

Volume XIII, Number 1

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

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Treasurer: Janet Dowell (819 827-2932)

10 January, 1996

Greetings;

Twenty members showed up at National News for the Annual General Meeting. For those new to the club, the AGM is the once a year meeting where the direction of the club is brought forward to interested members. (It is also required by our Incorporation papers as are monthly Executive meetings).

Christine Rose started the meeting by presenting an embroidered chef's apron to Al Pilgrim in recognition of his contribution to the club over the past year. Christine then went over the Club's year-end financial report. (If any member wishes a copy of this report, drop a line. It is available to all members. Just ask any Executive member for a copy.) For those interested in our bottom line, OVLR is about \$50 ahead of where it was last year in the bank.

Ted Rose, our departing President, stated that last year was very successful and gave the new Executive his best wishes for the new year. He stated that the new Executive was acclaimed because insufficient nominations were received.

Jason remarked that this was his second time around as President of the club. He acknowledged that 1995 had been a good year, but thought that there were problems that included animosity between club members, cliques here and there. This would not be tolerated under his Presidency. Birthday Party: Jason stated that there would be a committee formed to oversee the Birthday Party. He observed that it cannot keep growing. Pre-registration will again be required. Christine Rose pointed out that all Associate members pre-registered for last year's Birthday Party. There were almost no pre-registrations received from local members. Janet Dowell and others remarked that the Birthday Party was a family event, an opportunity to meet people, and that the current format should be continued. Problems relating to food and scaling back the Sunday breakfast were discussed. Events: A list of events for the coming year will be published in the newsletter after the next Executive meeting when the Executive decides on dates. Jason remarked that it is difficult for the Executive to organise events. More impromptu events were required, day tours et cetera. The Executive would organise major events, the membership minor events. Robin Craig asked if consideration will be given to a longer event such as the K&P railway line between Kingston and Pembroke. There seems to be a desire from some members for longer events that are not strenuous on the older vehicles and keep repair bills down. Jerry Dowell stated that there are a number of possible trails that have been scouted on a mountain bike. Ted Rose expressed an interest in running another "Tune-up Session" this spring, Yves Fortin and others offered to organise another Breakfast à la Victoria Island. Clothing: Christine Rose will continue to take care of the clothing for the club. Several options, including polar fleece jackets will be announced in the next newsletter. Special orders will be possible.

Note: For the great majority of club members your membership renewal is due this month. The simplest way to tell is to look at the address label. If it doesn't have a date on it, your membership has expired. If you don't get too many newsletters following this one, it is also a sure indication that it may have expired.

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, membership expires one year from the last dues submission.

The Ottawa Valley Land Rovers Newsletter

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

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

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

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Advertising Rates: Cometicative with other North American Land Rover clubs. Available upon request.

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

January 15th Social Gathering at the Prescott

February 19th Social Gathering at the Prescott

For the time and dates of the Executive meetings, phone Jason Dowell at (819) 595-4593

Long Term Events: (subject to change)

April Annual Maple Sugar Rally

Early May: Engine Tune-up (Ted Rose is organising this event on the condition he doesn't have to look at the Editor's Land Rover)

May 18-20 A three day excursion to Lac Sam (60 miles north of Ottawa) at Rob Ferguson's cottage. Hundreds of miles of logging roads to explore. Note: This is the Victoria Day weekend.

June The 13th Birthday Party at Silver Lake

July 6-8 8th Annual Downeast Rally at Owl's Head Maine. This is the largest Land Rover gathering in North America.

July Calabogie - Flower Station light-medium off-road journey.

August The Breakfast on some island in the Ottawa River never visited by four wheel drive vehicles.

Labour Day Silver Lake Revisited

September British Invasion VI in Stowe Vermont.

October For the long distance travellers, The Virginia club's 3rd annual Mid-Atlantic Rally. (See the February 96 Land Rover World for coverage of last years rally)

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

● The December newsletter was collated and stuffed by a slightly enlarged crew last month. Bob's basement is beginning to resemble the monthly Social Gathering. Murray, Fred, Bruce, Dale and Bob were joined by Andrew Finlayson and Sean McGuire. In answer to one question, last month's letterhead was produced by Myles Murphy.

Now for a bit of an Editorial. One thing not mentioned in the preceding report on the AGM was the discussion of the newsletter. It seems someone is unhappy about the dearth of local Ottawa material, horrid things said about Land Rover Ltd., and any mention of other nasty things (i.e. RoverWorks being sued) that appear here and that the December issue had absolutely no redeeming qualities. Others pointed out that different people like to read different things. We are not all the same. It was noted that, amazing as it is, those who complain the loudest are also those who never phoned, lifted a pen, nor contributed to the newsletter in any fashion, even when repeatedly asked. Happily, most of those at the AGM saw fit to express their happiness with the current format. So a new outlet for expression should be considered. It was agreed that there shall be a "Letters to the Editor" column where any member can write any Land Rover or club related thing that they wish. It may get edited down if it gets too long, or if it could end up landing us in court. So, had a bad experience?, or just want to rat on a friend? (I'm taking a greater interest in the Lugnut Award this year), I'll take your contribution, in any format, and it doesn't have to arrive via a computer network.

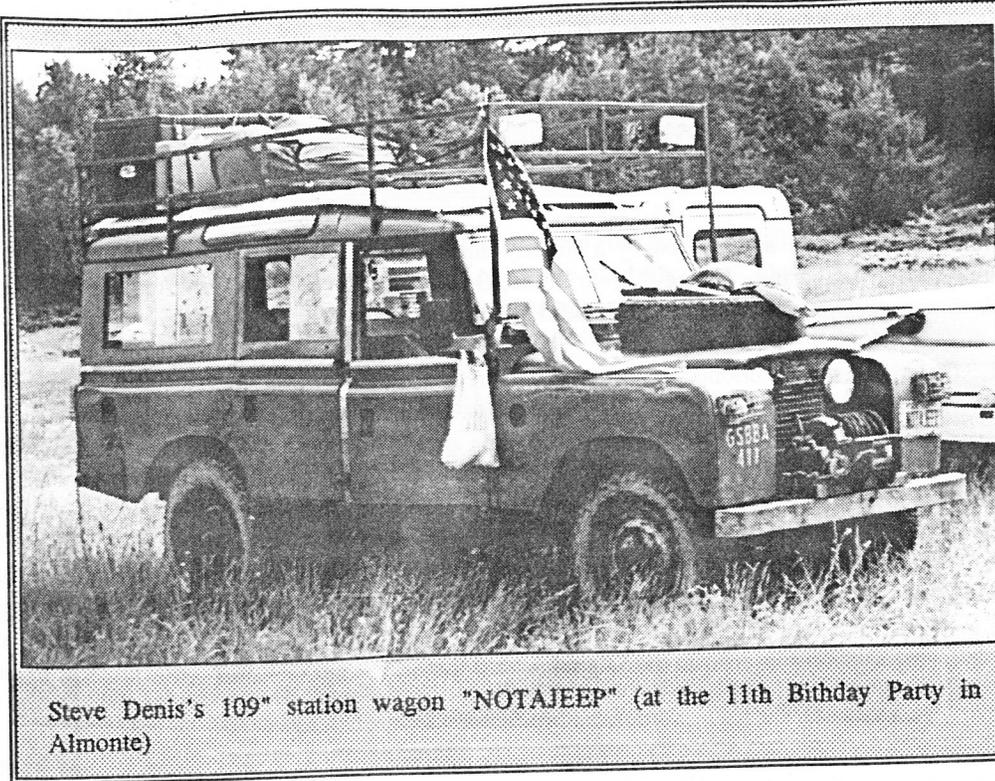
● **Jeff Berg**, our lone Connecticut member has had 5 of his photos from the 1995 R.O.A.V. Mid-Atlantic Land Rover Rally are published in the February issue of Land Rover World accompanying Sandy Grice's text and photos. These photos include shots of **Steve Denis's** Ex-Notajeeep and **Jared Silbersher's** 101. Speaking of magazines, I am told that the February issue of Land Rover Owner features O.V.L.R. in the club section with the author describing the annual frame oiler and strongly suggesting that the British clubs get their act together and follow suit. Elsewhere in the issue, western U.S.A. based writer Jim Allen's article on "Stateside Beat" features a photo of **Steve Denis's** 109 station wagon "NOTAJEEP". Steve seems to be doing well this month. Too bad he has sold NOTAJEEP. This would have boosted the price!

