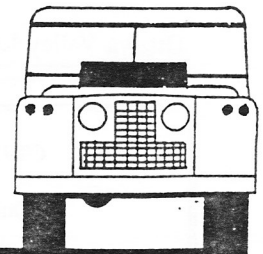


OTTAWA VALLEY LAND ROVERS



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."

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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: Those joining throughout the year pay a flat \$20 per year, their membership expiring one year from the last dues submission.

The Ottawa Valley Land Rovers Newsletter

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

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

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

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Advertising Rates: Available upon request.

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

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

Oct. 1-2 Off-road at George Kearney's in Wendover/Plantagenet on property adjoining Larose Forest. This will be a day of medium off-road driving across George's property and onto LaRose Forest from the back. Phone Ted Rose (256-1598) 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. (See information on page 7).

Oct. 14th Annual Frame Oiler. Organiser this year, as last, is Roy Bailie. Your chance to get the rusty bits ready for the ravages of salt. The location is expected to be the same as previous years. More in next month's newsletter.

December (Early) Annual Christmas Party. Location to be determined. The Navy Mess may not exist by December. The Executive is working on an alternative venue for the event.

Editor's Note: Curious where this month's photographs or Myles Murphy's column on Identifying Land Rovers has gone? Hand it to Canada Post and US Mail, who together have managed to make the pair of letters make the journey up from the US Atlantic Coast (normally an nine hour drive from Ottawa) take in excess of three weeks thus far... We could only wait so long for the stuff to arrive, hence why this edition is several days late.

Executive InterNet addresses:

Ted Rose: tr@fourfold.ocunix.on.ca
Dale Desprey: al045@freenet.carleton.ca
Murray Jackson: mj@fourfold.ocunix.on.ca
Dixon Kenner: dkenner@emr.ca

Note: Approximately 30 OVLRL members have Internet addresses. Seeing how our mail system is going, it isn't a bad idea...

So, eventually off down the trail we went with Dave, Tamara and Matthew leading the way in "Bear". The remainder of the days off-roading followed the same route as the Birthday Party's light off-road course. We doubled back at the end of the trail with Christine and I splitting the driving and nobody doing anything monumentally stupid.

After this, a quick trip to Sharbot Lake to restock, a late lunch and a lazy afternoon at site thirteen. Many thanks to Mike Dolan's good friend Don Horner, who runs the provincial facility at Silver Lake, for keeping the authorities at bay.

Kevin Haasper, who was just back from touring the north country joined us on Sunday. We opted for the heavy off-road but started with Pam Haigh's trench, a left-over from the Birthday Party Bash. Roy quickly seized this opportunity to test his winch, and got stuck in the first twelve feet of mud we came to. Embarking on the main part of the course we were met with mud, water, steep inclines and strange angles that all added up to an extremely good time. As the going got really treacherous near the last hydro tower, Kevin and I held back, but Dave, Jason and Roy (complete with fan club) continuing right up to "Lowe's Berm". Jason and Roy had scouted out a route around this obstacle but (fortunately) we didn't possess a chainsaw so this route shall have to wait until next year's Birthday Party.

After making it back to the cottage, Kevin and my crew started to head off. This was when we ran into (Desperate) Dale Desprey and Dixon (do little on my Land-Rover) Kenner. Dale had been threatening to show up Friday afternoon, but put the delay down to good old procrastination. Dixon, however had a valid excuse, "moving Mum". Although he was still a day late, some might see this as being early on his part. Dixon who is known widely by club members as not being on time for anything with the exception of the fine newsletter he puts out.

I understand the weekend event continued well and all had a great time. Many thanks are in order to Mrs. Deacon for the use of her property. Hope to see you all there next year.

Silver Lake Continued (after Ted left)...

Dale and I arrived, albeit late, set up camp and then went off on a long meandering light off-road course. Taking nearly three hours, we covered many potential areas of challenges for next year's Birthday Party (Anyone interested in a serious hill climb?) and generally scoped out the lie of the land. Returning, we noticed this little venture had added some 40 miles to the odometers (You European chaps can eat your heart out... <grin>) while never passing another vehicle on any of the trails. The only example of human habitation was when we came across some fishermen near a nearby lake camping on the shore.

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

● The August newsletter again was the combination of lots of effort on various peoples' part. This month we give credit below to many that help out regularly in producing this effort. This is your newsletter. If the editor is not told about things, they don't appear in these pages. Besides, as amazing as it seems, there is no one in line for the Lugnut this year!

● Dale has managed to mangle yet another poor piece of his Land Rover. As he tells it "I was going up the road from my house when the Diesel started to act up. So I tromped on the pedal to give it some fuel and even it out. Getting to the end of my street and turning right there was a sudden loss of forward momentum and a load crashing sound coming from under the box. In a classic Bates move, Dale's prop shaft yoke shattered, but unlike Jan Hilborn's worse luck of a few years ago, he was only a couple hundred yards from home and not going down a large steep hill towards an intersection and having the flailing prop shaft rip the brake lines out... But that's another story... Right now, Bob Wood is adding up the interest payments on this short term loan...

Ottawa Valley Land Rovers Newsletter September, 1995

Editor:	Dixon Kenner
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Contributors:	Myles Murphy, Robin Craig, Ben Smith, Alan Richer, Ted Rose
Photos:	Dixon Kenner, Sandra Harris, Jan Hilborne, Spenser Norcross
Other help:	Bob Wood, Dale Desprey, Murray Jackson, Fred Joyce

● Some sad news from **Larry Rousseau**. Larry inherited his Land-Rover several years ago just before things took a turn for the worse in Haiti. Yes, the Land-Rover was located down there on some property. Well, recently his brother went down to Haiti to pack up some of the belongings and furniture into the Land-Rover and put the Land-Rover on a ship bound for Canada. It was not to be. Arriving in the town where the Land-Rover was stored, not only had the vehicle disappeared, but the entire garage it was locked in was gone. It seems the uncontrolled para-military types decided that if they were to continue to be a thorn in the government's and populace's sides, they required something easily fixed and suited for the terrain.

● **Harry** will be reregistering his Land Rover after a bit of downtime. Harry, who can also be heard from time to time on CFRA radio harassing poor Lowell Green, has managed to redo the entire front end of his Land Rover. (Some will remember that certain weakness in this area lead to no little embarrassment for Harry at last year's Birthday Party. Well no more, Harry is keen, so watch out!). Modifications include a whole new bumper assembly made out of 4"x4"x¼" steel tube. His winch has been "tickled a bit". Current problems? Well besides a general lack of use, there have been some head gasket problems. Harry got one of those special Genuine-like gaskets that was missing holes. No matter, pull the gasket, punch holes out to 3/8" throw it back on, retorque and it works fine again.

● **Dale** is sporting 15 tires nowadays. Please give him a ring and convince him not to use the white tremclad on the tire walls and paint the rims pink... Speaking of paint, **Roy Bailie** has given his pet a new coat of paint. Taping, painting and out on the road in one day. As an indication of what can be done if you know what you are doing, Roy used one litre of paint to do the entire Land-Rover, inside and out... Of course, this has given **Bates** ideas. Al has decided that Sally really needs a new coat, and with the normal weather of the tundra fast approaching plans on painting her white. The reason for delays in this new coat can be best summed up by the master himself... "I just haven't found the right roller yet"...

