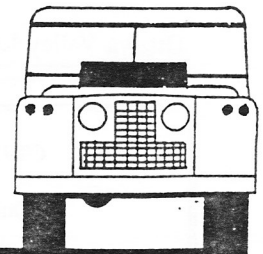


# OTTAWA VALLEY LAND ROVERS



Volume XII, Number 8

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

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

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

10 August, 1995

Greetings;

A bit of a slow month. The middle of the month Light off-road <ahem> road building mission was postponed until sometime in the Fall. The usual number of informal ventures have been occurring however. However, lacking an event to discuss, some Club business. The executive has discussed the Birthday party and ways in which this superb effort could be improved even further for next year. Among the many suggestions, one ranks higher than most and is the most oft heard comment. Simply put, dogs at the Birthday Party site need to be better controlled. While many were little dear angels, there were others that tended to get out of hand, or better yet under foot a little more often than was desired. Remember, not everyone loves your pet as much as you do. Since next year is planned as a three day event, where you will fend for yourself for Friday, the executive wishes to impress upon people to come better prepared. Remember, you are coming in a Land Rover. You wouldn't believe the amount of stuff you can pack in there, snacks, water, garbage bags, et cetera. Land Rover camping is by no means a minimalist camping style. Think about a tarp, some cheap poles and twine from Canadian Tire for shelter in case of rain or heavy sun. A good learning experience will be the Labour Day revisit to Silver Lake. Come prepared. Finally, a number of people comments on the lack of a line-up of vehicles for the photo-op. Next year, the line of vehicles for photos will take place Saturday after the various off-roads for people to get their fill of photographs.

The Executive is considering sliding the nominations and voting for the annual elections up by one month. Nominations will be due at the beginning of November, the voting to take place at the Christmas Party in December. The new Executive will take office at the Annual General Meeting. This will also allow for a month transitional period between incoming and outgoing Executives. Finally, pardon the less than average quality of this newsletter. I am now on my first vacation in four years, right after they have re-organised my Sector in NRCan into oblivion of course.

## **An Jaundiced account of Silver Lake by Russell Dushin**

By Friday, my hopes of making up to Silver Lake in time were fading. I'd spent the evenings before doing the oils and getting the hardtop together so the canoe could come along. This required yet another windshield swap (a long story), and new glass had to go in-but only after the "Basic Nigel Green" was stripped from the galvanizing, etc. etc. I returned from work on Friday afternoon in record time, but still had just too many last minute things to do.....a coolant flush, rereset the timing, dump the water filled sediment bowl. Surely, we were going to miss a good chunk of the fun. We didn't leave this humble southeastern NY abode until around 8pm, and crashed the night in Syracuse to dreams of raging festivities in the Wild Northland.

Saturday am we hit an hour of traffic at the border. Once at the booth, our cheerful agent asked us just three simple questions: "What is the purpose of your visit to Canada?"

- "To imbibe in the bush with my brethren."

"How long to you intend to stay in Canada?"

- "Until the Advil kicks in."

"What do you intend to leave in Canada?"

- "A long trail of 90 weight."

**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 Preston 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.

Copyright: Pursuant to the Berne Convention, no portion of the OVLRL Newsletter may be reprinted without written permission of the editor. Copyright is held by the author of the article and the balance held by OVLRL.

Advertising Rates: Available upon request.

**Editor:** Dixon Kenner  
tel: (613) 820-1024 (h) (613) 943-0589 (w)  
email: dkenner@emr.ca  
dixon@fourfold.ocunix.on.ca

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

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

**August 21th Social at Bells Corners Machine Shop.** Not on the 14th as mentioned last month (we were guessing then), but on the third Monday. 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. Bells Corners Machine shop is on Stafford Road, close to where the old Ikea used to be.

**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

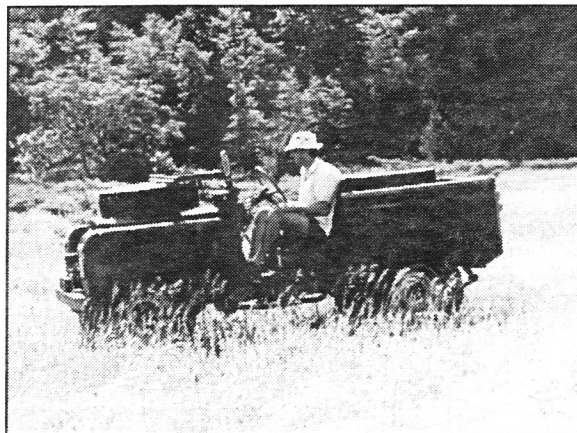
**Sept. 2-4 Revisit to Silver Lake.** A three day event at the Birthday Party site. Participants are required to fend for themselves in terms of food. As with the Birthday Party the Provincial Park will be open as will the motel.

**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. Phone Ted Rose for more details.

**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.** Organiser this year, as last, is Roy Bailie. Your chance to get the rusty bits ready for the ravaged of salt.



With smile and a wink she waved us on. After a refreshing ride through Ontario farmlands we arrived at Silver Lake, scarfed a campsite, loaded up on many litres of gas, and moved on to the Bday bash. As we pulled in the pair of Toronto 101s graced the hillside and pumped-up our psyche. The smell of Bates and Co.s' first feeding was adrift and added to our enthusiasm. A small crowd of what I thought were friends gathered as we got out and we moved towards them. Most walked right past....a quick nod or hello and they moved on to meet daNige. I heard comments like "nice paint job!" - "has it been field tested?" - "his slip is showing" - "solid truck 'cept what's up with that rim?" - "Oi" - "bloop, bloop" - and more. I got some much deserved abuse.

