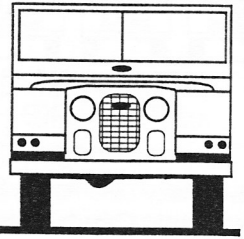


**OTTAWA  
VALLEY  
LAND  
ROVERS**

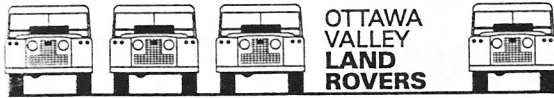


**20 May, 1997**

**Volume XIV, Number 5**







**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 winning.

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/OVLRL/>

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

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

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



# Upcoming Events

*in the next month or so...*

June 2	Executive Meeting, 7 PM Chances R at Woodroffe and Baseline roads
June 16	Social at the Prescott
June 1	Mainly Mini's Garage Sale at Ile Bizard, west island Montreal
June 20-23	The Birthday Party, 14th Edition see information in this issue.
June 28-29	Downeast Rally, 9th Edition Owl's Head, Maine America's Billings (lots more info on this next month)
July 7	Executive meeting location to be determined
July 12-13	Atlantic British Parts Rally, Gloversville, NY

## future events:

*(Dates & times subject to change)*

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:

**Ted Rose's III.** Afternoon light offroad.  
13th Birthday Party, Silver Lake. Photo: Christine Rose.

## The OVLRL Newsletter

<b>EDITOR:</b>	Dixon Kenner (dkenner@emr.ca) (h) 613-722-1336 (w) 613-947-7364
<b>DESIGN &amp; LAYOUT:</b>	Spencer Norcross
<b>CONTRIBUTORS:</b>	Michel Bertrand, Russell Dushin, Bill Maloney, Mike Rooth, Eric Zipkin
<b>OTHER HELP:</b>	Bill Calocchia, Dale Desprey, Murray Jackson, Fred Joyce, Bruce Ricker, Bob Wood



"It might be the end of an era. I have witnessed work being done on Dixon's Land Rover!"

Bill Caloccia

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;

The tenth annual Maple Syrup Rally has come and gone. This year, attendance was up, reaching the levels that the rally used to draw in the beginning. Despite a temperature hovering around 2c, intermittent snow, twelve Land Rovers (an uncounted cars) made it up to Vern Fairhead's farm near Shawville.

In total there were more than sixty people in attendance, which is pretty good considering the weather. All sorts of people bailed at the last moment, looking out their windows and deciding that the event would be cancelled. The threat of incimate weather kept six Land Rovers that we know of away. However, when once considers that **Bill Rice** made it up from Watertown, New York in his IIA 109 station wagon and that **Simon Davidson** made it from Montreal, we know their judgement was clouded. In fact, Simon put many to shame by arriving Saturday afternoon and camped out in the sugar bush.

The club trailer made it out of Smiths Falls where **Harry Bligh** had been tending to its care over the winter. We feasted on the usual fare of french toast, sausages Harry, and freshly boiled sap all cooked by **David Meadows** and **Andrew Finlayson**. **Christine Rose** put on an easter-egg hunt for the children while the adults got down to some whitelaning through the sugar bush and down some abandoned rail lines. The slushy snow made going a little interesting though only **Yves Fortin** managed to veer off-course, but quickly extracted himself.

News from Andrew *merchandising* Finlayson. Pins have been ordered and will be in for the Birthday Party. Miniature versions of the grille badge, they will be coming in a number of different colours. Price will be \$6 each, or two for \$10.

Speaking of the Birthday Party, pre-registrations are starting to come in. The provincial park reports that campsites are filling up (OVL R has block reserved site 1 through 40 until June 6th) Some clarifications on safety. When it asked that a vehicle should have, it means that it should be able to pass a reasonable safety. No holes and held together with bailing wire. The number of people in a vehi-

cle is limited by the number of proper seats. On the light off-road, children must have helmets (see photo page 5 of the April newsletter) The duration of the light off-road is around two hours. There is one nice hard bottomed water splash along the way. The heavy off-road is much shorter than the light off-road course, but the expected time to complete is at least four hours.

The enclosed pre-registration form must be returned to the club address by June 10th. Please fill it out if you intend to participate in the 14th Annual OVL R Birthday Party. Please direct any questions about the Birthday Party to **Ted Rose** at (613) 823-3150. Ted is the event coordinator. The motel adjoining the property has six rooms and about eight cottages available for those who wish to forgo communing with nature. Rates vary from approximately \$35 to \$60 a night.

The May Executive Meeting saw several decisions being taken. In light of insurance costs, then membership rates will rise to \$25 per year as of July 1st. (this is the first rise in rates since January 1993) Advertising will be accepted for a three month trial period. Four quarter page ads will be accepted for this period. Firms interested in advertising should contact the Editor.



Breaktime, afternoon light off-road 1996 Birthday Party. Photo: Christine Rose.



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

🚗 Editor type stuff: The usual thanks to Bob Wood for hosting the last collation party. Not only did the usual crew of Murray Jackson, Fred Joyce, Bruce Ricker and Dale Desprey come along for some work and relaxation, but Bill Caloccia came up from New York for a visit to various local venues.

🚗 Mike Loiodice's been watching TV again, he writes, flipping through the channels on the television tonight and happened to stop on MTV. They had an AC/DC video titled "Cover You in Oil" on... The setting is in a "garage" with assorted vehicles and machinery... a bunch of oily women tossing tires around and the band playing. The women looked mildly interesting until I noticed what the vehicles were... Three (count 'em) Land Rovers!! A lightweight, a Ser III and maybe a IIA, although it was hard to tell. One scene has one of the scantily-clad oil-smeared babes coming out from under one of the Rovers... How come I never find anything like that under *my* Rover?? Sure... plenty of oil... just no babes! "Cover you in Oil"... someone has a sense of humor... Aaaaah! Now I *know* spring is here. And with it blooms the first Lugnūt candidate of the year.

🚗 Russ Wilson sends news of what's been happening with our Pittsburgh members... I thought I'd send news of what we've been up to here in P-burgh. Jon Humphries is alive and well. He has started up his own business. Jon is the proprietor of a small engine repair shop. The place looks great and he is having a ball. The whole job bit had him down for a while but he is in great spirits now. Our club is slowly getting off of the ground, Fort Pitt Land Rover Group 10-12 members... we still have a few series rover owners around town who are afraid of us for some unknown reason, they are not too sure if they want to join in our little games. We did find and strip an old series II last week. I got a new lift-gate and tranny while Jon made off with some new swivel balls and other bits. We had a great time and our friend Scotty's dad let us his garage to do the dirty work. Scotty's Rover is coming along slowly, still waiting for a new cam... Sorry Al, I guess you get some slack considering that Churchill is now feeling poorly. Hope that all works out.

