

# OTTAWA VALLEY LAND ROVERS



15 August, 1997

Volume XIV, Number 8





**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.

OVLRO 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 \$25 per year; membership expires one year from the last dues submission.

### Visit the OVLRO Web site:

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

### The Ottawa Valley Land Rovers Newsletter

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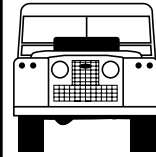
is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

Deadlines: Submissions to the OVLRO 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 OVLRO newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVLRO newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLRO, 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...*

- |                        |  |
|------------------------|--|
| <b>August 17</b>       | <b>British Cars Parts Flea Market &amp; Show,</b><br>London Ontario. For more information call<br>(519) 268-7841                               |
| <b>August 18</b>       | <b>Social at the Prescott</b>  |
| <b>August 30</b>       | <b>LaRose Forest.</b><br>Call Christine Rose for details (823-3150)<br>Meet at the gas station at the Vars exit (North)<br>off the 417 at 8 AM |
| <b>September 1</b>     | <b>Executive Meeting.</b><br>Phone Ted Rose for time & location  |
| <b>September 15</b>    | <b>Social at the Prescott</b>  |
| <b>September 20-21</b> | <b>British Invasion</b><br>Stowe Vermont   |

## *future events:*

*(Dates & times subject to change)*

- |                      |  |
|----------------------|--|
| <b>October 3-5</b>   | <b>ROAV's Mid-Atlantic Rally</b><br>Central Virginia (this is the largest club sponsored rally in North America) |
| <b>October 10-11</b> | <b>BSROA Fall Heritage Rally</b><br>Western Massachusetts  |
| <b>Sept-Oct.</b>     | <b>Annual Frame Oiler</b>  |
| <b>July/August</b>   | <b>Calabogie</b>   |
| <b>December 6</b>    | <b>Christmas Party</b>   |

## The OVLRO Newsletter

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|-----------------------------|--|
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| <b>OTHER HELP:</b>          | Andrew Finlayson, Murray Jackson, Fred Joyce,<br>Bruce Ricker, Bob Wood. |
| <b>OVLRO MARSHAL:</b>       | Murray Jackson   |

“They painted [the dash panel] black so you wouldn’t notice the damage when you had an electrical fire...”

– Michel Bertrand

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;

Following the Birthday Party and the Downeast Rally, members had a week off between large events. Two weeks following the Downeast, Atlantic British was hosting a rally. Ostensibly for the purpose of getting rid of piles of old used parts they had stuffed in a warehouse, it provided yet another excuse for people to gather and have some fun.

Atlantic British registered 145 registered vehicles, though at any one point the largest count on the field was 115 vehicles. OVLRL was well represented with at least 22 vehicles counted there. Arriving late Friday night, Andrew Finlayson in his 80 had preceded the Ottawa group of Ted Rose, Kevin Wiley, Diesel Dale, and the Green Beastie. The Toronto contingent, “Team Daphne”, was there with the pair of 101s and support vehicles. Jared Shilbersher soon joined them, coming up from the south with his behemoth, albeit undergoing the usual preventative maintenance. We understand that ABP management was a bit surprised to see people showing up throughout the night. The Daves (Stauffer and Despaques) arriving near 1 AM, Dave Bobeck and Spenny arriving around 3:30 AM.

ABP had pallets of parts put out for people to go through and take whatever they wished. This was going on throughout Friday, Friday night, all weekend in fact almost without a break.

Saturday saw the main events taking place. After providing lunch ABP had arranged for some off- roading. The off-road course was picked out by Mike Liodice. This was the closest possible off-road area to ABP, and despite distance, both moderate and extreme trails existed. Following the convoy gave a beautiful view of four 101s following along in the middle.

The extreme section was rocky and had some great mud holes. The hill climb leading up to the muddy areas stopped both Daves as Dave Despaque blew out both halfshafts and Dave Stauffer following let out a resounding snap as one of his parted. (In proper fashion, they both then replaced the broken halfshafts at the side of the trail.) One mud hole had two exits. While most people went one way around, some OVLRL members, like Russell Dushin decided to take the harder route. One water/mud/rock hole took out a Range Rover. The track rod hit a rock, popping a ball joint, sending the front wheels slantly eyed. Jacked up on a high lift,

Denis Nault and Barry Enis had a ball joint for a series so with a little help from a propane torch and a hammer the remnants of a very worn joint was removed, the new one fitted. Because of a late start, the last vehicles missed dinner as they did not make it back to ABP until 10:30 PM. Others missed supper because one of the attending 80s decided to have a wee engine compartment electrical fire on the way back.

