

"Oh, that 109? Didn't buy it. It was too rotten for even me to buy..." Sean McGuire

Volume XIII, Number 3

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

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10 March, 1996

Greetings;

Things begin to gear up again in March. The annual *Maple Syrup Rally* will be held on Sunday, March 31st. (The alternate date is April 4th). The Trailer will go up to the site on the Saturday. Those wishing to help Vern with some wood gathering and chopping are welcome to come up on Saturday, and if they wish, to camp overnight. The convoy to the Rally will leave the Westgate Shopping Centre on Sunday morning at 9am. The Rally will follow the same format as in previous years. Christine Rose will organise something for the children and there will be the opportunity for a little country driving off the pavement so to speak. The cost? \$6.00 for adults, \$4.00 for children. Children under 3 are free. Jerry Dowell and Roy Bailie will split the phone around for the Rally, but they will only be phoning members in the local calling area. Anyone outside the local calling area, give a ring, or drop an email to one of the Executive saying that you will be there. (A map to the rally is enclosed as an insert in this newsletter)

Ted Rose will be organising an *Engine Tune-Up* Session this year. The Tune-up will take place on Saturday, May 11th. It will run from 9am to 1pm at the MiniMan in Carp. Coffee and hotdogs will be available. MiniMan has the basic points, condensor etc. in stock if anyone needs these items.

For those looking farther into the future the Annual *Birthday Party* will take place on June 22-23rd at Silver Lake. There will be camping on-site and off-roading like last year. The organisers will examine the possibility of setting up a trials course near the old farm house. There will again be camping available at Silver Lake Provincial Park and also a motel nearby for those not wishing to rough it. More information in future issues of the newsletter.

The March Executive meeting brought up the question of remuneration for those towing the Trailer hither and yonder. While there was much discussion on this topic, a majority of those present agreed that this policy would be pursued. The requirements for those wishing to tow the Trailer: The vehicle must be equipped with a pintle hook; The vehicle must be equipped with the proper wiring to connect to the Trailer wiring; the vehicle must be mechanically sound; the driver must have experience towing the Trailer; the Executive will decide who can tow the Trailer. Those meeting these requirements would be compensated \$0.10 per mile (Kilometres? What are they?). Further relating to the Trailer, Mike McDermott presented a report on adding brakes to the Trailer. Over time, the Trailer has grown in functionality, and weight, to an extent where it is described as a "handful" to deal with, especially if you are running standard IIA/III 88" brakes. Add to this a requirement from the department of Transport that Trailers over a certain weight must have brakes, something must be done. Several alternatives are being examined, from buying an existing product, to fashioning our own, to writing various UK sources to see if a complete system off of a Sanke trailer could be obtained. Read all about this in a future newsletter along with an updated inventory of the club assets (what members can borrow, rental rates (if any) et cetera).

**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/>

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

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

- March 18th**      **Social Gathering at the Prescott**
- April 1st**      **At 6 pm. Executive Meeting** at the Coffee Lodge on Lancaster Road (more or less across from the Museum of Science and Technology). All are welcome.
- April 15th**      **Social Gathering at the Prescott**
- Upcoming Events:**      (Those without specific dates are subject to change)
- March 31st**      **Annual Maple Sugar Rally** at Vern Fairhead's sugar bush in Shawville, Quebec.
- May 11th**      **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 22-23**      **The 13th Birthday Party at Silver Lake**
- June 23      Richmond Car Show, Richmond, Ontario. Where all the local car clubs gather together to show off their toys.
- June 23      British Car Day in Bowie, Maryland (See non-OVLRL events)
- 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.

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

● Nothing much different this time. Thanks go to the loyal collating team that assembles in Bob Wood's basement regularly for a bit of work and discussion. This past month Murray, Fred, Bruce, Dale and Bob and Andrew Finlayson got everything together and ready for the late night run to the central postal sorting station in Ottawa. How good was our mail system? Mike Rooth in England had his copy three days later. Some local members didn't see their copy for more than a week and a half. In other newsletter related items, some newsletters from the deep dark past have begun to surface. Gordon Bernius has sent along a number of newsletters from the 1984-89 period as well as a good number of issues of the ALROC Transfer Box. When a complete set is assembled, off to the National Library they shall go (anyone supplying copies will be put down on their card as donating if they wish). Considering how difficult it is to locate some old issues, at least people in the future will be able to get copies ten years hence. February and March of 1987 seem to be particularly elusive. If anyone has copies, give a ring. I can fill you in on which dates are still missing.

### ● MESSAGE FROM THE PRESIDENT

Giddy eh! A lot of our new members in the Ottawa area and afar are probably asking themselves, who the heck is this Jason Dowell guy? Well, allow me to tell you a little about myself. I am a licensed automotive mechanic, working as a Land Rover technician in the local dealership. I completed my apprenticeship at a small racing car shop that specialized in preparing, renting and support crew for formula racing cars and factory-supported Triumph and Saab rally cars.

Our family's first Land Rover was a 1954 Series I, 86-inch wheelbase. She was a real beauty! The body was a little tatty, showing her twenty years of character lines (I was maybe 16, so 20 was ancient to me), flat springs and wiring that looked more like a rat's nest than a wiring harness. The second main chassis cross member was pretty much non-existent after a fight with a tree stump or a big rock. Ah, what a sorry sight! She was stripped to the frame and restoration plans were under way. Things changed quickly though when the soon-to-be rally car took over the garage. The Land Rover sat for many years while we were off rallying.

My four brothers and I did a complete tear down and rally preparation of a late sixties mini. We competed in local road rallies and slaloms for about a year before we were able to get our national level competition drivers licence. This enabled us to move to a national level of competition, travelling all over Ontario and Quebec competing in the rallies. We decided a 109 Land Rover would be an excellent tow vehicle and service truck during the rallies. A 1967 six-cylinder, 109 Station Wagon was bought to do the job. Land Rover fever now had a bite on me. I bought my own Land Rover in 1978. A 1973 Series III, 88-inch. Together we have logged hundreds of thousands of miles on and off road. Over the years she has provided excellent service although none of this would have been possible without the two frame-up rebuilds I did for her.

With many miles of off road driving in the wilds of Eastern Ontario and Western Quebec, one memory of pride and achievement stands out. We were invited to take part in a qualifying round of the Jeep Cup rally driving our Land Rovers. The rally took place near Bracebridge, Ontario. When my brothers and I arrived the parking lot was full of highly modified American and Japanese 4x4 products. There was more than one snicker from the on-lookers as our unmodified Land Rovers pulled up to the start of the event. The rally was a time, distance, speed event over country trails with light to medium off-roading. Guess who finished first? Many other competitors could be heard asking "Can you believe a 20-year-old Land Rover won?" Taking home the first place trophy also entitled me and a co-driver to an all-expense paid trip to compete in the final Jeep Cup event in Reno, Nevada. All teams were supplied with Jeep's finest products to drive over some of the prettiest four-wheel drive country I have ever come upon. Boy, did I miss my Land Rover on that

#### Ottawa Valley Land Rovers Newsletter March, 1996

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weekend.

My club affiliations go back to the early days of the Association of Land Rover Owners of Canada (ALROC) in the late 1970s. I was part of the local group known as Operation Frank which later became Ottawa Valley Land Rovers. This is my third term of office as OVLR club president. Over the years I have helped many members with their Land Rover repairs. I believe that this is the very backbone of our club. Members helping members keep their Land Rovers in roadworthy condition. The more roadworthy Land Rovers our club has on Ottawa area roads, the more public exposure our club will get. In closing, I hope to see all members, new and old, from near and far, participate in as many of our events as possible. This is your club, let's make it a great year for Land-Rovering!

P.S. You're probably asking what happened to the Series I that was put aside for the rally car. Well, I finally finished the rebuild. About 1988, on her first major road trip to the Atlantic British Rally in Mechanicsville, New York, she won the award for most original Land Rover at the rally. With six Land Rovers in the family I have my hands full trying to keep them on the road. Future rebuild projects includes another Series I and the six-cylinder that we used to tow the rally car.

