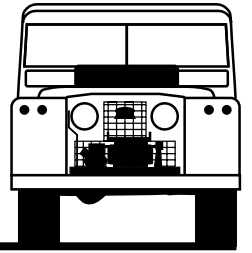


OTTAWA VALLEY LAND ROVERS



20 June, 1997

Volume XIV, Number 6





**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/OVLRL/>

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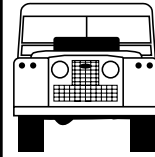
is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

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...

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 21	Social at the Prescott
July 7	Executive Meeting Location to be announced.
August 18	Social at the Prescott
August 4	Executive Meeting Location to be announced.

future events:

(Dates & times subject to change)

July/August	Calabogie
September 20-22	British Invasion at Stowe Vermont All-British Field Meet, Portland Oregon
October 3-5	ROAV Mid-Atlantic Rally
Early October	BSROA Fall Heritage Rally
December 6	Christmas Party

The OVLRL Newsletter

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“Stopped at a traffic light the other day, I heard a voice yell that my brakelights weren’t working. So I yelled (without looking back) ‘The lights work when the brakes do, must be the brakes.’ Cops don’t have much of a sense of humor, it must go with the job.”

– Russ Wilson

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GREETINGS;

Having a severe case of writers block, brought on by the Birthday Party being less than three weeks away, I pawned off the writing efforts of this page to Mike Rooth to see how things appear from 3,000 miles away, across the pond...

An American visitor to these shores recently remarked that in the time he was here, the only Series machines he saw were SIII. And he wondered why, since he had seen SII and IIA Rovers in farmyards etc. during a previous visit. Apparently he penetrated as far north as Birmingham.

The answer, as I see it, is this. One, he didn’t get far enough north. I counted up the number of IIA’s I see on a regular basis in this locality. Including mine it’s nine. And this in a fairly small market town. Two, you probably won’t see *any* Land Rovers in farmyards these days. Family farms are on the way out, being taken over by large agribusiness, who either install a manager, or, more likely, one manager runs several farms.

Of course you *will* see a good many SIII Land Rovers. They are becoming increasingly popular as the family means of transport. It isn’t surprising, really. They are cheap to buy (believe me, they are), spares are available and reasonably priced, and the vehicles themselves are reliable. They have no silly electronics to go wrong, the only drawback being the cost of fuel. But. These people haven’t abandoned the car dictum of “Judge by age, rather than condition.” As we know the Land Rover should be judged by its condition rather than age, and a good IIA is every bit as viable as a SIII, as transport. Which leaves the II’s and IIA’s to be owned by enthusiasts who tend to be more knowledgeable on these matters, and the SIII to be bought by someone who wants out of the car rat race, is fed up with driving along with his (or her) backside about two inches off the road, and who doesn’t want to change transport every other year. There certainly is a noticeable increase in the number of SIII’s about these days. And good luck to ‘em. They mostly become enthusiasts in the end, anyway.

On the subject of cheap spares, I was talking to a colleague who has a SIII diesel, on the car park two days ago. He emerged clutching the heater tap off his Land Rover. This horrible component had failed (as they do, one up for the IIA’s little hand-wheel operated valve) and he was off to see if he could get a new rubber diaphragm for it. I doubted this at the time, and reckoned that it was the whole thing or nowt. It was, but he was still

quite pale the day after, muttering “Twenty quid! For a miserable little tap!” As he said, he was so used to spares being cheap, this item took his breath away. Wait till he needs a new distributor pump!

Its official. **Kenner** is famous. An at-length article by **Kevin Girling** in LRO described his hopes, fears and aspirations. There are those who doubt that he’s talking about the same bloke, and rumours to the effect that a stand-in was interviewed instead. The amount of beer involved as a bribe has not been disclosed, but there is little doubt that it was substantial.

The effect on the subject of the article has been little short of earth shattering. Progressing rapidly from his normal state of indifference to that little item called *maintenance*, he became deranged enough to actually *buy* a new water pump (although was not so far gone he fitted it himself). However, things rapidly took a turn for the worse, and Dixon removed the sill panels with his own hands. Result? Failed headlamps. A search is currently under way to find a wiring diagram, preferably one which shows the connection between the two.

Birthday Party fever amongst the American members recently received a shock, when someone (who shall be nameless, and probably something else-less when they catch up with him) suggested the need for a passport to get into Canada from the States. After much frantic discussion it was decided that since none of those involved actually have a passport anyway, the whole thing was academic. The only outstanding business on this front is deciding the sentence to be visited upon the perpetrator. Lots of Americans are known to be making the trek north, lured by the same condition that makes many a Brit want to go over and partake. Unspoiled wilderness. Find some of that scenery shown on the front cover of the newsletter in much of the UK or eastern United States. Maybe we should be joining Canada rather than the EU. In fact, there’s no maybe about it!

The question was asked as to why a Land Rover tune up session should involve mostly drinking beer, while a similar session among the MG fraternity involved work. The answer would seem to be, that if a Land Rover actually runs, little improvement is possible. And since those machines involved got there under their own steam, this was a satisfactory state of affairs, and there was little to be gained by meddling. Hence the beer. MG’s however, are notoriously fickle, and have to be fiddled with in order to get them home. Hence the work.

This Month’s Cover:

Beauty and the Beast: Doc Watson’s Series one and Dave Lowe’s 101 morning light off-road. 12th Birthday Party, Silver Lake. Photo: Dixon Kenner.

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

🚗 Editor type stuff: Another successful collation for May, though we have moved out of the depths of Bob's basement into more fitting surroundings, i.e. a Land Rover shrine. Bruce Ricker, Murray Jackson, Desperate Dale, Andrew Finlayson all made it, Ted Rose missed for the 37th time in a row.

Andrew was also showing off his latest merchandising line. OVLRL pins. Looking like miniature grille badges, they come in six colours (white, black, green, yellow, red and blue) and they are not going to last very long. At \$6 each, or \$30 for all six, the assembled crew took the simple route. One of each colour... Get yours at the Birthday Party while they last. In other merchandising news, Spenny is making a new line of limited edition Birthday party t-shirts. Like last year, a sell-out is expected and they will become collectors items, much as the "Pray to Allah" t-shirt did last year.

