wartime, and times of civil war. Right on the front cover is a British Army 110 softop painted white with the UN logo on the side and a red cross on the door.

The week end of Victoria Day weekend in Ottawa will be crammed with military vehicles as this is the Victory Spring event run by the War Museum. At Lansdown there will be a militaria show and historic military vehciles from WW II and onwards. I mention this because I know that a number of you like working vehicles.

Also because there is a good possibility that a number of ex military Land Rovers will be taking part in the parade on the Monday (22nd) in the downtown area. As far as I know it will go from Land down up to Parliament hill. There is a chance that David Lowe and tribe might make the run up in his 101 Forward Control plus trailer. David and I spoke last month and hopefully he will make it. If you want to know if he is coming up the give me a shout in the days leading up to the event and I'll have more info. From what I gather his vehicle is pretty straight and tidy and has no aftermarket mods. So for any of you who have heard about a 101 and its legendary looks this is the chance to come out and see one, that is if he comes!

It seems that quite a number of suppliers to Land Rover are using their association with the company to promote their products these days. I have seen an advert for Hella lights showing a Discovery from the La Ruta Maya expedition in the mud and the other one that caught my eye has been one for Superwinch. It shows a 110 in full Camael Trophy spec ploughing through the mud. Underneath it says " Our testing ground!".

Hella also had a 90 fitted with their lights that was being used as a demo vehicle for a while in the US. Unfortunately all you can see is two big beams of light and no vehicle!

A chap by the name of Jimmy Patrick is putting togetehr a calendar with soem quality pictures of Land Rovers at play in it. He has asked for submissions. I have promised to send some action shots of club events down, so don't be surprised to see your Land Rover the pin up for the month of August or March! By the way, before any of you get all up tight, this is a not for profit deal here. he is going to charge what it cost him to produce it. I'm not getting a red cent here.

When the calendar is near to being ready we'll let you know how much from where and when. You can the get your own to find if your machine was good enough for the pages!!

Until next month folks, I'm outa here Robin 613 738 7880

GENERAL SERVICING

A note from Bill Maloney on a recent gathering of some of our southern OVLr members near New York City. The second article is a list of paint codes from Land Rover and other suppliers for those of you who wish to avoid that Beaver Lumber/Canadian Tire look and actually have something approximating the correct colour.

The Mod Quad by Bill Maloney

This last day in April turned out to be a rather interesting one. I finally met Spencer Norcross and had Russell Dushin and his SO Liz over all in the same day. Liz was out for the weekend and Spencer was in visiting his sister in Bronxville, NY.

The morning started with a call from Russ saying he and Spencer wanted to stop by and visit the Nazi Bund camp site in Pompton Lakes. I said sure and confirmed their directions, then went outside to load up what I thought I needed for the trip and it starts to rain. Unfortunately, I had no top on my 88. So I pull it into the garage and hope for a change. It doesn't come. An hour or so later Spencer pulls into the driveway in his red 88. No poseur vehicle. A real rugged multi colour look that bounced and leaned as it entered the driveway (The lack of front shocks contributed to this condition- I'm

SURE Spencer will attend to this in short order). Actually the panels were pretty straight and I'm sure that once he paints it it would be embarrassingly fetching.

Russ shows up a short while later with Nigel and Liz and we discuss the weather situation. I'm wavering as I have no top and no desire to sit in an open Rover in the rain. Spencer says he's got a burned valve and is afraid of making things worse, as he had a several hour drive to make it home (I wished we had more time and less rain so that we could try a valve adjustment). So Russell offers to take us all in Nigel. I'm surprised he has the courage (sense?) to do it without a backup vehicle, but Russ shows no signs of apprehension. We pull the bed out of Nigel, put my seat cushions and a shovel and myself and Spencer in the back and off we go. Liz worked the wiper by hand and held up the defroster blower to the windscreen to clear a hole to see through. Russ used the palm of his hand on his side. Fortunately it was a short drive to the access to the site.

We arrived and Russ put into second or 1st low and we entered the stream, which was quite a bit deeper than the time I had navigated it with Ben due to the steady rain. Nigel made it without missing a beat. We continued through the woods to the base of the mountain and stopped for a recon of the trails up the side. I thought it might be a bit slick for Nigel with his Michelin street tires, but Russ was more than game. So the four of us piled back in, braced ourselves, and headed up.

