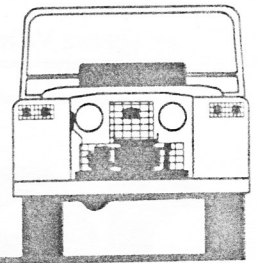


OTTAWA VALLEY LAND ROVERS



"One of my greatest disappointments as a small child was the discovery petroleum jelly wasn't flammable" [name withheld, current OVLR member]

Volume XIII, Number 2

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

President: Jason Dowell (819 595-4593)
Vice-President: Roy Bailie (613 523-5740)

Secretary: Dixon Kenner (613 820-1024)
Treasurer: Janet Dowell (819 827-2932)

10 February, 1996

Greetings;

A slow, frozen month, though there are a few Land-Rovers puttering about. Much to many peoples shock, Dale's diesel is still running. Little did we know that his sacrifices have resulted in the fires of hell exhausting underneath his parking spot. There is no other logical explanation for this contradiction in terms. However, all is not entirely quiet on the Land Rover front. A company in the USA may be using our letterhead as their corporate logo. Suffice it to say, we are trying to get independent confirmation of this one. More on this as things develop. The idea for some letters to the editor seems to be initially popular, three showed up in quick fashion. Following this up, our President has committed himself to write a monthly columns. The first follows:

A message from the President - "OVLR is your club.

I was disappointed at the turn out to the Annual General Meeting last month. According the membership list we have over sixty full-members. Full-members being those who live within the boundaries of the Ottawa Valley, have full voting privileges and can hold office in the board of directors. Only 15 full-members were present at the meeting. For the club to run smoothly and easily we need everyone's assistance.

One place we can all start is with the newsletter. This is your newsletter. To help us keep it current and informative for full- members we need you to submit stories, pictures, local event reports and helpful hints on maintaining your Land Rovers.

Any willingness to express yourself in words would be appreciated. The board of directors reserves the right to edit all submissions in order to stay within the legal limitations of our corporation.

Our associate members (those outside of the Ottawa area) are also Land Rover enthusiasts. They recognize the work OVLR puts into keeping its members informed. We appreciate their feedback and support at our events.

If local members are willing to volunteer on any event committees (such as the birthday party, christmas party, oiler, maple sugar day, technical clinics and other social events) please contact any member of the board of directors. New ideas and feedback are always welcome.

Let's make this a great year with lots of super events and memories." Jason Dowell.

Note: This is the last issue for those members who have not renewed their membership. Some members may have received the last issue with labels that did not have a renewal date, that have recently joined. You can ignore the enclosed form as it was the Secretary's fault in not updating the database correctly. (No, Bob, it doesn't qualify for another Lugnut Award. Ted is getting the next one (we hope)).

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.

OVLRL Web site: <http://www.ridgecrest.ca.us/OVLR/>

The Ottawa Valley Land Rovers Newsletter
(ISSN 1203-8237)

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.

Copyright: Pursuant to the Berne Convention, no portion of the OVLRL Newsletter may be reprinted without written permission of the editor. Copyright is held by the author of the article and the balance held by OVLRL. Where permission is granted, citation must include month and year of the OVLRL issue. The newsletter is deposited at the National Library of Canada.

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

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

February 19th Social Gathering at the Prescott

March 18th 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. The weekend is still under discussion. Phone a member of the Executive with your preference.

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 OVLRL 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...

● Of course we know the routine here. Bob's basement, the usual crew, though without Sean McGuire this time. Murray, Fred, Bruce, Dale and Bob and Andrew Finlayson got the newsletter together in record time so we could watch the video "The Car's the Star", (a BBC production that was sent by Mike Rooth from England, via Ben Smith in California for PAL to NTSC conversion) and finally off to where we could enjoy a screening. Some may have noticed the stamped images on the reverse of last month's envelope. Andrew Finlayson has donated this particular set to the newsletter effort. If you desire a set, contact Andrew Finlayson at (613) 798-7393. I believe that they are approximately \$11.50 for the large stamp and \$10.00 for the hardtop. (prices include GST).

Notes: For the eagle eyed members, you will have noticed a slight change on the copyright description found in the box to the lower left. As of January, the newsletter will be deposited at the National Library of Canada. They have also requested copies of the newsletter going back to the beginning of OVLR (an impossible task to fulfil I believe, however if anyone wants to loan the editor a set for a couple weeks to copy, it would be appreciated). The newsletter now carries an international ISSN number (ISSN 1203-8237). There are reasons for this. Our comments last month on having Letters to the Editor seems to have struck a chord. We received three right off the bat.

● **ENGINE SWAP** by Jerry Dowell

Late last fall I purchased a 109 long wheel-base Land Rover. I knew it had a history but I didn't realize to what extent until I got it home and started to investigate. I knew it had been converted from a six to a four-cylinder engine. Then I realized who had worked on the masterpiece. The artists were Mark Pankhurst and **Andrew Finlayson**, both long time OVLR members. Further investigation brought an article written in the fall of 1981 to the surface. It goes something like this...

"Two less is better? That's the hunch played when exchanging the Land Rover six cylinder engine for an LR four banger. Mark Pankhurst and Andrew Finlayson tackled the switch after becoming disenchanted with the 2.6-litre's fuel economy and dependability. The engine had been re-built but a history of problems led to the decision to replace it with a 2-1/4 litre. The first concern was how the rebuilt four cylinder would fit into the engine compartment of the 109-inch regular. The six cylinder model has the transmission moved back 3-1/2 inches over the four cylinder to make room for the longer engine.

Using a scrapped, stripped four cylinder block lowered in to place in the vehicle as a pattern, it was determined that, with some modification, it would indeed fit. The four cylinder bell housing was installed on the six cylinder transmission along with the mounts from the clutch slave cylinder from the smaller engine. Motor mounts were cut from the scrapped frame of a four, carefully measured, and welded into place in the six cylinder's engine compartment. The rebuilt engine was eased into place on the mounts, the bell housing bolted up after much shoving, prying and jimmying of both engine and transmission to get them to line up properly. That's when it was noticed that the manifold, which had not been attached to the block being used as a fitting pattern, was resting against the steering box. One of the motor mounts was shimmed up to reposition the engine away from the box and the whole thing bolted down. An oil bath air cleaner was installed to replace the dry filter type used on the six.

Because the four cylinder is considerably shorter than the six, longer radiator hoses had to be installed to link up the cooling system. The distance also meant the regular fan was unable to draw sufficient air through the rad to properly cool things down so it was replaced by a thermostatically controlled electric fan.

The throttle linkage is entirely different between the two engines and some experimenting had to be done before it was working properly. Turning the carburettor 180 degrees helped solve the problem.

Because the new engine sat more to the rear than usual, the valve cover is too close to the firewall for easy

Ottawa Valley Land Rovers Newsletter

February, 1996

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Russell Dushin, Bill Maloney

Photos: Dixon Kenner, Spenser Norcross

Other help: Bob Wood, Not So Desperate Dale,
Murray Jackson, Fred Joyce, Bruce
Ricker, Andrew Finlayson

removal and will require some patience. It comes off, but requires considerable jiggling.