🚗 A plea from Dave Bobeck, take one - "but seriously, its 7:48 am. Haven't had a drop, I swear. But recently the preference has been leaning heavily toward the cheap stuff, bud and the like. Seems more in keeping with living below the Mason Dixon. Dixon? Plus if you go with the "lite" stuff you can pack more of em in... Sheesh. As you may know, my clutch has been grabbing a bit, lately, and various attempts to repair it have been in vain. The latest installment, and surely not the last: Well, anyway, I got tired of hammering the clutch and double de-clutching my single de-clutch clutch so I ordered up all the parts to swap out all the rebuilt and cobbled together stuff that assumes itself to be my clutch hydraulic system, which as all you astute readers of OVLRL literature now know to be the source of much of my dementia over the last few months. Seems like it hasn't really ever worked right for longer than it takes to get out the driveway. So after some ponderment (is that a word? do I care?) I decided well maybe I'm barking up the wrong tree (that's just a saying, son) So after performing a battery of simple tests (well,



Dale Desprey at the 1996 Maple Syrup Rally. Photo: Dixon Kenner.

one actually) I decided that I had successfully repaired the hydraulic system a while back and had simply been replacing perfectly functional parts for newer, more expensive perfectly functional parts. As it were, I decided that the problem lay within that mysterious realm known only to the most dedicated enthusiasts,...The Bellhousing (for maximum effect, re-read in your best Monty-Pythesque tone, a la "The Larch,") Anyway, I called my neighbor, who has successfully avoided doing anything at all to his Land Cruiser, and enticing him with a six pack of the aforementioned lite stuff, enlisted his assistance in removing the floors, driveshafts, and other pray-tells that need to be removed in order to effect access to... The Bellhousing. Two hours and six beers (I promise to work on that figure) later, the 'box was ready to be slid out. Chad went home, cursing about missing dinner or something. Ah, blessed fortune, more assistance had arrived in the form of Spenny, who promptly planted himself in front of the tube and well, that's our Spenny. A Spenny saved is a Spenny urned, or something, right? [it was the NCAA Lacrosse quarter finals! At least our Canadian friends will appreciate my watching their national sport. -Spenny] Right. Well on with the show then. A few minutes later, best drinking associate and fellow LRO Ron shows up, eager to be my next assistant. Well, after a few minutes we had the box apart from the motor, the method that worked best to move the lump was the application of an old busted halfshaft between the x-member and the transfer case, with a block of wood to protect the delicate cast alumminie. Inspection of the workings on yesterdays sick leave revealed a cast of thousands of probable causes. Throwout bearing staple thingy gone AWOL, causing wear on clutch pressure plate fingers, which in its unevenness revealed pressure plate spring pressure to be uneven. Throwout bearing also removable from its sleeve. Clutch disc worn only on outer ring on pressure plate side, revealing possible un-flatness of flywheel. Flywheel brought to machine shop, where unflatness was confirmed by professionals. 45 clams to remedy that one. Last but not least, the little plastic cup for the pivot in the release fork was starting to look like it was made of tapioca. Adios to that, and a whole slew of parts ordered from our favorite purveyor of overpriced Genuine Parts, in order to overextend my restoration discount programme discount, so that I might acquire some hoops to go with my canvas and be able to actually enjoy driving again when this is all over. "

🚗 A Note from Quintin Aspin - "Well now I have gone and done it. I took the hardtop off the IIA Lightweight I am in the process of painting and I made another interesting discovery. Besides the fact that it had been originally painted dark blue the normally galvanized cappings on the body and doors are CHROME plated. It is at this time my intention to give it a "preservative" coat of NATO green but I have a suspicion that it

may have been one of the “ceremonial” RAF lightweights. The chassis number I have in my records is 23601295b with an engine number of 23601416b I will go and confirm these numbers. Now questions for any club member that might have an idea. How can I find out for sure? Are the chassis numbers recorded somewhere? D**m the loss of the Museum of Army Transport. Does any one in the UK have contact with Wally Dugan , the curator, or the fellow who was in charge of the records? British motor heritage has been less than helpful in the past in regards to military vehicles but ? Does any one know of any resources/experts I can talk to ? Has LRO or LRW ever done an article on them ? Where am I ever going to find white leather seats? More details as they become available. I probably do not have the resources to restore it to it's possible former glory the best I can do is keep it from getting any worse.

🚗 A note from Wade Zumbach. - “Thanks to Alan Richer for his help on the Land Rover ignition system. Everything went well & now it runs better than it ever has. I did static time it a little differently though. I set the pulley between TDC & 3° ATDC manually, then I pulled the #1 spark plug & connected it to the #1 spark plug wire while holding it against the valve cover, then I turned the distributor until the #1 spark plug fired as I turned the distributor (First! Make very sure that the ignition is ON!!!). Once this is done I put the plug back in & started up the engine. VRRROOMMM!!!! She now runs like a top!!!! I then got out my timing light out to see how it all looks. With the timing

light it looks like the timing is retarded by about 30° before TDC. But it works better than ever. For now I'm satisfied but I will try to perfect this all later.

🚗 An update from TerriAnn Wakeman on her project three-dormobile - The rear interior is almost complete. I just got the rear headliner parts installed and the door latches mounted on the second tall cabinet. Looks nice until I start seeing what the cabinets will fit. I'm going to put a single shelf in the original Dormobile cabinet. Sleeping bag and pillow storage will take up the whole top half of the cabinet :*(I may get two shelves in on the second cabinet. It looks like lots of storage until you measure the actual storage space. Its interesting trying to figure out how to pack for a 10 week trip. I have the rear wiring completed. The refrigerator is working fine, as are the pair of florescent lamps in the back and the water pump. I still need to get the car painted behind the front doors. It should happen before the end of June to get the paint time to harden. As of about 2 weeks ago a friend finally dropped off the Salisbury rear end & springs he picked up from British Pacific for me. He has had them locked up in the back for his pickup for a couple of months. I'm still driving around on front wheel drive. I need to find some free time to get the work done now that I have the parts. The seats have just been reupholstered. I'm no longer sitting on solid duct tape. The arm rests were also just rebuilt. I've cut out the door panels from plywood, using the beat up old originals for a pattern. I hope to cover them soon. My driver's side door is too badly worn to



Roy Bailie crosses the water hole at the 1996 Birthday Party. Photo: Dixon Kenner.

close properly and requires a lot of jiggling to open, so a new door latch is going to be ordered soon. I'm just tired of having the worst paint and worst interior of any LR grouping, and if I'm going to be living in the car for a couple of months, I want it to look nice. (Ed note: Dixon's green beastie takes the prize on the east coast!)