I just made the Exxon Valdez look like a drip in a bucket. I got a tranny from this roach we all carved up. Well, I just had to take peek inside this thing, so I drained out the oil, or so I thought. When I turned that bastard over, woosh, oil came out, lots of oil. Just how much I'm not too sure but right about now I'd bet that a series II tranny holds about 50 gallons of oil. I put the damn thing up on two blocks in my basement and pulled the drain plug...waited for it to stop dripping. Flipped it over and started to pull off the cover and that's well it poured out. All I can figure is that these things are not meant to be upside down and it was pissed at me... or there was some(a lot) of oil in the transfer case. Boy do I feel dumb!

🚗 This was found in a bottle floating in Kingston Harbour.

SEVILLE, Spain, April 1/BSNewswire/After four days of intense training and testing, a joint Canadian-American partnership has been chosen to participate in the 1997 Camel Trophy Adventure. The international team, made up of Dale Desprey, an entrepreneur from Ottawa, Ontario, Jon Humphries, a musician from Pittsburgh, Pennsylvania and "Headwound" Harry Bligh, also of Ottawa will join teams from nineteen other nations for the world's most unique four-wheel drive expedition when the event heads to Mongolia in May.

Dale and Jon, as the main competitors in the event, will be responsible for the campaign over the inhospitable terrain of Mongolia, and Mr. Bligh will be responsible for a daily account of the trip and any other adventures that might befall them. "I'll be recording our successes, that is if these two can manage to keep us alive and out of trouble. I'll be there to offer my advice, of course, so I should be able to keep them straight and on course." said Mr. Bligh of the trip and his companions.

After being read the above statement, his companions were unable to comment, only offering hopes that Mr. Bligh had his life insurance and next-of-kin information up to date.

The sudden adding of this stellar international team is a direct result of the challenge of the TimeWarp Overland team, a multinational team dedicated to waving the classic Series flag in the face of Land-Rover and specifically, the Camel Trophy and its Discoveries. The sponsors of the event felt that the inclusion of a team with roots in both the traditional Series camp and the high-tech world of coil-sprung Range Rovers was the only way to counteract the ideological threat posed by the Series Rover demonstration team. Dale and Jon, rather than driving the mustard-yellow standard turbo-Diesel Discovery, will be driving a unique hybrid Range Rover powered by a turbocharged 2.25-liter Diesel which once graced Mr. Desprey's Series IIA Land-Rover. This gives the Range Rover a slight underpower problem, but according to the new team, "this was the only way we felt safe taking that Gin Palace into the wilds, eh?"

"It's amazing to think that your life can change so quickly," said Mr. Humphries of the grueling training and last-minute decision. "One minute you think you're headed home, and the next you're packing your banjo for Mongolia!"

A third American candidate, *Eric "Towball" Zipkin*, 23, of Bedford, New York, was forced to withdraw due to a previous towing commitment which would have fallen during his time out of the country and in Mongolia. Now in its eighteenth year, the adventure expedition known for its tortuous off-road conditions and endless days and nights of winching has evolved to varied competitions with a new emphasis on athletic ability.



Except for the Desprey - Humphries partnership, teams will drive identical Land Rover Discoveries more than 1,000 miles through the remote steppes, mountains and desert lands of Mongolia. Using GPS coordinates, the participants will navigate their vehicles to eight points along the route where they will compete in the driving, orienteering, mountain biking and kayaking events. The two North American team members will have just six weeks to prepare themselves for the adventure of a lifetime, which takes place May 13-31. Humphries and Desprey will spend two weekends in Colorado at the Coors Brewery, training for the event and honing their skills. "Jon and I have always had a pretty good synergy, especially after downing a case or two and singing a few choruses of the Happy Pixie Song. I think that's going to help us, but we will have a lot more training to do," reflected Dale.

The twenty-one participating countries for 1997 are: Austria, Canada, Canary Islands, the Czech Republic, France, Germany, Greece, Holland, Italy, Japan, Morocco, Portugal, Romania, Russia, South Africa, Spain, Sweden, Switzerland, Turkey, the U.K. and the U.S.

Keith Elliot writes to us... It was a dark and stormy night. Being like most Land Rover owners I recalled Ted Rose's sage advice. I knew that when anything was to go wrong on my faithful steed, that it would go wrong in the worst possible place, worst possible time, and worst possible weather. So, the weather being horrible, the task at hand being horrible simple, I decided a quick dash outside, a successful completion of a task, would help condition me to future experiences. So wrong was I. No sooner had I dashed out into the sleet storm that was passing by, grabbed the tailgate off the 109, ran over to the 88" to put in on, did I discover that it wouldn't fit.

(Can anyone tell Dixon wrote that in a valiant attempt to get my composition fluids flowing)

Anyway it wasn't dark, and it wasn't stormy but I will continue on anyway. Ever since getting the 88 I had wanted to pull the station wagon top off of it and use the pickup cab and gate off the 109. Having seen a couple of 88's setup like this I think they look like a Tonka truck. Last fall after finishing fixing the frame and installing the new springs I put the body back on and put the pickup cab on it. It looks great! The tailgate was already off of the 109 (since the rear crossmember fell off towing to my place when I was given it yes, given), this spring I decided to put it on... besides having the pins that mount it to the rear cross member removed by the PO. I figured that I could McGyver something to get it on. It really looks rough and beaten up but hey it matches the rest of the 88. When I put the tailgate up to the opening it didn't fit. The gate was too wide, really had me scratching my head. My first thought, talk to "THE MAN", well Dixon asked Fred to measure his and they turned out to be the same size just as Dixon expected. The next big idea I had was to call Rovers North. I talked to Lanny and he informed me that all the tailgates were the same size so either I had something that was modified or something that is extremely rare. As soon as he

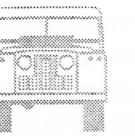
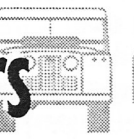
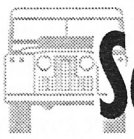
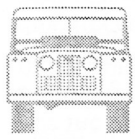
said the word rare I said that's it I'm coming down with it. So on the following weekend I tossed it in the back of my pickup and headed down to RN. Unfortunately when I got there Lanny or Charlie weren't working (why can't these guys work 18 hours a day, 7 days a week?!?!?) but one of the other guys came out and took a look at it. He did point out the mods that someone had made to it but he really was stumped also by the width of it. He started checking the parts manuals that he had there and all the Series II/IIA/III tailgates were the same part number, but the Series I had 4 different part numbers. This only left me more confused because according to the serial number on the 109 it is a IIA of unknown year, and the 88 is a 1961 II. He thought that someone may have put the series I gate on the truck but the box of it certainly doesn't look modified in any way. Well now I am back to square one, scratching my head again. Hopefully I will be able to make it to the Birthday Party this year and bring the gate with me to show everyone and see if anyone has any ideas. I know that if this turns out to be something really stupid on my part I will be in the running for the Lugnut award (right Dixon) I will keep everyone posted on my progress with this dilemma.

