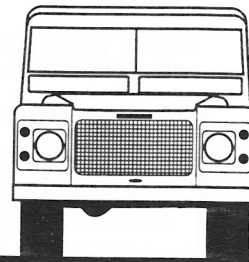


OTTAWA VALLEY LAND ROVERS



Volume XIII, Number 6

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

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10 June, 1996



On the power cut, Heavy Off-road, 12th Annual Birthday Party - Silver Lake

OTTAWA VALLEY LAND ROVERS

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General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada. Membership is open to all Land Rover enthusiasts. Executive meetings are held on the first Monday of every month. Social meetings are held on the third Monday of every month, generally at the Prescott Hotel on Preston Street.

OVLRL offers a monthly newsletter and a variety of activities throughout the year, from mechanical seminars and off-road rallies to social events and family oriented outings. Members receive discounts on parts from a number of North American suppliers. Off-road activities come in several categories. The light version, which is usually entertainment during a rally or at one of our family summer events, consists of a little "mud bogging" or tours along country lanes. The heavy stuff, which is usually several days across public lands navigating by compass, topographical maps and aerial photos, involves bridge building, river barging, and driving conditions ranging from cedar swamp to rocky hill winching.

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

The Ottawa Valley Land Rovers Newsletter

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

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

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

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

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

- 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 1st** **Executive meeting** Phone Jason for time and location.
- 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 15th** **Social gathering at the Prescott**
- 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**
- Mid September** **British Invasion VI in Stowe Vermont.**
- End-September** **ROAV 3rd Mid-Atlantic Rally**



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

- A change of scenery for the collation crew. Finally we have managed to emerge from the depth of underground into Bob's back garden complete with patio lanterns. Dale, Sean, Bruce, Andrew, Murray, Bob and I managed to put away the newsletter and other required things and then discuss why, the weather being so lovely that even Sean has a Land Rover on the road, that Murry's lightweight languishes in a barn despite offers of help, storage (so long as he leaves the key) and other mandatory things.
- May saw a number of Land Rovers gather at the *MiniMan*, a local British car restorer and parts supplier for the tune-up. While the rain kept some people from opening their bonnets, a few were tackled. **Bates** served up some grub for us huddling under a quickly arranged tarp before we retreated into the dryness of MiniMan's shop. New member **Bruce Wheaton** drove down from Pembroke after finding out about OVLRL and the Tune-up session that morning on the OVLRL internet web site and Ted was treated to over hearing a conversation which went along the lines of "Which Land Rover really looks worse. Dixon's or Ted's?". We understand that Ted promptly threw a coat of paint over his 88".
- **A Contest!** In co-operation with *Rovers North* we will be running a contest aimed at identifying the various stylised Land Rovers that have appeared on the club letterhead (with one inside) in the previous twelve months. However it has come to my attention that some clarification on identifying these might be in order. (Yes, I have seen one entry with a fair number correctly identified). The traditional letterhead uses a IIA Land Rover. However, in the drawing it can be any Land ROVER produced between 1958 and 1968, or in other words a Series II or an Early IIA. Either response would be correct. As for the "customised" vehicles, identifying who's it is is more for tie breaking than anything else.

The rules are simple. Any OVLRL 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). Now, as some have pointed out this may be just a bit to much to ask, so a compromise is in order. Identifying the changes to the vehicles and how they have mixed parts. ie. the drawing of the 101 has an early 80" grille. That type of thing.

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.)

- From **Michel Bertrand** (Sherbrooke, Quebec) & **TeriAnn Wakeman** (Aptos, California): Those looking for Waxoyl to rust proof, or protect your Land Rover, the kit can be obtained through Atlantic British (Waterloo, Quebec) Mario Bois (Montreal, Quebec) or Moss Motors in the USA. The "kit" comes with a refillable 2.5L pressurisable can with pump and sprayer. Moss Part# 225-360 2.5L Kit US\$49.95, Part# 225-365 2.5L refill US\$29.95. Mario Bois sells the kit for \$75, Atlantic British (Canada) for \$72. Waxol is wax based. It works best to put the can in a big pot of water on the stove and heat it until the Waxoyl melts, assemble the sprayer, pressurise and spray inside the frame.. or where ever. For a rusty frame, they would suggest derusting, rust preventive primer, good paint, undercoating then spray the inside of the frame with hot Waxol. Spray waxoyl in the steel door seams and the door posts. one 2.5L kit will probably be more than

Ottawa Valley Land Rovers Newsletter
June, 1996

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Murray Jackson, Fred Joyce, Bruce
Ricker, Andrew Finlayson, Sean
McGuire.

enough. Mario Bois can be reached at 800 289-1192 (or 514 444-2900) and Cliff at ABP (Canada) can be reached at 514 539-2669.

