

15 April 1997

**Volume XIV,
Number 4**

Wrap Cover



**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.

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

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

Visit the OVLRL Web site:

<http://www.off-road.com/OVLR/>

The Ottawa Valley Land Rovers Newsletter

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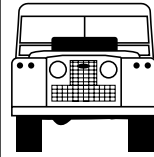
is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

Deadlines: Submissions to the OVLRL Newsletter must be received by the first of every month for inclusion in that month's newsletter. All items submitted for publication should be legible and signed. Names 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...

April 21	Social at the Prescott
May 5	Executive Meeting Location to be announced.
May 9-11	Carlisle Import Car Show, Carlisle, Pennsylvania
May 10	Spring Engine tune-up at MiniMan. Call Ted Rose for more information (823-3150)
May 10-19	Sean's Real Man Challenge (information is in this months & last months newsletters)
May 19	Social at the Prescott
June 1	Mainly Mini's Garage Sale at Ile Bizard, west island Montreal

future events:

(Dates & times subject to change)

May 10-19	Sean's Real-Man Adventure,
May	Engine Tune-up at the MiniMan
Late May	Blue Ridge LRC May Day Rally
June 20-22	The Birthday Party, 14th Edition
June 28-29	Downeast Rally, 9th Edition America's Billings
July 11-13	Atlantic British Parts Rally, Gloversville, NY
July/August	Calabogie
September 20-22	British Invasion at Stowe Vermont
October 3-5	ROAV Mid-Atlantic Rally
Early October	BSROA Fall Heritage Rally
December 6	Christmas Party

This Month's Cover:

That killer Silver Lake morning rush hour...

*A whole slew of members waiting for the mudhole, morning light off-road.
13th Birthday Party, Silver Lake. Photo: Dixon Kenner.*

The OVLRL Newsletter

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"As for what's the best winch for a L/R, I'd say a hydraulic, since it will leak oil and so appear to be an official L/R item."

Tom Rowe

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

President: Ted Rose (613-823-3150)
Vice-President: Bruce Ricker (613 592-6548)

Secretary: Dave Meadows (613 599-8746)
Treasurer: Christine Rose (613-823-3150)

GREETINGS;

Normally, this space would have been filled with accounts of the Maple Syrup Rally. However, a late Spring has delayed the Rally by a week. A full account will be in the next newsletter. However, other news...

Planning continues for other events this Spring and Summer. The Engine Tune-up at MiniMan will take place on May 10th. Ted Rose and Andrew Finlayson are the two responsible for this ordeal. Information is piling in for the Birthday Party at Silver Lake. The same weekend sees the Carlisle Import Car show in Carlisle (great used parts vendors for British iron), and the start of Sean's Real Man Challenge. The first weekend in June sees the Mainly Minis Club of Montreal hosting an annual Garage sale at Ile Bizard, on the west Island of Montreal. It's free and there are dozens and dozens of parts for sale. OVLR members could have stands on which they would offer their LR bits and pieces if they wish. It is supposed to be a huge event for the Montreal Club and I think that it could be interesting.

Within this issue of the newsletter you will find a pre-registration form for the Birthday Party, a map of Silver Lake Provincial Park, and a tentative schedule of events. For those wanting to stay at the Provincial Park, you can reserve a campsite after May 1st. OVLR has blocked out the western portion of the park for people attending the Birthday Party. When you make your reservation you need to do the following: State you are with Ottawa Valley Land Rovers; give your name, address, phone number, a Visa/MasterDebt number & expiry date, the number of nights you will be staying, and whether or not you require space for additional vehicles (only one vehicle per camp site, additional vehicles are to be parked in the main parking lot) Rates are \$16.25/\$16.75 (premium per night \$7.00 for an extra vehicle). The OVLR section is tentatively reserved until June 6th. After that, you are on your own. Phone lines open May 2nd at 8:30 am. The number is (613) 268-2000

Some people are planning a double header, Land Rover style. They plan to arrive at the Birthday Party, stay until Monday or Tuesday, then wind their way down to the Downeast Rally in Maine, arriving Thursday or Friday. It is understood that they will be going by Rovers North, Jim Dolan's farm in Vermont etc. More information on this asit becomes available. Spencer Norcross is the fuzzy information co-ordinator for this.

Bruce Ricker reported back on insurance. Insurance is available that will cover OVLR for any mishaps (some will recall that this step was necessitated by the discovery that the insurance policy from the British Car Council was lacking in several respects). The cost will range somewhere between \$1,200 and \$1,600 per year. This includes both third party, comprehensive general liability, Directors & Officers insurance. A policy should be in place by the next Executive meeting at the latest, or by the Maple Syrup Rally at the earliest.

Grille badges—Our newly titled OVLR Merchandising Manager, Andrew Finlayson (titles are everything!) ordered a further 75 badges and promptly sold 30 of them. Flush with success, Andrew is extending his line of wares to pins. Expect a more full account in the next newsletter on availability.