● An anecdote from **Alan Richer**: "About a month ago, I had taken my daughter over to the local school for a bit of sledding. Parking the Rover smack in the middle of the No Parking zone in front of the school, we wandered over to the slope. About 10 minutes later, one of the local police cars pulls into the school to do a drive-by check, and stops dead directly in front of the Rover. "Uh-oh", I say to my daughter, heading back down the hill to deal with what I figure is a traffic ticket for illegal parking. I wander up to the police car, asking "What's up Officer?" in my most nonchalant I haven't-done-anything-wrong, have-I? voice. The cop comes out of the car, points at old Churchill and says, "I haven't seen one of those things since 'Nam!" He then spent the next 10 minutes telling me of his friends in the Australian Army and the amazing things they did with their Land-Rovers, as we crawled all over Churchill in a guided tour. From what he said, most of the ones they had were the 2.6-liter 6-cylinder ones, painted in the IR-reflective OD (though he did say that some of them were bronze green). To quote, "Those damned things would go places that a Jeep would never make it, carrying loads of radio gear and anything else they could strap on top." This also got me an invitation to join the local disaster relief folks...which I may well do. Got to be one of the pleasantest encounters with the local gendarmerie that I've had...."

● **Michel Bertrand** writes on his "neverbrake/everbraking" Rudolph: "I bought Rudolph, my 1963 109 PU, in 1990 in Kingsbury, in the Townships, near Sherbrooke. I towed it to Montreal, where I used to live. Many more tows, bruised knuckles, and years went by before it was back on the road. When I had it certified, it still had the original brake master cylinder, but had new lines, wheel cylinders and brake shoes. I must say here that to be able to bleed the thing, I went through more than 8 liters of brake fluid. Hey, I just couldn't get better than two-pump brakes! Then, for the first time; the Girling Ghost showed his presence. For those who don't know, the Girling Ghost is a close cousin of Lucas, Prince of Darkness. He makes hydraulic brakes and clutches in Land Rovers do weird, supernatural things. For instance, the Girling Ghost will make a bubble of air appear in your braking system, making it ineffective. He has done many tricks to me since Rudolph was adopted. As I said, I used to have two-pump brakes. Then, one morning, they were only one-pump brakes, just like any normal car. I was amazed.

I then drove the beast to Sherbrooke the same summer, 1994. Then, with the help of a good friend, I've decided to install a dual braking system. I had a spare one kicking around and I thought it was a good idea. So there it goes: Cut the wing, install a new junction and a few brake lines, bleed the thing, and voilà! Dual braking system. Everything went great for about 4 months. Then, in the spring, the Girling Ghost made his second appearance. The master cylinder started to leak. Every day, I could see the fluid level going down but I couldn't trace the leak. Brake lines, junctions, reservoir, cylinders, all was as dry as it could get. So I simply kept on adding brake fluid, wondering where did all that brake fluid go. I had also noticed that the exhaust was a little bit to white (a real smoke screen) and had that funny smell. Also, the engine, sometimes, was losing power. Oh, well, must be the carb, I thought, being inexperienced. Then one day, the engine would start but die soon after. Fiddling under the bonnet, I realized that the brake servo was filled with brake fluid! The brake fluid was leaking from a faulty seal in the master. Oh well, I just need a kit, then. On with the kit.

All went well for about a month before the third appearance of the Girling Ghost. One sunny day, when I was parked on a slide slope, the master decided to leak, again. But, this time, it was the seal between the reservoir and the master that was faulty. Of course, the brake fluid dripped and dripped on the wing, causing some damage to the lower sill, stripping the brand new paintjob. I was happy. I then ordered a new master cylinder, the correct one, for a 109, which took several months to arrive. Meanwhile, I was adding brake fluid almost everyday. In the last days of this master cylinder, I was adding brakefluid twice a day! Needing brakes and still waiting for the new master to arrive, I had to replace it with another used one I had. The transplant went well.



Now, the Girling Ghost appeared for the fourth time. Instead of installing air bubbles or making a leak, it actually added brake fluid by itself. I had realllllly good brakes. In fact, they were sticking. I had a permanent parking brake on all four wheels. Of course, I only realized that in the entrance of the University's campus. I had an appointment that I couldn't miss and the truck wasn't able to move. So I rushed inside, told my professor that I had a little problem with my Land Rover (They are used to it now) and rushed back to Rudolph. Of course, with the help of the Girling Ghost, the brakes weren't sticking anymore. Later, I realized that I could drive about 3 km until the vehicle wouldn't move. If I had to drive more than that, I had to stop the vehicle (wasn't really hard) get out, pop the hood, get the 7/16 spanner and loosen up the fittings to allow brake fluid to come out. I had to put some air bubbles into the system to allow it to work! It happened a few times, including on one of the main streets where it stalled on a light slope. Of course, when I was loosening the fittings, I had forgotten to engage the gearbox and the vehicle started to move. I had to run next to it in order to hop in and shift it into a gear. Bruce Willis' stunts are wimpy compared to this!

Anyway, finally, the new master came in, and I installed it happily. But, in order to have the thing working properly, I had to bleed the thing. Again, the Girling Ghost appeared and welded a bleeding nipple to the cylinder. Of course, while trying to unscrew the nipple, it sheared off. Out comes the drum, the brake shoes, and the cylinder. And to make the things worst, I broke a screw-extractor while trying to remove the half-bleeding nipple stuck in the cylinder. Oh well, in comes another cylinder and a new nipple. Finally, on the 5th of March, I have finally bled the system and all seems to work fine. But now, the Girling Ghost is in the Carb, and the beast won't start. Time for a new chapter..."

● **OVL R Clothing!** Christine Rose has sourced some new additions to your collection of genuine OVL R-Gear. Special orders only on Jackets. Pick your colour and size. Call Christine Rose at (613) 256-1598. The jackets are:

*Double Fleece Pullover Top.* Canadian made from double sided heavy fleece 100% polyester fabric. Features two side pockets and 1/4 zipper front. Sizes S, M, L, XL, XXL. Colours: Black, Forest, Heather Grey, Navy, Red, Royal, White, Teal, Purple. Cost \$55.00

*Double Fleece Jacket Full Zip.* Canadian made from double sided heavy fleece 100% polyester fabric. Features two side pockets and full zipper front. Sizes S, M, L, XL, XXL. Colours: Black, Grey, Navy, Royal, White. Cost \$60.00

*Supplex/Fleece Jacket.* Canadian made. Outer shell is Supplex fabric which is 100% nylon for durability but has a look and feel of polyecotton fabric. Features inside pocket. Inside lining is made from double sided heavy weight fleece fabric. Sizes S, M, L, XL, XXL. Colours (Body/lining): Black/Grey, Forest/Grey, Navy/Grey, Red/Grey, Black/Red, Royal/Grey, White/White, Maroon/Grey, Black/Teal. Cost \$75.00

### NEW OVL R MEMBERS!

A banner month. Nine more new members joining this month keeping an average five new members a month going. In two years, OVL R has doubled in size

- **Mark Perry**, of Winnipeg, Manitoba. Mark has been active in the former Prairies Rovers club and brings a 1966 88" hardtop to the club ranks.
- **John Bradke**, of Niskayuna, New York has a pair of Land Rovers, a 1968 88" station wagon equipped with all the good stuff (overdrive, winch, full roof rack etc), as well as a Series III 88" station wagon.
- **Francois Gagnon**, of Westmount, Quebec. Francois has a 1991 Range Rover.
- **John Champney**, of Groton, Connecticut brings along a 1962 88" station wagon
- **Brent Allard**, of Sudbury, Ontario has a pair of Land Rovers. A 1957 Series I 88" hardtop and a 1960 Series II 88" hardtop.
- **James Irwin**, of Kazabazua, Quebec brings a 1960 Series II 109" station wagon.
- **Roger & Elizabeth Atkins**, of Bethesda, Maryland add another post 1979 vehicle to our roster, a 1991 Range Rover
- **David Cockey**, of Rochester, Michigan helps the club vehicle average with three Land Rovers, all Series II's. A 1960 88" station wagon, a 1960 88" pick-up (with capstan winch and snorkle), and a 1959 88" station wagon
- **Lawrence Smith**, of Chester, Virginia with a 1972 Series III 88" station wagon with safari top and overdrive. Larry also writes that he is interested in knowing what a certain Dixon Kenner did to deserve the lugnut. (I ain't telling, but according to some, its very messy...)

