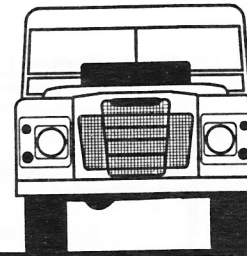


# OTTAWA VALLEY LAND ROVERS



"Rules say Man must grow old. Rules don't say he has to grow up"

Volume XII, Number 7

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

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10 July, 1995

Greetings;

Last year, when I arrived at the old Birthday Party site near Almonte, I found four Land Rovers' worth of people had beaten me there. This year, arriving with Spencer Norcross, who had just arrived from Boston, I found at least twenty Land Rovers already there. Even Ben "the road is my bride" Smith was there fresh from a five-day non-stop trip across the continent. This was not to be the final count. As Bill Kessels later said, "My most vivid memory is Friday night, after having a number of beers, hearing a rumble in the distance. All activity stopped as the rumble approached, and the 101's appeared out of the blackness---not one, but two, driving straight through the field into the centre of the group of us!! Dogs were howling, people cheering---by all accounts this was a religious experience."

Saturday morning, people slowly crawled out of bed, whilst more Land Rovers arrived from the area and from the United States. Even Dale Desprey managed a last moment push late into Friday night and again from the wee hours of Saturday morning to get his rebuilt diesel (aka the "Bug Bomb") running and to Silver Lake. The first light off-road got underway and some twenty vehicles, led by the *Rovers North Off-road School* Range Rover, snaked across the rough terrain near the Party site, covering many miles in a two and a half hour journey. The only casualty during the off-road was when Bill Maloney crossed what looked to be a beaver dam. Bill came through OK but hi-centered on the diifs and couldn't get enough traction to move, even with no passengers in the truck. There was a log lying in the right-hand rut and Bill managed to ride up on it - but then - just as easy, he slid off it and the log got jammed underneath, maybe on the bottom of his spring U-bolts. He drove along with the log dragging for a bit, then his passengers got him to run up the right side of an embankment and they were able to pull the log out. Poor Bill, he was just aghast about the whole affair!

When we returned to camp, we saw the OVL R Master Chef Bates with lunch all ready to feed the hungry masses in preparation for the afternoon activities: another light off-road and the heavy off-road. The heavy off-road started with a simple crossing of a deep drainage ditch. While the 101's could handle this as a Sunday jaunt, the 88's and 109's had slightly more trouble. With a pair of 101's leading the way, the heavy off-road continued down a hydro cut. The terrain varied from glacially-exposed worn granite outcrops to near bottomless swamp. Led by the 101's, the heavy off-road group nearly made it through, until a combination of the last deep swamp, a parting winch cable, and a fallen tree forced the group to turn back to be back at the camp in time for a feast of chicken, pork and basically more food than was possible for the gathered masses to eat. Dinner was such an event that even an Osprey, passing overhead with twelve inch trout hanging from its talons, was impressed. The dinner led into the traditional partying, albeit sadly missing Bates' fireworks display due to the total fire ban by the Province (there were more than 400 fires raging in Ontario that weekend).

Sunday had a bright, sunny and hot start, with the tired praying to the almighty coffee god who was shortly to come. After the magnificent breakfast, Jason Dowell thanked all of the many people that had worked to make the event the largest and most successful ever. All of the volunteers got some token of appreciation, whether a t-shirt or a Land Rover mug. Later, an auction was held. MC'd by OVL R's auctioneer extraordinaire Bates, items from OVL R's long-time supporter *Rovers North* and, for the first time ever, *Atlantic British* (Mechanicsville) and *Land Rover Canada*, were auctioned off. The money resulting from the auction will be invested in the Club trailer, getting us closer to adding some much needed water tanks and some form of coolers. All in all, it was the largest and best Birthday Party yet and it couldn't have come off without the very enthusiastic support of our suppliers and volunteers. Best of all, we are invited back to do it again next June!

**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 maybe 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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Advertising Rates: Available upon request.

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**Upcoming Events (in the next month or so...)**

**July 17th (Monday) 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 had to be re-scheduled to the Fall for a number of scheduling reasons.

August 6th Ottawa Valley Volkswagen Club show in Embrum, Ontario

**August 8th (Tuesday) Executive Meeting** at Whispers Pub (next to Otto's). Phone Ted Rose for a possible change of location (TR)

**August 14th ??? Social at Bells Corners Machine Shop.** Your chance to have a few pints and see what happens to your engine when you drop it off. The mysteries of engine rebuilding are explained.

**August 19-20 Calabogie-Flower Station Run.** A reappraisal of last years successful cross-country trek across the ridges and dales between Calabogie and Flower Station. Everyone is responsible for their own food et cetera. Attendance of dogs and children is strongly discouraged.

August 27th Morgan Club Moggies on the Grass show in Almonte, Ontario

**Sept. 2-4 Revisit to Silver Lake.** A three day event at the Birthday Party site. Participants are required to fend for themselves in terms of food. As with the Birthday Party the Provincial Park will be open as will the motel.

**Sept. 16-17 British Invasion at Stowe Vermont.** Hundreds of British cars and a good number of Land Rovers show up for a weekend static show.

**Oct. 1-2 Off-road at George Kearney's** in Wendover/Plantagenet on property adjoining Larose Forest.

**Oct. 1-2 Rover Owners Association of Virginia Mid-Atlantic Rally.** The second largest Land Rover Rally in North America in Buckingham County Virginia. Kind of like the *OVLRL Birthday Party*, but with a lot less mud.

**Oct. 14th Annual Frame oiler**

As with any event, there are certain individuals whose efforts outshine the rest, for a variety of reasons. In that vein, thanks go to a number of people who organised the Birthday Party and ensured that it came off so well:

- **Al Pilgrim** ran the kitchen with an iron fist and managed to feed the assembled masses quickly with some of the best meals that we have seen come out of the club trailer. **Al** was assisted by **Lynda & Richard Wegner, Joyce & Dave Meadows, Christine Rose** and **Roger Sinisohn**. **Mike McDermott** finished off Bob Wood's trailer roof design in time for the Birthday Party (and it was needed on Sunday!)
- **Christine Rose** organised and obtained all of the food, went out and got the range of high quality clothing and hats that were available at the Party, collected money and made sure things ran smoothly. (Our President went on vacation, well actually on a week long Land Rover training course in Maryland during the week leading up to the Birthday Party, leaving Christine to organise it all.)
- **Jason Dowell** acted as the general co-ordinator for the off-road events and as the general organiser. **Jason** was assisted by **Dave Vermette** on the off-road courses. **Dave** also kept the water flowing into the campsite and helped **Al** and **Christine** out when they needed anything done.
- **Yves Fortin, Mark Hamil** and **Nancy C.** handled the very essential porta-potty details.
- Thanks particularly must go to **Mrs. Deacon** for allowing us to use the property and, yes, not only are we are invited back next year, but we are invited back this Labour Day weekend to do it all again (although you must fend for yourself with food, etc.).

In terms of Awards for people doing heroic, or really, er, different things, recognition has to go to:

- **Ben Smith** who drove his Series III from southern California, making a short side trip to visit new OVL R member **Roy Caldwell** in Montana to pick up a case of Ale in lieu of attendance (Honourable mention goes to **Roger Sinisohn** for flying from San Francisco to come to the Birthday Party).
- **Bill Maloney** for being the first person to get stuck on the LIGHT off-road. Somehow he managed to fit fifteen feet of log under his Land Rover.
- The worst tent erection went to **Peter Gaby** who laboured with it for 45 minutes before he called for help.
- Heavy off-road prehistoric mating rituals were displayed by **Tom Tollefson** when he ran into **Dave Lowe's** 101 with his 101 FC.

In one of the more amusing events, 3 am Saturday saw **Jon Humphrey** (not one our younger members either) learning how to sing and dance "I'm a Happy Little Pixie" and **Dale Desprey** taking on eight Americans and beating them all in arm wrestling whilst sounding like an Australian. Strange things in the bush? Well, while there are fire hydrants hidden in the middle of the woods at Doc Dolan's Birthday Party location, this one sports manhole covers along an abandoned rail bed.