And in late breaking news, the kind where everything is done and we are off to the printer, 60 people, 12 Land Rovers at the 10th annual Maple Sugar Rally. Long distance award to Bill Rice who drove up from Watertown, NY, and to Simon Davidson who camped out in the snow in the sugar bush.



Harry Bligh, Ted Rose, Dale Desprey & Gordon Bernius lined up at the 1996

Other News, Rebuilds/Projects, Lies, Rumours, Trivia

🚗 Editor type stuff: Spencer is still looking for more photos of OVLR vehicles in action. Spencer can be reached at the American Roentgen Ray Society, 1891 Preston White Dr., Reston VA 20191.

🚗 Collation was brought to you last month courtesy of **Bob Wood, Fred Joyce, Murray Jackson Andrew Finlayson,** and Bruce Ricker at Chez Bob's. Libations were funded by an act of generosity from **Russell Dushin**. Russell, figuring that we should be in good spirits for chores sent up a nice cheque to help speed us along with spirits!

🚗 Crossword Puzzle News: -Murray writes,

AND THE WINNER IS... The responses to OVLR Crossword No. 2 have been checked I will be mailing them back to participants. **Fred Joyce** and **Bob Wood** had all answers correct while four others would have had it all correct except for one troublesome clue. The remaining respondents had more than one error. The troublesome clue was 6 DOWN, "Abbreviation, paint found on military models". The answer is infrared reflective and the correct puzzle response was "IRR" and not "IFR". The "IRR" can be seen on the fenders of my Lightweight at the Birthday Party.

On a related matter, subscribers to Land Rover Owner who attempt my puzzle in the April '97 issue should note that the printing process created two errors in the published grid. First, the number "9" for the 9 ACROSS clue was deleted in the upper right section of the grid. Second, an extra empty block was inserted between the last letter of 13 DOWN and the first letter of 20 ACROSS. As a result, the "20" is two blocks too far to the left and the answer to 20 ACROSS appears to have eight letters instead of six.

OVLR Crossword No.3 is in this issue. It is a larger and more challenging puzzle which will hopefully be entertaining. Bearing in mind comments on earlier puzzles, this one has been compiled to include words from the last 12 newsletters, common Land Rover words, common automotive terms and general knowledge words. Anyone who gets the newsletter should be able to complete the puzzle successfully.

Finally, thank you to all who have attempted the puzzles and special thanks to Dixon for suggesting I attempt to create puzzles for the newsletter.

You have no excuses this time. The puzzle has been vetted by trained seals, er, intelligent people armed with a bunch of old newsletters. They were able to get perfect scores with a little effort. (So, for example, Franz in Germany and Andrew in England who did them but never sent them, you have no excuse this time!) This round, both Rovers North and British Bulldog have so far offered to contribute prizes. Thus far we have received some calendars, mouse pads, wheel cylinder rebuild kits, lamp guards, leather gaiter kit, et cetera. The completed puzzles should

be mailed to Murray Jackson, 6318 Paddler Way, Gloucester, Ontario. K1C 2E7 at least one week prior to the Birthday Party. Murray will announce the winners Sunday at the auction and give out the prizes.)

🚗 From **Alan Richer**: " the 88 came home this weekend on the back of a flatbed. AAA doesn't check serial numbers. Damn thing runs well - after a minute or two of running the sputtering settled down and it became a well-behaved 2.25 petrol, albeit one that needs an oil change badly... I cleaned it out on Sunday, partly to inspect my new prize and partly to make sure I hadn't brought any tiny furry livestock home from New Hampshire. Old fan belts, hoses, scrap metal, shingles, Also in this process, i did a thorough walk-around of my prize. The only bit that's got me concerned is the driver's doorpost and the edge of the dashboard. There's sections of Bondo in there reaching 1/4" deep - looks like the old boy got smacked in the side, and they only pulled it out partially and bonded over the rest. The Bondo is now flaking off and it's obvious I've got some serious work to do there.

🚗 An update on progress recorded by last year's Lugnut winner, **Spencer Norcross**: Oh no, Spenny's truck isn't just so bad that **Quintin Aspin** will not drive it. It's soooooooo bad... are you ready for this? **Steve Denis** won't drive it! Now understand that Steve once drove a VW bug from Georgia to upstate New York with only the hand brake. Steve reports... I believe we are all familiar with the Rover steering, (tiller?) You turn the wheel and the steering box and drop arm change the roundy-round of the wheel to a Pushy-pull on that drag link over the frame rail. On to the relay levers and then the steering arms etc, etc. The 1st bit of the motion is the catch here. On Spenny's red death ride, the roundy round of the wheel is transmitted to the drop arm just fine... **however** the draglink is not playing the game here - it don't move - nope, not one little bit, instead of being a team player, it pushes **back!** Now, the drop arm is attached to the draglink and the steering box. The link just said NO and the steering box recoils in horror. The steering box is attached to a vertical bracket with 3 long bolts going through the frame, 4 bolts hold it to the steering box and it has a 90 degree flange with 2 bolts going into the toe box area of the firewall... to top off the equation, there is a bracket with shims that goes from the top of this vertical bracket to the top of the toe box. Like where the pedals go through. Well that's what **Rover** wanted anyway. **Spenny**, however, seems to have run out of scratch at the hardware store. On the "Date With Death" the lower 3 bolts number 2, and one of these is 1/4-inch, NOT 5/16... what's a sixteenth between friends? The 2 bolts to the toe box are... missing... let me look. Oh yeah. **and so are the holes in the toe box! whoa!** Like a 7-up or a nun.."Never had it , never will? The 4 bolts holding (Ha! that's rich! **holding**) the steering

