

December 1996

Volume XIII, Number 12





**OTTAWA
VALLEY
LAND
ROVERS**

PO Box 36055, 1318 Wellington Street,
Ottawa, Ontario, CANADA K1Y 4V3

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.

OVL R 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 OVL R Web site:

<http://www.off-road.com/OVL R/>

The Ottawa Valley Land Rovers Newsletter

ISSN 1203-8237

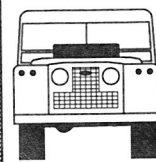
is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

Deadlines: Submissions to the OVL R 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 OVL R newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVL R newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVL R, 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 OVL R Newsletter may be reprinted without written permission of the editor. Copyright is held by the author of the article and the balance held by OVL R. Where permission is granted, citation must include month and year of the OVL R issue.

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



Upcoming Events

in the next month or so...

- | | |
|---------------|---|
| December 16th | Social at the Prescott Hotel
Preston Street. |
| January 6th | Executive Meeting
at Jason Dowell's home. |
| January 8th | Annual General Meeting,
7pm National News,
2655 Lancaster Road, Ottawa
Votes for Treasurer counted, election
results formally announced, discussion of
coming years events, social afterwards. |
| January 20th | Social at the Prescott Hotel
Preston Street. |

future events:

(Dates & times subject to change)

- | | |
|-------|---------------------|
| March | Maple Syrup Rally |
| May | Tune up |
| June | 14th Birthday Party |
| July | Calabogie |

The OVL R Newsletter

- | | |
|----------------------|--|
| EDITOR: | Dixon Kenner
(h) 820-1024 (w) 819-997-1107 ext 2117 |
| LAYOUT: | Spencer Norcross |
| CONTRIBUTORS: | Myles Murphy, Robin Craig, Bill Leacock, Rick Grant,
Maloney, Ben Smith, Michel Bertrand, Roy Caldwell,
Mike Rooth, Andrew Taylor; |
| PHOTOS: | Dixon Kenner, Jan Hilborn, Spencer Norcross,
Bill Kessles, Bill Maloney, Ben Smith, Michel Bertrand,
Roy Caldwell, Mike Rooth, Andrew Taylor, Shannon
Lee Manion. |
| OTHER HELP: | Bob Wood, Desperate Diesel Dale, Murray Jackson,
Fred Joyce, Bruce Ricker, Sean McGuire,
Andrew Finlayson. |

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

Secretary: Dixon Kenner (613 722-1336)
Treasurer: Janet Dowell (819 827-2932)

December 10, 1996

Greetings,

Another Christmas Party has come and gone. Some 50 - 60 plus people braved the semi-inclinate weather to gather at the Prescott Hotel for dinner, socialising, a review of the years stories, and general enjoyment. The evening started off with various games and socialising. Christine has a table of the latest OVLRL clothing offerings, grille badges had appeared, followed by a turkey dinner, then the auction. Our world renowned auctioneer, Al Pilgrim had his job cut out for him. *Atlantic British, Rovers North, Miniman* and *Sean McGuire* all donated articles to be auctioned off. In fact there were so many items, that many of the smaller items were given away as door prizes to a very appreciative audience.

After the auction, that favourite subject for all finally came. Awards. This year saw a new standard set in the Lugnut. Not only did this individual out perform all others to create a new standard, but he sucked in other people whilst doing so. Yes, we are talking about our own Spencer Norcross. Who else could diagnose a loose shock bolt eating into his tire as being the sounds and feel of a gearbox going south. (See the November newsletter) Not only did he get Eric Zipkin to trailer his 88 up to Stowe (thus guaranteeing Eric the Towball award), but he had numerous people, including Charlie Haigh, believing that the gearbox was knackered. (Runners up for the Lugnut included Dale and Charlie, the later of which could have done the double header with the towball on his 88". Another story that we found out about too late.) The Towball Award went to Eric Zipkin. Though Eric didn't come close to some, like Fred Joyce (Labrador to Ottawa) and Quintin Aspin, who have towed Land Rovers this year for many thousands of miles, it was thought that moving perfectly servicable vehicles around, while believing them to be non-functional earned sufficient bonus points.

There were two other awards this year. Dixon Kenner took an unparalleled example of a burnt through head gasket and turned it into an award, named by Bob Wood, as "Gasket Under Glass" Giving it away to insure that he didn't get it back, Sean McGuire received it in the category "We can't believe that it actually ran". Sean, as many know, seems to have trouble keeping his 109" running in perfect tune at times. The second award was from Harry Bligh to Jerry Dowell of various achievements in effluvium efforts.

Party games. There was a good selection this year. Ted Rose and Andrew Finlayson made up three different feelie-meelie boxes for people to try. Quite a few people tried their hand at the various objects through the evening, only four people managed perfect scores. Winners were: Easy - a tie between Lenora Dowell and Bruce Ricker, Medium - Bruce Ricker, Expert - Jason Dowell. Murray Jackson put together a Ladies-only crossword puzzle. Not only did he get back a pile of responses, but twelve of the returned puzzles were perfectly answered. Murray assures us next time, they will get harder. Prizes for this were drawn from the dozen ties. Joey Ricker, Janet Dowell, and Jeanette Falardeau all received *Rovers North* coffee mugs.

Jason gave a short speech where thanked the many people who have helped out over the year. The level of volunteerism, people just pitching in and helping at events was great to see. The Executive cannot run and organise everything down to the last detail without people helping out. A good example is the Christmas Party. Thanks for another excellent Christmas Party go to Janet Dowell for doing the organising, Al Pilgrim for taking the role of auctioneer, Andrew Finlayson and Ted Rose for the feelie-meelie, Murray Jackson for the ladies crossword, Christine Rose for the latest in OVLRL fashionwear; Pam Haigh for bringing up the Rovers North Goodies, Andrew for bringing the goodies from Miniman, and Sean McGuire for the items he brought for the auction and door prizes, and Atlantic British for sending up a carton of items.