The Dominion Day, er Canada Day, weekend saw the seventh Downeast Rally in Owl's Head Maine. Myles Murphy's little Land Rover rally is quickly growing into a monster two day affair. Saturday's activities took place on the East Coast Rover Company's facilities near Camden, Maine. 54 Land Rovers showed up for a day of idle banter and a little light off-roading. The East Coast Rover Co. had set up a short off-road course which was designed more for the neophyte to get them used to driving off-road. However, a combination of moisture in the soil and a lot of Land Rover traffic resulted in the soil being churned into a thick muddy soup. To clean off the vehicles, there was a sharp 8 foot drop at the end into a shallow pond. This drop proved to be too enticing. A number of owners tried to drive their Land Rover up the incline. Only two succeeded here: OVL R member Quintin Aspin in his 80" and an 88" fitted with fore and aft locking differentials. Lunch was a BBQ, with the food being cooked by volunteers from Rovers North and the East Coast Rover Co.

Sunday saw the Land Rovers at the Owl's Head Transportation Museum for a combined air and Land Rover show. Counts of the number of Land Rovers vary, but there were at least 112 there at one point. Series Ones were poorly represented, as there was only Quinton Aspin with his 80" and Myles Murphy with his 107 pick-up representing the Series One's. The bulk of the vehicles were Series IIA and III vehicles, concentrated in the 88's. There were 25 post-1987 vehicles, including three 4.0 SE Range Rovers. A first was that there were ten OVL R Land Rovers at the Downeast. Sadly, there was not a single Canadian OVL R Land Rover. The sole Canadian Land Rover was John Cranfield's 109 with 36" tires, down from the Halifax area of Nova Scotia. The East Coast Rover Co. had a 88" coil sprung chassis there for people to drool over (US\$5,500 or so). (ECR is a restoration company, not a parts supplier). There was an immaculate NADA station wagon for sale (US\$27,000), but that was cheap compared to the US\$52,000 being asked for a Lightweight in the DuPont Registry. The interesting vehicles from the spectators' viewpoint were Phil Tusinski's Series III Camel Trophy look-alike and Herbert Zipkin's heavily modified Series II 109 Station Wagon, which has been through Asia and Africa. (The Zipkin's have joined OVL R and supplied an article on this 109 which will be reprinted in the newsletter in a future edition.) Overall, the Downeast Rally was a great success and it looks like it will be even larger next year. Its growth in size will lead to measures to control its growth, so the Rally will remain manageable for the very few volunteers. Thoughts are turning to making the Rally a more "Series" or classic Land Rover oriented event, limiting newer vehicles to Defenders only.

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

- First, as always, the usual thanks to **Bob Wood** for hosting a impromptu gathering at his place. With the help of **Bob, Dale, Fred, Bruce and Murray**, the June newsletter was collated, stuffed, and sent on its merry way. The neighbourhood was also treated to a line-up of Land Rovers in the driveway and street.
- For those of you who occasionally phone my (the Editor's) Internet site for the Land Rover mailing list, the phone number has changed to 820-9456. Obviously this implies that I have moved, or more accurately am still moving my mountain of Land Rover parts, and my voice number has changed. It has. My new phone number is 820-1024.
- **Michel Bertrand**, slowly succumbing to the aluminium disease, has acquired another pair of Land Rovers. These two have been sitting in Three Rivers for a while and Michel just couldn't resist the idea of them going to another home.
- Although **Mike Loiodice** did make it to the Birthday Party, it was in Steve Denis's 109 again this year (Steve wouldn't let him drive it though). Too late for the Birthday Party he writes: "My 1965 Ila 88 Station Wagon is on the road! I'm so happy... Finished bolting on the wings on Saturday morning and drove it to the Owls Head meet in Maine and back.. 700-750 miles on a truck that had not moved under its own power since 1976! Ya just gotta love Land Rovers... Three weeks ago this was still just a frame, bulkhead and running gear with the rest of the truck spread out in my back yard or stuffed in the back of the VW camper. (I have no garage). I've been getting no sleep, but I have become intimate with just about every nut and bolt in an 88! Actually have names for a few, none of which I would care to repeat here!! So Saturday morning I was bolting up the wings when **Steve Denis** showed up. He helped me with the splash shields under the wings and we fiddled with the Rochester, decided it was going to work and off we went. 16-17 mpg through the Vermont and New Hampshire back roads (if I can believe Steve's odometer). Used 2 quarts of oil for the whole trip - leaking rear main seal. 40 lbs of oil pressure on the original guage and no hotter than 160F on a new mechanical temperature guage. The engine is from a '71 Ila and supposedly has been set up for unleaded fuel. I replaced the timing chain and front oil seal and cleaned the crud out of the pan. Silly me, I didn't replace the rear seal - now it leaks. All in all, I'm happy. It was a good trip up and back, the Rover did well considering the state it was in, and I saw lots of familiar faces at Owls Head." How good this refurbishment is will be seen at the Labour Day revisit to Silver Lake when **Steve Denis** drives it on the Heavy off-road.
- **Jon Humphrey**, having given up on the Texas engine from hell, was embarrassed that he had to drive the Range Rover to the Birthday Party. He writes: "Well, I'm back in the saddle again. Yippie Yi Yo and a bottle-a-rum. The 109 is ticking like a Swiss watch. Just utterly fantastic. I spent all last week from morning til night being Oh so very particular. I got the whole engine compartment washed down with kerosene so you can actually see the bulkhead and what is mounted there. The original red looks great after removing 27 years of grease and grime. I can actually put my hand on the engine and surrounding area without coming up looking like a coal miner. I also washed the entire tranny and transfer case, so that it now looks like a sparkling jewel. Unlike **Dixon and Dale**, I don't know what I did right this time but the engine slid together with the tranny in 15 minutes. Yaaaah Hoooo. No 7 hour bitchin nightmare like the last time. The whole time I was humming the sweet refrain of the Pixie ditty as fond memories of the previous weekend darted in and out of my feeble brain.
- We received a couple of newsletters this month from other clubs. The *Toronto Area Rover Club* sent in their latest bimonthly effort. The *Bay State Rover Owners Association* has sent their bimonthly effort chock full of articles on the latest offerings from Solihull. The *Gearbox*, the newsletter of the *Rover Owners Association of Virginia* highlights the Camel Trophy in great detail. (These can be borrowed from the Editor if you are interested in checking them out.)
- **Andrew Finlayson** reports that there is a small blurb in Canadian Auto World. It states: "First Land Rovers come ashore in Halifax. The first shipment of Land Rovers was unloaded at the Halifax Autoport in February. Hitherto all Land Rovers destined for the Canadian market had come in through the port of Baltimore, Maryland for distribution to Land Rover dealers across Canada".
- According to **Richard Wegner**, "All is well, gearbox is back in and the Rover is running just fine. After two or three test drives, the gearbox doesn't even LEAK...(yet)!"
- **Fred Joyce** is now driving around a very nice 24v 109 Military pick-up. Some may have seen it parked at the Birthday Party & on the light off-road.