Mike Rooth just got the May issue of LRW. He says, They've swallowed the Time Warp Mongolia trip hook line and sinker. (Bastards got my name wrong though). Bloody well done, Mike. Not just a spoof, but an *international* spoof. and they wish us the best of luck!!! Heeheehee <choke>. It remains to be seen whether the Large Scottish Person smells a deceased rodent when Mike makes reference to the RCAF Dakota. This apart, its noticeable how much better LRW is than LRO now. Craddock has published a nine page catalogue \*inside\* the mag. The first time he's ever, to my knowledge, published a catalogue at all.


Another note from Keith Elliot, IT'S ALIVE!!!! Yep, finally running after all the problems sorted out, even idles without the choke which it has never done since I picked it up!!!! I have a little leak from the throttle shaft on the carb which could be the float valve sticking but that is a minor annoyance :) I now have another problem though which is more serious... The bottom end is knocking. It has been doing it since I got it but now it sounds slightly worse and I think the time is here to do something about it. Can the main bearings, seals, and con rod bearings be sourced locally from a jobber, or do I have to go the \$\$\$\$\$ way and talk to RN? I remember reading that changing the bearings isn't that bad of a job, you just have to drop the oil pan and that's it to get access. To change the mains do I have to remove the crank pulley and chain cover to change the front bearing, and do I have to separate the motor and gearbox to do the rear one?


Crossword Puzzle news: Now that a UPS delayed package has arrived, we can list out some of the prizes sent up by Rovers North and British Bulldog for the winners of Murray's latest crossword puzzle. They include vent seals, wire baskets (to protect your lights), replacement rubber seals for the three levers in the cab (hi-low, gear, brake), replacement knobs for these three levers, and some other useful and small parts. Send in the crossword puzzles!





# Some Non-OVLR News & Rumours


 A note from *Wade Zumbach*. "While working towards finishing my 88 for the Birthday Party I have found another alternative part for the Land Rover. This alternative part is for the carb area. I have had great difficulty finding a suitable hose of some type to connect the top of the carb to the steel elbow that is on the carb end of the intake hose. Why? Maybe some of you are not aware of this but the intake elbow & carb (Zenith) openings that I have on my 1971 late IIA 2.25 petrol 88, are 2 1/4". This is also the size of Rochester & Weber openings but the Solex is 2 1/2". If you have ever tried to find a length of rubber hose in these sizes you know how hard this is to find. The previous owner had crudely rolled a piece of aluminum sheet forming a tube to join the two together, this is by far not a very good seal. I have FINALLY found the perfect solution! I went to the hardware store & started looking around. I found what is called a 2" MJ (Mechanical Joint) coupling. This is a coupling that is used to join 2" cast iron pipes together in the plumbing trade. This coupling has 2 parts, a rubber sleeve in the center then on the outside it has a stainless steel sleeve & 2 gear clamps riveted to it. This is a very attractive unit once installed on the carb. Although it says it is for a 2" pipe it actually measures 2 1/4" I.D. & stands 2 1/4" tall which fits perfectly on the end of the elbow & top of the carb. The only modification that I made to this is in the center of the rubber sleeve, there is a lip that protrudes inside, I carefully trimmed this because I felt that it would cause a restriction in the airway. But in retrospect I think that it may add to the swirl effect in the airway therefore helping to atomize the fuel mixture, this is just a theory of mine but who knows. Cost for this item is under \$3.00 CDN. This is a very easy & low cost upgrade and can be cheaper than original. It also gives some cosmetic appeal due to the brightness of the stainless steel. One more hurdle overcome."

 *Kevin Girling* sent us these new product reviews. During a recent trip to California, on assignment for LROI, I came across an interesting product which every Land Rover owner, planning to off road, should have.

Josh Warner in his Defender 90EV (Extreme Vehicle) managed to badly hole a tire crossing a tree stump but a useful piece of kit from North Shore Laboratories Corporation saved the day. Safety Sealr is a repair kit for tubeless tires and a firm favorite with off road enthusiasts. In this instance we had side wall damage to contend with and while the tire was useless for highway work, in most states it would be illegal, a repair was preferable to a wheel change. The kit comes complete with everything you need for a field repair. A normal repair to the tread area has been proved to outlast the life of the tire. Packaged in a handy customized red box red this kit is a must for off roaders. For further information contact North Shore Labora-

tories Corporation, 1-800-888-9021

I was also introduced to a new product marketed by Ken and Jonathan Slavin in North America but produced in the United Kingdom. The Volcano Kettle is one of those products that performs exactly as the literature promises. Designed for heating water in the field the Volcano Kettle uses any combustible material you can find lying around such as dry grass, twigs and even rubbish. The heat source is located in something resembling an upturned saucepan and the water contained in a cylindrical device with a vertical chimney through the centre. This is a great device and so simple to use. Hot water is available in minutes without the need for a camping stove. Even with a stove available we still found the Volcano Kettle preferable for heating water for hot drinks and washing up. For further product information call the North American distributors at 1-909-698-6114.

 *Bill Caloccia & Jeff Berg* report on the Assateague Island trip. The Delaware Valley-based Royal Offroad Vehicle Expeditionary and Recreational Society (R.O.V.E.R.S.) recently hosted a beach drive/camp out at Assateague Island National Seashore. OVLR members in attendance included Jeff Berg in FINSUP, his '67 IIA SWB and *Quintin Aspin* in his J-reg 2-door Classic Range Rover. It also happened that these were the only pre-LRNA vehicles present. *Bill Caloccia* and *Spencer Norcross* attended but couldn't bring their Rovers so they rode with Jeff.