**Letters to the Editor...**

Good day,

Well much has happened here since I last wrote. The postman arrived, bringing with him the February OVLR newsletter and window decal.

First things first. It was off to the garage with a bottle of glass cleaner and some paper towels to clean off a space for the decal. It fit perfectly between the ROAV emblem and gaudy, oversized, printed wrong for glass, BSROA sticker, so my passenger hasn't lost any more visibility. Anyhow, it looks good, and I the club for keeping the size reasonable.

Next, back inside to read the latest word from up North. Another great issue. I especially enjoyed the contributions from Maloney and Pilgrim, who seems to take my approach to tackling projects. Reading my own comments reminds me of the work I have yet to do. I still don't have the washer jets mounted. However, I did manage to swap out a broken rear half-axle. It seemed to be more pressing at the time, though I'm sure front wheel drive would have been fine for a few more months! Things just seem to be backlogged here. I'll try to send something along for the next issue.

Rover On!

Jeff Berg.

Dear Dixon,

I just got through reading the February issue of the Newsletter. The article by Andrew Taylor detailing his frame over was a hoot! In the article, he talks about rolling over the two halves of the "frame" to remove the axles. It reminded me of a story I'd heard from an Australian Army Officer I work with.

It seems Denis' father ran an outback garage in Western Australia up until a few years ago. As with most operations of this type, he worked on a variety of vehicles and had a kit bag full of tricks of the trade to make repairs and keep them running. One peculiarity in Australia that we don't find so much here in "middle" America, is the use of commercial, line-haul trucks to deliver parts. Seems that if a garage, individual, or even the Army needs a part in a remote location, you order the part (and are usually billed instead of cash up front), the supplier calls around to find some vehicle passing your way, loads on the part(s), and you pay the trucker his fee whenever he shows up.

Anyway, back to the story. Seems that in the early '60's, the Australian Army was having maneuvers and a large convoy passed by the garage. At the tag end was a breakdown truck towing a Series I with a ratcheted transmission. The convoy commander asked if the garage could replace the tranny, if the Army supplied the parts. A deal was struck, calls made to the Army depot at Perth for spares, and the truck and two Squaddies were left behind. Couple of days later, a civilian truck drops off

the crated transmission and the other required spares. Denis' father told the Squaddies that it would be a couple of days before he could get to the job. The Squaddies say, "Not a problem, Mate! Can we borrow the tools to do it ourselves?". Tools produced, the Squaddies proceed to push the Landy around back of the garage, roll the truck on its side, and proceed to replace the gearbox, without a lift, in about 45 minutes. They then roll the truck upright, fill the gearcase with oil, return the tools, thank the owner, and drive off into the sunset looking for their mates! Denis' father said it was the fastest he'd ever seen it done, but more remarkable was that the Rover started and ran on the first try, and seemed to run fine after having all the oil, etc. in a most unusual position for an extend length of time! As for the dents in the Birmabright, the Squaddies answer "Maneuver damages"! The Army never came back after the damaged gearbox, and it was refurbished and used later.

Goes to show two things. Soldiers are no different anywhere, get it fixed anyway you can. And that Land Rovers can take an inordinate amount of abuse and continue to potter on.

'til later,

Larry Smith, '72 SWB Petrol - *Grover*, Chester, VA

Greetings and felicitations,

Just a few things I have learned from personal experience that I want to pass on. Things that seem to get overlooked during the touchie and feelie sessions with your Landie.

First, the block heater, a necessity for our northern winters. The lead in cord should be checked for safe routing of the cord and also the warm spots that happen. Ignoring this can lead to a built in anti theft system that gets progressively stronger until the circuit breaker trips or the lucas syndrom happens - with smoke! Trust me on this one.

Second, frequent checking of the lugnuts prevents embarrassing situations, like a wheel going its own way (voice of experience speaking again). Preceding out of town in 4pm traffic pushing the 80k speed limit when I noticed a wheel rolling along the white line just ahead of me. It was actually leaving me behind. The wheel cut across the oncoming traffic and stopped right in front of the Hindu flying club. Control of my 109 truck didn't seem to be overly hampered by this loss as I was carrying my usual compelmet of emergency things and the balance must have been just right. The oncoming car driver stopped and came back to see if he could be of help, then broke up laughing as I was my knees facing east bowing 3 times (appropriate for the location)

Thirdly, check the bolts that hold the cooling fan periodically. When this piece comes loose it does bad things. Trust me on this point also... Next month, the use of velcro and silicone in keeping your landie fit...

Regards, Harry Bligh

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

● Internet news: Rovers North has started on their web site. It's URL is <http://www.roversnorth.com/index.html>

● Newsletters received in February: the December issue of the *Review* from the Land-Rover Owners Club of Victoria (Australia); Magazines include the March issues of *LRW*. All of these newsletters can be borrowed from the Editor.

● Need another source for LUCAS parts? Another American source is The Roadster Factory in Armagh, PA. (They specialise in Triumphs, and some other British sports cars) They have original Lucas parts where possible, and "British Motor Heritage Approved" repros where necessary (complete with original Lucas part numbers for you purists!) If you know your part numbers, call 800-678-8764. If you need part number assistance, call 800-234-1104. Worldwide fax ordering is 814-446-6729 (Things go smoother once you have an established customer number with them...) Here is a list of some lamp part numbers here for reference (Later, when I get the time, I'll drop in a complete list that extends into the 1960's). Also note that many other parts (generator, starter, etc) are nearly identical to Triumph or MG equivalents, often differing just in the drive gear or pulley or whatever. Bush/brush/bearing type parts are cheap and identical from these guys.

#### POINTED LENS PARTS:

LU54581622	Clear lens
LU54581651	Amber lens
LU576105	Rubber body (short) [this is the "gasket" part]

#### FLAT LENS PARTS:

LU54583038	Clear lens
LU575003	Rubber body (long)

#### COMMON PARTS:

LU572734	Chrome rim
LU54584780	Bulb holder plate, single filament (typical for LR's)
LU576985	Bulb holder plate, dual filament (get creative!)

● From the February edition of Car Magazine (the UK version) the article is titled RAV-rivalling Landy is too big: Land Rover has run into a fundamental problem with its all-new off-roader: its too big. Codenamed CB40, it was intended to rival Toyotas RAV4 and put the prestigious Land Rover badge within reach of more buyers. But the first CB40 prototype is almost as big as the Discovery and BMW bosses fear it will eat into existing sales, especially as it will be cheaper than the new Disco, due out in 1997. Consequently, Rover Group boss

Wolfgang Reitzle has ordered the Discoverys development plan to be re-thought so that it is distanced from the CB40. Insiders say it is too late to change CB40 because it is only a year away from production and will hit the roads before the facelifted Discovery, which is codenamed Tempest. It is likely that the revamped Discovery will have to be positioned further upmarket and given a more radical external look.

At the moment the Tempest is said to differ little from the existing Discovery, aside from its greater rear space and more modern interior. Those who have driven CB40 say it is impressive despite being a parts-bin special. It will be launched to the public at the Birmingham motor show, this autumn.

Land Rover insiders have also revealed that the company is experimenting with the six-speed sequential gearbox in the Range Rover. The new box is being run in conjunction with BMW straight-six and V8 petrol engines. Engineers are also working on a much needed-power boost for that cars 2.5 -litre BMW turbodiesel engine. s look to be relevant.

● Last month for trivia we had the fact that in the South African army, the colloquial name for a Land Rover is a "Garrie". Gordon Bernius phoned shortly thereafter with a probable origin for the term. The word is Hundi in origin and is used up and down the eastern Africa coast to designate any cart like vehicle with wheels. The word has entered the Swahili language, and obviously the South African Army.

