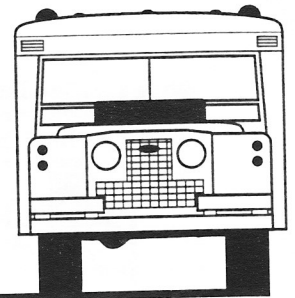


OTTAWA VALLEY LAND ROVERS

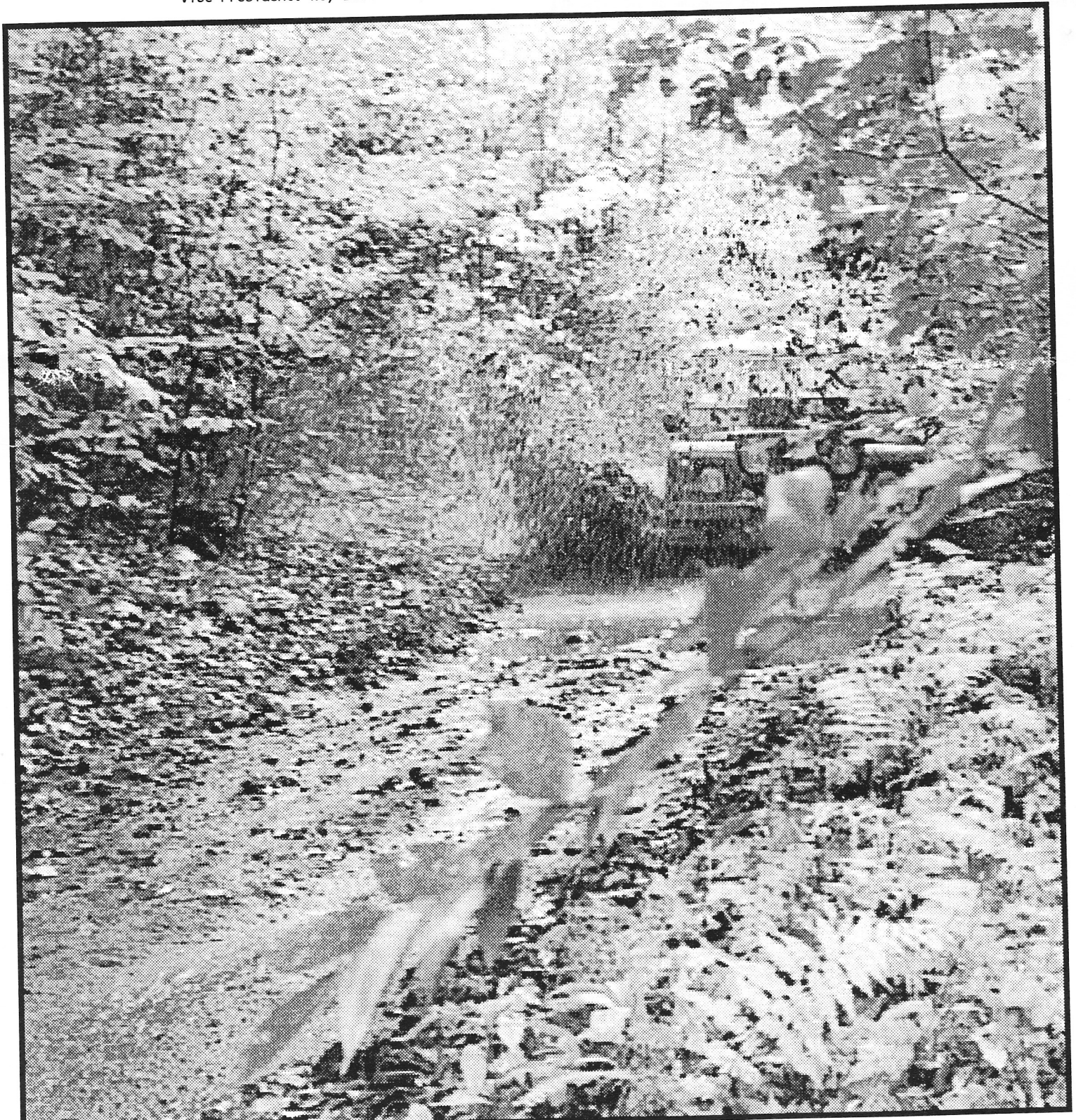


Volume XIII, Number 5

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)





**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.

Visit the OVLRL Web site:

<http://www.ridgecrest.ca.us/OVLRL/>

The Ottawa Valley Land Rovers Newsletter

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

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

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

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.

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

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

- May 18-20 The three day excursion to Lac Sam is being postponed until later in the summer.
- June 3rd **Executive Meeting**
- June 17th **Social Gathering at the Prescott**
Last minute planning for the Birthday Party
- June 21-23 The 13th Birthday Party at Silver Lake. See inside this newsletter for more information except the phone number for Sharbot Lake Provincial Park is *wrong*. It is (613) 335-2814
- July 6-8 8th Annual Downeast Rally at Owl's Head Maine. This is the largest Land Rover gathering in North America. See *Non-OVLRL news* for details.
- July Calabogie - Flower Station light-medium off-road journey.
- August The Breakfast on some island in the Ottawa River never visited by four wheel drive vehicles.
- Labour Day Silver Lake Revisited
- September British Invasion VI in Stowe Vermont.
- October For the long distance travellers, The Virginia club's 3rd annual Mid-Atlantic Rally. (See the February 96 Land Rover World for coverage of last years rally)



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

● The monthly regards to the collation crew at Bob's. If anyone is interested in purchasing the rubber stamps, whose image seems to be appearing on the envelopes, contact Andrew Finlayson at (613) 798-7393. For myself, the work number has changed yet again. Making this the fifth change within a year, my new work number is (613) 947-7364. Keeping with this trend, my home number will be changing at the end of the month. A correction from last month's newsletter. I forgot to mention Lenore Dowell for helping out, and it was Jason, not Jerry helping out too.

● **A Contest!** Back in the beginning of the newsletter, Neil Brewer designed the OVLR letterhead for use with the newsletter. Over the years many have suggested that it be made a little more interesting by putting different stylised Land Rovers on the letterhead. Following a discussion with Neil and Mike McDermott two years ago I approached Spencer Norcross to start producing new letterheads for the club. Last May we started changing the letterhead and now we mark a one year anniversary. To date, we have used twelve different stylised renditions of Land Rovers, either on the front page or inside. To mark this, in co-operation with *Rovers North* we will be running a contest.