- Some interesting trivia. In the USA, they seem to be having some trouble with a bunch of people calling themselves the Freemen. CNN in their coverage of this stand off had a story on one chap who was arrested for fraud. He used the proceeds to buy at least one Land Rover and Chevrolet Suburban. CNN directs readers on their web site to the corporate Chevy website for the Suburban, and to the RoverWeb for Land Rover information (The RoverWeb is tied into the OVL R site). It seems that CNN feels that the RoverWeb, because of the "Frequently Asked Questions" put together by OVL R members is of better information content than Land Rover's own corporate site.

- **Harry**, one of the resident OVL R loons has decided on a change of diet; so: "G'day from the Falls, Smiths that is. This month's tasty delight is beaver. 1996 has been a good year for the beaver population, but they're difficult to get because the water is high and they are quick little devils. I've considered a snorkel breather system, like Dale's but a rover, submerged is not fast. The idea of a piece of 2 x 12 fastened across the tailgate with lag bolts and attached a 150 horse Johnson or Evinrude, some rope and pulleys fixed to the steering arms looks fascinating. I don't think Solihull has tried this modification yet - can you just picture the Matchbox or Corgi series to follow. Sorry I digress, though the thought of trolling for beaver with my rear PTO winch has possibilities too. Hmmm... Have to think this one out..."

The taste of succulent beaver on the pallet is mind boggling and I am going to share a recipe that dates back in time when the only light beer was brought up to the Canadian north country by American sportsman and tourists (this was their regular brew by the way) At the risk of being politically incorrect, this was considered "real mans grub".

Gaston Garboulrier, the head chef at the palace ptomaine in downtown Smith Falls (one of the last bastions of the river rat, woodsman, beer swilling harley type macho man) got this recipe from an old native trapper friend of his and guards it jealously. Here is Castor Baton Dans le derriere or Beaver on a stick. First of all, getting your hands on some prime beaver. Beaver in June you ask with some skepticism. Of course, better choices. The choice of young beaver, or more politically correct mature beaver. Both are tasty, but require slight differences in treatment. How do you tell the difference between old beaver and young beaver you ask again. Very simple. An old trick passed to me from another jaded trapper - vigorously rub your finger up and down the belly fur for a few strokes and then sniff and taste. Young beaver has a subtle, sweet, nutty taste and the mature one will be slightly swampy. Sort of the difference when a puppy licks your face versus an old one which has just finished its grooming. (In this age of DDT, 2,4,D, FDF, wings and flaps, the younger beaver is a good choice.) Start your cooking fire using logs as you want long lasting coals. While this is burning down, start the prep.

Skinnering and dressing the beaver. This is a relatively simple, depending on the model of your Landie. Mine had the drop style tailgate which I use accordingly as the name implies. I jam the beaver tail firmly in the tailgate, head down, the paws in the wellie tops giving better control using a very sharp knife make an incision around the usual spot, keeping 1/2 inch away and then scribe a line down the belly to the neck.. This keeps the plumbing intact and keeps the clean out simple, Almost like dressing a chicken or duck. (Do not cut into the plumbing. Picture mad cow disease. This is worse) Slapping, scratching gnawing and gnashing. The Departments of Agriculture and Forestry would want to get involved to contain the spread, inadvertently creating hundreds of jobs. Skin the beaver as per normal, now you are ready for the creative part.

The prep. Rub salt and fresh ground pepper (the mixed Presidents Choice peppercorn steak sauce) Fresh crushed garlic inside and out. The mature beaver should be treated to a light shower of lemon juice which neutralises the swampy taste. Treating your beaver of choice with ample quantities of wine is preferable. Insert a stout green sapling 1 inch to 1 inch and a quarter diameter from tail to neck (head removed of course) trussed well to keep it from moving. Suspend over coals, (optional method are on a stick in the ground, over the trailer hitch etc) turning every five to ten minutes depending on the heat. Continue roasting until leg joints move apart easily (like well BBQ'd chicken) A few hours of TLC and the beaver is ready to eat. Serve on wild rice with a mild salsa and a red wine. Bon apitite. Tally ho! Pip pip, and happy hypoid fumes. As ever Harry.

(Note: Basically this recipe and instructions above are correct, as was last month's letter. We won't discuss the bits on catching them however... Knowing Harry, these are probably from experience too... ed.)

- *Help I've Been Framed* or a note from Spencer Norcross (Haverhill Mass.) It actually started when I bought the truck, it had a great engine, but even then the frame was ugly. OVL R member **Paul Memont** (who taught me all I know about working on Rovers) and I replaced the door posts, foot wells, rear crossmember (anyone want to buy a rear crossmember? Hardly used.) The decision was made for me when the transmission crossmember decided to fracture on the

drivers side while greenlaning in February. Of course I didn't discover it for two weeks while I was on one of my Boston to NYC trips to visit my girlfriend. The wilds of Silver Lake have nothing on The Brooklyn-Queens Expressway.