● A note from **Dave Bobeck** on "Off road techniques, Part 1 or Some helpful rules of thumb to help get you through the holiday off-roading season":

1. If you do choose to go off-roading, try to do it on a Holiday, such as Christmas Eve, when no one else will be out. This way you will have the whole track to yourself. There will be no "danger" of seeing other humans in your wilderness venue of choice.
2. The colder the better. A great time to go out is when it's dark, and cold. Remember, we want to be completely alone.
3. Make absolutely certain that at least one major system of the vehicle is on its last legs. A good one would be the clutch. Don't worry, it's a Land-Rover. It doesn't need a clutch. This will heighten the sense of real adventure.
4. When driving off road, there is no point in following existing wheel marks. These routes are simply for the unenlightened. Choose the road less travelled, and you are sure to find excitement and adventure.
5. When using a Hi-lift Jack to recover your vehicle from a muddy, wet, snow and ice-filled rut, be sure to get it up good and high, so that when the vehicle comes down off the jack it makes a nice big splash. This way everyone will know when they see you that you were really doing some cool stuff. Also, if you are driving a Series III or later vehicle, make sure the handle of the jack is properly positioned, so that it can easily penetrate the grill when you knock it over. This will allow the vehicle to "breathe".
6. If this recovery method does not work, it's time to start walking. No problem if you can't lock the car, since no one will be out there anyway. But just to be sure, leave some money in plain sight so that any sticky fingered types will take that instead of your valuable tubs of gear oil, spares, and other important things. The Hi-lift jack has already been proven worthless so they can have that.
7. At this point, try some psychic channeling to get someone to come out onto the trail and rescue you and your vehicle. If you really concentrate, someone you haven't seen since high school will soon appear in a large V8 powered American 4x4, suitably equipped to extract your vehicle. At this point it is advisable to go into great detail regarding the many virtues of American Trucks.
8. After being pulled out of the

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



Steve Denis's 109" station wagon "NOTAJEEP" (at the 11th Birthday Party in Almonte)

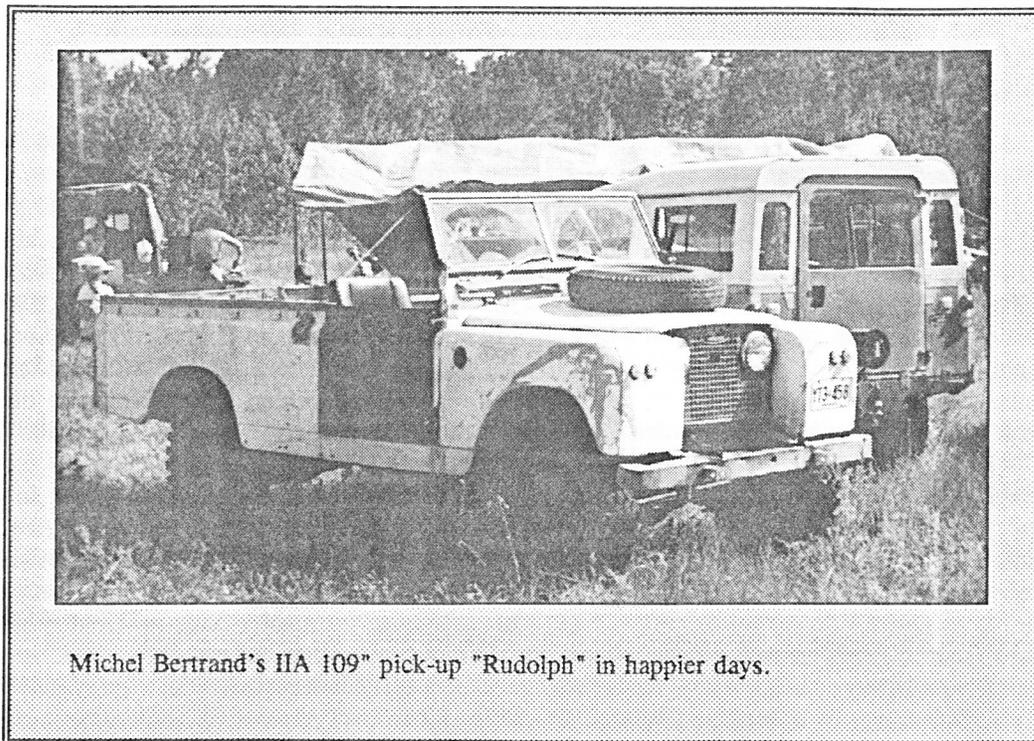
aftermentioned bog, make sure that your clutch (or other major component) is getting continually worse. This will allow you to continue in "adventure mode" until you reach home. If you have chosen clutch, than make sure you stall at least once in front of oncoming traffic. For the real adventurous types, try stopping in front of cars that are aimed for the gas tank. 9. After you are home and safe, a good idea would be to check the level of hydraulic fluid in your clutch reservoir, especially if you bought the vehicle used and haven't had the cap off yet. Don't be alarmed by an extremely low level, you can simply bleed it and be on your

way again. But before doing that, practice grinding the various gears for a while and you will soon begin to appreciate the beautiful sounds that can be made with this little known "instrument". 10. Try and get your Dad to help you work on the vehicle, as this will help to build his understanding of the do-it-yourself ethic that LRO's hold so dearly. If this is lost on him and he says things like "well if it didn't break all the time...", then buy him a bottle of Scotch and change the subject..." It is understood that Dave seeks an early lead for the 1996 Lugnut Award. In fact, just as this went to print he managed to practically test a second set of rules, procedures to follow. Next month...