The rules are simple. Any OVLR member (excepting myself and Spencer) can enter the contest. The object is simple. You must identify as many of the Land Rovers used as possible. *Rovers North* is supplying prizes will be awarded to the top three people. Just to make sure this isn't a cake walk for some, we will point out that some of the Land Rovers in question are actual customised club vehicles. You must identify who's vehicles these are, as well as what they are. All "customised" vehicles have appeared at the last Birthday Party and/or the Downeast Rally (big hint). And no, mine hasn't appeared on the masthead yet. Spencer is still trying to render dents accurately...

Entries are due by Saturday evening, June 22nd. You can hand deliver them to Spencer or I at the Birthday Party, or mail them to the club address. Winners will be announced at the Birthday Party and the complete page of all the mastheads actually used will be printed in the July newsletter. (Note, this implies that we have a lot more different letterheads to use, so stay tuned... In fact, if you would like the chance to have your rover immortalised on the cover of a future newsletter, send a frontal picture to Spencer Norcross, 32 Webster Street, Haverhill, MA 01830. Please indicate whether you want the photo returned, otherwise it will join the growing Land Rover wall in Spencer's kitchen.)

● **A Note From the Prez:** Giddy eh! Sorry! I missed last month's newsletter due to being on holidays. Had a great time and now I'm back into the swing of Land Rover events again. As you're aware the next one is the Birthday Party. It will be the 13th annual! The weekend of May 4-5 I went to Silver Lake and checked out the off-road course. On Saturday **Kevin Haasper, David Vermette** and myself drove over the trails. Kevin in his 'Defender Pretender' (Suzuki) put on a great mud pushing and throwing show in the first mud hole. This is the same hole that Pam Haigh had to winch the Range Rover through at last year's Birthday Party. Kevin did it unassisted.

On Sunday **Mike McD, Bates, Jerry and Neil Brewer** arrived to help clear the trail of trees and anything else the winter left behind. We built a bridge at the railway line crossing. There we were, six grown men acting like young boys, pushing logs through the water from one side of the bank to the other. It's so great to be outdoors and reliving our childhood. At the water crossing, Al was first to go through. He made it half way before Sally stopped dead. Stranded. I went with my rover to pull Al back to shore. Dave sat on the hood to hook the strap to Al's rover. As he was straddling the rovers, I leaned out the window and said "I should put it in reverse and see what happens". The rover jumped back and Dave's legs spread farther and farther apart, but he didn't fall in (darn!).

With Al's rover back on dry land and WD-40 sprayed on the wires it was time to try again. How far did Al make it this time? Five feet farther than last time. Again....we go out to get him. This time no starter, no

Ottawa Valley Land Rovers Newsletter

May, 1996

Editor:	Dixon Kenner (h) 820-1024 (w) 613 947-7364
Graphics:	Spencer Norcross
Contributors:	Alan Richer, Mike Rooth, Al Pilgrim
Photos:	Spencer Norcross, Ben Smith.
Other help:	Bob Wood, Not so Desperate Dale, Murray Jackson, Fred Joyce, Bruce Ricker, Andrew Finlayson

clutch. Deep water can sure play havoc. Al said some choice words, then Sally burst into life and made it to the other side. High and dry again. Al's main concern was knowing when lunch would be served. The last obstacle was the beaver dam. Al had to winch over. As I was going over the dam a piece of wood flew up. It pushed the floor board up so high I could not depress the clutch or brake pedals. Mike made it over with no problems.

Out to the highway, back to Silver Lake for food to complete a great day. If the trails stay like this, the Birthday Party off-roading should be a great success. Hope to see you there. Till next time, happy mud-plugging! Jason Dowell

● **Dave Bobeck** (Washington DC) supplies another piece of useful Land Rover repair steps to follow: "RRRRRR... Well, I got to see yet another piece of my Rover up close and personal. Some tips on repairing the handbrake. HOW TO REPAIR THE LAND-ROVER HANDBRAKE: 1. Do not repair the handbrake. 2. If your gearbox sounds like its going to blow up when you are in neutral, assume it's the handbrake. 3. Call Rovers North and describe the sound your gearbox makes. They are experts on sounds and will diagnose your problem for you. This will save you time in the future, by allowing you to dismantle the whole brake assembly instead of just removing the drum and checking things out. 4. Try to undo as many rusty pieces as possible without cutting. This will make the job take longer and you will get really dirty, which is the real goal of backyard repairs, right? 5. Under no circumstances should you stop by the liquor store before you start this job. We wouldn't you to be distracted by having good, room temperature ale laying about. 6. If you decide to grind through all the stubborn pieces, please place a barrier between the sparks and the petrol tank. A good example of something to use for this would be your factory service manual. It fits nicely in the space and has lots of extra pages you can burn off before you get to the parts you actually need. Besides they're pretty inexpensive, right? (ha ha) 7. If all of the linkages are fused together as one piece, then you can assume that the problem is not with the linkage. Take off the brake drum, trying to strip as many nuts as possible. Who needs all those silly Whitworth nuts anyway? 8. When you finally get the drum off, retrieve the broken spring that was causing the shoes to rub. You will need to replace this someday. 9. Remove the rest of the linkage and the actuator rod, shoes, etc, etc, from the handbrake assembly. Replace the drum and put back all the stripped nuts. Remember to carry around a wheel chock of some sort as you now no longer have the privilege of using the handbrake. 10. Pour 1 can of radiator stop leak into the radiator. Top off the radiator coolant level. This should take about 1/2 US gallon, even if you haven't driven the vehicle since you last filled it (!). Drive around for a few minutes to make the stop leak work. The handbrake is now repaired.

● From **Mike Rooth** (Loughborough, England) "Due to the munificence of our Chancellor of the Exchequer (Bless him, don't vote for him, take the money and run), 25 year old vehicles are now exempt from road tax. The registration thereof involves sending the Registration Document (called a V5 in Civil Servicespeak) back to the Driver and Vehicle Licence Authority for a change in taxation class from Private Light Goods to 25 Year Tax Exempt. This procedure apparently also alters the physical characteristics of the vehicle to which it applies. Research into this phenomenon has commenced, but not much progress has yet been made. The manifestation of this can be found against the item marked "Taxable Weight". Where previously this read 1406kg unladen, it now reads 3499kg gross. If you subtract one from the other you end up with an allowable payload of 2 tons. It seems that the DVLA have at a stroke rendered Land Rovers 1 ton models instantly redundant, and they needed a 109" chassis to do it. DVLA, with a stroke of the laser printer, or whatever have managed it on an 88" 11A diesel chassis. Unfortunately, due to the revision of the towing rules here, it would appear at first sight that the vehicle, which has in the past been used to pull a trailer with two horses inside, has now become too heavy to pull anything at all, due to the imposition of a 3.5 ton gross train weight. One wonders what the 101FC would weigh under these circumstances?"