OVLRL Member **Al Richer** (Chelmsford Mass.) generously offered his garage for the project, so one Saturday late in March Al and I drove up to Rovers North to pick up a frame, springs and lots of other bits. The following day, Al set his 10 year old daughter Amanda (soon to be Rover mechanic extraordinaire) to work painting the frame. Several coats of rustoleum later it was proper chassis black. The next order of business was to get my Rover (the Wayback Machine) to Al's house. The following Saturday Al came over and jump started the Wayback (which had been sitting since my return from NYC) and we were off. Mark Talbot met us at Al's and we started the disassembly. By suppertime we had the old frame sawn into pieces. We decided to stop for the day. I looked around I had driven the Wayback Machine over to Al's that morning, but now there wasn't a sign of a Rover, just pieces. I don't know if anyone else has felt it but it is chilling and disorienting feeling to saw up your only means of transport.

The following day Al and I got the engine and transmission apart and put the engine on a furniture moving dolly. (It fit perfectly) we started with the scraping and brushing. The following two weeks saw many, many calls to Charlie at Rovers North, who was smart enough to send me all the parts I needed that I didn't know that I needed. (Thanks, Charlie.) The Rover went back together at a surprising pace. Every day when I arrived after work, Al had us farther along than when we had quit the previous evening. Pam, Al's long suffering wife, would offer me dinner (thanks, Pam.) and Al and I would disappear into the garage, often times joined by Amanda who would help. Amanda was always kind and gentle when pointing out my mistakes.

By the end of week one we had a rolling chassis with brakelines, steering relay and lots of other assorted bits. Sunday was Easter, and skipped working to celebrate the holiday. The following day we were hit with a huge spring snowstorm, and while I was warm on my couch, Al was out in his garage working on my Rover. We had brought the bulkhead into the garage, and Al had started rewiring, while I concentrated on other bits. During week two the bulkhead went back on, engine and tranny were refitted. We tried the engine Thursday night, and it turned over. Saturday the body panels were put back on and it was rolled out of Al's garage 14 days after it had gone in. Sunday morning I drove it around the block to seat the springs. We bolted the roof back on tightened nuts and bolts, put in seats, sorted out tools and parts and I drove home. See you all at the Birthday Party!

● A little story from **Eric Zipkin** (Peekskill, NY): Yesterday, my Rover was pressed into svc. hauling junked cars so the local Fire Department and Ambulance Corps could cut them up as a public demonstration. Well, there was the Rover, parked amongst the fire trucks and ambulances....when I overhear someone remarking about the rarity of a Land Rover fire truck. Naturally, my head turned pretty quickly...and I realized they were talking about mine!!! Smug look on face, beaming smile....its wonderful what a red and white paint job will do! :)

NEW MEMBERS...

- **TeriAnn Wakeman** of Aptos California joins. TeriAnn is a long time inhabitant of the Land Rover mailing list on the Internet, having been on the list since its inception. TeriAnn is currently converting her 109 pick-up into a Dormobile (Those with old Rovers North catalogues will find a picture of her 109 in there. The 109 with goats in the back).
- **Jean-Jacques Hechler** of Westmount, Quebec joins. Jean-Jacques is currently restoring a Series III 88".
- **Francois Beaudin** of Port Daniel, Quebec joins. Francois has a 1973 Series III 88".
- **Bruce Wheaton** of Pembroke, Ontario joins. Bruce recently acquired an impressive looking Series III 88".

SOME NON-OVLR NEWS AND RUMOURS...

● Question: Are there any fellow Rover owners out there willing to share their favorite spots? Does anyone know of a good book of legal trails....

Answer: How about LRNA's "secret" test tract? It's on the west side of US 301, just south of the Central Avenue interchange. The nearest major landmark is Bowie, MD and the US 50/301 interchange about 5-7 miles north. The entrance is a dual road into what was to be a thousand acre office/industrial park. The paving runs for about 100 feet (about the same distance as the line of credit from the bank, apparently). Stay on the level track and head slightly to the left where the roads part. About 1/3 mile in, you'll come to a staircase mound and some other "built" obstacles. Just beyond this clearing are half a dozen looping trails of varying difficulty. Several stream/bog crossings and several dug mud pits. Various bits of torn-off Detroit metal littering the landscape attest to the difficulty of some sections. In the wet, a winch or a buddy with a snatch strap is necessary.

● A note from Steve Bradke: I called Gabriel and it seems that the numbers in the aftermarket parts FAQ are explained as follows; HD Shocks Front for 88" Gabriel # (From Faq) G63494 can be special ordered (They fit 84-89 Toyota P/u (Rear) HD shocks Rear Gabriel # From FAQ G63494 also special order fit REAR 48-52 series Ford P/u and 61-68 Ford Econoline Van. The FAQ Numbers which are listed as regular duty replacements (G53494 and G 53299) no such numbers even checked european numbers... no good and according to Gabriel, never have been good numbers....