● A note from Michel Bertrand down in the Townships "Hello all, Another hit for Rudolph, my 109 Pickup. When trying to pull out from my parking space yesterday (it hadn't move for two weeks), I heard a huge bang in the drivetrain and it didn't budge. Oh well, another half-shaft. Stopped the car, got out of it, reached for my tools, and started the axle-changing process. Got out the long one, which was intact, and then the short one is stuck. Can only pull it for about half an inch!! Oh well, I guess I will have to borrow a come-along this weekend to finish the job. Looks like the wheels were stuck in the ice or something. It's been really cold down here (-35 at nights) and they just froze over. Darn! I'll remember for now on. It isn't true that the splines will twist sometime before the half-shaft breaks. I removed both of them two months ago to check them and they were fine. I haven't done much mileage since (500 miles) and used it almost on a daily basis. I guess that the moral of this story is that if you don't want your Landie to break down, you have to use it. Mine couldn't run around because of a major brake-fluid leak (I was telling the Esso kid to fill up the brake fluid reservoir and to check the fuel...). I was actually taking it out to bring it to a friend's place to change the master cylinder..... Will have to wait. For the members down in California, don't park your Rover in fresh concrete, it will do the same."

● From Eric Zipkin: "Greetings all! The rover gods have finally struck me down this afternoon. I guess they were a little peeved that I haven't had too many debilitating problems lately. This is quite embarrassing but I offer myself up for your entertainment. While cruising down a back road near my house a FedEx box truck came barreling the other way. Probably quite intent on making up for lost deliveries during the past snow (I'm in the New York Metropolitan area) he refused to move out of the center of the road. This left me no other choice but to 'hug' the embankment. Sure enough, the 3-4 foot snow banks caught the right front tire and wrenched the front end up the slope. The rest, as they say, is history. As the front end came to a stop, the top decided to continue. In a matter of nanoseconds, I found myself on the side, with all manner of paraphenelia (read: junk) covering me. That's right, I flipped the baby blocking the entire road. Once I cleared several years' worth of stale McDonald's fries off me, I could hear the engine continue to run! That didn't last too long as the oil slowly filled the combustion chambers. As I climbed out the passenger door, I saw several drivers running up to help. None could believe that I was OK, much less that I only wanted some help putting the Rover back up on its wheels and that I expected to drive away. As I am a volunteer firefighter, the police officer who showed up knew me and

just broke down laughing. Still hoping to remain anonymous, I asked him not to say my name over the radio (those pesky scanners that many of my friends have). Instead, he relayed that it was a Land Rover involved. Same difference as I'm one of the only Series vehicles around! With a little help from a wrecker, the Rover was back with the oily side down and she started up within about 30 seconds of cranking. Damage was limited to a tweaked roof rack and some deformation of the left front wing. I'm sure I'll get some questions about the



Michel Bertrand's IIA 109" pick-up "Rudolph" in happier days.

scratches on the side that run vertically (now I can play tic-tac-toe on the side with the array of scars). First, a couple lessons learned: 1. Keep your center of gravity low. I have always attempted to do so but I built a roof rack over the summer that weights about 80-100 pounds. That surely had an effect 2. Tie down all the junk you have lying around in the back of the truck. Although you might not flip at speed, it can happen on the trail and believe me, its not fun to have all manner of equipment raining down on you (the stale fries are enough). I was returning from buying a hi-lift jack and thankfully the thing didn't come crashing forward and put me out for good. Well, there you have it. A little long winded but thats my account of my driving stupidity. I certainly hope it doesn't qualify me for a lugnut award (there's still a lot of year left) but it certainly is a humbling experience. Keep the dirty side down!"

SOME NEW OVLRL MEMBERS

Three new members joined this month, bringing the total membership up to 135. This can be broken down into (assuming I can add) 90 Canadian members, 39 American members and 6 members overseas (England, France, Japan, and Saudia Arabia). The phone list for the membership is included in this newsletter. In the near future, the list of Internet addresses for the membership will be printed.

- **Christopher Proctor** of Dundas, Ontario who brings a pair of Land Rovers into the club ranks, a 1972 Series III Lightweight and a 1956 Series I 86"
- **Roger Somerville** of Belle River Ontario. Roger has a 1973 Series III 88" and a 1976 Range Rover two door.
- **Mike Hamilton** of Dorval, Quebec. Mike helps the club average with three Land Rovers, a pair of Series III's and a single IIA. All three vehicles are short wheelbase models.

SOME NON-OVLR NEWS AND RUMOURS...

- Some more numbers for the alternative parts list:

	<u>Echlin</u>	<u>Blue Streak</u>
Old style Lucas (25D4) distributor		
Cap - push in	EP-48	LU-429
- screw in	EP-38	LU-422
- horizontal	EP-40	LU-420
Points	CS-207a	LU-1617 XP
Condensor	EP-29	LU-206
Rotor	EP-41	LU-300

New style (45D4) distributor	
Cap	LU-430
Points	LU-1685
Condensor	LU-207
Rotor	LU-320

Alternative oil filters for the Range Rover V8:

Purolator	HP1 or L39001
AC	HD222
FRAM	HP1
Motorcraft	FL-1HP
WIX	5162

Filters for Disco's

OIL	Fram PH5443
AIR	Cooper AG1103

- LANHAM, Md., Jan. 3 /PRNewswire/ -- Land Rover North America, Inc. broke all previous year-end retail records in 1995, passing the 20,000 mark for the first time, exceeding such well-known luxury marques as Jaguar and Audi, thus maintaining North America's status as the world's largest Land Rover export market.

The 20,026 units sold represent a 66 percent increase over 1994's total sales. For the month of December, 2,856 retails marked the company's biggest month ever and the 21st consecutive monthly sales increase, with a 46 percent rise over the same month in 1994. The sales tally represents approximately 15 percent of Land Rover's total production, which exceeded 100,000 units this year for the first time in the company's 47 year history.

Charles R. Hughes, president, Land Rover North America, said, "1995 was a year of records for us in sales, dealerbody size, employment, and product accolades. We're proud of our achievements and are aiming at continued growth in '96.

"Demand is strong for every one of our vehicles," Hughes continued, "from the all-new Range Rover 4.0 SE and sporty 4.6 HSE, to the limited edition Defender 90 Station Wagon and high-value Land Rover Discovery. In addition to achieving new sales levels, our products have received a record number of awards from enthusiast and consumer publications, ranging from

Automobile Magazine and Four Wheeler to Popular Science and Robb Report."

Land Rover sales were paced by the nation's first exclusive four-wheel drive dealership network. Called Land Rover Centres, these unique automotive outlets offer sport utility buyers a knowledgeable sales staff, superior customer service, factory-trained technical support and expert four-wheel drive instruction, all in a comfortable, relaxed setting. The concept behind the development of Centres in the U.S. is to boost business by promoting the off-road lifestyle; Centres provide four-wheel drive vehicle accessories such as ski racks, brush bars and auxiliary lights. In addition, the company has this year begun marketing its own line of Land Rover Gear -- clothing and personal accessories designed specifically for Land Rover owners. The thirty Centres currently operating around the country have garnered a blizzard of attention from local and national business and automotive media and have been recognized as "[providing] a roadmap to the future" of automotive retailing, according to Business Week. Land Rover expects to open as many as forty more Centres by the end of 1996. The North American arm of Britain's best-selling sport utility manufacturer also posted a record year for wholesale numbers, with a total of 21,631, a 64 percent increase over 1994's 13,178, the previous all-time high.

SALES SUMMARY

	Dec'95	Dec'94	1995	1994
Total	2,856	1,951	20,026	12,045
% change	+46.4%		+66.3%	
Range Rover	828	427	6,885	4,082
Defender 90	207	127	1,571	1,468
Discovery	1,821	1,397	11,570	6,495

Land Rover North America, Inc. is a member of the Rover Group of Companies, importing vehicles manufactured by Land Rover, Solihull, England. The Rover Group is a wholly-owned subsidiary of BMW AG.