● **OVL**R attended the opening of the new Swords and Ploughshares Museum south of Ottawa in Kars. **OVL**R was asked by the museum to supply a pair of military Land Rovers for the opening display. **Murray Jackson** and **Fred Joyce** obliged with a Lightweight and Series III military 109 respectively. **Bob Wood** threw in the Sankey trailer. The museum has a wide assortment of Canadian Military Pattern (CMP's) vehicles from the Second World War littered about the grounds. While the condition of the vehicles isn't really up to the War Museum standards, they do have some interesting stuff. (Trivia note: Canada produced more military vehicles during World War Two than any other nation in the world (including the USA), supplying British, American, Russian, and other Allied requirements. Production was in excess of 900,000 vehicles)

● **Brave Sir Robin** followed up the above organising effort with a second one, managing to get a **Alvis Stalwart** and a **Ferret**, both newly arrived from England to make an appearance at the Swords and Ploughshares Museum. A number of **OVL**R members were given the opportunity to go with the Stalwart in a series of swimming ventures up and down the Rideau River. For the real keen people who stuck around there was the opportunity to drive the Ferret about. (A word of note, if you get claustrophobia, you don't want one of these...) If you are interested, a swimmable Stalwart will set you back about the same as that 101 that gleams in your eye. However, the Stalwart has a top speed of 40 mph and gets 4 miles to the gallon.

● The October edition of Land Rover World has arrived, and **OVL**R gets a pair of mentions. The authors of an article on Myles Murphy's Downeast Rally quote that this has been a good year for Land Rover events in North America, further describing the Birthday Party as a "religious experience". In the clubs section, we get another good mention. On the trivia side, I have been told that Land Rover Owner magazine never has had more than about 400 subscribers in North America, and that it seems, subscriptions to be dropping, with LRW more than taking up the slack.

● A note from **Andrew Taylor**: "I would like to say a special thank you to **Michel Bertrand**, **Dixon Kenner**, **Mike McDermott** and **Ted Rose** for the help you gave me in selecting a Land-Rover, all the phone calls to you on advice, on Pro's and Con's of different Series. As stated in last months newsletter I have bought 3 Series III's. One is a runner, good frame and motor + drivetrain. The other two. One has a good front & the other a good box. I have the runner at home, the other two to be picked up in the middle of the month. Michel Bertrand put me onto these vehicles. Michel called and said "I think you will be interested in them" (I was). Thank you Michel. The strip down has not started. It will be next month. (I have removed the add on's from the Runner ie. home made sound system. There will be more dates on the strip down and rebuild and Guy's I guess there will be more phone call's for help. (Where does this part go). PS> Yes, I have a workshop manual and if any of you are passing St. Lazare (Highway 40 Exit 26) please drop in for a chat and a beer. Thank again, Andrew Taylor (514) 458-3060"

● **Jon Humphrey's** 109 is back on the road after an enforced lull for required maintenance. He has a new 3/4 length soft top for the 109, new hoops and sticks and he went and bought an 8' x 10' canvas Army tarp and cut and sewed it to fit. A rain storm shortly after that resulted in the net top shrinking perfectly to size. However, the story doesn't end there. Readers will recall **Russell Wilson's** trials and tribulations with his engine. Well, Jon sends this... "I dropped by Russ's the other day and he comes out carrying a complete pristine sparkling Brand New Galvanized Rear Cross member and he says, "Here, this for you for helping me out with all this." I about hit the floor. I say, Russ this is too much you can't afford to give me this. He says, no way, I won't hear of it, I want you to have this and that's the end of it. Well I stood there holding this gorgeous baby and checking out the lines of it. And drooling on the shiny galvanizing. I thought at least it won't rust. Man I was in shock. Then we went outside and took a look under my truck at what is left of my original cross member. I poke a finger through it and sweep away some more flaking rust. Step on the tow ball and it sags about 2 inches. So I start dreaming about how quick the sawzall will get rid of this mess. So I say, Guess what I'm gonna be putting on this weekend. And Russ just smiles. Happy, Happy day Thanks Russ"

● Last month it was implied that **Russell Dushin** has done absolutely nothing on his *Red Rover*, despite the fact that a galvanised frame, springs, etc. are sitting next to it. Well, we would like to correct the erroneous impression. Russell writes: " My frame, springs, etc are NOT beside my Red Rover...the frame is buried (remember?) well behind a few hundred bales of hay. I'll get to it sometime before October, hopefully. The springs, etc. are in storage in lohaus' crawl space, but are easily accessible." Nice storage spot for a new frame Russ... Excuses excuses... Sigh. But he also had this to say: "Took a ride to the beer store yesterday to exchange eight cases of empties for a six of sierra nevadas. After dumping the cases on the table outside the store and getting my slip I turned around to see a half dozen of Peekskill's finest outstanding citizens eyeing over daNige. Each of them are sporting the latest jailhouse fashion....pants hung, but barely, round the buttocks, it being half out-half in and bulging, showing shorts underneath, but not crack (I'm convinced that this is their secret hiding spot for all things of "value" that are to be kept well hidden from cops and the like). Moving over to be sure no damage is done I see them whacking away at his sides, banging, laughing..... "Damn.....look'a all da dents in dis thing...." "Shi', I like it.....lookths bad wif all bang up like dat" "I'ma get me onea deeth un go oba ebreythang." and then comes the killer line.....as the guy stands up on the rear hitch and pokes his head inside the rolled up canvas.....he stands proud and says: "I'm 'a ketch me a Lion in dis thing." Really cracked me up. I've been saying it ever since. le's go huntin'!"

New Members

Six new members joined this month, from locally to the other end of Canada and down into the United States. For those who like to keep track of these things, OVLRL is roughly tied with three other clubs for third place in North America in size of membership. However, from a Series Land Rover stance, OVLRL is second in absolute numbers, and first in percentage of pre-1974 versus the modern stuff and for absolute numbers of military Land Rovers hiding in member's back yards et cetera.

- **Gordon Rea** of Vancouver, British Columbia joins the club after hearing lots about OVLRL. Gordon has a 88" Series IIA Land Rover named Sherpa. Sherpa has so many problems that he sometimes might get a bit discouraged. Gordon bought her 3 years ago, not knowing a thing about Land Rovers. (but he had owned a few Sunbeams so had some idea about what he was getting into). Now he's hooked. Sherpa is his only vehicle, and he uses it almost daily. He also manages to take it off-road a of couple times a month.

- **Alex Kenner** of Goderich joins. Basically my father wants to see progress on the Land Rover that I am supposed to source for him sometime in the future before the Chev. dies.

- **David Brobeck** of Washington DC joins this month. David has been searching for a Land Rover for quite a while, and finally found Guy Arnold's 88 up in Potsdam. Via the Internet and the telephone, David got in contact with me and Andrew Taylor to discuss the 88". From here you can read his story in General Servicing...

- **Bud Brown** of Temple Pennsylvania brings a 1962 SWB Station Wagon and a 1972 SWB Station Wagon to the ranks, OVLRL has recommended to him from our vintage Land *[deliberately left blank]* owning member Peter Gaby.

- **Rick Grant and Catherine McClelland** of Ottawa recently bought a 1959 Series II and have embarked on the long haul to make it more reliable and respectable looking (at least so the neighbours stop worrying about property values) despite the fact that the interior can be best described as "Medieval hovel".

- **Colin Smith**, the Land Rover salesman at Lawrence Park Motors in Toronto Ontario joins OVLRL bringing with him an assortment of old and new vehicles. Colin is also planning on addressing the lack of off-road space in the Toronto area, but more on that later as things develop.

SOME NON-OVLR NEWS AND RUMOURS...

● **Movie/Television sightings:** From Ben Smith, The TV show *The Highlander*, first season, episode 21, "Nowhere to Run", there is a scene in which some of the bad guys are standing next to an automobile. You can see the word "Rover" the left front headlight and part of the grill of what is now being called a Range Rover Classic. From Mike Loiodice: "The Lion of Africa". A mild adventure about a transport driver who has a Bedford truck and (of course) a damsel in distress. They get chased at one point by "bad guys" in Land Rovers. A different type of sighting: "Of all places to find a Land Rover. Regular Captain Crunch cereal that has the Traffic Jam Game on the back has seven 109 Soft Top Land Rovers in the traffic jam. Bad depiction of the lights, and radiator panel but other than that, pretty true to form."