### SOME NON-OVLR NEWS AND RUMOURS...

● Land Rovers in the Movies: From **Ben Smith**: "So I just got back from seeing *Congo* and there were 5 or so scenes that included Land Rovers. Let's see if I can remember all of them. Opening scenes are of 3 vehicles traveling in Africa. Most of the shots are at long range with the vehicles driving down roads and arriving in a town. The lead was not a Rover, but the rear two were. Truck #2 was a 110 with, I think, a pickup cab and partial softtop. The 110 may have been a 5 door with the rear doors cut in half, but I'm not sure. Truck #3 was a 110 pickup. I think these were tan in color. Scene at an airport in Africa, one of the characters arrives in a blue SIII 109 hardtop 5 door. Scene at border crossing, green Series II or III 109 with full canvas top is behind the characters' truck. (The characters truck being a UNIMOG) I recall two other scenes with Land Rovers (Series II or III 109s I think): one scene with a green 109 with canvas top and other scene with a blue 109. I assume that someone else will post correcting my faulty memory (and be smart enough to bring pen and paper, and be more ready than I was). Overall, I enjoyed the movie immensely." John R. Benham - Editor of the *Rover Runner* in Washington state writes "Yesterday, a colleague here at work gave me several video tapes. One stood out since it had an African theme. Yes, *'Emanuelle in Africa'* does have some Rover scenes in it! This 1991 fluff features a green, 2-door, RHD, Range Rover with brush bar and roof rack. Also seen is a safari equipped 109 5-dr. The 109 has red and yellow diagonals painted on the rear quarter panels - typical of that for Land Rovers in Kenya. If you can put up with the no-plot, dubbed, bad acting, you might see a few Rover scenes! It is 'R' rated for aRlful!"

● On a slightly different tack, there is an article in *Science* (19 May '95, p.991-995) It's a very good analysis of 'no-emissions' policies, low emissions, unleaded vs. leaded vs. batteries, etc. Well written. It has lots of further references which might help our data on unleaded fuel emissions. The article itself should be of interest to any runners of older cars who like to argue that we aren't the 'enviro-scum' we're made out to be. Look it up.

● Additional note: The Haynes shop manual has an error in the electrical section. The picture labelled temperature sending unit is really the cold start sending unit. I'm sure many of you have already noted this but I thought I'd mention it.

● There is an outfit that is advertising in Hemmings called "Big Sky Rovers" that is selling parts from Rovers that have trashed by the Brit/NATO bases in Canada (Wainwright). One ROAV chap made the mistake of ordering from them with disastrous results. The owner (no names mentioned) doesn't know a distributor from a diesel distribution pump and does not care to know the difference! Location: Great Falls Montana.

The chap had to pay \$723 to receive a bunch of junk that belongs in a land fill. He got gas tanks with bullet holes and roll bars that were bent, twisted, and flattened. The vehicles that the so called parts were salvaged from have been destroyed. Generally run over by tanks. Used as targets for artillery practice, and then cut up to be sold as scrap.

● Just look at the amount of press coverage Land Rovers are getting now. Not just the new ones (*Four-Wheeler* has been very good to them and the first issue of *Open Road* was durn near full of 'em), but old ones, too. Just this evening, on the way home from work, I went to the supermarket and (of course) stopped by the newsstand to check out the 4x4 magazines for Land Rover content. Lo and behold, the July issue of *Peterson's Four-Wheel and Off-Road* had a letter from a John Deneke of Glen Rock, NJ, complete with photo, telling about his 109 SW with a 215cid (3.5 liter) aluminum V-8 stroked to 266cid (about 4.4 liters), mated to a TH 400 with switch/pitch (whatever that is, presumably an automatic with a variable-pitch torque converter). Had other heavy duty fitments, too. Then, a couple of pages later, there was a *Champion Spark Plug* ad featuring an 80" Series I (a 1950, I think), a trailer fitted with Lucas driving lamps and dual front-mounted NATO water jerry cans. And it's been like that a lot, lately. The July *Road & Track* magazine had a little blurb about *Land Rover's* co-venture with upscale tour company Abercrombie & Kent to stage very upscale Land Rover safaris in various countries of Southeast Africa. No prices mentioned but they sounded very expensive. Also in *Four Wheeler*, there was a brief article about the finals for the Camel Trophy. Rather out-of-date for some who can get blow by blow descriptions each day, with photos on the Internet. Also was an article rating top ten best buys in 4x4s and Land-Rover was in there, too, as the best value in Luxury SUVs (the Range Rover "Classic"). I especially liked it that *Champion* would use a 45-year old Land Rover in an ad in an American red-neck 4x4 magazine.

● Based on reading on the Internet, I have a suggestion to pass on to anyone with a U.S. spec Defender 90 and the R380 5-spd (reverse to the right) or a U.S. spec 5-spd Discovery (might apply to others as well): If your transmission bellhousing drain slot (there is no wading plug on the U.S. spec V-8 / R380 combo) is filled with sealant, unplug it at least once in a while, to check for oil leaks. Some did this some time back and are glad they did because they discovered that the engine's rear crank-shaft seal is no longer performing its job to the extent of allowing a puddle to be produced, this with only 12,700 miles on the odometer. Of course, some had just had the front crankshaft seal replaced about 5 weeks ago suppose they should have anticipated this eventuality. This one is going to cost Land Rover a fair bit of money. Unfortunately their faith in this vehicle has suffered a setback as well.

● In the folders of AOL's Car & Driver Section, the following advice was given to extend the range of the keyless system on the Discovery: Remove the UNDERDASH hush panel cover on the PASSENGER side. There are 3 panel pops holding the panel in. One is vertical and to the right of the radio console, and two are horizontal and if you lay on the passenger floor carpet and look up, you will see them both. Remove them both by using a PANEL popper or a combination of pliers and a flat head screwdriver. They are removed by PULLING them out with FORCE. Don't worry about breaking them as you can replace them at any auto shop by buying them on the "HELP!" lineup. They usually don't break, but if you live in a cold climate they might. Anyway, after you remove the clips, pull down the cover, you will see a BLACK module to the far right. It will have 1/4 inch or so of thick black cable leading to it. Pull on this cable and the end leading away from the module should pull out REALLY easily. After you got the end out, run it up the side DASHBOARD and up onto the windshield area, place the remainder of the cable in front of defroster under the bottom of the windshield. That's it! Put everything back together and test range, test before and after. You WONT have to be right next to the darn truck to unlock your doors now, I can unlock mine from inside the house. Question: Are there any reasons not to do this operation? I checked his instructions and it does indeed extend the range by a factor of about 10. Is it detrimental to the vehicle in any manner?

● From Stefan Jacob, a potential member running the Hessian Land Rover Club... This weekend I was at the annual gathering of the 'Sahara Club' in which desert freaks of all denominations are organized. They're not committed to any particular sort of vehicle, you get all kinds - from desert-crossing bicyclists (imagine...) to owners of fully loaded \$ 800,000 MAN 8x8 based rigs. These guys will make appointments like "...hey, first weekend of October let's get together at Waw el-Kebir and have a good time" (Waw el-Kebir being situated in Central Libya...). What always strikes me is that \*very few\* of them drive Land Rovers. And when talk comes to the choice of vehicle they'll often poke remarks at us like "...you Land Rover owners are so preoccupied with keeping your beasts on the road and fiddling around with it, you hardly ever have time or money left to actually use them for something sensible, like \*travelling\* ... all you ever get around to is wallowing in some mud hole, preferably close by so you always can get a quick tow back home..." Much as I hate to, I must admit that they might have a point there. At least in Europe, most LR owners keep their rigs as full-time hobbies, spending more time in the driveway and under the car, than actually driving and doing what automobility is all about: Going places!

● *Motoring '95* recently had a segment on the Discovery complaining about the fit and finish. Door gaps are too wide etc. They imply it is a poorly designed and constructed vehicle. Obviously, they did not know it is a CAD designed vehicle and maybe the wider gaps are there for a reason.

● Once upon a time, 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 some Questions and Answers were developed for this type of person. Here is another sample:

Q. Should I consider a Series 0 Land Rover?

A. The very rare Series 0 (Series "ought") Land Rovers are generally the best choice for people looking for luxury and off-road ability. They were built in a joint venture between W.O. Bentley himself and Rover PLC in the 1920's. Connley Leather interiors, burl walnut trim, a Bentley straight-8 with blower, all titanium body and a 4 wheel drive system later copied in WWII by German engineers. They never rust, have electrical systems built by NASA and are guaranteed never to get stuck. The Queen has one. If you search a really long time, you can probably find one for about \$1000. I am sure people will be glad to send you all kinds of leads since we don't want anything so plush.