Dixon, not well, and an attentive Sandra were amongst the fray. By his looks alone he confirmed my worst fears. His chin to his chest, one eye nearly open, and dangling by feeble grasp to a can of Ginger Ale.....we had cause for concern. Right away I inquired- "What Happened? What'd I miss? Wow, you OK?" Dixon mumbled ".....mbmbmubammuch Beer....." then turned a lighter shade of green. I got him some Advil and he gradually returned to your basic jaundice. Nonetheless, I had faith he'd recover, even if he really was born an American. I left him with Sandra, the Queen of Rehydration, who kept pulse, and followed the crowd over to the food trailer. In the midst of my dog I realized I hadn't even sign the waiver yet-so I moved around the other side and took the time to do it then and there just in case.

Dale, in the bug bomb, soon arrived to every one's surprise and proudly displayed the latest prototype from Desprey electronics-the fully manual starter switch. I had hoped he would have brought that two steppin' woman we've all heard about, but it turned out to be the ever so helpful Roger Sinisohn, who had flown in from the far coast and grubbed a ride in exchange for indentured slavery throughout the weekend.

It wasn't long before the heavy off-roaders and an other contingent of light off-roaders (me included) had completed their rounds. Afterwards, a dip in the lake, a cool shower, and another trip to the food trailer for Bates' finest bbq'd pork and chicken served to replenish our batteries and provided much need inspiration for the evening festivities. Ready and rolling I realized Dixon was not (still), so I tossed him my keys and ordered him to the showers in hopes that he, too, would return fully recharged. He didn't, but his state was much improved.

Ben Smith, that maniac who drove his 88 from southern California (and back, via NJ then Owl's Head), had brought a cash of 24 oz. Black Dog Ales that he picked up en route from OVL R member Roy Caldwell in Helena, Montana (Thanks Roy!). These, along with a fine assortment of other microbrews, provided liquid fodder for enhancing the social activities that tore on through the night. Can't exactly say I recall much of the conversations that took place....something at one point about a woman who carries a compression gauge in her purse and a goat in the passenger seat....but it has all long since faded into a mere blur of fond memories. I do recall, however, that as I began to loose control of my senses I looked about the one circle of staggering fools that remained. Counting, I saw eight or nine Americans and just one Canadian left-Dale. Mention of this was enough to inspire Dale into action: he thrust forth a handful of seven-ones, scolded us for drinking lesser beers (despite their enhanced flavour), then rallied a challenge for a round of arm wrestling (which he won handily). My only conciliation for making it that far was praise from Russ Wilson for being the only non-attached male still standing....my accommodating compatriot, Elizabeth, had long since gone to sleep across the front seat of my 88. Naturally, Russ' comment made me think yet again of Dixon's state of affairs....but he hadn't been seen for hours, although he subsequently claimed to have been awake and listening from the safety of his (horizontal) bedding at that point in time. Yeah, sure.

With a lantern serving as a campfire, a banjo and guitar were retrieved from somewhere and those nine or so who remained performed like Camp Fire Girls well into the star sprinkled night. Percussion, always off beat, was provided by the endless swatting of mosquitoes. Eventually the instruments were put away but the desire for some to sing continued-Dale and Jon being the primary participants. One by one the party dwindled as folks staggered off to bed. Leaving Nigel behind I, along with a bleary eyed Elizabeth, caught a ride back to the campsite with my brother Fred in his draggable 2002. My last vision of the scene as we departed was one of Dale and Jon, wrapped arm in arm, howling to the stars; a mentor and student (I'm not sure which was which) embroiled in verses of the Little Pixie Song. I fully expected to find the two cuddled together in the same exact spot the next morning beside a lit lantern, covered in bug bites, but alas, I myself had trouble waking and facing the day and didn't arrive until just before breakfast was served. Again, many many thanks to all who participated and made the weekend a fine success. Already looking forward to next year-and may even make it up for the re-run come the Labour Day weekend.

**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**, the July newsletter was collated, stuffed, and sent on its merry way. The centrefold montage of Silver Lake photographs was created by **Spencer Norcross** from a selection of photos from **Jan Hilborne**, **Bill Kessels**, **Ben Smith**, **Sandra Harris** and **Dixon Kenner**. In answer to many questions, the photos were colour prints scanned into a Macintosh network sporting a lot of specialised graphics software. The resulting images were printed out "Xerox" ready (notice they are made of dots, unlike a photograph).
- 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.
- Ray Monteith-Smith, the Expeditions Writer for *Land Rover World* will be stopping by Ottawa in the beginning of September while on his way to the West coast to write an article on Wilderness Adventures. Depending on timing, we may wish for another activity between the Revisit to Silver Lake and the British Invasion at Stowe Vermont. More information will be provided as it becomes available.
- **Shaun McGuire** has purchased more Land-Rovers. Well, just one more, bringing the size of his fleet up to a more stable three. The latest is a Series III out of Montreal.
- In a surprise move, realising the neglect that his Land-Rover fleet has been subjected to, **Fred Joyce** took the plunge and has retired from Agriculture Canada. To ensure that he doesn't get lured back, Fred is on a pilgrimage tour to Newfoundland, visiting another OVLRL member, **Kevin Burton**.
- Not retiring, but moving, **Mike McDermott** has decided that a single car garage just doesn't cut it and has moved out to a palacial spread in Russell. While helpful advice and consolation is now farther away, his farsightedness allows the new occupants of Normandy Crescent to wonder why all of this OVLRL mail keeps coming.
- *OVLRL* made it into the pages of *Land Rover World* and *Land Rover Owner* for July. Both short articles cover the Spring Maple Syrup Rally with *LRW* adding in a picture of **Ted Rose's** Land-Rover pulling the drum of sap on the sled. For long distance readers, *LRW* even added **Vern's** phone number for anyone wanting to get real maple syrup for their breakfast table. (as with club newsletters, these magazines can be borrowed from the club archives if you are interested in reading them. Give a ring to make arrangements to pick up a copy) We received a couple of newsletters this month from other clubs. (These can be borrowed from the Editor if you are interested in checking them out.)
- **Andrew Taylor**, having been bitten by the Land-Rover bug at Stowe a year or so ago, searching without success for months & months, has finally acquired one. Well, to be more accurate, after waiting for nearly a year, driving countless miles looking at basket cases where the owner figured he had some rare goldmine, **Andrew** has acquired not one, but three Series III's.
- Got a hole in your softtop? Well, both **Murray Jackson** and **Roy Bailie** managed to accomplish this recently. How did they approach a solution? Well, while **Murray** patched his top, **Roy** cut it even larger and installed a piece of clear plastic for a sunroof.
- From **Mike Loiodice**, a sad note... "Started the disassembly of Fern yesterday. I could save the body parts and build another Series III but I don't think so. I like the IIA more. Chances are Fern's doors and seats will wind up in the '71 IIA anyway." For those who remember, Fern was the dark green Land-Rover seen at many shows completely covered with painted ferns. It could disappear when parked next to the woods (where Land-Rovers are usually pushed)
- From **Russell Wilson** (one of our two Pittsburgh, PA members): "Attack of the Rover Snatchers! Before I start this tale of sorrow, misery and general stupidity I must extend a most gracious thank-you to the OVLRL member who saved my ass. That's right that silly, Banjo playing fool **Jon "I'm a happy Pixie" Humphrey**. Hmmm where to start this tale???? From the beginning will have to due. I took my Rover (the Pig) to a garage (name withheld so when it burns down they