One group noted that it always seemed like it was the OVLRL vehicles that had mechanical troubles. The retort followed the lines that all of the vehicles were fixed on the trail with onboard spares, something that was more difficult with the younger vehicles.

ABP did give out some awards. One OVLRL vehicle won an award. Dixon’s Green Beastie won the “Most Used” award. The interpretation of this is still being debated. Overall, a good weekend! Good friends, great weather, cold beer, good trails, and Land Rovers.

The next event will be some off-roading at LaRose Forest about 30 miles east of Ottawa. LaRose Forest is a huge tract of land owned by the Ontario Ministry of Natural Resources. Much of it is a pine plantation, similar to Limerick Forest south of Ottawa and some other MNR tracts. The next large gathering outside of Ottawa will be the British Invasion at Stowe Vermont on September 20 & 21 st. Last year Land Rovers tied with MGBs as being the largest marque present.



Dave Lowe at the water crossing. Photo: Spencer Norcross

## This Month’s Cover:

**Brett Storey** and his S111 wait for a pull out of the mud pit, Saturday afternoon, 14th Birthday Party. Photo: Spencer Norcross.

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

From the Editor, The July newsletter (albeit a bit late. This makes twice in three and a half years) was collated, stuffed, and generally processed back at the traditional location this month. Bruce Ricker, Marshal M. Jackson, Andrew Finlayson, Bob Wood were all on hand to help with the growing effort. Making a special guest appearance was Ted Rose, who rather than miss for the 38th time in a row managed to make it from Barbeque Haven into town. Desperate however missed his calling and was AWOL.

**Executive meeting:** The August Executive meeting took place at Ted & Christine's this month. The major decision of the evening was to go ahead with further improvements to the club trailer. Many would have noticed the varying colour and condition of the tarps thrown over the trailer while moving between events. Seeing how this was getting messier and messier, a proper canvas cover is being sewn up for the trailer.

**Club finances as of July 1997 are as follows**

Assets	
Cash & Bank Accounts	
Canada Trust	4,588.20
Money Market	0.00
Petty Cash	0.00
Total Cash and Bank Accounts	4,588.20
Other Assets	
Accts Rec.	453.00
Merchandise	1,707.76
Tools & Equipment	500.00
Trailer	4,500.00
Total Other Assets	7,160.76
Total Assets	11,748.96
Liabilities & Equity	
Liabilities	0.00
Equity	11,748.96
Total Liability & Equity	11,748.96

Since stopping the trailer has always been a concern for those with unboosted drum brakes, research into braking systems will mean that the current ring arrangement is going to be discarded for a ball arrangement. It seems that if you wish braking added to a trailer, pintle set-ups start at the 12,000 pound mark. Since the trailer is under 2,000 pounds, a ball arrangement will have to be used.

The trailer has been used at two events this past month. The first was at the Royal Canadian Legion in Kanata for an event that they ran. One comment from the British High Commissioner was how OVLRL managed to get the trailer from Land Rover itself! In exchange for the use of the trailer, the Legion has offered OVLRL the use of their Hall for the AGM. The second event was the first Otto's off-road day for buyers of new product.

Ted Rose will have a write up on that event soon.

The fame of the trailer seems to be spreading far and wide. Land Rover Canada is sponsoring part of the British Car Day at Bronte Creek west of Toronto with the help of the Toronto Area Rover Club. They have asked that the trailer be a centerpiece for the Land Rover area at the event. Sadly, Bronte Creek is the same day as the British Invasion in Stowe Vermont, so we will miss showing the trailer off in Toronto this year.

From Charles LeBlanc - "Just a note to let you know that I finally got my Land Rover (zero \$) out of the farmers field (waited over a year to get it). Stripped it, added to my spare parts collection, tropical roof, bonnet, 4 - 16" rims, bulk head (rusted at all the wroing places), transmission, drive shafts, axles, housings and several other odds and ends that one might keep when dismantling a 34 year old Land Rover."

Anyone in the club doing a Series I restoration may be interested that Dunsfold has just bought 150 TONS of brand new, SI spares, which were bought from the army as surplus by L. Jackson, and have been stored in dry storage by them for 40 years. Anyone interested? Dunsfold's hotline is 01483 200080 (that's in-country. International calls, 011-44-01483 200080).


Shannon Lee Manion can be seen on Rogers Cable doing a ten part series on vehicle maintenance. We note in one episode that it is a Toyota undergoing much routine maintenance because as we all know, our fine vehicles require little.