Q. If I buy a Left-Hand drive vehicle, where can I find a left-handed starting handle to go with it?

A. Left hand drive vehicles require a left-handed Starting handle. Rovers North sells them. Ask for Lanny and tell him you need a left-handed starting handle.

● Land Rover - the first choice, no matter what your occupation! Excerpted from a wire service article on Egyptian President Mubarak's attempted assassination: "Inside the slain men's blue Land Rover, police found two hand grenades and about \$2,700 in U.S. and Ethiopian currency. In the trunk of a vehicle used by the wounded attacker, police found explosives and blasting caps, the Ethiopian Interior Ministry said."

● *Land Rover North America* (no news on Canada) plans to introduce a North American Spec (NAS) Defender 90 hardtop Station Wagon. There will be a total of 540 of these produced. Production will commence in September and run until the end of the year. These will be allocated into spring of 1996 as 1995 models. Again, there will be no 1996 Defender 90 of any type. One may assume that, as with the NAS Defender 110, these 540 units will largely be pre-sold. There are no photos available yet, but some people have been told that an exterior cage such as the Safety Devices unit on the D110 will be standard along with a fully finished interior and the traditional four folding jumpseats for a seating capacity of six. Obviously no pricing information is available either. Furthermore, the TDi has been certified for the United States, but no one has heard anything about any imminent plans to offer it - at least in the US.

● The Iltis replacement must be gaining speed. Bill Kessels has seen two demo Hummers being shown to a bunch of people in suits on Queen Street the other day--they were in "personnel carrying" form. Not the same ones that Ottawa Hummer has for it's demo. One bets AM General is trying like hell to get the Hummer into the Canadian Military.

### 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. It also has Warn freewheel hubs and a Weber carb. 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 too 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 (216) 285-7278 or voice (216) 942-6424 x. 218. In the evenings and weekends (216) 286-4551.
- 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 is otherwise 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 he can find a Ser III to restore or another interesting vehicle like a Healey, Mini Cooper S or 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.
- Quintin Aspin has a 80" for sale (early 50's RHD). He can be reached at (301) 261-5675

### Some Non-OVLR Future Events: (more than one month away)

**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 4th "Rovers at the Rovers" this year on Sept. 16th starting at 2.30 pm. This event is a small get-together for both Land Rover and Rover Car owners. There will be a pre-registration 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. A chance to see hundreds of different vintage British cars from pre-War blower Bentleys to modern offerings. Last year saw some thirty odd Land Rovers appear as well as BSROA and OVLR combining to win the marquee tug-of-war.

**September 30 - October 1st.** 2nd Annual *ROAV Mid-Atlantic Rally*. The annual *LRNA*-supported rally for Land Rover enthusiasts in the mid-Atlantic coast of the USA. Its a rally that is larger than the *BirthDay Party*, but just doesn't have as much mud. A more civilised approach to Land Roving. Last year saw 86 Land Rovers appear, several from Canada (*OVLR and TARC*). As with last year, the event will be held at Penslan Farm in Buckingham County, Virginia. The site is rural, camping is available on-site and there are several lodging options within a dozen miles of the site. This year, *ROAV* is creating the Aluminium Man Triathlon which combines off-road driving with pioneering skills. For more information, contact Sandy Grice at (804) 423-4898 or e-mail rover@pinn.net

**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.

**Land Rover Canada Inc. 1995 Media Plan - All Models**

Month	'95 # Ins.	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Television													
Motoring '95	36	67%	Disco	33%	RR								
Specialty TV (E&F)	52	77%	Disco	23%	RR								
Total TV													
Newspapers (FPIC)													
Globe & Mail (National)	3		Df, D, R										
Magazines (FP4C)													
Automotive													
Car Guide/Le Mag (f)	1	D											
World of Wheels/Le Monde (f)	3		D						R		D		
Professional													
Autovision	4			R		D					D		R
Azure	4	D		R		D					D		
News/Lifestyle													
Time	11		D,R	R	D	D				R,D	R,D,R	D	
Saturday Night	3			R						D			
Maclean's/China Spec.	1	R											
Performing Arts													
Canadian Opera Annual	1									R			
Stratford Festival Annual	1					R							
National Ballet Annual	1											R	
Special Interest													
Canadian Art	4			R			D			R			R
Classic Boat	4				R			D			D		R
Pacific Yachting	4	D	R		R					D	D		
Golf Canada Annual	1				R								
Score Canadian Open	1									D			
Wine Tidings	3				R			R		R			
Ski Canada	3	D	R								D		
Le Ski (f)	2		D								D		
Muskoka Life	1												
Cottage Life	3				D								
B.C. Outdoors 50th	1	D								D			
Power Boat Canada	1	D											
Esprit de Corps	3			Df	Df	Df							
Bowyer	2												
<b>Total Insertions</b>	<b>67</b>	<b>7</b>	<b>9</b>	<b>6</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>9</b>	<b>12</b>	<b>3</b>	<b>3</b>



# CALABOGIE...

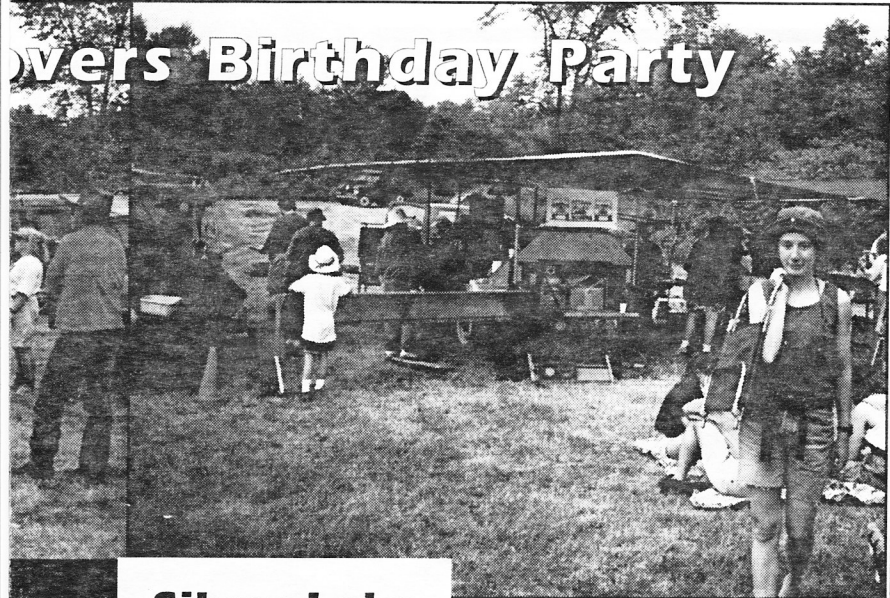
*August 19-20, 1995*

**Calabogie-Flower Station:** A reappraisal of last years successful light to medium off-road journey over ridge and dale between Calabogie and Flower Station. This event is a two day driving event. All participants are responsible for their own food and water. Phone Dale Desprey for more information 729-8530. *(for those curious, Calabogie appears on the Birthday Party map about 3 & 1/2 inches north of Silver Lake)*