box to the bracket number 3 All of them loose and one stripped out. The top brace is missing all the shims and is not tightened down on either end. So! You turn the wheel and the firewall moves back and forth. The wheels just "Keep on keepin' on"... Ditch? what ditch... The effect of all the hardware is to triangulate the toe box area of the firewall and make thin sheet metal as strong as a billet of steel. Spenny's firewall has the strength of damp pasta - Moldy damp pasta. "She cracking up! Cap'n... I kenna 'old 'er!" "Somebody left the bolts outta the Warp Drive!!!" Closing the door helps the steering... some of the play is caught in the door lock. Spenny, Spenny, Spenny...

John Hong sends us a line from out west - "I'm toiling at 3Com again. My Ibox continues to gather dust... errr... patina at John Foers'. I am supposed to be doing a bunch of traveling for 3Com, several months worth maybe, in which case, the ibox delivery comes after that. The big question for me is if I get a 101 or not. Let's just say I'll be pushing the registration game to the limit! I am seriously looking at a 1958 88 and a 1964 88 (yes the mated pair) in New Mexico - guy also has a 1938 UK phone kiosk... he says the thing weights like 1500 lbs! I didn't realize they were cast iron.. so I'll have the 74 88 in Hawaii, the 60 109 (current driver - am in the midst of replacing clutch) the 2 88's , the Ibox and maybe a 101? I may either sell one of the old 88's or ditch the 1974 88 - refurbishing it in Hawaii is probably not worth it - MUCH sentimental value though cause it is my first rover. I have found the newsletters to be especially funny recently! The cutout Rover was as they say "brilliant"!

Russell Wilson related how he painted his Land Rover using 27 spray cans last month. **Ted Rose** had this response - "Berry Red? Berry Red? What the hell is Berry Red I said to Dixon. 27 cans? Unheard of. Why, this past summer I painted my 88" in colour match Pastel Green mixed by a local paint jobber. It took four large spray bombs and two huge cans of proper primer (not Canadian Tire stuff). The finish (fisheyes?) is better than acceptable, cause I had one of those clip on spray handles (eh!), for a vehicle I bash through the bush, then drive to work. My only complaint is I had the first two cans mixed, sprayed, then ran out and got the other two and the shade is slightly different. All this for only \$80 Cdn (about \$32 US). How long will it last? I don't know, but after eight months and one Canadian winter it doesn't look too bad. Oh yeah, I did the roof later with Tremclad recreational (read limestone) white.

A note from **Paul Champagne** - Hello, "Stainless" is going well after 5000 km this winter. We installed a second heater under the front seat, a 110 volt heater for the radiator and helper springs for the wiper arms. Besides that, it runs fine and is excellent in deep snow. Stainless is considering seriously to participate in the Canadian Camel trophy north of Elk lake. Its original owner, **Patrick Michaud** and myself are willing to go , but only if the going is very rough and the trout are caught passing trough the Rover's back windows during deep river crossings. Remember, Stainless has a fish well built in under the rear back seat. Regarding Sean's Real Man Challenge - Up to now, we have solved in order: the wives approval (it was that or else); the

bosses approval (we are both managing or own destiny); the beer problem (we hide some grocery money until May); the heat problem (I bought last week a sleeping bag on sale at Canadian Tire for \$24.95); the mechanical problems (Patrick will accompany Stainless!) Note, Stainless is a 109 station wagon with a stainless steel frame, doors et al!

A note from **Ben Smith** "I've been doing a bunch of minor things on Dora. Mostly 3k maintenance, but some projects as well. As usually Dora was spitting out gear oil from the rear hubs so I decided to pull the half shafts and inspect them while replacing the gaskets. So I had Dora in the driveway. All was going well I had 5 of the 6 bolts out. The 6th one was giving me trouble. I had to use a wrench. Funny, I thought, the others were finger tight once loosened. I was pondering this when the bolt finally came free of the hub. And Dora started rolling backwards down the driveway in a mad bid to escape across the street and takeout a Ford Mustang. After rolling over some tools I was able to stop her at the foot of the drive way, engage the hubs and drive back up the driveway. This time I chocked the wheels. Funny that when you have the tranny brake on, the rover will roll when you pull a half-shaft.