can't get me) which fed me a line of s\_\_t a mile long. The Pig sat for 87 days untouched!! URGHHHHHHHHH KILL KILL KILL... Jon and I rescued the Pig with a U-haul dolly and the mighty Rangie. We deposited the Pig behind my house and with a few phone calls I had a small army of true friends who showed up to get the engine mounted on a stand on the patio behind my house. Then there was BEER. Which was followed by things that you would have to ask my roommate about because I don't remember a damn thing. I was so happy to have the Pig back, even in it's sad state I tried like hell to drink every beer in Pittsburgh. Saturday began as the ugliest day in recent memory. More scrapping and removing of bits. Removal of the oil pan revealed an ugly sight...shards of metal. No, chunks of metal...everywhere. A rod bearing had turned to a more elemental form and deposited itself all over the inside of the engine. Bits of rubbish all over the screen for the oil pump...URGH! Rebuild of the oil pump? Wooo more unplanned fun. Monday will hopefully see me getting the engine to the machine shop. It's a bit too heavy to carry on the mighty Schwinn so once again I'm at the mercy of my friends to help me get the Pig's heart to the shop. One of the best machine shops in the Pittsburgh area is located very close to the bike shop that I manage so I'll be able to stick my nose in every day and check on it's progress. I'm going to need EVERYTHING done to this thing. This was a beat engine. I just had a thought.... Since I'll be handing this guy a considerable chunk of my cash to do the work on the engine... perhaps he could for a small fee, come and get the thing off of my patio?? could be worth a quick phone call. Well kids...that's the story of the fool (me), and the pig. I'm a fool for letting the Rover sit for so damn long while this piece of worm feces fed me BS about how he was almost done painting my engine!! He in truth had not even touched it!!! Vengance shall be mine."

- **Andrew Finlayson** is returning from the Wet Coast to the Ottawa area. Lotus land just didn't have the attractions of the Nations Capitol. To keep the Fall busy, Andrew is getting married on September 16th at Golden Lake.

- **Russell Dushin** has done absolutely nothing on his *Red Rover*, despite the fact that a galvanised frame, springs, etc. are sitting next to it. No matter, Russell promises that the *Red Rover* will be apart and reconstruction started by the time the snow flies (*Do they get snow in those southern climes of New York?*)

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

**August 10 - 13th**, the 11th annual LAND ROVER PICNIC. Located near Backus, Minnesota (North Central Minnesota). (Directions: Go North on hwy #371 through the town of Backus and take the first gravel road to the West. Look for the Rover Rally signs after a couple of miles. Activities: Camping, trail riding, potato shooting, potluck food and spirit consumption, yelling at the moon, lame excuses and Rover related stories, etc... Price: None. Attendance: In previous years between 6 and 30 Land Rovers & Range Rovers have participated from MI, WI, MN, IA and other central states. This is an off road driving - winching - camping event that usually moves to a different site each year, but this year is a repeat location because the terrain is so good. Further information: Charlie @ 612 963 6892 or 8711 County Rd 7NW, Maple

**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 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 marque 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 Rovering. 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. Concerning Land-Rover beers, *ROAV* will be having three kegs of beer at the Mid-Atlantic Rally - a fine porter, a tasty pilsner and a wonderful dark ale - all crafted by "Legendary Brewing" in Richmond. ... Sandy just hope those Georgia boys move a bit farther away from the taps this time.... For more information, contact Sandy Grice at (804) 423-4898 or e-mail rover@pinn.net

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

● Dupont Registry sports a Lightweight for sale. The price, a cool US\$52,000.

● From Andy Woodward in the U.K. "How do you keep thieves out of your Land-Rover? Well the trick is to stop em wanting to come in, in the first place. The plods left a few cars about in London, unlocked. They all got nicked except for the ones with a box with a Radioactive sticker on it left on the front seats. I go with the Biohazard bag full of old bandages, bits of cotton wool, and red paint... and the top coming loose... Also, a plod told me that a good way to thief proof your car (and to park it in illegal places) was to lay a cloth across one of the seats and spread out on it some oily bits of engine and a crescent wrench, along with a note in the windscreen saying "Gone for spares - will move as soon as possible"

● Wondering what happened to that white CARE Canada Defender 90 that used to grace Ottawa streets? Well, when CARE hit the news with questionable financial arrangements, Land Rover Canada snatched it back to the local dealership. From there it was immediately snapped up by a dealer in Toronto for \$33,800. The CARE D90 had about 12,000 km on it, the plastic hard top, steel wheels but did have a brush bar.