● We recently published some random rumours here. Well, in the one of them, to extend it a bit further, Rovers North has won the battle with LRNA. RN will be only complete genuine Series parts source in USA and Canada. (British Pacific has lost the Genuine status). More on this later as we hear more about it...

● Wondering why your D90 hiccoughs at around an indicated ~~85-90mph~~? This is your fuel being cutoff by the computer program on the ECU. It is considered perfectly normal in both D110 and D90's. Reason? Primarily due to the speed rated off-road BFG tires. They have a lower speed rating than either the Range Rover or Discovery. There is nothing wrong with your car, although at speeds any greater than terminal on Defenders, it really becomes a horsepower order of magnitude to break the century mark with the truck's brick-like drag coefficient, and then there's the noise! Enjoy your snail-like 85 mph!

● **Trivia.** Did the addition of airbags to the Discovery change anything? Yes, crumple zones did result in *weakening* the forward part of the chassis on airbag-equipped Discos and Range Rovers. But front only as rear impact does not affect bag deployment. In fact, the chassis rails from bumper back to just forward of axle housing is *weakened* to allow controlled, repeatable (in testing iterations required for certification) crush performance. From the housing back, the chassis has actually been strengthened. This was to dissipate energy in the crush area and then to present a strengthened passenger cell boundary to resist deformation. So yes, it is weaker. And yes, it is stronger.

● We have heard that a Series 2a left hand drive military ambulance is for sale in Alberta. If our information is correct there are two of them in Calgary in a used vehicles dealers yard. One apparently has a very straight and unbattered body. It has XCL's all round and is in British Army colours. The rumoured price is about \$5,500 CDN aprox.

● 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 put locking hubs on all four wheels to get maximum milage?

A. The Land Rover will run very efficiently with all four hubs unlocked. Especially downhill with a tailwind. Or, you can tie on to the back of a Buick and have friends tow you all over town -- you can even put a tape of engine sounds in the that kicker stereo (instead of the tape of rapper Six-Pack Shabazz or whatever) and rally crank it up to make people think there is a 440 hemi under the hood

● Did you know? 1. The first 1,319 80" Land-Rovers had a 4.88:1 differential ratio. It changed to 4.7:1 and that ratio remained until the V8 arrived. 2. The first 7,720 80" had hydrostatic brakes with self adjusting shoes. They tended to wear the brake drum badly in muddy conditions. 3. Ex-Australian Army Land-Rovers with an eye bolted to the hand throttle aperture were used in Vietnam. It was used to lock the gearlever. 4. 2 Litre diesel injectors have "D" somewhere in the CAV part no. while 2 1/4 litre ones don't. 5. Ruston Rover Marine Units were modified Series 2A diesel units, engine no. 29600001A onwards? 6. If the first LARGE Land-Rover badges had a GREEN background rather than black (about 1952). And were SOLIHULL ones first or BIRMINGHAM?

● **Model changes and line up for North America (read US Market. Defender is dead in Canada):**

D90 Station Wagon (USA Only): The latest word is that there will be 400 aluminum hardtop, one-piece door with windup windows, external rollcage, 4-jumpseat D90 Station Wagon's brought in. November delivery to dealers. After that, the final 240 NAS D90s will be standard ragtop D90s such as we have now - full soft top, regular safari cage and rear bench seat. Still no final word on the aluminum top prices, colour choices. Full headliner/sunroof. 4 jumpseats in back. D110 style doors, sliding rear side, windows, roof panel is white, seats are cloth tweed as in D110, rear defrost and wiper-washer. Price has still not been announced. Initial deliveries now expected in October.

1996 Range Rover: No more Range Rover Classic for North America. 4.0 SE continues largely unchanged except new colours: Willow Green/Niagara Grey/Altai Silver. Porto Red/Roman Bronze/Aspen Silver are gone... Price up by about \$1,000. 4.6 HSE debuts in limited quantities and limited to Beluga Black and Rioja Red. Comes with 18" wheel/tire combo w/low-profile Pirellis (255/55 HR18). HomeLink programmable garage door/gate opening system included. US\$62,625

1996 Discovery: Consolidation of option matrix base model. No price change at US\$30,575 (freight included). Base model now

available in all colours. Loaded model includes 8-way power seats, fog lamps (ala Range Rover), standard rear hydraulic step, special rims, etc. Price up about \$2,000 on loaded model. All models feature 4.0 engine (detuned to 182 hp -same as last year's 3.9 but with slightly bumped up torque). Lighted vanity mirrors both sides/auto-dimming rear view mirror, a full turn signals in the body-mounted tail light, and a new super-tweeters/CD player mounting position improved for in-cabin access. Rearward seat travel extended by 20mm on all models.

● Here's a little curiosity that most will know about, but some might not. (This is from a longer message on the Internet LR mailing-list) "A friend of mine recently told my wife that since I drive a 32+ year old Landrover that I should carry a bar of Ivory soap in my toolbox. Here's why: Recently on a long camping trip in the northern New Mexico desert (in a beat up Chevy van) my friend and family were driving in a construction zone and somehow managed to puncture their fuel tank with a

piece of gravel or other debris. Gasoline started pouring out on the road like crazy. They pulled over (miles from nowhere) wondering what to do. A local friendly rancher or somebody stopped, evaluated the problem and quickly came up with a solution. He asked for a bar of Ivory soap from their camping gear, broke off a piece, got it wet and soggy with canteen water and plugged up the hole in the tank. Much to everyone's amazement it held, stopped the leak, and allowed them to drive 50 miles or so to a town to a more permanent solution." The Off-Roaders Handbook, by J.T. Crow and Spencer Murray, published by HP Books (not a single LR in it!) On Page 159, the fuel-tank leak soap method is described, and explained "Petroleum and most bar soaps create a chemical reaction that causes the soap to swell, then harden" They claim one tank seam repaired with soap held for years..

● A quick note... Various sources state that Michelin has discontinued XCL tires.

NON - OVLR LAND ROVER EVENTS

September 30 - October 1st. Rover Owners of Virginia: The **Mid Atlantic Land-Rover Rally** at Penian Farm in Buckingham County, VA. There is ample room for camping on site with nearby (10-20 miles) motels, lodges and B&B's. Saturday will begin with tech sessions for "series" owners as well as newer vehicles. Later there will be a teeter-totter, a blind-fold obstacle course and The Aluminium Man (TM) Triathlon. This combines an on-site ARC-style trials course with special tasks (both mechanical and pioneer), maybe even a *written* test on Land-Rover history and trivia. The event is dubbed the "Built Like a Locomotive" rally celebrating almost fifty years of locomotive-solid vehicle construction. Coincidentally, we are renting a train for a scenic excursion Sunday morning. There will be several vendors in attendance; Rovers North, Atlantic British and DAP will all be there. T-shirts, awards, a BBQ dinner Saturday night (baby-back ribs by the "Smokey Pig" restaurant in Ashland) and blue grass music 'round the bonfire. All in all, an event not to be missed. (Check out February's LRO Magazine for last year's event.) Last year, we had 86 vehicles and expect even more this year. Registration is \$10 per vehicle (\$15 after September 1st - we need to pay for the tents, porta-potties, kegs, etc.); the catered meals will be at our wholesale cost - about \$10 for the Saturday BBQ. Already we have had reservations from Florida, Canada and Massachusettes. However, we need to know how many we will be feeding Saturday; the site is quite rural, so it's not like you can nip out to the 7-11 for chips and beer. If you enclose your name, address and number of folks in your vehicle by Sept. 1, it'll still be only a \$10 registration fee even if it is mailed in later. 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

Sept 29 - Oct. 1. BSROA Fall Heritage, Venue will be in the Berkshires. Campground chosen in Hancock, MA with sites, cabins, sauna, etc. Campsites have electric hookups avail. Off road site at Jiminy Peak and have permission to drive all the way to the top! Pig roast planned for Saturday night w/all fixin's. Flyer mailing to all BSROA members going out by week's end. RSVP's by 9/15. Saturday will include comp trial followed by lunch and afternoon off road at the peak. Sunday either scenic convoy or visit to new car museum. Raffle to be held - vendors on hand. Non-members welcome but Land Rovers only. Non-members may request information by calling Club line at 617-545-4743. All RSVP's will receive information kit with itinerary, directions, alternate lodging, etc. Members will receive event dash plaque as well as a goodie bag donated by LRNA! Club members wishing to assist with check-in, admin. and off-road marshalling can email me or leave message on club line.