● Alan Richer being observant with a Land Rover sighting: "As the wife was channel-surfing, I happened to see a commercial with some Rover content. A 109 pickup, with a VERY large chain attached to its pintle hitch, is driving forward until the chain comes taut, lifting the rear off the ground, all with spectacular clouds of dust. The screen then goes black, with a voice over stating "This is Australian for dentist." (Remind me never to get a toothache in Canberra!) A large can of Foster's lager then appears on the screen, with the voice-over, "This is Australian for beer.". All I could think of was the ease with which Foster's had just undone years of work by the Tourist Board. If that's the state of their beermaking and dentistry, I don't want to go there..." More Sightings, I thought some of you that get the Fox Network might want to check out a show called Nowhere Man. Last week they had a good 10 minutes of screen time with the actors running around the jungle in a pretty nice SIA 109 5 door. Nice to seem them actually use the correct vehicle, not a CJ 5 like Hollywood usually does. Check it out if you can. Also a nice SIII 109 5 door on the Planet X show on ESPN. They were using it to film a Mountain Bike feature.

● According to *AUTOCAR*, the last Range Rover Classic,



the 317,615th made, rolled of the production line on 15 February.

The latest issue of *Autoweek* quotes a higher-up in BMW who indicates that BMW will not rebadge Land Rover products as BMWs. But he did say we shouldn't be surprised if Land Rover badged Discoveries appear in BMW showrooms as Land Rovers. No time frame was given for when this might occur. Maybe this will improve USA LR dealer competition and pricing, as well as providing more places for vehicle servicing.

- *Non-OVLR Land Rover 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.

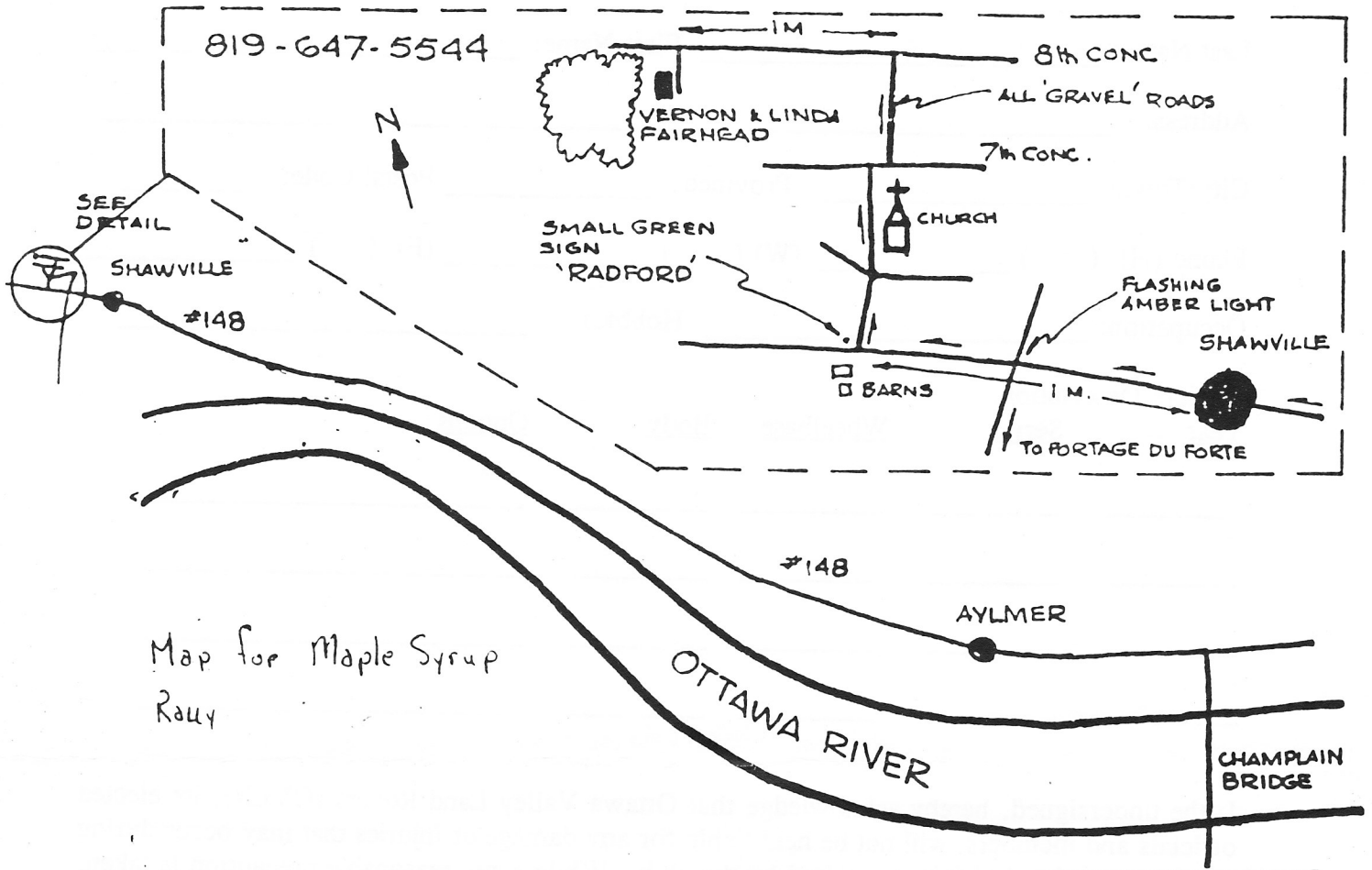
- *Non-OVLR Land Rover Event:* OVLR received this note: "I wanted to let your organization know about an exciting event for 4X4 owners. In June of 1997 the Panama Alaska Rally will be run and will, for the first time, include a "Touring" class specifically set up for 4X4 (and appropriate 2 wheel drive) 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>"

- Please join Tanner's Land Rovers in Moab, Utah for their first annual rally. On May 1, 1996 through May 4, 1996, we will be holding our first annual rally in Moab. This will be four days of family fun that will include: great off-roading, a rally, car show/swap meet, raffle, and a barbeque. This should be a great time and we look forward to seeing you there! A

tentative schedule of events are as follows: Wednesday, May 1, 1996: Registration, scenic off road trip, or hallenging/technical off road trip. Thursday, May 2, 1996: More off roading. Friday, May 3, 1996: Rally Saturday, May 4, 1996: Car show/swap meet Barbeque/Raffle some items to be raffled: complete set of Bilstein shocks, free wheel hubs, Land Rover toys, and anything else that you might want to bring! For additional information or questions, contact Matt Tanner at 970-247-0703, or Mike Weaver at 970-884-0484. RSVP requested. Tentative barbeque price: \$11.00/person.

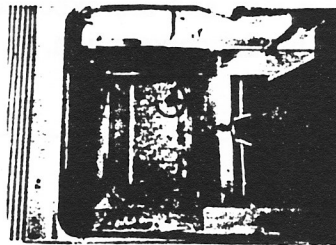
- *Non-OVLR Land Rover EVENT:* For those who haven't heard of the \*original\* British car day, -it's Sunday, June 23 at Allen Pond Park in the city of Bowie, MD. (The site is about two miles from the intersection of US Rts. 50 & 301 if you are looking for it on the map. And yes, it is the same weekend as the OVLR Silver Lake bash, as I've just learned.) This is a \*big\* show with well over a thousand vehicles from Rollers to Rovers. The Rovers get position #1. It's closest to the beer tent and has a pretty lakeside location. The auto jumble is one of the best on the east coast...more and more Rover parts are appearing each year. Registration forms usually don't get mailed out to last year's participants until late May. Last year, we had 25 or so Rovers and were given recognition as the class that had grown the most over the years.

- *Non-OVLR Land Rover EVENT:* The 1996 Suwannee River Valley Rover Rally is tentatively set for April 19-21 in Lake City, Florida. Bring your parts you'd like to swap or sell. Lake City is located in North Florida at the intersection of I-75 and I-10. It shouldn't be too difficult to find. The event will be really informal. We plan to camp in the Osceola National Forest (lots of good trails). The campground is maintained by the U.S. Forest Service and has water and a restroom. There are also hotels and motels. We will be providing a large cooker for anyone who wants to cook. There will be no fees for anything. Bring what you need to make it through the weekend. (I'm sure all of us rover guys shouldn't have any problem with this, hmmm?) Please E-mail me ([jim@kidd.com](mailto:jim@kidd.com)) your snail mail address and I will send you a flyer. Hope to see a big turnout. There are quite a few regulars in North Florida and South Georgia that are very knowledgeable and all around great guys.