<http://nrsvr.mnr.gov.on.ca/MNR/parks/index.html> is the Ontario Parks website, with reservation information and the like for Silver Lake.

Treasurers Report:

Cash in Bank	3,645.58
Money Market	520.79
Petty Cash	58.91
Total	4,225.28
Expenses:	
Newsletter	397.85

Wade Zumbach seems to have found an interesting computer game "I was at Price Club the other night and found an interesting computer programme. It is called Test Drive & it is an off-road race game. You can choose to race in one of the following 4x4's: Hummer, Land Rover Defender 90, Jeep Wrangler (TJ), Chevy K1500, Z71. The game, although I have never played seems like a very high quality programme. From what I read on the box it seems that you race from the indde of the vehicle & can choose from any of 9 different camera angles to play from. The specs are: "Test Drive/Off-road" by Accolade software. \$39.99. Requires a Pentium/90, 2x CDRom, 16mb ram. In other news, I was able to get my timing chain cover & pulleys off almost with my bare hand once I got the starter dog off. I feel lucky after all the horror stories I have heard. Phew!!!"



Some Non-OVLR News & Rumours

🚗 An April's Fool that appeared in the UK resulting in hundreds of calls to Solihull!—50% off Defenders, it's official, but there's a catch, you have to build it yourself. The following was printed in the April Edition of *4x4* and *Landrover Mart* in the UK.

“News is slowly filtering through to dealers that the Defender 90 and 110 is facing severe production crisis. Since the reorganisation of the production lines when the new Range Rover was first introduced, a depleted workforce have slowly been falling behind, Current stock levels are resulting in a four month lead time for new orders with the knock-on effect of customers being persuaded to buy the more expensive Discovery. As an interim solution Landrover Ltd. have decided to release CKD (Completely Knocked Down) kits to the UK dealer network. CKD is basically the supply of an entire vehicle complete and ready for final assembly. The CKD system has been successfully employed in Africa, Asia and Central America ever since the release of the Series IIA, so it has now been decided this exciting solution may well become standard practice if the Defender is to continue production after the launch of the all new CB40 baby. Dealers have been advised the kit of parts will cost about 50 per cent of the list price with estimated labour times lifting them approximately to the level of current prices. Just how Landrover expects dealers to spend 150 man hours to fulfil one order is beyond me, however, dealers have been considering releasing an unlimited number of the unbuilt kits to the public. A new Defender 90 for 7,500 UKP (plus of course the build time). The down side is that Landrover will probably withdraw warranty liabilities and the like but it is literally a small price to pay for a 90 or 110. Better Start Saving. Details now available, all enquiries should be directed via Network Services on +44 (0) 121 700 1496”

🚗 Another Land Rover club, this time in the New York City area - “We are pleased to announce the formation of The New York Land Rover Club for owners from Long Island, Westchester and Manhattan. There will be a quarterly newsletter, with the first issue to be published in the Spring. The club will organize off road events, rallies, shows, and family outings. NYLRC is a club for owners to get together to share stories, ideas, suggestions, and of course, to show off their British wonder. Annual dues are \$50.”

🚗 Announcing the Empire Rover Owners Society (aka Empire, aka E.R.O.S.) A number of the usual suspects, (basically a bunch of Land Rover anoraks who like to slog through the mud, have rover fun and then party afterwards), determined that we needed to form our very own club. The Empire Rover Owners Society members are loosely centered about the the Hudson and Mohawk River Valleys, along the Erie Canal, and the Long Island Sound, (which is to say all over the great state of New York, the Empire State), though we have members from the Potomac River Valley to Ottawa Valley. We're not going to stop

there, as the Empire Rover Owners Society, we've got that imperialist thing on our side, and we're out to conquer the world. Empire has no intention to throw a huge periodic events; our members are far too busy attending other clubs events and hosting informal local gatherings. See our web page at <http://www.Land-Rover.Team.Net/Empire/> for the latest news, calendar of events and stories of previous events. After a meticulous survey of our present members was conducted, Empire came to the conclusion that we all really liked the monthly OVLR newsletter. Thus eschewing liability, deadlines and printing costs, EROS has thus proclaimed that the OVLR newsletter is the official newsletter of the Empire Rover Owners Society. At present the Empire has not yet levied any taxes on the membership. To join the Empire Rover Owners Society, subscribe to our mailing list by sending a message TO: majordomo@land-rover.team.net with the text subscribe empire-lrc If you have any questions about Empire, write to us at empire@land-rover.team.net

🚗 ROVER has released details of a new four-wheel drive vehicle, to be called the Freelander. It will be sold alongside the Land Rover range of Defender, Discovery and Range Rover models, and is said to combine the driveability of a saloon car or hatchback with the advantages of four-wheel drive. The Freelander will make its public debut at the Frankfurt Motor Show in September, and will go on sale early in 1998. Prices will range from less than 15,000 to around 20,000 pounds sterling. It will be available in both 3- and 5-door versions, it is targeted at a completely new range of customers for Land Rover (sic), and will compete for sales with the likes of Toyota's Rav-4 and the Suzuki Vitara. Land Rover UK says the Freelander will appeal to young-at-heart individuals and couples who lead active lives. It is known that petrol and diesel models will be available