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

● **Editor type stuff:** Back to Bob's we went for the November issue. The usual, and loyal crowd of stuffers, collators, and other assorted reprobates managed to get the newsletter put away again. Thanks to Bob, Desperate, Bruce, Fred, Murray, Sean and Andrew for their help.

Election type stuff: While there were a number of nominations received, when the time got around to actually finding out who was interested in running for office, only the Treasurers position came up as not being by acclamation. Balots for Treasurer are in local members newsletter's. Please vote and return the ballot, either by mail to the "Returning Officer" at the club address, or bring it to the Annual General Meeting on January 8th at National News on Lancaster Road in Ottawa. The results will be announced during the meeting and the new Executive take over their duties.

● **Crossword Puzzle:** Murray receive quite a few responses to the crossword puzzle contest. Enough by the Christmas Party that he didn't have time to mark them all for another couple days. No one managed a perfect score. There is a tie for first place between Roy Parsons and Bruce Ricker, both with one wrong answer. Second place is a tie between Fred Joyce and Dave Meadows, each with two wrong. The lower right corner of the next page is an answer sheet for those of you wishing to see where you may be confused. The next Crossword Puzzle Contest will be printed in the January newsletter. Slightly larger than the last, answers due by the Maple Syrup Rally.

● **Feelie Meelie:** For the record, here is a list of objects found in the three Feelie-meelie boxes.
 Easy: headlamp, rad cap (early), spark plug, horn button, shift know, and signal lamp (amber).
 Medium: wiper motor (SI), licence lens, relay shaft, throttle plate/shaft (Solex), starter drive gear, window catch
 Expert: D-lamp (SI), wheel cylinder (107"), top swivel pin, D plate (top of transmission), footwell trim cup (IIA-III), steering nut (IIA)

● **Auction leftovers:** No, there was not anything that was overlooked in the Auction. This was deliberate. For the auction, Bates had eight AC fuel bowls (the ones that seem to be made of flint glass, bounce on concrete, make perfect shot glasses...) etched with "O.V.L.R.". These make a perfect addition to any connesseurs drinks cabinet, work beautifully with a fine single malt scotch, are a perfect start to your high-class crystal collection. Why the pitch? Well, Al only auctioned off six of them. The six that did sell prompted spirited bidding too. However, Al recognised that not everyone could make it to the Christmas Party, so put two aside for telephone, mail-in, e-mail bidding. The rules are simple. If you want one of these fine examples of a crystal pattern, mail a bid to the OVLRL address, email the Editor (dkenner@emr.ca), or phone the Treasurer. You have until the February Social (February 17th) to get a bid in.

● **Grille Badges:** We ordered fifty. We sold twenty-five at the Christmas Party. We sold another eight subsequently to that. We have orders for more than the remaining in some colours (We ordered the badges with yellow, green, and black backgrounds. The raised portion of the badge is bare metal/silver colour). Thus, we shall have to order some more in the near future to cover existing orders. However, if you have not ordered your grille badge, and want one, now is the time to do it. The may, or may not order more badges in time for the Birthday Party. Total cost of a badge, including padded envelope and mailing is \$2x.yz per badge.

● A note from **David Cockey:** We have two '60 SIIs. One, a SW was purchased from the son of the original owner. His father bought it after a major snow storm. The salesman drove out to demonstrate it in the snow and his father was impressed. It was a second or third car for the family, used for around town and other pleasure driving. They lived in a small, upscale village. I suspect that a LR being British was considered more suitable than a Jeep which was a commercial vehicle. It wasn't cheap, \$3000 in 1960 or the price of a very nice Buick. The other was purchased from the second owner who was the son of the dealer who sold it originally. The original owner was a dentist in NH who only used it in the summer for pleasue. I believe it was kept at a cottage, not the primary home. Again an upscale "toy". 1960 was the just about the peak of the "foreign car" craze led by VW in the US. There was a market for anything foreign including Renault Dauphines and even various bubble cars. One of my kindergarden classmates arrived each day

in a very small car with a single door across the front (Issetta?). So at that time LRs were a natural, and that was when imports into the US cranked up. The only real competition in small trucks were Jeeps. As for today, we wound up with LRs as hobby vehicles for a variety of reasons. I like the "agricultural" nature of being designed for function, not aesthetics. My wife is British, and has a soft place for LRs. There are several good, generally intelligent LR magazines and various clubs with other than a "jack them up with big tires and lots of chrome" mentality. Most owners seem like genuinely nice folks. Parts are not a major problem. Finally, a somewhat unique reason: we both work for GM and LR is not seen as competition in the way that Jeep is.

● More news from Pittsburgh and **Russell Wilson**: "Wooooo what a project. The pig is just about ready to roll. I'm still waiting to get my rad panel(promised for tonite) back from the friend who is welding it. The pig is as of right now a rolling, steering carcass. He's a bit about torquing down the shackle bolts. You look up in the manual the distance bewteen the top of the axle and the rubber bushing. Since the curvature was too great since the spring are new, you take the 20 ton crane, go and pick up a 7 tonne block of steel (8' x 3' x 3') and lower it onto the frame until the correct measurements arrived. then you tighten them up. Conclusions... well that was kind of interesting. I'm just wondering how in the hell you do that job if you don't have a 20 ton crane and a big block of steel handy. And what happens if you just say the hell with it and run around with your springs way over-arched."