🚗 News and rumours from Jeff Berg (He called again at 3 AM after a long night out it seems) - Seems Jared Silbersher was complaining about how the nearly new throwout bearing had lunched on the 101...something about the cheap bastards in the UK. Turns out that indeed the throwout and everything else in the bellhousing had decided to puree itself. Perhaps that was due to the dust cover omitted from the leading edge of the bellhousing... really does make a nice mud scoop." Gee, Jeff turns in someone else!

🚗 Another note from Dave Bobeck... Spenny goes topless, or the clutch solved - take two - A !@#\$\$%^&* Story...

This story begins several months ago, with the advent of some mysterious clutch problems, from which my knickers are just beginning to unwind. I've now rebuilt or replaced every bastard part of that system at least twice. Being satisfied that the worst is over, I cashed in my restoration credit at Rovers North. I've spent quite a princely sum there, so the first item checked off was a set of hoops to go with my canvas. Being that I ordered it Monday, I figured they'd ship it same day. But, as it is, they always fail to do just that when I'm actually looking forward to installing the part...So I get home yesterday, fully expecting to see a big ol' box o'hoops in the front porch, but no such luck. A quick peek around back reveals the same to be true. Well, I call up RN and indeed they must have heard the excitement in my voice (ah, youth) and waited an extra day to ship just to keep me squirming. So I called Spenny, the only experienced soft top installer on my block, and told him to call it off, its not here. Well, wait a sec, me says, I can at least take the top off. So I calls the Spen man back and he's "on his way over now" So I start about getting rid of the interior trim and the rear door. Door off, tailgate on, throw all the mess in the back and head off to the hardware store for some rivets and what have you. Halfway there, I am met with the all too familiar sound of clanking metal on tarmac, the not so subtle reminder that you have left yet another tool or Genuine Part loose somewhere in/on the undercarriage of your trusty aluminum steed. However this time it was quite strange, I also noticed something fly past the passenger window at the same time, yet the clanking was definitely from underneath. Oh well, I think, probably just some bolt...but that thing flying past the window, that bothered me, but it could have been anything. Maybe somebody threw something at me. Anyway, I get what I need at the hardware store, and head back. Spenny's there, and we go to work. We get the roof off and I'm looking for my camera to take a pic-

ture...hmm, last time I saw it was on the passenger side wing.

So, Spencer and I go for a little drive/walk down Lee Hwy. to try to find the lost items (the clanking turned out to be the 1/2" wrench left on top of the rear x-member...)

No luck. Well, at least my camera survived the fall, since we didn't find any pieces...

So, as it were, the top off and all tools etc. put away, the roof placed in plain view for the neighbors to enjoy, and off we go for a nice little topless jaunt through downtown Arlington and then into DC. It only takes Spenny three blocks before he starts squirming in his seat, blabbering incoherently about wanting his Rover back...

Couldn't have planned it better...

🚗 For those of you following Jeff Meyer's Labrador journey in Land Rover World—and wondering if he's ever going to get there—you might want to check out the latest issue of Off Road magazine. He gets there—and back—all in one month. (Of course, there are terrific photos too.) It's basically an abridged version of the LRW article, but we should show our support for a magazine willing to cover our territory. Once you've enjoyed the piece, take the time to write the editors and ask for more Land Rover coverage and more stuff by Jeff Meyer. The gates are open (a crack), let the barbarian hordes swarm in!

🚗 More alternative parts from Wade Zumbach - "As you know I have had problems with my starter & related stuff, on my 1971 Late IIA 88. I have since diagnosed & repaired the problem. I traced the problem to a sticky solenoid (the starter would not shut down after the motor was running) & I was not getting any power to the dashboard lights & burnt battery cables, both + & - . why both??? I noticed that both the wires are copper clad aluminum wires. yuk!!! no wonder!!! The worst most deceiving of all was that with my multimeter I was still getting full voltage



A Defender 110 gunship, pop-top style. I wont even think about making the joke about easily found parking spots. From the collection of Robin Craig.

everywhere I tested. After speaking to an old friend of mine (Pierre Charlesbois) who is a licensed mechanic. He reminded me that those multimeters are very, very sensitive & that I would probably get 12 Volts on the meter even with bad wires... So with this in mind I developed a whole new approach. First I had to replace the Solenoid. I found a (Ford Type) 3 wire Solenoid at Princess Auto (a local hardware store that also sells surplus items) this was regularly CD\$7.99 but I was fortunate that it was on sale that day for CD\$4.99. If you go out to buy this item that is easily acquired at any auto parts store, my 88 uses the 3 wire model. YES! I know that there are 5 wires on the original solenoid but 3 of them are connected to the same terminal (Battery side terminal on the solenoid). Be sure that when you transfer the wires that you also transfer the little blade that connects the two smaller wires on the Battery side of the solenoid. The other larger cable is connected to the starter motor. So finally the last small wire (White & Red) needs to be connected to the smallest terminal of the new solenoid. Some modification is necessary here because the wire lug here is different from the solenoid. I made a patch by taking about 6 inches of #14 white wire & attaching the corresponding lugs at each end so that if needed I could quickly switch back. If all your connections are made properly the Land-Rover should start right up with no problems.

Mounting the new Ford Type Solenoid in the same spot as the old one did not require any drilling for my 88 because there was already a hole there. How to tell which terminal is which? Once the Solenoid is in place on the bulkhead, the larger terminal that is closest to the starter is the one that connects to the starter the other larger terminal connects to the battery wire + the two connected by the blade.