# The 12th Annual Ottawa Valley Land Ro

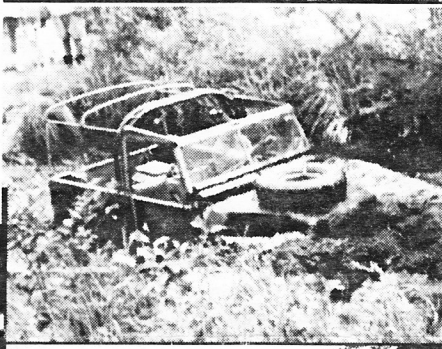




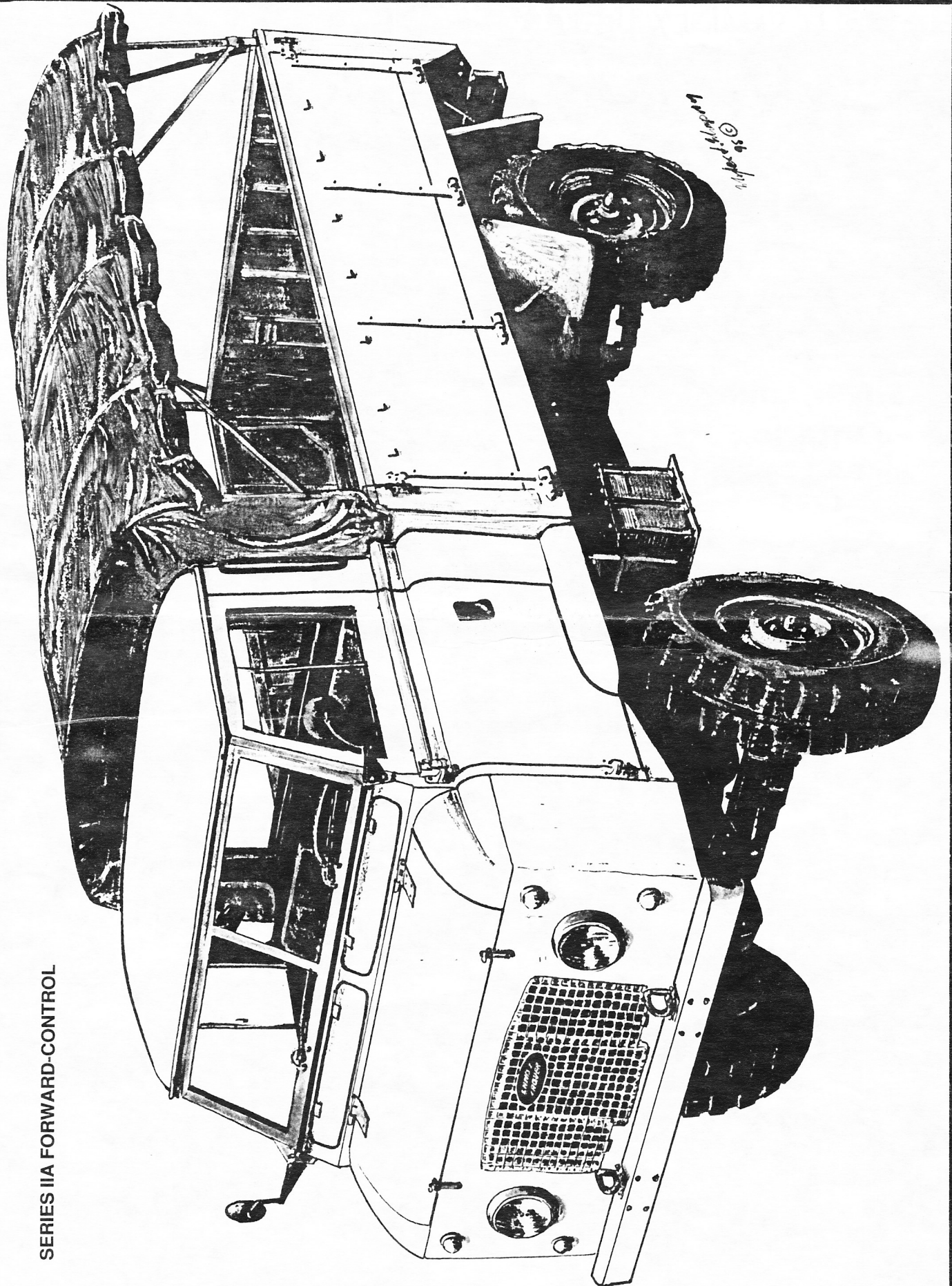
# Land Rovers Birthday Party



**Silver Lake  
Ontario,  
June 23,24,25,  
1995**



SERIES IIA FORWARD-CONTROL



**KNOW YOUR ROVERS: "The IIA & IIB Forward Control" by Myles Murphy**

As was mentioned in previous installments, the inspiration for the Land Rover was derived from the American designed and built Willy's Jeep. From the very beginning, Land Rovers were always accused of being underpowered and lacking in carrying capacity. Feedback from customers and the worldwide dealer network saw a gradual increase in payload and performance. Initially, the power problem was solved with the original 1.6 litre giving way to the 2 litre in the 80" model. Then in 1953, the carrying capacity was increased with the 107" pickup. Volume in the 86" was up, but it was still restricted to the same weight limit imposed on the 80". With all the refinements introduced since 1948, customers were still unhappy. So, once again Land Rover looked to America and found their inspiration in the form of a Forward Control Jeep.

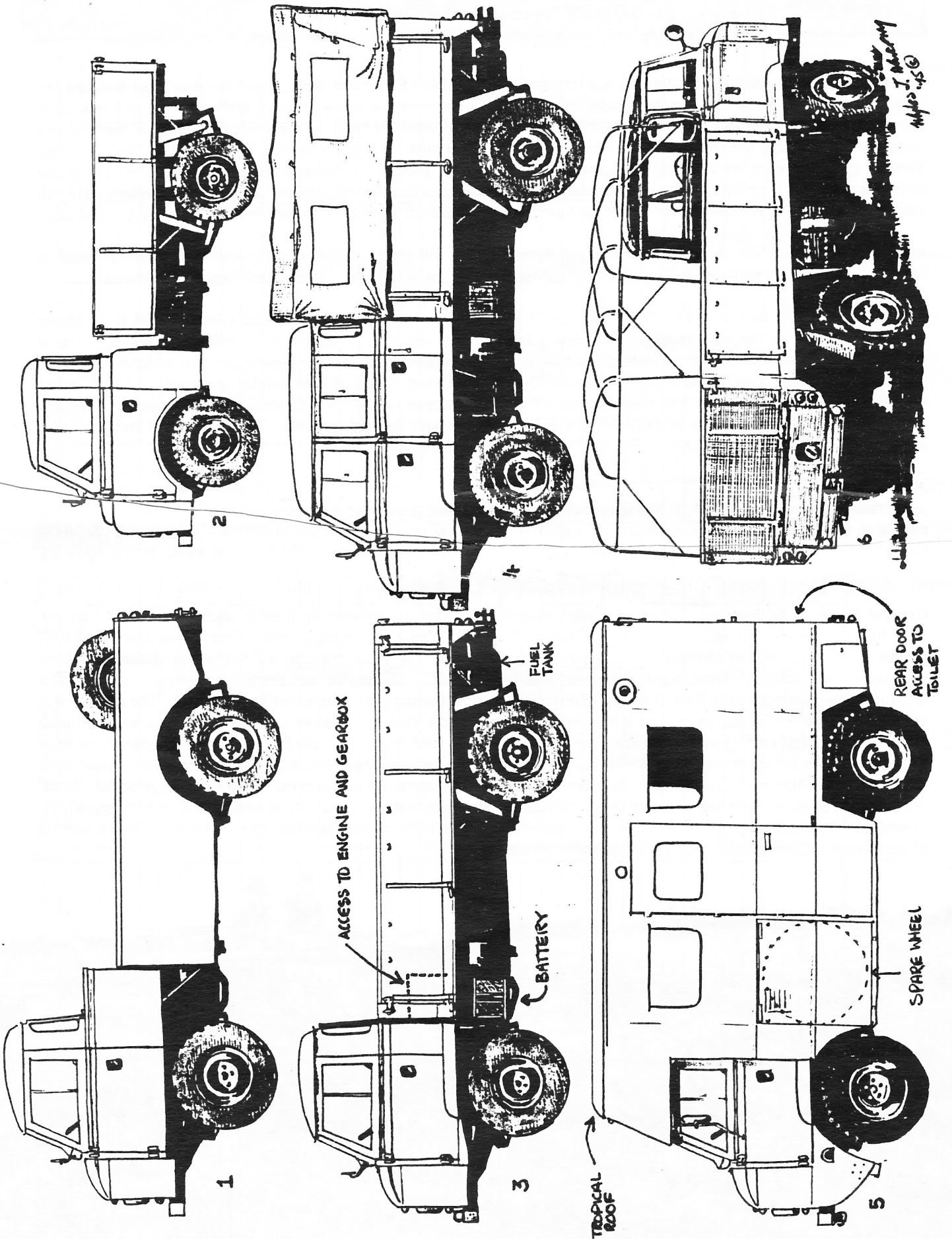
In 1958 and '59 plans for Forward Control Land Rover were in full swing. Existing components were used as much as possible. This commonality of parts with existing Rovers would make life easy for users and dealers worldwide.