Canadian sales totaled 816 vehicles, which is 52 percent ahead of last year's sales. Land Rover Canada will have a press release detailing the past year available in the near future. Land Rover Canada is a wholly owned subsidiary of Land Rover North America.

- From the Tuesday, January 9th, *Washington Post* Style section: "Trudging across the tundra of the suburbs, The Source noticed that a caste system had emerged in the blizzard. There were those on foot, their expensive foreign sedans immobilized. There were those with four-wheel-drive vehicles, smugly peering out their tinted windows, wearing snow-eating grins. And elevated beyond their ordinary status to the highest caste were Range Rover operators. They can plow through drifts without

ever hanging up the car phone. Maybe they're all talking to each other in some Rover Friends and Family network."

However, with reports of all those LR's and RR's cruising the deserted streets of Washington D.C. in the snowstorm, one Internet chap felt compelled to phone Land Rover North America. He was surprised to find the LRNA office phones answered today with an announcement that, "Due to weather, Land Rover North America offices are closed today."

● "Oh the weather outside is frightful, but my Rover's so delightful!" Jeff Aronson sends us up some upcoming events for the non-winter challenged...

We're always impressed with the dedication of Land Rover enthusiasts to continue off-road activities even in the most challenging of weather. Many Land Rover clubs organize events throughout the winter, but where there's no club nearby, you have to do it yourself. Recently, we received word here of two events in northern New England alone that typify the Land Rover spirit.

If you want to play in New Hampshire, Winter Safari XII departs from West Lebanon, ME (just across the line from Rochester, NH, about 90 miles from Boston) at 7:00 am on February 10. Organizer Ron Mowry has continued this event and alerts interested owners to "have your Land Rover fueled and packed with a picnic lunch. Also, pack necessary tire chains, snatch straps and other extrication equipment suitable for a day's flogging in the woods." They plan to breakfast at a local restaurant and then will head north about 70 miles towards the White Mountains. The event goes "regardless of what nature dishes out to us." You'll return south for food, warmth, and Land Rover videos at the day's end. Bring a sleeping bag if you want to stay overnight at the Mowry Farm.

For further information on this event, call Ron Mowry (207-658-9064) or write him at P.O. Box 1023, West Lebanon, ME 04027. A group of Land Rover enthusiasts in south-central Maine, led by Bruce Fowler, have decided to have fun in the snow this winter without skiing. Clinton Dyer ('70 Series II-A), Scott Herring ('72 Series III 88") and Fowler announce The Winter Rover Romp for February 16-18, in Unity, Maine.

Fowler writes that "for too many Land Rovers, winter equates with long months in storage or short trips down the drive to create banks of snow on one's lawn. Range Rovers comfortably transport their occupants over slush or snow covered roads (has anyone actually seen a Range Rover with a plow?)."

These "hard core" Land Rover buffs have created an event that will "mentally test the driver and give these fine English products the workout they so badly deserve." The proposed course will be challenging but, since all the organizers use their Rovers daily, non-damaging. The drive will take you through four towns and one unincorporated territory (quaintly called a "plantation" in Maine) in Waldo and Kennebec counties. You

won't see a powerline or a maintained road, but you might catch a glimpse of a steam train on the Belfast & Moosehead Lake RR. And if your exhaust system works, you're likely to see moose, deer, foxes and other wildlife.

They've even arranged for heated space at a local garage - a comfortable place to install that Genuine Part from Rovers North - in case the worst should befall. Unity College will loan out its tavern for a Saturday night home cooked meal with British beers on tap. Between a band, pool table, and dart boards, you'll have additional opportunities to show off your skills. Winter camping sites are available, as are recommendations for B&B's or motels. Unity is situated near I-95, about 30 miles from Augusta. It is approximately 120 from the White Mountains of New Hampshire, or 200 miles from Boston. Best of all, contributions and donations will keep the cost quite low. If you want additional information, please send a SASE to Bruce Fowler, P.O. Box 47, Unity, ME 04988, or call (207) 453-9074. If you prefer e-mail, write 76255.2146@compuserve.com

February might be the shortest month but it could be most fun! How about it, Range Rover and Discovery owners? Join the good times, too!

● More Land Rovers in the media: 1. Two brief Land Rover scenes in 'The Wonderful Horrible Life of Leni Riefenstahl'. This 1993, 188 minute documentary on Leni not only concentrates on her acting and filmmaking days in Nazi Germany, but also features her 1960's and 70's film work in Africa. She did work documenting several African Nuba tribes. Her vehicle of choice? - an 88 limestone and a new blue 109 expedition equipped Land Rovers! (John Benham, Rover Runner) 2. An advert for a Canon cam corder has been playing two shots include a very dusty looking sand colored 90 soft top with either hood sticks still up or a roll cage. 3. One Land Rover quotation concerns the replacement of UN forces in Bosnia by NATO to which Gunner John Smith opined: "It doesn't make any difference to us. We get the same orders whatever colour the Land Rovers are." - Agence France Press, December 16. 4. Popular Science recently has had an article on sport uses a month or so ago. They drove a group of them (the Explorers, Grand Cherokees, Tahoes, etc from Detroit to GM's cold weather test track in the Michigan upper peninsula. On the way they got caught in a hellacious blizzard, so not only did they report on the test track results, but their personal opinions of the trucks in real life situations. The Range Rover won the tests, and the hearts, hands down. Nothing even came close, including the Discovery. The article is worth finding. It goes in depth into the drive train systems of all the trucks. It's pretty interesting to see the slapped together systems some of the trucks had. The Explorer was not too good.

Know Your Rovers: Land Rover Series III, 1971 - 1985 by Myles Murphy

(Production terminated in England in 1985, but remained in production elsewhere into the early 1990's.

- Also, Series III's are being re-manufactured at several sites in Africa)

The Land Rover Series III is basically a Series IIA with a plastic grille. Its introduction in 1971 didn't coincide with any great technological advance. It had a couple of distinct features to help distinguish it from its immediate predecessor, the so-called Late IIA. Perhaps the most striking is the plastic grille that replaced the preferred wire mesh type. The windscreen hinged bracket was different, but not necessarily any better than the old. The bonnet hinges were new. So too were the door hinges, now flatter and more streamlined. Other than that, the Series III was your regular old Land Rover.

Once you peek inside things take on a more modern air. The bare metal of the IIA is no more, replaced instead by swathes of black vinyl and wads of padding. Knobs, dials and switches are now directly in front where you can see 'em and get at 'em. There's still no room to stash anything. Once placed on the shelf, coins, screws, fuses, or even a pencil are liable to vanish into the dark recesses, only to be found during Spring cleaning or a major rebuild.

The big surprise comes when the engine is fired up and you are off and running. First to second gear is no longer an acquired skill. No more cursin' and swearin' and chuggin' with cog teeth ricocheting off the inner walls of the gearbox. I often wonder if sales people - back in 1971 - went out of their way to extol the virtues of the full synchromesh gearbox. How many folks kept on double clutching after they'd traded in their 1960's heap.