🚗 Land Rover Owner Book Shop has set up a number (905-436-7813) for people to phone and get recorded messages on the larger Land Rover events that are happening around the countryside. LRO Shop had spare equipment available, so decided to use it constructively and give this service to the North American clubs to help disseminate information on events to callers. It will be kind of a central number to call for information (Dates, locations, costs, contacts for more information etc.) for all those people who are not necessarily in a club or have access to the Internet yet might want to attend an event. Currently there is information on the Downeast Rally and the Birthday Party available to callers. More will be added shortly.

🚗 A rumour from Atlantic British... They will have a Rally July 11-13 in Mechanicville, NY just north of Albany off exit 9 of I-87 also planned is an off road event and a pig roast. From what I was told off road event will take place in/near the town of Gloversville exit 27 off I-90. Further details will be in the next issue of the Rover Log due out in about 3 weeks.

Across

1	L-R model in Nov. '96 newsletter letterhead
10	Keep this item out of the spokes
12	Award given to Sean McGuire at '96 Christmas Party
13	Part of a winch
14	Brand name of a diff locking device
15	Short form, item found in yuppie-mobiles
18	Nickname, Desperate Dale's newest vehicle
21	It's an _____ battle!
22	Appropriate name for OVL R member's dog?
25	Quebec site of annual Spring event
27	Given name, newsletter layout guru
29	Word to describe most L-R owners
30	Word used by auctioneer Bates
33	Breakfast of champions
34	Coolant evacuator
37	Abbreviation, fuel system not seen on the oldies
39	Item Bates converted to drinking vessel
40	Initials, crossword creator
41	Meaning of "nearside" in Brit-speak
42	Abbreviation, anti-smog valve on modern engines
43	Anagram of vital engine fluid
44	Short form, item to cover whatever
46	These are found under every Land Rover
47	Backing _____
48	Items found near bacon
49	Colour of one of your knobs
50	Abbreviation, term for old, genuine, unsold parts
52	Christmas Party challenge
54	Birthday cake topper
55	Output of the collating crew
56	Menu item, 25 ACROSS event
57	Subject of McD's March '96 "how to" item
59	Surname, Rovers North goodwill ambassador
61	Item carried by off-roaders and tourists
62	Our favourite tape
63	Off-road obstacle, '96 B'day Party
68	With 98 ACROSS, colour of Pam Haigh's 88"
70	Nickname for Russell Wilson's L-R
71	Items which create leak-free joints
72	Abbreviation, electrical unit
75	a.k.a. compression ignition
76	"No _____ Too Deep"
78	Controller of EFI
79	Toronto Maple _____
81	Ignition or suspension component
82	Initial and surname, current member of the Exec.
88	Abbreviation, hi-tech location finder
90	Initial and surname, host for May "real man" event
91	Surname, your host at 25 Across event
93	Solihull's owner
96	Where you put the grease gun
98	With 68 ACROSS, colour of P. Haigh's 88"
100	Western U.S. rock climb
102	Spring tune-up event venue
103	An off-road strap
104	Dry or wet, single or multiplate
105	Nickname for Russell Dushin's L-R
106	Substance in "unleaded" valves
107	Abbreviation, Dale's newest vehicle
109	Abbreviation, the beast's U.S.A. home
110	Name for a pre-production vehicle
111	Word to describe N. American gasoline
112	Alternative to pintle

Down

1	Phenomenon created by one type of welding
2	Winner of first OVL R letterhead contest
3	Caustic ingredient in soap
4	Surface finish on swivelballs
5	Subject of Bates Feb - May '96 articles
6	Subject of http://www.off-road.com/OVL R/
7	Abbreviation, L-R diesel under pressure
8	Approved CB antenna for aluminum roofs
9	Tasty liquid found at 25 ACROSS event
10	Abbreviation, unit of measure for chef Bates
11	Surname, original creator of OVL R letterhead
16	Front chassis end
17	Accessory available in three colours from OVL R
19	Hi-tech braking system
20	Rear axle type on some L-R's
23	Miles Murphy's newsletter funnies
24	Call here for genuine parts
26	These cubes are not dice
28	Type of converter on modern L-R's
31	Grease for electrical connections
32	Nickname for Mike Rooth's L-R
33	Components in mufflers
35	Name for annual Vermont event
36	Souvenir of an off-road event
38	Abbreviation, military paint from Puzzle #2
45	Monthly watering hole
51	Current Brit TV series with Land Rovers
53	Ram's reward
58	Fred's role with OVL R's books
59	Nickname for Desperate Dale's 88"
60	Age of the first L-R in 1958
61	Vehicle hoisted aloft at Stowe, Sept. '96
64	Common stationary shop tool
65	Cross and club _____
66	Found in batteries and oranges
67	Vapour from overheated rad
69	Abbreviation, measure of vehicular velocity
73	Major upper engine component
74	Abbreviation, measure of fuel usage
75	Type of brake circuit on Series III
77	Steering _____
80	One activity at the May "real man" event
82	\$20.00 per year
83	Plural measure of electrical resistance
84	Month of '96 Mid-Atlantic Rally
85	B. Ricker's better half
86	Common Brit anti-rust goo
87	Abbreviation, world's largest L-R magazine
89	Type of bearing
92	Item often removed off-road
94	Items with ceramic insulators
95	Componet with crown and skirt
97	Four star is one variety, in Brit-speak
99	Add-on engine booster
101	Common fastener
104	Short form, fuel mixer
105	Common fastener
108	Item required for the 80 DOWN activity
109	Abbreviation, feature of some export Land Rovers