Assateague Island National Seashore is a barrier island off the outer coast of Maryland and Virginia, and has about 18 miles of beach. OVLR members joined up at the Ranger Station, to purchase the annual beach permits - a bit pricey at \$60US per vehicle for the weekend. *Quintin Aspin* was accompanied by *Flo*, his smarter-half, and their friend *Sherry* (who is both cute and weatherproof).

We spent the morning driving along the beach, and when we reached the far end the Rovers corraled up for lunch and a kite flying contest for the children. From there we headed back up the beach when *Tom Bache* stopped us, and announced that it would be a tire-changing race. The vehicle had to be jacked up with the official Rover jack - no high lifts would be allowed. The tire must be removed, run about the vehicle replaced and the equipment re-stowed. Pretty standard stuff for Series owners and ROAV Aluminium Man Triathlon vets.

We were in a pinch though. Jeff's vehicle only had a Jack-All and it's use was forbidden. *Quintin's* Rangie was fully-loaded so we'd never get to the needed equipment, never mind re-stow it. *Bill* suggested using a lever, but substantial objects to user as levers were in short supply on the beach weathered driftwood isn't known for its strength. *Spenny* suggested adding people as a counter weight at the offside front corner. *Spenny* inquired of



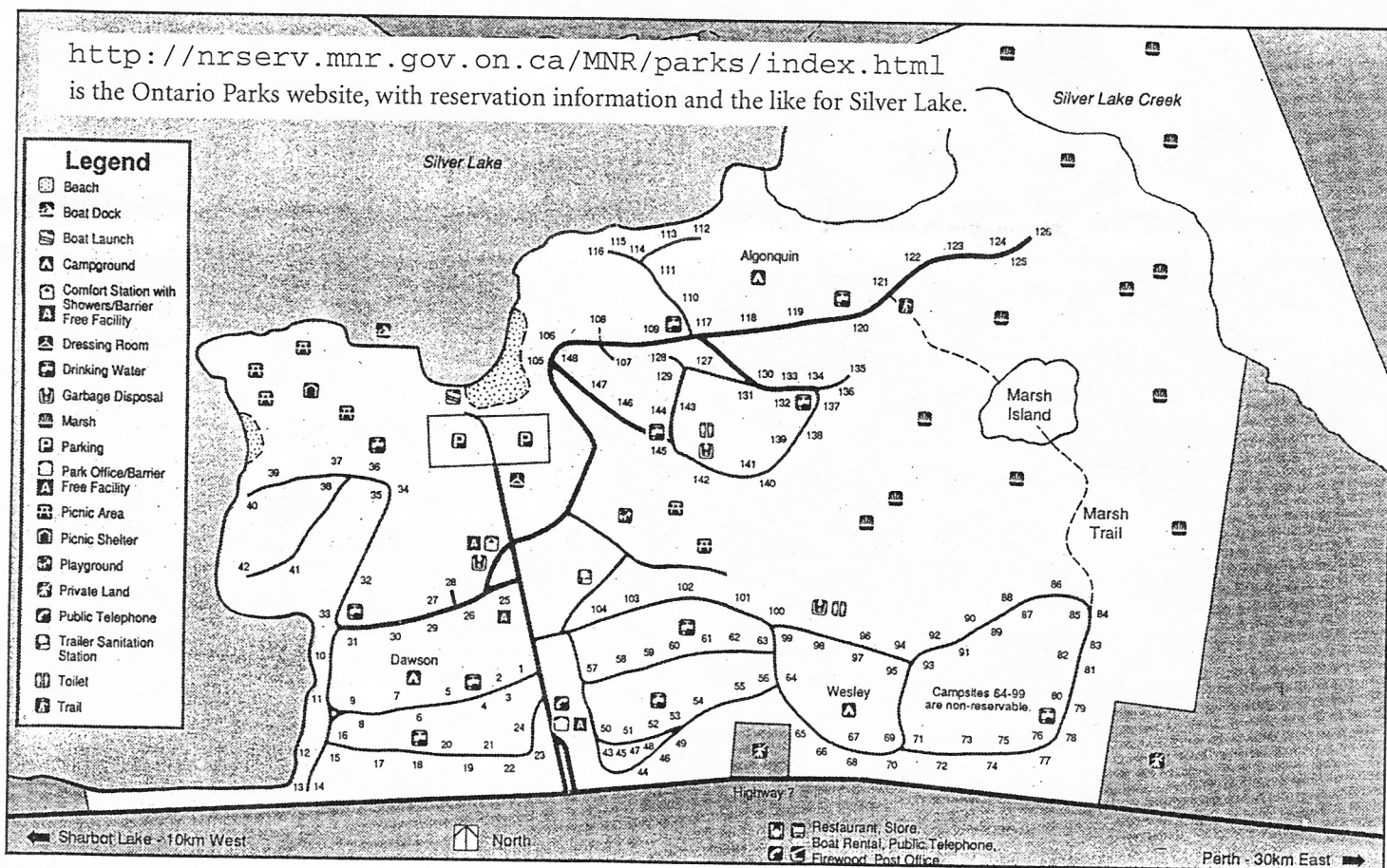
the officials if the Jack-All could be used but not as a jack. The puzzled officials pondered this proposal momentarily and then said OK. Team OVL R was close, but not quite there-the soft sand afforded nothing to lever against. Then Quintin was inspired with the he-man idea of lifting the vehicle. We had no choice, all the other alternatives were exhausted. R.O.V.E.R.S. members looked on in amazement as Team OVL R mobilized to change the rear tire. Passenger Ben Lapa was assigned to be videographer, Bill to photograph it, Quintin to orchestrate the event and keep the crowds back.

Spenny, Bill, Jake and Ben Lapa (son of Hank) went to the shovels with a vengeance quickly digging 8 inch deep trenches for the offside wheels to fall into so FINSUP wouldn't slide across the beach. Hank "Hi-Lift" Lapa and "Strong-man" Spenny pitched in with brute force and hoisted the nearside rear quarter as Jeff and young Jake Hollick did the wrenching. Off came the tire (with Jake taking responsibility for the lug nuts that Jeff tossed at him, Jeff ran it around the vehicle...and quickly remounted it.

Maybe we took a little less time than the teams who used the official Rover jack, but we sure got a much larger crowd, and had

a lot of fun doing it - with \*Series style\*. First prize-a tow strap was awarded the OVL R members, but we then gave it to the quickets team who used the official Rover jack, as we felt we'd had an unfair advantage - in not using the official Rover jack...