First prototypes appeared in 1960. Numbers 1 and 2 were strange impractical vehicles with cluttered load beds. From Number 3 on, things took on a more sensible form. The load bed was high, making it an undesirable platform for many potential users. Overloading normal control Land Rovers was a common practice, the consequences of which usually only amounted to broken springs. The 109" FC was severely restricted when it came to load weights, especially off-road, where the high centre of gravity could prove lethal when traversing. Sales of the Forward Control 109"s were poor. Only 350 were sold in the U.K.. The rest of the 3,200 109 FC's produced were shipped overseas. They included 4 and 6 cylinder petrol and 4 cylinder diesel models.

As many as ten Forward Controls are known (to me) to exist in North America. One, a 109" model, was last known to be in Massachusetts, another, a IIB, 110" FC is under "very" long term restoration in Greene, Maine (if that fella doesn't get that damn thing finished, we'll have to go confiscate it). There is at least one more in Canada, two in Vermont, one in the Carolinas area and several more in the Caribbean area. A few more are bound to exist here and there. If you know the location of some, or all, of these vehicles do let the Editor know.

**General View:** 109" Forward Control. So called because the driving position was up front as opposed to a normal control Land Rover where the driving position is in the middle of the vehicle with the engine in front. Chassis was a modified 109" normal control unit with an additional straight girder "chassis" - with few cross members and outriggers - bolted - via over 40 brackets and plates - several inches above the "standard chassis". The engine and gearbox remained in their normal locations. Gear linkages from the cab was relatively simple, but changing gears was an art form in itself. The radiator was at the very front behind the grille, but it was several feet from the engine. A drive shaft from the fans usual position extended forward to a pulley where a normal fan belt connected the shaft to the relocated fan. Access to the engine was from between the seats in the cab and from behind the cab through the floor of the load bed, where a cowling took up some floor space (see dotted line in drawing three) . Side boards and tail board along the corner posts could easily be removed. Small folding steps were incorporated on the tailboard to ease access to the high load bed. Road performance was poor, and off-roading restricted - due to high centre of gravity. Almost 3,200 109 FC were built between 1962 and 1966. Quite a number of these were rolling chassis' supplied to specialist converters.





**Know your Land Rovers: The IIA and IIB Forward Controls (continued)**

**Drawing one:** The first two prototypes, mid 1960 (of 8) looked much like this. #1 had an inverted "T" grille. #2 had the familiar FC grille.

**Drawing two:** 88" FC built by Alfred Miles Ltd. Land Rover had planned to put an 88 FC into production, but they figured that its restricted load capacity would be easily exceeded by a normal 109" pick-up. Miles Ltd. were approached by Land Rover to undertake production of the 109 FC, but the talks got nowhere. However as Land Rover had dropped plans for an 88" FC, Miles Ltd decided to develop their own short wheelbase model. The "Miles Rover" was almost 100% Land Rover except for a few body panels and the load bed. Quality of workmanship and trim was superior to anything turned out by Land Rover, but a standard 109" pickup was cheaper, had better performance and could - as Land Rover had figured - carry more weight than a restricted 88FC. Needless to say, very few Miles Rovers were built. One example is believed to exist in New Zealand.

**Drawing three:** From the third prototype, this was the typical configuration of all 109 FC's. Engine access cowl shown as a dotted line.

**Drawing four:** A handful of "Crewcab" versions were built using slightly modified "off the shelf" components. One of these very rare versions still exists in the UK (recently purchased by Mike Smith of Camden Maine).

**Drawing five:** One of a kind, Caravan version modelled after Bank of England bullion (money) vans. Built for a World Tour by Glover, Webb and Liversidge of London. It ended up in Australia where it was discovered in a derelict state by enthusiast Doug Mackintosh of NSW in 1991. It is now under extensive restoration.

~~**Drawing six:** Rear end, standard N.C. rear "Y" member replaced by simple straight girder. Fuel filler cap cut into the bulky support between lower and "upper chassis". Spare wheel located ahead of the rear road wheel. New support hoop configuration.~~

Next time, we will take a look at the 110" IIB FC and how to distinguish it - at a glance - from the 109" IIA FC plus some other Land Rover FC's of the 1960's and 70's and the Santana 1300 of the mid-1960's. After that, 88's and 109's 1958 - 1971. If you know the locations of 109 and 110 forward controls in the US or Canada pass on the information to the editor.

### New Members

Five new members join this month and two are even local. For those interested, *OVL*R is one of the five largest Land Rover clubs in North America now, but before anyone really cheers remember, some like the Australian and German clubs are over a thousand members. From the Downeast Rally, I can say that *OVL*R is becoming known as the "Series" club as opposed to *Bay State* which is becoming known as the modern Defender/Disco/Range Rover club. Most American clubs are approaching 50% modern vehicles while in *OVL*R, post 1980 vehicles account for 3%.

- **Paul Memont** of Massachussets joined the club and made it to the Birthday Party in convoy with another potential *OVL*R member Paul Tusinski (Paul has the replica Camel Trophy Series III which many saw at the Birthday Party)
- **Roy Caldwell** of Helena Montana not only joined *OVL*R and intends to write some articles for the newsletter, but in lieu of attending the Birthday Party sent a case of Black Dog Ale to the Birthday Party with Ben Smith. A new member with his heart in the right place.
- **Russell Wilson** of Pittsburgh Pennsylvania joined the Club whilst at the Birthday Party. Russell has an IIA 88". Thoroughly humbled by Ben Smith driving from California, he will come up in his 88" next year, rather than come in luxury in Jon Humphrey's 1989 Range Rover. Russell, like a number of other members, reports this week that his trusty 88" is raring to go. September, Russ...
- **Chermont Duval** of Mattaw Ontario becomes our second Defender 90 owner in the club. Chermot brought the red D90 to the Birthday Party.
- **Gordon Bernius**, a member of years past, rejoins the Club after a long hiatus. Gordon has an nice looking early IIA RHD Military 109".

### GENERAL SERVICING by Robin Craig

It is really noticeable that an increasing number of advertisers are using Land Rover products to get their message across. It seems that you can't open a magazine these days without seeing the familiar outlines of a Discovery or Series One gracing the pages. I was reading an American off road magazine the other day, just full of all that raised Chevy junk with those hideous paint jobs. In amongst all of this was an advert for Champion spark plugs with a Series One from the UK plugging through a swamp. The caption ran something like "real off roading performance"!

It always interests me how most people in Ottawa Valley Land Rovers are proud to proclaim their allegiance to the club. Recently at Strawfest a Hummer was on display and giving charity rides. After a ride in the truck a man said to the driver that he was really impressed with the trip and that he was an exec member of OVLRL. What that exec member didn't know was that he was talking to one of my army of spies, out there watching for potential defectors from Land Rovers!

Land Rover's own newspaper for their fleet users, naturally called Land Rover Fleet World, issue number 13 arrived through the mail the other day. Perhaps the issue number should have been the clue, someone should have looked at the main photo a bit closer before running it. The picture shows The Queen at the opening of a new Land Rover assembly plant at Rosslyn in South Africa. What no one seems to have noticed is that one of the workers behind Her Majesty seems to be opening his zipper or something equally rude! In case you were interested, this new plant is right next door to the BMW facility.

The Fleet World paper is full of Land Rover good news stories from around the world. We are currently in a time of greatly increasing world sales for all three Land Rover products. However, it is the Defender 90 and 110 variants which are the big sellers for the fleet users, with the Discovery sales growing all the time. From all of this comes some really cleverly built, ~~of the basic vehicles.~~ For a safari viewing vehicle in Kenya, a 130 high top station wagon has been built, with four rows of high back seats in pairs. The roof has an opening down the centre, and the rear is a one piece window.