● Rumour has it that Paul Safari in Queenston, Ontario, has a 101 which for the right price he may let go. I have heard that around \$18,000 is the asking price. Being a GS version, it had been destined to be converted to some sort of a motorhome, but this has not occurred to it yet.

● A whole pile of rumours arrived upon my desk this month. For fun we will print them and will let the gentle reader draw their own conclusions. No mention to accuracy or whatever, they are just interesting to see what is floating around. Some of this has already come to pass & is obvious (numbers 1 and 6 for example)

1. LRNA is Land Rover's single largest customer world wide. Rovers North is the single largest seller of genuine Series Land Rover parts in the world.

2. Productions at Soihull is maxed. According to a visual inspection, every square inch is covered by Rovers, except for a small strip that is the jungle track.

3. Because of this overcrowding, Defender production is being moved to South Africa. (They are already making some D90's there)

4. LRNA demanded that they be the only authorized distributor of genuine parts for all Rover vehicles in North America. Land Rover (UK) has agreed. This will take place in the near future. (this one arrives from several different and independent sources. How it affects British Pacific and Rovers North is open to conjecture. Does seem a bit farfetched eh?. We'll keep you informed if it is true. Could be another military D110 story.)

5. Re: the head gasket flap. Remember the note last winter in the newsletter about faulty Genuine gaskets as stated by British Pacific? Another parts supplier roasted the Virginia club for printing it (copied from these pages though) Well, Land Rover (UK) has taken no blame, but admits that there was 3 changes to the head gasket with no documented reason. The production of head gaskets has reverted to it's previous configuration. Land Rover (UK) is taking no action against British Pacific because of this flap.

6. LRNA has decided to have one central warehouse for Series part in Tennessee. Any dealer that chooses may become a factory authorized genuine parts dealer.

7. Land Rover (UK) has changed its parts costs 3 times since October. One OVLR member has been shown the LR export price list. Anything with a star was a price increase. Flipping through the Series parts list, he saw almost all had a star.

8. The US Spec Defender will be sold in the UK and France soon. This has implications about whether the Defender might make a return to the U.S.A.

9. In the last number of years, all transmission gear and diff parts were made by Santana. They have ceased production and existing stores are beginning to dwindle. Land Rover has yet to source a new manufacturer. Don't be surprised if the only new parts in the future are for later SIII boxes.

● 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. How do I tell if I got one of the export Land Rovers with the zinc crankshafts?

A. This is best done by taste. You dip your finger up to the first joint in crankcase oil. If it has a sort of taste like chewing tinfoil (chew some to find out what it tastes like first), you are fine and have a proper steel crank. If it has a blackened-redfish taste to it, you have a zinc crank and should immediately buy a Buick.

● Movies and television: The latest *Outback Steak House* has a few seconds of what looks a Ila 88. Their previous commercial showed 2 Aussies getting out of an 88 in the desert, but for only a fraction of a second. From Spencer Norcross: "I was just watching the ever-popular "Monorail" episode of *the Simpsons* (Simpson, Homer Simpson, He's the greatest guy in history, from the town of Springfield, He's about to hit a chestnut tree) when I noticed something REALLY funny. The poorly built, self-destructing monorail has *Lucas* written on the gauges. Hee hee!". In the movie "Casper" (you know, the friendly ghost kind) a lady learns that she has inherited an old condemned mansion that is inhabited by ghosts. In the pouring down rain, at night, she drives down the overgrown road and as

we see the headlights coming through the brush. Sure enough, the next scene we see a dusty black Range Rover. She soon realizes the mansion is haunted and calls for a team of labourers, etc. to clean out the hosts....when the workers see the ghosts, chaos begins, and they run, including the guy operating the wrecking ball, which we then see the wrecking ball heading for the Range Rover. Next day....she is driving a silver Range Rover. Finally I hear the new *Ace Ventura Pet Detective (Sequel)* will have about 5 Land Rovers in it, most of which get blown up or otherwise rapidly disassembled through high-speed chemical combustion.

● From Tom Rowe at the UW-Madison Center for Dairy Research, here is some reading material for those who want to get out and do a real cross-country expedition.

1. "*Overland*" by Peter Fraenkel. Published by David & Charles. 1976 ISBN 0715370405 This book covers world-wide travel somewhat, but mostly focuses on Africa & the near east. Topics include travel planning, equipment, choice of vehicle (Land Rover of course) dealing with the natives, customs. Info on getting unstuck etc. A nice read w/photos

2. "*Overlanding*" by John Steele Gordon. Published by Harper & Row, 1975. ISBN 0-06-011610-2 ISBN 0-06-011611-0 pbk. My favorite, very extensive, sample itineraries for trips world wide with driving times. How to get through difficult customs, how to bribe. Acknowledgements include to British Leyland for producing Land Rover #25900038A.

3. "*Cruising the Sahara*" by Gerard Morgan-Grenville. Published by David & Charles. No publishing date, but I got it new at the same time as "*Overland*". ISBN 0-7153-6467-7. This book covers much the same as the other two, but of course has more Sahara info, including a 1:15,000,000 map of North Africa. It, too, has photos. Vehicle of choice? What else, a Land-Rover.

4. There's another book that is \*very\* good that I guess I have packed up somewhere so I don't have detailed info on it. It is/was published by VITA (Volunteers in Technical Assistance). It was written by a person who worked for VITA in Africa and covers a lot of make do type repairs, like Rum makes an acceptable brake fluid. Titled "*Automotive Operation & Maintenance*" by E. Christopher Cone. A comprehensive manual designed primarily for drivers of four-wheel drive vehicles who use pioneer roads, and for novice mechanics who must depend upon their own resources in areas without extensive service facilities. Revisions reflect increased use of Japanese vehicles. 1992 Revised Edition. \$14.95 ENGLISH 300pp. ISBN 0-86619-310-3

● 1995 4.0 SE RECALL: There is a voluntary recall program recently implemented (from Land Rover North America) which affects the U.S. 4.0 SE Range Rover and a possible brake hose/fitting failure on one particular hose. It is a short fix as far as time is concerned. All owners of the involved vehicles are being notified to arrange a service as soon as is practicable. The recall does NOT involve 1995 Range Rover LWB's or Classic models. Land Rover just announced a worldwide recall of all 1995 Range Rovers (4.0, 4.6, diesel,

etc.) due to a brake hose problem around the ABS pump. [I don't know if this affects the 95 RR Classic.] It's a minor problem that they say can be repaired at the dealer in 30 mins.