● Here is another a recent announcement from the *LRO Bookshop* on the Internet: "Subject: LRO Subscriptions: One year subscription will now cost British Pounds 57, a reduction of BP20. For those with existing subscriptions, the rate will be 52 Pounds. For those of you who have been asking about subscriptions we will be happy to assist you at 1-888-LRO-SHOP. As always, let us know by e-mail, or telephone, what you would like to see in LRO International. With kind regards, LRO SHOP"

● July 5-8 *8th Annual Downeast Rally* at Owl's Head Maine. This is the largest Land Rover gathering in North America. For some, the American July 4th weekend means fireworks, hot dogs, and ballgames. For Land Rover fans it means the Downeast VIII in the Rockland ME region. This is not a "club" event, but a multi faceted gathering run by eager volunteers. last year, more than 120 Rovers travelled from as far away as California and Canada.

To accomodate expeditions rom away, Downeast VIII will be held from July 5-8 with seperate events each day. You may

come for one day or enjoy a longer vacation in Maine. This area of mid-coast Maine has hundreds of inns, B&B's, motels, and campsites to meet every taste. For information call the Chamber of Commerce for Camden-Rockport (207 236-4404) or Rockland-Thomaston (207 596-0376) The designated Rally Campsite is the Old Massachussets Homestead, Northport ME, (207 789-5135) Cabin accomodations are also available.

The Whale's Tooth Pub, Lincolnville Beach, ME (Route 1, 6-7 north of Camden) will hold an outside buffet/bar Saturday night (July 6) for Downeast participants only. There are many other restaurants nearby to choose from too.

Friday July 5th: Maine Island Walking Tour - Jeff Aronson (RN newsletter editor) welcomes you to visit Vinalhaven, an 80 minute ferry trip from Rockland. ENjoy a wonderful trip through Penobscot Bay and enjoy spectacular scenery on the water and on the island. Downeast volunteers will meet every morning ferry and depart in the late afternoon.

Saturday, July 6th: Off-road Day (10am - 4pm) An off-road course, enlarged from last years effort of Mike Smith, Alan Adolphson, and EastCoast Rover. Last year, nearly 60 Rovers, from Series I's - III's, Defenders, Discoverys and Range Rovers enjoyed the challenging course. You'll get help on the trails and you can run the course as often as you want. The course is non-damaging and has sections to teach the novice and challenge the hard-core off-roader. If you prefer, you can watch from the trails and get pointers from Rovers North Staff. For lunch, you'll feast on a huge BBQ. The fee for the entire day is \$5.00, payable at the gate on Saturday. (For further information on the off-road day, call 207 594-8086

Sunday, July 7th: Owls Head Transportation Museum, Owls Head Maine. (6 miles south of Camden) Route 1 to Rockland, then Route 73 to Owls Head. Times: 9am - 4:30pm. Last Year, over 120 Land Rovers and Rover cars put on a show for an estimated 12,000 visitors to this famous museum's air show. US and Canadian clubs have been invited so there could be another great turnout. An added feature this year includes swap sessions; recycle your old parts into new Rovers, or fill a need of your's. Bring whatever you can in the back of your Rover.

The Owls Head airshow is always one of New England's best. Past shows have featured AV-8B Harrier Jump Jets plus B-17, P-51, YAK-11, aerobatics planes and more. Food and gift concessions on site. A limited number of free rides are available to owners of Series I and other unique Land Rovers e.g. Ambulances, fire tenders etc.

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

Thirteenth Annual OVL R 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 OVL R 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 OVL R. 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 OVL R (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 OVL R. Auctioning of Land Rover accessories. OVL R 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

Schedule of Events - OVL R - 13th Birthday Party
June 21 - 23, 1996

FRIDAY

Arrival

4 - 5 pm Registration Kitchen Trailer

8 - 9 pm Registration Kitchen Trailer

There are no planned events for this day, but you are encouraged to come to the event site where OVL R members will be busy setting up the kitchen trailer and preparing for Saturday and Sunday's activities.

SATURDAY

Sunrise Get ready for the day's events

9 am Official kick-off and registration Kitchen Trailer

10 am Light off-road Field near Kitchen Trailer

12:30 pm Lunch (hot-dogs etc) Kitchen Trailer

1:30 pm Heavy & Light Off-roads Field near Kitchen Trailer

6:30 pm Dinner (pork, salad, Bates' secret potatoes) Kitchen Trailer

Evening Socialising around campfire (weather permitting) TBA

Suggestions for anyone not going on off-road events: play volleyball, go into town (Perth), swim at Silver Lake, sunbathe, socialise, help Bates (AI) prepare meals, talk to off-roaders via CB (Channel 1)

SUNDAY

8:30 am Breakfast (omlets and toast) Kitchen Trailer

9:30 am Auction Kitchen Trailer

10:45 am Group Pictures in field near Kitchen Trailer

Demonstrate driving skills on obstacle course TBA

Campsite clean-up / pack-up and hit the road

GENERAL SERVICE by Robin Craig

I must apologise for my absence last month, the combined onslaught of Hummers, a constantly crashing e mail system and a shortage of time successfully conspired against me.

