

Volume XII, Number 12

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 December, 1995

Greetings;

The main event of the month was the annual Christmas Party. Held this year at the Prescott rather than the Navy Mess on Victoria Island (a wild area that some will recall was written about in past years by another publication as being almost impenetrable by Land Rover) because the Mess didn't even know if they would still be there. 51 people braved the winter winds to be in attendance for some good food and times.

Special thanks go to Pam and Charlie Haigh and Rovers North, as well as Shaun McGuire who provided an assortment of goodies for the club to auction off. Ted & Christine created an identify a LR game. Taken from the Rovers North catalogue, nearly all people attending the Christmas Party got their chance to identify the thirty or so Land Rover sketches made drawn by Myles Murphy for Rovers North. The contest was won by Fred Joyce, dereck hammond, both with a perfect scores.

There were three feelie mealies this year. Bruce Ricker, with some minor assistance from Dale Desprey and myself created a pair of them. Having Dale involved should have been a good hint that some of the pieces in the boxes might be diesel parts. The third was one designed solely for the ladies in the audience by Connie. The results of the three games were:

Feelie Mealie (Easy)	Ted Rose	Feelie Mealie (super Pro '95)	Andrew Finlayson
Feelie Mealie (Ladies only)	Christine Rose, Joyce Meadows, Lenora Dowell		

Awards. That normally fun subject. Well, the first award, the Towball that goes to the person who has towed Land Rovers(s) the most miles went to Michel Bertrand this year. Andrew Taylor was close behind, but Michel managed to inch him out. The second award given is the Lugnut Award. Well, this year can only be described as a complete frame. It was seen fit that I should receive the award this year. The perpetrators of this, the outgoing Executive, figured that driving over my land lords lamppost, doing all sorts of nasty things to my poor 109 (it is a tribute that it runs considering the lack of maintenance they seem to think I do, er inflict,, er never mind...) It seems that they figured that I twist and turn like a twisty turny thing when such items are brought to the forefront. Runners up include last months selection as well as a late entry, namely Andy Graham who called a tow truck to move his 109, went with the tow truck to where he thought it was, and then realised that it wasn't there. He had forgotten where it was...

The new executive for 1995 was announced. Next years executive is:

President	Jason Dowell	Vice-president	Roy Bailie
Treasurer	Janet Dowell	Secretary	Dixon Kenner

The Annual General Meeting will be held on Wednesday, January 3rd at National News on Lancaster Road in Ottawa. Follow-up discussions will be down the road in one of Bate's favourite haunts, the Coffee Lodge as the recreation centre down the road is out of action refreshments wise.

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

**The Ottawa Valley Land Rovers Newsletter**

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

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

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

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

**December 18th Social Gathering at the Prescott.**

**January 3rd Annual General Meeting**

Where National News, 2655 Lancaster Road  
When 7pm  
What The new Executive take office at the AGM. Discussion of yearly issues etc.  
After Discussions of a different sort up the road at a new spot picked by Al.

**January 15th Social Gathering at the Prescott**

February executive meeting

February Social Gathering

June 13th Annual Birthday Party

July 6-7 Downeast VIII

North America's largest gathering of Land Rovers. Same ol stuff. Mud (or dust), good food, more mud (or dust), more good food and intoxicating liquor, tall tales and more. Airplanes, lotsa Land Rovers and lotsa hangovers. Not necessarily in that order. Condition ideal for longer stays if you have the time. More precise details in the future.

**OVLRL in 1995:** A summary of remarks delivered by the outgoing Secretary at the 1995 Christmas Party

OVLRL had an exciting year in 1995. The club was federally incorporated and is now the only incorporated Land Rover club in North America. Incorporation provides protection for members and officers and was a necessary in view of the clubs size. Membership grew to over 130 in 1995, largely because of the efforts of Dixon Kenner, the Newsletter editor. Full membership can now start in any month, resulting in a smoother administrative process. Executive meetings were conducted separately from monthly "socials", this ensured the efficient conduct of business and a regular occasion for members to meet and socialize.

OVLRL's profile was enhanced through the Internet, references in Land Rover Owner International and Land Rover World magazines and the presence of club members at many Canadian and U.S. events. OVLRL joined the British Car Council which provides liability insurance for events and a voice against laws which affect those who enjoy old vehicles.

The sale of OVLRL logo items was expanded and, thanks to Christine Rose, embroidered logos added a touch of class to hats, clothing and new items such as vests. In response to requests from members, OVLRL windshield decals have been produced. The clubs emphasis on safety at events was reflected in increased scrutineering of vehicles and equipment and the enrollment of fifteen members in a First Aid/CPR course.

The OVLRL kitchen trailer was an attraction at several 1995 events. Its construction is a remarkable accomplishment, particularly since it is largely the effort of one dedicated member, Mike McDermott. The excellence of the trailer's design and construction was evident in the way it worked and the comments of all who saw it at the Birthday Party, the British Invasion, the Oiler and other events.

The Birthday Party is the best known OVLRL event. the 1995 version featured a new site with an excellent range of facilities. It was the biggest Birthday Party in the club's history and attracted both local and long distance attendees, including one who drove his Land Rover from California.

As with the Birthday Party, a new venue was chosen for the Christmas Party and feedback suggests members were happy with the services provided by the Prescott Hotel. Over fifty members and guests attended and, as always, were especially to welcome Pam and Charlie Haigh from Rovers North.

In conclusion, 1995 was an active and successful year for OVLRL because of the dedication and hard work of the members who keep it moving and improving. It's your club, participate!

M. Jackson, Secretary '93-'95

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

● As always, the faithful gathered at Bob Wood's to collate and stuff the November newsletter. Thanks to Murray, Fred, Bruce, Dale and Bob on the designated collation night. My apologies for the lateness of the December newsletter. I mentioned the Great Paper Monster, otherwise known as the government bureaucracy last month. Well, my daytime phone number has changed yet again. I am no longer the drooling proponent of strip mining that you have come to love. I have decided that you can't strip mine before you do something viable with the trees that are already there. So, I have discovered the errors of my ways and have decided to advocate clear cutting. In more sober terms, I have moved from CANMET to the Canadian Forestry Service (Forestry Sector of Natural

#### Ottawa Valley Land Rovers Newsletter December, 1995

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Bill Maloney, Ben Smith.