● Mike Rooth recently sent me a packet of sales literature from his local Land Rover dealership. Leafing through the many glossy pages something odd stuck me about it. Everytime they showed a picture of a Series Land-Rover, it was captioned as some sort of a Defender. Actually, you can't miss it, especially when they are labelling photos of older stuff as Defenders. "Defenders have been floated..." with a picture of the Series pontoon version; "few countries where you won't find LR Defenders..." with a Series One, 107 pictured beside; A photo implying the Series IIA Cuthbertson is a current Defender option. They go on to state that *All* Defender engines are LR developed? I had thought GM did the Buick 3.5l engine originally. I must have been mistaken. What else in one sales brochure? Oh yes, "All body panels are still all aluminium". Well yeah, but how about thickness? The formulation also changed between '48 and the early '50's & the aluminium is actually all from Canada. (Of course the Brits would never mention this. Alcan actually if you are interested) I mentioned this latest play on history to Mike, here is his response: "I wondered how long it would take you to notice rewritten history. Daft part about it is you point to a Series One and ask someone what it is and they'll say it is a Land-Rover. Do the same thing with a "Defender" and they'll *still* say its a Land Rover. So only Land Rover believes its own hype. The only consistent slip of the tongue I've heard is to call Defenders Discoveries. I was also interested to read (forget where) that although Land Rover are quick to use the "old 'uns" in their advertising, they aren't so good when it comes to supporting them in the way of spares. So you aren't alone in that view. Actually, I was a bit underwhelmed by the 110, the 90 but I quite liked but the 130 Tdi. *I want one*, despite the impression I got from the brochure that they were only grudgingly admitting to its existence! I wish.... < sigh >

● USA Today has recently stated that the market is starting to get glutted with sport utilities and even the Discovery is now selling at a discount. This confirms reports from the U.S. that say that the waiting lists for Land Rovers have all cleared. So, if I was buying one I'd rather not pay sticker -- just wait a while and they'll come around!

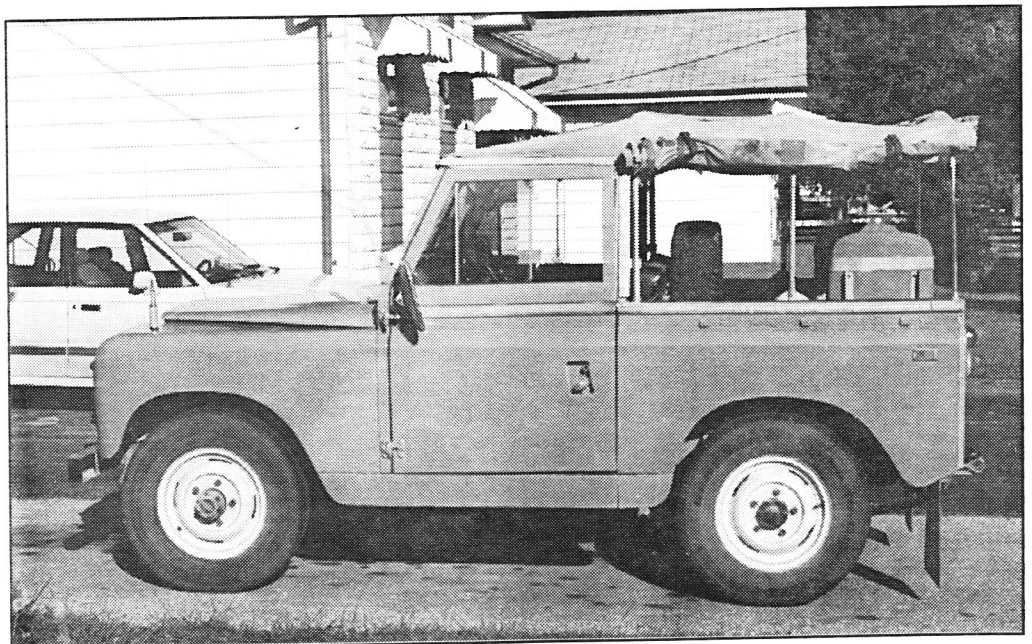
● Some more Land Rover (NA) Trivia: An American vehicle test center (GTS) for Land Rover is located near the Dear Valley airport in Phoenix, Arizona. The head of the test center, David Champion, left about two years ago, and is now with Nissan Motors in Southern California. Since David's departure, morale at the test center has gone way down. They don't have a boss there yet- Land Rover sends someone over from England every 3-4 months to watch over the place. They are all worried about losing their jobs and very paranoid about journalists or any outsider getting a photo or any information on the new vehicles. A RHD TDi Discovery (Black) has been spotted down there recently.

Murray Jackson's Lightweight



Al Pilgrim's much abused *Sally*, a 1956 107 pick-up with a Koenig winch mounted up front. If *Sally* could talk, Bates would be in jail.