● A note from **Russell Wilson** (Pittsburgh, Penn) "I was driving the pig home from work yesterday in a pounding rain, the left to right kind of howling rain. I came upon a construction area where the four lane highway was being restricted to only one lane in my direction. Merge right. O.K. now I'm in the right lane with a nice long line of orange cones on my left. Here I sits and I sits some more. Well I decide to cut between the cones across the other lane of traffic, which was stopped, and scoot up a cross street. Well I managed to clip a cone and the damn thing got stuck up under the pig. Keep in mind that it is raining like a cow pissing on a flat rock, I am now between the two rows of cones with traffic restricted to the outside lanes in each direction. I get out of the pig... on the right side (RHD) and start to kick at this damn orange highway cone. The thing is really stuck. I give it one last good kick and the things lets loose only to spin out into the other lane of traffic and be run over by not one but two cars in the opposite lane. This was a funny scene because I watched it while laying on my side under the pig kicking at the damn thing. At this point I get up off the ground to see who? Why a police officer of course! The guy had just showed up to direct this goat f___ of a traffic jam. So here stands this local cop soaking wet, looking at me, look at this cone which I retrieved from further abuse in the traffic lane. I put the cone back in line with the others and got back in the Pig all under the watchfull eye of a very pissed looking police officer. I put the pig into gear and what sound greets me???? Why a loud BANG of course!!! one half shaft in the shitter! At this point the

cop had lost his sense of humour about the whole thing and started to walk toward me.....as my mind cleared and horns blared I smacked the yellow knob and prayed.....zoom..... off into the wild blue yonder! Saved by the front end. A close escape from the clutches of evil.

● New York OVL R member **Eric Zipkin** has just taken the plunge and gone into the Land Rover business (don't worry, mental health experts have been called in). His company, "Overland Motors Ltd." claims to specialize in expeditions and accessories for such journeys. Eric also says he can supply almost any other type part for a Land Rover, if given a little notice. You can reach him as follows: Overland Motors, Ltd. 1075 Washington St., Peekskill, NY 10566 USA Phone: (914) 734-4333 Fax: (914) 734-4352 (<http://www.OverlandMotors.com>)

● A note from **Harry** on tailgate barbecuing: "The advent of Spring! Timing is perfect especially for those out on strike, trying to stretch \$100 strike pay into \$800 - \$900 weekly budget. Or just the real-world pensioners. The availability of fresh road-kill once again. Groundhog is similar to duck in texture. Got 2 the first try. It helps when the ditch is shallow and wide and speed in the Land Rover can be maintained at least 30 mph to get them before they can hide in their burrows. mating season improves the odds. Remove pelt carefully for other uses. I found that by holding the hind feet in the bench vice, carefully cutting around the tail area, the skin just pulls off down to the neck. Recipe for "Faux duck stew in foil" cooked on the intake manifold while on a trip to a rally or event. Form a pan from heavy duty foil, sized according to the manifold flat area. 1 kilogram meat chunks (marinated in wine overnight), 6 to 8 potatoes, quartered, 5 or 6 cloves of garlic (to taste) and a dash of tabasco, 2 cups sliced carrots & turnips, 3 or 4 large onions sliced, salt, pepper, oregano or chopped cilantro (you know), 4 cups of water, wrap in 2 layers of heavy foil & place on manifold. You can drive all day, set-up camp and supper is ready. Grey poupon, crusty loaf bread and a chilled white wine, a chardoney, sets this off. Serves 4 - 14 people depending on who the recipe secret ingredients were shared with. This principle works with other meats too, if groundhog is not your style"

● Dealing with rotten frames seems to be a trend in parts of the club as of late. **Spencer Norcross** (Haverhill, Mass) has just completed a frame over with much help from **Alan Richer** (Chelmsford Mass). Spencer picked up a new frame and a ton of parts from Rovers North one weekend, delivered it to Alan's abode and over the course of several weeks transferred the *Wayback Machine* from one rotten chassis to a nice new galvanised one. Spencer's account of the exercise will be in next month's newsletter. However, Spencer did notice that Alan has this thing about wood trim and was seen to be measuring up his 88" to give it a "woody" look. Continuing this trend in frame replacement, **Dave Bobeck**, is embarking on the same process with his *Green Machine*. Dave writes: "Its whole again! and now its time to pass the torch... my 88 is still languishing at "maximum disassembly", awaiting the next time I have time to work on it. This past weekend was occupied with a various Birthday/Mom's day celebrations/obligations, and this week I have to pack all of my belongings into little boxes so that I can carry them outside and put them into a U-haul truck destined for Arlington VA. That will take place Saturday the 19th, leaving Sunday (maybe, doubt it tho') open to get some work done. Here's the progress so far: New frame mostly painted Rear axle clean and ready for paint". We won't mention **Russell Dushin's** galvanised frame languishing in a barn near his poor neglected *Red Rover*. To round off various projects, **Phil Tusinski** is in the process of turning the 88 he brought home into a camping trailer. As he writes: "I quitted it inside, and I am making my own frame to put body on. My 88 is now equipped with remote jumper cables, a vacuum operated fan to cool me and a gauge that measures the temperature at your feet while your driving, I installed that one just for laughs. I am also looking for a Kodiak heater core and bumperettes for front. I am trying to drill through the rear door glass to make it a hinge so that I can drop it down for more cool air"

New Members

Four more new members joined this month.

- **Barry Hunt** of Chelsea, Quebec. Barry has a thing about 109 station wagons. More on that in the future...
- **Blake Moyer** of Hatboro, Pennsylvania with a 1995 Discovery
- **Paul Campbell** of Yellowknife, Northwest Territories joins with a 1974 Series III swb.
- **Derek Ballantine** of Ottawa. Derek owns a 1953 80"

Letters to the Editor:

Hi Dixon

When we first launched LRO SHOP in North America most people were happy with our presence although some Canadians were concerned that we were U.S. based. They believed that goods coming from the UK would first attract U.S. custom charges, then Canadian charges if they were sent on to Canada. One went so far as to voice their concern on E-mail. Robin Craig appeared happy that we were in fact Canadian based and in any event all goods were dispatched directly from the UK. Duty would only be paid once at the point of entry to the destination country.

You can imagine our surprise when the very same Mr Craig elects, through the pages of your newsletter, to suggest that Rovers North would be better equipped to offer this service on behalf of LRO SHOP. For Canadian customers this would certainly mean dual tariffs on goods shipped from Rovers North. It seems we cannot please Mr Craig.

We would be happy to hear from Mr Craig on his conflicting views and we are truly sorry if we have not lived up to his expectations. As a goodwill gesture if Mr Craig will let us know which Solihull model he owns we will be happy to supply him with a complimentary T-shirt.