Other help: Bob Wood, Desperate Diesel Dale,  
Murray Jackson, Fred Joyce, Bruce  
Ricker



Resources Canada). There I will be working on technology issues related to the Internet. The piles of paper sitting on my desk(s) is quite impressive and with all the snowfalls and other stuff, well... My daytime phone number is now (819) 997-1107. This is a central number (which is good because I have changed internal phone numbers three times thus far) so you have to ask for me. Whether or not this is a viable excuse (along with the Christmas rush of mail bogging down the post office) is up to the reader.

- Last month we reported **Jerry's** new Land Rover acquisition. This month we can say that after examination it has been determined that this was once **Andrew Finlayson's** Land Rover, despite going through many hands since.

- For the cost of \$55 (in gas) and a day driving a friend's Ford 250 pickup (automatic) for hundreds of miles, **Ben Smith** got a frame for his Rover: "It's in fairly good shape (spectacular compared to my current frame). About 75% of the paint is still on it (and about 50% has some thick undercoating). Where there isn't any paint there is light surface rust. Before the previous owner welded over the serial numbers (due to Smog regulations in California), I got a good look at them. 144902935, which makes it from a 1959 LHD Export Petrol #2935. So 1959 frame meet 1972 Land Rover... Apparently out here in California if a frame isn't perfect, it gets cut up and thrown in the bin. Before I got this one, the owner had been trying to sell it for \$200 for two years with none interested...". While we are on the subject of frame overs, OVL style, **Dave Bobeck** picked up a used frame the other weekend, took it to a temporary home and stripped it of all its various pieces, i.e steering relay, spring bushings (he says burning them out was rather neat, sort of like those "snakes" you get as a kid, just way more toxic), bump stops, brake lines, etc.,. He had to whack the hell out of the relay to get it out, so he guesses that he may need a new one. Dave says it will be ready for the Birthday Party in June. Of course, Dave doesn't have access to a garage like **Spencer Norcross**. Spencer, in a truly decadent move, changed his starter. Now, its not changing the starter that was decadent, it is the fact that he has access to a heated garage with a hoist that upsets some.

- From **David Place** out on the Prairies: "Very cold here. Minus 29 as I type and we had a blizzard yesterday. Had to use the Land Rover to pull my GM van out of a drift. The front wheel on the GM froze so I dragged it into the garage with the LR. Glad I put the winch on REAL tight last summer! Have a good Christmas."

- From **Russell Wilson** down in Pittsburgh: "Well there is good news and there is bad news. Good news is that the pig is now a nice shade of bronze green thanks to my friend who is taking an auto body class at the local trade school. I paid for the paint and one case of beer and now I have a green Rover. Before everyone rolls his eyes in disgust reading this, I was going to paint it with a broom and a bucket but this deal was just way too cheap to pass up. I did however take the pig out for a spin through the woods less than 24hrs after painting where I did put the pig on it's side. Nice fresh paint with a nice new dent and brush stripes all down the sides....ahhhhh."

- A note from **Mike Rooth** & the joys of supervised tree removal. "O woe, O woe! the lilac tree, actually came down (ie was cut down) two weeks ago. Lead time about five years. That's a record. Well its a personal best, at any rate. The last six feet of the trunk was too thick to cut through all the way with the bush saw. Backed the Land Rover onto the pavement hooked up the tow rope and drove away. It followed... Much twitching of net curtains across the road, there was. Two fingers raised in triumph from the cab. Violent shaking of net curtains. After that, the exhaust smoke got too thick for them to see..... High spot of the afternoon that was."

- **Mike Loiodice** sends along this note of life in New York State: "Went back up to the farm today to play with Fern. I \*thought\* all I had to do was put the coil back on, wire it in (no harness), put on the air cleaner and battery and start it up. Started working and my brother says "Where's the gas pedal?" Whoops... sold the pedal and all the linkage to Al Richer a while back... So.. I had to dig through the barn to find throttle linkage parts and got that sorted out. Mounted the seat box from the IIa using a couple of 2x6's to support the back. Bolted on a couple of seats (late IIa/III style - self supporting) and dropped in the floor panels. And so off we went.. Up across the lower field, until we hit a rut and the steering wheel came off! The throttle was stuck and we were heading for a tree! My brother was laughing so hard he almost fell off the seat. Got those problems sorted out and headed up into the woods. It's been a few years since anyone has been up the logging road into the woods and it's pretty overgrown - lot's of saplings about 2 inches in diameter but we drove over those. "

- It started with a message from **Frank Twarog**, a new member in Burlington Vt: "A depressing sight this morning on my way to work - a series LR being towed up onto a flatbed tow truck - but up here, people seem to take offense to offers of help. The woman said she'd fix it on her own after work - and sure enough, on my way back home it was gone from the service station. Yeah for women's lib!" Of course, being the Internet, the message was forwarded off by **Mike Loiodice**: "So.... What woman in the Burlington area with a Rover do we know? That wasn't Witt being hauled away now, was it **Jan (Hilborn)**?" Shortly thereafter, the guilty party emerges: "geez, nothing ever happens in private... Yeah. that



was me. and that was Witt. And Witt is fine. After walking up the hill to work and thinking about all the given evidence when Witt decided to shut down in rush hour traffic (that'll teach me to get in to work late... I'm usually in here before the traffic starts) I called Charlie (Haigh) and asked if it was possible I was outa gas despite my fuel gauge saying I wasn't. So I got off easy this time. Good thing the towing is free, it wouldn't be nearly as funny to me if I'd had to pay for it. But it just didn't occur to me to think of no gas since it had a quarter tank. I figured it was that god damned carburetter again. I'll have to send Frank a note saying thanks for his offer. He was driving a Toyota, how was I supposed to know he might possibly know his way around a Rover..."