I went to Canadian Tire the other day & picked out a rad hose that will replace all of the large diameter coolant hoses (both upper & lower rad hoses & short piece between water pump & thermostat housing assembly). With careful thought & cutting you'll end up with three molded pieces that will fit very well without any kinks. For those of you that will try this it will take a little elbow grease & some careful thought so that you don't make a bad cut, I suggest that in order to help things a little you use something to help those hoses slip on easier. I used Fantastic (an all purpose household cleaner because it's really slippery/slimy for a few minutes before it dries). Also when you acquire this hose you will notice that there is one end that is "?" shaped. With a little trimming this end is your lower rad hose. Place the 90 ° end or if you will the top of the "?" onto the rad part for your lower rad hose & the other end on the water pump. The remainder will become the upper rad hose... I know that this sounds confusing now, but once you get a good look at this hose this will all make much more sense. Again, all these hoses



Andrew Finlayson's Series 1 in the mudhole. 1996 Birthday Party. Photo: Dixon Kenner.

if properly trimmed & installed will have no kinks & they will fit nicely into place. I've installed them on my 1971 late IIA 88 2.25L petrol with minimal effort & runs perfectly without any leaks. Canadian Tire Part #: 14-1643-2 COST: CD\$17.99 I did ask what car this comes from but they were not able to tell me. There was another set of numbers on the tag "21163" but I don't know what they are for, but I guess that they are the suppliers part numbers. Maybe if someone has the time to research this further they can pass on the info. Good Luck!

📧 A letter from the UK - "Dear Sir, I would like to get in touch with Land/Range Rover owners in Canada to exchange correspondence and ideas. If you could put me in touch with anyone via your club or newsletter I would be very grateful. Yours, Jason White, No 9 New Street, Stanley Village, Ilkeston, Derbyshire, DE7 6FD, England"

📧 Michele Bretrand writes... Having just replaced my 109 middle door T-pieces, I thought I would share the procedure.

- 1) Remove door hinges
- 2) Unbolt inverted "L" piece near the roof (Holding a seat belt gizmo)
- 3) Unbolt the Upper section which is bolted to the top
- 4) Unbolt floorboards (front and rear)
- 5) Icky part: Unbolt big bolt at the foot of the bulkhead
- 6) Remove small aluminum panel (held by rivets) in front of the rear tire with wood chisel and hammer
- 7) Second icky part: Remove the bolts that hold the piece to the frame, near the rear bench seat. Usually an agglomerate of rust, mud, steel, and unidentified organisms.
- 8) Refit is the reversal

Usually, the door post between the two doors just falls off since it's probably rotted out. Otherwise, I wouldn't know why you would replace it.



Some Non-OVLR News & Rumours

🚗 The latest Victoria Secrets catalog is out (Summer II 1997) and guess what vehicle the women were modeled around? That's right! A RHD 109 SIII! There are probably 5 or 6 shots of the animal. Definitely a collectors item! Strange thing about the top. It has a green hard top with back door, but the center section was removed an canvas top is in place - kind of like a hard top/canvas top hybrid thing...

🚗 Furthermore, from Bill Adams - "Rovers are everywhere in commercials. There is now an ad running for "Roundup" weed killer that features the groundskeeper for the San Diego Zoo Park. In one shot, he's standing in an 88 2A that has no top on and the windshield folded. VERY safari-like. See also the Outback Steakhouse "Australia" series (various 2As & 3s), Foster's Lager "Australian for Locksmith" bit (series 3 88), the Aetna Life Insurance "archaeologist" ad (88 wagon), and the numerous Discoverys in ads for telephone service and antacids. Too common in adverts for mug dispersal. Now the Airborne Ranger 110 on the Washington DC Mall..."

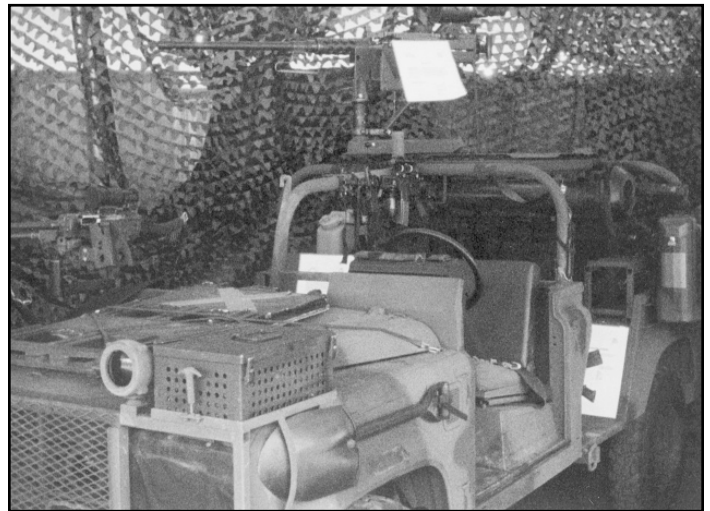
🚗 Spenny writes... I also saw the Airborne Ranger 110 at the military vehicles show on the DC Mall. I was talking to the ranger standing by the 110 about what he thought of it off road, when a kid of about thirteen came up an dismounted one of the Car-15 assault rifles (complete with empty clip and grenade launcher. You can see it in the picture above the steering wheel.) and started waving around, finger in the trigger guard and everything, I kept politely pushing the business end towards the ground when he pointed in my direction. The thing I found suprising was that the ranger didn't even give the kid a thought. Eventually the child grew weary of the toy and left it on the seat. The 110 was fitted with some interesting kit, including rubber sand ladders.. They looked like knobby belts. The ranger said they worked very well. I wrote the manufacturer's name down, but promptly lost it, sorry!

🚗 A list of some upcoming Off Road events East Coast Rovers is helping with in Maine for the 1997 season. Here are the details...

Tea Pond Off Road Weekend on July 25,26,27 at Tea Pond in Eustis Maine (near Sugarloaf USA) Tea Pond is a vintage hunting and fishing camp on a private lake with log cabins, etc. etc.. Off Road based 3 day family fun event.

An aggressive get together for those who really like Off Road use of their Rover. Open to all Land Rovers new and old. ECR will be acting as trail guides. Limited to the first 40 Rovers. Fee: \$50. includes log cabin lodging or tent space, and meals. Contact: ECR


Stratton-Eustis Off Rodeo on September 12,13,14 Off-roading family fun weekend All levels of trails non damaging beginner to hard core Where: Stratton, ME (near Sugarloaf USA in Western ME) Lodging: Area campgrounds and motels Food: Area restaurants (Packed lunches are provided for participants. Cost: \$90 per person (half price for ages 5-10, 4 and under are free) Limited to first 100 vehicles Experienced trails guides including ECR Off Road staff Sponsored by: Dead River Four Wheel Drive Club





*Speaking of Ranger Defender 110s, here are several. Top photo is 110 gunship from the Military vehicles show on the Mall in Washington, DC. Bottom photo is Ranger radio trucks, with a gunship just visible at the end.
Top Photo: Spencer Norcross, Bottom Photo: Roy Caldwell*



P.O. Box 319, Kingfield, ME 04947

 A bit of trivia from the Internet British Forces Hong Kong home page: (<http://imsnispc01.netvigator.com/~jsprs/jsprs17.htm>) The Garrison has what is believed to be the oldest Land Rover in the British Army. The Mark IX Land Rover 3/4 T 4x4 entered into service in July 1964 and came to Hong Kong on 25 January 1966. She has just over 4,000 miles on the clock. After the final handover ceremony on 30 June, she will return to the UK.