● Magazine watch: From the latest *Land Rover Owner International*, OVLRL's change of address appears in a prominent place in the club section so obviously they've had their arses kicked by Kevin Girling of LRO BookShop in Oshawa, Ontario over past mistakes. In the Derelicts section, an photo of an 88" truck cab ('59) and an early SIIa 109 spotted by **Mark Perry** "In the marshy south eastern reaches of his home town of Manitoba, Canada." (Home town?) There is another 109 in the pasture just behind the first two, and the chassis and forward bit of yet another, but diesel this time. The 88" runs, appaerently, all have been picked over but whats left is original and relatively complete. American content, the launching of the Disco XD with a Camel (yawn) style event. In *Land Rover World*, OVLRL member **Jeff Meyer** has a long article about touring though the backwoods of Maine, and OVLRL makes the club section again.

● From **Paul Campbell** in the Northwest Territories: I just read "Beginnings, or Unto us a Child is Born" by Harold Huggins on the OVLRL web site (from the June 1996 newsletter). You may be interested that I now live in Yellowknife, own a 1974 88" and see the old Rover that belonged to the Surveyor/Judge, mentioned by Mr Huggins, fairly regularly. It no longer moves but it has been in town for at least 30 years. I hope to get down to the Ottawa area some time for an event, but its a long tour and arranging the time will be difficult. My

**Crossword Puzzle Answers
(October 1996 crossword Puzzle)**

wife & I drove the Rover from Yellowknife to Victoria, & return this summer, 6000 KM, we had a great time, just had ringing ears for a month afterwards. We really enjoy the newsletter. Best Wishes for the upcoming holidays

● My 109 seems to be having a coolant leak. Mentioning this fact brought up Nigel's Disease. This note quickly arrived from **Russell Dushin**: "Coolant leak? Nigel's disease.....the radiator repair job I just had done (for sixty bucks) proved to me, once again, that no job, no matter how big or how small, should ever be left to those whose purported skills that are, in some miniscule yet measurable way, above and beyond those of your own. Shit, I could'a used some rad flush, done ten minutes with a propane torch, and shot black paint over the top of it, too, and I wouldn't 'a lied about it, either.....In fairness (fut the wuck for?) the majority of the leaking appears to be coming from the cap, but I've not yet tracked it all down to say for sure where it's coming from. Live and learn, then forget and relearn all over again... Nigel is once again road worthy, too. Sat. he got slapped back together, with the shiney (gasp) "new" breakfast (nope, didn't wax it, though), a fresh heavy coating of waxoyl, the repaired gas tank (smell Mom - no leaks!), the repaired heater fan (!!!), and the POR15'd frame (in those bad spots) and footwells (in'n out). Sunday, the neighbor's blue wrench removed what was left of the flange going into the muffler (had become one with the intermediate pipe), a job that was punctuated by a "you sure you fixed the gas leak in this thing?, then the muffler got installed, and the hard top-soft top switch completed. After 4+ weeks of withdrawal, it sure was nice to tool around in him again. Just for kicks we went out and dragged some vines out of some trees at the damn so's it has that cleaned up and maintained look for winter (like anyone cares...). Then wrapped the vines all up, and dragged them to a woodpile at Muddha's place. Neat. Fun, too.

● For those of you who get Hemmings, **Quintin Aspin** send this in. ,Tis something to ponder on what goes on over the pond... "British Bulldog, can do a great advertisement. The December issue of Hemmings just this moment arrived and there on page 9964 is one of the best Landrover adds that I have seen in ages. A whole half page. For those that are Hemmings deprived the add reads " *The Italians design there cars to express there ideal of female beauty... So do the British* With a picture of a IIA swb below the text. And in the bottom corner it says "British Bulldog" with the sub text " Spirit over ego"

● Last month we mentioned that **Rod Steele** is slowly creating a photographic archive of Series Land Rovers. This month Rod reports that the archive is getting close to 100 photos. For One month old that is not too shabby. Contribute photos of any concievable LR and, or their variable attachments. Please post for scanning (originals will be returned ASAP) to Rod Steele, 34 Luster Drive, Batesville, AR, USA, 72501, The Archive will be placed on the Net when of a more modest size. Contributors will receive a copy when more complete.

NEW MEMBERS...

Eight new members join our ranks this month.

- **Jeff Meyer** (Douglaston, New York). Jeff is well known to readers of *Land Rover World* for his various articles on events in the US northeast, as well as a nice one on the OVLR Birthday Party. Jeff is the chap who is usually seen with multiple cameras hanging around his neck at events, and after driving his 88 from Alaska giving Ben Smith a good run for the long distance travelled award.
- **Roland Klein** (Kitchener, Ontario) who is rebuilding a 1968 IIA 88"
- **Eddie Atwell** (Stittsville, Ontario) with a 1971 IIA 88 station wagon.
- **Kevin Marr** (Burlington, Ontario) with a 1971 IIA 88" with military frame and all sorts of other options. Kevin also has an excellent 1971 Morris Mini Clubman estate which he will consider trading for a 109" station wagon with a diesel engine.
- **Donald Broome** (Fitchburg, MA)
- **Roger Newbury** (Port Elgin, Ontario) has 3 Land Rovers (always good for the club average), all mid 60's 88's.
- **Andrew Thrope** (Toronto, Ontario) with a 1974 Series III station wagon