● Winter may have arrived, but **Desperate's** diesel still starts and runs. Granted, we must convey that it is with assistance now. The last start-up required his camp stove (shades of **Harry Bligh** here?) to warm the frozen block. Just a little bit of course... Of course, being one of the sponsors of my run-in with a particular award this year I'll refrain about discussing a particular bulkhead that he purchased off of **Bob Wood**, the little detail that there is a door hinge welded on and Desperate didn't like the thought. Suffice it to say it was cold outside, so while myself and other witnesses stayed behind a glass door, out came the oxy-acetylene, indoors of course, on a green plastic carpet... Need I say more? Well, looking at my mantlepiece, Yes. Desperate decided that this was not wise after seeing progress (or vision?) was being slowed by rising black streamers and much smoke. So he moved the bulkhead to a small piece of bare concrete, whereupon he started again. Did he finish this time? Of course not. Not only do the sparks fly down, but they fly sideways too. Soon the smell of burning garbage started to creep through the closed glass door where we now cowered, and some frantic knocking got his attention long enough to get him to notice the burning kippered herring et cetera... As for my other sponsor, **Ted Rose** is proving to be more elusive. He does have heat, er warmth, in his Land Rover now, but this was simply cleaning out 25 years of crud from the core. **Roy Bailie** on the otherhand is having more success, having adopted a borrowed Kodiak heater from a Series IIA to his Series III. With a little inventive duct work, a more powerful motor, his Land Rover steams.

● **Michel Bertrand** has been doing some galvanising on Rudolph. After checking out several places in Montreal, he found one that does a half decent job. As he relates his experiences: "It's called Locweld and is located in Candiac, on the south shore of Montreal. The address is 50 Iberville road, phone number: 1-514-659-9661. It used to cost (as of last year) about 75 cents a pound or something like that. There is a minimum of something like 75 pounds, though. They can do it in the same day (within 3 hours so it's while you wait, while you eat or while you visit Mario Boie's place (He's not far). They have a huge facility (they dip entire telephone poles and they do some small parts-dipping for individuals like us. They can dip a complete 109 frame (double-dipping) and they do a very professional job. For Rudolph, I had everything galvanised, including windscreen frame, spare bucket, door hinges, etc..and all for 75\$ They have a much better service then the guys in Lachine. One thing though, they will not galvanise a part that has some paint on. Rust they don't care. They just dip the thing in a major acid bath that dissolves all the rust. (Not recommended for a Jeep, it would disappear :) One of the tricks that the guys at Locweld gave me is to put some bolts in where the holes are. After the dipping, all you have to do is to remove the bolts, which isn't that hard. Also, you have to remove the inner tube and the rubber piece of the suspension bushes (rear front end front rear-you know what I mean ..) On another matter, did you know that in Gabon, the 88's are known as 'cacahuetes' or 'peanuts'?"

### SOME NEW OVL R MEMBERS

Five new members joined this month. Note, a complete membership list with city, province, and phone number will be printed in the January newsletter.

- **Charles Lippincott** of Springfield Mo. Charles has a 1965 88" with an overdrive as well as a 1990 Range Rover County
- **Rod Steel** of Midland Ontario brings in at least three Land Rovers. The most interesting is a 1948 LHD 80". Rounding out his collection, he has a 1955 86" hard top with windows and rear door, and a 1966 109 outfitted with hydraulic pump, spare tanks, and winch.
- **Franklin Yap** of Piedmont California joins
- **Moe Barnabé** of Ottawa Ontario brings a 1957 86" station wagon with a swinging-out tailgate and alpine windows.
- The final new member for this month is **Pierre Ketteridge**. Pierre besides owning a sadly abused Series I has been known to write some interesting prose on the Internet and for magazines such as Land Rover Owner. A sample, nalemy part of a typical rural Yorkshire insurance claim will be printed in the near future.

### Know Your Rovers: Land Rover Series IIA, Late 1961 - 1971 by Myles Murphy

What's the difference between Series II's and Series IIA's?

The A stupid.

The A came about when the new 2.25 litre diesel engine was introduced for the 1962 model year. Up to that time the Series II had the 2 litre diesel installed. The 2.25 litre petrol engine had been around almost since the beginning of Series II production in 1958 (Series II, 88's started out with 2 litre petrol).

So, in late 1961, the Series IIA came on the scene. Visually identical to the Series II, it was a while before character traits that now help distinguish pure II from pure IIA disappeared (See previous instalment on K.Y.R.). Back in late '61 the only way to differentiate between the two, was for somebody - who knew better - to tell you. The only way to tell a petrol from a diesel was to wait for the driver to hit the starter button. If the beast belched out a cloud of thick black smoke, chances are it was a diesel. 'course, this method is not exactly fool proof. Solihull solved the identification problem by putting a special badge on the radiator grille. Two inches in diameter, located in the lower left corner. It read "Rover Diesel".

From late 1961 to late 1967 nothing much changed. In England, Land Rover was toying around with - amongst other things - new engines, they included V8 (recently acquired in the USA), V6 (a shortened V8), alternative engines (Perkins and multi-fuel) and their own turbo-diesel. The only other engine - other than 2.25l's - to be installed in production vehicles was the 2.6 litre 6 cylinder petrol. A few of these were fitted experimentally to 88's, the bulk ended up in 109" pick-ups and station wagons. In order to cater to needs of some customers, more powerful Perkins diesel engines were factory "installed".