Jeff Berg dropped us a line... The only thing I like more than having fun with my Jimmy Buffet Parrot Face friends is having fun with the OVLRL gang. At this year's Owl's Head meet after learning of Eric Zipkin's recent engagement to Ann, Maloney and I figured we'd have some fun with him. Shortly after




Jeff Berg & his trusty SIIA, Finsup Photo: Spencer Norcross


arriving at the museum, we cornered Tish (The very same Tish that Bob Morrison featured demonstrating the Hi-Lift Jack in the LRO International magazine) and tried to talk her into surprising Eric with a kiss. Maloney, the cheap sod he is, offered her only a dollar. "Kiss Zippy? I'll do it for nothing! He's sooooo cute!!!" At this point she strolls up to Eric and plants a really good one on him, catching Maloney by surprise (he's obviously not Jeff Meyer). I'm not sure he had his camera ready, but if he did, it should make for a great shot in the newsletter. Eric had a really goofy look on his face, and I think Tish really digs him. And unless Ann's willing to take up the Hi-Lift Jack, I'm afraid she may have some competition.


 In case anyone is curious, here is a breakdown of how many OVL R members reside in each province or state.


Alberta	1
Alabama	1
Arizona	1
California	6
Connecticut	6
Florida	1
Hawaii	1
Illinois	2
Massachussets	9
Manitoba	2
Maryland	3
Maine	4
Michigan	2
Missouri	1
Montana	1
New Brunswick	1
Newfoundland	1
New Hampshire	2
New Jersey	4
Nova Scotia	3
Nortwest Territories	1
New York	16
Ontario	82
Pennsylvania	12
Prince Edward Island	1
Quebec	23
Rhode Island	3
Saskatchewan	1
Texas	1
Virginia	4
Vermont	3
Washington	2
West Virginia	1

 Russell Wilson writes to tell us about OVL R members at the British Car Day in Pittsburgh Pennsylvania. – The weekend was a blast, the British Car Day in Schenely Park was a huge success. We had 10 Series Vehicles and 3 plush coil vehicles. There was a Series III that didn't have a speck of dust on the damn thing... amazing. (Guess who won the Peoples' Choice Award?) The Vintage Racers were doing time trials about 25 yds behind our row of vehicles which made for an interesting afternoon. We saw a few spins and a few close calls but everyone seemed to survive in one piece. I know the yearly calendar is filled with Rover related events but if you want to spend a fun weekend the Vintage Grand Prix is a hell of a good time. Dave Bobeck and Spencer

Norcross came out from Washington to the show. Jon Humphries and myself flew the flag from Pittsburgh. I've never been to the show at Stowe but the word from Spencer Norcross is that Schenely is the smaller, but it does have vintage racing! I only wish the rest of the Pittsburgh Rover owners would have come out for the show. There are a couple of really neat folks who are under the impression that you have to have a nice shiny truck to go to the show... my truck showed that to be false, oh well.

 Rick Grant questioned the logic put forth by Michel Bertand, [*this month's quote, on the top of page 3. ed.*], saying that this was much silliness and couldn't be possible. Many warned him of uttering such sacrilegious statements within earshot of a Land Rover. Who knows what form the curse would have. Well, Rick now writes - "Well the curse must be working. Not half an hour ago I managed to cross thread and strip a brake bleed nipple. Now I've got fluid trickling down the driveway into the gutter. This means of course that when I do finally get a new cylinder unit in I'm going to have to screw around all over again bleeding the stupid CB cylinder. Dumb curse!"

 Ottawa (Anon.) Call it a trend, or an really pissed of spirit continuing to haunt the new & seemingly unworthy. Yes, the Gin Palace has failed again. Dale in his quest for the Towball Award has again had to tow his Range Rover home with his long suffering diesel, Hogarth. Many readers will wonder if Dale will take the hint and take Hogarth off the market, but no, Dale will not relent. The diesel is still for sale and as long as it is, we will have more episodes in Dale's quest for the 1997 Towball Award. (p.s. In some yet unexplained Lucas Tri-Polar anomaly, the Gin Palace died in almost the exact same spot as its previous failure. Local experts are not yet sure what this means. It could mean that Dale is not worthy of the Gin Palace. Stay tuned for further adventures of Dale & the Gin Palace)

 Jon Humphries writes, I have some tips on how to prepare your Land Rover for the British Invasion (or any British car show for that matter).

When detailing a 109 Land Rover of ancient vintage, one must first gather the proper tools for the project. A detailed list follows;

1. Hammer
2. Broom (very stiff)
3. Paint brush

When all tools have been gathered work may proceed as follows;

- 1st. use hammer to knock any dings or stray body parts back into alignment.
- 2nd. use broom to clean under, over, and around the vehicle. Pay special attention to areas such as; Breakfast, Bonnet, Roof, Tub, and axles and wheels.
- 3rd. use paint brush for extremely fine detail work such as removing dust from horizontal surfaces and nooks and crannies.