Yours truly,

K. Girling
LRO Shop (Oshawa, Ontario)

Greetings to Dixon and OVLRL;

I was pleased to receive the newsletter and to see my name as one of the newest LROs to join OVLRL. The last guy who had any enthusiasm for organizing club-type activities in Manitoba was the guy I bought my 88 from, Scott Shepherd. When I came knocking on his door in Powerview, MB, two years ago, asking if he'd like to sell his IIA, he first said no, reflected a bit, then decided the time had come. He's a Mountie, and I believe since re-posted. Hope he gets another LR soon. As for LRs around here, as far as I have tallied, there's one, maybe two Ser I, five or so Ser IIA, a few Ser III, one 110 ('83 diesel), and, of course, the score or so of Rangies and Discos the BMW/Land Rover dealer here has sold. The one D90 they had it didn't sell, so it went back east, I was told. My 88 hardtop started life in Canada in Vancouver, was serviced in Winnipeg in the early '70s (I have the original warranty books and owner's manuals) and was, I gather, a B.C. Hydro service vehicle for some time, which accounts for the front bumper apparently made from high-tension tower angle-irons. Scott bought it in B.C., might have had it briefly in Montreal, then in Powerview. I've had it in Winnipeg two winters: before that, minimal rust on the steel bits: now, aaargh! It's the only car I have, my daily driver, and

ongoing rolling restoration (never mind the necessary service and maintenance). It's a 1966 "early" IIA, but has the later Lucas distributor, Zenith carb, and master cylinders. Scott converted it to alternator and put on one of those spin-on oil filter adapters. It has a bodge-job paint finish in pastel green, though the original colour looks to have been limestone, but there's also dark green showing on the body, white on the cab, cream inside the cab, cockpit green inside where it should be, and bits of red and blue here and there also. There is, happily, a lot of the original stuff on the car and I've replaced a number of missing items as well, including the entire left wing. (You should have seen the BMW that hit me!) Last summer I had the transmission cross-member, front tank outrigger, and rear X-member replaced as well as some patching and plating on a few spots on the frame. At the same time, I had a new set of springs and bushings installed. Next year, body work and paint?? This is my first Land Rover, and it was a long time coming, since I always wanted one ever since I used to play with my Matchbox and Dinky LRs.

Sorry to ramble, Mark Perry (Manitoba)

Dear Dixon,

We had a great time, all traces of cabin fever are gone. What a combination! Hot food, coffee, fresh air, exercise.

The romp through the forest was invigorating, the first part was Chevette and Civic territory and then it got interesting.. As the day warmed up, the snow conditions deteriorated and the vehicles at the tail end of the line had some tough going.

I had some interesting moments during the day, like that tree that I touched. Some people may think that I lost it and ran into it. Wrong! I was practicing a form of controlled deceleration, a person should be aware of their vehicles limitations in case a problem arises on the highway in traffic.

I also lost the use of my winch due to a design flaw that was due to be improved upon two weeks earlier but got overlooked in my busy schedule. My 3/8" cable got cut almost at the drum end, so not great loss. Oh well, crap happens.

My missis, my dog and I are looking forward to next years first outing again and praying that some of the people who inflicted their dogs on the rest of us might eventually learn from association (if nothing else) that dogs and kids can be trained to respect other peoples space.

Tally ho! Pip pip, and happy hypoid fumes.

As ever Harry.

Thirteenth Annual OVLRL Birthday Party

Date: June 21 - 23, 1996

Place: Silver Lake -about sixty miles west-southwest of Ottawa (see attached map)

Cost: \$15.00 per person over 12 years old

\$8.00 per child aged 6 through 12

Children under 6 are free

Gen'l: This is the same site as last year's event. There is room to camp "inland" on the property. The property is located about half a mile from the Silver Lake Provincial Park, so there is a more civilised campground available for those who prefer showers. For the more degenerate, there is also a motel very close by with both rooms and cabins for rent (1/8 of a mile). Apparently fishing can be done in the Lake. Bring your own canoe.

Who: This event is open to all Land Rover enthusiasts. However, noting a rise in attendance levels over the past few years, we **require pre-registration** for this event. We must have accurate counts of people so preparations can be made. For safety, if pets must accompany you to the event they must remain tied on a short leash at all times.

Registration Deadline: Your registration must be received by **June 10th** in order to guarantee entrance to the OVLRL Birthday Party.

Note: If you wish to camp at the nearby provincial park please contact the Ontario Provincial Parks Authority for Silver Lake for more information and reservations at (613) 268-2000. If the park is full, the next closest is Sharbot Lake Provincial Park at (613) 355-2814, They also handle reservations for Silver Lake. The Silver Lake Motel adjoins the Birthday Party site. For reservations call the Silver Lake Motel & Cottages at (613) 268-2511

General Schedule:

Friday: Participants arrive There are no organised activities and everyone looks after their own meals. The registration desk will be open after 4pm. It will be located near the kitchen trailer. Please be sure to sign in and pick up the event package.

Saturday: Breakfast is the participant's responsibility Registration continues. Departure for the first off-road is at 10 am. All vehicles participating must pass accepted safety standards. First aid kits and fire extinguishers are recommended in each vehicle. Helmets are requested to be worn by children. Children are not permitted on the Heavy Off-road course. Lunch (hotdogs and hamburgers) will be provided by OVLRL. The afternoon will consist of another off-road and other activities. The light off-road is expected to take about two hours to complete. Dinner will be provided by OVLRL (roast pork, potato pan fries and salad) The day will close with a social evening. get to know fellow Rover enthusiasts.

Sunday: Breakfast (eggs and toast) provided by OVLRL. Auctioning of Land Rover accessories. OVLRL clothing will be available for sale throughout the weekend. Contact Christine Rose (613) 256-1598 for special orders.

For more information, call Jason Dowell at (819) 595-4593 or Jerry Dowell at (819) 827-2932

OTTAWA VALLEY LAND ROVERS 13TH ANNUAL BIRTHDAY PARTY

JUNE 21 - 23, 1996 - SILVER LAKE, ONTARIO

PRE-REGISTRATION FORM

Participants in the 1996 Birthday Party must pre-register to allow us to make adequate preparations. If you wish to attend, please complete and return the top portion of this form by June 10th. Please complete the bottom section of the form and bring it with you to the event.