David Place's modified 88". (It is actually for sale. See the For Sale section for details)





# CALABOGIE...

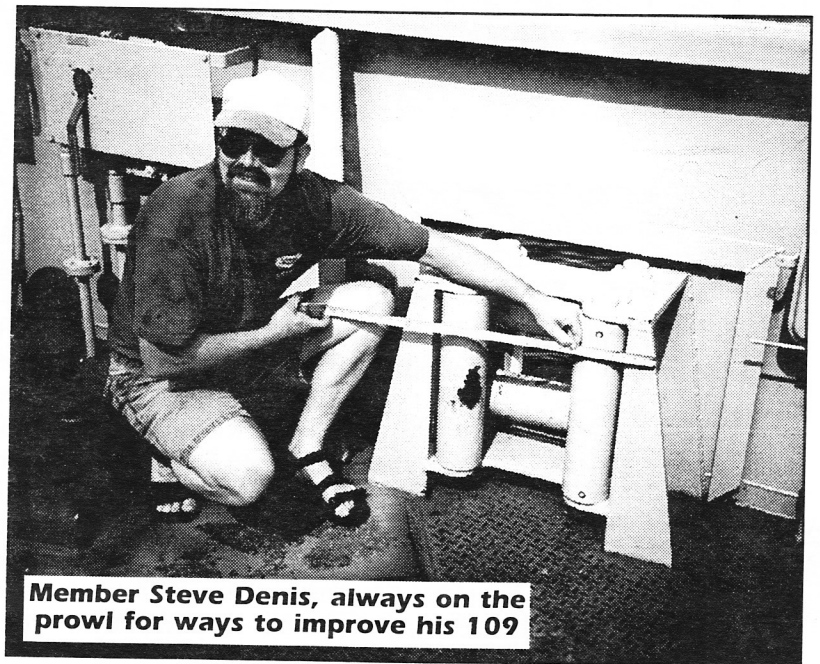
August 19-20, 1995



**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)



Member Dale Deprey demonstrates his new starting switch. This amazing device allows Dale to start the vehicle from over 12 feet away!  
*Inset: close-up of this ingenious device!*



**Member Steve Denis, always on the prowl for ways to improve his 109**

# Silver Lake

## September 2, 3, 4

Silver Lake will be a "fend for yourself affair". The trailer will not be in attendance, so you will need to provide and prepare your own food. People can come and go as they please. It will be a three days of off-roading, relaxation, fishing or whatever you choose to do, just an enjoyable weekend away from the city.

### New Members

- **Phil Tusinski** of Peabody, Massachusetts joined OVLRL at the Downeast Rally. Phil was mighty impressed with the Birthday Party, commenting that he had a great time and what a great bunch of people we were. For those of you who need a reference, Phil was driving the Series III that has been turned into a Camel Trophy Land Rover.
- **Herbert & Eric Zipkin** of Mount Kisco, New York joined OVLRL at the Downeast Rally in Owl's Head, Maine. Eric has a hybrid 109 that he has built up himself, while his father has something really special. Herbert has a 109 Station Wagon customised for long distance expeditions. He has taken this 109 across Asia and down Africa. A reprint of a 1964 article will grace the pages of the newsletter in a future month. This Land Rover is something to be seen.
- **Roger Sinasohn** of San Francisco, California joins OVLRL after flying into Ottawa for the Birthday Party. Not only can Roger cook toast for breakfast under direction from Bates, but he will remember a sleeping bag, or something to repel mosquitos, or small black song birds as he sees them, for next year. Roger has a pair of Land Rovers, a 1959 109 two door hardtop and a 88" Series III which will soon be a pick-up.
- **Alan Richer** of Chelmsford Massachusetts joins with a 1964 109". Among Alan's future plans, or modifications to "Churchill" will be the addition of Air Conditioning. Expect a future article on this some day.
- **Tim Orr** of Ottawa joins. Tim checked out OVLRL from the vantage point of Bill Kessels D90 at the Birthday Party and is now undecided whether he wants something classic, or something new.

**GENERAL SERVICE by Robin Craig**

Unfortunately, there is no column by Robin this month. However, since we know that many of you desire your "Robin Fix", we are providing this photograph of "Robin in Action". The anonymous photographer caught Robin racing off to the left to get one more action photo of the light off-road...



**Brave Sir Robin!**

**For Sale / Wanted Stuff...**

- 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. (Potentially sold to a future OVLR member)
- 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

**GENERAL SERVICING, Humour, Tall Tales, Humour, Trivia, & general rambling**

**"Misery On Tap....or the MOT test" by Mike Rooth**

Well, I reckon Misery On Tap is what the thing is all about. Nothing to do with safety at all. In the UK, every driver of every car over three years old has to undergo this ordeal, and what's more, has to pay for the privilege. What it amounts to is this. You ask the opinion of the suitability of your vehicle to drive on the Queen's Highway, of someone whom, given any normal circumstance, you wouldn't ask whether or not he thought it was a nice day.

You drive up to the place appointed, having first asked on the telephone if this nice person would condescend to see the vehicle, at, of course, a time utterly convenient to himself. This year, I parked on the garage forecourt, and spent some time chatting to an old family friend, when I noticed the "Assistant Mechanic" strolling towards my Rover. Should he be out of school? Looks awfully young to me, but then, these days that's a recurring phenomenon, so probably means nothing. Land Rover? Big deal, he's a big lad now, can cope with anything. Until, that is it comes to opening the door, when he can be seen furtively pushing the handle downwards. He finally works it out, unaided, and gets in, whereupon his head disappears from sight under the dashboard. Problem. The switches are labelled in English. Proper writing. Oh dear. He's only ever looked at the pictures in his comic up till now. He's not too bad with Series Threes, they've got pictures, but the 11A is a bit of a struggle.