General Servicing: Repairs, Humour, Tales & Trivia

How to convert from single line braking system to double-line power brakes

by Michel Bertrand (Some ideas from TerriAnn Wakeman)

Been there, done that, (twice) If you still have the original system, it consists of: Brake master cylinder with one line coming in from the reservoir and one line going out to the 5-way junction on the passenger-side (near the footbox) on the frame.

Clutch master cylinder with one line coming in from the reservoir and one line going out to the clutch slave cylinder

The idea is to find yourself a used brake servo and brake master cylinder with the pedal box and also a clutch master cylinder, all from a Ser III 88". If you could find a Ser III inlet Manifold, that would also be good, if not, you can arrange something (that's for the vacuum that you will need to operate the booster).

If you have to use the original clutch assembly, you will have to find a way to put a plug in the reservoir outlet hole (for the brakes) so that you don't have brake fluid going all over the place. The Ser III brake master cylinder has an integral reservoir, so you don't need the remote one anymore. The Ser III clutch master cylinder also has an integral reservoir, so if you go that route, you can chuck out the remote reservoir, which is probably rusty, anyway.

To replace the clutch master cylinder, I think that you have to remove the wing (It is a LHD, right?) Anyway, it will be easier to cut out the wing once it is removed. You have to cut out the wing cos' the booster has a 9" diameter and the wing is in the way. The master cylinder, with the reservoir, is also longer and higher than the original. You also have to cut the rear wing mounting flange. There is an 'L' shaped bracket attached to the bulkhead. You will need to cut the inner half of the flange off for the clutch master cylinder to fit. You will have one mounting hole left.

It is better to find yourself a Ser III wing somewhere and to have a big piece of cardboard to carve yourself a model.

We will start with the wing. Once you have the pattern drawn on the cardboard, put in on the wing and draw on the wing where the wing should normally end in order for the booster and MC to be clear. Then, with your chalk, or pencil, trace a similar line one inch closer to the engine bay on the wing, following exactly the same curves and such. You should now have two parallel lines on your wing. This is done in order to avoid having any sharp edges on the wing.

With a pair of sheet metal scissors, or pliers, cut along the line which is closest to the engine bay. Then, at every inch or so, make a perpendicular cut starting from that fresh edge you just did going towards the line that you first draw.

Then with a pair of large nose wise-grips, gently fold down every single tab along the line, like if it was a miniature brake. Use body shop tools in order to make a nice job. You are done with the wing.

Now, the clutch master cylinder: Remove the old pedal box assembly after disconnecting the pipes and put the new one in. It should be a straight fit. Reconnect the line and bleed the clutch. Now, the brake master cylinder:

Remove the lines, and the whole pedal bracket assembly. Chuck it out. Cut the hole in the footwell for the pedal arm so that it fits. Put the new pedal assembly in. Up to now, it is really easy. Again, it is a straight fit. Now it is time to have fun with the brake lines. The brake line closest to the bulkhead goes to the rear and the one farthest from the bulkhead goes to the front.

You can chuck out the 5-junction piece and bring a line directly to the flex-line on top of the rear axle. You will use the brake-light switch that is fitted on the brake pedal assembly, behind the servo. Just run a pair of wires from the old brake harness connectors to the new brake light switch.

TerriAnn has lost the brakes twice in her Land Rover from rust pin hole leaks. She says that this is an excellent time to examine your line and renew it if it shows any signs of rust spots. You now have your rear brakes connected.

For the front brakes, you will need a 3-way junction as seen in the rear, on top of the axle casing, bolted on the frame. I found mine at the local bolt and nut specialist, with the right threads. It was much cheaper than a new unit. You can also grab one on a dead Landie or Mini, or other British car, pretty cheap.