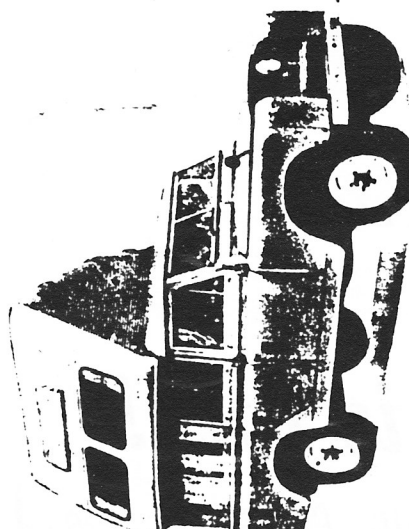


Map for Maple Syrup Rally

**LAND-ROVER TOUGHNESS** *plus* **DORMOBILE COMFORT**



Dormobile Caravans also available on the Bedford CAS and CAL, B.M.C. Austin 10/12 cwt. & Morris J4, Ford-Thames 10/12 cwt. & 15 cwt., Volkswagen and Commer 2 ton. 2- and 4-berth models. Prices from £695.



Good news for 'go-anywhere' types. Here's the vehicle you've been waiting for. It's the tough, rugged Land-Rover with the Dormobile touch of care-free comfort. It's got 'Dormatic' seating for five adventurers and sleeping accommodation for four. It's got a cooker, sink, table, water containers, a wardrobe, locker and ventilated cupboards. It's also got space-a-plenty under its patented elevating canopy. This is the vehicle for those out-of-the-way places—the long wheelbase Land-Rover Dormobile. Price £1,170. 2-berth £1,158. No P.T.

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Write for illustrated catalogue and name of your nearest dealers to the designer and builders:

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WORLD'S LARGEST PRODUCERS OF DUAL-PURPOSE BODYWORK

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The time has come, the Rover said, to speak of many things. Of Series Ones and sealing wax and why your rad's boiling hot.

### Membership Renewal

Last Name: \_\_\_\_\_ First Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/Town: \_\_\_\_\_ Province: \_\_\_\_\_ Postal Code: \_\_\_\_\_

Phone (H) ( ) \_\_\_\_\_ (W) ( ) \_\_\_\_\_ (F) ( ) \_\_\_\_\_

Occupation: \_\_\_\_\_ Hobbies: \_\_\_\_\_

#### Vehicle Description:

<u>Year</u>	<u>Series</u>	<u>Wheelbase</u>	<u>Body</u>	<u>Options</u>
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

I, the undersigned, hereby acknowledge that Ottawa Valley Land Rovers (OVLR), its elected officials and members, will not be held liable for any damage or injuries that may occur during an event or related activity organised by the club. While every reasonable precaution is taken, members attend club events at their own risk and are expected to act in a safe, responsible manner and reflect the principles set out by the constitution.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Complete and return this form with your cheque to:

1016 Normandy Crescent, Ottawa, Ontario, K2C 0L4

LAST CHANCE...

# Membership is due!

IGNORE IF YOU HAVE ALREADY PAID.  
(I'm doing this NEWSLETTER ALL ON MY OWN & DON'T HAVE TIME TO SORT)





BY APPOINTMENT  
TO HER MAJESTY THE QUEEN  
MANUFACTURERS OF ROVER CARS  
LAND ROVERS AND RANGE ROVERS  
ROVER GROUP LTD. COVENTRY



BY APPOINTMENT  
TO HER MAJESTY THE QUEEN  
MANUFACTURERS OF  
LAND ROVERS AND RANGE ROVERS  
ROVER GROUP LTD. COVENTRY



BY APPOINTMENT  
TO HER MAJESTY THE QUEEN MOTHER  
MANUFACTURERS OF LAND ROVERS  
ROVER GROUP LTD. COVENTRY



BY APPOINTMENT  
TO HER MAJESTY THE PRINCESS OF WALES  
MANUFACTURERS OF  
LAND ROVERS AND RANGE ROVERS  
ROVER GROUP LTD. COVENTRY



# LAND ROVER CANADA

## News/Nouvelles

LAND ROVER CANADA INC.

2425 Skyway Avenue, Mississauga, Ontario L4W 4Y6 Facsimile: 905-238-5278 Telephone: 905-238-0602

### Another Record Year of Land Rover Sales (Land Rover Canada Press Release)

Toronto, 15 February 1996: Despite a declining automotive market generally, LAND ROVER today announced a third consecutive year of record sales. Alan Manessy, Managing Director of LAND ROVER CANADA reported that the company sold 816 of its vehicles in 1995, an increase over 1994 of 52.5%. He was addressing Automotive journalists at the Press Day preceding the official opening of the 1996 Canadian International Auto Show in Toronto.

Manessy added, "I am happy to report that RANGE ROVER sales were 46% ahead of last year and DISCOVERY sales grew by 69%".

RANGE ROVER's success began with the launch of the all-new RANGE ROVER 4.0 SE and Fall sales were spurred by the introduction of the 1996 RANGE ROVER 4.6 HSE. This new addition to the RANGE ROVER line up is a limited production model. Only 50 Canadian specification 1996 RANGE ROVER 4.6 HSE's will be built. "So far, the ones that have arrived haven't even seen the showroom floor. They've all been pre-sold" says Manessy.

Manessy attributed DISCOVERY's success to DISCOVERY's unmatched value and to growing awareness of LAND ROVER products in Canada. "It also helps that we may be the only car company in Canada to hold prices on our 96 models even with added value".

An unusual highlight touched on by Manessy's address was the release in 1995 of the movie Judge Dredd. Among the stars of this film were "fortresses on Wheels" which had been built by LAND ROVER on a LAND ROVER 101 chassis. The film setting is in the 22nd century and the LAND ROVERS were presented as the only vehicles left on Earth. The Judge Dredd LAND ROVER is on display in the LAND ROVER exhibit for the duration of the auto show.

Two other instances of corporate excitement were mentioned. 1996 will see the introduction of LAND ROVER GEAR, a line of clothing and accessories specially designed for comfort, convenience and durability. By May, all LAND ROVER DEALERS in Canada will carry a selection of LAND ROVER GEAR which Manessy believes will strengthen customer's participation in "the magic of LAND ROVER." This innovation is intended to meet customer demand, "warm up dealers' showrooms" and, continue the Land Rover tradition of adventure in style".

While LAND ROVER GEAR will be available at all LAND ROVER DEALERSHIPS, the line is a key element of the LAND ROVER CENTRE concept. Four LAND ROVER CENTRES are expected to be completed in Canada in the next fifteen months - two in Ontario, one in British Columbia and one in Alberta. LAND ROVER CENTRES are stand-alone facilities focused completely on LAND ROVER products and staffed by four-wheel drive experts and enthusiasts. Adventure is a key word in LAND ROVER CENTRE visual planning including, for instance, a dramatically articulated vehicle display and an off-road "demonstration course".

At the end of Alan Manessy's address, LAND ROVER GEAR T-shirts were distributed to the attending journalists. Manessy hopes these will keep the LAND ROVER GEAR concept remembered until the actual national roll-out in May.

LAND ROVER CANADA Inc. is a wholly owned subsidiary of LAND ROVER NORTH AMERICA, INC. which is a member of the Rover Group of Companies, importing vehicles manufactured by LAND ROVER, Solihull, England.

For information regarding the location of LAND ROVER DEALERSHIPS call 1-800-FINE-4WD.

**Missing Material:** Myles column on Santana's is unfortunately stuck in the great maw of the U.S. Postal Service and/or Canada Post. Nine weeks and still waiting..