Index to Newsletter Articles, 1996

A Broken Axle Tool or How I Snapped a Halfshaft (Wade Zumbach, Peter Hirsch)	Oct 1996, pg 14-15
A Friday Story - Helping Gertie (Mike Rooth)	June 1996, pg 8
A Friday Story - Nora's Day Out (Mike Rooth)	Sept 1996, pg 9-10
A Friday Story - Nora's Day Out, the aftermath (Mike Rooth)	Oct 1996, pg 12
A Friday Story - Replacing Nora's exhaust system (Mike Rooth)	July 1996, pg 11-12
A Friday Story - Replacing Nora's starter (Mike Rooth)	Aug 1996, pg 13-14
A Friday Story - That White Stuff (Mike Rooth)	Dec 1996, pg 10
A Friday Story - There's a Moose loose about the hoose (Mike Rooth)	Nov 1996, pg 10
A Quick Tutorial of Diesel Engines (Mike Rooth)	May 1996, pg 8-9
Advertising - Series One 80" from 1952	Jan, 1996, pg 16
Advertising - Series III leaflet from 1972	Feb 1996, pg 15-16
Advertising - Series One 86" from 1954	June 1996, pg 12
Advertising - Series III (USA)	Aug 1996, pg 5
A Visit to Bosnia (Rick Grant)	Jan 1996, pg 15
Axle Sub Removal (Bill Leacock) (part 2 to "A Broken Axle Tool")	Nov 1996, pg 10
British Invasion, Stowe Vermont (Jeff Aronson)	Nov 1996, pg 8
Buick 215 (Rover 3.5l V8) Reference Material (Jim Dolan)	June 1996, pg 10
Conversion of a 24 volt Land Rover to a 12 volt (Bill Leacock), part 2 of 2	Jan 1996, pg 13-14
Centrefold credits - Birthday Party (Spencer Norcross)	July 1996, pg 8-9
Centrefold credits - Downeast Rally (Spencer Norcross)	Aug 1996, pg 8-9
Centrefold credits - British Invasion, Stowe, Vt (Jeff Aronson, Jeff berg)	Nov 1996, pg 6,7
Cleaning up your Frame (Alan Richer)	Sept 1996, pg 11-12
Contest: Crossword Puzzle (Murray Jackson)	Oct 1996, pg 8-9
Cost Comparison - new brake shoes vs. relined brake shoes (Murray Jackson)	Oct 1996, pg 14
Cover photo credits - Spencer Norcross offroad	May 1996, pg 1
Cover photo credits - Heavy Off-road 1995 Birthday Party (Ben Smith)	June 1996, pg 1
Cover photo credits - Fred Joyce approached the beaver dam (Spencer Norcross)	July 1996, pg 1
Cover photo credits - Mike Loidice crossing the beaver dam (Spencer Norcross)	Aug 1996, pg 1
Cover photo credits - Doc Watson on the heavy off-road, 1995 (Ben Smith)	Aug 1996, pg 16
Cover photo credits - Roy Bailie in the beaver pond (Spencer Norcross)	Sept 1996, pg 1
Cover photo credits - Andrew Finlayson on the light off-road (Jeff Meyer)	Oct 1996, pg 1
Cover photo credits - Bill Kessels on light off-road, Sunday afternoon (Jeff Meyer)	Nov 1996, pg 1
Danger Will Robinson, or Sealing Electrical Connections (Bill Yerazunis)	Sept 1996, pg 10-11
Engine Swap (Jerry Dowell)	Feb 1996, pg 3
Filling your stock oil filter assembly (Bill Maloney)	Apr 1996, pg 11
FlipFront (Mike McDermott)	Mar 1996, pg 13-14
From the Anti-FAQ	Aug 1996, pg 15
From the Anti-FAQ	Oct 1996, pg 11
From the Anti-FAQ	Nov 1996, pg 9
Front Axle Bush Replacement (Ian Stuart)	July 1996, pg 13-14
General Service (Robin Craig)	Jan 1996, pg 12
General Service (Robin Craig)	Mar 1996, pg 10
General Service (Robin Craig)	Apr 1996, pg 9
General Service (Robin Craig)	June 1996, pg 7
General Service (Robin Craig)	Aug 1996, pg 12-13
How to properly torque head bolts (Dave Bobeck)	Oct 1996, pg 12-13
Installing windscreen squirters (Alan Richer)	Apr 1996, pg 10-11
Instrument Refurbishment (Bill Maloney)	Sept 1996, pg 10
Joint American-Canadian-British Team Take on New Trucks In the Camel Trophy	Dec 1996, pg 12
Keeping push-pull cables working (Alan Richer)	Mar 1996, pg 13
Killarney? Isn't that some kind of beer? (Christian Szpilfogel)	Oct 1996, pg 13-14
Know your Land Rovers (Myles Murphy) - Land Rover Series III, 1971-85)	Jan 1996, pg 8-11
Know your Land Rovers (Myles Murphy) - Santana 1958 - 1991)	Apr 1996, pg 5-8
Land Rover Press Release - Another record year of sales	Mar 1996, pg 9
Land Rover, Range Rover, and the London Taxi (Murray Jackson)	Aug 1996, pg 14
Land Rover Song from South Africa	May 1996, pg 11
Land Rover Song - Rovers Lament (Alan Richer)	June 1996, pg 9
Land Rover Song - Repair Lament (Alan Richer)	July 1996, pg 12

Moving to Calgary (Rick Grant)
 New Age Painting Tips (Alan Pilgrim) Part 1
 New Age Painting Tips (Alan Pilgrim) Part 2
 New Age Painting Tips (Alan Pilgrim) Part 3,4
 New Age Painting Tips (Alan Pilgrim) Part 5, 6
 New Age Painting Tips (Alan Pilgrim) Part 7, 8
 OVLР Cliques (anonymous)
 OVLР Inventory for August 1996
 Proper Land Rover Beer (Alan Richer)
 Rebuilding Series II, IIA windscreen wiper motors (Russell Dushin, Alan Richer)
 Removal of Angle Iron Reinforcements from body sides (Clive MacDonald-Smith)
 Rovers in New Jersey (Bill Maloney)
 Series IIA/III Interchangability (Mike Smith)
 Silver Lake by 80" (Andrew Finlayson)
 Speedometer Fun (Bill Maloney)
 Steering Adjustment (David Place)
 Stowe (par Michel Bertrand)
 Testing for Positive or Negative Earth (Peter Hirsch)
 Tutorial: Rebuilding the Rover Steering Relay (Alan Richer)
 Unto Us a Child is Born - early ALROC history (Harold Huggins)
 Warmest Greeting from St Lucia where ants steal Land Rovers (Allan Smith)
 Yet another way to Pressure Bleed (Alan Richer)