Atlantic British has officially announced the return of their Rover Rally this summer. It is scheduled to be held on July 12 & 13 at Atlantic British in Mechanicsville, New York. This is first rally in several years and promises to be the largest in ABP history. The company, having outgrown its current location, will be building a brand-new facility a few miles from its current location. The rally will include a giant sale to clear out used, returned and unsold Land Rover and Range Rover parts. There will be on and off-road driving through the nearby Adirondack Mountains and the traditional Saturday evening pig roast. As in past years, there will also be all sorts of awards for attendees and their vehicles. Participants can camp out at the facility, however, please be aware that there are no hot water or shower/bathing facilities available. Campsites are available on a first come, first serve basis. For the safety of all, absolutely no pets are allowed. To register call (800) 533-2210 or write to ABP, Box 110, Mechanicsville, NY, USA, 12118



OVL R has blocked out the western portion of the park for people attending the Birthday Party. When you make your reservation you need to 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 Rates are \$16.25/\$16.75 (premium per night \$7.00 for an extra vehicle). The OVL R section is tentatively reserved until June 6th. Phone lines open May 2nd at 8:30 am. The number is (613) 268-2000



# THE 14<sup>TH</sup> ANNUAL BIRTHDAY

SILVER LAKE, ONTARIO, JUNE 20-22 1995

Light & heavy off-roading and greenlaning amongst trails, beaver dams and lakes. Fishing and swimming is possible. There is a campsite on the property for those willing to rough it. For a more civilised approach, camping is available at Silver Lake Provincial Park. (see details within the newsletter) For the real softies, there is a motel adjacent to the property.

Cost: \$20/adult, \$10/child. Under 6 are free.  
Information: Ted Rose (613) 823-3150



# DAY PARTY

97



Day Party, Photo: Paul McQuinn

## Fourteenth Annual OVL R Birthday Party

Date: June 20-22, 1997

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

Cost: \$20.00 per person over 12 years old  
\$10.00 per child aged 6 through 12  
Children under 6 are free

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

Who: This event is open to all Land Rover enthusiasts. However, noting a rise in attendance levels over the past few years, we **require pre-registration** for this event. We must have accurate counts of people so preparations can be made. For safety, if pets must accompany you to the event they must remain tied on a short leash at all times. (It is preferred that pets do not accompany participants)

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

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

### General Schedule:

#### Friday:

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

#### Saturday:

- **Swap Meet** for those interested in bringing up used parts to sell, pawn off, trade.
- Breakfast is the participant's responsibility Registration continues.
- Departure for the first off-road is at 10 am. All vehicles participating must pass accepted safety standards. First aid kits and fire extinguishers are recommended in each vehicle. Helmets are requested to be worn by children. Children are not permitted on the Heavy Off-road course.
- Lunch (hotdogs and hamburgers) will be provided by OVL R.
- The afternoon will consist of another off-road and other activities. The light off-road is expected to take about two hours to complete.
- Dinner will be provided by OVL R. The day will close with a social evening. Get to know fellow Rover enthusiasts.

#### Sunday:

- Breakfast provided by the Restaurant across from Silver Lake.
- Auctioning of Land Rover accessories.
- OVL R clothing will be available for sale throughout the weekend. Contact Christine Rose (613) 823-3150 for special orders.

For more information, call Ted Rose (613) 823-3150



# 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



Land Rover's newest vehicle... the Freelander. Form your own opinions.

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

## Playing with the CB Brake Master Cylinder

by Russell Dushin

About six months ago while doing a brake bleeding, Bobeck style, I let in a little air. Oops (slurp), it'll blee-hic-d out. Well, it didn't.

A few months later I tried again. This time busted a nipple. Typical. Fortunately, spares were in hand. Needed hub seals (again), too, so did the full round... hub seals, races, new shoes on all fours, new front wheel cylinders (rears one year old or so), springs, etc. Slapped it all back together, had a few celebration ales, bled the system. Still one pumpers, maybe two... life could'a been worse.

Two weeks ago I tried again. No dice. The two pumpers had become threes, maybe fours. Jack s\*\*t for brakes, basically. As I

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.

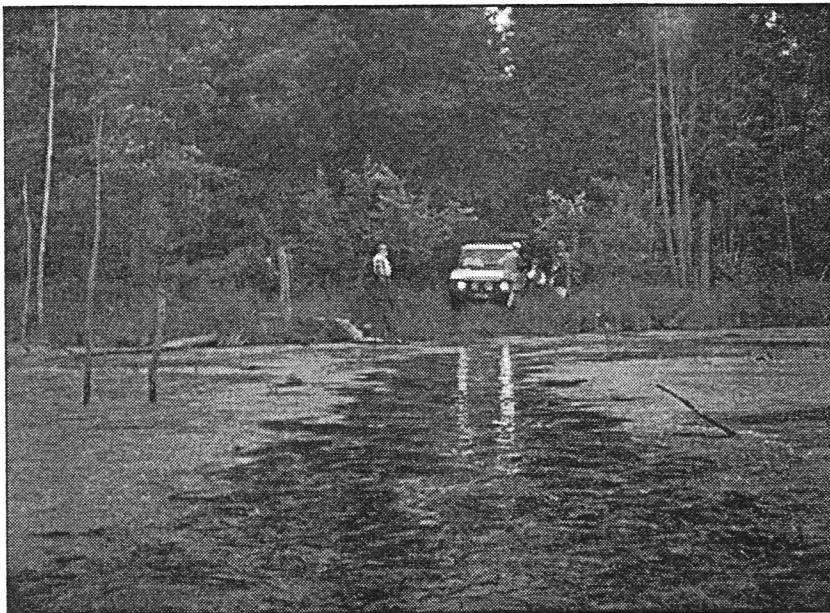
Voila, power assisted brakes.

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.

didn't want to heed Bobeck's advice to *leave it parked* if I wanted Nige to stop I decided it was time to rebuild the master cylinder. My guess was that it was just a bit of air trapped in the top side of the CB type master, and that a good bench bleed would take care of it, but since it was coming apart it might as well get rebuilt.

Off came the wing... I'd figured it was probably easier to deal with the master with the wing off completely, and it was, but getting the wing back on (those topside nuts are tough if you were born with just two arms as I was, shortish ones at that) made the overall process a wash ease-wise. Just as much of a drag to deal with getting the wing back on as it is to get the master out with the wing in place. Well, maybe not. Six of one, half dozen of the other...