**GENERAL SERVICE by Robin Craig**

Last month I was in Florida on vacation, it was not unfortunately the Rover filled holiday I had hoped for. On the drive down we only saw a solitary Range Rover. Once there I spotted Range Rovers and Discoveries in the parking lots of upscale condos and hotels and gyms. The only Defender 90 that I saw was a really rugged looking black one, number 2059 in mall parking lot. I never once spoke to the owner of any of these machines. Conspicuous by their absence were any series Land Rovers. I had planned to make a stop in at LRNA, but that was torpedoed as too much trouble, so we spent a day at Disney instead, I can't say I was sorry with the alternate plan.

For those interested in the ILTIS replacement plan, which Land Rover is very much keen to fill, I have some news. Friday 1st March saw the closing date for expressions of interest on this project. There had been some fairly strong rumours that were quite persuasive just before Christmas that Hummer was going to low ball the whole project with a fire sale on about 700 vehicles. This "right now" deal would have gained AM General an inroad by the backdoor, as choosing any other product to fill the remainder of the requirement numbers would have been a logistical nightmare supporting two vehicles in the same class. Thankfully those in charge of the project seem keen to go through with a full procurement process, rather than circumventing the system.

The next stage will be more definite parameters on an exact vehicle specification and delivery requirements. It will be interesting to find out how this stage develops. The way I see it the main players right now are Land Rover, Mercedes, Hummer and Western Star. More news when I get it.

Talking of Hummers I was interested to read the Land Rover name in a Hummer brochure, it was used in context as to what came next after Rod Hall and his son Chad in the 1993 Baja 1000 when they took first and second places in a pair of Hummers. It was put in a sort of way that you felt that it was only right that the only thing could possibly touch the performance of a Hummer could be a Land Rover.

Sadly absent from the Ottawa car show was any of the Land Rover product line, the way I was told it went down was that unless Land Rover could be on the main floor rather than the pokey little corner they had last year downstairs they would not be on show. The space was not available on the main floor, interestingly Hummer was on the main floor!

For those of you who have been in the North Pole or some equally obscure locale then this will be news to you, for the rest of you it should be old hat, or are you not as well connected as you thought? The British Ministry of Defence has announced that Land Rover have won an order in excess of 200 million pounds for 8,800 Defender XD 90, 110's and 130's. This is a significant order for Land Rover, well yes that number is of course a lot of vehicles but did you notice what vehicles?

Yes that is right, Defender Extra Duty. This is a modified and upgraded vehicle specially designed to deal with the rigorous specs laid down by UK MOD. It is also the first time since the Forward Control 101's went into production that a solely military base vehicle has been put into production. Time will tell if this spec will be offered on civvy street. I am sure that the first we will see of them will be turning up at Suffield or Wainright.

In other factory news the push to introduce Land Rover to Italy forges ahead with a recent order from the Army for another 370 vehicles. This adds to another order for 170 vehicles for the Air Force.

Now if only we can convince the Canadian military about the quality of a Defender.....

Catch you all next month... Robin 613 738 7880

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

A whole bunch of articles this month submitted from right here in Ottawa, to much farther afield. The first is from one of our U.K. members, Clive MacDonald-Smith on removing all of that unnecessary steel afixed to your ex-Suffied/Wainright military Land Rover. The second article is from Mike McDermott on making a flip-front end for your Land Rover, a somewhat unique Canadian modification. Bringing up the rear is Bates with another instalment on his series on painting his Land Rover.

**Removal of the Angle Iron Reinforcements from Land Rover body sides by Clive MacDonald Smith**

This article pertains to Land Rover military built to "Combat Specification" Mks 8, 8/2, (SWB) - 9, 9/1, 11, Series 3 (LWB) 12 volt and 24 volt models.

The Land Rover Mk 10 also had angle irons but only one batch was made prior to the introduction of the Air-Portable in 1968 and I dubt if any have made it to North America. Part of the specification of the Combat Land Rover is that it has lashing rings in the rear cargo body, these lashing rings have to be securely fastened to the body, two bolts pass through each ring into captive nuts mounted on angle irons under the body floor and wheel arches.

It is these angles which are made of mild steel that react with the aluminium panels of the rear body aided by water and salt sprayed up by the wheels and after a number of years corrode through the body sides. See drawing three A1. The angles in the rear toolboxes need not be removed unless desired as they are not exposed to the splash (LWB only) See drawing three E.

Actual Removal: Start by drilling out the remains of the "pop" rivets on the outside of the body (drawing one and two A) on LWB models only drill the rivets *forward* of the rear wheelarch. Next get into the back of the vehicle with a 7/16 AF ring spanner and remove the rings by undoing the bolts that secure them. You may need to chip away layers of paint to get to the bolts (two to each ring). If the rings do not want to come out when the bolts are removed tap them lightly with a hammer. See drawing three B (In LWB, only the front two rings need be removed on each side)

Next step having removed the rings you will see some "pop" rivets (drawing three A). There may be two, one at each end of the angle iron, or four equally spaced along it, depending on the age of the vehicle. These should be drilled out if they have not corroded away. *Do Not, I Repeat Not* drill or chisel *any* dome rivets (drawing three C) as these hold the aluminium body supports and must not be removed.

By this time you should have heard a cloud clunk as a 30 inch approx. piece of iron falls to the floor in the case of a LWB, on a SWB the irons come in three short lengths of about 10 inches. If at this point the said angle is not forthcoming and you have followed these instructions, get the hammer and a 1/4" pin punch or similar and place it down one of the bolt holes and give it a shape tap. This will dislodge the iron.

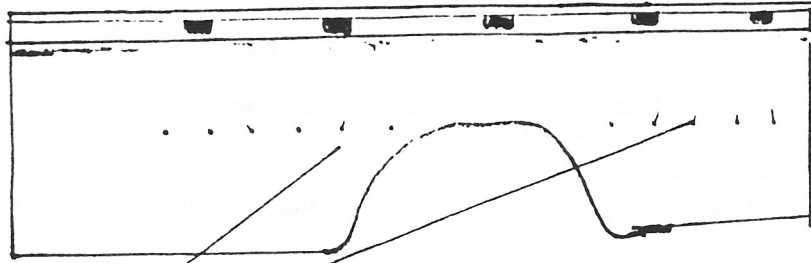
You will be left with some holes to fill. Put new aluminium "pop" rivets in the rivet holes and where the bolts come out, put new bolts or grommets, if you wish to refit the lashing rings for use, I suggest fitting aluminium angle 1/8" thickness and stainless steel bolts.

Drawing Three dotted line at A shows the outline of the angle iron, to examine it in detail before removal park the vehicle on level ground and chock the wheels. Then lie underneath just in front of the rear wheel and look up the inside of the body side where the upright joins the wheelarch and you will see it, if it is not buried in mud.

To remove rings and brackets at drawing three D proceed as before except that the three "pop" rivets on the floor are put in from underneath and you will only see their tails from inside the vehicle. These may be chiseled off or if badly corroded when the other bolt holts and tap them as before to remove the angle iron which are approx. 6 inches long by 3 inches deep. There are two of these brackets on a LWB and four on a SWB. If these brackets are very badly corroded, they have been known to take out a piece of the body the same size as themselves when they fall, requiring quite a major plating job to cover the hole, with aluminium of course.