Sept 1996, pg 5
 Feb 1996, pg 10
 Feb 1996, pg 13
 Mar 1996, pg 14-15
 Apr 1996, pg 11-12
 May 1996, pg 10-11
 Mar 1996, pg 15
 Sept 1996, pg 7
 May 1996, pg 9-10
 Feb 1996, pg 10
 Mar 1996, pg 11-12
 Feb 1996, pg 12
 June 1996, pg 8-9
 July 1996, pg 14-15
 Aug 1996, pg 15
 Aug 1996, pg 15
 Oct 1996, pg 15
 Dec 1996, pg 11
 Nov 1996, pg 11-12
 July 1996, pg 15-16
 Apr 1996, pg 10
 Aug 1996, pg 15

Recurring sections within the Newsletter

Some Non-OVLР News and Rumours, upcoming events, trivia, alternative parts numbers

- Jan 1996, pg 6-7
- Feb 1996, pg 7-8
- Mar 1996, pg 7-8
- Apr 1996, pg 4
- May 1996, pg 7
- June 1996, pg 6
- July 1996, pg 10
- Aug 1996, pg 10-11
- Sept 1996, pg 8
- Oct 1996, pg 10-11
- Nov 1996, pg 9
- Dec 1996, pg 9

OVLР News, rumours, trivia, lies, member's news

- Jan 1996, pg 3-5
- Feb 1996, pg 3-5
- Mar 1996, pg 3-5
- Apr 1996, pg 3
- May 1996, pg 3-5
- June 1996, pg 3-5
- July 1996, pg 6-7
- Aug 1996, pg 4-7
- Sept 1996, pg 4-7
- Oct 1996, pg 4-7
- Nov 1996, pg 4-5
- Dec 1996, pg 4-6

RoverToons Cartoon by Myles Murphy.

If you have any suggestions for other subjects, Myles is open to ideas. Drop a line c/o the Editor, OVLР, at the club address.



SOME NON-OVLR NEWS AND RUMOURS...

● From Land-Rovers in advertisements, books and movies, here is another slew of them:

From *Mark Gehlhausen*: "In the midst of the serious, disturbing work "The Coming Plague" by Laurie Garrett, I must note that Land-Rover is mentioned a number of times as the only vehicle apparently available in Zaire and Bolivia. Of two Peace Corps friends who have returned from Gabon and Sudan, one mentioned Toyota as his vehicle of choice. He wrote from Gabon of the local ritual of placing a hand to the windscreen when confronting opposing vehicles. Later he learned this kept the screen from falling out."

From *Roger Sinasohn*: "In "Spies Like Us", (starring Dan Akroyd & Chevy Chase,) the real spies head towards Russia in a topless sIII 88". (Dan & Chevy have gone native and are riding a local bus.) Chevy even correctly identifies it as a Land Rover."

From *Eric Zipkin*: Scene: Third world bar, fan turning lazily, several overweight men in fez's smoking a hookah, two western men sitting at a table. Both are dressed in obligatory khaki safari wear that actually looks used. One is slowly sipping at a cup of tea, oblivious to the heat. The other, sweating profusely, rants and raves....

Man 1 But that is impossible, there is desert, swamps, crocodiles, rocks, mountains, rivers...(etc. etc.)...I will not go!

Man 2: But I have a Land Rover....

Man 1: I'll bring the kids.

Even though an advert for a 4.0 Rangeie, still made me stand up and cheer.

From *Kevin Girling*: If you live in Ontario or anywhere within the TV Ontario broadcasting area watch for the British TV production "Heartbeat" normally seen on a Friday or Sunday evening. You will see a wealth of series vehicles including a LR fire truck used in this production which is set in the late 60's, early 70's. Some make regular appearances such as District Nurse Maggie Hallett's Series II (I think) soft top. Set in Derbyshire you can see Land Rovers at work each week in the setting they were designed for. If you don't get this program chase your local PBS station.

From *David Russell*: "in a Black and Decker Ad for the one-handed workmate (a combination workbench/clamping system) Scene: Man falling out of airplane, a la 007 (may have been wearing a tux), with a metal briefcase. Proceeds to, while falling through the air and using the Workmate, disassemble briefcase and create helicopter-like blades that he attaches to workmate.

Apparently, the blades then autogyrate and slow his decent. LR content? He lands in a topless IIA and speeds off over the desert in a cloud of dust.

● More alternative parts. Another installment from David Place: From UAP/NAPA, the steering stabilizer used on Land Rovers. This info may only apply to the Canadian stores so check it out if you want one. In catalogue UNS-95, same as UNS-96 on page 159, is the stabilizer under part number 6802SE. The bracketed tit is part number 1322. The same numbers are given for the Mitsubishi 1/2 ton Truck 1982 to 1983. The Land Rover shows 1959 to 1981. The Montero 1989 is the same stabilizer but the bracket is different. Isuzu Trooper and Rodeo uses the same stabilizer but a different bracket. The JEEP Commando/Jeeperster is also the same but a different bracket. The IHC Metro and the IHC Travelall, Travelette and Wagonmaster, and the GMC 1967-87 K and V series 4 x 4 Pickup and Suburban. There are more, but I have put these in just in case you have a wreck you can take the stabilizer off. The bracket is the same on the Jeep Gladiator and Pioneer 1947-83 the 69 Scout and others. All this means, that you should be able to go to a local wrecking yard and get a steering stabilizer without putting out a lot of money for a "real" Land Rover one. I will try to find other parts that are a good swap.