I have some old business to dispatch first, something to do with making omletes and smashing eggs is how a friend would describe it. In my column that appeared in the April edition of the newsletter had a paragraph on Land Rover Owner magazine setting up a North American branch of their mail order shop. In it I said;

"I think it is a real shame that they have not capitalised on the fact that there are some really good companies already established in North America who are already in tune with the Land Rover community who could have done a great job in being the North American agents for the LRO shop. The one that comes to my mind , and has had the most professional service and the best name in my book is Rovers North."

Before this piece was written I had an email exchange with LRO shop and the question of double taxing and duty had come up. It appears from the letter written to Dixon from K. Girling of LRO shop that he is unhappy with me about what I wrote and believes that what I was trying to say is that Rovers North would be better suited to do the job.

In clarification of the quoted part reproduced above I stand by what I said and meant at the time, that is, that if I had been LRO, I would, a good number of years ago approached Rovers North to act as the North American rep. Nothing more or less. It was not meant to sound as if K. Girling was any less able to do the job. In addition I am glad that we will not be double dutied for any purchases. I hope that this resolves any mis-understanding that may have resulted from my piece. A side note, Mr Craig has been dead for a number of years, he was my father, I am Robin Craig.

I wish K. Girling all the best with his venture. I would like to take K. Girling up on his offer of a complimentary T shirt to patch things up. As those of you will know I own just about one of every kind of Land Rover product so choosing a T shirt from the LRO catalogue was difficult, but I finally decided that a "Land Rover Owner Magazine" T shirt in green XXL would be nice (as feature on p102 June issue).

You may remember quite a while back I broke the news that Canada's Armed Forces had bought three armoured Land Rovers, or CAV 100's as they are correctly named. Well, one of them was been stolen in Bosnia last May. Considering that the taxpayers paid \$164,675.63 for it if a little man offers it to you cheap I'd snap it up quick!

While working on the now infamous, soon to be famous, bumper for Bill Kessels I turned up some interesting trivia that I felt was important to share with you all. Bill has recently acquired a mutt named Finnegan. I enquired as to the origins of the name when he blurted out that his nickname for years has been "Mr Dress Up". At this point I felt I really didn't need to know how he came by that name and changed the conversation!

Peter Whitworth, our resident Manotick member is putting the finishing touches on the first phase of his transportation museum going up beside his house by the river. The building that will house a large number of vehicles is being clad in siding. The colour will remain faithful to the Land Rover marque as it will be bronze Green, or as near as Ideal Roofing does it.

Congrats to McD on his piece in LRO on the club trailer, nice to see it finally in print. (*Summer or July issue of LRO. ed.*)

If you have ever wondered what my toy collection looks like perhaps you should make it out to the Birthday party. I will be bringing my collection out and putting it on display. Aswell I will be bringing a number of toys that are surplus to the requirements of myself and Andy Graham, so if you have ever thought about buying a Land Rover toy then bring your cash out and start yourself on the road to a fun hobby. By the way, a note to all our American cousins, as a special favour I will be taking your dollar at par for this event only. Who said I didn't have a heart!

Until next month, safe driving, Robin 613 738 7880
currently netless!

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

A Friday Story by Mike Rooth

Little heart-warming tale for Friday.

Gertie is Bloody Nora's friend. Gertie has never really been happy as a petrol powered S111, but ever since the squaddie blew up the diesel, she had no option. So Gertie's owner rang the DA, requesting a tow. Bloody Nora, ever sympathetic to requests of this nature, steamed off after lunch to rescue Gertie from her ignominious position, outside someones immaculately twee front garden. The owners of said garden were anxiously eyeing this rather scruffy (but entirely friendly) beast, which was obscuring their view of the house across the road. I had the distinct impression that had Gertie *not* been there, observation would have been from inside the residence from behind the net curtains, with with the house was generously equipped. You will all be unacquainted with the sort of house I mean, it usually only exists in the suburbs of our larger cities, but in this case is situated in a relatively new estate on the outer fringes of this market town of ours. Not *too* far out, you understand, otherwise one would have to cope with rampant nature, fields, and let it not be said above a whisper.. mud! Imagine, then, if you can, a highly polished, almost *trained* domicile, parked outside of which was this somewhat battered, somewhat muddy, brick outhouse on wheels. Be it noted, though, poor Gertie looked distinctly uncomfortable in these surroundings, and was visibly relieved to hear, smell, and see, Auntie Bloody Nora chuff into sight over the hill. Imagine also the the horror of the owners of this immaculately bijou little residence when they realised that they had, not one, but *two* of these things to contend with, and what's more, the latest arrival *smelt*. Their faces were a joy to behold. There they were, man and wife, (by the looks of them, roles which were interchangeable) kneeling on their postage stamp lawn, (Gertie *never* responds to prayer), with their mouths wide open.

Bloody Nora blew a smoke ring at them in greeting. They trembled, whether in fear or anger, I know not, but their mouths stayed open. Bloody Nora then parked plumb outside their drive entrance and backed down to the hapless Gertie.