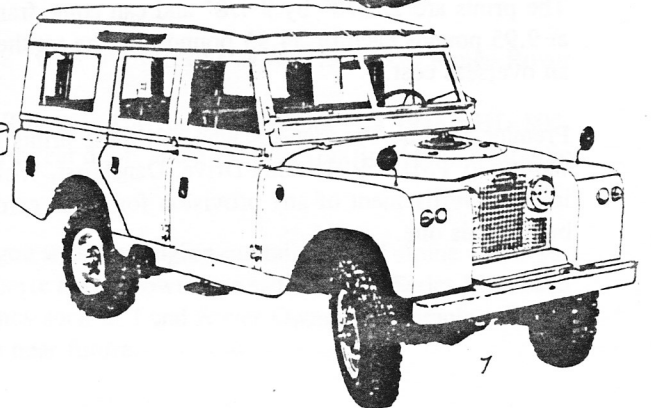
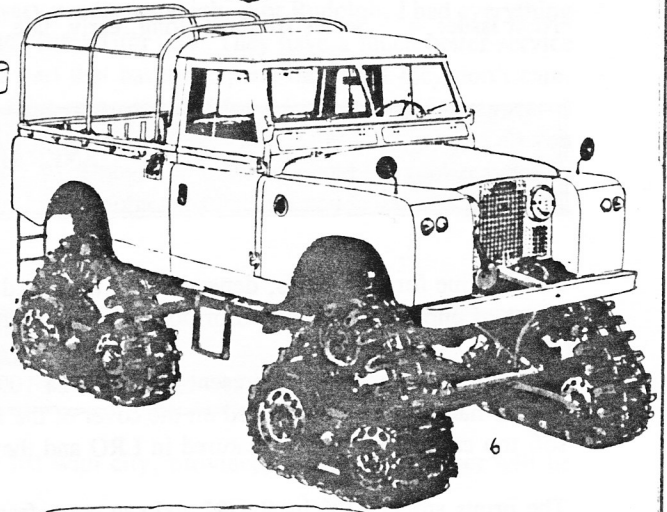
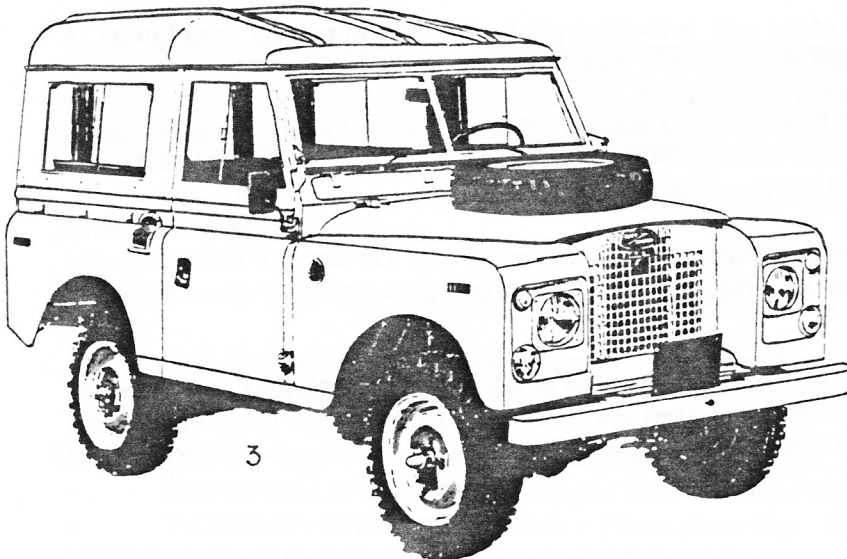
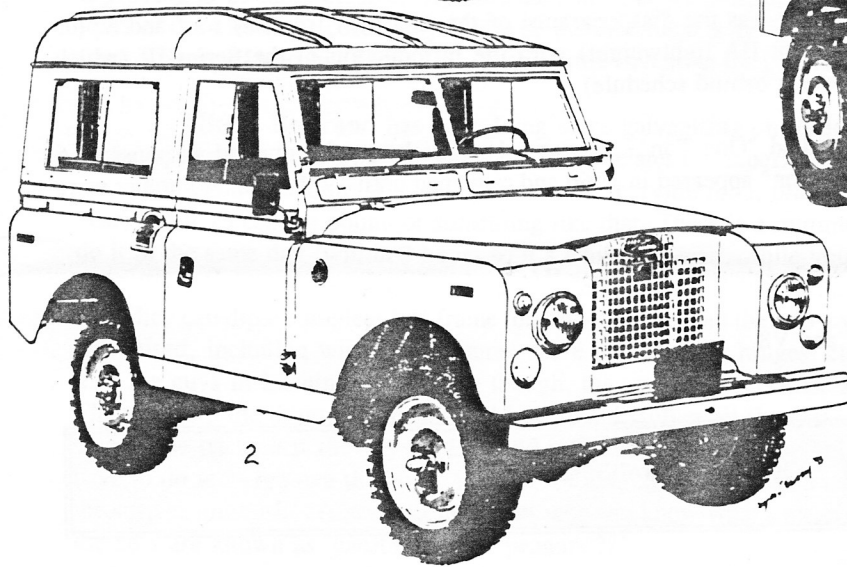
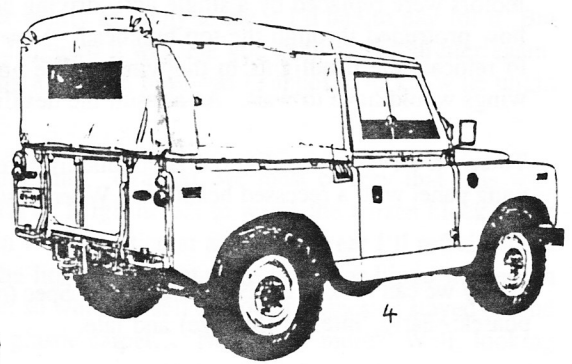
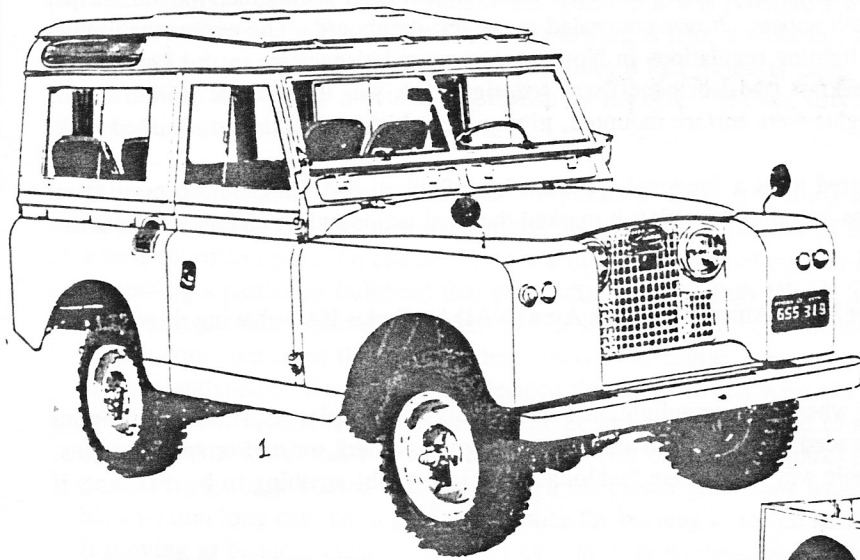
Back in North America things weren't looking to good. The 109 pick-up, in petrol and diesel form was withdrawn from the American market in 1966<sup>1</sup>. The 109" station wagon, now in 6 cylinder form would soon follow. By early 1968, the last of the 109 wagons were being disposed of, in some cases, at give away prices. Back in 1985, I met a fellow who bought the last three a Maryland dealer had in stock. They were disgustingly cheap. He gave one to his graduating son, and one to the wife. Naturally, she hated it, so, into the barn it went. When I came across it, it was plastered in chicken shit. It had around 300 mile on the clock, still sported covers on the seats and cost me the princely sum of \$1,000. I have to say, it was an exciting find, even if it was ten years ago. Sad to say, it met an untimely fate, the story of which I will relate at some future date. By mid 1968 the Land Rover 109" station wagon was gone from American shores for good, but the good