When these guidelines are followed the 109 Land Rover will be pristine, and ready for any concours event.

Hope you have a good showing. As always; your humble servant, Jon Humphries

# Some Non-OVLR News & Rumours

🚗 A number of members have enquired about a “Silver Wheels” insurance programme for their antique vehicles. The plan is offered through Lant & Co. Insurance Brokers of Don Mills Ontario. It is offered to vehicles that are original or restored to original, vehicles that are not used for regular transportation and the operators of the vehicles have more than ten years of driving experience. Coverage is one million liability, \$100 deductable collision and \$25 deductable comprehensive. Coverage stays on the vehicle years round, and the vehicle must be registered in Ontario. The Land Rover must have an appraisal within the last 24 months, two colour photos must be enclosed with the application. Insurance premium is based on the appraised value. Rates up to \$18,000 are -

\$1,000	\$50	\$7,000	\$83	\$13,000	\$125
\$2,000	\$50	\$8,000	\$90	\$14,000	\$132
\$3,000	\$55	\$9,000	\$97	\$15,000	\$139
\$4,000	\$62	\$10,000	\$104	\$16,000	\$146
\$5,000	\$69	\$11,000	\$111	\$17,000	\$153
\$6,000	\$76	\$12,000	\$118	\$18,000	\$160

The vehicles insured under this plan are to be chiefly used in exhibitions, club activities, parades and other functions of public interest. They are not to be used for regular transportation (i.e. shopping, vacation, to and from work) For more information contact Lant & Co. 416-447-9191/800-461-4099, F 416-447-4494

🚗 Anyone in the club doing a S1 restoration, may be interested that Dunsfold have just bought 150 TONS of new, brand



Spencer Norcross in Quintin Aspin's SI, alongside one of the 1996 Camel Trophy Discoveries. Photo: Dave Bobeck

new, SI spares, which were bought from the army as surplus by L Jackson, and have been stored in dry storage by them for 40 years. Anyone interested, Dunsfold's hotline is 01483 200080 (that's in-country. Modify for international calls to 011-44-1483...).

🚗 From the Series One club newsletter - The SI Club Shop no longer ships directly to North America. Items no longer available include clothing, stickers, handbooks and manuals, repro bulkhead plates, a few tools, and hardened exhaust valves. The reason is given in \*Legend #88.

The SI Club believes that “there is a tendency in North America to sue at the drop of a hat - or a spanner on someone's big toe”. So they became concerned over a situation such as one in which “it was claimed that the Club's exhaust valves caused an engine to seize which was the possible factor which resulted in a third party being hurt - and they, the third party, then sent out writs in all directions”. They were then “advised that it would be prohibitively expensive to take out suitable product liability insurance for North America”. They suggest anyone in North America find an intermediary in the UK for SI Club items.

As far as we are aware, the SI Club is a limited liability corporation in the UK with no assets or representation (other than members) in North America. Some OVLR members are worried that others in the UK, particularly the small LR related businesses, will pick up on this and refuse to ship to the US.

🚗 More alternate parts from Wade Zumbach - As some of you may know, I have had problems with my starter & related stuff, on my 1971 SIIA 88 pet. 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 everywhere I tested. I spoke 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 \$7.99 CDN but I was fortunate that it was on sale that day for \$4.99 CDN. 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



Jeff Meyer in a rare appearance in front of the camera. Photo: Spencer Norcross

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/fire-wall, 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. Good luck!

🚗 1998 - 50th Anniversary of Land Rover ARC Int'l Rally - Following discussions with Lancs & Cheshire LRC, Eastnor Estates Ltd. and Land Rover, the [A.R.C.] Council is pleased to announce that the 1998 International Rally, celebrating 50 years of 'The Best 4 x 4 x Far' will be held at Eastnor. Provisional plans allow for a nine-day rally, from Friday 22nd May to Sunday 31st May, with all of the usual 'International' features, but many more special celebration events suitable for the whole family. Lancs and Cheshire will act as rally co-ordinators, but in view of

the new location, increased scope, and duration of the rally, assistance will be sought from other clubs for running specialised events and services. A proposed programme, subject to further discussions and confirmation, is:

- Fri 22 May Site Opens
- Sat 23 Grand Opening, Showroom Vehicles Competitive Event'
- Sun 24 Concour - Cars, International CCV Trial
- Mon 25 Comp Safari
- Tue 26 Team Recovery
- Wed 27 Inter Club Challenge Event
- Thu 28 Rest Day
- Fri 29 Winch Recovery
- Sat 30 RTV Trials
- Sun 31 Site Closes