● Trivia -the lengths of each segment of steel brake line for an 88" dual system:

Master Cyl to Rear Union:	81"
Rear Union to Rear Hose :	46 ¼"
Rear "T" to Left Wheel :	38"
Rear "T" to Right Wheel :	20"
Master Cyl to Front "T" :	78.375"
Front "T" to Right Hose :	44"
Front "T" to Left Hose :	75"
Front Hoses to Wheel Cyl:	7 ¼" (x 2)

ZIPPY'S TOWIN' N' HAULIN' FOR FUN

FOR A FREE - NO QUESTIONS ASKED - RIDE TO THE NEXT LANDROVER RALLY, ZIPPY'S'LL GET YA THERE

1-800-DUH-ZIPP

**GENERAL SERVICING
REPAIRS, HUMOUR, TALES, TRIVIA, RAMBLING**

That White Stuff, A Friday Story by Mike Rooth

It's a little known fact that Dixon has employed the services of a witch-doctor, in order to make Bloody Nora's life even *more* difficult than it would be if she'd only got me to cope with. Unfortunately, being Dixon, it seems that in his usual cut-price-use-secondhand-don't-pay-for-it-whatever-happens, manner, the one he's employed is either over the hill, or, more likely, a rank amateur. The first snow spell this bumbling wizard made, dumped on Dixon.

Having looked in a schoolboy's atlas, to find out more or less where England is, worked a little better, inasmuch as we got *some* snow, but it took a total lack of plonk, considerable optimism on my part, and a ten mile trip to come to grips with it. Of course, it's a well-known fact that one snowflake generally stops England dead. Not *quite* true, this, there are two widely differing approaches evident on our roads.

The first, truly English, is the "Ignore it and it will go away" approach. This involves treating snow and slush, (unusual) in the same manner one would treat rain (endemic). Blast ahead regardless. Such people are truly frightening, even from the lofty perspective of Nora's cab. It is an awe-inspiring sight to look in the drivers door mirror and see a BMW, recognisable only by its radiator grille, front of the car covered in snow, the rest obscured by flying crud, some of it relatively solid, coming past at sixty.

On the other hand, the second method of approach "Oh dear, look at the mess we're in *now*, Stanley" is a little frustrating, since such drivers tend to forget the whereabouts of any gear bar bottom, and, judging by the noses pressed up against the windshields, suffer from appallingly short sight forwards, and total lack of vision aft, owing to the usual tiny tank slit cleared in the rear window. If that.

It was the DA's intention, she announced on the Friday, to go shopping on the Saturday afternoon. This in order to replenish the supply of beverage "Otherwise I don't want much." Be it noted, that when this phrase comes up, I *usually* ponder the advisability of loading the wheelbarrow. Or two. Or hiring a bus.

Saturday morning, I was awakened by exclamations of surprise from the DA (along the lines of "Bugger me, look at that!"), generally expressing wonder that I had not, as is my wont, I'm told, been busy forecasting snow for the previous three weeks. I can't deal with sneak attacks by witch doctors, she was informed, and it's all Kenner's fault. Which she accepted, strangely, with no trouble at all. Which proves something, I'm not sure what.

Waking Nora up proved quite easy, much to my surprise. She knew there was something in the wind. And the re-supply run was brought forward to the morning. Perhaps "run" is the wrong word. More like a brisk trot. And what's more, she even consented to illuminate her rear lights at the flick of the relevant switch, thus sparing me the trouble of grovelling underneath to wiggle the wiring. This is a traumatic hangover from being run into. She wants to hide. Understandable really. After all being rammed by a Ford *is* a bit *infra dig*.

The road out of town was crowded by those of persuasion (b), and overtaken by those of persuasion (a), which made those of persuasion (b) even less adventurous than normal in these situations. Loftily ignoring the lot of them, Nora forged a dignified middle path, occasionally wiggling her tail in a most unladylike manner. Tart.

Turning off the main road, with its two inches of wet slush, the route becomes more... interesting. Parts of Leicestershire can be quite hilly, and the minor roads are almost never "treated". That means the local authority's Vehicle Destruction Operatives never get there with the salted gravel throwing truck. And the higher we got, the more it snowed. Out of the valley, the wind got up, too, not only outside, but in the passenger seat. Getting definitely windy, the DA. I could see the clenched knuckles on the dashboard. Pretty soon, Nora had a full blown blizzard on her hands. Or wheels.

Our destination was a town virtually built on the side of a hill. To get in, you go over the top, and down. Steeply down, about one in seven. Six in places. And Nora followed a driver that had my complete respect. This bloke had done it before, and never slipped or slid once. It was also noticeable that he never, ever, touched the brakes.

Re-supply accomplished; for once we didn't heed the wheelbarrow; Nora was totally covered with snow at the front. Two inches and counting. Visibility? You jest. Ha ha. Very risible. Droll, even. Now the only way out of this place, being the reverse of disassembly as they say, is *up*.

The easy way is through the town, leaving a short but nasty bit of a steep climb culminating in a right hand turn onto a slightly, but only slightly, less steep climb. The hard way (no I didn't) is *round* the town, down a one in four, into the bottom, then up the same road joined by the easy route. Unfortunately the hard route is complicated by an ancient railway bridge in the middle of the down bit. This is a tight fit for Nora in happier circumstances, but I knew it would be

an interference fit for a sideways going Nora, and she'd been good so far...