Even amongst all these new sales it is interesting to see some of the older vehicles soldiering on. King Hussein of Jordan uses a Series IIA review vehicle to inspect the troops and some of his current 6,000 Defenders are in use with his armed forces! Probably the biggest rise in use is going on in France and in Italy where utility companies and fire departments and ~~paramilitary units around the countries~~ are responsible for Land Rover being able to claim a 28% chunk of the national utility 4 X 4 market.

With all these sales just how many vehicles did the factory produce last year you say? A good question, The UK production of vehicles topped out at a record 94,716. Now that gets interesting, because Land Rovers has assembly plants in Kenya, Zimbabwe, Morocco, Malaysia, Turkey and Australia. So we can assume that the total global production has to be very close to 100,000 units when these satellites are included in the equation.

Considering blowing about \$10,000 on a Land Rover? You must give serious consideration to the venerable Military Forward Control 101", as shown off by Team 101 Psycho Recovery aka Dave Lowe and Tom Tollefson at the club birthday party. I was pleased to be given the chance to drive David's beast around for a few minutes. It rekindled my earlier acquaintance with them, in the Brit forces a good number of years ago now, but about which I spent most of the Saturday telling David! For sheer fun they have to be the truck that takes the prize.

In the bush, the raw power is right there beside you, literally. The most unusual sensation for most people would be getting used to the fact that the front of the vehicle is at your feet and in front of you at the windshield. This is what meets every bit of bush first as you power your way around the trails. While the 101's look like the ugly ducklings of the Land Rover family, they certainly are no slouches. With the 3.5 litre V8 just begging to be tromped with the loud pedal they can certainly move! Just ask Dixon, did you know he is a closet 101" freak? He even has a piggy bank with money stashed away for when the exchange rates get better! In fact the Team 101" camp took on the air of a full blown military encampment with the addition of David's British military 1/4 ton trailer and the Lightweight. In case you were wondering where the two 101's came from, they were last used by the British Forces in Belize and passed through a third party before coming to Toronto.



Oh, I must not forget to tell you about the shame brought upon the Lowe family name. While Dad David is an accomplished off roader, one of his sons needed a quickie instruction session during the light off road trip. Most people in the convoy would not have heard about it as we were out of CB range at this point. The errant son got stuck in some very light guck. Upon closer examination by Dad on foot it was found that four wheel drive had not been selected! Oops!

J.B. Models of 18 Sandal Road, Wisbech Cambridgeshire PE13 2RS England have been at it again. They have released their 1/76 scale Ser 2A 109 with a 1/4 ton trailer this time. It is available in soft and hard top versions. It comes with some nice decals and for \$10.99 can be built up into a respectable looking model. If you can keep a Land Rover on the road then you should have no problem building this one. If you want, you can order them locally through Hobby House on Montreal Road, or call 749-5245 and ask for Terry Jones. This kit is a little clunky, but it is fun to build and will not leak oil on the driveway, and will take up only 100 mm when built!

For all those of you who rush out each year to buy official Land Rover calendars here is a thought. What do you do with them when the year is over? The pictures are usually really nice and worth saving. Take them off to your local art shop and over the period of the next year get each month's picture laminated. With some careful trimming and shopping around this can be done for a reasonable price.

If you are the owner of an ex-military Land Rover and know that its registration when in service was 92 KA 81 would you please contact me. Also on the ex-military line, if you need to buy 24 volt light bulbs I might be able to save you a fair buck.

See ya'll next month, Robin. 613-738-7880 or rc@fourfold.ocunix.on.ca

### Miscellaneous, Repairs, General Servicing, Humour

**Rating Land Rover Heaters**, excerpted from the "Land Rover Series One Club Newsletter". I thought it might be of interest as it refers to the Smiths round heaters that are found on most Series Ones and a few Series IIA's that I can think of where the desperate owner is valiantly trying to heat an aluminium box at -30c.

"If you examine the maker's plate on the side of your heater you should find an official rating figure. This will consist of a number (probably '2' in the case of a Morris Minor heater, same as Land Rover) followed by the letters 'MB'. On old heaters, 'MB' was used to measure the output in the same way that 'HP' (for Horse Power) measures the engine output. 'MB' actually stands for 'Mouse Breath', so the output of a 2MB heater ought to be the equivalent of two mice breathing hard on your knees."

Since no mouse can breath continuously, do they actually mean that 2MB equals one continuous mouse breath - or is it in reality the output of two pairs of mice breathing alternately - and is it possible to tell the difference? After all, no reference is made to the optimum distance between the mouse's nostrils and the driver's knee, and bearing in mind the air conditioning in a Land Rover, it would need very sensitive equipment to tell the difference between a single heavy breathing mouse or a whole regiment of them panting in anticipation of an orgy!

### OVL R Hints to Land Rover Ownership

I'm almost embarrassed to admit how many years, er, days, it was before I realised how perfect the lip on the underside of the metal dash is for opening beer bottles. They just don't make em like they used to. Actually, the old-style metal radiator grill of pre-1985 Range Rovers also makes a great bottle opener. Its only draw-backs are that you must take off the grill from time to time to remove the caps, and of course you have to get out of the car to open the bottle. Series I, II, IIA is the easier of the two if this is part of your criteria for purchasing a vehicle.

### Tied up in Tie Rods by Bill Maloney

A month or two after I got my 88 I had finally gotten it on the road and among one of the many bugs I was working out of it included the front end alignment.

I took it up to the local grade school parking lot where it was fairly flat and the traffic was nil. After setting my drive-over alignment gauge in place, I drove the Land Rover over it. The alignment was way out so I loosened the track rod clamps and attempted to turn it. No good. No matter how much force I put on the wrench. So I figured if I removed it and put it on the bench I would have better luck. I drove it home and proceeded to remove the rod with tie rod ends. I destroyed the boots with the pickle bar I used (I have since invested in a lever type separator - big improvement) but fortunately I had a few spares, so I didn't worry. After much penetrating oil, heat and sweat, I was able to remove one of the tie rod ends. The other was not so cooperative. I used plenty of penetrating oil, both from the inside and outside. I heated it as much as my propane torch would allow and worked it back and forth. Finally it began to give way and I really leaned in to it. Then the tie rod snapped off in the tube. Damn!

It was about 11:00 am so I quickly threw it in another car and took it down to my local machine shop which closes at noon. The head of the shop laughed and scratched his head saying he felt that easy outs tended to expand the bolt that they were screwed and sometimes caused more trouble than they saved. He also didn't want to break an easy out off in it and suggested that it might be cheaper just to get a new one. I told him the cost of that and that I wouldn't be able to drive it for the rest of the weekend. Then I had a thought. This side was the LH thread side. I suggested that he drill and tap the shaft of the tie rod end that was broken off, then screw in a bolt, heat it up and use an impact wrench to screw the bolt in, screwing the tie rod end shaft out. He gave me an amused look and proceeded to drill and tap the broken off end. With the tube firmly clamped in a vice he proceeded to heat it to a cherry red. He then screwed the bolt and carefully applied the impact wrench - using not too much force and applying more heat. Suddenly ~~it came out~~ ZIP it was out. I let out a well ~~considered~~ <sup>and to the effect of how easy I was to please with a screw.</sup> I asked him and he said ~~forget it~~.

I rushed home and dug out an extra tie rod end I had. I coated the threads with anti-seize and screwed them in to about where I thought they should be. I drove it back up to the school and set up and drove it over the alignment gauge. It was still out. I crawled underneath and turned it in what I thought was the correct direction. I reset the gauge and placed it in front of the wheel and drove over it. It hadn't changed much so I repeated the procedure. Still little change so I did it again. This time, when I got behind the wheel, the steering wheel seemed to be off center quite a bit, but the wheels were still straight. I put my brain in gear, something I try to avoid and crawled underneath and looked at the rod I had been working on. It was the wrong one. I loosened the clamps on the correct rod and it turned freely. ARGH!!! It took 2 more tries to get the alignment right.