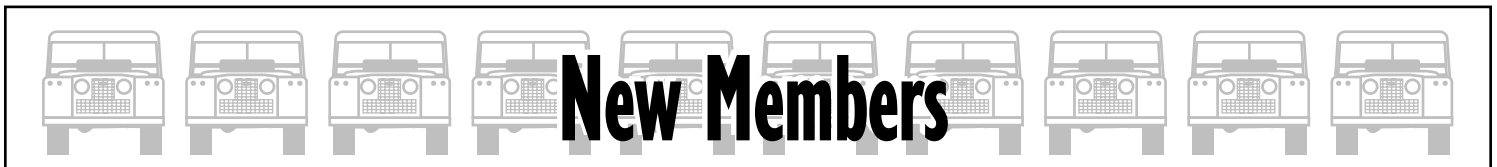
Gymkhanae, Trailer Handling competitions, Land Rover Concourse, and Scenic Safaris will be ongoing through out the week at Eastnor Castle, Ledbury Herefordshire, England

🚗 A note from Switzerland - Good news for the Swiss: after more than 10 years, the Defender will be officially available in Switzerland again. To make them pass noise regulations, the wheel arches have been covered with a plastic/foam combinations. The engine was just too loud. Same thing for the gearbox: first I thought it was a kind of protection plate, but again it's just plastic and foam below the gearbox.

🚗 Finger Lakes LRC - Club Event: Lake Chautauqua, Aug. 31st. Hopefully you have had time to clean the mud off from your last event, because we are going back to Lake Chautauqua for another ride. If you missed it last time, it was awesome. The trail includes 3-4 "technical sections" that will offer a variety of terrain and elements to challenge everyone. Last time we got to try a number of different driving (and recovery) techniques. You and your vehicle can participate as little or as much as you desire. Bring boots if you plan on getting dirty. Any recovery equipment you have may also come in handy.

We will be gathering in the parking lot of Webbs Restaurant and Motel in adjacent Mayville, NY at approx. 10 AM on Sunday, August 31st. Following the day's driving events, we will be meeting back at Ray Stapell's nearby lake house for a club cookout. If you would like to spend the night/weekend, there is plenty of local sight-seeing and activities. Hots, hamburgers and soft drinks will be provided.

Directions to Webbs: Take 90W (NYS Thruway) to Exit 60. Take a left towards Mayville and Webbs is about 10 miles on the Right-Hand Side.



**Two new members this month:**

**Michael Cloos** of Marburg Germany with a 1992 D90 TDi. Michael plans to come over to Canada in the Summer next year & is a student at the University of Aachen.

**Jim Holmes** of Oakland California with a 1959 88" Station Wagon

# General Servicing: Repairs, Humour, Tales & Trivia

## On the Trail(er) - A Friday Story

by Mike Rooth

Having used the excuse of having a horse to buy a Land Rover, and, what's more having succeeded, there came the inevitable sequel from a daughter noted for being crafty. (Incidentally, the horse actually cost *more* than the Land Rover, so there's not much point to the ploy unless you already have the animal). "What's the point of having a Land Rover, if it hasn't got anything to pull?" A trailer, to be precise. Of the horse box persuasion. Now the first thing you need to discover when buying such a thing, is whether the floor is up to the weight. So what did I do? Buy one that the local trailer expert said he wouldn't put his cat in, let alone a horse. And he jumped up and down on it to prove his point. Lovely and bouncy, it was, just like a spring-board, only not as strong.

Fortunately the thing had been cheap enough to allow for a new floor to be put in, as well as a window in the front, and a partition. This latter goes from front to rear of the interior, should you wish to carry two horses. Its also supposed to be removable. *Without* a crane... The next thing to ascertain is whether the animal (for whose comfort and convenience the damned thing has been bought in the first place) will actually go *into* it. Guess. Go on, guess... Not a chance. You think donkeys are stubborn? Try an Exmoor mare. The method of overcoming this little contretemps may be of use, should anyone find themselves in a similar situation. First find one of those superconfident blokes that can make horses do *anything*. Get said twer... er... bloke to utter the words "I can get her in". In public preferably. Borrow someone *else's* lorry. They generally go in a lorry better, and you don't want your trailer kicked to matchwood, do you? Collect the following: The sucker that opened his big mouth once too often. Two more passing suckers. One large net of hay. Three yard brushes, the stiff bristled variety. Your daughter from where she is cowering in the back of the Rover.