TerriAnn comments that you need to be aware that British and US brake line connectors are not compatible. They use the same diameter and thread but the British fittings have a long nose before the threads. If you thread a British male fitting into a US female fitting only a few threads will be holding it together. If you do it the other way, the male fitting will be threaded all the way in without properly seating the flair. Use US fittings with US fittings and British fittings with British fittings. (Rovers North carries tube fittings, Eastwood carries the proper flaring tools if you want to make your own tubing)

Bring a line from the MC to the 3-way junction and two lines from there to the wheels. Now, you have your front brakes connected.

Now you need to connect your servo with some kind of vacuum gizmo. Some carbs, like the Weber, if I remember correctly,

have a provided outlet in order to install a vacuum pipe from there to the booster. If not, you have three choices:

1) Install a Ser III inlet manifold which has the hole and gizmo
factory-installed

2) Instead of a series II gizmo, TerriAnn used a street elbow and slid on hose fitting from her local parts store. It works fine.
3) Drill and tap a hole in your inlet manifold (Don't forget to remove the carb so you can pick-up all the fine metal particles which have dropped in the manifold before it goes in the engine)
4) Install an electric vacuum pump. Saves a little bit of Horse power, but noisy and it vibrates alot.

There is a copper-pipe, about 5/16 in diameter that goes from the manifold to a rubber hose (you can find the right size at any auto-part, just get 12" of fuel line of the correct dia) which is connected to the booster.

Bleed the brakes.

Voila, power assisted brakes.

You realize that it is two separate systems, that if you break a line in the rear, you will still have front brakes, and vice-versa. Hope this helps, and if you have any questions, don't hesitate to e-mail me. Done it twice, and double-braking since.

OVLRL members whitelaning in southern Ontario by Brett Storey

Went out and did a little off-roading last Saturday and had a most excellent time. The Central Ontario 4 X 4 Club was putting on their Snowball Fun Rally on Sunday but wanted to pre run the trails to make sure they were still passable after the big dumping of snow that fell around here all day Friday. A friend in the club asked a few of us along and not having been off the road much this winter we jumped at the chance.

The Land Rover marquee was well represented as far as leaf sprung vehicles were concerned . Our little group consisted of an 88, a 109 (both SIII's) and a 101. It would be a great opportunity to show this big club of dodge, nissan, jeep, toyota and suzuki owners what our 20+ year old lumps could do.

At the start we split into two smaller groups of about seven vehicles each and set off for different parts of the trail just north of Oshawa (near Toronto), with the Landies at the tail of the second group. Within ten minutes the lead truck in our group, a big dodge ram, was bogged down in a 30 inch high snow drift. With the temperature at -10c and the winds blowing the snow into near whiteout conditions at times, the club guys were ready to declare this section of the route impassable after several attempts to get through. This was our big chance to save the day so Tom Tollefson in his 101 moved to the front of the line, followed by Larry Berti driving the 88, and the 109, to give it a go. It took several tries but Tom finally burst through the 40 feet of snow drift. The 88 made it half way through and was bungeed out by the 101. Dave Lowe in the 109 then drove through mak-

ing it look easy. The rest followed.

After driving a short distance, we came to another huge drift stretching down the trail. After several attempts, it was obvious it would take until spring to get the 101 through this one, so it was time to winch. The winch on the 101's are an awesome bit of kit. Tom's has over 200 feet of cable and pulls so fast we were through in no time. Everybody was too impressed. From this point on the club guys were only too happy to let the Rovers lead and open up the rest of the trails for them. Hey, why not. They mostly just sat in their trucks nice and warm while we hauled tow straps, bungee ropes and winch cable through the snow. I'm still not sure who got the better of that deal, us or them. Oh well, I'm a big winter fan so I was having a great time.

It wasn't all fun and games though. We had a bit of high drama later in the day. After winching the 101 through a particularly long stretch of deep snow, Tom turned it around to pull a stuck jeep through. Unfortunately an extension cable broke during this exercise causing a shackle to accelerate to light speed, striking the jeeps windscreen frame on the passenger side and inflicting some minor damage. Scary stuff but we were very lucky this time.

We spent the rest of the following trails through fields and forests. It was very satisfying to finish sections that the other group had tried and abandoned earlier. The Rovers really did themselves proud. I just hope the strong winds didn't obliterate our tracks overnight and make the going too tough for lesser vehicles the next day during the actual rally.

Even with the cold and blowing snow it was a super day out, one I really needed. Gee, it's to bad winter is just about over though, I could handle a couple more days like that. Rover and out

The Maine Winter Romp By Jeffrey Aronson

He's much too modest to do so himself, so I wanted to give OVLRL member Bruce Fowler, Benton, ME, a public congratulations on the second Maine Winter Romp he organized last February. With the help of puzzlemaster Scott Herring, they put together a well-attended and very enjoyable weekend.

