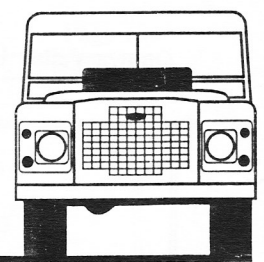


OTTAWA VALLEY LAND ROVERS



"Seems everyone has a Rally, but only OVL R has the Birthday Party..."

Volume XII, Number 6

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

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

10 June, 1995

Greetings;

There will be two major events in June for the avid Land Rover enthusiast. The first is the 12th Annual Birthday Party, a gathering of a lot of Land Rovers from across the region, and in one case from across the continent. The Executive notes that while registration forms are arriving from south of the border, they are rather slow coming from local members. The organisers need an accurate count of people who will be attending. Organising something like this is a lot of work for a few individuals. Information on the Birthday Party can be found on the inserts within this newsletter. For more information and answers to any questions, call Jason Dowell at (819) 595-4593.

The second event for the more adventurous is the 8th annual Downeast Rally in Owl's Head, Maine. The Downeast is the largest Land Rover gathering on the eastern side of North America. From last years numbers, the four largest events, in order would be the Downeast Rally, The Rover Owners of Virginia Fall Rally, the OVL R Birthday Party and the British Invasion at Stowe. The Downeast offers a chance to see lots of Land Rovers and if you overdose on these, there is an airshow being held at the Transportation Museum next door. See the information sheet on page seven for more information. More detailed information can be found on page seven of the May newsletter.

Fifteen members showed up to take the St. John's Ambulance First Aid course. Everyone that attended thought that the course was well presented and well worth the time and effort to attend. We now have a few people who have a basic knowledge of how to handle problems that could occur anywhere. Considering the reaction, the Club will be doing the course again next Spring. A word of warning: Watch out for Roy. He took the course seriously and is seriously keen to help.

Executive Meeting: It's official (finally) OVL R is a Federally incorporated body. In fact, the incorporation was signed by the Minister of Industry on May 10th. For those who can't believe it, the forms are in the hands of the President. Appreciation should be given to Michel Bertrand and his father for accomplishing a lot of the leg work, as well as past President Yves Fortin and Mike McDermott for helping Michel with some of the information requirements. This effort has taken a year and a half from start to finish. The trailer and other related assets are being transferred to the new corporation. Speaking of the trailer, the cover for the trailer is approaching completion. Mike is using a modified Bob Wood design for the cover. Unveiling is scheduled for the Birthday Party.

For those interested, the artwork acting as a centrefold of this months newsletter is a picture of Bruce Ricker and *Sedgewick* at the 10th annual Birthday Party entering the "canal" at Doc Dolan's. The page was created by Spencer Norcross, our Haverhill, Massachusetts member.

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.

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, which is 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, which is usually 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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Upcoming Events (in the next month or so...)**Monday June 5th Executive Meeting**

Birthday party planning session, misc. discussions by the Executive in my dungeon. All are welcome, though BYOB is preferred. (TR)

June 10th Jaguar Club Concours at Andrew Haydon Park

June 18th Grenville College, Brockville, Antique cars and hot air balloon show.

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 off forms et cetera.

June 23 - 25th 12th Annual OVLRL Birthday Party
(See insert for details)

June 25th 5th Anniversary of Land Rover Canada

June 25th Richmond Sportscar Show,
At the Richmond Fairgrounds in Richmond. Sponsored by the Ottawa Valley Triumph Club.

July 1st Great American Race leaves Ottawa (Parliament Hill) en route to Mexico

July 1st-3rd Downeast VII Rally. See Page 7 for more information.

July 4th Executive Meeting

Discussions and planning by the Executive in my new digs at 1035 Pinewood Crescent (off Pinecrest Rd). All are welcome, though BYOB is preferred. Phone Ted Rose in case we have a last minute change in location. (TR)

July 9th Summer Toys Show, Richmond

July 17th (Tuesday) Social at the Prescott

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

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.

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

- First, as always, the usual thanks to Bob Wood for hosting an impromptu gathering at his place. With the help of Bob, Dale, and Murray, the May newsletter was collated, stuffed, and sent on its merry way. The only casualty was Bob's pre-registration form and cheque which disappeared under a flood of a spilled jar.

- **Michel Bertrand** has *Rudolph* just about all ready for the Birthday Party. He has a nice coat of sand coloured paint, no red nose any longer (until the Birthday Party that is) and has passed a safety. Michel leads this month's spotters list with a pair of 110's, one an '86 or '87 in Montreal, and one of mid-'80's vintage in Sherbrooke. Apparently a military Land Rover was seen near CFB Farnham, wearing NATO green paint, a softtop, and sporting a "Canada" licence plate implying our Forces may just have one over here rather than hiding out in Bosnia where our few CF Land Rovers are supposed to be. (Canada owns exactly three CAV-type Land Rovers) Michel also reports a business is planning on opening up shop in Montreal and Quebec City importing any Land Rover you could desire. Prices to start in the \$10,000 plus region.

- While down at the Carlisle Import Cars show in south-central Pennsylvania, I found three Land Rovers that were for sale. I'll describe them from best to worst. The first was an immaculate restoration of a Series III. It was a complete frame up restoration on a galvanised chassis. The second was a 107 RHD pick-up for \$6,500. You could see that it had been used, but it was a solid running vehicle with a good frame but faded paint. The third was a basket case: an early IIA 88" Station Wagon with safari top that was missing most of the frame. The panels were mostly straight and it did have the Canadian "Arctic Kit", namely a Kodiak heater, carburetter with a wee heater and some extra insulation. They wanted \$1,200 for this and were firm on the price. My offer of 200 Northern Pesos didn't gather much of a reaction. Of course when I first arrived they thought that it was a Series III. Later in the day, figuring that Series Ones were worth more, they were telling people that it was a Series One, very rare and valuable. The short visit wasn't a complete loss however. The owners of the Series III and 107" (**Joe Tolerico** and **Quintin Aspin**) are now happy OVLR members.

- New member **Paul Champaign** will not be at the Birthday Party. His excuse is that he is getting married. The vehicle destined to take them from the church is his 109. What Michel hears that makes this 109 unique is the frame. It is all stainless steel from the rear crossmember to and including the front bumper.

- **OVLR** is considering ordering grille badges for people that are interested in them. These badges will be cast in aluminium or brass and will probably be of the club letterhead (single Land Rover to immediate left of the *OVLR* and *OVLR* itself). The cost for the badges will be about \$40 each. The Club needs an order totalling twelve badges before they can be made. The badge can be polished and painted to suit by the purchaser. Talk to one of the Executive if you are interested and if there is sufficient interest (i.e., minimum 12 badges), we will go ahead and order them.

- The cost of subscribing to *Land Rover World* seems to have dropped for us poor overseas foreigners. An eighteen month subscription costs £29.50 for surface delivery. If you want it by airmail, the cost is £48.00. *Land Rover Owner* remains at £65 for one year, airmail only. If interested in LRW, write to Land Rover World, Subscription Department, Hainault Road, Little Heath, Romford, Essex, RM6 5NP, England. Put a note on your application saying that you are with *OVLR*.