GENERAL SERVICE by Robin Craig

Well, its nice to be back, last month Dixon's computer lost my column, for which he has promised to apologise. I hope you enjoyed the photos of me that he put in to fill the space. *(You wouldn't believe the response I got with that set of photo's, Robin.. ed)* Last month saw some members of OVLRL displaying their vehicles at the Swords and Ploughshares museum just south of Ottawa. Fred Joyce ventured out with his ex-military 109 and Murray Jackson came along with his lightweight and Bob Wood's British military trailer. Sitting side by side, the two Land Rovers were a welcome sight. Later in the day, Jim Mills of Capital Hummer turned up. Jim spent sometime talking with the boys, and was even seen to be leaning on a Land Rover. Bob Wood was more than slightly interested in the Hummer that Jim had brought out, even to the point that he crawled underneath. Other OVLRL members also in attendance were Dixon and Ted Rose, plus Peter Whitworth and dog. Peter did one better than Bob and got to sit in the drivers seat of the Hummer.

As I said only recently in my column, Land Rover is not stagnating these days. It is leaping ahead with new projects and vehicles with vigour and capital spending on an unprecedented scale in recent years. As a result some bits and pieces are becoming clearer. One of those is the military Defender 90 uprated version. This is now called Defender XD, and it was shown at the beginning of this month at the British Army Equipment Exhibition in the UK. Originally fitted with a five cylinder diesel during testing, the one on display had a conventional four cylinder diesel engine. This is what is being offered as spec for the minute. Under the vehicle a number of changes have taken place. The frame rails are in the same location but the cross members have been altered, in location and size. The axles are believed to be those of the new generation of Range Rover. This vehicle is being developed to meet a British Forces requirement. A 110 variant is also possible.

A prototype Discovery has been spotted in the UK In the region of the BMW (Birmingham Motor Works) factory. The suspension has been modified to allow the vehicle to kneel at the rear. A pneumatic suspension system appears to be at the heart of this coupled with a roof mounted proximity / radar unit. It is understood that this has something to do with the roof profile of the Discovery and its tendency to get stuck under parking lot roofs. Even the big boys get caught out. James Taylor, the Land Rover book writer did approximately \$10,000 of damage to a Discovery one day whilst on a test drive with his family in a factory demo unit. He said that the most alarming thing was the sunroof glass that showered his two young girls who where in the back seats. As this is more than a common occurrence there is a move afoot to give drivers some warning about this impending problem. Whether there is going to be a link to the brakes as well is another matter, perhaps and audible alarm is what they'll go for.

The Range Rover Classic production is being wound down and as from early next year it will only be hand built to order. The factory space will be turned over to the baby Land Rover or the CB 40 in factory parlance. In keeping with the success of the Discovery launch, it seems likely that the CB 40 will be offered as a 3 door for about the first 6 months to a year. Once its place in the market has been established we can expect to see a 5 door long wheel base version to be introduced. In fact a number of other manufacturers have followed Land Rovers lead and done their product launches like this.

If one thinks for a minute you will realise that if all of the above vehicles are in production at one time there could be a total of eleven different basic vehicle types coming out of the Lode Land site. By the way that does not include left and right hand variants or different body styles, that would get really silly. How do I get eleven, well here goes 1. Defender 90 2. Defender 110 3. Defender 130 4. Defender XD 90 5. Defender XD 110 6. Range Rover (new generation) 7. Range Rover Classic 8. Discovery 9. Discovery SVO stretched 10. CB 40 short 11. CB 40 long. Think about it folks, its possible!

Rumours abound over the next generation of SAS patrol vehicles. There have been about 5 official versions of the Land Rover product used by the elite Brit unit over the years. Recently there has been speculation of a Big Land Rover, with a truly manly capacity up in the 2.5 ton range with a real mans diesel to power it all. At the time only some prototype work had been done to evaluate the theory and validate the rationale. It appears that there is somewhat of a clash right now as Land Rover boffins have taken the position that what the Ministry Of Defence in the UK are asking for is not what they need and the factory gurus know what the cloak and dagger brigade need most.

Next month we'll have some toy news for a change, TTFN ...

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

Spray-painting your Land Rover on a budget without a compressor --by Al Richer

After asking endless stupid questions I finally worked up the nerve to take a spray gun to my old compatriot Churchill (a 109 pickup). Not being over-endowed with money and with the local shops charging 600-1K for a paint job, I decided to attack the problem myself.

Warning: This is NOT a job for the faint of heart. These are NASTY chemicals which can wreak some serious hell on your biochemistry if you get too intimate with them. At a minimum, consider a good dual-cartridge respirator and safety glasses a cost of the job - you'll thank me.

A word on materials: The paints and such I used are not considered top of the line, but I saw as the easiest and most cost-effective way to get a good-looking Rover for a good price. What I ended up using was the Delstar line of paints sold by PPG - Ditzler, I believe, on the other side of the pond. This is a multipart acrylic enamel paint formulation that is tolerant of mistakes in mixing and such. The paint was a 3-part system, requiring the paint itself, reducer dependent on the temperature you'll be spraying in, and hardener for best gloss and abrasion resistance. You don't absolutely need the hardener, but to my mind it makes a world of difference in the paint's flow characteristics and gloss.

Under this, I applied a one-part etching metal primer to the bare aluminum spots, and PPG's DZL 34 lacquer primer over the etching primer and the old paint. If you strip to bare metal, you will need to use the etching metal primer everywhere. If your old paint is still good, you really don't need to do this.

I ended up buying 6 quarts of finish colour and a gallon of primer, as well as 2 quarts of the etching metal primer. With this I ended up using 2 gallons of lacquer thinner (to thin the primer and for cleanup) and a gallon of 70-85F reducer for the finish colour. Add a quart of hardener to your shopping list, and you're ready to go. You won't use all of it, but it keeps for years in tightly closed cans.

This was not \$1.98. I believe the whole mess ended up costing me in the neighbourhood of \$200. If you can still get lacquer paints (I am told that they are now banned in the US because of VOC restrictions by the EPA) this can be done considerably cheaper, as the multipart chemistries are pricey.