We'd got four to five inches now, and drifting a bit, the wipers clearing less and less space. Fun! Through the town, up and down relatively gentle inclines, with a lot of reverse road camber, a feature of this place it seems, and on to attack the hill. Still in two wheel drive. And being tailgated! I couldn't believe my eyes. This twerp was three feet off my back end. In *this* weather. Truly, some mother's do 'ave 'em. I mentally consigned the idiot to his fate, and slipping more than somewhat, commenced the ascent. It's one of those hills with a sting in the last fifty yards. Fairly steep all the way it gets very steep at the finish. Nora was bellowing away nobly, as only a two and a quarter diesel can bellow, but the wheels were slipping, slipping... BANG! Traction, all-of-a-sudden-Peggy. Fifteen MPH in third high on a steadily rising incline. Who said diesels were wimps?

Road junction coming up, piled snow to the left. No-one else had done the hard route, either. Bugger stopping, swing right, and on up the second hill. Only to see a Ford Escort van in front, not going anywhere except sideways. A moments reflection prompted a full stop. Just behind this valiant but foolhardy soul. Whereupon the van stopped its pirouettes, and a weary hand came out of the half opened driver's window, waving me on. We were stopped on a one in seven (at least), in rutted snow. Low second. Bit of throttle, and away she went. Round the van, on up the hill, never a beat missed, nary a slip.

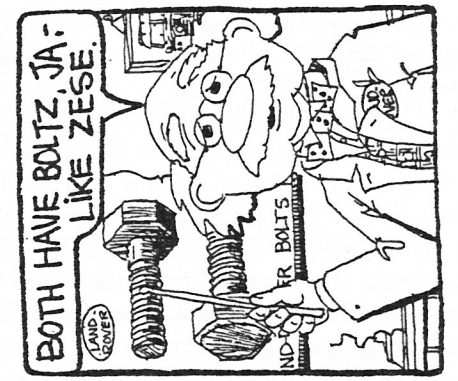
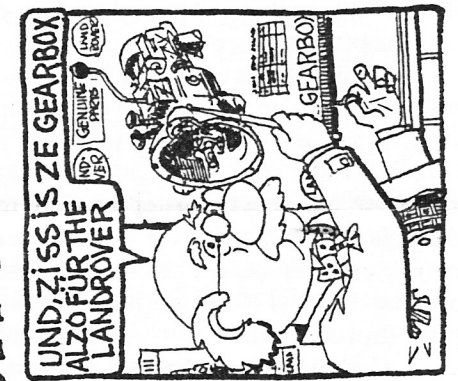
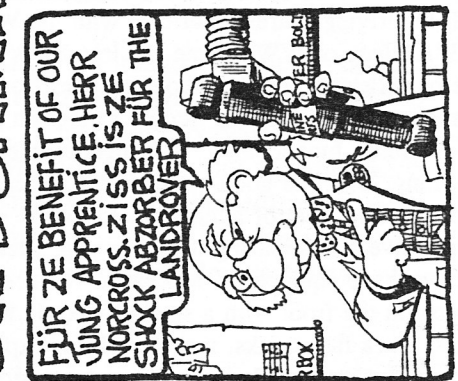
Back into high at the top, and, well, the rest was downhill all the way. Which taught me, among other things, the enormous capability built into these old vehicles. I doubt that a modern one could have done any better. Of course, on the return home, the DA, looking in the back, spied the shovel. And said "I wouldn't have been worried at all, if you'd said you'd got the shovel in, so we could dig ourselves out." Dig ourselves out? It was there to dig some other poor sod out! The Kenner witch doctor had another go yesterday. Couldn't hold his breath long enough this time. Turned to rain. You get what you pay for, I suppose...

- Found, purchased a vehicle, but are not sure if it is positive or negative earth? Put a battery in any which way and connect it. Switch the ignition and the lights on. If your ammeter works, it will either show charging (+) or discharging (-) - if it shows charging the battery is the wrong way round. Another possible indication would be the size of the battery terminals, *if* they have been changed around when the vehicle was converted. *If* the coil has been changed (which is not necessary, but recommended), you could find out from that. *If* the test lamp colours on the dash have been changed, that would also indicate negative earth (with positive, the black is above and the red below - most people don't bother, though). If you have an alternator instead of a dynamo, you have -ve earth for sure.

Anyway, if all else fails and there are no indications just put a battery in place and try starting. Nothing can really go wrong, unless you have a radio, a windscreen washer pump or other equipment that needs either +ve or -ve ground. If the engine runs well, that was it; if it doesn't, turn the battery around - if it runs better, that's it. The dynamo will run either way, so will the starter and the wiper motors. The coil works better one way than the other, but you may not even notice the difference.

TECH TIPS FÜR DUMMKOPFES

WITH PROFESSOR LÜGNUT VON DIMMWITT



MYLES MURPHY, 1996. COPYRIGHT OVR.

Joint American-Canadian-British Team Take on New Trucks In the Camel Trophy Ottawa, Ontario, Canada

Everyone in the sporting world has heard of the Camel Trophy - a grueling mix of wilderness skills, driving skills, orienteering and just plain survival with Land-Rover Discovery 4 by 4s as the mount of choice. Well, there's a new (or should I say old?) twist this year - a team traveling the Camel Trophy course in a 1948 Land-Rover Series I 80" car! The Canadian- American-British team, TimeWarp Overland, were originally challenged by a correspondent on the Land-Rover Internet mailing list to make the trip.

"From the original challenge, things just kind of fell into place", said Dixon Kenner, one of the drivers who will be in the Series I. The run is being conducted to showcase what Dixon called "The Rover spirit", to prove the capabilities of the older Land-Rover Series vehicles vs. the new Discoveries used by the other competitors. In this vein Mr. Kenner remarked, "We feel those in newer vehicles are cheating, lessening the challenges that past competitors once had to undertake. The extensive support networks of aircraft, Defender 110 supply vehicles and so forth diminish the impact of the competition".