- A note from **Russell Dushin**: "OK, folks, so I made my way out to the *Red Rover* yesterday. This is the one that's up on blocks, ready for his resto, with a new frame in the waiting. I had cleaned it all out a month or so ago-removed decade-plus of mammalian inhabitants, got it level (more or less) and up off the inverted springs. Up until yesterday, I had resisted for ten years the temptation to rape bits off the thing, but **Bill Maloney** recently convinced me to try the rear diff in *Nigel*. I can rationalize the scarfing only as I assure myself that the restoration process has officially begun, and this diff swap is only a temporary thing.....until I manage to get and install new bearings all around for the old one. Hold me to it (please). I arrive at the *Red Rover* and much to my surprise the prop shaft bolts come right out. I pop a cold one in celebration.....this is gonna be easy. As I enjoy the fermented fruits I stand back, eye the beast, and reflect as all good Rover owners do on the dreams that were and those that will be. Moving closer, my eye sweeps across the fine lines of the metallic dash, those gorgeous gauges, the wiper motors, but then hones in and locks upon a frightful sight.....there, upon the passenger side floor and draped across the top of the heater lies a nearly six foot long freshly shedded snake skin, still wet. I can hold the thing from one outstretched hand to the other and it is completely intact. Fortunately, it isn't a copperhead, nor a rattlesnake-it's only a blacksnake, I sez to myself I sez, but somehow I am only marginally calmed by

this realization. It's big mother blacksnake.....now I know where all the rodents went. The snakeskin is retrieved and placed across the top of *Nigel's* windshield. It fits easily, corner to corner with more to spare. A few hefty slugs off the beer later I contemplate slithering back below the beast and do so, cautiously, to finish the job. Fortunately, the diff comes out like it was put in yesterday. So, my question is: If you were a six foot blacksnake, where would you hide in an 88? Frame rails? Air cleaner? Bell housing? Exhaust system? Gas tank? Yikes!"

● We received a couple of newsletters this month from other clubs. A long thought dead one seems to have arisen again after a three year hiatus. The *Land Rover Register of Alberta* coming out of British Columbia (they were never very good with geography) brings forth a short tongue in cheek missive that takes shots at everything, especially *OVL*. Seems we are viewed as a bunch of degenerate lawyer/bureaucrat-types with a penchant for actually having an elected Executive, dues, and treasurers. What else can you expect from us in the "Hotbed of Civil Service" in Canada. On a far more interesting note, we also received a copy of the "Review". The Review is the monthly newsletter of the *Land-Rover Owners' Club of Victoria*, a 375 member club in Australia. It is a well thought-out newsletter, but don't go to their monthly meeting attired as we are wont to do. If you don't follow the dress code, you're not allowed in (no smoking or drinking either). The *Solihull Society* (Colorado, USA) sent their latest offering full of all sorts of trivia. Another fine newsletter, one of the three best in North America. (These can be borrowed from the Editor if interested.)

● **Jerry Dowell** wed the fair Janet this past month. Apparently one of the decorations was a large Land Rover with the groom sitting on the bonnet, the bride pushing the Land Rover along!

● How's **Jon Humprey** doing with his Texas engine from hell? Well this note slipped across my desk: "Guess I'm forced to spill the beans, so for curious individuals, As a prologue, the 109 slowed down to a crawl last week, number 4 cylinder has 22 pounds compression, the rear oil seal has lubricated the frame with at least 18 quarts of 20/50 in the past month since I put in this replacement engine, and my other engine needs rod and main bearings and heaven knows what else. SO--- At exactly 7:30 pm Monday, May 15th, this salesman twisted my arm up behind my back and said "Look Sucker, I'm making you a deal you cannot refuse. You *WILL* purchase this automobile." So What was I to do? Poor, confused, roverless, little ole me. He forced me to do it, I tried to fight back, but like a fish that has been on the hook for two days, and remember I was roverless, (that means no rover to drive about the hills and dales) my resistance was worn out, I gave way and I signed my name about seventeen times. Then I drove away, battered and beaten in this stunningly beautiful Silver 1988 RR. I can't even bring myself to say those two little words yet, I am still in shock. Please forgive me, I could do nothing to stop this from happening. Looks like I'll be showing up at the Birthday Party now for sure, but I ain't figured out how I'll sleep in it."

● **Keith Elliot** is slowly getting his pair of pets together. He is still working on the wiring. As he writes: "I drove down to Newport RI a couple of weekends ago and bought all the lights from a guy down there. The lights are new plastic type but not exactly the same size as the originals but they will do the trick. I have the front lights all wired and working, just have to attack the rear. I also bought wiper motors from the guy in RI, I got 1 working and 2 not working. We had a great little trip even though I didn't buy a whole lot of parts. We did see some fine looking LR's in Plattsburg though, an older series SWB with a canvas top and what I think was a Defender 110 that was absolutely gorgeous!!! (I want one). And slowly but surely the Rover is coming together"

● **Richard Wegner** is solving the gearbox problems by busily sealing the transmission up again so the oil will stay in! He has replaced all gaskets and seals he could find, and put new nuts (with loctite) on the bolts holding the bell housing on to the transmission, so it will not work loose and starting leaking in the near future, or so he hopes. The latest problem? Getting the whole thing back in the Rover.

● A note from **Andrew Finlayson**: "This past weekend we went to the 10th Anniversary All British Field Meet (Car show) at the Van Dusen gardens here in Vancouver, there were 452 cars in it everything from Mini's to Landrovers and I mean everything! Anyway the best part is we were there when they were awarding the prizes, and the award for the most original vehicle still in everyday use went to you guessed it a 1949 Series One!!! It was a sight to behold it had a capstan winch up front and a rear PTO as well it boasted many beauty marks too! One thing does bother me though I think it was a 1950 because the headlights were not behind the grill? Anyway I took some pictures of it and other Landrovers at the show which included a Series Three 109" (from Suffield) that had a fellow sitting beside it that could have been Bob Woods brother! beard and all. Another Series Three 109" with a whole 'Gulf War display around it. A Series One 107" Station Wagon looking very respectable, a 1977 (I think) F.C.101" and a few 88's as well. All together a great Landrover turnout at an amazing car show! Cheers, Andrew P.S. Know of any Series one 80" Landrovers in restorable condition in the Ottawa valley area for sale?"

SOME NON-OVLR NEWS AND RUMOURS...

● Land Rover North America (LRNA) is offering a series of "experiences" at two sites in the US. Unfortunately, the UK site (at Eastnor Castle, no less) is already 'sold out'. The US sites will be in the Beaverkill Valley area (Catskill Mountains) of New York state and on the Monterey peninsula of California. These three day/three night sessions include lodging, meals and training in Land Rover vehicles; each location is limited to 15 participants. The California dates are Sept. 13-16, 16-19, 20-23 and 23-26 with lodging at the 1,700 acre Carmel Valley Ranch; training will be in the nearby Hollister Hills State Vehicle Recreation Area and other sites nearby. Folks attending the New York event will stay at the Beaverkill Valley Inn (circa 1893) with vehicle training in the nearby Catskill Mountains; this experience is scheduled for July 7-10, 10-13, 13-16 and 16-19. Instructors at each location will include Camel Trophy veterans and other off road professionals. Tread Lightly! principles for off-road driving will part of the learning process. However, with the degree of luxury afforded by the food and lodging at each event, it is a fairly expensive experience. Count on about spending \$3,000US for this course. For more information, contact Nancy McCaig at 804-581-1331 or E-Mail to lr88@aol.com. or call 800-726-5655.

However, (there is always one of these) comparing the cost of a LRNA course vs. a Rovers North course seems to be a bit outrageous. Take for instance, the numbers - RN won't allow more than a 3:1 ratio of drivers to instructors. They use the same vehicles - Range Rovers and Defender 90s. The courses are designed to take the vehicles to their max - showing the student just how far they can go with their own machine. For the \$350, you are insured - thus, if you blow away their Range Rover, you don't have to pay for it. Their instructors are certified by Land Rover, David Bower, etc.