The intake and exhaust-manifold should be installed with bolts instead of studs and nuts. That will make it easier to remove if there's a problem later. The exhaust system is a custom-made job. The front pipe is a standard Land Rover four-cylinder issue with the rear flange cut off. A commercial muffler shop formed the exhaust-muffler-tailpipe section. The entire Land Rover system could be used if about 3-1/2 inches were removed from its length to compensate for moving the shorter engine rearward as mentioned earlier. The vehicle has been motoring around for about two months now without problems. Fuel economy is reported to be better than 20 miles per gallon compared to 15 with the larger engine."

Now the vehicle has been motoring around for about 15 years, had a few other alterations and five other owners. My turn now. The gas mileage has dropped dramatically from when the original engine swap was performed. Probably due to the hole in the gas tank. But that won't hinder things or slow me down because the brakes don't work either.

As you can see I have some work ahead, but the plan is to have her back on the road for the birthday party.

● A fax from **Andrew Taylor**: Update on the project. I have a fellow Land Rover enthusiast with me now. A long time work mate and new club member, **Mike Hamilton**. Mike saw me with all these rusty dirty parts and got the bug! Between the two of us, we have stripped the rest of my Series III down to the frame. The last job was to remove the engine and gearbox. Mine had some major oil leaks somewhere the whole thing was just caked in mud and dirt. The removal went quite easy. After the removal of my engine, gearbox it was off to Mike's. A brief description of Mike's frame is how the hell it this staying together. It is as brittle as a corn flake. We very very gently rolled the frame out onto the driveway. It was Sunday morning and Mike lives across from the local church. With the two of us standing over this rusty carcass dressed like junkyard dog's the looks started and the questions "What's that? What kind of jeep is that? What's this, a chop shop?". We boldly carried on, split the engine from the gearbox. The engine mounts were crispy and ended up as a heap of rust. Placed the engine in the back of Mike's jeep. Yes, Mike drives a Jeep. The gearbox was next on the chain. A look at the mounts and surprise, surprise. The gearbox mounts and cross member was held to the frame with wire. Looked like coat hanger wire. This Land Rover was once on the road like this. The gearbox came out very easily. Take the weight and cut the wire. By now, church was out. More looks of dismay. The frame was very fragile. We were unable to undo the spring bolts in the frame because the whole thing was crumbling. So, out came the hacksaw. Cut the frame in half. Well what metal was there. Flip the front and rear sections on their backs and remove the shackles. The springs were shot. Removed the axles. The two parts of the frame were crunched up and the rusty flakes brushed up and put in a garbage bag and placed at the end of the driveway. A good Sunday work. Mike is a home brewer. A very good home brewer. A quick clean up and time to sample his latest brew. A very nice mild. Sank a few of them. Discussed frames, spring or coil. We will have to discuss this again over a pint or two. All the best, Andrew Taylor"

● A note from **Dave Bobeck**, this time on "*Cold Weather Repair Tips*" Here's a few handy tips to keep Old Man Winter off your back. **1.** If you break down in a major city, or other heavily populated area, don't bother calling a tow truck. You're much better off attempting to diagnose and fix the problem right there on the side of the road. **2.** Make sure that you don't carry any spare parts that actually match the parts on your vehicle. This will handily prevent you from installing a part that might not work. **3.** Once you have installed the incorrect parts, make sure the vehicle starts. If it does, immediately remove all the new parts and replace them with the old parts. This will allow you to determine whether or not these parts were actually the problem. **4.** Do not attempt any repairs unless it is below 20 degrees. Be sure to wear the thinnest socks possible. Also it's best to sit around for a few hours, and wait until dark before trying to fix anything. This gives the passenger something to do, ie. holding the flashlight. **5.** If your passenger suspects you have a fuel delivery problem, then it is definitely not a fuel delivery problem. Never mind that 3 other people asked if you had a fuel delivery problem. **6.** If anybody asks if you need help, say no and tell them to go away. They obviously know nothing about Land-Rovers and will just make it worse. **7.** When all else fails, rebuild the distributor. Its okay if your spares are from the wrong distributor, simply put them in any old way and they will work fine. A toenail clipper makes an excellent points file. Put everything back any old way. Don't bother setting the point gap, it doesn't matter because it's not going to start anyway. Do try to set the timing though. **8.** Check the spark plugs. If they have a nice black sooty coating on them, be sure to brush them real good with an oily toothbrush. This will help preserve the sooty coating. Replace the spark plugs. **9.** Remove and reinstall the air filter several times. This is guaranteed to attract people who need help changing a tire on their new stolen car because they can't get into the trunk. This will make you glad that you have a junky old Land-Rover that no one in their right mind would want to steal. **10.** When your Rover finally starts going again, pay no mind to the fact that it won't exceed 20 mph. These things are notoriously slow vehicles. When you finally get home, you can, in the safety and comfort of your own driveway, reconnect the vacuum advance and bend the accelerator linkage back to it's normal position. This will allow you to drive the Rover at a normal speed to the local Sushi joint and ponder quietly to yourself on the fact

that it now starts easier, and runs better and faster than it has since you've owned it. Thanks to Will Hadley for holding the flashlight and sticking around while I tested these theories.". We should note that Will Hadley also owns a Land Rover, though we are unsure what he makes of Dave's trailblazing exploits...

● A note from our Connecticut member, **Jeff Berg**: "I received the newsletter yesterday and read it with enthusiasm over lunch. Please provide me with more details about the cliques that the new President is rallying against. I want to be sure to fall in with the correct crowd! I spent yesterday afternoon at **Jared Silbersher's** shop. **Quintin Aspin** told him about the WWWeb pages and, as he's not on the internet yet, I dropped off some hard copy for him. I also got a look at the 110 HC pickup that's sitting in pieces awaiting assembly. Jared is a metalsmith, so I hope to exchange my labour for use of his skills in repairing the hole in my bell housing (a must prior to the B-day party) and in fabricating a new & improved toolbox. I hope all is well up north. We had a bit of a warm spell here last week. I'm sure many welcomed it, but it really ate into the snow base at Stratton Ski Mountain. This put a damper on last weekends excursion. Of course it's cold again (though not by your standards) so I don't feel like going out and completing the washer jet installation on my IIA. (It's gotten on for many years without washers so I don't guess another week will make much difference.)" Elsewhere on the Rover scene... Quintin is visiting his Mother in England and called **Steve Denis** last week. It seems Quintin found a Ser I fitted with Range Rover axels, an overdrive AND a Perkins 3.3L Diesel!! The owner claims it will do 85MPH! For sale for the price of 200 pounds.. Quintin is trying to convince Steve that he *needs* this truck!!

● A note from new member **Christian Szpilfogel**: "When I saw the post on usenet for a '72 SIII for sale, I thought the adventure was just beginning. I did my research well, with Dixon's help, before making the trip to London, Ontario. A total of 45 e-mail messages were exchanged! One interesting exchange... Me: "What is the condition of the interior?" Him: "The shag carpeting has been mostly removed, so there is no longer a roof liner." Since they were so confident in the vehicle, I asked for it to be certified. They chose the wrong mechanic. When I went to pick it up, they had luggage under their bloodshot eyes and I had new brakes (pads, lines, cylinders) and new seals all 'round. With a registered vehicle in hand, the 650km expedition back to Ottawa began. Armed with my key tools and ultra-cold gear we left London behind with nothing but the last words of a gas station attendant "That's some old jeep. Didn't I see that in an African movie?" I very quickly discovered that at -25C and at highway speeds, the word "heater" in my Series III was a euphemism. With my winter gear, it wasn't too much of a problem except that my breath kept obscuring my vision. At a gas station in Toronto, I noticed that two windows had worked themselves open. I guess I was too numb to notice before that. With the windows taped shut, I was no longer able to tightly close the drivers door. Pulled out my screw driver and reset the screw that had worked itself loose. The 401 was a breeze until I realized that I was passing people while the speedometer read between 40 and 50mph. It seems the speedometer goes to 60mph and then begins moving back the way it came. I was so deaf by this time that the engine was just white noise. I made it home, though were it not for Mr. Horton, I would surely be a popsical. My wife's only comment, "Hmmp... It's big. Would you like some hot chocolate?" Bless her little heart.