Tools Required: For this job, I ended up buying a Wagner FineCoat HVLP spray rig from Damark for \$119.00. It was a factory-reconditioned unit which looked new when I took it out

of the box. I figured that I could resell it with little loss, as new they're in the \$200 range. However, nobody's getting it out of my hands now <grin>. Seriously, if you do any shop work at all the blower itself is handy for cleaning and the sprayer does a good job with non-latex (light-bodied) paints. The rest of the tools I used were part of my standard compliment of shop toys. Most of these can be rented or bought used cheaply. Power sander (a must, unless you LIKE carpal tunnel syndrome); Sandpaper, grits from 120 to 400 (I used 120, 220 and 400); Large numbers of disposable lint-free rags (sheets from Goodwill and a cooperative 10-year old with scissors and a talent for destruction); A hand sanding block for small areas the sander won't penetrate Dual-cartridge respirator with organic solvent cartridges (the shop that sells you the paint can help); Safety Glasses (A MUST, AND USE THEM!) A relatively dust-free area to work in (inside if possible, outside under a tarp to act as a windbreak); Lot of old newspapers 2 or 3 rolls of quality masking tape - splurge and buy the blue stuff at the paint store. Patience and a realistic attitude, and a VERY understanding spouse. Optional: Auto Body dolly set with hammers (I bought my cheap ones for \$10 in a flea market new) Wire brush on an electric drill (for rust removal) Drum sander on above drill (for SERIOUS rust removal - grinds metal nicely) Propane torch and aluminum solder for aluminum crack repair

Beginning to paint: Surface inspection and preparation: Before I lifted the first tool to the body of my car, I spent the better part of an hour carefully inspecting all of the surfaces I wanted to recoat, determining what needed doing and where. Some areas were fine, with only weathering damage to the paint. Others were not so good, showing dents, corrosion, torn aluminum, rust on steel parts and completely washed-away paint under the Diesel filler neck. The floor of the cargo bed was a disaster requiring scraping and removal of all the galvanized strips because of thirty years accumulation of minerals and crud. These got painted separately, as the galvanizing was completely gone.

Each one of these areas needs to be treated differently. The weathered areas I simply finish-sanded at 220 grit to get the new primer to adhere. Badly damaged paint I stripped completely with 120 grit sandpaper in the power sander, or spray-on paint stripper for the really tough or curved bits the sander couldn't handle.

The body damage was another matter over and above the finish. The torn aluminum I ended up soldering closed with low-temp aluminum solder and a propane torch, then sanding and

spot-puttying to level the damaged area. The rusty metal was treated much the same, grinding out the rust with a drum sander on a drill, rust inhibiting, then puttying the pits. Most of this type of damage showed up on the leading edges (the breakfast and front wheel). The little dings and dents I pretty much left alone - a Land-Rover with perfect bodywork would look awfully snooty. My own bodywork took my spare time over a day or four - doing repairs and such. I didn't sand the body sections until I was ready to spray - fresh sanded areas take paint better.

Spray Gunning - A manual of arms: If you've never used a spray gun before, your Rover is NOT the place to start. Before you start spraying the aluminum beast, buy a quart or two of Rostellum and repaint your patio furniture, your cat's litter box or anything but your car. Seriously, getting some inexpensive paint and painting other items is a good way to get the basic technique down before you do it for real on your car. Even just spraying sheets of cardboard or hardboard from appliance cartons is a good way to get the basics down. Make all your mistakes on something you're not going to regret for years. The best advice I have is to go to the local library and locate an Audels manual or any reference on spray painting. It isn't hard to do, but a little forewarning about it can make a world of difference in the quality of the final job.

If you use the same device I did, it only has one adjustment, and that's for paint volume sprayed. It's very easy to adjust, as all you have to do is test-spray until you get a volume that is comfortable to your movement style. As a piece of advice, turn it all the way off, then increase it a quarter-or-half turn until you're happy with it. The manual with the gun set can give you other suggestions.

The basics are: 1. Always start and end your passes OFF the surface at both ends, This eliminates blotching where you begin and end. 2. Hold the spraygun a constant distance from the work. This gives even paint distribution. 3. Spray a good wet coat, but don't overdo - it will run on vertical surfaces. Remember, you'll be putting on multiple coats - so the first coat doesn't have to cover it all. If you blow it, you can always resand and do it again. This ain't life or death - relax.

Alas, unto the breach, dear friends - let's get to work. Finally - he's actually going to talk about painting the car! The approach I took was to do one part of the vehicle at a time, working within my own limitations. With me, this meant

shooting a fender and the breakfast, or a door and a fender or some similar area at a time. I find this to be the easiest approach, as trying to do the whole car at once will quickly drive you scatty. First of all, remove and paint any items you can off the car. For me this was the hornet, the hinges the doors, roof and other bits of the exterior. As I had very little interior space, I didn't do the interior. The interior environment for much of the vehicle, saving the outside work for as little of the car as possible.

I began by prepping the surfaces I was going to work with. For most of the car, this took the form of sanding with 120-grit emery to remove damaged paint and smooth good painted areas, then resanding with 220 after washing the area to remove dust. Another wash came after the 220, then a quick wipe with a paint-thinner dampened rag to knock out the last traces of dust.

Before actually spraying paint, use the masking tape and newspapers to mask off any adjacent areas or other colours to prevent contamination by overspray. The HVLP gun doesn't blow much overspray, but there is some and better safe than sorry is the watchword here. I removed lights, mirrors, headlight rims and other small parts for cleaning and repainting, you can do this also or simply mask as necessary. I then sprayed the bare metal areas with etching primer, following the dilution instructions on the can. Once this was dry, I sprayed the area with 3 coats of primer, then power-sanded the top coat with 400-grit paper. Another wash-down to remove dust then a dry cloth wipe, and I spray on 3 coats of thinned colour paint, following the manufacturer's directions as to mixing of the paint with reducer and hardener.

After painting was completed (give it a half-hour or so to let the paint surface harden) remove the making tape on the adjacent areas to avoid it ruining your paint job by peeling up. I was averaging about 4 hours per section, counting sanding, priming and painting. Masking of areas not to be painted was an extra half hour or so.

Conclusion: There is no cheap and cheerful way to get a good paint job on a Rover. Brush painting works and works quite well, but is very laborious and not inexpensive in materials cost. The Wagner method, while requiring a bit of machinery purchase, has the advantage of giving a clean level paint coat in less time than brush methods, and with a similar materials cost.

Acquiring a Land Rover a long way away by David Bobeck

Finally! Here's the scoop.

Wednesday 8/16- 9:15 pm: Leave Washington DC (in the Honda) for Potsdam, New York. Expecting it to be a long night.

Thursday 8/17- 6:00 am: Arrive at Central Tractor Farm and

Family Centre, Watertown NY. They don't open till 8 so we sleep two hours in the parking lot. 8 am, the store opens, we go inside and score a High Lift jack for \$39.99. A bargain I'd say! They also have a handy little oil pump thing for filling diffs, Swivel balls etc, and big giant tubs of gear oil.

10:00 am: Pick up Guy Arnold at work in Potsdam, somehow as soon as he sees me, he says "You must be David" I don't have "SACUL" imprinted in my forehead so it must've been something else. We go to his house, push the Rover out of the garage and go to work on the inspection. Many hours later, lots of frame-banging and gearbox testing shows the vehicle to be somewhat accurately priced. The frame is going but is not too late to be saved. No large holes or weak spots, but plenty of surface gunk and rust. But solid. Test drive, speeds of 50 are easily attained, all gears seem to work ok, reverse a bit noisy, holds all the gas we put in it, "emergency" brake test works just fine. We stay over at Guys, settling on a price before we sack out.

Friday 12:00 noon: After several tries at DMV, we have tags. Oil changed, tappets set, swivels balls filled, and we're off. On the way out of town, we get to try another brake test as some college boy in his Mom's Cutlass Ciera cuts a left turn right in front of us and I slam on the brakes and she stops on a dime. Beautiful. A bit shaken, but quite confident, I scold the young man and continue on my way. Current nickname for the Landy is "LUCKY". After about an hour driving through the Adirondacks, I feel like the heat from the floorboards is going to disintegrate me from the feet up. I'm sweating profusely and we're only able to go 40-50 mph, without the temp needle getting too high. Questioning the wisdom of buying this beast, I pull over, and go to work on opening the rear sliding windows, as they are quite stuck because of the decaying channels. Lots of WD40 and creative use of metal objects, and the windows are open. At least it's a bit cooler, but we're still crawling. After we get on Route 30, the Rover magically starts going faster, 55 and 60 no problem. About 10 miles out of Gloversville, she pops out of 4th. Checked tranny oil, level's ok but looks sort of thin.