Drawings:

1. North American spec. Series III 88". Note the 4" diameter amber lenses. 4" ambers were also fitted to the rear (see inset B2). Radiator grille is plastic. Winch is an early 1960's Koneig.
2. High Capacity Pick-up (HCPU) Not imported to North America. Everything standard Series III except rear body, which was double skinned - so that dents on the inside didn't show up on the outside. A full canvas top with or without windows was available for the load bed. Also available in V8.
3. V8 109" station wagon. DKV 543T was a prototype. In the guise illustrated it was driven by Ken Slavin - a well known expedition leader and consultant to Land Rover Ltd. The vehicle was under test while working in North Africa on a World Wildlife Fund project. (not imported to Canada or the U.S.)
4. V8 109" station wagon. A limited quantity of full canvas topped V8's were supplied to the Middle East. Features included - removable glass door tops, side hinged tailgate. Softtop was different at the rear. The roll-up section was not full width - the sides wrapped around to the rear stopping a few inches short of the tailgate. Side clear panels were the same dimension as a 109's windows. The additional wire mesh grille section at bottom of radiator grille is for an oil cooler.

Inset A1 Windscreen, door, bonnet, vent hinges of typical Series II, IIA.

Inset A2 Windscreen door, door, bonnet, vent hinges of the Series III. Key identification features of these vehicles.

Inset B1 Typical tail light arrangement 1958 to 1982/3 approx.

Inset B2 North American spec with 4" amber directional and reverse light (ex -MGB) above licence plate light. 1968 - 1974

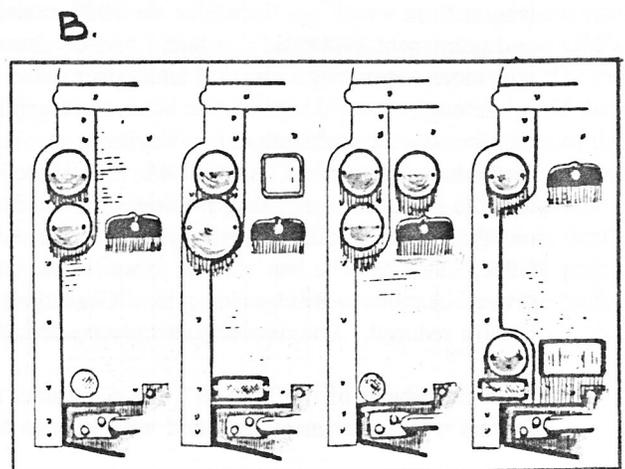
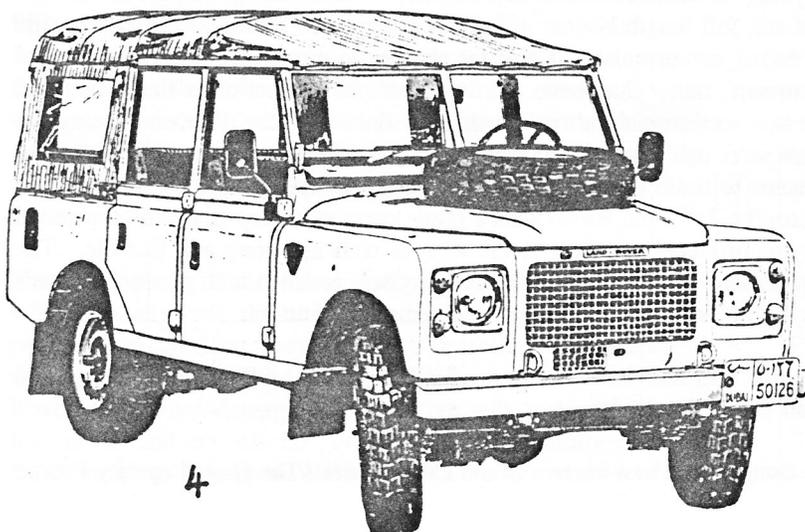
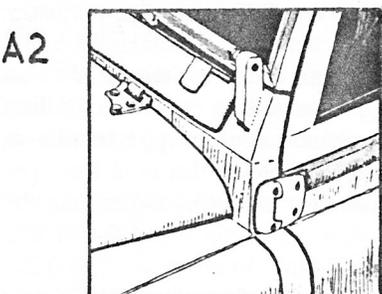
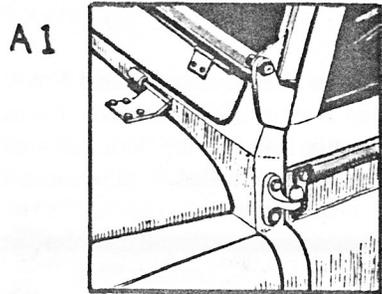
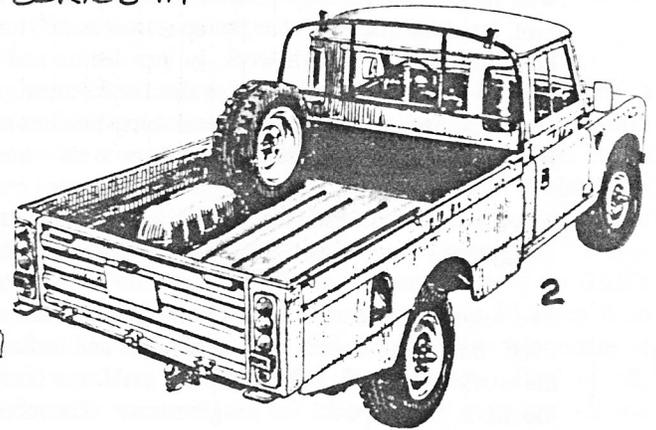
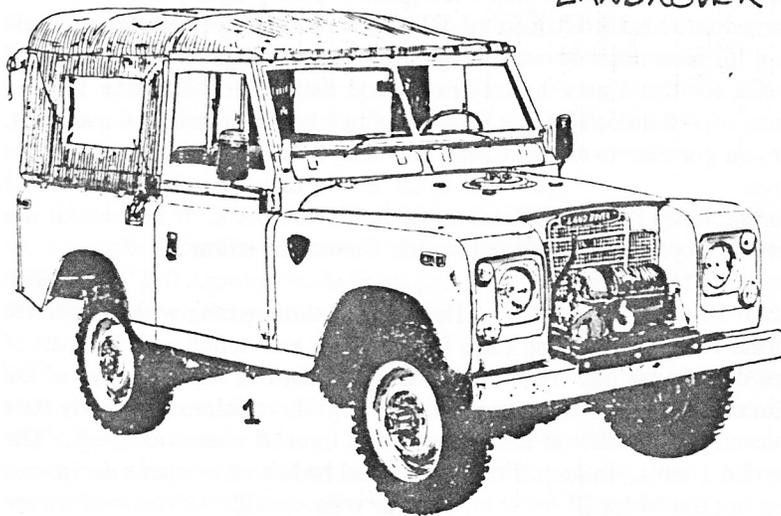
Inset B3 Light arrangement for most of the world, 1978 - 1982/3. Reverse light (round) above licence plate light.

Inset B4 1982/3 onwards - most countries. Rectangular reverse light at bottom. This style carried over to 90's and 110's

Many countries had their own unique light arrangements, far too many to illustrate here.

Series III's came in all the body styles previously illustrated in the Series II and IIA installments - except Cuthbertsons and Roadless Traction.