SOME NEW OVL R MEMBERS

Three more new members joined this month. Membership is closing in on 140 members, impressive, but a far cry from the some 220 members that A.L.R.O.C. had at its height. Because of old ALROC imposed restrictions there are some 48-55 local members (depending where you draw the lines. OVL R sprang directly from ALROC as a chapter, but more of that in a future article.)

- **John Parsons** of Langley British Columbia. John has a 1960 Series II 88" 2.25l diesel outfitted with about every option you can imagine. From Koneig winch to Webasto diesel preheater, Arctic fox fuel warmer, its got it all. John writes: "The vehicle is my daily driver and has owned it since 1985. It was driven to Ottawa in February 1991 and provided rally support for the Rallye Alaska Highway in November 1992 (Dawson Creek to Fairbanks) and the Rally of the Lost Patrol in February 1995 (Seattle to Inuvik). I look forward to receiving what I consider to be an excellent newsletter". John is Roy's brother who resides in Ottawa.

- **David Rosenbaum** of Bothell Washington State becomes the third person driving a NAS Defender 90 on an everyday basis to join OVL R. Unlike many, this one looks to be outfitted from some serious off-roading with winch, skid plate, et cetera.

- **Christian Szpilfogel** of Constance Bay, Ontario. Christian has watched the club from afar in his Discovery, but not that *Roveritis* has really set in, not only was he in the market for a Series IIA or III vehicle, he quickly went out to buy one so he would fit in with the club profile.

Letters to the Editor...

Good day,

First item I would like to dispel rumours that I operate on a different wavelength or receive strange signals from other sources. Since all the wires and bracketing have been removed from my head after the accident I have not had any incoming signals. In actual fact when I am sitting in my 109 doing a bit of bush cruising I feel in touch and at peace with a superior or supreme force. Probably caused by hypoid 90 fumes or toxic aluminium radiation syndrome.

Point number two, I feel I have uncovered an insidious plot, the unwarranted destruction of Series Land Rover's in TV commercials and movies. Think carefully about this scenario. The Series vehicles seem to last forever and have attracted a very large following and are very inexpensive to obtain. Land Rover Inc. sells new vehicles at very high prices that a large majority of us can only dream about, would love to own, but keep driving our eternally faithful Series models. Land Rover's solution to this ongoing problem is a simple one. Call the spin doctors. The advertising industry can create problems, or solutions, at will. It only takes money -- Land Rover promotes Land Rover while destroying Land Rovers. When the Series becomes extinct we now have no choice but to buy the new stuff, if we can afford it, or change allegiances to something else. Very subtle if you think about it. Supply and demand etc. etc. if you think about it. I can buy and fix up 6 to 10 Series models for the price of a new one, plus I have all the enjoyment, heartaches and good things associated with a rebuild. How many of us have fallen asleep at night reading the parts catalogue from Rovers North dreaming about the ultimate Series?

My view as seen through my coloured perspective...

Yours truly, Harry Bligh
Smith Falls, Ontario

Hello to everyone up North,

Just wanted to let you know that yes, were thinking of you and looking forward to upcoming year of roaming, and Rovering. My pal Paul and I picked up another Rover for parts. A Series III. We went down to the Cape to pick up this gem, placed its front wheels on one of those two wheel trailers and started home. We made it to the first stop sign ok, and were pulling into a service station to fill up rear tires with air when I had to back up. I backed the trailer right under the front end, front wheels falling over the front of the trailer. After a few choice cuss words, some jacking, plenty of air, we started home. Of course you know that we did this in the first nor' easter to hit. With snow blowing, slippery roads, we trudged north to Groveland, Massachussets. Since my original wiper motor died, I put in a boat windshield wiper, which sounded like a coffee grinder all the way home. We got to Paul's house and I tried

going to the back yard which was covered with about ten inches of unplowed snow. I was able to pull up to Paul's yard and get our new treasure off the street. We then payed out exactly one hundred and ten feet of cable and winched both vehicles up and around the back of Paul's house. So there it sits now, kinda broken in the middle, from broken frame, ready for us to cannibalize in this Spring. Paul needs the tranny and is contemplating buying a frame to rebuild his old beast. We haven't heard the motor but supposedly it was driven to where we picked it up. We'll see. Oh well, I'm enclosing a picture I found in an old magazine. *(see back cover of newsletter)*

A little tip for those who have vents in Safari roofs that let in cold air like mine. That thin white foam that they use to wrap stuff in can be cut and placed between the roof and vent. Close the vent, seal out the cold. And easy fix.

I am looking for any information on adapting a Mercedes diesel to my IIA bell housing and tranny. I have my eye on a Mercedes diesel, 4 cylinder that I would like to possibly adapt. Any and all information on this will be appreciated. My upcoming project is to locate a decent 109. For restoration my style, all through. My restorations don't meet with the approval of those who feel originality is best. I tend to feel that so long as I have to drive my Rover as my daily driver it may as well be the way I want it. Different strokes for different folks.

After reading about the different names that owners put on their Rovers, I have finally decided that with all the different innovations and gizmos I have on my Rover. You guessed it, it's Gizmo for sure.

I hope this note finds everyone in the best of health and hope everyone has a good, safe new year.

Sincerely, Phil Tusinski
Peabody, Massachussets, (508) 977-9166
(Phil drives the Series III Camel Trophy look-alike that many will have seen at the Birthday Party or Downeast Rally last year)

Dear Dixon,

I like the idea of the windscreen decal; I am looking forward to receiving one. Will there be any embroidered pocket crests in the future? (please). I enjoyed with amusement the "Rovers on my Mind" bit, by Roy Caldwell; - yes I have imagined that I was driving overland in Australia, humming "Waltzing Matilda" while on my fantasy journey. I am hopelessly consumed with "Roveritis"; I even love the aroma of "hypoid". Am I too far gone? Hope to make it down to the Birthday Party again this Summer; this time with my Land Rover.

Rover & out, Marlene Manning
Utterson, Ontario.

SOME NON-OVLR NEWS AND RUMOURS...

● The February '96 issue of *Land Rover Owner* has arrived on the store shelf. Of interest to OVLR is a short article in the "From the Clubs" section. OVLR (as well as our unique letterhead) makes it into the pages again under the banner "Getting well oiled together". Dave Barker writes: "When I read that the members of the Ottawa Valley Land Rovers have an annual event where members get together and get well oiled, it sounded like what a lot of people do in the beer tent on the last night of the ARC National Rally.

But for *OVLC* members, the event has a different and far more important meaning, sometimes making the difference between still having your Land Rover on the road the following year or not.