Method: Sucker number 1 is attached to the leading end of the horse. The two passing suckers are issued with a yardbrush each. You hold the other one looking purposeful (its only for show). Daughter is positioned on the lorry ramp, to show interest. On your command, sucker one inserts front end of horse into lorry. If it will not go the two others are ordered forward with yardbrushes shoved up the trailing end of horse.

Result: Horse decides that hay in front end preferable to nasty pricking feeling in bum, and goes in. You stand well clear. It is the job of general officers to command, not get kicked into next week.

Having overcome this little problem, it is time for the first outing. You can plead Land Rover problems all you want, but you wont be listened to. And you *have*, of course sorted out the

trailer electrics? You think Joe Lucas is bad, you try sorting out wiring apparently thrown at a vehicle at random by a farmer's son on the morning after a particularly good do down at the Mucky Duck. The direction indicators work the opposite way to the Land Rover (a good laugh, but unlikely to amuse the constabulary) one brake light does duty as a tail lamp, and the tail lamps don't work at all. Added to which, the trailer hasn't got the ground clearance of the Land Rover, anything like, and what chump parked it over a bed of nettles! Still, cant get any worse, can it. Can it? I mean to say, there you are all bright and early on a Sunday morning... all right, *early* on a Sunday morning, Land Rover coupled up, trailer lights checked and working(a minor miracle in itself), enough hay to last most people all winter, dogs in Land Rover, ramp down. Ah. Um. Waddyer *mean* the partition's got to come out? WHY? Wont go in that small a space? Well PUSH. Oh, right. You recall I said the partition is supposed to be removable *without* a crane? Why is it that one of the rules of the horse world appears to be that anything strong enough to be effective, immediately fails the portability requirement? I don't think that partition ever went back in.

Horse in, troubles over. Believe that, and you'll believe anything. The first time you haul livestock is possibly the most terrifying experience, short of outright war, you'll ever come across. By itself, the trailer is little problem. After all, the SWB was largely built as a tug. Load a horse into it, and it becomes A Presence. It Looms at the back. Of course you've had all the usual good advice, like "Don't stop at traffic lights". Nice one. Traffic lights *are* a problem. You either approach them slowly as though they will bite, if on green, and breathe a sigh of relief when they change, or press on and ignore the amber. Stop suddenly, (the word *suddenly* takes on a relative quality here) and you'll end up with the animal in the Land Rover. Or worse. And a watch has to be kept on the horse, hence the little viewing window in the front of the trailer. To do her credit, the mare travelled well. Once in; which got easier;she seemed to plant her feet and got on with the main business of the day which consisted of getting through prodigious amounts of hay while on the move. A look through the trailer window would usually reveal a set of regularly chomping jaws. Progress could almost be measured by Miles Per Bale, or more likely Bales Per Mile.

Having successfully completed the journey, there and back, nothing can equal the sweet relief experienced when the trailer is unhitched from the table at the end of the day, and its just you and your Land Rover again! Unless, of course, you forget to unplug the electrics...



## Doing Brakes

By Anon.

As the task for the weekend shall be getting the little 88 ready for a safety check, a number of items will need to be addressed, namely electrics and brakes. The brakes just didn't survive the winter and I am not prepared to deal with something that is suspect. It is far safer to replace the lot. For those interested, brake lines do not necessarily need to be purchased from Merseyside or Rovers North. In fact, in the former case, they advise that it is far cheaper to buy the lines locally than to have them shipped over from the UK.

Note, all of these lines are double flared. You can make them up yourself with the proper tools, with the original ends from the lines you removed, or purchase new ends. Some suppliers also stock generic lines with the ends in premeasured lengths (Miniman sells these premeasured lines with the fittings. Reasonably priced too).

Land Rover (IIA)	Description	Ends	Length
Brake lines:			
277922	Front left	M - F	72 inches
277923	Front Right	M - F	31 inches
279418	Junction to Rear	M - F	58 inches
504517	Rear left	M - M	42 inches
592375	Rear right	M - M	22 inches
Flex lines:			
RTC3353	Flex lines	Lucas part # GPH90	

*Note: The rear flex line carried a different number from the 109. The 109 used three of the RTC3353 lines, the 88 rear flex line is RTC3386. For simplicity, I have used the 109 on my 88. Makes keeping spares simpler, especially when you own four of each wheelbase.*

Cylinders:		
520849	CB brake master	Girling part # SP1980
243296	88" front right	SP2051
243297	88" front left	SP2051
243302	88" rear right	SP1215
243303	88" rear left	SP1215

## Engine front seal replacement - a modification for improved peace of mind.

by Alan Richer

I recently received a phone call, the gist of which went like this:

"Al, the front seal on my engine's leaking like a sieve. Is there any way I can replace the damned thing without yanking the entire front-end off of the truck?"