LANDROVER SERIES III



Walter J. Murray '95 ©

I like to think that Land Rover dealers back then knew their product. Recently I was in New Jersey - feeling a tad bored and looking for mischief. For sheer sport I headed for the local Land Rover dealer. Once in the door I was set upon by a well manicured, recently permed and perfumed fellow who obviously wouldn't recognise a spark plug if you showed it to him, let alone had ever changed one. Just as he launched into his LRNA induced diatribe I asked him for something I knew he didn't have. It didn't work, he prattled on and on 'til he committed what I regarded to be sacrilege. The bastard used the "J" word while referring to the Land Rover. Just for that I gave him an extra hard time. I had the poor blighter scurrying back and forth for a good thirty minutes as he tried frantically to get answers to my barrage of technical questions. It's cruel I know, but what else is there to do when you got time to kill in Cherryhill. Hey! Its fun and its free.

Anyway, the synchromesh gearbox wasn't unique to the Series III, it was fitted to the last of the IIA's. It is doubtful if a so equipped vehicle was ever sold in North America. If to your knowledge any were, contact the editor.

The reign of the Series III in North America was short-lived, 1971 to 1973. There was nothing wrong with the vehicle itself, but circumstances here, elsewhere and in England conspired to bring Land Rover's long association with this part of the world to an end. The company itself was buried deep in the bowels of British Leyland, forever being drained of the income it generated for the conglomerate. The monies skimmed went to prop up other failing BL vehicles. This sorry state of affairs went on for far too long. Research and development, slow at the best of times, ground almost to a halt. The Series III should have been launched sometime in the mid 1960's. In fact, if things financial hadn't taken such a downward shift there wouldn't have been a Series III - or at least not the Series III we're all familiar with - at all. All the stuff we are all familiar with today, V8's, turbo diesels, coil springs, wind-up windows and one piece windscreens were all on the drawing board in the 1960's. There simply wasn't any money to do anything with them!

All I can say is thank god Land Rover was flat broke. Had the funds been allocated chances are the classic Land Rover would have been replaced by something more akin to a Datsun Patrol or a Suzuki something or other. 'Course, there'd still be our OVLR's. Right! So, with no money to invest or the sales in North America to justify bringing the Series III - or more accurately, its engine - into compliance with stringent new regulations, Land Rover, in 1973, called it quits.

Dealers were left in the lurch, there were no apologies, Land Rover couldn't even bring themselves to officially inform the dealer network that they were officially on their own. Interestingly, some businesses managed to survive into the 90's. They still have the big oval yellow and green Land Rover sign up on a pole outside. Legally, one could conclude that they are still official Land Rover dealers. I wonder what the legal beagles at Land Rover feel about that little anomaly.

By 1974 the last of the North American spec. Series III, 88's had been sold off. In England and elsewhere production continued apace. The 73/74 oil crisis brought about the Fairey Overdrive. Once you get yourself an overdrive the first conclusion you come to is -why the hell didn't I get one sooner. The second conclusion, or more accurately, resolution is never do without one again. At certain speeds fuel consumption is reduced by up to 3 mpg (whatever that is in litres per 100km) and there is supposed to be a reduction in noise (can't say if anyone ever measured it though). Other than the overdrive option nothing much changed until 1978.

A few milestones were set in the 1970's. In April 1973, Land Rovers had been in production for 25 years. June '76 saw the one millionth Land Rover rolling off the line. The V8 powered Land Rover - in long wheelbase pickup and station wagon form - was introduced for the 1979 model year. In addition to the new engine, it had a new gearbox - the LT95 - and permanent 4WD. It also had a revised chassis and full length bonnet and flush grille. The revised bonnet and grille was more a result of a classic Land Rover money saving compromise. It was far cheaper to move the V8 a little forward in the engine bay, design a new bonnet and grille to suit, rather than have two bulkheads in production at the same time, one for the V8's, the other for 4 cylinder's. The box section chassis remained much the same, the difference being the method of construction. Since 1948, chassis sections were made up of four plates welded at the four corners. This method was the result of there being no time - and no money - to build a press which could have stamped out 'C' section chassis members similar to those on American Jeeps. (note: the 1st Land Rover was a crude copy of a Jeep, the prototype used a Jeep chassis) The box section proved to be easy to produce, practical at the time as well as strong and flexible. The revised chassis involved welding two 'C' sections together. The strength and flexibility was retained with production costs greatly reduced. The new chassis only needed two welds, one seam on top, the other on the bottom.

With the advent of the V8 109", the 6 cylinder engine was withdrawn from production vehicles. Short wheelbase Land Rovers were experimentally fitted with V8's as well as the 6 cylinder.

Early 1982 saw a few minor changes in appearance along with a new variant of the LWB model. The High Capacity Pickup

(HCPU), or Hi-Cap as it is commonly called, appeared in April. It was available in 4 cylinder petrol and diesel as well as V8. The Hi-cap was a standard chassis truck-cab 109" with an entirely new double skinned rear body. The new load bed had much more area than before and extended 7" beyond the rear chassis cross member. The new tailgate was 18" wider. The Hi-cap rear body was designed with the upcoming Land Rover 110 in mind. When launched in 1983 there was no need to modify the Hi-cap body to fit the 110's wider wheel track, nor was there a need for wheel arch extensions.

The styling changes to 88's and 109's were subtle. Tail lights were relocated with a single lense in each top corner and the same for the bottom corners. This change had already been carried out in the mid 1970's on some export vehicles.

Finally, when there are several years to get through before the launch of the new model [the 110] you got to keep interest up. To achieve this Land Rover started painting vehicles in gaudy colours. Actually, the new colours aren't that bad really. Although Pageant Blue takes a bit getting used to. As for the old Land Rover colours, the quickest way to make the vehicles look more appealing was to plaster them with stripes.

The 109" continued in production for several years after the launch of the 110. Outstanding orders had to be filled and there was a reluctance by fleet users to switch to the 110. For a lot of people (myself included, as I operated a small fleet of 88's and 109's at the time) the 110 wasn't what it had been hyped up to be. Most people saw it as a coil sprung 109. It had a 2.25l petrol or diesel (the ones I test drove did) and it shook, rattled and leaked just like its predecessors. It took a great deal of persuasion to get traditionalists to change. The 90 - a shortened version of the 110 - was launched in 1984, signalling the end of U.K. 88" production.

After 1985, Series III 88's and 109's continued to be produced in Spain by Metalurgica de Santana Ana (Santana) who, developed their own strain with the Series IIIA, the unofficial IIIB and Series IV (Santana Rovers will be covered seperately). Morattab in Iran produced the classic Series III in all its familiar forms, 88, 109, pick-up and station wagon, into the early 1990's. (Morattabs were built from CKD's from Santana, with some local content. Talk about them later). In North America, Series III's are quite rare, being outnumbered by at least 25 to 1 by Series IIA's. Canadian imports and the expected influx to the U.S. when the 25 year restriction on imports comes of age for the Series III in 1996 will hopefully balance things out. (Check with U.S. DOT, they're always confused about the actual year (202) 366-5300 or Fax (202) 493-2266. Canadian regs require a vehicle to be 15 years old).

Just about all variants of the Series III can be found in North America. Many post-'74 models have been imported legally and by devious means. There are a number of Santana's, either directfrom Spain or sourced in the Caribbean or South America. Haven't heard of any Morattab's knocking about, yet.