All went well for about 75 feet then we lost traction on a slick spot. Russ backed down a few feet and went for it again. And again. No good. So Russ backs down and we all pile out except Russ in an attempt to lighten the load. Russ makes several attempts at the route without success, then backs down. He then decides to try the route to the left, which I remember from the last time being more difficult. Russ slowly picked his way up between the rocks trying to keep on the surfaces that seemed to provide the best traction. He had almost crested this section when the wheels broke loose bringing him to a stop. He backed up and Spencer and I hefted a rather large rock out of the way to allow Russ to take a new path. The second try was also in vain. The third however, was not.

Once we reached more level ground we all piled in again and continued up the mountain. We quickly saw a side trail that I thought led to the old camp site, but it turned out to be an impassable route (a 3' rock face had to be crested before continuing) heading up that Ben had tried valiantly to crest last summer. We backed down and turned around and headed back out to the main trail. Shortly we found the right entrance and headed in. Russ eased Nigel into a short mud hole that I was concerned we might get stuck in, but powered right through.

We stopped and got out as Russ passed out the beers and took a quick tour of the well and lower part of the camp. I was quite impressed that Nigel had made it this far considering the street tires and steady rain, and also impressed with Russ's confidence in tackling this without a back up vehicle. After soaking in the surroundings and the rain, Russ offered to let me drive for a spell. I preceded to head up a fairly slick and steep section, remarking at how amazed I was that we hadn't lost traction. Then we lost traction. I hit the brakes, alarmed at how ineffective they seemed as we rolled/slid back down the mountain. I'm not sure whether power brakes had spoiled me, the drums were wet, or it was just the slick conditions, but it sure gave me a start. I gave it a couple more tries but with no success then Russ took over. After several tries at several angles, even Russ decided to call it quits on this trail. I hopped back in and we turned around and headed back through the camp to the main trail, passing the infamous "Puddle" in which Ben got himself so well and truly stuck.

Back on the main trail we headed up a long moderate to fairly steep section, with the scavenged remains of another truck that had not made it to our left. We cut off on a side trail that led to a cliff overlooking Rt 287 and out to the NYC skyline, invisible in the steady rain. Still an impressive view with a few hundred foot drop. After getting a group photo and noticing the discarded contraceptives from previous practitioners of safe sex on the ground, we decided to head back. Russ idled Nigel down the mountain with little difficulty, aside from deciding which route to take from the several we had to choose from.

At the base of the mountain is a long stretch of muddy water with ? beneath. Russ asked how deep it was and before I could fully reply, we were powering through. It turned out to be no problem, however. We continued back through the woods, where Russ eased Nigel into the stream which seemed a bit higher than before. Ploughing through the water was great fun, and Nigel still did not miss a beat. Russ pulled us back onto the main road, and we went a couple of miles before Russ had to make a stop and discovered that the brakes were quite ineffective- still wet from the stream crossing. I had the same experience the last time I was there with Ben but had completely forgotten. Sorry Russ.

After returning to my place we sat around a while perusing my photo albums of Rover Rallies past pointing out people and vehicles we knew, drinking tea and eating cookies. A very nice end to a rather enjoyable day. Hopefully we can do it again soon when the weather is better and the terrain is dryer.

Aluminum painting

Some people have now noticed Mike McDermott's new paint job and have enquired about paint codes and about painting Birmabright. So, I thought I'd pass along a few part numbers and whatnot. This is not a guide to painting your Land Rover, just a list of the Land Rover part numbers and alternatives. Most of the part numbers are DuPont; any DuPont paint jobber should be able to mix up Rover colors in single quart cans. For "DuLux" alkyd enamel, append a "D" to the paint color number. Add an "L" of laquer, or "A" for Centari acrylic enamel. Locally, Roy Bailie can get the paint for you. Further afield, Rovers North has aerosol cans available while Atlantic British (NY) has quarts premixed for some of these colours. (If anyone has any other #'s, pass them along.)