Name: _____ Phone: _____

Address: _____

City/Town: _____ Province: _____ Postal Code: _____

Vehicle Type: _____ License Plate: _____

Names of all persons in your party:

1. _____ 3. _____

2. _____ 4. _____

Off-road events

I will enter my vehicle in the "heavy off-road": _____

I will enter my vehicle in the "light off-road": _____

Admission Fee

Adults: \$15.00 (tentative)
Kids 6 to 12: \$8.00 (tentative)
Kids under 6: Free

This event happens through the hard work of volunteers. Many hands make light work. Are you able to help out

During the event?	_____
Before the event?	_____

Return this portion with cheque to OVLRL, 1016 Normandy Crescent, Ottawa, Ontario, Canada, K2C 0L4. Details of location, facilities, etc. will be printed in the newsletter. Direct questions to Jason Dowell (819) 695-4593

(This waiver must be signed by all participants and brought to the Birthday Party)
Ottawa Valley Land Rovers - PARTICIPANT LIABILITY WAIVER - 1996 Birthday Party

SOME NON-OVLR NEWS AND RUMOURS...

● An interesting editorial from the May *Land Rover Owner* magazine (reprinted with permission): "Almost no other vehicle manufacturer relies on its image as much as Land Rover to move the metal. Unfortunately Lode Lane has fallen foul of the advertising watchdog the Advertising Standards Authority, for claims that three out of four of the vehicles it has built are still on the road. (*I think he meant three out of four *ever* built*). It appears that Land Rover was being economical with the truth by counting reconditioned, exported, and untaxed vehicles, and not just those working. In fact all those vehicles kept in circulation by Land Rover Owner readers. Apart from exposing this massaging of the figures, this judgement also reveals how Land Rover uses the army of Solihull enthusiasts to maintain its legendary image. Put bluntly, Land Rover is selling Discoverys and Range Rovers thanks to the owners who restore and run older vehicles and the suppliers who make that possible. Ask the buyers of new Land Rovers the reasons they bought one and many will reply that among them was the fact that Land Rover makes the world's toughest vehicles. Just look at the thousands that are still on the road, they'll say. Again, it is the enthusiasts that are behind this perception. There's nothing wrong with Land Rover exploiting its past, but there's a big danger in the way the company is developing. It's moving away from being primarily the builder of utility machines, towards creating expensive vehicles that are never used off-road, and could lose touch with its roots and destroy that vital image. If fashions change, Land Rover could be exposed as the off road king that has no clothes. No ad agency would be able to put that right. "

● Speaking of *Land Rover Owner* magazine, here is a recent announcement from the *LRO Bookshop* on the Internet: "Subject: LRO Subscriptions: With considerable input from Dixon Kenner at *Ottawa Valley Land Rovers* club we have been pressing *LRO International* to reduce the subscription price of *LRO* in North America. As many of you know it was cheaper to buy it on the news stands. I am delighted to advise that our efforts have paid off and a one year subscription will now cost British Pounds 57, a reduction of BP20. Still to be confirmed is how existing subscriptions will be treated. We believe it will be one additional copy for every three outstanding. If you have just taken out a subscription you will receive 4 additional editions. For those of you who have been asking about subscriptions we will be happy to assist you at 1-888-LRO-SHOP. We will now begin the push for more coverage of North American events and issues. Let us know by e-mail, or telephone, what you would like to see in *LRO International*. With kind regards, LRO SHOP" One should add, that with a North American toll free number, if your copy arrives soiled, damaged, or just doesn't arrive, you can ring 888-576-7467 and have them send you another copy rather than try and deal with England.

● July 5-8 *8th Annual Downeast Rally* at Owl's Head Maine. This is the largest Land Rover gathering in North America. Held annually for the past eight years, the rally is the creation of Myles Murphy, an avid Land Rover enthusiast. The Rally has grown over the years to a point where it is the largest gathering of Land Rovers in North America. For *OVLR* members who want to get exposure on television, there is a film crew flying in from England for this rally and will be producing a show about this rally.

Friday: Jeff Aronson will be your guide for Vinalhaven Island tour.

Saturday: Off-road day.

Sunday: Owl's Head Transportation Museum. Well over 100 Rovers, clubs, companies, LRNA, Rovers North, Airshow etc. Free admission to all arriving in a Land Rover, Range Rover, Discovery, or Rover car.

Monday: Sheep dog trials - or something like that.

Details: Myles Murphy, RR 2, Box 23, Lincolnville, Maine, 04849 (207) 789-5303.

Fees: BBQ at off-road day \$5 (Canadian \$5 will do the trick) per person. Saturday evening dinner - lobster or steak or fowl will cost around \$15-20 per person - it'll be a feast.

● Having trouble sourcing new piston rings for the 3.5i Rover engine when genuine are going to run you huge amounts of money? Here are some substitute rings. They're supposedly superior to original equipment, and a "replacement standard size" set comes slightly oversize to accommodate cylinder wear and a light re-honing (as do most). They fit the 3.5 litre motor, as manufactured by Rover, model years 1977-1989. The manufacturer is Hastings. Hastings #4289 (standard) Hastings #2C 4289 (chrome moly)



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

A Quick Tutorial on Diesel Engines by Mike Rooth

Land Rover's first diesel was the 2 litre, now almost extinct. This was introduced as a result of customer demand coming from fleet owners with diesel fleets, (trucks, buses etc) where the Land Rover was the only vehicle they had which had to be trundled down to the nearest filling station. The engine was noisy, and due to Land Rover's peculiar policy of providing "equal capacity" engines (2 litre petrol/2 litre diesel) rather than "equal power" engines made the vehicle slower than its petrol counterpart. The unit was not overly successful. The writer knows of at least one owner who never went out without a plastic bag full of injector pipes in the back, due to the tendency of these pipes to split. Anyone offered a vehicle with the 2 litre diesel should think long and hard, because spares are now almost non-existent. The last reference to a 2 litre diesel the writer saw was a magazine ad which listed the engine as an unfinished project. The reason for sale was given as "fed up with it".

2.25 Diesel: Contrary to the beliefs of some, the 2.25 diesel, updated from the 2 litre, is a competent and hardworking power plant. It is also, in passing, part of the reason why the 2.25 petrol is so overbuilt, since the petrol engine uses parts common to the diesel. Again, the odd size for size policy makes a vehicle with this engine slower than its petrol driven brother, but that notwithstanding, it is a well made and durable engine. An indication of this can be gained from the fact that the line can be traced directly from the original 2 litre, to 2.25, then 2.5 naturally aspirated (fitted in the early 90 and 110 vehicles) on to the 2.5 turbo, which was finally replaced by the Tdi. Maintenance and overhaul are no more difficult than on the 2.25 petrol, whilst fuel consumption figures should be much better, the order of 28MPG being quoted as normal for an engine in good condition. Spares are slightly more expensive than for the petrol version. It is essential to change the oil at, or more often than, the stated intervals, for a long life. This, however, applies to any diesel engine. Injectors and the distributor pump are not owner serviceable.

Smoking: Excessive exhaust smoke can usually be laid at the door of injectors or distributor pump. If the owner is certain that these items are in good order and in the case of the distributor pump, properly timed, it is as well to check that the valves are correctly gapped, and correctly timed. This assuming, of course, that the bores/valve guides are reasonable.