● Found on the Internet: "For those of you that have Land Rover vehicles with factory installed Warn winches, a word of caution. The winch installation on the Defender 90 was not a normal Warn installation. It was something someone at Land Rover dreamed up... and I don't mean the dealership - I'm talking about LRNA! The remote controller is wired differently (for what reason I don't know), they use a solenoid in series with the positive lead to the battery, and they rely on the vehicle frame for the negative connection. The result of this rather unorthodox installation is degraded performance, even to the extent of damage to the winch armature. The winch would get so hot that you could not touch the motor housing after winding in 100 feet of cable with no load on it!!! I removed the relay, ran a #2 ga. cable to the negative post of the battery (they at least used #0 cable for the positive lead) and rewired the remote controller. The winch runs much faster and cooler now. The winch is now installed per Warn Industries procedures." Another reader phoned Warn and tried to buy a winch/brushbar

assembly directly from them. Warn refused, sending them to LRNA. Warn will, however, supply installation instructions on how they think it should be done.

This winch problem has been mentioned in Four Wheeler magazine on their long term Defender. They too said the performance did not live up to the usual Warn standards, because of the wiring used. Never mind, the Defender arrangement could be sold as a Lucas winch.

● Land Rovers in films: I am told that the recent film "Judge Dredd" has a few 101's in it. The 67th Annual Academy Awards on March 27th showed film clips honouring the work of director Michelangelo Antonioni. Among these were a few seconds from *The Passenger* (1975), starring Jack Nicholson and an older 109". Die hard Oscar fans don't recall a Land Rover ever previously appearing in the ceremonies.

● Brad Blevins, Editor of the LROA *Aluminium Workhorse* recently received a call from a fellow in the UK. He works for a TV production company which is going to be travelling across the US this summer. They will be working on a film which focuses on the theme, "Rovers Across America". Apparently this group is covering many British marques and has already done "Jags Across America". For this trip, they are looking for people in the US who use Land Rovers in their work. If you know of any such people who might be willing to be filmed with their Rover sometime in September, could you please contact Brad at: unclebrad@aol.com or 510-687-0955

● I received a phone call from Alan Manessy, Managing Director of Land Rover Canada the other day. He wished to relay the message that first, *Land Rover Canada* sets the Canadian prices and not *LRNA* as was implied in the last newsletter. While LRCanada is wholly owned by LRNA, LRCanada sets prices, albeit in conjunction with LRNA to minimise "cross-border shopping". Secondly, Land Rover Canada will do everything possible to support *O.V.L.R.* and the few other Canadian Land Rover clubs. All we have to do is ask. Another correction. On those damaged Discos, somewhere along the line the numbers got inflated. There were 18 Canadian spec. vehicles damaged, 10 of which were written off. 22 US spec. vehicles were damaged, but repairable. A farm tractor broke lose and while in the process of destroying itself, caused the damage. This occurred during a storm with 50 foot waves in the North Atlantic.

● The British Army, as part of Project Wolf, intends to replace up to 6,000 aging Series III Land Rovers with Defenders equipped with 30TDi engines. Trials are almost complete, and the replacements are scheduled to begin this summer and will be spread over a five year period.

● Again in the Land Rover corporate world, LRNA will not be supporting the Downeast Rally in Owl's Head Maine. LRNA considers the Downeast Rally at Owl's Head to be a gathering of, let us say, less than desirable people who don't fit in their socio-economic profile. In fact the conversation got a lot worse on what they thought of Series Land Rovers. Obviously they have never bothered to attend and see what arguably is the largest Land Rover Rally on the East Coast looks like, a Rally so popular even the Bay State Rover Owner Association (BSROA) claims it as its own (BSROA is heavily Defender/Discovery/Range Rover oriented). Seems LRNA is picking favourites, but then again this is the group rumoured to be turning owners of post 1974 - pre 1989 Land Rovers over to US Customs. If you're interested in the Downeast Rally and what it is all about, you can read about it on page 7.

● In the year since *Four Wheeler* magazine named the Defender 90 "Four Wheeler of the Year", the magazine has been running a long-term test on the vehicle. It has now logged 20,000 miles and this is what they have to say thus far: "The 90 has never failed to hold our interest... perhaps the best definition of sport-utility out there ... Sure, it's expensive, but it has carried us through places no other stock truck would ... and it's so exclusive, Hummers get bumped from primo valet parking for it". The June issue of *Four Wheeler* magazine not only contains a D90 long term update, but also an article on modifying D90 and other coil-sprung Land Rover suspensions.

● There is a new Land Rover club based in Quebec City. However, this one is rather different from OVLRL. While they do have a quarterly newsletter, they have no organised events, no meetings, nothing formal at all. Just a loose association. Seems they are worried that any type of organisation or activities makes them all liable if trouble occurs.

● Land Rover sightings on the television: A couple more this month from various contributors (who would rather stay nameless). 1. In a *Rita MacIntyre music video* (filmed in black & white and the song escapes me as it isn't very good) there is a safari topped 88" shown from above in the beginning of the video. 2. On the *Red Green Show* (A Canadian production from southern Ontario seen on PBS and TVOntario) there is a skit on stuffed animals or some such thing. One of the two chaps decides that a Land Rover looks like a stuffed blue rhinoceros. 3. Finally, on the Discovery Channel there is a photography show where the host spends an inordinate amount of time showing and explaining in great detail how he takes the roof off of his Land Rover. 4. For those collecting television advertisements, Land Rover has a new one on the Weather Channel showing the Range Rover 4.0SE. It starts off with the new Range Rover driving through fog, snow, and all sorts of bad weather. (Next month: Where you can find Canadian ads).

● The May edition of *Land Rover Owner* arrived at the local magazine store on May 31st. The airmail subscribers, on average received it on May 29th. For the local buyer, the price

is up again. Now the sticker price is \$8.00, or \$9.20 with PST and GST. It's still cheaper than the subscription, which is at about \$12.00 a copy, airmail of course.

● And now for something completely different... If an Impala can stay on the road, can a Land Rover? "Darwin award" Nominee: You all know about the Darwin awards -- it's an annual honor given to the person who did the gene pool the biggest service by killing themselves in the most extraordinarily stupid way. Last year's winner was the fellow who was killed by a Coke (tm) machine, which toppled over on top of him as he was attempting to tip a free soda out of it: The Arizona (U.S.) Highway Patrol came upon a pile of smoldering metal imbedded into the side of a cliff rising above the road, at the apex of a curve. The wreckage resembled the site of an airplane crash, but it was a car. The type of car was unidentifiable at the scene. The boys in the lab finally figured out what it was, and what had happened. It seems that a guy had somehow got hold of a JATO unit, (Jet Assisted Take Off, actually a solid-fuel rocket) that is used to give heavy military transport planes an extra 'push' for taking off from short airfields. He had driven his Chevy Impala out into the desert and found a long, straight stretch of road. Then he attached the JATO unit to his car, jumped in, got up some speed, and fired off the JATO! Best as they could determine, he was doing somewhere between 250 and 300 mph (350-420 kph) when he came to that curve... The brakes were completely burned away, apparently from trying to slow the car. Note: Solid-fuel rockets don't have an 'off'... once started, they burn at full thrust 'till the fuel is all gone. Pretty impressive he could keep the Impala on the road at those speeds though...

● Once upon a time, on an Internet mailing-list far, far away there was a neophyte who didn't have a clue about Land Rovers. No matter how much you told him, explained to him, nothing sank in. Eventually a series of Questions and Answers were developed for this type of person. He is a sample:

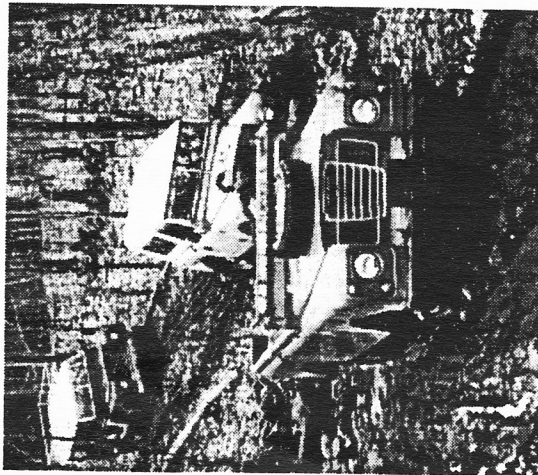
Q. Is it true that Land Rovers float?