Once a year, at the start of the Canadian winter, members get together for the club's annual frame (chassis) oiling. This year, organiser **Roy Bailie** managed to find a large car ramp for everyone to drive their vehicles on to and a new wide-angle spraygun. What a great idea for a club event! Maybe Land Rover clubs over here should think about organising one. *OVLR* editor Dixon Kenner says the oiling ensures that some vehicles will not end their lives as early derelicts. With the amount of salt that gets used on the road over here, anything would be a help."

● It's been a while since rumours appeared here, but generally that's because we prefer them to be more solid nowadays, or so I have been told. However, reliable sources relate that Land Rover is actively talking with the California Smog Board about the 1997 Defender 90. It was not stated, but since LR is discussing emissions with individual states, it can probably be safely assumed that LR has found a way to meet US DOT 1997 impact and safety requirements.

● **Non-OVLR EVENT:** We have received a note from R.O.V.E.R.S, the Rover club in south central Pennsylvania. They are planning a co-operative event on May 25th at the Wild Animal Safari Park off exit 7a of the New Jersey Turnpike. (next to the Great Adventure Theme Park, one of the largest theme parks on the east coast) At this time, reduced admission has been procured, and if sufficient Land Rovers appear, it may just become a free event. For more information, phone Tom Bache at (610) 268-8008 or fax at 268-2475.

● **Non-OVLR EVENT:** The Great North American Race will be run from Seattle, Washington to Toronto this year (June 16-29). There will be an antique car show at Bloor and Yorkville to welcome the finishers to Toronto from 11am to 4pm on Saturday June 9th. Registration is limited to 250 vehicles and all must be pre-1976. The organisers are providing lunch. For

more information phone (416) 922-4211 or fax 928-2034.

● **Non-OVLR Event:** OVLR received this note: "I wanted to let your organization know about an exciting event for 4X4 owners. In June of 1997 the Panama Alaska Rally will be run and will, for the first time, include a "Touring" class specifically set up for 4X4 (and appropriate 2 wheel drive) vehicles. The rally is aimed at competitive rally cars of 1970 or earlier vintage, the touring class is for everyone else interested in testing their skills and machine on 7,500 miles of road. The rally will be run over 26 days and the touring class will be run over the same course, the same special stages, read from the same FIA caliber road book and given the same support as the competitive class. The only differences are the touring class doesn't require a rally prepared race car, your stout Discovery will do, and it doesn't require an FIA competition license, a valid drivers license is all that's needed. I would appreciate you letting your members know about this opportunity. For more information please e-mail me at the above address or write to me; Steve Lewis, 1916 Camino Lumbre, Santa Fe NM, 87505 / (505) 473-9002. Or, check out the Panama to Alaska Rally Web site - <http://www.mindspring.com/~aarons/rally.html>"

● Newsletters received in January include: the October issue of the *Review* from the Land-Rover Owners Club of Victoria (Australia); the November issues of the *Fairlead* from the Royal Offroad Vehicle Expeditionary and Recreational Society (R.O.V.E.R.S, Pennsylvania, USA) and the Toronto Area Rover Club; the December issue of the *Oil Rag* from the Flatland Rover Society (Kansas, USA); the Winter edition of the *Gearbox* from R.O.A.V. (Virginia, USA). Magazines include the February issues of *LRO* and *LRW*. All of these newsletters can be borrowed from the Editor.

● Once upon a time there was a neophyte who asked a string of eye-opening questions. Over time, a set of humorous answers were developed. Here is another excerpt from those questions:

Q: Eh? ABS?? Whatzat. And why would I need to learn about the difference anyway. I own both Series IIa and III models.. ABS hell... they barely got brakes to begin with!

A: Actually, Land Rover introduced a form of antilock braking system back in the late forties which deployed air pockets in the brake lines maintained by calibrated "leaks" around the seals and pipe unions. This forces the operator to pump the pedal 4 to 7 times before full pressure is achieved, thus keeping the wheels from locking up. This system was so successful that it was maintained as standard in all Series vehicles and early Range Rovers. It was also such a reliable system, it could always be counted on to work. A new system, introduced within the last few years, is "ABS". This is really nothing more than an

automated version of the original system. Once the pedal is depressed, the system automatically and rapidly pumps the brakes up.

- For those trying to track the history of their vehicle, there is an alternative to British Motor Heritage Trust in Graydon. For a definitive answer including shipping dates, dealer destination, and colour information based on your vehicle's serial number write to:

Mr. John Riley
Project eng., Traceability
LAND ROVER
Lode Lane, Solihull
West Midlands B29 8NW
England

It can take three to four weeks to get a response.

- The Feb. '96 issue of *Money* magazine, as well as an earlier issue of the *Economist* have a very impressive adv. of Land Rovers. It is inside the cover and it is a two-page layout. It is titled "Think we have tough competition now? You should have seen it 50 years ago.". There is a mud-splattered LR badge surrounded by various photographs of other means of animal-provided cargo/transportation from developing countries with snapshots of the new models along the bottom.

- Some may already be aware of this, I found this rather interesting:

Expedition Advisory Center
1 Kensington Gore
London SW7 2AR
tel: 0171 581 2057
fax: 0171 584 4447
e-mail: eac@rgs.org

Granted most of their stuff is from point of view of 20 PHD's headed into the Sahara for 6 months, but they do this in their Land Rovers! EAC has a book list (in stock) of many titles; lots of stuff on 4WD in desert, swamp, forest, mountains, etc. Extensive vehicle prep stuff & lists of suppliers for equipment and additional reading. After reading some of the supplier stuff, you even know where to get paper disposable underpants,...should you ever need them. EAC is sponsored by Land Rover, Shell Oil, and British Air. They have ties into the LR factory driver training. Lots of tips from factory-trained expeditioners, etc. While few, if any of the readers are in the field for weeks/months at a time, the tips look to be relevant.

- Trivia: In the SA army, the colloquial name for a Land Rover is a "Garrie". No ideas on the origin of this term. Probably British Army slang.

- More Trivia: Interested in the cost of Land Rover products outside of Canada or the USA? In Norway the latest Range Rover 4.0 is listed at roughly 930,000.- Norwegian Kroner or about 147,619.- US\$

- This note came by which may be of some interest to our Discovery owners who wish to install radio transmitters in their vehicle: "I wanted to install my 50-by-35 watt VHF/UHF dual-bander in my Disco. So I called Metro West in Boston. They called LRNA. LRNA called Solihull. I got a phone call back from a guy with a British accent, at Solihull, who did the engineering to install and test 1000 watt (yes, 1KW) HF transmitters in Discos for the RAF. Apparently the RAF uses 'em as command cars for "certain operations". Anyway, the scoop is to STAY AWAY from any wiring harness that's wrapped in the yellow plastic flexitube. That's your airbag. He recommended at least a foot, everywhere. Second- the ABS controller and the engine fuel injection control unit are under the RH (North American "passenger") seat, avoid that area as well. A wiring harness from this runs along the transmission tunnel on the RH side forward, avoid if possible. Good places to mount stuff in a Disco are under the mouldings around the wayback bins/flipdown seats. I've got a cellphone and the 50-35 dualbander (remote head) mounted back there, completely hidden to even the noncasual observer, with Larsen through-glass antennas on the tailgate, and everything's copacetic except the cellphone QRM's the GPS (but that's probably the GPS's fault-it's a cheap GPS). Just To Be Safe: You might want to key-up your transmitter from a remote head whilst standing OUTSIDE the car for testing. That way, if the airbag unit went frotzo, you won't have the microphone driven forcibly into your nostrils. Also, go out in a big field and test the ABS for correct operation while transmitting. Motorola publishes a good test procedure for this sort of thing. Hope this helps; Bill Yerazunis"