### Random Question and Answer of the Month:

- Q:** To fit or not to fit the bottom (skirt) scraper / oil control ring on a 2.25 diesel following a rebore/new pistons job?
- A :** Don't. Deprives the top rings of oil, leading to premature wear and failure. Run the engine until it starts to burn excessive oil (70-80K miles?) and then fit the bottom 'oil control' ring and new top rings before planning a rebore at 100-120K miles. Fitting the rings from 'new' dramatically reduces engine life.

**More Land Rovers in the news:** From an Associated Press story filed from Sarajevo. Seems a correspondent was trying to get into the city... "The Croatian port city of Split on the Adriatic is the starting point. There, US and European TV networks and other news organizations maintain fleets of armored cars for use in Bosnia. The cars, most painted white, are Land-Rovers [hyphen added - the "AP Stylebook" reads 'Land-Rover, with a hyphen'] fitted with bullet-proof plates. The back cabins have no windows. The cars are expensive, clunky and slow, but sturdy."



## EXTRAS AND EQUIPMENT FOR LAND-ROVERS

\*Items marked thus manufactured in U.S.A. - installation in all cases extra.  
Prices for all other items do not include installation unless factory installed.

<u>DESCRIPTION</u>	<u>RETAIL PRICE</u>
<u>Miscellaneous Equipment</u>	
Water Temperature Oil Pressure Gauge	\$ 32.65
Extra Windshield Wiper	19.25
Spare Wheel Carrier on Deluxe Bonnet	6.00
Spare Wheel Carrier on Standard Bonnet	6.40
Folding Steps for 88" Station Wagon	24.00
Folding Steps for 109" Station Wagon	48.00
Extra Driving Mirror	3.65
Kodiak Fresh Air Heater *	92.50
Flyscreens for Dashboard Vents	5.40
Interior Sun Visors	2.60
Canadian Winter Insulating Trim for Truck Cab Models	105.00
Canadian Winter Insulating Trim for Hard Top Models	85.00
Engine Block Heater	4.30
Windshield Washers	5.00
Universal Joint Covers	6.75
Motorola Transistor Powered Radio *	58.20
Radio Suppressor for all Gasoline Models	4.75
Warn Hubs (pair) *	74.00
<u>Winches</u>	
Front Capstan Winch	206.00
King Rear Drum Winch without Drum Guard *	156.00
King Rear Drum Winch with Drum Guard *	176.00
King Front Drum Winch *	345.00
King Front Drum Winch with Cab Controls *	375.00
Cable, with Hood 150' x 5/16 Steel *	35.00
<u>Snow Plows</u>	
Meyer Electro-Lift Snow Plow (Blade Width 6') F.O.B. Cleveland *	290.00
Meyer Hydraulic Lift Snow Plow (Blade Width 6') F.O.B. Cleveland *	335.00
Western Hydraulic Lift Snow Plow (Blade Width 6') F.O.B. Milwaukee *	300.00
Special Mounting to Accommodate King Winch *	16.00
<u>Power Take-Off Equipment</u>	
Hand Throttle Control	4.80
Center Power Take-Off (E 1069)	43.50
Rear Power Take-Off Drive Section (for 88" Models includes E 1069)	168.00
Rear Power Take-Off Drive Section (for 109" Models includes E 1069)	205.00
Rear Power Take-Off Pulley Section (for use with 88" or 109")	102.00
Engine Speed Governor (necessary with 88" and 109" for all stationary applications)	110.00
Oil Cooler (Gasoline Models)	131.50
<u>Towing Equipment</u>	
Front Lifting & Towing Rings	24.50
Trailer Socket, Plug & Leads	10.00
Dummy Socket & Flasher Plug (required with Trailer Socket)	7.80
Heavy Duty Towing Equipment	8.00
Multi-Point Plate	9.60
F. V. Type	24.50



# PRICE LIST LAND-ROVER

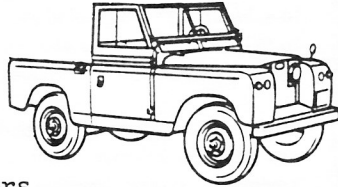
## THE ROVER MOTOR COMPANY OF NORTH AMERICA LIMITED

405 Lexington Avenue, New York 17, N. Y.  
36-12 37th Street, Long Island City 1, N. Y.  
373 Shaw Road, South San Francisco, California  
Mobile Drive, Toronto 16, Ontario  
156 West Second Avenue, Vancouver 10, B. C.  
Dominion Square Building, Montreal 2, Que.

EASTERN U.S.A. - JUNE 1963

### 88 BASIC MODEL

With five 600 x 16  
6-ply tires. Front  
Seats for driver and  
two passengers. Rear  
Seats for four passengers



\$ 2,595.00

As for Basic Model plus  
Detachable Full Length  
Canvas Top inc. side windows

\$ 125.00 \$ 2,720.00

As for Basic Model plus  
Detachable Full Length  
Metal Hard Top inc. side windows

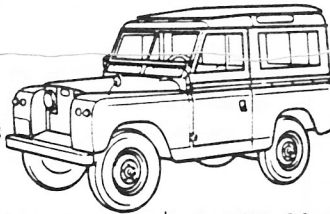
\$ 245.00 \$ 2,840.00

As for Basic Model plus  
Detachable Metal Truck Cab  
(Rear Seats for four extra)

\$ 155.00 \$ 2,750.00

### 88 STATION WAGON

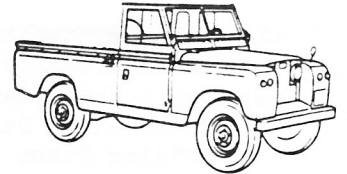
With five 600 x 16  
6-ply tires. Tropical  
roof and roof ventilators  
With seats for seven.



\$ 3,325.00

### 109 BASIC MODEL

With five 750 x 16  
6-ply tires.  
Adjustable drivers  
seat & seats for two  
passengers



\$ 3,085.00

As for Basic Model plus  
Detachable Full Length  
Canvas Top inc. side windows

\$ 155.00 \$ 3,240.00

As for Basic Model plus  
Detachable Full Length  
Metal Hard Top inc. side windows

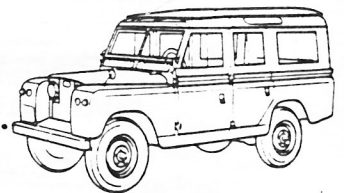
\$ 350.00 \$ 3,425.00

As for Basic Model plus  
Detachable Metal Truck Cab

\$ 155.00 \$ 3,240.00

### 109 STATION WAGON

With five 750 x 16  
6-ply tires. Tropical  
roof and roof ventilators.  
'19 gallon fuel tank.  
Adjustable drivers seat.  
Seats for ten.



\$ 3,925.00

109 DORMOBILE CAMPER  
with five 750 x 16  
6-ply tires. Folding  
Seats for five with  
sleeping accommodation  
for four.



Elevating Roof & External  
Roof Rack, Cooking Stove, Table,  
Sink, Curtains, Closets, Water  
Containers.

\$ 5,280.00

DIESEL ENGINE AVAILABLE ON ALL MODELS \$ 475.00 Extra

#### ALL LAND ROVER PRICES INCLUDE:

Fully Floating Front and Rear Axles, Tool  
Kit, Wheelbrace, Jack and Starting Handle,  
Four Speed Transmission with Transfer Box  
giving eight forward and two reverse speeds,

All Metal Side Doors with External Handles and  
Sliding Windows, Flashing Turn Signals, Rubber  
Pedal Pads, Windshield Wiper, Towing Pintle,  
Oil Bath Air Cleaner, Full Flow Oil Filter,  
Windshield Ventilators, Rear Seats.

Prices shown are Manufacturer's suggested Retail at Port of Entry.

Cost of Tops include installation when Factory installed.

(See Reverse Side for Optional Extra Equipment.)