A1. Unlike Volkswagen Beetles, Land Rovers do not float. They will, however, drive without any problem across the bottom of deep water like, say, a Great Lake or the English Channel. Of course, you can get the pontoon kit if you don't want to wear scuba gear while driving. The 2.25 L engine does not really need a snorkel: it is so rugged it runs when full of water. If you want a bigger engine, you should get a VW and a Buick. Remember, if Ted Kennedy had driven a VW, he would be President today. A2. That's true, Land Rovers do not float. You have to get a Sea Rover if you want to do any serious off-land traveling. The Sea Rover is a variant of the familiar Land Rover. It is water-tight, has a rear brass drive screw, and a rudder that conveniently attaches via the pintel hitch. All series Land Rovers came conversion-ready with a pintel hitch attached and the hole through the rear frame member for the propeller drive shaft (Yes, that's why it's there, really!). Call Lanny at Rovers North and ask for their Sea Rover conversion package. I think they have them on special this month.

DOWN EAST VII

SATURDAY: Off Road Day! 10:00 a.m. to 4:30 p.m.
Trails for all abilities, or just watch.
Trials Course Features: Water Crossings, Mud, Climbs, Descents, Traverses, Pole Bridges, Land Rover See-Saw, "Articulation Alley", Team Endeavors, Obstacles to embarrass the best.

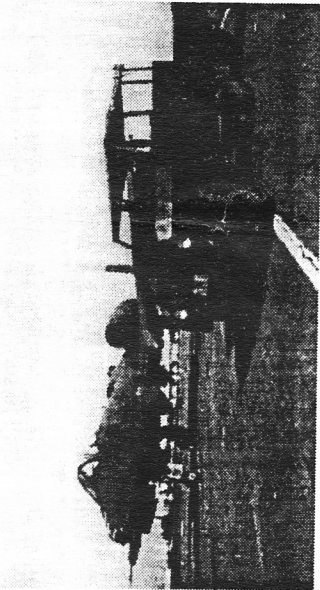
Driving Instruction and rides available
Rovers North Off-Road Winning Demonstration



B.B.Q. / Potluck Lunch \$5 per person (see below)
East Coast Rover Co. Repair Facility on site
"Tread Lightly" in effect everywhere, except on course.
Alcohol Free Zone

(Off-Road site location maps, directions, and B.B.Q. voucher are available only to those who register in advance. Send \$5 per person, check or money order with a SASE, to address listed.) "Potluck" means bring something to share! The organizers or their agents reserve the right to deny access to the off-road course and premises. Upon arrival liability waivers must be signed by vehicle owners and drivers.

Evening Dinner at "Whale's Tooth Pub"
Lincolnville Beach, from 6:30 p.m. on.
Location: 6 miles north of Camden on Rt. 1.
phone (207) 789-5200.



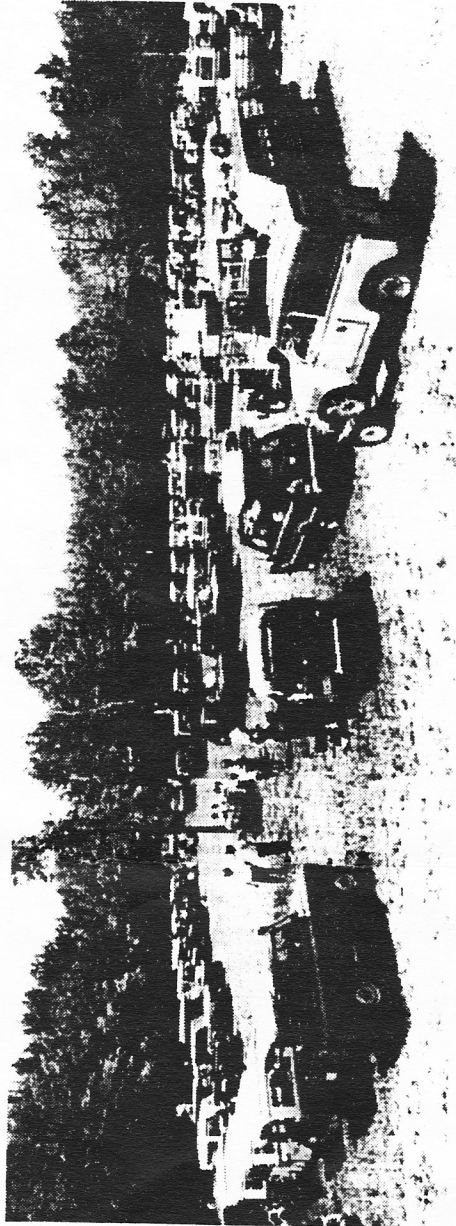
SUNDAY: Owls Head Transportation Museum
From 9 a.m. to 4:30 p.m. (arrive early to avoid traffic)

Free Admission to all arriving in a Land Rover, Range Rover, Defender, Discovery, or Rover Car.
Up to 100 participating vehicles.
(2 Adults, 2 Children admitted free per Rover)

Airshow Features: A.V. 8-B Harrier Jump Jets, Boeing B-17G Flying Fortress, P-51D Mustang, Yak 11 Moose, aerobatics plus the museum's own flying collection.

MONDAY: Breakfast & Downeast Coastal Tour
Picturesque and historic towns. Antique shops, art galleries and museums.
Seafood lunch, Wildlife refuge walk
Then back to Ducktrap for dinner. Followed by back porch rocking chair, Tall Tales and other Untruths, Downright Lies and Slander 'til the bugs get too thick.

TUESDAY: Who knows? sailing perhaps. Options will be discussed Sunday or Monday evenings.
Organized by enthusiast for enthusiast.
We can't contact everyone. So do your bit.
Spread the word!



U.S. and Canadian Clubs

Companies specializing in parts, service, restoration, and vehicle sales.

Rovers North Off-Road Winning Demonstration 3 minutes to balance your vehicle on See-Saw competition. Awards for best time at 3 p.m.
Land Rover Dealers with the latest vehicles
Rally debut of the new Range Rover

Full facilities on site and access to museum's collection of historic vehicles and aircraft.

Official Weekend Camp: "The Old Massachusetts Homestead Campground"

Location: 2 miles north of Lincolnville Beach, 8 miles north of Camden on Rt. 1 (207) 789-5135
If not camping call for alternative lodging list.

Rally Details & Information call: (207) 789-5303

Breakdown/Rescue service call:

East Coast Rover Co. (207) 236-0646 Tow truck on call 24 hrs.

Howard's Garage (207) 273-2370

OVER...



The Birthday Party

**June 24th and 25th
Silver Lake, Ontario**

Road?

**We don't need
no stinkin' Road**





Light & heavy off-road on property abutting 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 also a motel very close by with both rooms and cabins.

Cost: \$15/Adult, \$8/child, under 6 are free.

More Information: Jason Dowell. (819) 595-4593

12th Annual OVL R Birthday Party

Date: June 24th and 25th

Place: Silver Lake -about sixty miles west-southwest of Ottawa (See attached Map)

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). 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: \$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 Silver Lake Provincial Park adjoining the property does not open until June 16th. Making reservations may be difficult. Please contact the Ontario Provincial Parks Authority for Silver Lake for more information. (They have campsites with showers) The telephone number is (613) 268-2000. The Ministry of Natural Resources does say that you can make reservations now. An alternate number is the Sharbot Lake Prov. Park 335-2814 which may handle Silver Lake reservations.

The Silver Lake Motel adjoins the Birthday Party site. For reservations call the Silver Lake Motel & Cottages at (613) 268-2511. The cost of rooms & cottages ranges from \$35 to approx. \$60 for a large cabin.

General 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 OVL R.