	<u>Land Rover</u>	<u>Unipart</u> <u>Aerosol</u>	<u>Unipart</u> <u>Touch-Up</u>	<u>Dupont:</u>	<u>Ditzler</u>	<u>Glasureit</u>
Pastel green	RTC4041A	GAP405	GTU405	38504		ROV605
Bronze green	RTC4042A	GAP406	GTU406	38500	46451	LEY637
Marine blue	RTC4043A	GAP407	GTU407	38503	16514	ROV504
Limestone	RTC4044A	GAP408	GTU408	38505	46251	
Alpine White	RTC6870A					
Grey		GAP409	GTU409			
Poppy red				38506		ROV303
Mid grey				38501		
Sand				38502 or ACF/004 or 26291		
Burnt grey				38508		
Davos white				38514		
Mexican brown				38519		
Cameron green				38520		
Almond yellow				38521		

Other part numbers:

White Primer	RTC4055A				
Grey Primer	RTC4056A				
Dulux hardener				77s	
Aluminum cleaner				225s	
Aluminum conversion coating				226s	
"Variprime" two-part primer				615s	
Engine enamel: "Detroit Diesel Alpine Green" #225 (made by Tempo)					

Automotive paints are quite sensitive to temperatures: use the following thinners/retarders. If you must paint at higher temps, add an anti-wrinkle agent:

DuLux Thinner	Temp Range	Centari Thinner	Temp Range
#8508	below 65 F	#8034	below 70 F
#3812	65-75 F	#8022	70-85 F
#3864	70-80 F	#8093	above 85 F
#8522	above 80 F		

Note: While spray painting is the norm in North America, it is possible to go the traditional Brit route and brush paint your Land Rover. (See Mike Rooth's article in a past OVLN Newsletter) The requirement is that the paint be mixed differently for such application. The DuLux cannot be clear-coated, though the Centari can be protected in this fashion. DuLux can be mixed for brush application (like for roofs) rather than spray application, though. DuPont "Corlar" two-part epoxy is another primer alternative. As it is intended for aircraft, it is only available in gallon cans, and in grey. Better living through chemistry.

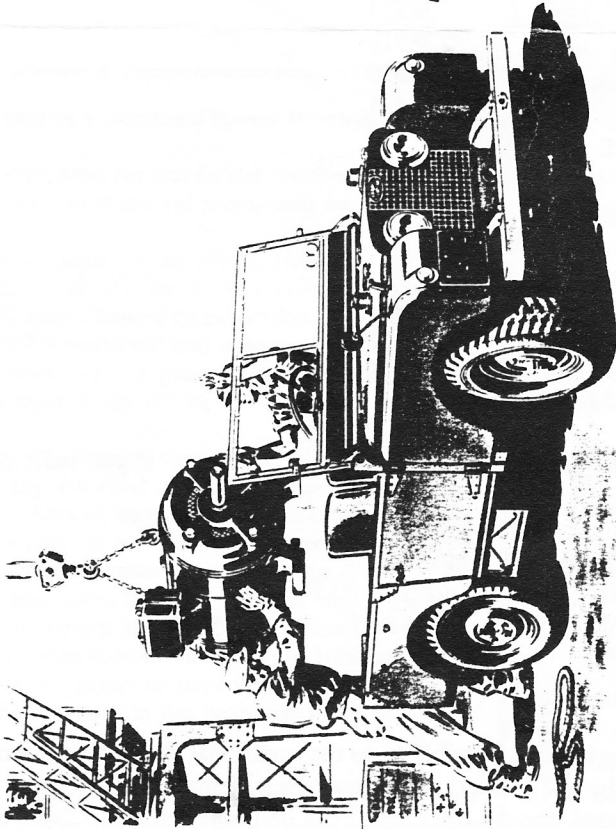
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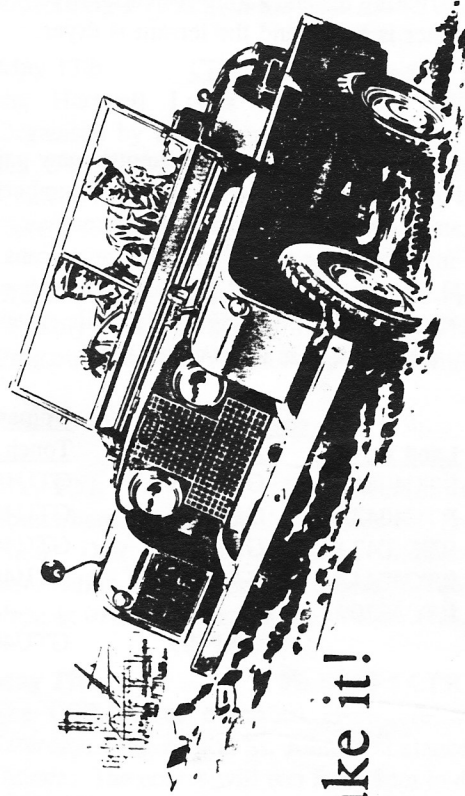
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Manufacturers of Land-Rovers
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