- 24 January 1996 issue of *AUTOCAR* is very interesting. In an article on future plans, it states the next generation Disco, due in late 1997, will also be built in the US at BMW's new plant in South Carolina and badged as a BMW. The plan is to build 30,000 to 35,000 per year to be sold through BMW dealers. According to the article, BMW desires to boost Disco sales as quickly as possible. Since LR has few dealers, the quickest way to get more exposure is to sell the Discos through BMW dealers as BMWs. The differences will be mostly trim and new (BMW type) grille and some adjustment of the ride and handling. Engines will be the same Rover (ex-GM) V8 and a new 5 cylinder TDi. Rover is developing a new V8 called the KV8 with a 3.3 to 3.5 litre displacement and 190 to 245 hp that could end up in future LRs. The article states BMWs current V8s to be unsuitable for off road use since their "ancillaries are too vulnerable." Also by 2005 BMW hopes to have a common engine line up across the four marques (BMW, LR, MG and Rover). The article also talks some about LR's new slightly smaller model, the CB40, due early 1997. The issue also had a comparison test of the Disco with the new to UK Jeep Grand Cherokee and they rated the jeep better than the Disco overall (not off road though).

Wishful Thinking

Brad Blevins



Missing Material: Myles column on Santana's is unfortunately stuck in the great maw of the U.S. Postal Service and/or Canada Post. Fours weeks and still waiting... While Myles has been busy, Brave Sir Robin has been vacationing down in sunny Florida. Next month we should see a return of one or the other, the Postal Gods willing.

GENERAL SERVICING, Repairs, Rebuilds, Humour, Trivia, & general rambling

A few articles this month. The first is on rebuilding the single wiper motors found on the Series II and IIA vehicles is an amalgamation of two articles and discussion between myself, Russell Dushin and Alan Richer. Alan supplied the original, and comments filled out the rest. The second is from Bill Maloney on getting his first Land Rover, while the end is brought up by Bates, who starts a series on the upcoming repaint of Sally.

OVLRL New Age Tips by Alan Pilgrim PAINTING PART #1 It's almost time to consider a new, fresh look for our Rover. To be successful, planning is stressed. No plan is complete, without a list, to focus all our expectations. I offer these suggestions, to shortcut what can be a major disaster.

First, choose a nice warm day (check the local weather a day before). Get up early and exercise lightly (lets concentrate on neck, shoulders, back, hips and ankles) Do not underestimate the importance of freeing up both your muscles and your mind. A hot shower with light singing, in the lower octaves, will produce a sense of "letting go". In some cultures, this can create a religious fervour that transcends pain and denial. Choose your clothing wisely, to overcome binding and inhibiting the free spirit we have released. Soft colours are best (paisley, magenta, avocado). I think these colours say "I'm ready"...

Second, now it's time to "power up" and get our machine ready for the challenge... Juice is always an excellent choice. Although boring, fruit juices are okay. But don't be afraid to try pomegranate, kiwi, carrot, or even spinach with a squeeze of gin (to avoid malaria, snicker). If you must smoke, this early, choose a low nicotined tar, with filter, and throw away the last four inches to avoid the buildup of unsavoury impurities. A six grain toast, lite setting, spread with hand churned goat cheese butter, blackberry preserves and slices of fresh cut pineapple rings should take the edge off your appetite. A short rest for proper digestion and we're ready to start. NEXT ISSUE: Shopping and Getting Stuff. Bye!!!

Tutorial: Rebuilding Series II and IIA Windscreen Wiper Motors by Alan Richer and Russell Dushin

Having just had the unmitigated pleasure of reworking the wiper motors on my 109 pickup, I've decided to pull the lessons learned in this process together into a tutorial for those fortunate souls who haven't had this pleasure...

This is based solely on my experience disassembling, cleaning and reassembling the two wiper motors on my car, and doesn't construe any official policy of Land-Rover, the British government, Margaret Thatcher or anyone else but me.... <grin >

On to the show, then....

1: Dismounting the motor from the truck: The motors on my car were held in place by a double-nut on a threaded shaft. Two of these were used to mount each motor, and both were badly corroded on my example. The threaded shafts ended up unscrewing from the motors, and are being replaced with the proper thread of stainless-steel bolt. With the wiper blade removed by loosening the mounting bolt and pulling it off the shaft, the motor was free to be withdrawn into the cab,

The two wires on the motor were then disconnected, noting the respective terminals they attached to.

NOTE: For those of us thinking of converting positive-ground cars to negative, ground, these motors work quite well with either polarity grounded. They turn the same way with either polarity to the shell of the motor.

2: Disassembling the motor for cleaning: Once on the bench, I gave each motor a run-up with a 12-volt power supply. Both dragged badly, indicating that the gear grease had congealed.

I removed the rear cover of the motor by removing the brass slotted nut at the centre of the blade control and the two

machine screws at the left and right sides of the rear cover. After this, the rear cover was free to come off, only needing a bit of persuasion with a plastic mallet to come free.

Removal of the front cover was a bit more involved. The first item to be removed was a small metal block through which the wiper shaft passed. With this block removed, the shaft spring could be released by straightening a crimped washer holding the wiper shaft in the motor. Straightening this removed the tension from the locking spring for the shaft, allowing it to slide back out through the motor. With this out, the three nuts holding the front cover on can be removed.

3: Motor cleanup and check-out: Before we disassemble anything, let's have a good look at what we're disassembling. Looking at the gearcase end, the first thing you'll see is a 110-tooth gear drilled with an offset bearing. In that bearing is the pin from a shaft that runs to a follower arm with a hole down its centre. This is the bit that the wiper shaft comes out of.

Under the 110-tooth gear is a double gear, which engages both the edge of the 110-tooth gear and the motor shaft. This intermediate gear is made of phenolic and, I am told, can disintegrate if the motor is abused with heavy loads. The motor shaft runs through the central casting into the back half, where the windings, rotor and switching are.

What I'll be detailing here is a general cleanup/greasing/inspection. This cleared up 99% of the problems on both my motors, and seems like the favourite mode of failure for this design. Generally, this is all they usually need. Brushes and their springs/spring holders do frequently fail, however....thence they sit, used only in "manual mode" until they freeze up completely. (And yes, they are still salvageable.....I've saved two recently that spent a decade out in the rain.) As you relate, brushes can be obtained from some electrical motor geek store. I "fabricated" some brush spring holders from the thickest part of a plastic milk carton. Looks stock (from the outside)!

Now comes the fun bit, where we get REALLY dirty. Fill a small container with grease solvent - personally I like the newer orange-based stuff, as it's friendlier to the environment and my lungs.

Working carefully, remove the gears from the front of the motor and clean them in the solvent, using a toothbrush to get out the stubborn bits of gunk from the gear teeth. *DON'T soak the fibre gear for an extended period - it WILL have problems if you do.* Also clean the pins that are on the shaft to the follower arm of accumulated crud. Cleaning with a rag may all that is required.