The master was just fine (as expected), but since I had not one, not two, but three rebuild kits about I decided it might as well get some new seals. Of the three kits I had, one was a genuine kit, the other two were of the Joe Lucas variety. After pondering over a beer, then revisiting my Calvinist roots I decided to leave the genuine kit in the box where it looked so nice and pretty. One Lucas kit installed, but the piston seal was a bit too tight a fit and it wouldn't permit the piston spring to push the piston back to the resting position. This clearly would present a problem come bleeding time, so I slapped the genuine kit's piston seal in there and it worked just fine. Chalk one up for genuine bits (this time). Must be something to the rumour that OEM parts can be made to the same specs but out of different materials... (the two seals did appear to be made of different rubbers and one worked, but the other didn't so go figure..).



Bill Caloccia's Rangie prepares for the water crossing. Photo: Christine Rose



Bench bleeding the CB master was a breeze, but putting the bled master back onto the pedal box ass'y and then putting the pedal box onto the bulkhead seemed to be a damned near impossible task to perform without dowsing myself in Castrol LMA (and sucking air back into the once bled master). OK, fine, mated the master to the pedal box and tried again. Ditto. Fine, bastard, assembled it was, had another beer, and went for the jack it up high routine and bleed again. Ditto. Humph. \$#@%&. Cautiously drove over to Muddha's place where there's some really steep inclines. Promptly chewed up her lawn, did worse to her field, and tried but failed again. Damn, should'a done this before the thaw. Called my pal who owns a big ol' crane only to find out it's thirty some odd miles away and won't be back for a week. Rats...

So, after sitting another week I decided it was time, one more time, to attempt to bleed the air out of the damned thing. Of course, by now the wing was back on so my job wasn't gonna be any easier. BUT, it could be done... I became convinced. After all, I'd been staring at the diagram of a CB master, tilting it on all angles, trying to figure out just how much of an incline I'd need to find to make the air go up and out...

For those who've tried and failed six million times as I have to get the air out of a CB master without resorting to violence (or using a crane) here's one way I finally found that works like a charm. Simple, really, and obvious, too, though perhaps not for those whose idea of recreation is in line with my own. First, ya gotta be able to move the pedal box about without putting undue stress on the lines (I figure that thirty some odd year old lines just don't want to be torqued too much). To do this, remove the six flat head screws that hold the rusted reservoir's mounting bracket to the pedal box ass'y (i.e. the plate that covers the adjusting nuts on the master cylinder pushrod) so that the pedal box will move more or less independently of the lines

to the clutch. If you're anal about your paint work, stuff a rag around your master cylinder to catch the fluids that are gonna drip out. Then loosen the line coming out of the master cylinder heading for the brakes (a proper six point 7/16" tubing wrench is highly recommended if not essential) and re-tighten it just enough so that it won't leak. Next remove the six bolts holding the pedal box to the bulkhead and fiddle with the pedal box until the master is just past level. You've got to manouver it up and around the steering box to do this, hopefully without putting undue stress on your lines. Crack the outgoing line again and watch for air coming out with the fluids. Whack the master ever so gently with a chunk of wood or plastic mallet as you watch with glee when tiny air bubbles appear. Tighten the line up and bolt it all back together. Go have another beer.

Now go back and do another bleeding in the proper order, which for LHD vehicles is RF-LF-RR-LR (closest to furthest, in terms of line length).

After doing this I still had two pump brakes, but I saw the air coming out so I knew I'd made some progress. The symptom here was that my brakes needed a single pumping, nearly to the floor, but then felt just fine. Give it ten seconds and it was worse. Give it thirty seconds and we were back where we started. Adjusters! By now the new shoes I'd fitted six months ago were well worn in and in need of adjustment. I also suspected that the last time I adjusted them I was a bit too timid and left them too loose. Adjust them first until you cannot spin each wheel, then back off until they turn more or less freely (freely being a relative term, dependent upon the roundness, or lack of, of each of your drums). I backed mine off two notches from the point where the brakes were too tight to turn by hand, then I drove around for awhile and checked the warmth of each drum. One was just a tad warm to the touch so I backed it off one more notch. It'd probably be a good idea to check them again, especially on a longer trip.

Viola! Brakes. And plenty of them. They're gonna take some getting used to.

## Defender Wind Screen Conversion

by Eric Zipkin

There has been some discussion lately about retrofitting defender windscreens on series vehicles. This is not an insurmountable task, I've done this to my Series III.

The following steps are for a Series III but should be similar for other models.

1. Remove the roof and old windscreen (including frame).
2. Remove the retainer brackets that hold the windscreen from folding forward.
3. Cut off the old hinges (not necessary on pre-SII vehicles) and grind the area flat and smooth. Prime, paint, or do whatever you need to make it look presentable.
4. Drill holes for the Defender hinges in the bulkhead. These



Work? This needs work? Dixon Kenner's Big Green Beastie in all of its glory.  
Photo: Dixon Kenner.

hinges are bolt-on. Luckily, the holes required are already present on your Rover. The holes that contain the rivnuts that attach the windscreen retainer are lined up perfectly for the windscreen hinges. Just drill appropriate sized holes from the inside out!

5. Bolt on the hinges, making sure that you put the retaining bracket back in as well (the holes in this bracket may have to be enlarged. Bolt the windscreen to the hinges, replace the seal from the bulkhead to the windscreen and viola! you have a Defender windscreen on your series Rover.

6. For Defender-style wipers, you can drill a new hole for the wiper gearbox on the passenger side. Measure from an existing defender to find where the hole needs to be. Relocate the

gearbox and trim the gear-cable surround tube to fit. Install Defender windscreen arms and viola! you have wipers.

7. Roof is another problem. A 110 roof will bolt directly onto a 109. A 90 roof WILL NOT fit onto an 88 without shortening. This is possible but the length should be taken out of the rear,



Jared Silbershaber's 101. 1996 Down East Rally. Photo: Dixon Kenner.

and not the middle. A soft top depends on your tailoring ability.

At any rate, that's my experience, your mileage may vary. Any specific questions, contact me directly.

## A Friday Story

by Mike Rooth

Agricultural shows are perhaps a feature of country districts anywhere in the world, including the U.K. Our particular feast in this regard takes place dangerously early in the year from a weather viewpoint, and is held at present (pending relocation) on the farm whereupon our horse is kept. Nora quite likes it, she tries to make a spectacle of herself in front of the local farmer's more modern machinery by blowing smoke all over them.

It's a constant source of wonder that modern farmers actually *wash* their Land Rovers. Either that, or only use them to pose in. Of course, if you've taken set-aside on all your land you don't really *need* a Land Rover at all, but keeping up appearances is important, I suppose, and you need *\*something\** to remind yourself you are still involved in agriculture.