He finally gets it started, and kangaroos towards the torture.. sorry... TESTING bay, I say a swift farewell to the family friend and run after him, fully expecting him to drive straight through the bay, back wall and all, and finish up in the field at the back. But no, he knows where the brake is. Clever lad, this. And then panics because he's switched off the "ignition", but the engine won't stop! Well, there isn't a picture for "Diesel Fuel" under the filler cap, so it's hardly fair to expect him to know. I point out to him, more or less gently, that the knob on the right, labelled "Engine Stop" might help his cause a little, and also that it's his lucky day. This because the 11A is generator equipped, so he doesn't owe me a new alternator, by virtue of running the engine with the electrics switched off. "Grunt" by way of reply. A linguist, too. He gets out of MY cab, and plugs in the exhaust gas analyser. "Forget it sunshine" quoth I. "Grunt?". "Its too old, doesn't qualify for the EGA". "Grunt". We wait, now, for the star of the show. And in due course he makes his entrance. Wispy beard, straggly moustache, long hair and greasy baseball cap and all. The poor man's Fu Manchu, this one, and a fully qualified MOT Tester, to boot.

Boy Wonder gets back in the cab. "Lights" cries Fu Manchu "Grunt" from the cab, "Heads!". "Grunt". "Dip!".... "Dip!"..... Silence. Boy Wonder is frantically looking all over the dashboard, pulling at the direction indicator switch and generally getting into a (slow motion) muck sweat. Finally, fearful for the fate of a sorely abused Joe Lucas I put him out of his misery. "Its on the bloody FLOOR". "Ooooh". Good grief! ANOTHER word! Fu Manchu, looking learned, (at least I assume that is what the expression denotes, to me he looks somewhat reminiscent of a scarecrow with indigestion) crawls all over the vehicle, paying special attention to the state of the windscreen wiper blades. Well, I told you it was highly technical, now didn't I? Next, the Land Rover, Boy Wonder with it, is elevated roofwards, so Fu Manchu can duly examine its underside. He's satisfied himself that all the lights work, Boy Wonder has had the whale of a time playing with the switches, and Fu Manchu couldn't find any fuel leaks, engine running or not.

At this point Fu Manchu assumes a superior expression (unless his piles are bothering him). I'll fail this heap, no problem, his face says. I feel compelled to ask him whether he has lost something, to wit, one "assistant". His reply is to the effect that it keeps him out of the way, up there. I must admit, he has a point. He wanders round and round underneath, gradually going white with frustration under the ground in grime. It slowly dawns on him.... HE CANT FIND ANYTHING WRONG! Finally, teeth grinding in anger, much, no doubt to the delight of his dentist, he produces a two foot long crowbar and HANGS on the front bushes of the rear springs. To his delight, they give! So would the Queen Mary given that leverage, but I'm nearly out of cigarettes by now so I don't argue. I know I've got two bushes in stock, and it's only a three hour job, despite the fact that it would take this pair all day and a bit besides to do it. Grinning with elfin delight he makes out a "Fail" slip, and holds out his greasy palm to be crossed with gold. Silver? You must be joking! Twenty Six hard earned gold smackers this farce costs.

I get my own back that very afternoon, when I sail up, re-bushed and demand my prize. At no extra charge. It's worth the work, just to see his face! Of course, we are already counting down towards next years repetition.....

### **There and Back Again by Ben "Have Land Rover, will travel" Smith**

Some might call it an adventure of sorts. Truth is, it was just another road trip. No major breakdowns, a few minor niggles and a petrol engine with an insatiable thirst for gasoline. My SIII 88 logged cross-the-US legs #7 and #8. For me it was #12 and #13. So not much was new.

A number of you commented on the state of my Rover at the Birthday Party, so I thought I'd address those comments first. For the brave and curious ones that peaked underneath, yes, the frame is not stock. The dreaded Previous owner (actually the one before that) was a welder and decided to re-enforce the frame. So most of the frame has been encased with a second layer of steel. That PO also removed the rear crossmember and replaced it with the steel diamond plate bumper that you saw. In addition he cut off the rear spring mounts and installed springs from a Suburban (which I promptly fixed when I snapped the main leaves on those springs). When the frame dies, I will put a new, proper one underneath. "Your outrigger by your fuel tank is about to fall off." Actually no it isn't. That PO welded a second outrigger on up-side-down in place of the stock front fuel tank hanger. I actually think this is the one good thing he did because it provides more protection than the stock hanger.

I started my trip on Sunday, 18 June at about noon. Time passed quickly and I soon found myself driving in ~100 degree Fahrenheit temperatures. The temp gauge started to climb away from the N, but didn't reach the redline so I watched it, and continued on. Somewhere Idaho, some 700 to 800 miles later, I was beginning to climb in altitude as I approached the Idaho/Montana boarder. My Rover started to stumble a bit and loose power. Knowing that this is symptomatic of the points going (which seems to always happen on a cross country run for me and I didn't get around to changing them before I left), I pulled over at a rest area and swapped the points. Of course this being the mid-afternoon, Nature decided that changing points was too easy, and rained on me. I pulled out and all was ok for a few miles, then the stumbling and power loss was back. Since I knew the timing and points were ok, I started to experiment. Putting the choke to about 1/2 made the stumbling go away. As time went by I found myself adding more and more choke to maintain 60 mph. I decided to attempt to make the next ~180 miles to Roy Caldwell's place where I would at least have shelter while I searched for the problem. By pulling the choke I was in fact richening the mixture and somehow the gas mileage increased! With the Rover running worse and worse, I pulled into Roy's that evening. I was about 1000 miles from home.

Roy and I pulled the Rochester carb that I had slapped on just before leaving (I think my Weber single barely runs on the lean side and I haven't gotten around to rejetting it yet). The only problems that we found were that the float levels were out of adjustment (possible limiting fuel intake) and there was some dirt in the main jet (which may have been picked up from the work bench). After that, the Rover was back to normal.

I set out the next morning, Tuesday the 20th, for Ottawa with the case of beer that Roy donated. Somewhere in North Dakota (oh maybe 5 or 600 miles from Roy's) the Rover suddenly died. I pulled to the side. It would start, but as soon as I let go of the key, it died again. If I left the key in start it would run until I let go of the key. (Of course it took me a while to discover this--after I had checked most else) The problem? The lead from the start switch to the coil had oxidized and severed. An easy short term fix with a crimping tool and I was on the road.