Arrive in Gloversville and discover that it pops out of first too, only when you let off the gas. Well, we stay overnight and in the morning call Michael Loiodice in Gloversville. He comes

out in his Ila, and we set up shop in the Super 8 motel parking lot. Its Rover mechanics 101 as I fumble with the gear oil pump thingy, and scrape my knuckles on the frame. Oil Changed, its over to Mike's place, where we glom spare parts off his "Fernmobile".(thanks Mike!) Several hours later we're on our way again, having escaped the wrath of Mike's young ones, who helpfully pointed out that "He doesn't have any dents yet, Dad" Another hour of driving and were on Route 88 (appropriate!) and the temp needle is telling me to stop. I pull off, get the Haynes manual out and Nancy and I set the timing, since there's nothing obvious like a broken hose or antifreeze coming out. Rover mechanics 101 again as Nancy gets to know the hand crank. (watch it Dixon!) enough dicking around and we're off again, and the Rover is running better than it has since I first got in it. It gets up to 55 right quick with the pedal only halfway down. On this leg of the journey the Speed actually hits 70mph! Not claiming that was the actual speed, but that's what it said.

Saturday night we hit Baltimore at 2 am and crash at a friends house. In the morning its tooling around B'more and getting plenty of clutch practice, filling swivel balls, which leaked surprisingly little considering the condition of the seals, and several Black and Tans. Took the windscreen down and fixed the squeaking hinge post that was my "music" for the 600 previous miles. 10 pm Sunday, arrive in DC, unload the beast and park it on the street. Drive Nancy home in the Honda, which feels totally weird as I squirt wiper fluid whenever I try to hit the turn signal. I love it. All in all, a very sturdy Rover that after some undercarriage work will be a fine example that should give me many years of loyal service. There's only 58,000 and change on the clock and I'm fairly certain that it's accurate. Except for the tranny, (which at this point is just an inconvenience) there's nothing that bothers me about this vehicle. I drove it almost 700 miles this weekend and am confident that it will take me anywhere I want to go. Thanks to the Arnold's and Michael Loiodice for their hospitality and generosity, hope to see you all again some time.

Ray's Rocky Road tour - Mike Loiodice

Made it back alive! Had a wonderful time, wish you all were there. To some of our New England OVLRL members, you should have gone... I left home late Friday night - later than I really wanted to - and stopped in Vermont to catch a few hours sleep. I pulled off on some trail next to a stream and found a clearing. The trail continued on and I thought it would follow the stream, but instead it headed up the side of a mountain. I went through a couple of nasty muddy spots and did lots of climbing before finding a place to turn around. Then it was back down to the clearing. Nice trail, I'd like to check it out in the daylight sometime.

Ray Dixon and Mark Talbot were hosting the bit. Both were at the Downeast Rally in Owl's Head. Ray, for those who do not know, has a 88 Ila with a Chevy V8, automatic tranny, power

steering and big tires. Set up pretty nice, for those who like that sort of stuff. Ray's son - Ray Jr - also has a V8 conversion. He's built up an 88 frame to provide more lift and has Dana axels under it. Saturday's trip was Jr's first outing anywhere in his Rover as he has just licensed it.

In attendance - Ray and Heather Dixon, Ray Jr and his wife, Mark Talbot in his SerIII 88, Steve Bradkey who rode along with Mark, some lad with a name like Brian? in a 109 military with full canvas, Chris Komar and his girlfriend (Barbara?), another chap whose name escapes me in a '63 88 Ila hardtop, Bill Cameron and Mrs Bernie Cameron (they got married three weeks ago), and myself travelling solo. Eight vehicles altogether. After it was all over, Mark Talbot's wife showed up in a black Range Rover with Steve's wife and an assortment of

small children. Some chap named Ian also showed up later in an absolutely beautiful '63 88 IIA (more on that later).

We all left Ray's house in Keene, New Hampshire at about 10 AM and headed out 25 miles towards Concord. Then the fun began. The return trip was made up of off-road, dirt road and paved road segments, bringing us back to Keene. Ray's Rocky Road Tour is aptly named - the first off-road section was mostly rocks. Big rocks. Nasty rocks, the kind that do nasty things to the bottom of your truck. It was rough and slow. The absolute worst section was made up of a series of large rock areas with deep crevasses between them. One wheel was always dropping into something. At the end, you were faced with a mighty boulder in the middle of the trail. You could go over the top of it if you had the clearance - Ray & Ray Jr did. Everyone else had to go to the left, where a tree blocked the way. You pulled up to the tree, and then backup up into an embankment, turning the wheel to position for the final lunge over the top. Bernie got hung up on her fuel tank, but she was able to get off without doing any damage. (I see wheels turning in Maloney's head over that bit!)

The next off road section had a little mud, nothing spectacular since most of the mud had dried up. I believe they also make this run in the springtime - should be more mud then.

The last off-road section involved a run along a beaver pond. Lots of water and mud on the road, but it all had a solid bottom. Deep holes in a few places to make it exciting. The last part had deeper water, enough to send a bow wave over the bonnet. I was the lucky one to drown my ignition system, but everyone else made it through OK.

We headed back into Keene on a paved road that was as rough as some of the off-road (so it seemed) and went back to Ray's house for a barbecue, the usual mass consumption of beer and general telling of lies.

Did some minor damage to my truck - one of the crossmembers took a hit in the rocky section and one lower shock bushing on the rear axel packed it in. It also makes a nasty squeal at high revs - sound like the fan belt almost. Everyone else had minor scrapes - mostly from the rocks. Oh, and Dixon... my truck is *dirty* now. The nice clean engine compartment is mostly brown - and so is the frame. A good hosing off is planned for this week.

Final note about Ian's 88. The story is the original owner was some Scotsman who owned a camp in New Hampshire decided that a Land Rover would be just the thing to have, so he went back over to the British Isles and bought one with left hand drive. He drove around Scotland or England or somewhere in Europe for a bit and had the car shipped back to the US. It sat mostly parked in a garage after that. Ibn bought it a few years ago for \$3000. He added a Koenig winch (rear PTO drive) and a canvas top. The truck was basically perfect. Not a scratch or dent anywhere on the body. The paint on the top of the wings has faded a bit and the engine compartment is a bit grimy but this is still one nice Rover. Since the original owner purchased it with the intent of driving around before shipping it back, it has a hand painted sign (from the factory) on the right rear which states "Caution Left Hand Drive No signals". Ibn does *not* take it off road and I suspect it is actually kept in a GARAGE! Oh well.

2.25 vs. 2.5 Litre Engines, A Comparison by Steve Hedke, British Pacific Limited

I've read with interest the postings, messages, and newsletter articles regarding the merits of converting a 2.25-engined vehicle to a 2.5. For what it is worth I'd like to submit a few observations based on our experience.

Anyone who has ever ground up a long grade with their accelerator flat on the floor has undoubtedly wondered how to get more power out of their 2.25 four, and probably been tempted by the higher specified power output of the later 2.5 gasoline engine. While the engine block is different, that is not the source of the power increase. 2.25 is just about the practical limit of a 4-cylinder engine, before harmonic torsion develop with the crankshaft. The five main bearings in the 2.5 block are less for additional strength than to keep the crank in one piece. The cylinder head has better airflow, however, and the UK 2.5's use a Weber 2-stage 2-barrel on a matching intake manifold. The 2.5 cam profile also helps.

You can get most of this higher power out of your 2.25 by changing the head, cam, intake and exhaust systems. The old 3-bearing bottom end is plenty strong enough to take the

increased stress (assuming it's in good basic shape), and you avoid all the other swap problems. If you're rebuilding an engine, you can fit the 2.5 cam and overbore the block (.030 or .040) and do the rest later. You can use a Rochester carb for a good compromise of simplicity and power output (be sure it's properly jetted). 2.5 heads (aftermarket) are available new, and will bolt right onto the 2.25 (with a 'metric conversion kit'), but that should be considered only if your 2.25 head is no longer useable (good 2.25 heads are starting to get scarce in this country). Of course, adding a Weber 2-barrel on a Pierce manifold will take it to that next step, and this modification should include a more open exhaust (a free flow muffler is enough... headers don't really help).