 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


 Solihull Society Rally, 14 - 17 August, 1997 at Red River, New Mexico, about 35 miles north of Taos. There will be a limit of 100 vehicles for Trail/Trial activities. Registration of \$65.00 is due by June 16, 1997. This includes maps, T-shirt, brochures, trail fees and insurance. The Solihull Society Staff will be based at the Rio Colorado Lodge, where there are 21 cabins (800-654-6516). Accommodations are also available at The Lifts West (800-221-1859). Additional information can be had from the Red River Chamber of Commerce (800-348-6444) The schedule will include events separate from the trail rides, such as Rovers North Driving Academy and day trips to Taos and Santa Fe for culture and shopping. Attendees are encouraged to bring watercraft.

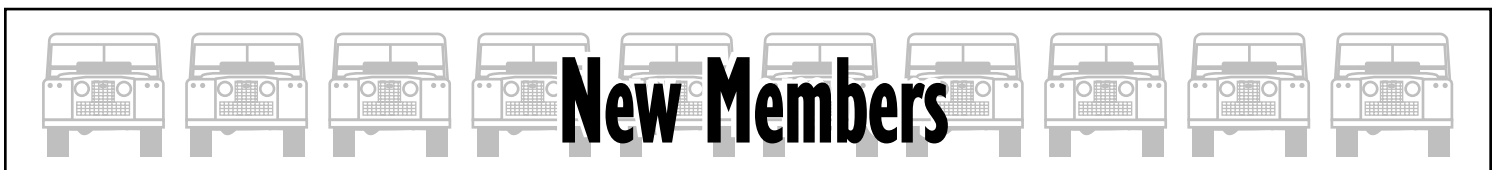
To register, send a check for \$65.00 along with your name,



Bruce Wheaton in the mudhole. 1996 Birthday Party. Photo: Jeff Meyer

address, phone number, type of vehicle and number of people attending to: John Wood, Rally Coordinator, Solihull Society, PO Box 916, Monument CO 80132 If you have any questions, or wish to discuss this matter further, please feel free to call John at 303-455-1719.

 Wanted: Would you please inform your club members that I am looking for a very special Land Rover, the Land Rover Prototype manufactured in 1947 by the Rover Company LTD in Solihull England. This vehicle was centre steered like a tractor, and based on a 1944 Willy's Overland Jeep Chassis. This vehicle was a one-off, and I am told this vehicle must be in Canada now! If this is true, I am prepared to pay up to 10,000 Canadian dollars to buy this vehicle dependent on its condition, but I don't know the address of it's current owner, so information about its whereabouts is very welcome! See also: "Land Rover Owner International Magazine, September 1991, page 38-41", "The Land-Rover 1948-1984 by James Taylor (Book) page 12, and "Land-Rover - The Early Years by Tony Hutchings (book) page 30-45". Thanking you in anticipation, yours sincerely, Richard De Roos, Land Rover Historian, author of Land Rover Conversions & Applications Since 1948. (Skilweg 13 9051 AE Stiens, Holland.



Three new members this month:

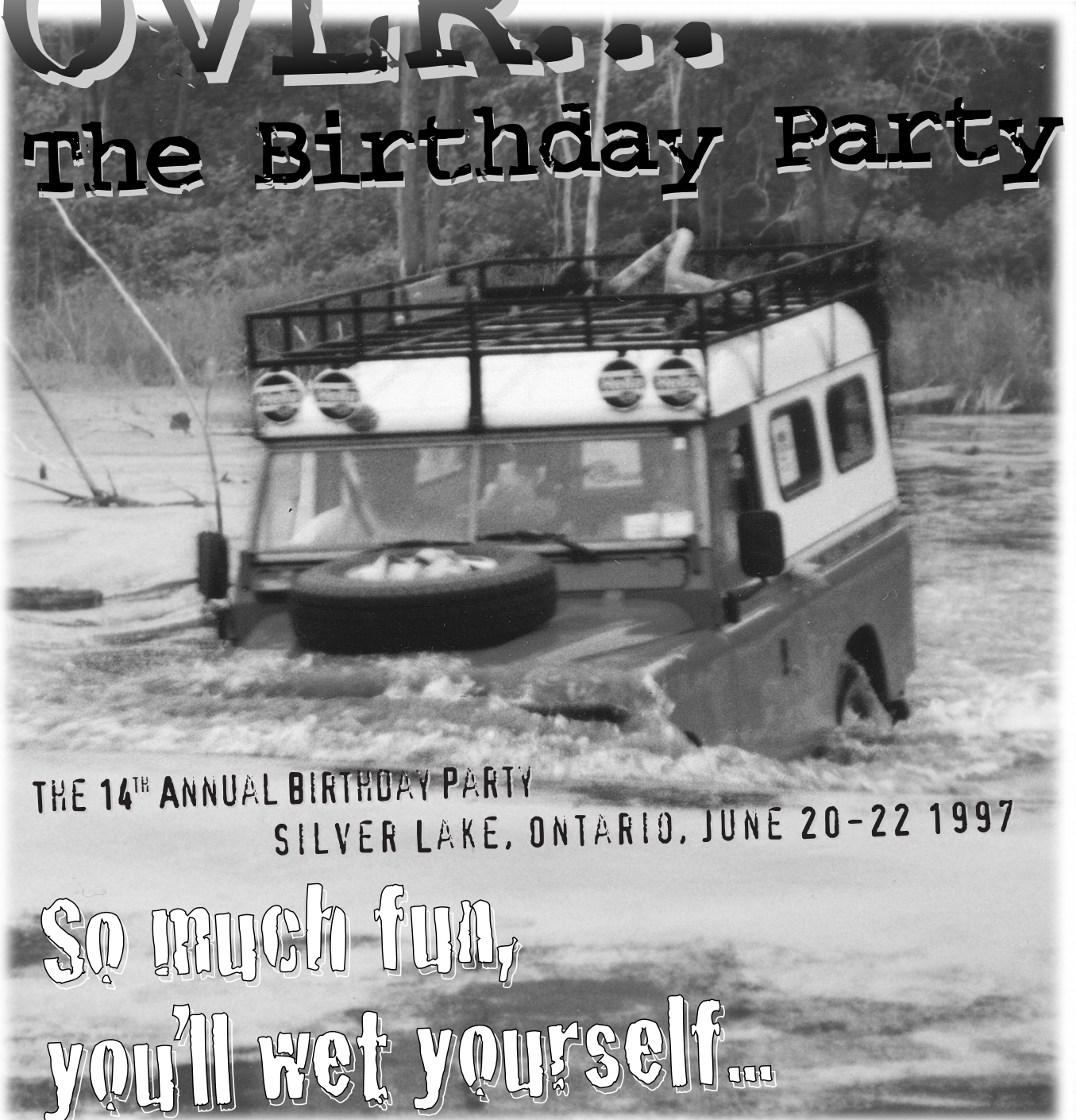
Bill Kowalski of Hinsdale, Illinois

Bob Sarp of Tuscon, Arizona

Kevin Willey of Nepean, Ontario

OVER...

The Birthday Party



THE 14TH ANNUAL BIRTHDAY PARTY

SILVER LAKE, ONTARIO, JUNE 20-22 1997

So much fun,
you'll wet yourself...

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. 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

The 9th Annual Mid-Coast Maine Land Rover Rally

June 27-28-29, 1997

200+ Land Rovers expected (180 in 1996).

Pre-registration is required

Weekend campsite at The Old Massachusetts Homestead Campground 207-789-5135

(Book now, space is limited. Info. on alternative lodging 207-789-5303).

FRIDAY 27TH. VINALHAVEN ISLAND WALKING TOUR

With historian, Rovers North newsletter editor and Series IIA 88 owner Jeffrey Aronson (207-863-4557). Jeff knows his way about, he lives there. You won't need your Rover. Park it at the Ferry Terminal. Ferry departs at 8:45 AM. (passenger fare \$9.00 round trip) Bring your binoculars to observe wildlife: osprey, bald eagle, cormorant, harbor seal, porpoise. On the island you will visit the Vinalhaven Historical Society, Wildlife Refuge, granite stone quarry, and have lunch. Ferry returns to mainland at 4:30 PM.

Later, drop by the Whales Tooth Pub in Lincolnville Beach and meet the gang.

SATURDAY 28TH OFF-ROAD DAY

New course, new location, Rovers North Off-Road (802-879-0032) will be in charge of the course and vehicle scrutineering.

8:00-9:30 AM - Arrival Time. (If not already there.)

9:45-10:00 AM - Drivers meeting, briefing on the course and rules of the day.

10:00 AM - Course open. Vehicle inspection.

Midday - Lunch time. BBQ chicken or burgers, along with all the trimmings. (Don't forget the Downeast Off-Road Day custom, bring along something to share: a cake, muffins, salad, fruit or non-alcoholic drinks.)

After lunch - Head back to the trails and see if can embarrass yourself again, or take off and do a bit of local sightseeing: shopping/sailing. Off-road course will be suitable for all vehicles. However, course conditions may deteriorate during the day and may become unsuitable for certain vehicles.

6:30 PM - Evening dinner at Whale's Tooth Pub, Lincolnville, Beach. (Now you can get snookered, providing you have a designated driver.)



Volunteers wanted: help with setting up tents, cooking and serving food, marshaling the course. Get here a day or two early and help with the preparations. Tireless efforts will be rewarded with honorable mentions in dispatches. Volunteering means work-for some, get in touch. (Myles at 207-789-

5303)

Later-Back at Camp: Tall tales, other untruths and downright lies round the campfire till the bugs get too thick.

SUNDAY, 29TH THE OWL'S HEAD TRANSPORTATION MUSEUM

Free admission to all arriving in a Land Rover, Range Rover, Defender, Discovery and Rover car. All others have to pay, unless, of course, you happen to be riding a Land Rover Bike.

9:00-10:30 AM - Arrival time. (Any later and you'll have to contend with the traffic).

- Over 200 Rovers in attendance-but who's counting.
- Most of the folks from Rovers North will be on hand.
- LRO Shop (associated with Land Rover Owner Magazine)
- Land Rover Scarborough
- US And Canadian Land Rover Clubs
- Museum is open to all. Air show begins at 1:00 PM Food concessions available at the museum. Land Rovers for sale, swap & trade parts, books, manuals, magazines.

4:00 PM - Time to leave. If heading south, why not join "The Convoy". It's something you only get to do once a year. Dozens of Rovers all heading in the same direction. Great sport altogether.

Land Rover Scarborough (1-888-427-6837), invites you to visit their showroom while you are en-route to the rally. See the latest Rovers, drive their "off-road" track and enjoy refreshments. Fuel available nearby. (Take exit 6 from I-95 to Rt. 1 North. 1/4 mile on left).

General Servicing: Repairs, Humour, Tales & Trivia

British By The Sea

by Jeff Berg

The annual British By The Sea car show was held at the Harkness Memorial in Waterford, Connecticut this past Sunday. There were over 40 Land-Rovers, mostly heritage vehicles, in attendance, including several from OVL. Best of all, I was pleasantly surprised at the number and variety of “special vehicles” present at this “local” event.

There was an immaculate 80 Series I, complete with rear PTO unit, which I learned is owned by a chap who lives near me. Mark Ohno drove his 109 Ambulance, complete with an injured dummy in back, to the show. The last time I had seen the ambulance it was just the rear shell sitting in Mark’s back yard, so it was great to see it running. Other “ultimate work vehicles” included a tow truck and a log splitting truck. There was a truck with a WW II radio direction finder (RDF) mounted in the rear bed. There was an 88 IIA present that had a Euro-Ford V-6 (from the German Capri) engine. Seemed like a neat swap, and there was plenty of room left over under the hood. Seth (British Bulldog) was displaying a tough looking trials truck—a coil sprung, V-8 88 hybrid. Jeff Meyer (LRW roving North American reporter) was back from yet another long journey and Herb Zipkin rounded out the field with his IRF (I’d Rather Fly) Expedition Rover.