Near Minneapolis I discovered that a front tyre was on it's last legs. To be fair, I had put over 50,000 miles on the tyre and the PO had put an unknown additional amount on it. The steel belt wasn't quite showing, so I decided that it would make it to the Birthday Party. Which it did. There were no other adventures, and I pulled into Silver lake 5 days and 3268 indicated miles after starting.

You all know about the birthday party. I had a great time and there are non-zero odds that I'll be back next year.

Next was a quick trip down to NJ (about 530 miles), a week with the folks, then the drive to Maine for Miles Murphy's Down-East VII at Owl's Head (430 miles). Now that I was about as far away from home that I could get while still staying the lower 48 states, you might think that I'd take it easy on my Rover, right? Not me. For Saturday the *East Coast Rover Co.* had put together an off road course that was more difficult than intended. Dixon jumped in my Rover and we set off to try the course first. I managed to get stuck (frame hung on stumps) a couple of times and I put a large dent in the tranny

crossmember when I discovered a rock that not only was invisible beforehand, but which suddenly stopped my Rover from a 3mph crawl.

After the Airshow on Sunday I was back on the road (430 miles back to New Jersey). I spent the 3rd getting newer tyres (which **Charlie Haigh** of *Rovers North* kindly donated) mounted and being nice to the Rover (changing the oil, refilling gear oil, greasing universals...). While I was loading to go on the morning of the 4th, Dad came by and asked if there was anything he could do. "Find me a gas cap." (I had left mine in Freeport, Maine) He came back a few minutes later with a plastic container of putty that just fit (without the extender spout in place) and was massive enough not to bounce out (and luckily for me the plastic was not soluble in gas). He asked, "Anything else?" "Find something to be a pour spout for my Red Jerry." (which is a one of those miserable US spec ones that has a wide mouth and requires a spout to be screwed in (which invariably over time breaks and the last one was left somewhere in Canada)). About an hour later he comes back looking quite pleased with himself. The old trap from the kitchen sink is a tapered pipe thread that just fit, giving me a 45 degree angle and a straight section of pipe (the inside of which Dad cleaned up) that would fit down the Rovers gas intake.

The trip west was mostly uneventful. I saw a bunch of newer Rovers in Colorado and a few of them deigned to wave back. The only significant event was a thunderstorm in Missouri. I could see the storm coming, but thought the highway would duck between rainclouds. It didn't. The day went from sunny to pouring rain with less than 100 foot visibility, an inch of water on the highway, and 40+ mph winds almost immediately. Of course I had the doortop off... At least the wind was from the passenger side of the Rover (which had the door top in) and I passed through the storm in a few minutes. 2723 indicated miles and a little over 75 hours after leaving New Jersey, I arrived in Ridgecrest, California.

All in all, the Rover indicated 7504 miles on the trip (I know that for large portions of the trip it was under-reading by about 10%). Not too bad for a 1972 Land Rover whose odometer claims 73,828 miles right now. I don't know, but I suspect the true number is at least 173,828 and probably 273,828. Then again, this is a Land Rover, who knows if that is the original odometer.

My Rover has had about 3 weeks to rest. On Friday I'm driving about 500 miles up to Paradise, California for another Rover meet and 500 miles back on Monday. Many more miles of off road adventure to log...

#### **Handy Rover Hint - Recovering door handles by Alan Richer**

Due to a personal restriction, I ended up working on small bits on my Rover, and discovered a useful tip. The rubber-covered door handles on my 109 were really shabby-looking and cut up, so I went scavenging for a substitute. Lo and behold, I actually found one... There is a canned concoction called Plasti-Dip that is sold for covering tool handles and such here in hardware stores. It's basically liquid, air-hardening plastic in a toluol base. This stuff looks just like the original Rover handle plastic!.

What you do to apply it is to cut off all of the old handle plastic with a razor knife, then clean up the underlying metal surface with whatever comes to hand (Scotch-Brite pads are good for this). Then, the handle is dipped into the Plasti-Dip and removed slowly, then hung up to harden. 3 or 4 iterations of this are required to build up enough thickness for long use. If it strikes your fancy, the Plasti-Dip is also available in colours other than black, if red or green or blue handles suit you....





Phil Tusinski's Camel Trophy look-a-like at the Myles Murphy's Downeast Rally in Owl's Head, Maine

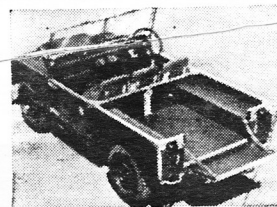
Herbert Zipkin's well travelled and well modified 1959 109" Station Wagon at the Downeast Rally. Expect an article on this in the future



**Henlys are the largest  
distributors of the  
Land-Rover . . .  
naturally, they can tell you  
everything about it!**

NOW TWO MODELS  
to choose from: the  
standard 86" Wheel-  
base and the 107"  
Wheelbase Station  
Wagon. Both have  
the improved 2-litre  
52 b.h.p. engine,  
with spread bore  
cylinder arrangement  
to beat overheating,  
and copper-lead bearings.

4-Wheel drive, 8 forward and 2 reverse speeds,  
power take-off, 3 comfortable car-type front seats  
and all-weather seating are included in the  
impressive 'go-anywhere' specification that makes  
Land-Rover Britain's most versatile and most  
sought after all-purpose vehicle.



*Plenty of room for  
passengers and load*

see **HENLYS** about

**HENLYS LTD**

*Rover and Land-Rover Distributors*

Henly House, 385 Euston Road, London  
NW1 Euston 4444 Devonshire House,  
Piccadilly, London, W1 HYDe Park 9151  
1-5 Peter Street, Manchester. Blackfriars 7843

*England's Leading Motor Agents*

**LAND-  
ROVER**

THE 4-WHEEL DRIVE  
GO-ANYWHERE VEHICLE