Poor young Gert still couldn't start, so Nora girded up her loins (or whatever Solihull put there instead), and prepared to take her

younger sibling under charge. To her credit, Gert came along quite easily, being overjoyed to leave that place behind, presumably having had a bonnetful of the "what if the neighbours think its *ours*" bit, and being unable to make them understand *they* should be so lucky. And after Bloody Nora (being bloody, as usual, except this time not to me), had blown smoke all over them on departure, they rushed off inside, presumably in search of something with which to wash their windows, and possibly to write irate letters to the local paper along the lines of "Middle Aged Land Rover Louts Kill Valuable Bedding Plants. Hours of terror, local couple report". Which really isn't fair, both Pat and myself being quite well brung up, Gertie wouldn't hurt a fly, it was only Bloody Nora that farted all over them. You can't take *her* anywhere genteel. Of course, Gert soon recovered her sang froid, and got a little reluctant to come out of a road junction, Bloody Nora got a little cross with her, and the tow rope broke. At which point she got told in no uncertain terms that at her age she should have better manners, and would she please stop mocking the afflicted. It is, after all, not Gertie's fault she's lumbered with a petrol engine sporting the British Leyland logo cast into the rocker cover.

The farm was reached without further tantrums, Gertie being overjoyed, so positively danced with glee, which both Bloody Nora *and* myself found somewhat uncomfortable, especially as Nora considers that particular bit of unmade farm entrance her own dancing ground. It transpires that Gert has a duff coil. NOT that sort Maloney.. Said item being largely adorned with the name of one Mr Lucas. No spark from the HT lead. No spark, no go. Nora was somewhat disgusted at this, and was heard to mutter things along the lines of "Kids...mutter,mutter...not what they used to be", but all in all was pleased to have been of service. Gert has taken shelter in the bus garage, lest her petrol engine become damp, and should, by now, have been resuscitated. Bloody Nora is sulking on the car park under my office window. Not for much longer, because its POETS day.

Cheers

A Short Course on Series IIA/III interchangeability with Defender 90's by Mike Smith

Had quite a few questions recently about 88 and 90 chassis'. The bolt up crowd will want to take a pass on this conversion. It is not an easy one. Anything is possible, just depends on how good you are with a torch and welder. The 109 and 110 chassis are closer, but still some major differences apply. None of these things will *bolt in*, you will be in deep custom ground, so be

ready for it. Many problems arise, if you want to use your 2.25 and 4 speed, you will have no gearbox or engine cross member, and most found over here are power steering chassis, so the front cross member will be too far ahead, and there will be no where for your steering relay. These little quirks go on and on through the entire process. A 110 frame, unless heavily modified

will need a defender style front clip, or nose. The list goes on.

The 88 and 90 swap is even worse. If you don't use the D90 rear body, the wheel opening will be wrong. As someone mentioned, the D90 wheelbase is not 90 inches, it is longer, as he said. Again the engine comes into play, what are you going to do about the power steering, SIIA's look pretty stupid with a Defender steering column in them. What about the front end, the rear wheel opening, wheels flares, gearbox, drive shaft lengths, etc.

If anyone is seriously looking into this, explore the alternatives.

If you are a great fabricator, and want to have some fun... go or it, but if you are looking for quick easy bolt process, beware.

This may sound like an advert, but I don't want anyone stuck with a half done 90 to 88 swap, that costs them too much, and might never get done. There are EASY, BOLT UP, ways to coil an 88 and a 109. It might even cost less than the 90 and 110 chassis your looking into. I don't want to advertise here, so if you are serious about wanting 4 wheel disc brakes, better performance, and the coil ride like you said, check out the alternatives.

Another Land Rover Song from Alan Richer *Rover's Lament*

Oh, don't give me a Series oh-one,
Driving it's not that much fun.
It's slower than hell,
with bad part bills as well,
Don't give me a Series oh-one.

Chorus:
Give me a Toyota,
Parked out in the lot at the store.
For I am too old to drive,
and can't handle a real 4 x 4.

Well, don't give me a Diesel oh-two,
with the smoke in the air, colored blue.
Boiler factory on wheels,
Make you deaf with its peals,
Well, don't give me a Diesel oh-two.

Chorus:
So, don't give me a Series IIa,
One that's been out in the hay.
Rusted out at the seams,
Chassis nothing but dreams,
Don't give me a Series IIa.

Chorus:
Oh, don't give me a Series III mil.
My overland needs it can't fill.
Built by Leyland, it's swill,
You can't cook on the grill,
Don't give me a Series III mil.

Chorus:
Well, don't give me a Model Ninety,
I can't drive it on my roads, you see.
EPA says I can't,
though I rave and I rant.
So don't give me a Model Ninety.

Chorus:
So, don't give me a Model One-Ten,
Though by all its lights it's heaven.
Forty-eight thousand bucks,
Is too rich for my luck.
So don't give me a Model One-Ten.

Chorus:
Well, the last's the Defender, you know,
With its coil springs, and V8 to show.
A Range Rover in drag,
It just isn't my bag.
Well the last's the Defender, you know.

Chorus:
{spoken}
And let's not even TALK about Range Rovers!.....