As always, Herb was happy to answer questions and share tales

of his adventures. He was also proudly displaying Bob Morrison’s LRO article (June, 1997) about Herb and the Rover. Mr. Zipkin even had some advice for us single guys gathered around the vehicle, “Find yourself a girl and take her on a trip like this. You’ll either end up throwing her overboard or marrying her.”

Other highlights included Al Richer’s field servicing lessons. He replaced my valve cover gasket using only a SOG Paratool—and didn’t get a spot of dirt, oil or grease on his white shirt in the process. (Look for an upcoming “Profiles in vehicle maintenance” photo feature on the EROS WWW site.) Al did such a great job that I also allowed him to “show me how to” adjust the steering bump stops. FINSUP no longer has annoying tire rub during hard left maneuvers. And I now know how to fix it if the problem reoccurs—”just ask Al!”

Members of Yankee Rovers took care of the mess detail—feeding the Rover masses with hot dogs, deviled eggs, and a delicious sausage and onion soup. Those of us who didn’t shop salute you!

Credit for the tremendous turnout belongs largely to Mark Ohno. Mark maintains a mailing list (New England Rover Registry) and actively encourages people to turn out for this event. While I’d prefer a spot of offroad driving myself, the event makes for an enjoyable day at the shore.

Nigel’s Disease...

or, don’t read this article, cos your radiator is going to fall out.

by Russell Dushin

Nigel’s Disease... Since this scourge has been released, it is probably worth testing whether or not his influence can be transmitted by paper as well as wire and word of mouth. If any reader suddenly has these symptoms, drop us a line. In the meantime we will Let Russell Dushin continue...

OK folks, I’ve been hearing rumblings about the whereabouts of Nigel and the derivation of “Nigel’s Disease.” Seems yer all having problems of one sort or another...

Methinks Sandy Grice correctly identified the historical events that led to the claim that dear ol’ Nige can transmit, though thin air, his ailments (recent and near future) to any or all series rigs out there with whom he confides without the knowledge or consent of said rigs’ owners. (Incidentally, though, it gets worse- he recently transmitted an electrical ailment to my... uh, shouldn’t admit it, but ...BMW...thus I would caution you all that NO car, truck, or trailer is immune to his ways. I think motorcycles are OK, but can’t say for sure since my 19 year old 2-stroke has sat neglected for some time now.)

Anyway, I thought that perhaps it would be prudent of me to submit to this newsletter for general review a list of those ailments which have recently been detected and/or corrected and/or soon to be corrected and/or just being let be... (I’m generally of the opinion that if I couldn’t fix something the first time, I’ll try again, but after two, maybe three attempts, any non-life threatening ailments should just be left alone...)

These, within the last few months:

- Clutch slave flakiness (not addressed yet, intermittent)
- Brake master problems (rebuilt, bled, re-bled, re-re-bled, fixed by adjusting the brakes...)
- R/S tail lamp socket degradation (replaced w/universal unit, problem reappeared on BMW R/S front running lamp within a day)
- Clogged rear axle breather (FINALLY replaced with fittings and hoses running to the air cleaner)
- Serious leaks from OD unit (my next problem, I suspect it ain’t breathin’)

Serious leaks from gas tank (repaired in March, time to try again-tank is in fine shape but appears to be leaking from a seam)
 Completely blown out rear diff pinion seal (replaced with a nice old style leather one)
 Blown rear U joint in rear propshaft (replaced both rear U joints, front shaft new 2 years ago)
 Splitting rear leaf springs (5 year old "genuine" pieces of s**t, getting replaced, hopefully tonight, with a perfectly acceptable pair of ORIGINAL equipment re-bushed springs)
 Leaky carb (adds to the fragrance!)
 Loud squeals from blower motor fan in Smith's shin burner heater (fixed last November, and this November is a long way off...)
 Oil pressure sending unit leak (replaced with a karma insulting SIII type)
 Leaky front swivel ball seals (replaced twice within the past four years...given up)
 Dropped muffler (happened on the way to a car

wash... shame on me... replaced)
 Noises diagnosed as loose timing chain (replaced perfectly sound timing chain, idler gear, crank end gear, and cam gear)
 Noises re-diagnosed as a loose muffler headpipe (hey, it was *barely* loose...tightened just enough to strip the threads...)
 Flaky speedo needle (fun to watch, but has hypnotic qualities)

OK, that's the short list. If any or all of you are experiencing any or all of these ailments in your rides, I gotta tell ya that there's absolutely nothing I can do about it. I've tried. I've tried everything. Had the boy exorcised. Leave smoldering spices - especially nutmeg-beneath him at night. Got drunk with him and pushed him off a bridge (he swam back). Sentenced him to two weekends of hard labor dredging a pond. Let him get friendly with a big black snake. Took him trout fishing. Nothin' seems to make him happy.

sorry, mates,

The Series II Fuel Gauge

by Rick Grant

Several months ago I asked for some advice about how to get the fuel gauge on my SII working and I received lots of good ideas. But I neglected to follow up with how it all turned out, so...

Background. The gauge would flick to the quarter full mark on power up and stay there no matter what. The same behaviour persisted after I switched the vehicle over to negative ground.

I tested and tested with a meter, tried two tank senders, and dickered around in the guts of the gauge all to no avail.

So, I went to one of the local warehouse type auto parts stores in search of some sort of generic sender and gauge.

In the first place the guy said "Sure, got one right over here." But it wasn't. That resulted in a shout to Jim or somebody in the back who shouted back that he'd sent it back to the head warehouse the day before because it had sat on the shelf for years.

Another trip to another store where I was greeted with. "What are you talking about? Never heard of such a thing." But kindly enough he shouted to this store's version of Jim and the answer came back. "Yeah, got one back here. Been here for years."

So armed with sender and gauge for a total of 40 bucks I started installing it all in VORIZO.

The usual happened. What I thought would take an hour took all day. I had to make an adapter so the sender would fit in the tank hole and I had to puzzle out the rather vague directions that seemed to have been translated direct from Taiwanese. But at the end of it all I still had no tank reading.