Also, get a cotton swab into the bearing holes in the casting and clean them out to eliminate the old grease completely.

We want to remove the follower arm from the casting to give it a good cleaning inside and out. If yours are like Alan's, the edges of the back of the hollow shaft are mushroomed, stopping it from sliding out. In this case *CAREFULLY* file away the burrs and work the shaft out of the bearings. On the other hand, if yours are like Russell's, the follower arms just drop right out (and are held in by grease and the casing itself).....I'd suggest NOT mushrooming them back in.

DON'T FORCE IT OUT! You'll eat the bearings. Clean the inside hollow of the shaft with solvent, as well as the inside of the bearings the hollow shaft rode in. Use a cotton swab with solvent, being careful to keep the solvent off the electrical bits.

The motor rotor's the next bit we want to deal with. Its two bronze bushings need to be cleaned and regreased. This part is tricky - If you don't feel comfortable after reading it through, then skip it if the rotor turns freely and runs OK.

Remove the two nuts holding the rear bearing in place. It will slide up the motor shaft, and the carbon brushes will disengage from the copper contacts. *WATCH OUT FOR THE BRUSHES!* If yours is like mine, they will be slung forcefully out of the motor, landing several feet away. If lost, don't panic. Most hardware stores can provide brushes for small power tools that can be made to serve nicely with a bit of filing. As a matter of fact, I've replaced the brushes in both my motors anyway, as they were badly worn. Two suggestions: **1.** Unsolder the connections to the coil/incoming hot wire first. Much easier to handle when it isn't all strung together by those flimsy wire wrappings of the somewhat delicate coil. **2.** Clean up the armature while you've got the motor's rotor out. A few quick spins around "finger pinched fine grit sandpaper" will clean it pronto, thence a razor blade to clean out between the crevices on the armature.

Pivot the rear bearing assembly out of the way, being careful of the wires from the brushes to the coil below. With this, the rotor can be withdrawn from the stator. Clean its bearing surfaces with solvent, also the bearings themselves.

4: Reassembly: First thing to go back in is the motor rotor. Grease its bearing surfaces with a good coat of an all-purpose grease, and reinsert it into the hole in the stator.

Fitting the rear bearing is a bit involved. You need to hold the brushes open with the points of a pair of needlenose plier and slide the bearing back over the rear rotor shaft, being careful of the attached wires at all times. You can use two tiny screwdrivers to hold the brushes in the fully open position and a touch of patience with perseverance on the side.

It's easier if you present the bearing assembly so that the end of the rotor shaft can slip straight back into the bearing - hold it straight! It seems tricky, but it can be done! Worst-case, tie the brushes back with a bit of wire so you can devote both hands to engaging the shaft. Reattach the rear bearing with the two nuts removed earlier and tighten.

Now, grease the bearings of each of the gears and put them back in place in the front of the casting. The fibre gear goes in first, then the 110-tooth gear, then reinsert the hollow shaft you took out earlier, making sure to grease all of the bearings and pivot points as you put it back together.

A NOTE ON GREASE: You might want to make very sure that the lubricant you use has proper cold-weather characteristics. Some all-purpose lubricants congeal in cold weather, making the operation of the wipers very difficult.

Once you have all of the bits back in properly, turn the rotor of the motor by hand to make sure nothing's binding. If all's well, put the front gearcase cover back on and test-run the motor.

If it passes, great!. Now we can put the wiper shaft back into the motor and complete reassembly. Reinsert the wiper shaft from the rear of the motor. Over the shaft from the front of the motor, slide on the cleaned tension spring and either the washer you removed to free it, or a retaining ring of the proper size. Personally, I went with the retaining rings so that I could periodically open and regrease them.

Don't forget that these Lucas wipers can fetch \$300 on the open market. Whatever you do, DON'T throw them away,

Rovers in New Jersey by Bill Maloney

One would think that living in one of the highest populated areas in the US, that Series Land Rovers would be rather abundant. Unfortunately, that's not the case. In the 8 years since I bought my first Rover, I have only seen three on the road in New Jersey that didn't belong to folks that I know.

It all started one night years ago at a ski club party. I met a friend of a friend from Rochester NY who has an Alfa Spyder, 2 MK IV(?) Jags, and a Land Rover 109. All were project vehicles and I tried to get him enthused about getting it on the road. I related my interest in Land Rovers ever since I got my 1st Matchbox Series IIA (Daktari was my favourite show). As the conversation ended he said "Bill, maybe this is something you should have". At the time, \$2,500 seemed like a lot and I thought that the Rover was almost 3 hours away in Elmira NY, so I didn't give it much thought, but I was determined to find one locally.

My first contact was made through an ad in the ABP flyer. It was for a 109 6cyl wagon for \$4,500. The price was well out of my reach but it was only about 20 minutes away and I figured I might learn something from the fellow. I stopped by and was upfront about what I was looking for and what I could afford. He gave me plenty of useful advice and I began my search in earnest for a Land Rover of my own. The fellow was amazing in that he does V-8 and Automatic conversions... without the use of his legs. I looked at 2 other Land Rovers aside from that one. Both had pretty poor frames and one was not running. I believe the prices were \$2,500 and \$3,000 at the time.

I found nothing else available after 3 months of searching so I called the fellow in New York and asked him if he would be willing to part with his 109. He asked if I would be willing to travel the 4½ hours each way to look at it (gulp!). I figured that I had nothing better to do that weekend so we scheduled a meeting. When I arrived I saw it was in much better cosmetic shape than I had expected. And the frame was sound (the one thing I did not want to mess with). It ran on 3 cylinders and had no brakes and the exhaust was shot but I figured that repairing those items wouldn't set me back too far. I was fortunate in that he had a car dealer friend who travelled to my area frequently with a flat bed truck to pick up cars from an auto auction nearby. So, \$100 and a few weeks later I had a Land Rover 109 wagon dumped in front of my house. Boy was I excited!

I proceeded to attend to the brake shoes & wheel cylinders & some brake lines & exhaust & tuneup & rocker arm & hub seals & races & swivel ball seal & fuel tank & tie rod ends & swivel ball adjustment & 5 new tires & speedometer cable & fixing wiring & valve guide seals & thermostat & hoses & blower motor & mud flaps & fuel line and fuel sender & head lamps & gearbox seals & sump gasket and transfer gasket & motor mounts & rebuilt the carb & wiper arms & blades & horn & replaced the driver's side windshield washer jet. Three months of working nights and weekends later it was reliably roadworthy.

I hadn't planned on getting so involved with the restoration of the vehicle, but since then I have also rebuilt the transmission after 3 years and the engine after 5 (to cure missing gear teeth and bottom end growl at higher rpms). It seems to have become an almost all-consuming passion. I find I get a lot of satisfaction out of repairing and tinkering with the darned thing. And I love taking it on trips. Local driving in NJ with a 109 is not a lot of fun, but if you're not in a hurry trips are a kick. And since you're staying in the slow lane the trip is a lot more relaxing than watching the radar detector in a fast car.