Modifications/Additions: The 2.25 diesel as standard has series wired heater plugs. Consequently, when one fails, no heater plugs at all is the result, making the engine virtually impossible to start, particularly from cold. A firm, Dieselglow, makes a

replacement set of parallel wired plugs, which in addition to the eliminating the problem described above, has made the plugs much more robust, having a "bulb" type element, rather than the fragile twisted wire element of the originals. They are very little more expensive than a replacement set of series wired plugs, and the price (currently around 25 pounds a set), includes the replacement wiring. The original resistor is retained. In the writers opinion they are well worth having. They are widely available in the UK.

Series 11 and 11A diesels originally had two 6 volt batteries, one under the passenger (LH) seat, and one under the bonnet at the right hand side at the front. It is worthwhile to eliminate this arrangement, since in the UK at least, suitable batteries are not as readily available as 12v ones. The S111 has one large 12v battery under the bonnet, and it is this arrangement which is perhaps easiest to copy. The size required is around 96Ah. **WARNING:** These batteries are *heavy*. In the UK they come with carrying handles, and even so, it is no mean feat to lift one in and out over the wing. If at all in doubt, it is better to make the operation a two person job, rather than risk injury, or possibly more important, dropping the battery!

Fuel additives are increasingly widely available, all claiming such benefits as to make one think that the engine should be *creating* fuel, rather than using it. The writer has tried two. It should be noted here that the engine has good compression, slightly suspect valve timing, and injectors which had not been out of the engine for about five years. The first was Wynn's, a one-shot put it all in the tank affair. As far as I could make out it made not a bit of difference. The smoke level remained the same, starting was no easier, running no smoother. The second was an American product, made by Red Line, and called 85 Plus Diesel Fuel Additive. This is added a "shot" at a time, (the bottle is calibrated) every ten gallons worth. 24 hours after adding the first shot the engine was noticeably smoother and quieter. Inside the first week I found I was getting a mile or two per hour more from the engine for the same throttle opening. Presumably had I not used the extra speed I could have traded it off for increased economy. Starting became easier, and smoke levels were reduced, but not eliminated. Unfortunately, the additive is not readily available in the UK, being currently imported by a one man business, so when I ran out, I discontinued its use, so am unable to comment on the long term effects of using it. However, initial impressions were favourable. For those interested, the address of the Manufacturer is: Red Line Synthetic Oil Corp., 3450 Pacheco Blvd, Martinez, CA 94553, USA.

The 2.25 valve timing is chain driven, and should last a good long time. However, the chain can stretch given time, leading to less than ideal valve events. For those with the money, an English company has produced a set of gears, and replacement timing case, which will eliminate the effects of chain stretch for good. The company is Zeus Design Patents. The modification is available for all 2.25 engines, petrol and diesel, and 2.5 likewise. It is of even greater benefit to 2.5 users, because it replaces the troublesome timing belt used on these engines, failure of which can prove expensive, if not disastrous. Gears are also available for 200, and 300Tdi engines. The kit is not cheap, over 200 pounds at time of writing (18/1/96). One owner with a 2.5 naturally aspirated engine had such a kit fitted, and the resultant reduction in emissions caused the relevant meter to refuse to register any at all! Which led the garage owner to call out the engineer, thinking the equipment had failed. It had not! The company's address, for those with the necessary depth of pocket is: Zeus Design Patents, 8, Devon Units, Budlake Road, Marsh Barton, Exeter, Devon, EX2 8PY England.

Running the Engine: As with all diesels, starting must take place with a wide open throttle. Indeed the original Owners Manual specifies this. Since diesels require a copious amount of

air, particular attention should be paid to keeping the air filter clean, and the airways unobstructed. S11, 11A, and 111 models have a hand throttle, which can be used to raise the tickover on cold mornings until the engine has warmed through. On unmade tracks, the engine will drive the vehicle at tickover, at remarkably low RPM's. Engine braking is extremely good, and useful. For those used to petrol engines, the S11 & 11A Engine Stop Pull knob takes a little getting used to. Note: the engine must be stopped first, *before* switching off the electrics. Particularly if the vehicle is alternator fitted. The S111 has its engine stop on the steering column. The only other difference is the low fuel warning light, which starts to flash with fuel surge at about a quarter tankful, and glows steadily when about two gallons are left. Running out of fuel in a series machine is not to be recommended, since the fuel system will require priming by hand before the engine will run. Finally, it is advisable to keep plenty of fuel in the tank in winter, to combat possible waxing, although modern fuel has anti-waxing agents added, or should have. Even so, two gallons in a ten gallon tank will wax up quite readily, even in temperatures attainable in the UK. Be warned!

Note: At this time there are three diesel Land Rovers in OVLRL. (Mike Rooth, Dale Desprey, and Bill McLellan)

Subject: Proper Land-Rover beer? By Alan Richer

Just a little something for your Friday enjoyment.... comments welcome. In recent conversations with other Rover owners, I've noticed that there's some confusion as to the proper beer(s) to be consumed if one is a Land-Rover owner. LR/RR owners seem to be the only owners with this problem, mostly due to the proliferation of wonderful beers, ales and the suchlike on an isle otherwise not noted for edible food. And then there's the Australian problem....all that Fosters in 1-litre cans.

Unimog owners, of course, drink good German pilsners, or perhaps a Doppelbock if in the mood for something darker. Jeeps can often be followed by the trails of American lite-beer cans falling out of the back (plus the remains of the ones used to patch bodywork). And Japanese 4X4 owners....who cares? We LR owners are the only ones with this confusing problem.

Now, on to the problem. I think we have to look at this problem geographically. A suitable beer for the a cold day on the moors wouldn't be appropriate for an Arizona mountain-climb, and of course shouldn't even be considered. The type of vehicle also plays a part here. A hearty ale suitable for a hairy-chested (and eared... -ed.) Series II herder wouldn't be at all suitable for the more refined champagne sensibilities of a Discovery owner, who would of course prefer a microbrew served at the proper temperature.

But I digress. The first thing we need to address is quantities and frequency, which shouldn't vary with either the vehicle or

individual tastes. The simple answer on this one is large, and not while driving or planning to drive or operating machinery or tools. We need to be careful on the drinking and driving issue, but other than that we're all adult enough to take care of ourselves on this one.

Now that we've cleared the trivia, it's time to choose. In my opinion, the baseline beer here is Bass Ale, or perhaps Watney's Red Barrel for those of lesser tastes. These are good all-around hearty British ales, each with a distinct character of its own. Also, they can be considered year-round beers, as suitable to a summer's evening around a campfire as they are to winter warming after a day's off-roading in the snow. For those in warmer climates, the aforementioned Foster's is refreshing, though perhaps a bit heavy if really warm. Mixing ale with lemonade is definitely OUT, but if you do, don't tell us.