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 OVL R. Evening is fireworks, more beer, socialising et cetera.

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

Directions

From Ottawa & area:

Follow Highway 7 through Carleton Place, past Perth to Silver Lake

From Toronto and points West of Kingston:

Take Highway 401 until you get to the exit for Highway 37. Follow Highway 37 north until you reach Highway 7. Go east along Highway 7 until you get to Silver Lake.

From Kingston Area:

Take Exit 611 off Highway 401 and take Highway 38 north to Highway 7. Go East to Silver Lake

From East of Kingston & points South:

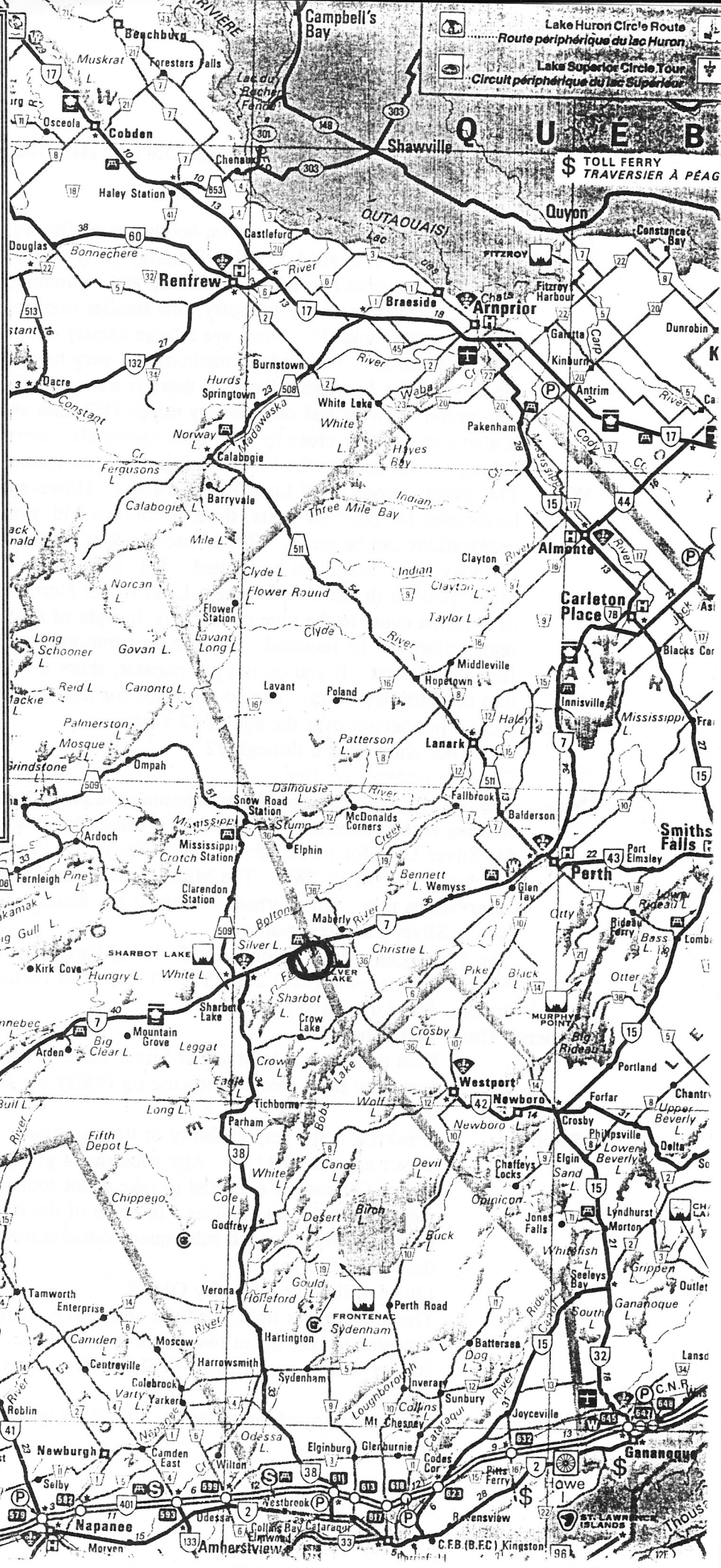
Suggestion: Take Highway 401 West to exit 645. Go North along Highway 32. #32 turns into Highway 15. Follow #15 north to Crosby.

Alternative 1. Follow #42 West (towards Nwboro/Westport) From Westport, follow #36 to Highway 7. Go West to Silver Lake.

Alternative 2. Follow #15 to Smiths Falls. Take #43 (west) to Perth. Take #7 West to Silver Lake. You can also head north off of Highway 401 earlier, heading to Smith Falls where you can take #43 to Perth, #7 west to Silver Lake.

Getting there: The property entrance is at the Lanark/Frontenac county boundary: Thus - if you are coming from the East, you will see a large sign that says "FRONTENAC". Turn left and follow the small road. If you are coming from the West, you will see a large sign that says "LANARK". Turn right and follow the small road. There will be arrows etc.

If lost: Phone 268-2162 (Deacon Place), the cottage where the party will be happening.



LAND ROVER CANADA PRESS RELEASE: As was the case last month, there is again no press release from Land Rover Canada. However, in lieu of a press release, Land Rover Canada has graciously supplied a copy of their complete 1995 advertising schedule. We will be printing this schedule for those in the club that like to collect Land Rover advertisements next month.

NEW MEMBERS: Six new members this month. Two the Editor snared at the Carlisle Import Car show in Pennsylvania, a third is our very first Defender 90 owner discovered by Richard Cross at Otto's. Andrew Finlayson? Well, we all know about him. The final two found us on the Internet, one of whom captures the farthest member from Ottawa title.

- **Joe Tolerico.** I met this chap three years ago at the Carlisle Import Car show in Pennsylvania. Then he was into Triumphs. I did my usual sales job, basically saying that he should get a real vehicle, in other words a Land Rover. Little did I know, about two years ago he went out and bought a Series III badly in need of restoration. I saw the result at Carlisle. You would be very hard pressed to find a nicer vehicle anywhere. His 1972 is definitely the most immaculate Land Rover I have ever seen. Joe lives in western Pennsylvania.
- **Quinton Aspin** of West River, Maryland joined at the Carlisle show. I happened to be walking by rows of vendors in the flea market when I came across this right-hand drive 107 pick-up for sale. It turns out that not only does Quinton have this Series One, but also has an 80" and some other later Land Rover material hiding about. Quinton has a Fairy capstan winch available for someone who wants that original Land Rover look.
- **Christain Tasse** of St. Sauveur des Monts, Quebec joins with a 1995 Discovery.
- **Andrew Finlayson**, a former OVLR President hiding out in Vancouver rejoins the clubs after a several year hiatus. Andrew is looking for an 80".
- **Bill Kessels** of Ottawa, the recent purchaser of a green Defender 90 from Otto's, joins. Bill has already been out in the mud with the D90, getting stuck once and requiring assistance from other non-Land Rovers. Unfortunately, not only did they get mired even more than the Defender, but the Defender managed to extract itself in time to have to pull out the competition.
- **Shunichi Nichi** of Nagano, Japan found out about OVLR over the Internet. Deciding to exchange newsletters he happily sent over the last two newsletters from the Japan Land Rover club which the editor couldn't read very well

FOR SALE/STUFF WANTED:

- Wade Zumbach is looking for a Capstan winch, electric or mechanical. He can be reached at (613) 237-3620
- 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.
- Received in the mail: Robert Harr (located somewhere in northern Minnesota) is selling a 1993 Defender 110, number 87/500. The D110 has 19,000 miles on the clock, mud flaps, and the Land Rover Warn winch. The vehicle has never been used off-road, has always been garaged and professionally maintained. Robert Harr can be reached by fax at (216) 285-7278 or telephone at (216) 942-6424 ext. 218. In the evenings and weekends call (216) 286-4551.