#### Drawings Key:

1. Series IIA, 1962-68 configuration. Easily confused with Series II, 1958- late 1961. Features common to Series II's were slowly phased out (see previous instalment)
2. "Bugeye" as interim model with many new features. Revised top door hinge with mounted mirror. Single concealed motor driving both wipers, now protruding through the top bulkhead. Revised lights up front comply with new regulations. Revised breakfast (radiator panel) and grille.
3. Late IIA, 1969 - 71 Revised radiator grille (different from Bugeye), new front panel on wings with recessed headlights. Indicator lenses in bottom corners were 4" diameter. Sill panels narrower.
4. General rear view - soft-top. 4" indicator lenses on bottom.
5. Roadless Traction Company produced the Forest Rover which was usually - if not always - a diesel 109 pick-up. New rear body and wings, just about everything else standard Rover. Front axle track widened to facilitate turning with the large tyres. Power steering. A handful survive, some still at work. Several body styles produced, including special hardtop for rear. Some vehicles may survive in Canada.
6. 109" pick-up with Cuthbertson tracks fitted. This was also fitted to 88"s. Standard Rover could be converted in a few hours (if fitted with hydraulic pump etc.) The tracks had their own chassis. Road

<sup>1</sup> The 109" station wagon and pick-up were available in Canada after this date. e.g. A Series III station wagon was sold by the Land Rover dealership in Port Elgin, Ontario in 1974.







ol' 88" soldiered on.

Through 1968 and 69 the 88" underwent a bit of a metamorphosis. The inefficient and irregular windscreen mounted wiper motors were replaced by a single unit, driving both wipers. It was concealed in the left dashboard. The wipers themselves now protruded through the top bulkhead. New lighting regulations in North America (and elsewhere) forced Land Rover to relocate the headlights in the wings. The breakfast (radiator panel) was redesigned, as was the radiator grille, but the wings would have to wait. As a result the headlights were surface mounted, giving the vehicle a distinctly unfinished look.

Today, a Rover so configured is commonly referred to as a "bugeye". Before long Solihull had designed a pressed front wing panel with a recessed headlight. When it was introduced in 1969 it marked the final major styling change on the Series IIA.

Today we can look at the North American Spec (or North American Dollar Area (NADA)) Series IIA as having three distinct phases:- early, interim (bugeye) and late.

About the only time a late IIA is misidentified is when some unenlightened moron screws on a plastic grille from a Series III. Bugeyes are very rare, some have been upgraded with Late IIA or Series III wings, others, or earlier specifications. Bugeyes are now being talked about in a favourable way. They are fashionable, unique (huh! anything to be different) if you have one, don't change it.

Another noteworthy aspect of "Bugeyes" and late IIA's was the disappearance of the safari (or tropical) roof and alpine windows. Series IIA production ended in 1971 (except IIA lightweight) with the introduction of the Series III (which incidentally was supposed to be coil sprung and was years behind schedule)

The only other vehicle worth mentioning is the so-called "One Ton". It was a 109" pick-up with uprated suspension, 6 cylinder engine and enormous 900x16 tires. The "one-ton" appeared in 1966 and remained until 1971, a small number were fitted with 2.25's.

The bulk of "classic" or "Series" Land Rovers in North America are Series IIA's

Next issue: Series III short, long, early, late, and V8.

### GENERAL SERVICE by Robin Craig

Just in time for Christmas, depending on the speed of the mail, is the ideal gift for the lover of military Land Rovers. A series of numbered lithograph prints based on original photographs by Bob Morrison.

The series of four prints represent the series 2a 109 Pink Panther, a series 3 lightweight as used by the Royal Marines, a 110 ffr hard top that is featured on the cover of the Land Rovers in Military Service book, and finally the REME LAD 110 soft top called "KILCAR" featured in LRO and the Land Rovers in the Gulf book.

The prints are 12 5/8" by 9 7/8" and can come framed or unframed. The total run is only 950 sets. For unframed copies at 9.95 pounds each or 34.95 pounds for the set they are a real bargain. Although postage is extra there is no mention of an overseas cost.