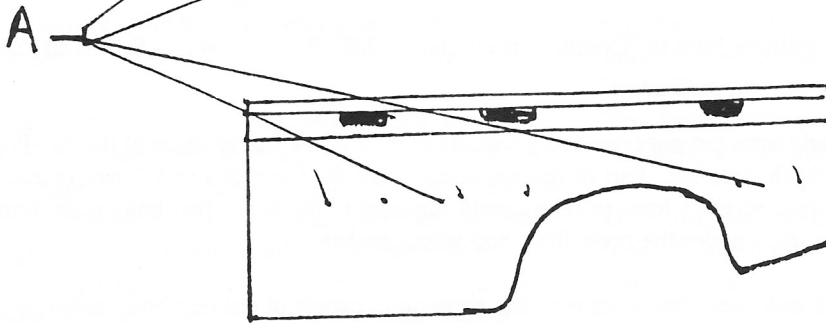


ILLUSTRATIONS FOR REMOVAL OF ANGLEIRONS  
ON COMBAT SPECIFICATION LAND-ROVERS



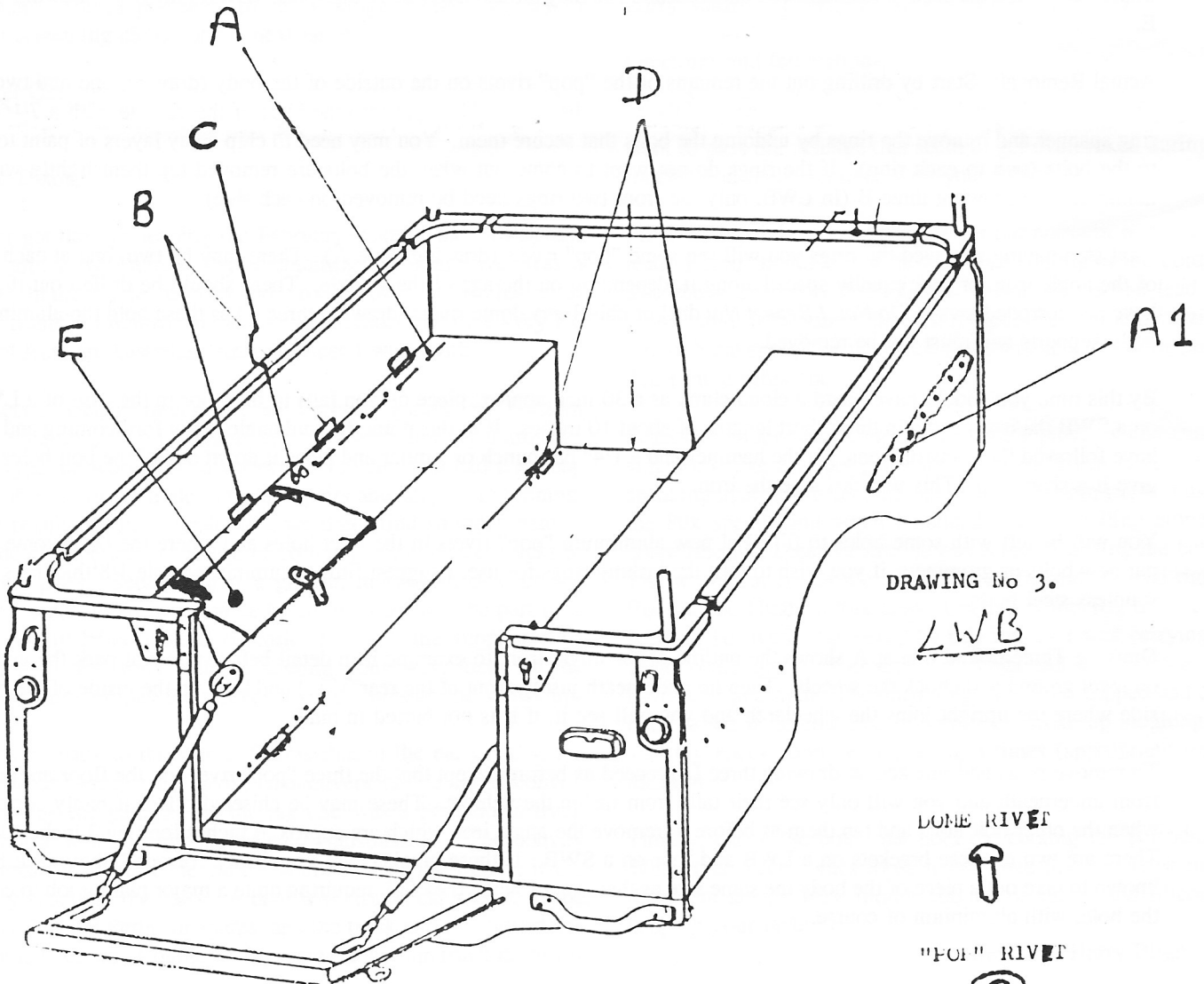
L.W.B.

DRAWING No 1.



S.W.B.

DRAWING No 2.



DRAWING No 3.

L.W.B.

DOME RIVET



"POP" RIVET



### Removal of the Angle Iron Reinforcements from Land Rover body sides (cont.)

Whilst I am writing, I would like to thank Ottawa Valley members who invited me back to their rented house for supper during the 1994 British Invasion at Stowe Vermont and yes I do agree "Bates" er Mr. Pilgrim does make the best Spaghetti Sauce!!

All the best for 1996.

### Handy Rover Tip #422: Keeping push-pull cables working: by Alan Richer

If you have a winch or other external item that uses push-pull cables, there's an easy way to keep them from rusting out and sticking.

Get some shrink tubing of the proper size to fit over the housing, and trim it to fit. Remove the inner core of the cable, and fill the housing with grease (a needle injector works nicely). Reinsert the center, and catch the grease coming out when you do so. Smear the waste grease over the outside of the housing, and cover with the tubing.

This made a heckuva difference on my winch cables - they don't bind, and there's no possibility of their rusting out.

### FLIPFRONT by Mike McDermott

Fed up with lying in the mud trying to get the oil filter off? Getting tired hanging by your toes from the fender struggling with the starter? Worried about adjusting your master cylinders but you just can't face removing the fenders...again? There IS a better way. A weekend's work can give you a neat system where the entire front body of the Land Rover swings out of the way to reveal unhindered access to all those nasty little bits that have been hiding away for years.

The approach is simple...mount the rad separately to the frame, bolt the bonnet, fenders and grille panel together and use the existing bonnet hinges to swing the whole assembly up and out of the way. For really severe engine work, you simply unplug the electrics to the front and slide the entire assembly off the hinges...takes 10 seconds. The system has been used for years on large commercial vehicles, sports cars and competition machines...things that require a lot of maintenance... like most Land Rovers.

First thing to do is stand around and think a little. What's going to have to come off the front body work to make the plan a success? The bottle for the windshield washer has to go, or it'll be a wet head for the first person who lifts the new assembly.

And you can't mount your spare on the bonnet anymore--unless you're an Olympic weight lifter. That done, take out a piece of chalk and scribe some marks on several places for later references...like where the rad meets the front cross member, where



the grille panel meets the rad and the frames. Then take everything off...bonnet, fenders, grille panel and rad.

On Series II and later you'll have to rework the sill panels under the fenders a little. If left stock, the fender will bind as it moves up and down. Best to cut the sill flush with the bulkhead and fasten the front part directly to the bottom of the fender. Members who use their LR in the rough a lot often remove the sills completely because they're strictly a cosmetic item and susceptible to bashing from the high ground.

Next, take two lengths of 1/16 angle iron, 1-1/2 wide by 20 inches long and match them to the mounting holes on the rad frame, where it was bolted to the grille panel. Ensure the top of the iron is flush with the top of the rad frame. Drill 1/4 - inch holes and countersink them from the outside. Then bolt the iron to the rad frame using countersunk screws so the surface between the grille panel and the angle iron is flush.

That done, place the rad with the angle iron attached where it sat originally on the front cross member. Remember to check your scribe marks and ensure the rad is centered, straight and level. Tack weld the iron up-rights where they meet the rear of the front cross member and put the grille panel back in place to see if everything is where it's supposed to be.

Remove the rad and complete welding the iron up-rights into position. Then, run a 3/4-inch piece of angle iron from the top of the rad support on the driver's side to the bulkhead support above the steering box to provide stability. A rod to support the assembly in the open position is also fastened to the top of the rad support and contacts the bonnet. In the closed position it can be tucked into a bracket on the dash bulkhead.

Bolt the fenders, bonnet and grille together and slip the assembly into place on the bonnet hinges. Late models with plastic inserts in the hinges may have to be reinforced to carry the added weight. If you did everything right, the assembly should drop right into place, the grille panel fitting into position flush against the rad supports.

Tapered brass pins in the rear edge of the fenders where the bolts used to go will help the fenders find their rightful home in the bulkhead. You can make your own from brass, 5/16 bolts. Grind a one-inch bolt to a taper, leaving a few threads near the head on which to put a "thinned" nut to secure it to the fender.