The tune for this is an old U.S. Air Force drinking song. Not sure of the original music, but anyone who's spent anytime around the military has probably heard it.

Trivia: Here is some useful info regarding nuts and bolts. You may have noticed that the whitworth bolts are graded by the letters S, T, and V (I haven't seen a V yet). Grade S has a min. tensile strength of 112,000 P.S.I. Grade T is 123,200 and grade V is 145,600. Ungraded fasteners are 62,720. This compares to S.A.E. grade 2 at 64,000, grade 5 at 120,000, grade 6 at 133,000 and grade 8 at 150,000. the standard aircraft AN3 to AN20(the AN number refers to the diameter of the bolt in 1/16th's of an inch) series bolts have a minimum tensile strength of 125,000 p.s.i.

Buick 215 (Rover 3.5l V8) Reference Material by Jim Dolan

Magazines:

Kit Car

Jan '88 - ALUMINIUM ALTERNATIVE

Autoweek

Oct 30, 1989 - 1962-63 Olds F-85 Jetfire

Car Exchange

Dec '62 - '62 Tempest Convert, '62 Olds F-85 Cutlass Convert

Special Interest Autos

June '85 - BUICKS BRITISH SMALL BLOCK

Collectible Automobile

Dec 1995 - 1962-96 Buick V-6: A PRODUCT OF THE COMPACT CRAZE GROWS UP, NOT OLD

Books:

HOW TO RESTORE CLASSIC CAR ENGINES, by Roy Berry
- Chapter 5: An Aluminum alloy vee eight

THE OLDS F-85 JETFIRE TURBO-ROCKET ENGINE, by F. Gibson Butler Presented to The Rochester Division of the SOCIETY OF AUTOMOTIVE ENGINEERS Nov 5, 1962

OLDSMOBILE - THE POSTWAR YEARS, by Jan P. Nrbye, Jim Dunne
- Chapter 9 - Compacting for Strength
- Appendix I - Model Year Output, 1946-1980

V-6 PERFORMANCE, by Pat Ganahl, Copyright 1988, 1982
-S-A Design Books, 515 W. Lambert, Bldg E, Brea CA 92621-3991

The BUICK Free Spirit POWER MANUAL, by John Thawley, Rev 1985, Copyright 1980 -Steve Smith Autosports

The ROVER V8 ENGINE, by Davd Hardcastle, Copyright 1990
A FOULIS Motoring Book Published by ; Haynes Publishing Group

The best by far (in my opinion) are the June '61 and March '85 Hot Rod, Hardcastle's and the two above Hardcastle's (many V6 mods apply to the V8).

Hot Rod

June '61 - MOD. ALUM. V-8
June '62 - OLDS TURBO F-85
July '62 - BUICK ALUM V-8 IN A COMET
Aug '62 - 32 OFFIES AND A BUICK
Nov '62 - ACTION FOR 1963
Mar '85 - AFFORDABLE ALUMINUM V-8'S

Car Life

Dec '61 - OLDS V-8
May '62 - OLDS JETFIRE
Sep '62 - VEST POCKET V-8
Apr '63 - OLDS JETFIRE

Car & Driver

June '62 - OLDS JETFIRE
May '63 - OLDS JETFIRE

MotorTrend

Feb '61 - TESTS ALL V-8 COMPACTS
May '62 - EXHAUST SUPERCHARGING (JETFIRE & CORVAIR)
Sept '62 - OLDS JETFIRE
April '63 - TURBOCHARGING THE F-85
July '63 - OLDS CUTLASS

Sports Car Illus

Nov '60 - BUICK ENG

Road & Track

May '62 - OLDS JETFIRE

Pop. Science

Oct '62 - ALUM V-8

Street Rodder

Sept '81 - Alum V-8

Mech Illus

Feb '63 - 63 OLDS F-85

Cars

Sept '62 - JETFIRE

- When I was dealing with the spongy disaster I had for brakes on my 109, I ran across a quick way to rig a pressure bleed that actually worked pretty well (with an extra tip for the homebrewers among us). To adapt to the cylinder I used a small section of an old bicycle inner tube with the valve stem attached. I attached it to the top of the reservoir using a hose clamp - a bit inconvenient but not too bad for the price. I then removed the valve core and pushed a piece of vinyl tubing over that, using the tubing to connect to my pressure supply. If it got too high-pressured, the tubing would have slipped off the valve stem, easing the problem. For a pressure source I used my CO2 bottle from my homebrew kegging setup. It was easy to fit the tubing to it and set it to 10PSI. For the non-brewers (or welders) among us, a bicycle pump and cooperative child can be used as a pressure source also, or inflate an old innertube with said bicycle pump and use it as a pressure reservoir.