What you have just read is not gospel - but near enough. Drawings are freehand. They can be coloured in by the kids but not used for any commercial enterprise.

Next time - it'll be either Military IIA's and III's or Santana's.



GENERAL SERVICE by Robin Craig

Well, the year 2000 is just around the corner. I guess for me 1995 was the year of the computer, and for alot of you it was the year that you either learned to like and use or HATE the name Internet. As a devoted dinosaur and lover of all things old , including Land Rovers, I have welcomed the advances in Technology that some can not seem to enjoy and utilise.

Where is all of this going? This is not Robin's usual column, Oh Yes People it is! For many of you what you do not realise is that this column has for quite a while come to you via the computer. Gone now are the days of early morning dashes across the city with a finished text in an envelope hoping to make the deadline. Now I can sit at home and directly download to our esteemed editor's terminal my monthly copy. After that I can go onto the LRO digest and read what other Land Rover types from all around the world are doing.

The Internet access has provided me with contact and discussion with many people who would normally never be in my circle of friends. I have discussions with other toy collectors as to the variations on Dinky #438 and next return some email on what is coming out in Australia on their military Land Rovers.

In fact the use of computers has not been lost on Land Rover themselves who have made increasing use of computer technology. Every one loves the calendars and brochures that the factory puts out. Government and Military Sales's 1995 calendar contains at least three and perhaps a fourth picture which has been computer manipulated, to put a Land Rover product in a dazzling location without ever getting the tyres dirty or leaving a wheel mark. The ultimate Tread Lightly!

The factory brochures are now more and more dependent on the computer to produce the image of the product on a background of the country of sale. The example that is most recent in my mind is a brochure from the Middle East that a friend just brought me. The cover picture is a Discovery FXi driving at speed down a street. The foreground is all blurred and a real sense of speed is relayed. Until that is one looks a little closer, the wheels are not turning in the picture, and more significantly there is no one at the wheel!

A Range Rover 4.6 HSE brochure from the same market has some stunning shots that could be real, and some that are definately manipulated. It has got to the point now that it is as much fun reading the brochure as it is trying to spot the fake photos.

I am not saying the fakes are bad, just something we will have to get used to. Unlike that is the re-writing of history by the marketing companies that Land Rover hires to produce its brochures. In a UK Defender brochure (#LRD 43/95) there is only one suspect picture but some very obvious renaming of vehicles. This was I believe the work of the Dury Lane Company who designed and produced it. It all has to do with that damned name change from Land Rover to Defender that still confuses people. On page four there is a caption that reads "Defender's robust yet relatively straight forward construction allows for virtually limitless variations on a theme including miniature caterpillar tracks on each corner." The vehicle shown is a series IIA 109 truck cab! Below is another picture saying how hard and long Defenders work for a living, the shot is of a series 1 107 pick up.

There are now more and more Land Rover toys on the market every week. One of the latest is a Defender 90 NAS hard top that has a friction motor and was found by Andy Graham lurking on the shelves at Sear's of all places. It is pretty much correct in all aspects except that it doesn't have the roll bars. The packaging says that the Land Rover name is used by permission of BL Cars!!

You can expect to see a recoloured version of the Matchbox Collectibles Land Rover Auxiliary fire truck YFE02 to be out soon. This was my pick of the crop for new toys for 1995 and was mentioned in a past newsletter. Complete with a trailer and ladders, this is still a good one to buy for the shelf.

Until next month, Have a very Happy and Prosperous New Year.

Robin [rc@fourfold.ocunix.on.ca (613) 738]7880]

GENERAL SERVICING, Humour, Tall Tales, Humour, Trivia, & general rambling**Conversion of 24 Volt Land Rovers to 12 Volts (part two of two) by William Leacock**7. Fuel Tank Level Transmitter

As for the indicator, there are two types, the late type which has a flat top and the early type which has a box cast on the mounting plate. These are available from Land Rovers only, either second hand or new. I am told that the potentiometer in the 24 volt transmitter can be changed for one from a 12 volt car. The difficulty is in finding out which car has an equivalent potentiometer to the 12 volt Land Rover. I have examined dozens and not yet found one that is suitable. When you find out, will you let me know please.

8. Relays

Changing the electrical relays to 12 volts is simply a matter of obtaining suitable alternatives from the scrap yard or your local Lucas agent. The type 6AR relays are used for a variety of functions. i.e. headlamp flashers and on the early type external regulated alternators. A work of caution, the relays look the same, some have double connectors to one terminal, but there are two types of switching, normally open (N.O.) and normally closed (N.C.). A N.O. switch will close when energised, a N.C. switch will open when energised. SO when changing the relays, check the switch action. One of the relays used in the infra red lighting circuit on some vehicles is a normally closed types, when energised by the infra red system it opens and inhibits use of the standard vehicle lighting system.

9. Starter Solenoid

Readily available from scrap cars, which do not have pre-engaged type starters. Use can be made of electrically operated types as as on the early type Land Rover a manually operated type. Early 24 volt vehicles fitted with manually operated switches need not be changed.

10. Ammeter

The F.F.R. vehicles have two ammeters, one showing vehicle charge/discharge rate and the other showing auxiliary battery charge/discharge rate. Whilst these are graduated up to 100 amp the instrument is only a milliammeter. Use is made of an electrical shunt which is fitted in a box located behind the seat bulkhead. If it is desired to use one of these instruments then the appropriate shunt must be wired into the charging circuit and the milliammeter wired in parallel with the shunt. The use of an ammeter is entirely optional, indeed it is just something else to confuse the wife.

11. Wire

Use can be made of wire and accessories removed from the vehicle.

12. Horn

12 volt horns from any car, or one of the many aftermarket types of noise makers can be used.

13. Coil - Distributor, Ignition Leads & Spark Plugs

Changes to these items are optional. The F.F.R. vehicle is fitted with a screened ignition system, which when sealed at the breather is also waterproof. The system uses a 12 volt coil and a resistor to drop the voltage from 24 volt to 12 volt. Removal of the resistor, which is in a box usually mounted on top of the rocker cover, adjacent to the coil, will permit use of the whole ignition system on 12 volts. If desired the distributor, plug leads and plugs can be changed to use the standard type of distributor and plugs which are cheaper to replace. If this change is made the cover on the coil can be removed by carefully splitting the joint where it is swaged over the aluminium coil body. This reveals two screw connections which can be used to fit the standard type of supply and distributor connections.

14. Flasher Can

Several systems have been used. There are three basic types: 1. Vehicle only; 2. vehicle & trailer; and 3. vehicle, trailer, & hazard warning. Whichever system is used it is necessary to change the flasher can for a 12 volt equivalent. The can fitted to Series III vehicles with hazard warning are very expensive, these are usually robbed from vehicles before they get to Ruddington, thus making them like the proverbial rocking horse effluent on the second hand market. It is likely that these are used on other vehicles but I've yet to find out which. It is likely that they can be internally modified for 12 volt operation, but unless one has good connections with an electronic components supply, then this is likely to be expensive. The alternative is to modify the system to use a standard flasher can and hazard system.