Several Mainers attended, Chris Komar (DAP) drove over from Vermont, and they had a token New Hampshire entry. John Cranfield and David McCrae came south from Nova Scotia, and Bill Mansicalco led a delegation from the Middle States Land Rover Club in Cincinnati. Rovers North even referred one novice in a D90 to drive up from Boston. East Coast Rover's Mike Smith, Alan Adolphsen, and Ian Cook brought a clean early 80's RR 2-door and their hybrids. Some other Bay Staters came up from Massachusetts, bringing a total of 20 cars and 40 people. OVLRL's own Eric Zipkin filled his 109" with Jeff Berg, all the offroad equipment imaginable, and a stunning friend with a broken leg.

I know the U.S. favors its market-driven "health" system, but I would have trouble defending what doctor in New York ever acceded to Suzanne Rodgers' demand that she recuperate by

The Pencil Trick – A Correction
by Al Richer

A Friday Story

by Mike Rooth

It's coming up to that time again. PANIC! And Nora's brakes were, not to put too fine a point on it... er... very operative. Judging by the nosediving and general musical effects from the front, the rears had gone on strike.

Now, using the Bobeck Method of Repair and Maintenance, yours truly had, some while ago, renewed the oil seal in the off-side (RH) rear brake. However, to ensure that I would become thoroughly familiar with this particular part of Nora's anatomy, as the good Mr. Bobeck advises, I had not renewed the track. This method is to be recommended, since it ensures adequate lubrication of the brake drum fastening screws, facilitating removal next time round. This time I also decided to use new brake shoes. Sad, I know, but the method of recovering the old ones (for which one requires a propane torch) was not available. I'd run out of propane.

The repair having been completed, and enough residual propane having, fortunately, been found to remain in the torch, the oil was burned off the drum, and a small area of weeds also burned off the drive (The D.A. was pleased. She thought I wasn't interested in gardening. I didn't disillusion her, I just hope she forgets, that's all.) Full of enthusiasm, round to the other side. Seized ram, here. Land Rover tool no. 1, hammers, large, slave cylinders for the clobbering of, one. Result? Two working rear brakes (hopefully) large pedal travel, but solid pedal. Beer time. (Cut to next day).

Just a matter of adjusting the front brakes, no big deal, Nora's unusually co-operative... Will I ever learn? I really should have listened. Was that a snigger? Nearly full pedal travel, and spongy. Very spongy. The Bobeck Method says to leave it alone, and to stop in a hurry, rely on the bloke in front, never get into top gear, or don't go out at all. So I left it alone and concentrated on completing the footwell repair that I'd half done several weeks previously but hadn't finished because I couldn't be bothered to remove the wheel.

I have to say here and now that the Bobeck method let me down. Either that, or more likely I hadn't followed the instructions. It didn't get any better. What's more, Nora threw another wobbler and refused to indicate a left turn. Turns out the turn/indicator lamp had decided it would try to function by radio, since both wires to the lamp unit broke off flush with the rear of the unit. More money!

So the next day found Nora under Father's carport, since I don't particularly like working underwater and the weather had turned nasty as well as Nora. Kenner again. It had all the earmarks of his Medicine Man. Must have paid him at last.


Dismantle front drums, having procured more new brake shoes. By now, I was approaching pit stop speeds at changing brake shoes. Ever come across a brake that's free in forward motion, but locks solid in reverse? I'm sure its a facility that has

a practical use, but exactly what escapes me for the moment. Disabling this feature involves the judicious use of a bench grinder on the toe of the shoe. It wasn't getting any better.

Of course, if I hadn't been in such a dither, I'd have done what I did the next day. Clamp the flexible hoses to see which brake was causing the problem. Offside front. No problem, first one I tried, solid pedal. Ah! But what about the bleed nipple? We all know, don't we, that these little.. er.. soandso's are one time only. When you fit the new wheel cylinder, they immediately seize solid. Muttered talk of the scrap yard had its effect, and the bleed nipple actually worked! But. There's always a but, isn't there? The D.A. had taken my money for a walk into town. And my race memory told me that failing an Ezee Bleed, brake bleeding requires an assistant. So I got on preparing two chassis patches, but gave up when assistance in the shape of both dogs appeared. They seemed to think that a recumbent owner needed reviving by means of a good licking, whilst seated on top of said owner. Dogthink says recumbency involves being poorly, and licking makes it all better. Wet, but clean, I retired and put the kettle on. And since I was, a) Vertical, and b) Ambulatory, the dogs are now convinced that their method worked, which bodes ill for the future.

Upon the D.A.'s return, self being somewhat poorer, since some of the money hadn't survived the walk into town, I broached the subject of brake bleeding." Boring" was the comment. "Well" says I, getting all crafty, "I could go out and buy an Ezee Bleed, then I wouldn't need to trouble you". I got to "buy" and she went white. "No, no, after all, for what other reason do you get married if it isn't to have someone to sit there and pump the pedal". Actually, I thought there were other reasons, but my memory isn't what it was...

First pump of the pedal, great blast of fluid. Solid pedal. Solved." Is that it?" says the D.A. Funny aren't they, women?

 As always; US\$, US Dollars; C\$, Canadian Dollars;
UK£, English Pounds.