While talking with TimeWarp Overland team members Dixon Kenner and Al Richer, I am struck at the amount of preparation and dedication they've put into the trip. As Dixon Kenner said, "The Land-Rover has a proud heritage, which many buyers of the more refined Discovery and Range Rovers either sneer at as hopelessly primitive or simply discount as ancient history. Alan and I are going to prove that the Land-Rover spirit was just as versatile and capable then as it is now, perhaps even more so".

Originally conceived as a "Farmer's Friend" in the years after World War II, the Series I that Dixon and Alan will be driving shares a heritage with the Wyllis-Overland M38A1 Jeep of WWII fame. Its interior is spartan, amenities are nonexistent, and the whole vehicle, from its galvanized bumper to its aluminum hardtop exudes an aura of no-nonsense functionality. It seems capable of just about anything, which is good considering the jungle it's headed for.

The level of attention paid to this vehicle is impressive. In preparing it for the trip, Messrs Richer and Kenner have equipped it with large 16" tires, a hydraulic winch on the front with a smaller electric in back, digging tools, extra fuel tanks, a roof rack for expedition gear and everything you could need to extricate yourself from disaster, like cinch straps, climbing ropes and ground anchors.

Of course, there are other touches which would seem odd in a more modern car. The tightly-wrapped packages of spare parts, the extensive manual set bound in sealable plastic covers and the rolls of the ubiquitous duct tape number but a few of the eccentric items in the old Rover. Mr. Richer says about these items, "When dealing with a car of this age, its behaviour sometimes is best described as eccentric. Also, making repairs in the field sometimes requires....unorthodox methods, hence the baling wire, duct tape and other items near and dear to the hearts of Rover owners".

Of course, this is not simply one car and two men against the elements (and the Discoveries, of course). Rather than take the approach that the Camel Trophy does, with Defender 110s and aircraft as support vehicles, the TimeWarp Overland team is taking everything low-tech and elderly.

The Series I is being accompanied by a pair of 101 Forward Control Rovers, huge behemoths of Land-Rovers originally built for the military in Britain back in the 1970s. Powered by large V8 engines, these two Rovers will be the lifeline for the 80. They are being crewed by a motely collection of friends of the drivers, including Ben Smith, Bill Maloney, Dave Bobeck and Mike Loiodice as 101 pilots, Mike Rooth, as machinist and mechanic in charge of the 80s health, and Spencer Norcross as photographer and general trail hand for the expedition.

The 101s themselves are masterpieces of their breed. One, long ago a radio van for the RAF, has been fitted out as a mobile workshop and support vehicle for all of the old Rovers in the expedition. With its lathe, drillpress, mill and other precision tools Mike Rooth can, in his own words, "Bloody well rebuild it from scratch if I have to".

The second is the crew vehicle, having been fitted with extra seating as well as space for crew kit and personal items. It hauls a unique powered trailer, containing "food supplies" as I was told, while not being let near enough to examine its stock. It didn't matter - this reporter can read the labels on cases of Molson, Bass and Glenfiddich from 20 yards away easily..

The competition vehicle itself is the item that draws the attention, though. It's a rather small vehicle considering what it's going to be asked to do. From its no-nonsense bronze green body and yellow (I was informed the proper name is "limestone") roof, it squats in its tracks with a casual air of unconcern for the ordeal it is about to attempt.

When asked if they'd equipped the car with extra batteries for starting, Mr. Richer asked, "Why?". He then reached behind the driver's seat, pulled out a crank, slipped it into a hole in the front bumper and started the car with a quick pull on the crank end. As he said after I picked my jaw up off the ground, "The key that most people miss is simplicity. This car has an almost-nonexistent electrical system, a simple, easily field-repairable engine and drivetrain, and no fancy electronics other than the communications gear I installed. With a good set of hand tools, you can rebuild the engine sitting in a jungle clearing, a feat a bit beyond newer vehicles".

Both Mr. Kenner, a senior member of Environment Canada and Mr. Richer, an engineer for IBM, are confident that they will complete the journey in good form. After seeing them and their time machine and the hulking monsters of the support Rovers, I think that the Discoveries on the trip have more to worry about from the Series competition than they do from the jungle.

(AJRicher, Reprinted w/o permission from *World 4 x 4 News*)



2 for the price of 1

Land-Rovers turn up in places where a car would be seen dead. They're still running when cars have exhausted their last exhaust. But they also do things that cars can do, just as well.

Things like motoring all day on motorways at a steady 70 mph. And with a choice of four or six cylinder petrol engines, or a four cylinder diesel engine. No car offers this kind of choice.

In our Station Wagon you can sit twelve people on deep-cushioned seats, while their feet sit on fitted rubber matting.

Every day of the week you can use a

Land-Rover. Not just for pulling caravans or boats, or any other tough job. They're great for eating picnics in. They're great for weekend family gadabouts. And think how much shopping will go in the boot!

Don't forget the Land-Rover convertible. The first glint of sunshine and you can roll up its canvas roof.

For free information about the "2-in-1" Land-Rover, see one of our dealers.

Or write to us: Sales Division, The Rover Company Limited, Solihull, Warwickshire.





Clockwise, from Below: The famed OVL R Lugnut award, details inside; Desperate Dale with friend at the Downeast Rally; Mike Loiodice hits the beaver dam at the Birthday Party; Unknown Rover at the Winter Romp; Jeff Berg and Eric Zipkin in the back country at the Mid-Atlantic.



Photos: Dixon Kenner & Quentin Aspin & Spencer Norcross