Premier Marque Productions who sell these prints can be reached by phone in the UK on 0 11 44 1902 4544445 or by writing to PMP, 69 Helming Drive, Danhurst, Wolverhampton, West Midlands, WV1 2AH England. There is no mention in the advertisement of any provision for credit card sales so a postal money order in pounds sterling would be your best bet for this one.

### Some Non-OVLR News and Events

● The OVLR InterNet site and the RoverWeb, the central Internet Land Rover site OVLR is maintaining, have these statistics to show. Since opening on November 1st, and to November 30th, the OVLR home page has had 7,418 requests for information. The RoverWeb home page has had 13,446 requests. Total requests for both sites is 50,151 "hits". The pair of sites have transferred 756 megabytes of information out to people. 3,536 "addresses" have connected with both sets of web pages (since it is possible that more than one person shares a site address, this means that a minimum of 3,536 people have visited the web sites)

● Here's a breakdown of the '96 Model Year Discoveries, as sent by LR to dealers (this may be different than the brochure & is this for the USA market):

Options	Model	Options	%
None (Man)	SD	Prc, CD	5%
A	SD	Prc, CD	15%
A Ltr *	SD	Prc, CD	0 *
A Ltr Frl Rst **	SD	CD	20% **
A Sun Pls F Fsw	SE	Frl, CD	20%
A Sun Pls F Rac Rst Frl Fsw	SE7	CD	35%
Man Sun Pls F Rac Rst Frl Fsw	SE7	CD	5%

\* - Not available after Mid Oct.

\*\* - Only offered until Mid Oct, as replacement for Aut Ltr

I believe the abbreviations translate as follows:

A - Automatic trans      CD - 6 disc CD changer  
 F - Fog lamps              Frl - ?  
 Fsw - Free-style Wheels    Ltr - Leather seats (not power?)  
 Man - Manual trans        Pls - Power leather seats  
 Rst - Rear hydraulic step   Rac - Rear A/C  
 Sun - Dual sunroofs

● See Business Week, November 20, 1995, page 152. The Ralph Lauren of Car Dealers: Land Rover Centres sell boots, safari suits - and yes, cars.

● From Roger Sinasohn (OVLR, California) "One day, I was a NCA, a local low-price, low-service clone parts dealer when spotted a CD-ROM called "Automobile Registry: '95 Imports". So I pick it up to see what's up. It's basically a new car guide on disc, but what caught my eye was the list of auto mfrs on the back. I spotted Land Rover almost immediately, and decided \$10 wasn't a bad investment. So I took it home to see what's what. I expected a picture or two of each model, specs on the vehicles, and that's it. But, I noticed that both the Disco and Range Rover had video clips. (The Defender 90's not included on the disc, for some reason.) The Range Rover video is just some footage of the vehicle driving, including some not

at all challenging off-highway stuff. But when I saw the Disco stuff, I recognized it for what it was; footage of La Ruta Maya! There's a great bit of a Disco plunging into a big mud puddle. Definitely worth the cost. It's called Automobile Registry, put out by ARC Media, Inc, 386 Cadman Drive, Buffalo, NY, 14221, USA."

● Once upon a time there was a neophyte who thought he knew it all, yet asked some rather interesting questions. Here is another question and answer...

**Q:** Now that autumn has given way to winter, my mind once again turns to the tricky problem of dodging the drips of condensation emanating from the roof. My question is: Can I glue some carpet up there to cut out the condensation (and the noise at the same time? Subsequent questions: Is one type of carpeting better than another? Is there a better alternative to carpeting? Will these things actually stop the condensation or will they just absorb the water and go smelly?

**A1:** Well actually, (yep, you guessed it) there was a product made by Land-Rover for this very purpose. Many years ago, in the days of exceptionally leak prone Series vehicles, Land Rover engineers formed an unlikely bond with engineers in another field entirely. It seems that in the early Sixties, there were new breakthroughs occurring in the field of liquid absorption. Land Rover teamed up with researchers from Proctor and Gamble in the US, in order to help them test a material that was intended for use in their soon to be released line of modern day disposable diapers. Only available for about ten months in 1963, the Land-Rover-Ultra-Absorbent-Disposable-Headliner was an instant hit. It often held an entire rainy season's worth of water with nary a drip or a dribble. Sadly, Procter and Gamble still held the patent for the material and forced Land-Rover to either cough up a large percentage of their profits or drop it from their product line. Naturally, Land-Rover had no interest in sharing any of their money, and once stock ran out, the Disposable Headliner was no longer available. Occasionally you may find one that still has some absorption potential, if you look in the more arid regions of the world. Some shops may still have some old stock laying around, but be prepared to pay through the nose. I'm not sure of the original part number. I suppose a make shift version could be made at home if you're handy with a needle and thread.

**A2:** As you well know, phone Lanny at Rovers North and ask for the extra absorbent headliner option. They will have the part number as well as a good stock. Right now it should be on special, considering it is the rainy season in some of their off-shore markets. Canadian and American customers must wait until April and May for the special to be available here. Forget the needle and thread route. Go genuine, phone Lanny and wish him the best for the holiday seasons while you are on the phone.

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

The second half of the 24 volt conversion is lost within several boxes of paper in transit from one Federal building to the current (which changes again in three months). Part two will appear in the January newsletter. In the meantime...

**ROVERS ON MY MIND by Roy Caldwell (OVL, Montana)**

When I was fourteen my brother gave me a book titled the Red Car. The story was typical of all TAB Scholastic Book Club offerings. The hero was a teenager with luck of the pluck and against all advice of his parents, became the proud owner of a wrecked 49 MG-TC. With the help of an old French emigre mechanic, lawn jobs and hard work, our hero rebuilds the car to factory perfection. That book introduced me to the world of British automobiles as romantic transportation, that would respond to the care and attention of a devoted owner/mechanic. Now some years later ( I won't tell how many years) the fiction of that story has come true, with a twist. I own and drive Land Rovers. Probably the most used, abused, loved and worshipped automobile that has ever been mass produced. But doubters will point out that other marques have devoted worshippers. Yes they do, but the Series Rovers alone possess the distinction of being a tool and a vehicle. A tool for work, romance, recreation and flights of imagination.