FOR SALE (Continued)

- David Place is selling his 88" It is now rebuilt with new engine, new paint, new interior, new swivel pins, safari rack, winch, new battery, rebuilt brakes, excellent frame recently sanded and painted, and new exhaust system. The galvanized trim is like new on this vehicle. It has a rear wiper and vacuum gauge added but other wise stock except for the Ser IIA and Ser III lighting set up on the front. He is asking about \$7700, but will deal especially if I can find a Ser III to restor or another interesting vehicle like a Healey, Mini Cooper S, Beetle. The 88 has both the hard top and soft top. The hard top is the station wagon. It has the tail gate and the station wagon door. It has been changed to alternator and electric fuel pump. People can see it on Jimmy Patrick's World Wide Web page. It is shown with the soft top in that photo. Jimmy's Web address is [HTTP://www.netpress.com/jimmyp/](http://www.netpress.com/jimmyp/).

Future Events: (more than one month away)

Summer Revisit to Calabogie Details in a future newsletter. A reassessment of the two day cross-country journey done last August, except from the other direction. The Calabogie-Flower Station run is a medium off-road where everyone is responsible for bringing all their own gear, food et cetera.

August 12-13th Mark Talbot and Ray Dixon are organising an off-road trip near Keene, New Hampshire (it's in the southeast corner of the state). Camping space available at Mark Talbot's spread. Phone Ray Dixon (603) 352-7079 or e-mail Mark Talbot "mtalbot@InterServ.com" for more information or directions.

September 17th *Toronto Area Rover Club* will be holding the Fourth "Rovers at the Rovers" this year on September 16th starting at 2.30 pm. This event is a get-together for both Land Rover and Rover Car owners. During the afternoon there is a fun type pictographic treasure hunt, locate the picture; fill in the blank; answer the cryptic clue, followed by an evening of dining, prizes and live entertainment to the keyboard, guitar and vocals of Ted McKee. Typically they have seen between twenty and thirty assorted vehicles and this year they hope for more. There will be a preregistration in July/August so they can get an idea of numbers. Contact Trevor Easton for more information at (905) 945-6128.

September 16-17th **British Invasion at Stowe Vermont.** The annual British car show in Stowe, Vermont where you can see everything from pre-War Bentleys to the latest TVRs. (For those who do not wish to suffer the exchange rate, there is a very large British car show in Bronte Creek near Toronto this weekend on Saturday Sept. 16th. This and the *T.A.R.C.* "Rovers at the Rovers" are about twenty miles apart.)

GENERAL SERVICE By Robin Craig

We're getting into some interesting times here in Canada now, very quietly the heat is being turned on in the Canadian Forces procurement plan to replace the Iltis utility vehicle. You may remember that I have mentioned this one before. The April edition of the Ottawa based *Esprit de Corps* magazine (the same one that came to the fore with the Airborne debacle) had an advert for a Land Rover product. What is so unusual about that. We will consider these pointers.

Very few of the members of our armed forces would ever be able to afford a Discovery or either of the Range Rovers. The Defender 90 is being discontinued here in Canada. Yet Land Rover placed an advert for the civilian Defender 90 inside the back cover. *Esprit de Corps* has carried a number of advertisements by another likely contender in this vehicle program, that is Mercedes Benz. So as a way of getting the Land Rover product name into the minds eye of the military this can be seen in my opinion as some of the opening moves in public.

On the same topic I attended a military vehicle equipment exhibition here in Ottawa just last week, it was billed as a venue to see various options for upcoming defence contract requirements as displayed by their makers. There was nothing from anyone on the Iltis replacement, yet when talking to a number of defence contractors they indicate that in their view Land

Rover would make a better suited vehicle but the current bias at DND is toward Mercedes. Oh well, its only the opening rounds so I'll keep you informed as they develop.

What value can you place on a product name? Land Rover in the UK and over this side of the pond are pretty proud of it, and defend it pretty fiercely when its abused and brought into disrepute. The Milky Bar kid called me the other day, said he had been shopping in the Lincoln Heights K Mart and was surprised to see a brand of shoes called "Land Rover" for sale on the shelves. Wonder how long that is going to be tolerated?

On the toy front, there are three new arrivals in my display case this month. Roco of Austria have released another two variants of their Series 2 / 3 109 station wagon mould. There is a series 2 in blue with a white cheat line down the side and blue lights on the roof, this is some kind of police type vehicle. The second is a truly garish series 3 in purple and yellow with a yellow and black checkerboard pattern over the rear wheels towing an inflatable on a trailer. The vehicle is rounded off with an ace of spades on one front door and a camel on the other side. These 1/87 scale pre-made vehicles with some add on parts are great fun. They are pricey at 10 and 17 bucks respectively, but they usually tend to be limited editions so I can live with that.

Finally, if you have ever thought of getting into collecting toy Land Rovers the last arrival this month is surely the one you should start your new collection off with. Based on a mould from Dinky from about five years ago, the Matchbox Ltd Series One Works Fire Service Land Rover and Brockhouse trailer in bright red are just what toys are all about! The paint is excellent, the detail is crisp, the chrome work really sets it off. The body cappings are even painted in a matt silver and look like the real thing.

Miscellaneous, Repairs, General Servicing, Humour

A pair of articles this month. The first, from Bill Maloney, is about installing an alternator on your Land Rover. This article assumes that you have already converted your Land Rover from positive earth to negative earth. The alternative, which may appear in a future newsletter, is to get an old 16ACR alternator and make it positive earth, rather than negative earth. The second article is just a short humorous list of physical laws contributed by Jon Humphrey. Next month, Bill gets tied up in tie rod ends and maybe one on converting to negative earth.

Installing an Alternator by Bill Maloney

Recently the regulator on my IIA 88 packed it in, and I was faced with the decision of whether to buy a new one or to convert to an alternator with internal regulator. As I happened to have a Lucas 16ACR alternator that I had previously rebuilt and the necessary brackets, I chose the alternator route.

The alternator (Lucas 16ACR) cost \$10 at a British car show, and the bearings were \$8, rectifier was \$12, and the regulator was \$17 (from a local generator shop). You could opt for a Delco alternator but the bracketry will be slightly different (I believe that British Pacific or Pacific Northwest sells them). The tools needed were a 15W soldering iron and a gear puller. The most difficult part of dismantling the alternator was to unsolder the connections for the slip ring as it is a large chunk of copper and acts as a terrific heat sink. Make sure your iron is clean and the tip is tight. The brushes had plenty of life left in them so I left them as is.

To buy the brackets as a kit from Rover's North was \$90 US in 1990, but I'm not certain it includes the long spacer and bolt for the upper timing pointer mounting. It does include the alternator terminal plug, which I bought separately for \$14 US with shipping ...I discovered that this was not necessary, as the existing connectors will plug right in.

The most difficult part of the conversion was to remove the front generator bracket (FIRST disconnect the battery). One of the bolts holding it also holds the lower end of the timing pointer and fouls the crankshaft pulley upon removal. At this point you can either cut the bracket with a cutting disc (very carefully) or pull the crankshaft pulley. If your front crankshaft seal is leaking, this may be a good time to replace it and tackle both projects at once. The long stud holding the front and rear brackets to the block may require some persuasion but will give way eventually.

The alternator goes on without much fuss, but you must use the long tubular spacer (lots of flat washers would make a good substitute) and longer bolt for the upper timing pointer bolt to mount the upper alternator bracket. Add a fan belt and the alternator is physically in place. At the alternator there are two wires, one with a large connector and one with a small connector. Plug the large connector onto one of the large spades on the alternator (there are two and they are connected on the Lucas alternator) and the small connector onto the smaller spade and you're done with the alternator wiring.