It all depends. Is the mud shield held on with screws or rivets? If it's screws, bless the former owner of your Rover, as the seal replacement's a 20-minute job.

If not, then things aren't so easy. Yes, the second time. Not this time, though.

The first time this needs to be done to an unmodified cover, you need to remove all of the mechanical paraphernalia to get to the back of the cover to replace the seal.

However, while you have the cover off, you can make a 10-minute modification that will save your patience forevermore.

After removing the front cover and the worn-out bit of rubber that called itself a seal, drill off the backs of the rivets (8 of them, I think) that hold the mud shield in place. For the uninitiated, that's the metal bit that sits over the seal on the outside. Punch the rivets through with a thin punch and remove the mud shield. Clean the mud shield and paint it if you wish - can't hurt.

Tap the rivet holes in the cover for 4-40 or 6-32 screws (depending on the rivet size and how sloppy you were with the drill) and replace the mud shield with short stainless-steel screws and a coating of Hylomar on the back. Also put sealer on the screw threads, else you'll get some seepage around them.

Install the new seal and reassemble everything. While

reassembling, inspect the running surface of the crankshaft pulley for a groove caused by the seal. If it's there, you'll need to install a Speedy-Sleeve over the damaged area to prevent the worn pulley from damaging the new seal. Other than that, just make sure you coat the crankshaft end liberally with Anti-Seize, or the next pulley removal may not be so easy.

It's worth all the extra work, though. The next time the seal goes, you can pop the pulley, undo the screws, replace the seal and reassemble in little time.

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## Fitting 750/16 tires to your Range Rover

by Dale Desprey

Tired of those wimpy 205s that come with your Range Rover (Though these tires are perfect for the older narrow 16" rims that 88's used to come with in the early 1960s and late 1950s). To fit the 750-16s the front spoiler has to come off. One of the front wings was bent inward at the front of the wheel well and would rub the tire. I simply had to pull it out a bit. As for steering, at full lock to the left, it rubs the radius arm. Right lock is no problem. I think it is just a matter of adjusting the stop.

Articulation at the front is fine. There was a grinding sound from the rear wheels, which I mistook for the wheels hitting the top of the arch. The problem was that the metal plate that you see when you open the rear door has a lip. Approx. one cm from the top of the tire was being cut into by that lip on both sides. This motion bent the lip outward 10 cm just above the bottom of the arch. My solution is to bend that lip in so that lip will still

be strong but will not cut the tires.

If your bushes are weak, the larger tires will make the sway more pronounced. I have polybushes in the rear and will have to do the fronts. The rears were such a pain that I am not looking forward to the fronts.

They seem to fit quite well. I refuse to do any cutting to the body. They do seem to fill the wheel wells, yet they look natural. Keep in mind that my RR has 60000 miles on it so the springs are still in good shape. As for acceleration, I don't put my foot to the floor. Too many years with those series Land Rovers I guess.

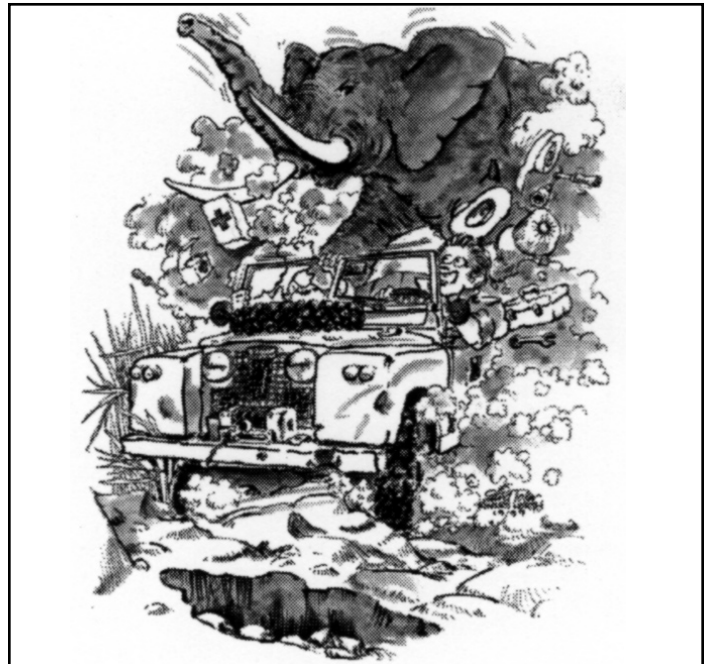
Off-road? Well, the Gin Palace performed flawlessly on the Birthday Party Light Off-road. We just won't discuss the failed fuel pump that resulted in the GP being towed home by my diesel 88 later that week.