The Land Rover was conceived, designed and built as a farm utility vehicle. The old advertising campaigns, state in bold words, the trucks' skills and abilities to work hard. Rovers all over the world labour hauling insane loads of lumber, produce and people from place to place. Twenty and thirty year old Rovers are in service working at pumping water, sawing logs and earning their keep. Many are abused, but they still labour on in the role originally envisioned for them. Indeed the, ever read and dreamed over, Whole Earth Catalog has mentioned the Land Rover as an appropriate tool. If any product of the industrialized west should be voted most used, most valued and most recycled, it would be, hands down, the Series Land Rovers.

Romance could be the one area that has little real life documentation. I'm speaking of the female/male kind of romance. Movies and advertising have just scratched the surface of romance and Rovers. I think at this point it is proper and just to tender an apology to all owners that are ladies. By far more Rovers are owned by men than women. Why I don't have any idea, only some thoughts. Rovers are simple, hard core hooah type vehicles. The kinda vehicle that you either hate the looks of or love dearly because of how it looks. Nothen pretty about the Rover and that may be why some single kinda guys have little or no luck dating in their Rovers.

Those owners that may have dated and successfully romanced in a Rover are not talking much. Truthfully I hope they don't! I don't want my vision of Rover drivers as real gentleman dashed to bits. Real gentleman never tell tales out of school. Besides, any lady that would love a man, who owns a Rover, deserves nothing but high praise and adulation. The only thing I can offer the ladies is this; The fact that you can keep your Rover running, are wise enough to own the best 4x4 by far, instantly proves your superiority and bashes to hell most mens' poor fragile egos. For us males, our Rovers destroyed what ego we had, after the first day of ownership.

As for recreation, we all know about the call of the wild. The primal male need to go to the woods and get dirty. Mucking about in the mud, getting wet and acting like mechanized Tom Sawyers, is one reason we own Rovers. Be strong men and raise your hand if the only thing different about adult life and your boyhood is the size and cost of your toys. Let us not forget the cold brews around the campfire and the many lies and stories about deep water, thick mud and slopes so steep you thought you saw God. That is Rover inspired recreation.

My dear Rover owners, we now must put aside all prepense and ego for some soul bearing truth. Which of us can honestly say the golden brown, bonnet high grass of the plains of Africa has never appeared in our windscreens? Just for an instant, you haven't been blinded by the Sun's light from a clear cobalt blue sky? You have never sat behind the wheel, closed your eyes and imagined an overland trip in Australia? The questions are rhetorical; I know the answer. It is YES! I have done it, you have done it and we will always do it. How many books on Africa and first person accounts of overland adventure do you have on your bookshelf? There are too many to count or admit. What makes a Rover owner different from most armchair adventures is that we have the truck to do it in. We just have to get the time, will and money to go.



Ray Bradbury wrote of a Rover in his short story The Kiliamanjaro Device. It was a time machine. An honest-to-gawd time machine! A truck that could move across time and space. In that split second between key on and ignition, you dream of overlanding; you can see it unfolding through your dirty, grimy windscreen. You smell the heat of the plains and sometimes, every once in awhile, you hear the roar of lions in the bush. Go out, sit in your truck and try to tell me you don't smile and do a bit of time travel.

### "Ben has a <insert favourite expletive> bad day" by Ben Smith

I had spent the previous weekend trying to get my gearbox back together and into the Rover. I had been Roverless, and hence vehicleless for 2 weeks and was quite sick of biking to work, et cetera. Of course my Rover thought that she should prolong the process as long as possible. So Monday morning (6 November) I dragged myself out of bed in the late morning (after going to bed at dawn), and biked into work. And so the day began...

Within a few hours I discovered that the talk that I needed to go to was Tuesday, not Thursday, and that the other person who was supposed to drive had bailed. So I had to get the Rover running by morning to drive the 150 miles into Los Angeles. After work I biked across town to a friend's to use his grinder to cut off the remains of tranny mount from the mount side of the bracket. The home to the joys of mating the gearbox to the bell housing while trying to hold 4th gear and the layshaft at the same time and all the usually trials and tribulations of putting the gearbox and accessories back in. I finally finished putting the seatbox in around 7am after working through the night. I started her up for a test spin and found that I couldn't shift at all. A few choice swear words were uttered and I looked at the sliders. It helps if you put the gearshift finger in the slider that is actually engaging a gear. Damn interlocks... Then I took her for a run around the block. No unusual noises, but I couldn't get it to stay in hi range (and 150 miles would be a really long trip in low range). So I got out the factory manual again. Oh, so the bracket goes on the other side of the bell housing... Then a few mile test drive around town to check and grab breakfast. All's ok. Allright then, install the floorboards and tranny cover, shower, shave, clean clothes and hit the road. I'd been up for 23 hours.

The trip down to the LA area uneventful, with a few short periods of complete panic as I nodded off at the wheel for a few microseconds. I arrived in the LA area around noon. The talk was at 2:30 so I had plenty of time. I decided that since British Pacific, Ltd was mostly on the way I would stop by and talk for a little bit. (I don't need much excuse to look at all those new Land Rover parts...) After a bit I was on my way with 45 minutes to cross LA... Just as I hit downtown on the 110, traffic came to complete and utter stop. Traffic was jammed for miles so I tried to divert. That failed and I ended up trying surface streets. Just as I got off the highway, coming down the off ramp, the clutch sunk to the floor with no effect. I coasted through one light and got stuck at the next. I jumped out gave it a push down the hill and into a gas station. Ok, bleed the clutch again. I reached for my standard kit, and I realized that it was still in the garage. No Casterol GT-LMA for me. Now first this part of LA is a few miles east of downtown and not one of the best places in the world to be. I was \*very\* uncomfortable. I wandered off and the best that I could find is some dot 3 brake fluid. At least it would work and it was 2:30 pm. The talk had just started, I was still some 15 miles away, and I had been up for 27 hours.