Serious frustration ensued, further fueled by a wife who wandered by and said, "Are you sure you've hooked up the right

wires? How do you know that you have the right wires?"

After a short sharp exchange of words that were quite properly taken back and regretted I allowed as to how electricity was a simple creature, easily tracked through the maze of birds nested wires, and I proceeded to show her with a continuity meter.

I clipped one end on the wire on the sender post and the other to where it connected to the gauge.

The result was of course that the double damned sender wire had been broken, probably many years ago, well under the floorboards where the muck and grit was at its worst.

I don't know whether discovering this right at the beginning would have made any difference, it's a moot point anyway because I bugged the original gauge when I was trying to find out what was wrong, but at least I now know to a rough degree how much gas is in the tank.

I learned a couple of big lessons here. Never assume, and never to take my wife for an idiot again (ever!)



Dale Deprey's IIA flying her colors. 1996 Down East Rally. Photo: Dixon Kenner.



WORK HARD. PLAY HARD.

I try to live life to the fullest.

And I get what I need from my

1963 Land-Rover Station Wagon.

It gives me my own personal space
(and plenty of it) for work and play.

Ask your local member about the advantages of the OVL^R the Oily Rag Lease™.

For information via the internet, enter:
<http://www.off-road.com/OVLr/> or to receive a free mud sample come to the Birthday Party in June.

LAND-ROVER STATION WAGON

\$900 1963 Land Rover Station Wagon Executive Mud Series¹

\$400 in free spares rattling around in the back

\$900² and **65%** of your spare time over the next 48 months



Photo credit: 109 SJA built for the Belgian Military. From the collection of Robin Craig. Please note that this is not Dixon's truck.

1963 Land-Rover Station Wagon.

No other car ranks higher in owner loyalty, or spares rattling around in the back.³

¹ 1963 Land Rover Station Wagon MSRP is a totally random number and the author of this parody takes absolutely no responsibility for this number whatsoever.

² Excluding tax, title, license fees, spares, more spares, petrol, time spent on repairs, oil, still more spares and the taxed goodwill of loved ones. Oh, yeah, your reputation and some more oil.

³ According to some guy I was talking to at the Birthday Party. I don't remember who it was because I had a few too many jars while trying to fend off the mosquitoes after dinner. The participant's sense of humour and the ability to have fun may affect enjoyment.

Book reviews

by T. F. Mills

Know Your Land Rover

by Robert Ivins.

LRO Books, 1991

114 pages, \$14.95

This little volume is packed with information, but it's more like spending a few days conversing with a mechanic than it is a good reference book. Except for an appendix, the whole book is presented in short question and answer format. Only the nine chapters and page headings provide any sense of organization to the "conversation", and the page headings often have little bearing on the questions covered. There is no index to help out the reader. In fact, this cheaply produced paperback doesn't even have a title page. Although there is no mention of it in the book, the text is lifted verbatim from Ivins' "Drivetrain" column in LROI magazine. Some of the questions even reference unrelated articles in that magazine. Ivins turned over the "technical guru" responsibility to Mike Hallett in 1995, and the magazine's presentation of the Q & A is now a bit more user friendly than it used to be. If you have a pre-1991 file of the magazine, this book does very little to enhance what you already have. The scope covers Series Land Rovers, Forward Controls, and Range Rovers (excluding the 4.0 and 4.6). There seems to be a little information on Discoverys, which had been around for two years when this book came out. Just in case this is your first Land Rover book, there is one photo of each basic type for identification purposes. If you are interested only one type, there is no way to zero in on that information. If you can get past these limitations, you will probably find answers to a lot of your questions, many of which are not often covered in other Land Rover books. The chapter headings are: fuel, chassis, wheels and tyres, electrics, transmission, engines, interchangeability, general, and vehicle identification. The last one is the appendix, which consists of a comprehensive listing of vehicle, chassis, engine, gearbox, and axle numbers.

Some of the questions answered briefly in this book include: Can I run my Series One on lead free [fuel]? Can I put 110 doors on a IIA body? Are early and late model Range Rover wheel studs interchangeable? I have purchased an ex-Army Series III ambulance, and need to know the wiring for the NATO socket so I can pull a caravan. My secondhand overdrive uses about a pint of oil every 20 miles- -is this normal? Can the 2.6 litre engine from 1980 to 1987 Rover cars be fitted to my IIA LWB? (Clearly some of the questions are only of academic interest to Americans.) My Lightweight makes funny groaning noises from the floor area—help!

Help is what this book needs. No matter how well some of the questions are answered, their selection and organization is quite random and not at all user friendly.

Land Rover Series II, IIA & III:
Haynes Service and Repair Manual
by J.H. Haynes and M.S. Daniels.

Haynes Publishing, 1995

unpaged, \$25.00, ISBN 1-85960-147-2

The bad news not long ago was that the Haynes Workshop Manual covering Land Rover Series models through 1977 was out of print and increasingly difficult to find. The good news is that is back and updated through 1985 (up to C registration). Haynes has a solid reputation and covers European and Japanese makes probably better than the American Chilton series. (And besides, Chilton doesn't do Land Rovers.) Even if you are one of those rare people who still have the factory manual for your vehicle, you will probably want the Haynes as well. After all, the factory manual is a piece of historic literature that belongs in your library and not in your car. And while you're at it, buy two copies of Haynes: one for the car and one for your library. The car copy will eventually deteriorate with grease and dirt from frequent use. Complemented by a moderately useful index, the book is well organized in chapters on engine, transmission, brakes, electrical, suspension & steering, chassis & body. Plenty of black & white photos and line drawings and schematics help you figure out what the heck you are looking at on your garage floor.

This particular manual comes in parallel petrol and diesel editions. Other Haynes manuals currently in print for Land Rovers are: Ninety, One Ten and Defender (diesel, 1983-95); Discovery (diesel, 1989-95), Range Rover V8 (1970-Oct. 1992).

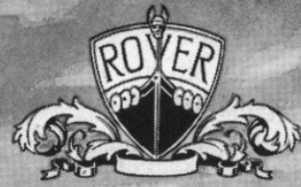


Bill Callocia's Range Rover proving that it too, has Lucas electrics
1996 Birthday Party. Photo: Dixon Kenner.

The

LAND-ROVER

MOBILE WELDING PLANT



*An artist's impression of the
Land-Rover Arc Welding Plant
at work on a Land Grab.*