Rovering in New Jersey is an exercise in maneuvering in traffic, or finding quiet back roads and rural areas to go scouting about. Off road sites are limited in the north but Russel Dushin and Ben Smith and myself have visited 1 site nearby that has been reasonably challenging. One trip I have promised myself this summer is to the Pine Barrens in the southern end of the state where there are said to be over 500 miles of sand trails. I'm really looking forward to the trip.

As for other Rovers in the state, there are plenty of Range Rovers on the road and Discos are becoming more common. Unfortunately most of the drivers are either older working women or middle aged men with cellular phones glued to their heads. I stopped waving years ago, but when I've gotten unsolicited waves (3 in the last 8 years) I was taken completely by surprise.

While New Jersey is not the most ideal locale to use the full potential of a Land Rover, I really have a great time with them whether I'm in the driveway in my coveralls or cruising out in the sticks. I don't regret any of the time I have put into the vehicle, but I had any idea...

OVLRL New Age Tips, Part 2 by Alan Pilgrim

SHOPPING AND GETTING STUFF... Shopping is another one of the world's oldest professions. I'll bet the first time a caveman caught a dozen fish and threw them on the ground, someone else's wife came passing by and tried to make a deal.

But we want to plan our foray into the "wilds" to be more proactive. We're probably driving to our fave donation centre, so let's start early. I see nothing wrong with stopping off at Tim Horton's for a fresh brewed coffee (it may well predate orange juice as homo's preferred elixir). There is something deliciously wild about driving down the road, early in the morning, windows open, coffee in hand, radio on playing five in a row, and it's only number two. Man, does the spirit move you or what. Now remember, we started out early to get ahead of the still huddled masses. When we get to the parking lot, let's not crowd ourself. If you park too close, some jerk is gonna circle the wagons. Park too far away and the BMW-Rolls-Jag-Volvo-Corvette set will surround you, while trying to avoid the door bangers and key scrappers (oooh, fingers on the blackboards). Now you become a wannabe... sigh... pout... rats!!! So let's jam the sucker somewhere in the middle, off to one side. Inside or outside, select a cart that does make it look like you are dragging a dead cat against its will around the store.

Maybe we're in a Canadian Tire store or Ringles Auto's 'R Us or Burkes Bar and Metal Bending Place, but where ever you are, keep a sharp eye peeled for END CAP Specials. No sense in passing up a good buy. If it's a really big deal, change the "2 per customer" sign to a 3. After purchasing a few essentials we should be heading back. NEXT ISSUE: Lunch.

Stuff For Sale

A number of people have commented on a dearth of vehicles and stuff for sale. Since no one seems to ever submit items, I have been asked by a number of members to add in vehicles and parts for sale from farther afield. The idea being that this could serve as a guide to what is going on elsewhere in the North American Land Rover scene.

- 1978 Series 3 lightweight ex British Army. Now fitted with hard top, 16" radials and painted marine blue. Has a modern (sic) heater with balls, has heated winshiled both sides up front, 12volt delco alternator and fully converted to 12volt throughout, currently fitted with winch but does not want to sel winch at present. Vehicle is a daily driver and runs sweetly. Offers \$10,000, call Alex Heath at 1 403 842 2955 evenings.

- "Do you know anybody that is in the market for a 6cyl 109. I have just finished a complete rebuilt of the engine, Lanny at Rovers North will vouch for the parts. If someone was willing to part with 7500.00 US . If anyone comes to mind, please phone Trey Crouch in Texas 800-375-2012 (ps. the vehicle is very straight, just needs paint.all new seals and gaskets not a spot under it , the last time I (Trey) looked!)"

- From Andrew Howton in Alberta. "My friend Iver would like me to post the Rovers that he has up for sale again. Here they are: 101 foward control soft top exmilitary with center PTO winch; 88 airportable lightweight, soft top; 109 2door soft top. He also has a lot of used spares, wheels, body parts,etc... (has a couple of pickup cab roofs, allsorts of good stuff). Iver can be reached (403) 638-2189, (403) 638-2400, Fax (403) 638-2602. Also you can E-mail me at Howtaw@hg.uleth.ca and I will relay to Iver. As for myself I have two 109 frames and a variety of Ser II&III mech parts that I no longer need for my projects. If anyone needs anything please E-mail me at the above address."

- From the Old Car Trader: BRITISH LAND ROVER - Will run. Complete with snow plow. \$995. 705-497-6189 North Bay In the photo is what appears to be a SerII or 'early' IIA 88" with pickup truck cab, indeed with a big plow blade on front and plow lights on the cab. Beside it in the photo is a 'late' IIA 88" SW, with tropical roof and luggage rack. Hard to tell more from the pix, but they both look pretty straight. Who knows? BTW, North Bay is about 250 km/180 mi, or so, due north of Toronto, Ont., for those wondering.

- From Sandy Grice in Virginia: "In my search for a Range rover, I've uncovered two 5-door 109's for sale that might be of interest to folks out there. The first is a 1962 LHD, rust-free 109 that will be bronze green by next week. The other is a RHD ex-ambulance with 58,000 original miles; OD, 6 cyl. engine, "spectacular" driver...it even has it siren! Both are priced at \$8,750. Call Gabor Antalics in the Philly area at 215-925-1804."

- '73 Series III 88, 72k original miles, new tan paint with new soft top, new brakes, clutch, and rear diff. Freewheel hubs. "Runs and looks great". Asking \$5,950. "I ain't seen it, so I can't vouch. I CAN add that Karl's a good guy, and has a restored IIA that was recently displayed at the Land Rover Center in Orlando. Don't call me, call Karl Dienst at 407-366-6391." From Scott Fugate, Knoxville, TN

- "I was driving around the Tampa, FL area yesterday, and came up behind an LR for sale. I followed it to a parking lot, and spoke with the owner briefly. He has had the vehicle only since last June, and is selling it due to a new baby arriving, and the need for more room. I was only able to look at the vehicle from the outside, but it looked to be clean, and was running OK. Spare tire was located behind the frontseat, on the inside, with a cover, rather than on the bonnet. Here are the details - contact the owner directly if interested, as I'm only down here on a business trip (well, someone's got to go to Florida): 1959 SIIa 88" hard & soft tops. Body: grey (could use some paint, but pretty clean) hard top: painted white Right-hand drive Asking: \$8,000 Phone: (813) 930-2823. Regards, Paul Brodie, Brookline, MA"

Land-Rover

Land-Rover Series III De Luxe Hardtop

Now entering its twenty-fifth year of production, the Land-Rover has been so refined by millions of miles of experiment and experience that it is widely regarded as the most capable means of off-road transport, either for occasional excursions or for global exploration.

In the latest Series III De Luxe model, significant improvements have been made in instrument panel design, in standard equipment, and in the lightness and convenience of its controls. The 1973 edition features better identification and illumination of switches and control levers. Its all-weather hardtop has a more attractive roof lining and more convenient catches for the sliding side windows. Seats for all seven occupants have rugged fire-retardant trim and new safety harnesses in the outer front seat positions designed for easy one-hand manipulation.

Such details, as well as the comprehensive specifications that follow, reveal the competence in four-wheel-drive-vehicle performance and design of both the Land-Rover and its makers.