Having got all the appropriate parts, the time has come to begin work on the vehicle itself. The work can be categorised into essential and non-essential changes. For example, heater motors, fuel gauges, etc. can be completed at leisure. If one considers the existing vehicle wiring system as comprising three sections, viz: charging circuit, starting circuit and operating circuit, it will make the subsequent instructions easier to follow.

The first operation is to remove the following components:

- | | |
|--|--|
| 1. Alternator and Mounting Bracket | 5. Co-axial cables for radio aerials if not required |
| 2. Fan Belt Jockey Pulley | 6. Starter solenoid |
| 3. Screened Cable Assemblies from Alternator to rectify and control box in rear section of vehicle and assembly from control box to starter solenoid and ammeters. | 7. Starter |
| 4. Rectifier and control boxes | 8. Voltage reducer for coil supply |
| | 9. Battery connections |

Other components like the relays, fuel gauges, light bulbs etc, can be removed and replaced with appropriate 12 volt equivalent, by removing and immediately replacing; it is easy to ensure that the connections are kept correct.

Fit the alternator or dynamo using brackets as previously described. Fit the starter solenoid and starter, the existing cable can be utilised. If desired to keep the battery in the existing position then the existing battery to solenoid cable can be utilised. It is convenient at this stage, if required to change the battery mounting position to under the bonnet, thus reducing the charging fumes in the cab.

Wiring of an alternator is simply running a cable from the alternator to the starter solenoid (if an ammeter is required then this cable should be routed through the ammeter N.B. if using existing ammeter the shunt from the control box should be used).

The starter solenoid should be changed to a 12v actuated or mechanical actuated type. The warning light wire can be connected into the existing warning.

If a dynamo is used, then it is necessary to use a voltage regulator, this should be mounted on a convenient part of the bulkhead. Two wires run from the dynamo D & F terminals to the regulator. At this stage reference to the wiring diagram of a car that has a dynamo fitted may help sort out the wiring of a regulator. The other connections are E for regulator earth, W.L. for the warning light wire and B for battery, this is usually routed via the starter solenoid.

Having completed the charging circuit and fitted the starter motor all that remains is to complete the running circuit by joining the two wires removed from the coil voltage dropper. The existing coil can be utilised, or if desired can be changed for one with spade or screw connectors.

The wiper motor can be changed, the simplest method being to change only the motor which entails removing the two screws in the end of the motor frame and withdrawing the frame and armature. When replacing the armature care must be taken to ensure that the brushes sit correctly on the commutator.

Changing the horn is simply a matter of changing the components and utilising existing wiring unless one of the more exotic tune playing noise maker is used. In that case refer to fitting instructions provided.

For continued running, the 8 bladed fan is unnecessary and in order to save engine power should be replaced with a 4 bladed fan or preferably with an electric fan for maximum energy saving.

A visit to Bosnia by Rick Grant

Well I'm just back from a month in the former Yugoslavia and a hell of a lot of it spent in various Land Rovers. The most dramatic time was a week ago today when I was trying to travel in a Discovery from Tuzla, north of Sarajevo, to Medugorje, near the coast, a distance of roughly 300-400 Km. Well the emphasis was truly on the roughly. It took us 20 hours to plough our way through the metre of snow that fell that day. Despite living in Canada, including eight years in the Arctic, I've never seen winter driving conditions as bad as they were on that trip.

The worst bit was trying to get over the mountain after Zenica to join the main road, in fact the only road, that links Sarajevo and the coast. The mountain road is called the PacMan route for some odd reason and it's a hellish ride in any snowfall but beyond description in a one metre blizzard.

It was made all the worse by the dozens, perhaps hundreds, of stuck and abandoned trucks and other vehicles up one side of the mountain and down the other. But that Discovery Tdi simply chugged its way through it all and somehow kept us from plunging over the edge into some bottomless ravine.

I couldn't get over how that machine never even seemed to think of getting stuck. With only a set of chains on the rear wheels it would happily charge off the barely cleared track into virgin snow and carve its way around any vehicle blocking the way. Many times the snow was rolling up over the bonnet and breaking against the windscreen as we plunged on.

We passed a number of Defenders that weren't doing so well but to be fair to them they were the armored type and the extra weight, about another tonne and a half I believe, severely hampered them.

Those armored Def's are true pigs. I drove one in Sarajevo for a bit and it was like trying to pilot a submarine on wheels. All the armored plate puts a tremendous imbalance into the suspension and even though they're equipped with stronger springs and shocks they drive more like a boulder crashing down a mountainside than anything resembling a vehicle. And then there's the near total lack of visibility. The windscreen and the side windows are much smaller than normal so it's a bit like looking through the driving slit of a tank. The glass is bullet proof as well but it's also coated with a sheet of some sort of plastic that flares any light, such as headlights, into a blooming cloud of rainbow colours. I believe that people with severe cataracts would recognize the effect.

But there are lots of more stock Defenders roaring around Croatia and Bosnia-Herzegovina as well as vast numbers of new Discovery's owned by the United Nations. The UN Disco's are a bit of a scandal in the Croatian capital of Zagreb where they don't get much use beyond running around the city or trips out to the airport. In fact there are a couple of dozen new Disco's with every kind of accessory that are only used at the airport by the UN and Zagreb doesn't get much snow, not to mention that the roads are BMW smooth.

I didn't see too many "salvageable" wrecks lying around other than in Tuzla where there is this really nice clump of six S111's sitting in a junkyard right in the city centre. All but two are sitting on their rubber and although I couldn't get closer than 30 metres they appear pretty intact, right down to wipers and spare wheel fittings on the bonnets.

I would think that given the number of trucking outfits now running into places like Tuzla from other parts of Europe, and the total lack of any back haul cargo, it might be worthwhile for someone in say Britain to cut a deal with the junkyard and have a trucker haul them out for restoration.

But that Discovery -- what a nice machine.

APRIL 12, 1952

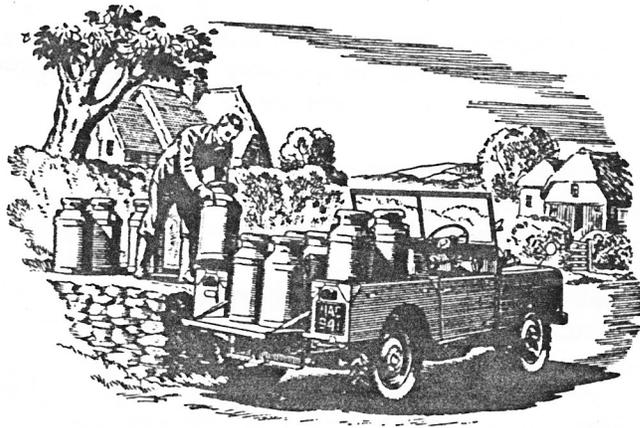
THE ILLUSTRAT

By appointment to
the late King George VI.



Manufacturers of Land Rovers
The Rover Company Ltd.

Working for Prosperity



EARLY MORNING: the Land-Rover collects the milk, and comes back perhaps with a load of cattle feed from the town. Next, to the wood where they're cutting timber; the power take-off, coupled to the circular saw, makes short work of a long job, and the four-wheel drive takes it over any sort of country. In the afternoon she's off to town again with a load of potatoes . . . the Land-Rover certainly earns its keep on the farm.

**Wherever there's work to be done
—you'll find the**

LAND ROVER

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