## Reasonable Rubber

by Bill Maloney

I recently decided to replace the worn and wobbly 7.50 R16s on my Rover. I was looking for something that was good in the rain, halfway decent on the dirt, and in my price range (i.e. cheap). I had 2 Sears Trailhandler ATs that I had purchased a while back (they are no longer available in 7.50 R 16), and was looking for another pair. The Rovers North web site has a tire fitment comparison page that indicated 235 85 R16s were only a tenth of an inch smaller in diameter and since they seemed to be more readily available, that was what I looked at first. The tires in the local ads and 4X4 magazines were in the low \$100s (US) - a bit more than I was prepared to spend. Also all of the 235 tires were 10 ply load range E - I wanted something with a little less of a wagon wheel type ride - a leaf sprung 88 rides hard enough as it is. After searching the net for tire sites I came across TireNET (1-888-261-9566, <http://www.tirenet.com/ltruck.htm>), and sent them a note with an idea of what I was looking for. They responded with an offer of Lee Ridge Runners for \$76.67 plus \$9.91 shipping per tire to NJ. They are made by Kelley Springfield and appear to be their Safari SJR model (if you're online you can view them at <http://www.kelly-springfield.com/product/light/ssjr.html>). The tire is a little less aggressive than a BF Goodrich AT, with the shoulder lugs a little more square and closer together. It's load range is D and I was told they are 8 ply with 2 steel belts (although the number of belts listed on the sidewall came to 6). I think they would be worthless in mud but should be OK on dirt or pavement. It took only a day to ship them and they took very little weight to balance (the Sears tires needed LOTS of weights). On the vehicle they seem really smooth - the continuous rattles are gone and at 35psi they take railroad tracks without too much hammering. Steering response is good too. Can't say how they are in the dirt yet. I

guess I'll find out at the Birthday Party. To sum it up, they are a bit of a compromise, but if you do mostly on road or dry off road and lack a Defender budget, they may meet your needs.



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# Where do old Corvettes go when they die? They become Cobras!

by Transport Canada (The Inspector, Summer 1996)

[Ed note: Many have discussed bringing in vehicles that are less than 15 years old in parts and reassembling them. Here is Transport Canada's take on this approach. For our American members, check with your State authorities. In Canada this is a federal responsibility.]

Kit cars. These vehicles are often the subject of inquiries from Customs inspectors. This article clarifies the requirements for reproduction (kit) cars or replicars under the Motor Vehicle Safety Act and Regulations.

### What is a Kit Car?

A kit car is a reproduction or "replicar" which is assembled from specialized car assembly kits. Once assembled, the kit becomes a fully operational replica or reproduction of an antique, classic or unique vehicle. Kits consist of custom-built components manufactured to look like components from an antique/classic vehicle. The components are then affixed onto mechanical components (engine, etc.) of existing vehicles which are known as donor cars.

As a hobby, car assembly kits promise to produce aesthetically pleasing and high performance vehicles that replicate a classic/antique/unique vehicle. One advertisement from a trade magazine promised an exact replica of a Cobra (dream car), in which someone of average skill and ordinary mechanic's tools could complete in as little as 8 hours (and \$30,000 U.S.)! There is certainly a growing market of people who like to own and drive a reproduction car.

### What's Prohibited

Kit cars less than 15 years old are prohibited under Transport Canada's requirements. Why? Simply put, the manufacturer (the kit car company) has never demonstrated through testing and certification that these vehicles meet Canadian safety standards. Transport Canada's legislation provides that kit cars, either in



Ted Rose discusses the next move with Roy Baillie on the Sunday afternoon attempt at the power cut. Photo: Spencer Norcross.

assembled or unassembled form, must comply with their requirements.

For unassembled kits, it is important to determine which components are present. If there are mechanical components then the unit is prohibited.

The following kits are prohibited:

1. Those containing all the parts necessary to assemble a complete vehicle (the kit essentially consists of an unassembled car.)
2. those consisting of a body and a complete chassis but still require major mechanical components such as an engine. (the kit is 'capable' of being driven.)

### What's Eligible

If an unassembled kit consists of a body and minor parts and accessories (i.e. fibreglass body, fenders, hood, doors, windshield, headlights, bumpers, interior parts, steering wheel, wheels, mufflers and assembly hardware) but lacks ALL the mechanical components such as a chassis frame, transmission and engine, this unassembled kit is eligible under Transport Canada regulations.

### Questions:

Harry Baergen, Transport Canada (613) 998-2320

Melody McRae, Interdepartmental Programmes, Revenue Canada (613) 941-4347

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