In my opinion, modifying your Rover should be approached with conservatism. The vehicle works great just the way it came, and there are very few modifications that will improve it without some downside. Before modifying the engine, are you sure that it's in the best shape it can be? If the engine needs work, a careful rebuild using a 2.5 cam, raised compression ratio, suitable carburation, an electronic ignition system and perhaps

a free flow muffler will perform very near to a 2.5 at a much lower cost. Do you have an overdrive? The overdrive is the best single improvement you can make on your Rover (assuming it's in good basic shape) and you can buy one for what the freight would cost to ship over a 2.5 engine.

A "careful" rebuild should be done by someone who knows how to time a cam, knows about rod bearing clearances appropriate to a high-oil-pressure system, and balancing all the rotating parts. "Port matching" the head (not polishing) and an "unleaded fuel conversion" (hardened exhaust valves and seats) should be done, along with a complete overhaul of the rocker

shaft assembly. Loose rocker arms can kill a lot of valve lift and effectively retard the cam timing in the process.

Summing up, I would suggest that the 2.5 conversion is not a cost-effective way of improving your Land Rover's performance. You will find that nobody stocks any parts for it (mainly because there are hardly any of them in this country). Basically, its performance can be duplicated with a properly-done 2.25, and you won't have to wrestle with buying and fitting a lot of peripheral parts. Finally, when you add the cost of shipping a lump of cast iron 6000 miles, the disadvantages would seem to outweigh the pluses.

An attempt to date Series 2A models by changes in suffix letters relative to each other. The dates are the issue dates of the Service Newsletter announcing the change

DATE	CHASS	ENG	GEAR	AXLE	ITEM CHANGE
10/61	A	A	A	A	Introduction of Series IIA
2/62	A	A	A	A	Intro of 7/16" studs steering levers
5/62	A	A	A	A	Steady strip fan cowl petrol 4
7/62	A	A	A	A	Clamp bars w/o spot facing Eng 27102760A Diesel
7/62	A	B			Distributor drive shaft 1 piece bush Eng 25119953B Petrol 4
9/62	A		B	A	Large intermed shaft, Hydrostatic clutch, No top fill G.B.
11/62	A	C	B	A	Wax type thermostat [Diesel], Stronger Clutch [All]
3/63					First use of capital letters in NOS
3/63	B	D	B	A	Short oil filter [4cyl], Cup plug inlet manifold [Diesel], Shape exhaust manifold [Diesel], Thermostat [Petrol], Large Univ joint, 9/16 Shackle pins, Linkage clip accelerator, Lamps no bezel etc, 3/8 Steering box fitting, Top steering box bracket
9/63	B	D	C	A	GB Ratios
12/63					25D4 Distributor Eng 25159746 Petrol 4
1/64	B	D	C	A	Cast iron rear bearing housing [all], Light switch key switch, Ballast resistor 2BA [Diesel], Locker lid turnbuckle Semi-circular, Apron panel curved
1/64	B	D			Engine foot reinforced Eng 25152571 , 27110202 4 Cyl
2/64	B	D	B	A	?? Strengthened tie rod bracket bell housing GB 25170529B
3/64	B	D	C	B	Strengthened axles, Steering relay filler deleted
9/64	B	D	C	B	251 Series of GB Nos used up goto 2520001C
2/65	B	F	C	B	One piece oil level rod, 251 Series Eng Nos used up goto 25200001F, Welded bonnet striker
6/65	B	G	C	B	Blade type distributor drive shaft Petrol 4
4/66	C	G			?? Front cover no studs water pump Diesel
4/66	C	H			?? Front Eng cover no studs water pump Petrol 4
4/66	C		D		?? Strengthened layshaft
4/66	C				?? Centre horn push, Steering wheel all
4/67	D	J	E		Negative earth, Rocker brackets, Zenith Carb, Single grommet bell hsg, Cranked handbrake Petrol 4
5/67	D	H	E		Negative earth, Single grommet bell hsg, Cranked handbrake, Control panel dash Diesel
5/67	D	A	E		New 6 cylinder model Petrol 6
6/67		B			?? Zenith Strom carb?? Petrol 6
12/67	D	J			9 1/2 Clutch standard Diesel
2/68	D				CV Master cylinder 88 wb
3/68	E	K			Lip oil seals, Timing pointer on front [Petrol], Dust proof breather [Diesel], Flanged injectors [Diesel], Starter motor [Diesel] oil catcher gearbox, Grease packed hubs

An attempt to date Series 2A models by changes in suffix letters relative to each other (Continued)

DATE	CHASS	ENG	GEAR	AXLE	ITEM CHANGE
4/68	E				Square solenoid[4 Petrol], Door locks
5/68	E				Pushon advance distributor Petrol 6
10/68	E				Black interior trim
11/68	E				Road wheel small offset FV607510 109 wb
12/68	E		E		Breather on rear of inlet manifold [Diesel], No peg rr m/shaft GB No 25378396E, Narrow sills
3/69	F				New fuel filtre Petrol 6
4/69	F				Brake switch, Vertical Hand control[Diesel], Round wiper motor, CV Master Cyl[109 4cyl]
4/69	G				Headlamp in guard, 8:1 Comp Petrol 4 Suffix A, 8fl flasher, Servo on brake pedal [6 cyl]
6/69	G				Large wheel nuts 9/16 studs, Heat shield seat base [Diesel Petrol 6][Serial Nos in F given]
10/69	G				Heat shield distributor[Petrol 6], Spire nut door hinges
1/70					Plastic fan cowl 4 CYL
4/70	G				Thick road wheel 109 wb
6/70	G				7/16 Handbrake relay
11/70			F		?? Sealed clutch withdrawL ?
11/70				H	?? 16mm road wheel studs, Flat bottom diff
10/71	A	A	A	A	Introduction of Series III
			B		GB Housing Rev ratio changed
			B		Clutch bleed pipe deleted all alternator
		B			Facet fuel pump P6 Ex pipe 3bolt 88D Del heat shield 88D
		C			Rear fuel tank 109 4CYL Lock ring fuel sender all 109 Ex pipe 109D, Del heat shield 109D inboard expi 4P Ex silencer straight 4
		C			Sealed breather P4 Viscous fan P6 Clip top rocker HIF carb Air pump distrib alt mounts P6 3bolt ex manifold D4
		C			90654451C D4 sound proofing Eng viscous fan D4
		D			3 bolt ex manifold 109D
		D			Del LWR breather shield Ducellier? Distrib P4
		E			Shield oil filler New top rocker w/oil filler blank side plate P4
			B		Circlip Rover diff
			D		1/2 inch U bolts?
			E		Long thread ball joints?

FOR SALE - WANTED STUFF

- Wade Zumbach is looking for a Capstan winch, electric or mechanical. He can be reached at (613) 237-3620
- 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 not selling his 88". He had an offer and couldn't take the money in the end. Thus, he is looking for a Pick-up cab for the 88". If you have any leads... David also has more diesel parts than he knows what to do with and is interested in Part One of the IIA manual. David's number is (204) 482-7461.
- Quintin Aspin has the following for sale: An 80" (early 50's RHD); a 1957 107 with windlass; and a 1960 109 Pick-up, ex-RAF crash truck with 16,000 miles on the clock. He can be reached at (301) 261-5675

LAND ROVER SPECIFICATIONS

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

Cylinders. Monobloc, cast integral with crankcase.