Aluminum fender inserts mounted between the inner and outer fenders help guide the pins home and keep wheel spit around the heater motor, clutch and brake master cylinders to a minimum. Existing splash guards may have to be removed because they would hamper the assembly movement. The whole thing is held at the front with heavy-duty latches fastened to the bottom of the grille panel and the front cross-member. Place a thin bumper material between the cross member and the bottom of the grille panel to prevent wear and allow "spring" for the latches.

Multi-contact plugs can be used to connect the lights and other electrics and make it fast and easy when you want to take the whole assembly off. Total cost is under \$20 for the steel and aluminum. Added weight of the fenders and grille on the hinges is about 45 pounds. And all the work will make sense the first time you have to change a starter in January.  
[note: this article originally appeared in the ALROC Transfer Box, Issue 19]

### **OVLRL New Age Tips, Painting, Part 3 & 4 by Alan Pilgrim**

When I launched this series (at the request of someone anonymous) I jokingly said "only if you will accept a 24 part series" little realising how much effort is actually expended to actually paint a Land Rover. OVLRL will not regret having allowed me to make a contribution towards preserving a tradition that dates back to Robin Hood and Eric the Red... Thanks.

We spent an unusual amount of space in our first issue, to focus on the preparation so necessary to a successful project. But now we can tackle the meat and potatoes and start to get our hands working.

In this section, we will begin to focus more sharply on our objective, which is to protect our "Rover" from the elements. We'll need a broom, a dustpan, a garbage can, a small table (workmate with 3' x 3' **Good One Side** plywood will do fine), a garden hose, a rake, rubber boots, and finally we're ready.

First, let's anticipate a problem and resolve it now, before we become distracted. A large pitcher of lemonade, properly chilled, will be greatly appreciated once the frenzy commences. Far be it my intention to be overly critical, about commercial, prepackaged, canned or powered lemonade concentrates. Do let me assure you, that compromising certain values at this



juncture would set the wrong standard in the coming **Affair of the Heart**.

If you have planned properly, the latest shipment of fresh produce should have arrived at your local food emporium, while you were shopping, yesterday.

Now here is a delightful revaluation just for you. Always bring a circuit tester with you to the emporium. A little known fact about fresh acidic fruits is that with two metal probes (one copper and one steel) two short pieces of #20 gauge 12 volt wire and a very low ohm light bulb, you can be assured of top quality lemons with which to concoct **A Royal Pitcher**. I get a real charge out of that!!! Simply shick the two probes into each lemon, 3 inches apart, connect (soldering) a wire to each probe and completing the circuit by touching both free wire ends to the light bulb. The brilliance of the bulb or connecting the circuit tester and measuring impedence, should guide you to choosing 20 or 30 lemons you will need, for world class lemonade. Having gone to this much bother, please do not use tap water as the **fluide de choix**. Only a clear mountain bottled liquid could possibly complement nature own. Do choose a coloured or porcelain container to hold this wonderful concoction and protect it against the harmful rays of the sun. I am unaware, sad to say, if porcelain containers, can be purchased, with a sun block formula or protection. I suggest you ask your chemist.

Finally we're ready to get down to business. Next issue we tackle the "raison d'etre and nothing gets in our way. By now, I had hoped to have a paint company who would sponsor this series of invaluable tips to our members. I do sense a jaded attitude of "laissez faire" among disinterested parties. Every effort will be expended to complete this series on the time even if it means going without. Well, I don't know about you, but I can hardly wait til next issue: **Preparation and doing it!!!**

#### **OVLRL CLIQUES by (name with held at his request)**

How stunning to see the huge over reaction, to our President's Message concerning CLIQUES, in the Feb/96 newsletter. Who is this "Berg" guy talking about eh? Maybe there are some CLIQUES not included in the President's concern. Ergo, here are some SECRET CLIQUES revealed at last...

#### **SECRET CLIQUES**

C.O.U.P "Clique of Used Presidents" This group sits outside on warm days, faces turned towards the sun, warm wool blankets covering quivering bony knees and reminices about the military might they could call forward at the height of their glory days. (Pathetic!!!)

C.O.S.C. "Clique of Space Cadets" Often seen wearing antenna type coathanger thingees and apparently receiving signals from other asteroids, way out there. Sometimes paint their toenails in aluminum paint to improve signals. Obsessive fascination with sheet metal screws and beer cans (Sproooooing)

C.O.F. "Clique of Founders" A small group of martinet-like gods who feel that any thing created in six hours, thirteen years ago by two nerds and a geek, should last a lifetime... (and you think religion is nuts???) PS. For \$1,200 you can still join this original group)

K.O.K.K. "Klique of Kute Kars" Unable to weld, find, drive, or fix the real thing, these diminutive types fondle, slaver, drool, sniff glue and construct a time best captured in a match box (Dinky is as Dinky does)

C.O.R.N.S. "Clique of Renewers" My checks in the Sahara - you mean this January? How much for July and October? I was outta town two months last year!! Dump the trailer and give us a free newsletter (Bite me!)

C.A.M.S. "Clique of Associate Members" Boy, I wouldn't vote if they asked me!. Waddya mean only Full members can wear frilly thingees to the Council of Love. Who said the trailer cover should only shade Christine and Joyce? Well lettem empty their own porta potty (More whine M'sieur Lobe)

Due to an underwhelming redeption, we still have airmile points with our aaaapads "Acme Air And Ambulance Plumbing and Donut Shop", to any of our members wishing t sign up with these SECRET CLIQUES... To qualify, make a choice, send \$600USA (worth \$2,300 Canadian) along with your warped faculty reasonings to join. A committee member of each CLIQUE will consider your rantings. (Please hold your breath as long as possible, daily)

A senior anonymous CLIQUE regulator.

### 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. Long Distance items will normally be printed for one month then deleted unless the I consider it interesting. Should any Club members have items for sale, or are looking for items, drop a note to the Editor. The space here is for you to use...

● Member, Mike Buonanduci has six Lucas single Wiper motors available for sale. These are original, still in the box, working motors. Mike wants US\$185.00 each for them. He has also found some new canvas tops for short wheelbase Land Rovers. They are in green or beige, have side windows. He has six of these too. Price, US\$290.00.

● 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 windshield, 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. (02/96)

● 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." (02/96)

● 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. (02/96)

● 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." (02/96)

● To anyone interested, my 1972 Series III 88" Land Rover is for sale. Green and Limestone. Hardtop, Excellent (mostly new) Interior, Rebuilt: Brakes, Transmission, Clutch. New: Windshield, Overdrive, Tires, Window Tracks, and many other Genuine Parts. Asking \$10,000. Located in Dallas Texas. Please email interest to: jameson@ix.netcom.com (03/96)

● "61 english land rover 88. safari roof, extra cleen. 4000 actual miles. price nego. R>H> Bell (801) 896-6615 or 116 No. 500 West Richfiel Utah 84701" (03/96)

● 1967 IIIa 109 ambulance ex army, rebuilt trans new clutch in last 1000 mi, very original except for exterior paint (now red and white), Runs and drives great, Anti roll bars front and rear, Oil cooler, all the military mod's, custom removable tow bar, 61k miles \$6500 I am located about 35mi east of Washington DC 301 261 5675 qrover80@aol.com (03/96)

● 1968 88" Safari, newly rebuilt engine, excellent mechanical condition, almost completely restored. Does need some finishing work in the interior. NO frame rust. Vehicle located in Victoria, British Columbia. May deliver the vehicle if required. Asking \$6000. Pierre, (604)474-5570. (03/96)

● 1963 LAND-ROVER II-A, 109 SAFARI, rebuilt engine, new brake & clutch, MASTER cylinder, slave cylinder, brakes, tank sender, straight, no rust, Very clean, \$16800 or best offer, 503-382-2789, Bend, Or Seller Phone: 5033822789 (03/96)

● 1963 LAND-ROVER II-A, 109 SAFARI, ribt engine, new brake & clutch. MASTER cylinders, slave cylinder, brakes, tank sender, straight, no rust, very clean! \$12000, 541-382-2789, Bend, Or Seller Phone: 5413822789 (03/96)