Engineering Details

Power Unit: Liquid-cooled four-cylinder in-line engine. Bore and stroke 3.562 x 3.50 ins./90.47 x 88.9 mm. Displacement 139.5 cu. ins./2286 cc. Compression ratio 8.0 to one. Overhead valves, rocker arms and pushrods, forged steel camshaft carried in four steel-backed white-metal bearings and driven by roller chain with automatic tension adjustment by jockey sprocket under spring and oil pressure. Net power output (SAE) 67 bhp at 4000 rpm. Net torque output (SAE) 115 lb.-ft. at 1500 rpm. Crankshaft of cast spheroidal-graphite iron, carried in three main bearings. Connecting rods forged alloy steel, fully floating wrist pins. Pistons low-expansion aluminum alloy, tin-plated skirts. Main and rod bearings of steel-backed reticular tin/aluminum. Single downdraft Zenith 36 IVE carburetor. Oil-bath air cleaner and silencer with built-in centrifugal pre-cleaner. Thermostatically-controlled and pressurized cooling system. Gear-type pump lubrication system with full-flow oil filter.

Drive Train: Hydraulically-operated diaphragm-spring 9.5-in. single dry plate clutch. Fully synchronized constant-mesh manual transmission with four forward speeds, short centrally-mounted gear lever. Additional control lever for two-speed transfer box, providing high and low ratios with engagement of four-wheel-drive in low ratio. Separate control lever provides selection of two or four-wheel-drive in high ratio. Transfer box ratios 1.148 and 2.35 to one. Open propeller shafts to front and rear axles. Spiral-bevel final drive-gears with 4.70 to one ratio in both axles. Front wheels driven through totally enclosed universal joints. Overall gear ratios as follows:

| Transmission Ratio | Transfer Box High Ratio | Transfer Box Low Ratio |
|--------------------|-------------------------|------------------------|
| Fourth | 5.40 | 11.10 |
| Third | 8.05 | 16.50 |
| Second | 12.00 | 24.60 |
| First | 19.88 | 40.70 |
| Reverse | 21.66 | 44.30 |

Ventilated steel disc wheels of 5.00F x 15 dimensions. Goodyear 7.10 x 15 Ultra Grip tires, suitable for both road and cross-country use.

Chassis: Body paneled in aluminum alloy for lightness and corrosion resistance. All exterior steel fittings heavily galvanized. Fitted with full-length metal top with sliding side windows, security catches and anti-burst door locks. Side-hinged rear door with external locking handle. Massive welded steel chassis frame with box-section rails and six box-section cross-members, finished in black enamel. Worm and nut steering gear with recirculating-ball mechanism for lightness. Steering ratio varies from 15.6 to one straight ahead to 23.8 to one at full lock, 3½ steering wheel turns from lock to lock. Front and rear suspension by longitudinal semi-elliptic leaf springs, with double-acting telescopic hydraulic shock absorbers. Dual-system hydraulic braking with power boost by vacuum servo, front and rear drum brakes 10 ins. dia. and 1½ ins. wide. Completely independent internal-expanding drum hand brake on rear of transfer box, applied by floor lever.

Electrical: Negative-ground 12-volt system with Lucas 35-amp alternator. 57 ampere-hour battery. Two-speed electric windshield wipers. Windtone horn. Back-up lights. Front and rear side marker lights. Four-way hazard flasher. Interior dome light. Turn signals.

Dimensions: Wheelbase 88 ins. Front and rear track 51½ ins. Length 142¾ ins. Width 66 ins. Height 77½ ins. Ground clearance 7 ins. Turning circle dia. 38 ft. Fuel capacity 12 U.S. gallons. Cooling system capacity 17.4 U.S. pints. Engine oil system capacity 15 U.S. pints, including filter. Basic curb weight 3350 lbs. Payloads with standard tires: On the road, 3 persons plus 1000 lbs. In the rough, 3 persons plus 800 lbs. Maximum draw bar pull 3360 lbs.

Equipment: Seating for seven. Two outer front seats are adjustable, center one is fixed. Two folding side-facing bench seats along cargo compartment in rear. Deluxe interior trim including map pockets, front and rear rubber carpets, ash tray, safety belts for all seats and shoulder harnesses for outer front seats equipped for easy one-hand attachment. Fresh-air heating and defrosting system with output equivalent to 450 watts. All controls illuminated and identified. Interior safety mirror and twin door-mounted boomerang mirrors. Interior and exterior spare wheel carriers. Windshield washers. Full tool kit with wheelbrace, jack and starting crank. Towing pintle. Control systems for exhaust and evaporative emissions. Grab handles for rear door. Touch-up paint.

Factory-Installed Options: Front lifting and towing rings. Tropical roof. Spare wheel carrier on hood. Folding side steps (2). Sun visors (2). Rear step. Engine speed control. Locking hasp for hood.

Note: Above items should be ordered for installation while the Land-Rover is being produced. Local installation involves separate shipment of parts plus labor costs, which can be considerably more expensive.

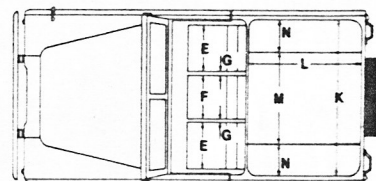
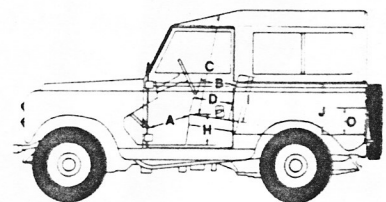
Dealer-Installed Options: Free-wheeling front hubs for low-drag highway driving. Electric winch. Snow plow.

| Overall Dimensions | 88 in. Wheelbase | |
|----------------------|------------------|----------|
| | English | Metric |
| Wheelbase | 88 in. | 2.23 m. |
| Track | 51½ in. | 1.31 m. |
| Ground Clearance | 7 in. | 177 mm. |
| Turning Circle | 38 ft. | 11.58 m. |
| Overall Length | 142¾ in. | 3.62 m. |
| Overall Width | 64 in. | 1.63 m. |
| Overall Height max.) | 77½ in. | 1.97 m. |

| Payloads (with standard tires) | | |
|--------------------------------|-----------|-----------------------|
| On the road | 3 persons | + 1,000 lb. (450 kg.) |
| In the rough | 3 persons | + 800 lb. (363 kg.) |

| Weight | lb. | kg. |
|--|-------|-------|
| In running trim with 6 gals. (22.5 litres) of petrol | 2,900 | 1,315 |

| Interior Dimensions | In. |
|--|-------|
| A Front cushion to accelerator pedal | 19-25 |
| B Front squab to steering wheel | 14-50 |
| C Headroom front seat (uncomp.) | 38-00 |
| D Front to rear of front cushion | 15-75 |
| E Width of front cushion | 18-00 |
| F Width of front centre cushion | 15-00 |
| G Width between front seats | 1-00 |
| H Top of front cushion to floor | 14-25 |
| I Front squab height | 17-75 |
| J Height of body sides | 20-00 |
| K Width of body interior | 57-00 |
| L Length of body interior | 47-50 |
| M Interior body width between rear seats | 28-00 |
| N Width of rear seats | 13-00 |
| O Height of wheel boxes | 8-50 |



Color Choices: Light Green, Marine Blue, Limestone, and Red. Interior trim is white in the roof, and black for the floor, dash and doors.

Prices and specifications are subject to change without notice. Land-Rovers are also available for Overseas Delivery.

British Leyland Motors Inc., 600 Willow Tree Road, Leonia, New Jersey 07605.

Land-Rover