For the traditionalists Guinness stout is a classic among classics. As it can be had everywhere in the Known World, it can be a link to home when in the Kalahari, Nome, or Nepal (or New Jersey, for that matter -ed.). Also, should it be necessary, it can be used as a temporary substitute for the 90-weight in your gearcase and will have its flavour and drinkability enhanced by the experience. Harp Lager need not apply....

Of course, when one is off the beaten track, experimentation with whatever you can find is more than acceptable. Scotch Ales, with their sweeter character and heavy malty body, cut the

trail dust well after a day roaming back roads and green lanes in the Highlands. If one is in the wilds of Ireland, perhaps a barleywine, with their complex sherry-like characteristics would be suitable for contemplative evenings toasting one's feet before a peat fire. Murphy's Stout would be singularly appropriate here, especially considering the close association Murphy and Lucas have in our Rovers.

North American brews can and do have a place in this research. Maudite and Saint Ambroise from Canada, with their wonderful hop nose are fine companions to good times. In the U.S., Pete's Wicked Ale, Sam Adams from Boston, or any hoppy microbrews from Washington State can be pressed into service happily. Let us not even mention American megaswill, or the Carling counterpart in Canada....

The megaswills do have their place, though. The excessive carbonation in them removes mud and cleans glass quite effectively. They should not be used as coolant, however, due to a high freeze point (32F.) and a low boiling point (212F).

The vehicular differences can begin to be seen at this point. Diesel owners, after having their palates dulled by the smell of their mounts, may prefer a hoppier beer, such as an India Pale Ale, the better to cut through the Diesel stench that pervades their senses after even a short ride. Range Rover and Discovery owners, because of the comfort and refinement they experience, might go after a nice pint of mild, or perhaps cider or scrumpy.

To sum up the commercial situation on beer: Do what you do for parts for your Land-Rover - import, substitute local parts as appropriate, or do without.

Of course, the quintessential Land-Rover owner makes his own beer, thus is not influenced by the fickle wave of beer fashion. As a point of encouragement for this, I have (as a dedicated brewer and Series IIA owner) concocted the following recipe for my brethren in the Rover world. I came up with this one after experiencing, first-hand, what a 2.25 litre S.IIA Diesel will do to oil in a very short time. The Diesel left shortly after, but lives on in the recipe for this fine honey stout.

OVLR New Age Painting tips. Parts 7 & 8 by Al Pilgrim

Welcome back! I missed you. No cards. No letters. Money? As Rembrandt said, I'm ready to paint so lend me an ear. Let's talk about paint. There's so many brands to choose from. Century 21. Tremclad. CTC. Ford. Undercoat. Primer. Semi gloss (I thought that was lipstick or is it dipstick). I can't believe how awful bawdy or is it auto body shops try to make this simple job, so complicated. Let's look at this a little closer. You get an estimate that includes... An inspection - preparing. Repairing. Replacing body parts - filling holes - sanding. Sand blasting - taking things apart - putting them back together - masking - grafting - roiling - spoiling - priming - spray painting - finishing - baking - washing - invoicing. What! No waxing. No buffing. No wonder we're trying to get rid of socialised medicine. Pistol whip OHIP! Get a grip on yourself, Wally! When will you learn that the only reason professional business survives, is by giving you fair value for your money. The question is. Can you afford them? Yes, of course. I say No! So here is the alternative.

Let's break for a moment from this heavy stuff. I always keep a bottle of white wine chilling, just for the right raison d'etre.

Churchill's Diesel Crankcase Stout;

9 Lb.	Pale Barley Malt
.5 Lb.	Biscuit Malt
.25 Lb.	Black Patent Malt
.25 Lb.	Chocolate Malt
1 Lb.	Cracked Oats (Oatmeal can be used here) - Oatmeal is there for body - Lots of it!
.5 Lb.	Dark British Crystal Malt
2 Lb.	Dark Honey - it ferments almost completely away but leaves a nice flavour component.
1.5 ozs.	Northern Brewer hops
1 Tablespoon	carrageenin flakes AKA Irish Moss (to help clarify)

Mash-in malts with 11 quarts of water at 176F. Ensure that the cracked oats or oatmeal is thoroughly stirred into the mash, or you'll have a glutinous mess on your hands when sparge time comes around. Perform a single-stage infusion mash for 45 minutes at ~152F, then sparge with 6 gallons of 180 F. water. Boil until volume is reduced to 5 gallons (about 1 hour) adding hops at beginning of boil. Force-chill to 80F, then add yeast starter of Wyeast 1084 Irish Ale or equivalent. A good dry yeast can also be used here, but nothing too attenuative.

Ferment single-stage for 2 weeks, then siphon to bottling bucket, adding a prepared priming syrup of 1 quart water with 2/3 cup of corn sugar, boiled for 10 minutes then chilled. Bottle or keg as is your wish. I personally find that this brew does better after a month in the keg, then chill it down for a week to pack the yeast blanket at the bottom of the keg. Of course, the bottom line is to trust your taste on what to drink, as any beer is appropriate to a Land-Rover. Especially as beer is much like the oil in our trusty old friends - you put it in, and soon after, it leaks out. Sometimes very soon...

My thanks to Ken Leonard and Dick Joltes, hopefully both to soon be Series owners & OVLR members, who both helped in the taste-testing and suggestions for this document.

California, Ontario, Napa, frankly Scarlet, I wouldn't be caught blushing, ever. A simple French "B&G" for moi et toi. Hardly vulgar - never pretentious - always available. And pate' au bisquit. Who said meat paste. Byte my tongue. Cognac. Black pepper. truffles. Good gras. Watta spread. Now, don't forget the bisquits. Wheat. Sesame. Corn dodgers. Baby Dills. Olives a la marachimo. Tomatolettes. Cucumber slices. Cut open an avocado. Remove the bowling ball. Mix oil & vinegar with pepper, garlic salt, grated ginger. Shake. Shake. Shake. Pour. Pour. Pour over le avocado et enjoy.

Back to painting. A frame straightener. Welding equipment. Spray guns. Bake shop. Big building. Employees. Underhead. Overhead. Sikkens me. All this stuff. Ya don't need it. I think it's time to share my secret procedure. I like to call this "The International Short Cut to the Perfect 20 minute Paint Job". Waital next issue. Yere gonna scream wid delite. And don't forget the victory feast when it's finally over.

Next issue. How Bateman really got his start. Ask Andy, Bye!

A Land Rover Song from South Africa:

At a recent Club outing one of our members produced her guitar and led the group in the following which is quite a lot of fun. It goes to the tune of the Irish folk song "Wild Rover".