STUFF FOR SALE

FOR SALE: Pick-up cab (109) \$100, 88" softtop with hoops (military) good condition, \$300. Phone Michel Bertrand at (514) 346 9102

64 Land Rover 88. 8000lb winch, OD, tropical roof, 15" ATV wheels, luggage carrier, custom tire carrier. \$6500 520-747-0822

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)

For sale. Heavy duty fly swatters. Will last as long as your Landie. Colour matched to handle. Very handy to slide under landies and harleys when parking on good asphalt. Also, back scratchers, and ivory gasket scrappers. Prices on request. See you at the big party. Harry

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 i.e.; 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

Anyone interested in a completely original 1951 LHD S1, Green, soft top, needs a brake job to finish. Has been under wraps for 9 years, asking \$5000,00. Simply superb condition. 1964 109 Station Wagon, Marine blue with Limestone top. Rebuilt everything. Original paperwork and owners manual. Lots more done. Offers around \$12,000. Mark (603) 357-3401

1964 109 IIA for sale. Runs rough but great restoration project. 1963 109IIA for sale, completely rebuilt rollin chassis. Apart. Good for parts and good frame for reconstruction 218-345-6419 or Email at cwolfe@d.umn.edu. Duluth, MN USA

1957 Series One 107" five door safari station wagon. 2 liter motor, in excellent original condition throughout. new

upholstery, new paint, no rust, right hand drive, gray. extremely rare. \$15,000. 1965 Series IIA 88" three door. Rebuilt 2.25 liter motor, rebuilt gear box, excellent body, no rust, good upholstery, jump seats in back, over drive, new brakes, new steering bow, and many other new parts. Right hand drive. Dark green \$9000. Other models available and we will deliver. E-Mail me at 'merkin@sierra.net' PH 916-583-4150 FAX 916-583-4829 David Mercer <merkin@sierra.net> Olympic Valley, CA USA

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

1972 Series III for Sale This Land Rover is in excellent shape with many new parts it has been maintained by Rovers North and is very seldom used...Frame in excellent condition e-mail if interested ..will provide further details etc... Rover located near Albany NY Steve Bradke <ASFCO@aol.com> Albany, NY

1965 LAND ROVER 88 SERIES 2A FOR SALE Okanagan (BC, Canada) vehicle, thus rust free chassis and firewall; Weber carburettor, Safari roof, original interior. Asking \$4500 Cdn. Please call 604-987-9909 Lrone Bridgeman <jjross@mindlink.bc.ca> Vancouver, BC Canada

SEPTEMBER 25, 1954

THE ILLUSTRATED LONDON NEWS

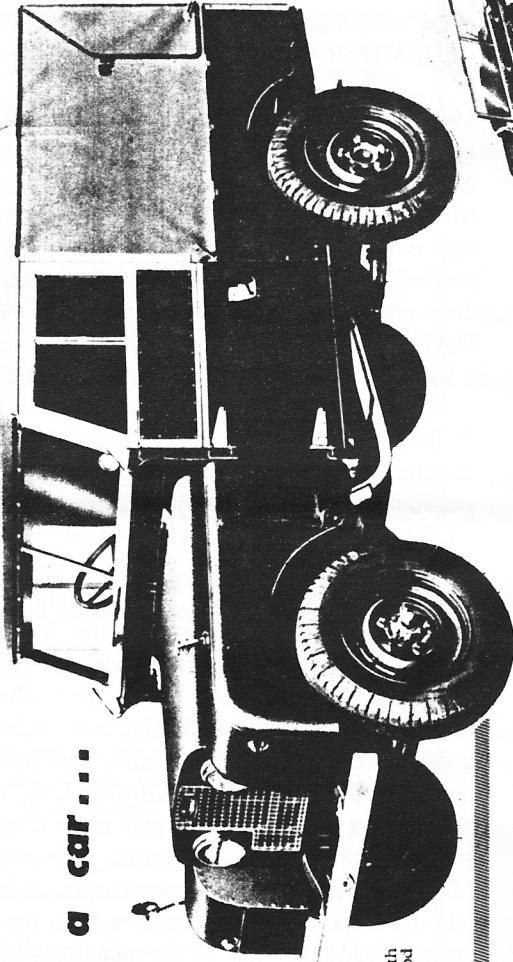
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**Tough as a tank...
comfortable as a car...**

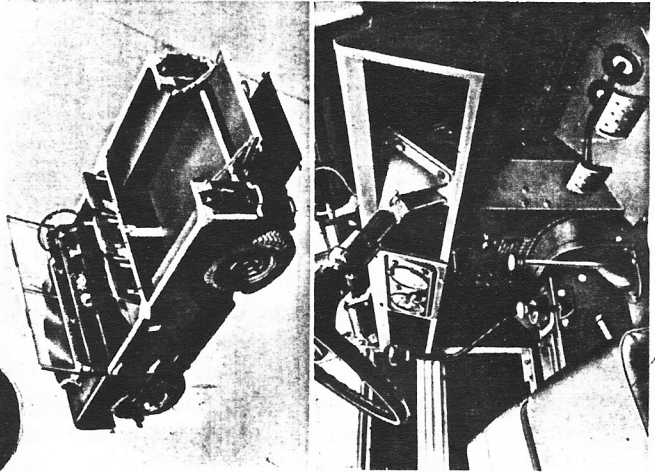
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