Constant committee meetings are the order of the day, as are disapproving glances at Nora bunting up the yard. Today's farmer doesn't like to be reminded of his roots, it seems, and I'm as certain as ever I can be that Bloody Nora was a farmer's vehicle when new, judging, that is, by the state of the bulkhead. They *do* seem to take it personally, though, as if she was trying to reprimand them for not looking after her when she was young. I even got told by one old codger that my diesel was running fast. One of the Old School, this bloke, two days growth of stubble on his chin, a weeks growth of B.O and a greasy old cloth cap. Conversations to be carried out either: a) At a distance, or: b) With me on the upwind leg. I chose the latter course, it didn't seem polite to shout.

Yours truly likes this event as well. Perhaps a contributory fac-

tor is that I can get in for nothing. A walk round the entrants lorry park always reveals a goodly number of Series Threes still in harness, mostly 109 pickups, with Ifor Williams truck tops over the load bed, and a stock trailer hitched up behind. The trailer, in these cases, is invariably better looked after than the Land Rover.

First point of call is usually the local franchised Land Rover dealer's stand. And as usual, it is rather a disappointment. Discoveries, in all their different ramifications, abound, one new shape Range Rover, and one, just one, "Defender Product" the Tdi version of the 90 hardtop. The modern version of the Farmers Friend, this, no frills, no silly cubby box, just three seats in the front (driver, wife and dog) blindsided, but with, for some reason I can't fathom, Alpine windows in the roof.

Daughter of course, likes sitting in other people's new expensive motors, but comes to the conclusion that the best of the lot is the 90. Realistic? What, my daughter? You must be joking. Its just that being short, with the seat pulled forward as far as it will go so she can reach the pedals, the only one she doesn't bash her knees on the underside of the dashboard is the Defender. So she finds it more comfortable, and maintains she gets a better view forward. Someone goofed at Lode Lane? Or are the old 'uns best after all?

Unusually, this year, and next door to the franchise, was a local independent with several older nineties, and, surprise, surprise, a series *one*. But. Well, there always is, isn't there? The price list of his typical stock was, to say the least, optimistic. You just





Top & bottom photos, the start of the afternoon light off-road 1996 Birthday Party. Photo: Christine Rose.



don't pay five thousand hard earned quidlets for a SIII diesel Estate. And the S1 was a disappointment as well. Firstly it smelt of new paint. Inside, too. In fact the paint was still tacky on the doors. It was an 88 version, ragtop, with a dead giveaway of a rollbar inside. The dash was all wrong, too, at least the instruments were, the composite being a dead ringer for Bloody Nora's, so someone had changed it to neg. earth. The seats were black versions of the old spade back type. I reckoned that the paint hid a multitude of sins, there. And there were flakes of rust dropping onto the sparkling new paint under the dash vents. Still, I must admit it looked good sitting there. Made the nineties look, well, *bland* somehow. I didn't ask how much they wanted for it. My blood pressure isn't what it was...

A wander round the various trade stands revealed what I've always thought. When it comes to drawing Land Rovers, Myles Murphy has no equal. There were prints on offer (I had to buy one. Well, you do, don't you) at 1 pound 50p, that, though good,

aren't a patch on Myles offerings. In fact, I reckon he could've made a nice little earner there. All Myles would have had to do is put the steering wheel on t'other side. Come to think of it, though, I doubt whether anyone would notice...

One new feature this year, fairly puts the off-road beer cooler into perspective. A Portable Pub. And a *big* one at that. Belongs to Theakstons, this, and when erected looks as though its been there since the year dot. However, I can get Theakstons any day of the year, and, feeling a little, er, dry, I opted for what I \*can't\* get any day, and that is a pint (which is all I'll admit to) of the best Scrumpy I've ever tasted. Cider, for the uninitiated, dry, cool, slips down... well you get the message. A regular visitor, this firm, and always well worth seeking out. It ennarf strong, an' all!

In the main ring, after we'd got the marching band nonsense over with (The St. Louis Blues march *must* have had Miller wincing, if not actually spinning, in his grave. Can you imagine it played by the Tihwana Brass? Badly? Yes, well...) there appeared these... er... Su... Suzu... no, its no good, I can't say it... J\*\*p... *things*.

One was driven round on two wheels, which served it right, and another had been modified to do wheelies. Highly useful on a farm, I would have thought, though quite for *what* escaped me for the moment. Must have been the Scrumpy... Yet another had been modified such that when the anchors were applied, the back wheels came off the deck, and the stupid little thing rolled onto its bullbar. Oh, OK, CALFbar then. I could think of several uses for a thing like that. Given time I could. I'm almost *sure* I could.

The Army had a goodly amount of hardware present. The Guards, chaps, no less. I *could* think of several uses for the 13 pdr. field gun (spoked artillery wheels and all), most of them involving an unlimited supply of ammo, and politicians, one involving use of the thing as an upmarket garden ornament. Noisy neighbours? Don't suffer from 'em! The Warrior APC beats even a 101 hands down (it's armed) and would prove absolutely no trouble to park at the supermarket. And off-road... I want one!

Bloody Nora enjoyed it, too. She sat in a field in the sun all day...

## Spring Electrical System Cleaning

by Bill Maloney

Each fall I park and cover my 88 and 109 to spare them the ravages of the frosty winters in the far northern climes of northern New Jersey. And each spring after the snowfields have withdrawn I go through the ritual of replacing their batteries and bringing them back to life.

When I tried to start the 109 one weekend in the middle of April, at first all I got were lights on the dash that went from dim to off. Uh oh, this year's going to be a bit more difficult than most. The first thing I did was to clean and tighten the battery connections. Tried again. No good. Next I went to the solenoid, hooking up the battery charger in the meantime. All the connectors on each terminal were removed one at a time and each lead's end was wire brushed. After replacing the leads connected to the battery I tried again. Lights were much brighter now, and the solenoid now made a noticeable click when the key was turned.

Next was the lead to the starter. After having been cleaned and replaced and now the solenoid gave a healthy thunk when the key was turned, but still no noise from the starter which was the next item on my list. Ugh. I just love crawling under the thing when it's parked over gravel, and having it when parked under the house leaves little room to work. But there was no way around it. To my surprise the connector was loose. Ha! That was it! I cleaned it up for good measure and replaced it and disconnected the charger again and twisted the key. Click. Hmmm... This is getting annoying.