The words are as follows:

Ive owned a Land Rover for many a year
I use it to carry my whisky and beer
When we're on safari with Rovers galore
We all give three cheers for this great 4 x 4

CHORUS

And its no, nay, never, no nay never no more
Will I sell my Land Rover, no never, no more

I bought a Toyota to go to South West
But wasnt convinced that it really was best
I tried a Suzuki but threw it away
Cos a Land Rovers better, so what do you say

CHORUS

My bearings are buggered, the swivel pins too
The steering it wobbles, my problems are few
The leaks from the gear box and diff are so slow
So I'll check all the levels when the damn thing wont go

CHORUS

A Range Rovers faster but uses more fuel
The people who drive them they look rather cool
Its from the same stable but has better springs
But lets face it folks its just not the real thing

CHORUS

A Forward Control doesn't look quite so nice
But they used to be had for a very good price
Some of us think they do have their charms!
Just take a good look at "The Old Charlton Arms"

CHORUS

At rallies the Shorties they always come first
But the drivers all seem to develop a thirst
Series Ones, Twos and Threes all have their own place
And now the One Tens are the first in the race

CHORUS

I bought an old Landy and stripped with care
A 2A from Solihull is really quite rare
But how to repair it I asked in the Pub
They said to apply to the Land Rover Club

CHORUS

The Land Club members were quite a surprise
They all seemed to be a nice bunch of guys
Its thanks to them that I now know much more
About the Land Rover, that great 4 x 4

CHORUS

While we are singing theres one thing to say
Im sure we're all loving our wonderful stay
Back in the Lowveld its "dankie aan Gene -
Goeie more, goeie nag, lekker slaap en tot siens"

CHORUS

This song was the work of one Jake Pressly and Steve Shelly by all accounts and developed at an LROC of SA function in the then Eastern Transvaal, South Africa some tiome back. The reference to the "Old Charlton Arms" is the nickname given to a member's FC that was so frequented as a pub that at one time members tried to get into the Guinness Book of Records by cramming as many people as possible in, each holding a beer!! The quotes in the last verse translate into English as follows - thank you to Gene, good morning, good night, sleep well and good bye. Cheers all and greetings from SA Denese Jordan (Secretary LROC of SA : KwaZulu Natal Club)

Various Stuff for Sale

1967 Land Rover ambulance: The truck is in great mechanical condition with a total mileage under 60k. The frame, like all mil spec rovers, was undercoated from new and has no rust or patches. This vehicle went directly from British Army service to the person I acquired it from. It has all the mil mod cons ie.; oil cooler, front and rear sway bars, raised ride height, special springs, dual tanks, and stronger difs and axles. With the exception of the paint (now red and white) the vehicle is remarkably original with all the tags and placards still in the interior. Overdrive is not fitted at the moment but I have one available. I have driven this truck and it runs and drives great. The asking price is \$6750 Quintin Aspin Shady Side, Maryland

1964 109 Station Wagon, Marine blue with Limestone top. Rebuilt brakes, new cylinders, brakes lines, shoes, new master cylinder. Rebuilt rear hubs, seals and bearings. Rebuilt front hubs, new swivels, seals and bearings. New exhaust system and H/D rear springs. New shocks all round. Clutch rebuilt with new plate, master and slave cylinders replaced. New rear cross-member. Frame is in great shape, painted in black rust proofing paint. Replaced all window channels and doors seals, new interior panels and headliner. New 7.50 x 16 tyres on freshly blasted and painted limestone wheels. Re-sprayed in marine blue. Original paperwork and owners manual. Lots more done. Offers around \$12,000. Mark (603) 357-3401

1963 Series IIA 88" for sale-completely restored-frame up, 2.25l gas (petrol) engine completely reconditioned. rear fold up seats, carpeted throughout, AM/FM Stereo. Interior fully trimmed-original speckled grey color vinyl (trim is hand done and is made with a plastic base, not the usual cardboard or pressed board stuff). Safari top with safari door, spare on rear door and on deluxe hood. asking \$12,000 OBO. Call Marty Davis at (602) 437-9491 (ps. this person is also busy restoring a Land Rover ambulance if anyone is interested)

Dallas, Tx area 1958 Series II for sale. The owner, Mike Hutchinson, said the vehicle is in excellent condition, has been restored to original, RHD, dark green & white. Asking price \$5500 OBO. Phone # 214-653-8859.

1969 88" IIA very clean. Very straight body with no dints or scratches and good glass. Engine has a diesel crank and reworked heads and front timing chain area for heavy duty

heater etc. Changed to alternator. Rear heater added for comfort as well as soundproofing and insulation. Rebuilt engine, good frame, two tops, new paint, new interior, winch, locking hubs, black deluxe seats. \$10,000 U.S. I have found another and I enjoy the mechanical part more than the driving so I am starting another frame up rebuild. This one is one of the best in Manitoba. You can get a second opinion from others on the net who have seen it. If you want a VHS for serious buyers I can arrange it for the price of the tape. This 88 was torn down and redone. New swivil pins, brakes etc. Frame is perfect. Repainted at time of rebuild. Everything works. Could deal on Safari top as well. David Place (204) 482-7461 VE4PN

1957 S1 107" RHD five door safari station wagon all original great condition \$15000 call David at 916-583-4150 or Markus at 916-581-1721or E-MAIL "merkin@sierra.net"

Land Rover '59 Series IIA : rare 4x4, RHD wgn, EC, 4cyl w/OD, locking hubs, 16" wheels, many new parts, driven daily, \$9995 - Clifton Park, NY - (518) 371-7809

107 Station Wagon: This is located near Echo Bay, Ontario. I have only the photos and reports to go by on this one. Engine: was running 1.5 years ago. parked since then. appears good in photo Air Cleaner: strange! It is a cleaner built into and extruding above the bonnet, directly over the carb. Body: apart from age being apparent in the wear on the paint, it is complete and looks good It is a complete hard top (Al) no glass missing front bumper has been replaced with channel. Tyres:look good, not sure if there is a spare Interior :cannot see, but suspect it is not ready for the mother in law yet! Indicators/Lamps: look to all be there. Would suspect wiring needs work Transmission: apparently works, the owner drove it to its present parking, 1.5 years ago. Brakes: need work. If interested, call Rod Steele (705) 527 5343 for more information.

For sale: Woodsman style vests. Environmentally friendly. Natural colours or blue jean back panel with soft brown fur front panels. Be the first in your area to have one of these stylish pieces of brush apparel. Colour goes well with the natural colour scheme of most Series Land Rovers, sahara, green etc. Sizes to order, prices on request. I'm negotiating with Christine to have custom embroidery and club badges etc. Harry (613) 284-0228