I tightened the clutch line to slave cylinder junction (which was dripping fluid) and bled the clutch. No big deal. Then I was back on the road heading for the talk. I finally got to the freeway entrance that I was looking for. Now here in LA, they have this great idea that when traffic is heavy, the people getting on the highway should be staggered by a light that lets them go one at a time. This means that when you have a line of 10 or so cars, you have the clutch down for a long time. Guess which faded the exact instant I was at the head of the line? You got it. The clutch slowly engaged. I somehow managed to pump the clutch a few times and got it from neutral back into gear and got on the freeway. Traffic was heavy, slowed in places, but I got to the Hotel without incident. I got to the talk an hour late and caught the last 45 minutes.

Afterwards I re-bled the clutch and got back on the freeways. Now in LA around 4:30, the freeways are really bad. It doesn't matter which one you pick. So I took the 405 north. This is one of the larger freeways with 5 or more lanes in each direction. Traffic was slow and slower for a number of miles. For some reason I found myself in one of the middle lanes (the one next to the innermost one). Traffic came to a sudden halt in front of me. As I punched the clutch, nothing happened. Choice words came to mind as I looked for an out and popped into neutral. Nothing. I was boxed in. I came to a halt. When traffic started up again a minute or to later I couldn't get it into gear. I tried frantically pumping. Nothing. The sun had set, dusk was falling. I was now holding up a long line of cars behind me while the other lanes flowed around me at 30-40 mph.

I jumped out, popped the hood, and replenished the supply of fluid in the clutch master cylinder (pouring between the bonnet and firewall and mostly hitting my target (adrenaline and 29.5 hours of consciousness weren't helping). I popped back to

the driver's side, tossed the carpet (puke green sound deadener) in back, knelt next to the rover and removed the screws for the floorboard. On the odd chance I rolled under the Rover (with the cars passing only a foot or two away from my feet) and tried to tighten the slave cylinder brake pipe. No dice, I assume that it is stripped. I then reasoned that I was not going to be environmentally sound and the I was going to let the brake fluid drop onto the pavement. (I really wanted to get out of the flow of traffic as soon as possible). So I opened the pipe and let her rip. Well, I hadn't bothered to turn off the engine, so the exhaust pipe was still quite hot. The stream of brake fluid hit the pipe and turned to smoke. (No that gave me a headache!). Ok, I grab the bottom of a McDonald's cup and try in the fading light to bleed the clutch. No bubbles, and a good get pumping out, but the clutch isn't bleeding. After refilling the master cylinder a few times, I gave up. Maybe if I start her in 1st low, I can get moving and get to the shoulder. (I was on a slight uphill grade.). So I turned off the engine. The engine decided to diesel for a few minutes. (It's not like I could slip it into gear and stop the dieseling)

Dora started quickly in low range 1st, and I managed to shift to second. At a screaming 5000 odd rpm (and what 5 mph) I managed to quickly cross 3 lanes of traffic and find the relative safety of the outer shoulder. I got the hood up and was about to crawl underneath when a tow truck appeared out of nowhere. (he showed up within 2 minutes of me pulling to the side of the freeway). In LA, during rush hour, the city puts a bunch of tow trucks on the road driving some search pattern looking for disabled vehicles. I told him that I hadn't given up yet and to come back in an hour. (I didn't want to admit defeat quite yet) So he drove off. I tried to bleed the clutch. Nothing. No bubbles, just good jets of fluid, but the clutch was useless. So I said to myself, maybe if I pump the clutch a lot I can get it into gear and then do clutchless shifts to get to the next exit.

At first this idea didn't work. But after a few minutes it did. And I was on my way on the shoulder. Then I was in 2nd...and 3rd. Being a little cocky, I decided to pass the first exit and keep on going. I figured that I would try to see how close I could get to my friend's house in Pasadena (20 miles away). So I stayed in that right lane going with traffic and keeping huge following distances. After awhile I notice that I had been unconsciously hitting the clutch for every shift and the clutch was working. It had "self bled!" Of course I didn't trust it. Then the full orange- crimson moon rose above the San Gabriel mountains. Somehow the full moon made it all make sense.

I managed to limp to Pasadena. (and stayed up until 2am talking to people--up 39 hours for those counting) before crashing on the couch. The next day (Wednesday, 9 November) the clutch was still working. I drove over to British Pacific to get a new slave cylinder and clutch line (just in case) and dove the 140 miles home. All went well and the clutch is holding. It's getting replaced this weekend anyway while I am flushing the dot 3 fluid from the system.

### **My mid-life crisis by**

Hey, it worked for me...

A man at where my wife works is going thru a mid-life crisis. Janice is watching all the antics and we chuckle about them at home. This guy is trying to have some fun, but he is really working hard to accomplish it. New divorce, new hair, new car, new clothes, new women and no respect.

I told Janice that I didn't want to go thru a mid-life crisis. The payback of chasing all the women just wasn't worth the effort. I told her that what I really wanted was "...just another old landrover...". I told her that this was common amongst land rover owners and "...that dixon has 12..."

Something clicked that night -- she thought for a few seconds. I knew she was doing some serious soul-searching. Her only words to me was: "...ok, you can get another land rover, but it has to be a good one..." I was caught flat-footed, but managed to mumble "...whatever you think is right, dear..."

Getting a good one is going to be tough for me. I am a bottom-fisher that attempts to buys cheap and then spends \$4000 to save \$1000. Old habits die hard. But wait, mates, don't start sending email about those junkers you are attempting to unload. I am going to be selective. I have spent the past couple of weeks saying to myself s1/sii, 88/109, petrol/diesel, lightweight? And each day the decision is different. It is fun going thru the old issues of LRO, AL Workhoure, and RN/AB listings and re-reading the for sale ads. I even made a phone call last night on an attractive sounding 8-month ad, but no answer...

But I have settled on one thing -- and I think I am paraphrasing Dixon, -- my new Land Rover will "...have leaf springs and a metal dash..."