Now move to the regulator. Looking at the regulator from the front the connections from left to right are:

E	- Ground
D	- Large
Charge light	- Small
F	- Small
A	- Large
A1	- Large

If you happen to have the Spring 1990 Rovers North flyer with the alternator conversion instructions, you will notice that the connections are listed in reverse order. That is because they are listing the connections as they appear from the BACK of the regulator. This would be difficult to see unless you unbolt and flip over the regulator or hail from the planet Krypton.

Change the F connector from a female to a male and connect to the Charge Light connector. Connect A1, A, and D together (if you can locate large 3/8" male spade connectors you can make a neat 3-way junction and save yourself the hassle of splicing the 3 together - you don't have much room here) and your done (make sure all connections are well insulated and solder them together). If you cannot find the spade connectors (I couldn't) wrap the 3 together and solder them securely. My 15W iron was not up to the task so I used a propane torch on a low setting. Again, make sure they are well insulated.

With a fire extinguisher at the ready replace the battery connection, checking for sparks. If it sparks and the ignition is off and you have no accessories on, you must determine why before continuing. Turn the key to the ON position and keep an eye out for smoke and flames. If none appear, turn the key to START (or press the starter button) and start the vehicle. Blip the throttle and the charge light should go out. And stay out. What a novelty! Your lights don't dim and your directionals no longer slow down at idle. And I always thought that the reason my forward lighting was so poor was due to the headlights being in the radiator breakfast!

- A tip for bleeding the CB brake master on your Land Rover. Find a TR7, or TR-8 for that matter (any year should do) and drive up the front of it, until the Land Rover wheels are at the cowling. The air should come right out! If you can't find a TR7 a Sonnett or Pantera would do. (Don't forget to ask permission from the owner). For those who want to be difficult, raise the front end by about three and a half feet with a high-lift jack or the winch.

- **British Saloon Car Club of Canada.** For those interested, there is a newly formed Canadian club dedicated to serving the needs of the less than common British car. The club now has about 60 members with over 200 cars from New Brunswick to Alberta to the Yukon. They have a Web homepage on the Internet at: <http://www.wingham.com/~dubist/car.html> The BSCCC can be reached at care of Dave Allen, RR #1, Mildmay, Ontario N0G 2J0 (It's near Wingham Ontario) or by email at elva@wingham.com. Membership costs \$20.00 per year. They have a bi-monthly newsletter.

- **Rover Car Club of Canada.** For those people with other Rover products, there is the Rover Car Club of Canada. The club is based in Vancouver, British Columbia. Membership is \$35 per year. Membership gets you six newsletters a year and a help line to call. The fee helps to pay the phone bill which includes a fax. A member could call or write asking for help in locating a part. For example, we had a new member from Winnipeg write on the back of his form that he was having a hard job locating an upper ball joint for his 3 Litre (P5) sedan. The RCCC faxed enquiries to three places in the UK. They got back three quotes. They then sent those quotes and addresses to their member for his action. On other occasions, members have wanted parts in a hurry. They gave the RCCC Secretary their charge card number after he gave them a faxed quote. He sent the order, their charge number, and their address. In short order, the parts were delivered. The membership fee takes on more value when members ask for help. The club has a Internet mailing-list [rovernet@ganglion.anes.med.umich.edu] which is available to any interested person. To contact The Rover Car Club of Canada, write Eric Russell, Rover Car Club of Canada, PO Box 51555, 911 Park Royal South, West Vancouver, British Columbia, Canada V7T 2X9 or telephone (604)929-7598 or email erussell@cln.etc.bc.ca.

Laws of Physics for British Cars

by Rex Funk*

(Found by Jon Humphrey on the Sunbeam Alpine mailing-list)

Sir Isaac Newton, an Englishman famed for his discovery of the Law of Gravity, has a branch of Physics named for him. The real breakthrough in physics in the 20th century has been the development of Quantum Physics. Often startling and unconventional, the laws of Quantum Physics explain heretofore little understood phenomena. Yet no one has fully explained the perplexing contrivance of Newton's countrymen: the British car. Indeed these cars, which we know and love, defy all known laws of physics. In an effort to bring some clarity to the conundrum of the British Car, I offer this treatise in hopes that it will account for so me of the idiosyncrasies of these venerable but unpredictable vehicles. This seminal dissertation will no doubt be widely, if not soberly, debated. While I support the prerogative of the reader to question my conclusions, I challenge skeptics among you to propose equally plausible, lucid and concise explanations for the phenomena in question.

1. Law of Accelerated Entropy: Entropy in British cars proceeds at twice the rate of that of normal electro/mechanical devices. Entropy is the propensity of matter to break down to its simplest form (ultimately the hydrogen atom). This previously unknown law has been deduced through observation, and is supported by the now famous Lucas Corollary to Murphy's Law.
2. Law of Inverse Practicality: The most desirable British cars are the least practical to own and operate. This is also known as the Law of Sadomasochistic Attraction.
3. Law of momentum and Inertia: Most simply stated this law is British cars are hard to start, but once you get them going there is no stopping them. Also know as Girling's Law, this explains why most older British sports cars which still run, need bodywork on their front wings, bonnets and/or front aprons.
4. Law of Inverse Complexity: Mechanical devices on British cars have twice as many parts as those on other cars. In Social Science literature this is referred to as the British Labour Party Law of Job Security and Feather-bedding.
5. Law of Obscure and Obtuse Nomenclature: ~~The names given to parts of British cars have no rational explanation~~ outside of certain esoteric circles. Cases in point: a Hood is a convertible top, the Bonnet is the hood over the engine, the Boot is the trunk, and a King Dick Spanner is an adjustable wrench. Recent research has confirmed that these arcane terms were coined by early British auto makers as an inside joke while in an ale-induced stupor during nightly visits to the Lucas Pub and Electrical Works in Coventry. The same beverage was consumed in quantity by writers of technical and shop manuals with similar unfathomable results.
6. Law of Agricultural Lineage: With notable exceptions, stock British car engines look and sound like tractor engines, from whence many of their original designs came. If it could plough a field, it could power an auto. In the Land Rover's case, if it could power a car, it could power an agricultural vehicle. Q.E.D.
7. Cultural Phylogenetic Law of Electrical Systems: British car electrical systems recapitulate British society in that their designs are rooted in tradition, but their components often go on strike, fail to work together, and are filled with caustic and incompatible constituents. These social conditions are exacerbated by the fact that much of the populace own Lucas refrigerators, and are forced to drink warm beer.
8. Law of Inscrutable Variables: Also known as the Stealth Corollary to Murphy's Law, this law states that anything that can go wrong will be well hidden until it does, and will often defy diagnosis. This explains why British cars are chock full of so many delightful surprises and enigmas.
9. Law of Cyclic Effort in Restoration: Similar to the example of the process of painting the Golden Gate Bridge, this law states that as soon as one need or problem is solved, another will pop up to take its place. Thus a British car restoration is never completed, but always in progress.

SPECIFICATION

PETROL ENGINE. Four cylinders. Overhead inlet and exhaust valves. Bore 90.49 mm. (3.562 in.), stroke 88.9 mm. (3.5 in.), capacity 2,286 c.c. (139.5 cu. in.). Maximum b.h.p. 77 at 4,250 r.p.m. Maximum torque 124 lb. ft. (17 mKg.) at 2,500 r.p.m. Compression ratio 7 to 1.

Cylinders. Monobloc, cast integral with crankcase.

Cylinder Head. Detachable, cast iron and carrying all valve gear.

Crankshaft. Forged steel three bearing. Fully balanced and with counter-weights.

Main Bearings. Three, thin shell, steel-backed copper-lead. Thrust taken at centre bearing.

Camshaft. Forged steel. Four bearings, white metal lined, steel backed. Drive by Duplex roller chain. Chain tension maintained by self-adjusting jockey sprocket controlled by coil compression spring and oil pressure.