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

Crankshaft. Forged steel three bearing. Fully balanced and with counterweights.

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

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

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

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

Ignition. Coil and battery, automatic advance. Spark Plugs Champion M14Y. Battery 12v. 57 amp. hr. Negative earth system.

Fuel Supply. 12-gallon (45 litres) tank under right-hand seat.

Carburetor. Downdraft, Zenith 36 IVE.

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

Cooling System. Pump and fan, thermostatically controlled. Capacity 21 pints Pressurized.

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

CLUTCH. Single dry plate, 9½" dia. Diaphragm Spring.

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

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

Ratios: Main Gearbox

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

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

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

BRAKES. Hydraulically operated foot brakes requiring light pedal pressure and infrequent adjustment. Mechanically actuated handbrake operates on transmission shaft to rear axle.

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

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

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

TIRES. Goodyear 710 x 15—Ultra-Grip (suburbanite)

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

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

OVERALL DIMENSIONS	'REGULAR'	
	English	Metric
Wheelbase	88 in.	2.23 m.
Track	51½ in.	1.31 m.
Ground Clearance	8 in.	203 mm.
Turning Circle	38 ft.	11.58 m
Overall Length	142¾ in.	3.62 m.
Overall Width	64 in.	1.63 m.
Overall Height (max.)	77½ in.	1.97 m.
INTERNAL DIMENSIONS		
Height of body sides	19½ in.	495 mm.
Body interior width between cappings	56¾ in.	1.44 m.
Floor width between wheel boxes	36¼ in.	921 mm.
Door width	36¼ in.	921 mm.
Width of wheel boxes	13¾ in.	349 mm.
Body interior length between cappings	43 in.	1.09 m.
Height of wheel boxes	8½ in.	216 mm.
Height, floor to roof (max.)	48½ in.	1.23 m.
PAYLOADS (with standard tires)		
On the road	3 persons + 1,000 lb. (450 kg.)	
In the rough	3 persons + 800 lb. (363 kg.)	
WEIGHT		
In running trim with 6 gals. (22.5 litres) of petrol	lb.	kg.
	2,900	1,315

Prices and specifications are subject to change without notice. Does not include dealer preparation charges, transport, licensing or local taxes.

BRITISH LEYLAND MOTORS INC.
600 Willow Tree Road, Leonia, N.J. 07605

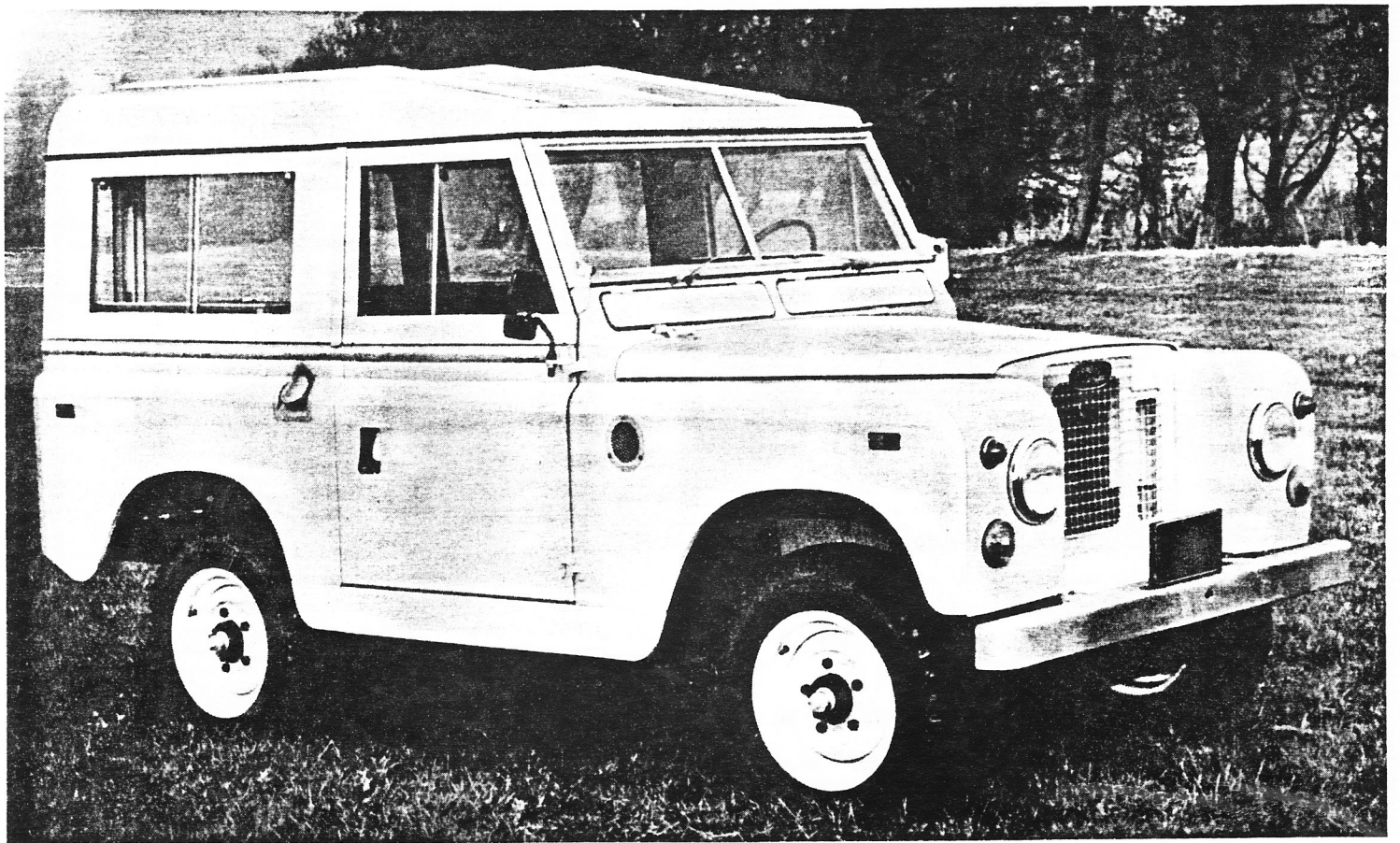
LEYLAND MOTOR SALES, INC.
Zone Offices

620 Industrial Avenue, Paramus, N.J.
1957 West 144th St., Gardena, Calif. 90249

373 Shaw Road, So. San Francisco, Calif. 94080
8811 East Jefferson Avenue, Detroit, Michigan 48214

4610 Tchoupitoulas Street, New Orleans, Louisiana 70115





1969 LAND-ROVER

SUGGESTED RETAIL PRICE AT EAST COAST PORTS OF ENTRY — \$3,295.00
SUGGESTED RETAIL PRICE AT WEST COAST PORTS OF ENTRY — \$3,360.00

◇ STANDARD EQUIPMENT ◇

Full length metal top with sliding side windows, security catches and door locks.

Side-hinged rear door with external locking handle.

Deluxe seating for seven. Front: Two outer seats forward adjusting. Fixed center seat. Rear: Two folding, side facing bench-seats. Deluxe interior trim including map pockets and dome light.

Rubber carpets (front and rear).

Ash-tray.

Interior and exterior spare wheel carriers. Windshield ventilators.

Shoulder and lap safety harnesses for two front seats.

Hazard warning flashers and dual braking system.

Door mounted boomerang mirrors and interior safety mirror.

Four-speed transmission with transfer box giving eight forward and two reverse speeds. Fully floating front and rear axles.

Oil pressure gauge.

Windshield washers.

Back-up lights. Side and rear reflectors.

Tool kit, wheelbrace, jack and starting crank.

Towing pintle.

Fresh-air heater and defrosters.

Engine emission controls.

Heavy duty 9½" clutch.

Goodyear 710 x 15 "Ultra-Grip" tires.