I decided to hook up another battery using jumper cables to see what would happen. Rurrrrr rurrr ruh. Well at least it was turning over. The charger indicated the battery in the vehicle was fully charged, but the second battery was

somewhat discharged from the attempt. I put both on separate chargers and left them for a while. When I came back both appeared fully charged according to the charging meters so I tried it again with both connected together. Rurrrrr rurrr rurrr ruh. Not a whole lot better. The battery in the vehicle seemed fully charged according to the charger but the second battery was now discharged again. Time to dig out my trusty Harbor Freight battery tester and see what's up. The battery in the truck went from poor under no load to off the bottom of the scale under load. And the charger showed it as fully charged. I guess it was so bad it wouldn't take a charge at all. I switched batteries and tried again. It whipped right over and fired up. Time for a new battery.

If there's a moral to this story I guess that it is not to trust the battery charger as an indicator of the battery's condition, and to make sure your connectors are clean and tight before parking it for an extended period in a place where it's difficult to work on.



Spencer Norcross and Jeff Berg attend to the Jeff's IIA. (see accompanying article on page 6)  
Assateague Island, MD. Photo: Bill Caloccia.



Three new members this month:

Jeff Wilson of Enola, Pennsylvania with a nicely restored late IIA.

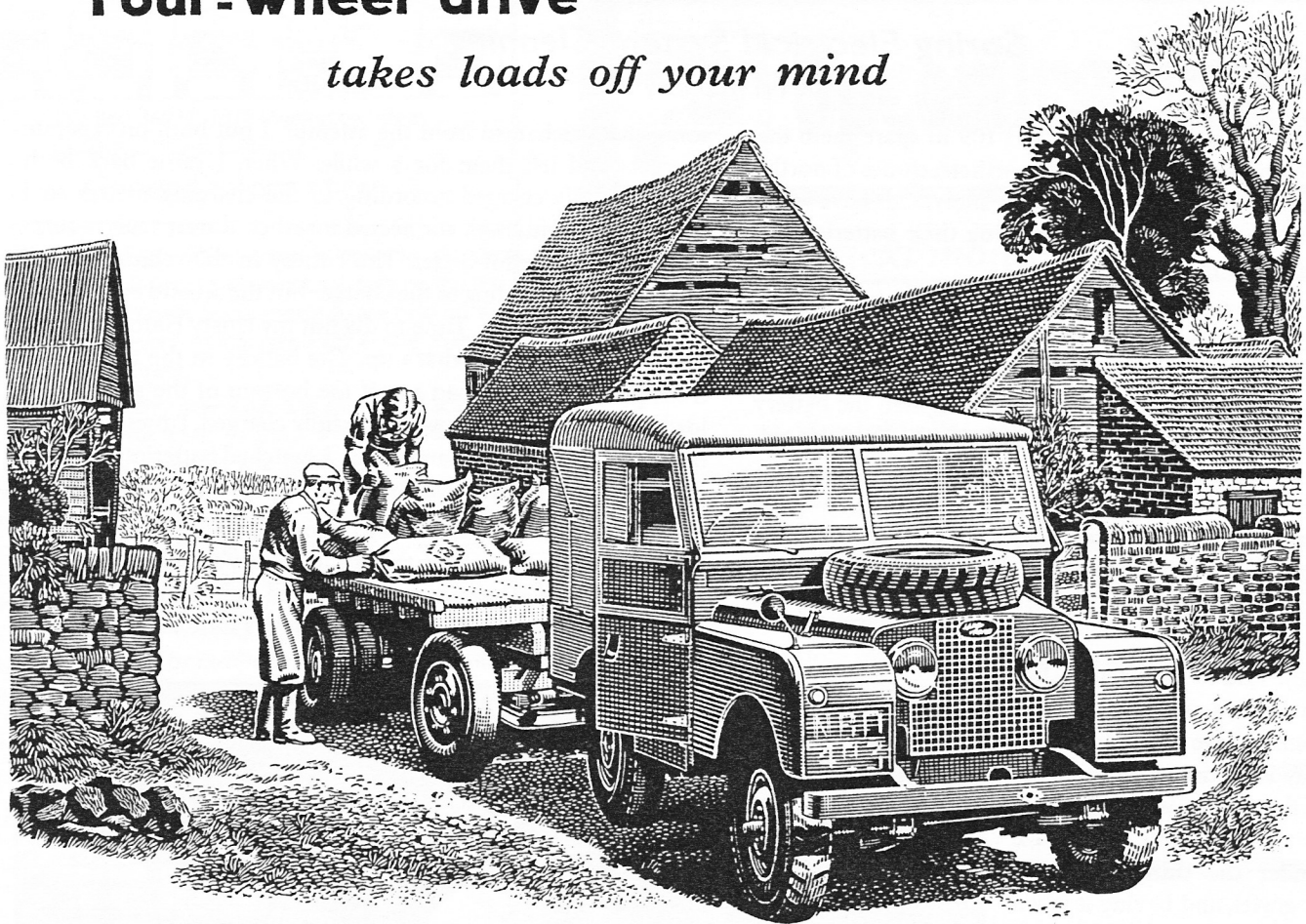
Bob Brill of Burks Falls, Ontario with a 1965 109 station wagon.

Brian Holmes of Kent, Washington with a 1994 Discovery.



# Four-wheel drive

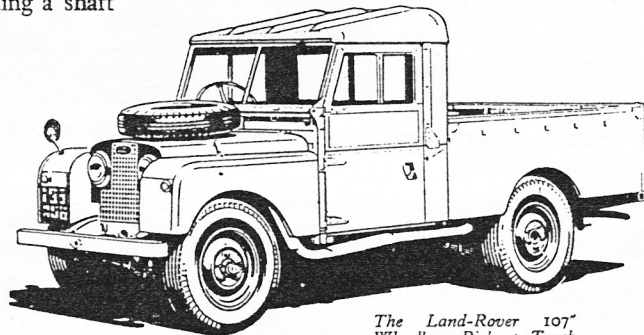
*takes loads off your mind*



The Land-Rover is sometimes called the modern version of the farmer's cob. So it is—and more. With its robust 4-wheel drive, it not only goes anywhere in any weather, but hauls a 2-ton load with effortless ease. When fitted with centre or rear power take-off, it becomes a mobile power unit or stationary engine, capable of tackling all kinds of farm work, from operating milking machines to providing a shaft drive to combine harvesters.

- **FOUR-WHEEL DRIVE**
- **8 SPEEDS FORWARD AND 2 REVERSE**
- **SPECIAL LONG-LIFE ENGINE FEATURES**
- **TOWS A 2-TON LOAD WITH EASE**

# LAND- ROVER



*The Land-Rover 107  
Wheelbase Pick-up Truck*

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