Pistons. Low expansion aluminium alloy, tin plated. Two compression rings, and one scraper ring. Fully floating gudgeon pins.

Connecting Rods. Forged steel with thin shell steel-backed copper-lead big-end bearings.

Ignition. Coil and battery, automatic advance. Battery 12v. 57 amp. hr.

Fuel Supply. 12-gallon (45 litres) tank under right-hand seat. Long Station Wagon—19.2 gallon (73 litres) located at rear of chassis.

Carburettor. Downdraught.

Air Cleaner and Silencer. Oil-bath type with built-in centrifugal pre-cleaner.

Cooling System. Pump and fan, thermostatically controlled. Capacity 21 pints (9.95 litres.) Pressurised.

Lubrication. By pressure from gear-type pump forcing oil to all bearings, timing chain and valve gear. Full-flow oil filter. Capacity 11 pints (6 litres).

DIESEL ENGINE. 4 cylinders, bore 90.475 mm. (3.562 in.), stroke 88.9 mm. (3.5 in.), capacity 2286 c.c. Maximum b.h.p. 62 at 4,000 r.p.m. Maximum torque 103 lb. ft. at 1,750 r.p.m. Compression ratio 23:1. Detachable cast iron cylinder head carrying all valve gear. Overhead valves operated by push rods. Copper-lead main and big-end bearings. Hydraulic timing chain tensioner. Roller type tappets. Tin-plated aluminium alloy pistons with trough cast in crowns.

Fuel System. Mechanical fuel lift pump. Fuel filter. C.A.V. D.P.A. injection pump with mechanical governor. Pintaux-type injection nozzles. Glow plugs for cold starting.

CLUTCH. Single dry plate, 9 in. (0.23 m.) diameter.

TRANSMISSION. Transmission to rear and front axles by open propeller shaft via two-speed transfer box.

GEARS. Four forward speeds and reverse. Two-speed transfer box in conjunction with main gearbox gives eight forward speeds and two reverse.

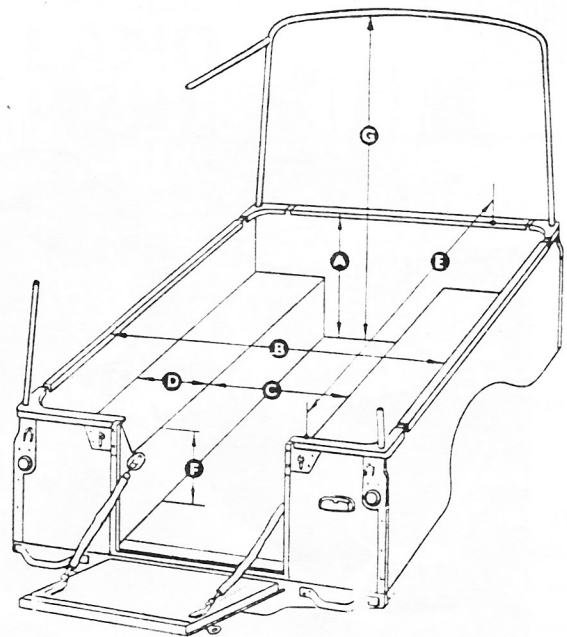
Ratios:	Main Gearbox		Transfer box	
		High Ratio		Low Ratio
First gear	...	18.264	...	43.941
Second gear	...	12.483	...	31.398
Third gear	...	8.414	...	21.164
Top gear	...	6.11	...	15.36
Reverse gear	...	15.56	...	39.147

REAR AXLE. Fully floating, spiral bevel type. Ratio 4.7 : 1.

FRONT AXLE. Fitted with differential similar to rear axle. Drive to front wheels through totally enclosed universal joints.

BRAKES. Hydraulically operated foot brakes requiring light pedal pressure and infrequent adjustment. Mechanically actuated handbrake operates on transmission shaft to rear axle. 'Long' Land-Rovers have two leading shoes on front wheels.

STEERING. Worm and nut with recirculating ball; variable ratio 15.6 : 1 straight ahead, 23.8 : 1 full lock. Right- or left-hand steering as required.



CHASSIS. Side and cross members of box section forming exceptionally rigid assembly.

SPRINGS. Semi-elliptic front and rear. Telescopic type shock absorbers front and rear.

WHEELS. Detachable disc wheels. 6.00 x 16 tyres on 88 in. wheelbase 'Regular', 7.50 x 16 tyres on 109 in. wheelbase 'Long'. Optional sizes available.

MAXIMUM DRAW BAR PULL. 4,000 lb. (1,800 kg.).

REAR POWER TAKE OFF. (At extra cost.) Drive through back of main gearbox to rear of chassis. Can be fitted to give pulley drive for threshers, chaff cutters, circular saws, etc., or shaft drive for power mowers, binders, combine harvesters, etc.

CENTRE POWER TAKE OFF. (At extra cost.) Arranged to drive (by V-belts) compressors, generators, crop-sprayers, and other portable equipment which can be mounted in the body.

BODY. Body panels of non-corrodible light alloy, all external steel fittings heavily galvanised.

OVERALL DIMENSIONS	'REGULAR'		'LONG'	
	English	Metric	English	Metric
Wheelbase...	88 in.	2.23 m.	109 in.	2.77 m.
Track	51½ in.	1.31 m.	51½ in.	1.31 m.
Ground Clearance	8 in.	203 mm.	9½ in.	248 mm.
Turning Circle	38 ft.	11.58 m.	45 ft.	13.72 m.
Overall Length	142½ in.	3.62 m.	175 in.	4.44 m.
Overall Width	64 in.	1.63 m.	64 in.	1.63 m.
Overall Height (max.)	77½ in.	1.97 m.	81 in.	2.06 m.
INTERNAL DIMENSIONS				
Height of body sides	19½ in.	495 mm.	19 in.	483 mm.
Body interior width between cappings	56½ in.	1.44 m.	56½ in.	1.44 m.
Floor width between wheel boxes	36½ in.	921 mm.	36½ in.	921 mm.
Width of wheel boxes	13½ in.	349 mm.	13½ in.	349 mm.
Body interior length between cappings	43 in.	1.09 m.	72½ in.	1.85 m.
Height of wheel boxes	8½ in.	216 mm.	9 in.	229 mm.
Height, floor to roof (max.)	48½ in.	1.23 m.	48 in.	1.22 m.
PAYLOADS (with standard tyres)				
On the road	3 persons + 1,000 lb. (450 kg.)		3 persons + 2,000 lb. (900 kg.)	
In the rough	3 persons + 800 lb. (363 kg.)		3 persons + 1,800 lb. (816 kg.)	
WEIGHT				
In running trim with 6 gall. (22.5 litres) of petrol	lb.	kg.	lb.	kg.
	2,900	1,315	3,294	1,494

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North American sales brochure from 1960's (Back of brochure. See page 16 for obverse)



**STATION WAGONS
HARD TOPS
OPEN OR CANVAS TOPS**

ALL EQUIPPED WITH
4-WHEEL DRIVE AND
A LOW RANGE OF GEARS
— STANDARD!

- ALUMINUM ALLOY BODY—will not rust*
- FITTINGS GALVANIZED— for protection*
- HEAVY BOX FRAME— (look at it)— for strength*
- HIGH GEAR RANGE and REAR WHEEL DRIVE— for open road cruising*
- LOW GEAR RANGE— for climbing, descending, or going through slush*
- 4-WHEEL DRIVE— for still more traction*

The Land Rover has a great deal of equipment as standard and at no extra charge because The Rover Company thinks you need it.

THE ROVER MOTOR COMPANY OF NORTH AMERICA LIMITED

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MOBILE DRIVE, TORONTO 16, ONT.

156 W. SECOND AVE., VANCOUVER 10, B.C.

North American sales brochure from 1960's (Front of brochure. See page 15 for reverse)