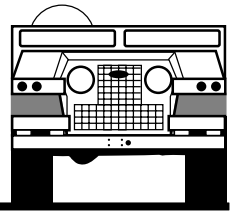


OTTAWA VALLEY LAND ROVERS



15 October, 1997

Volume XIV, Number 10





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

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada. Membership is open to all Land Rover enthusiasts. Executive meetings are held on the first Monday of every month. Social meetings are held on the third Monday of every month, generally at the Prescott Hotel on Preston Street.

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

Membership: Those joining throughout the year pay a flat \$25 per year; membership expires one year from the last dues submission.

Visit the OVLRL Web site:

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

The Ottawa Valley Land Rovers Newsletter

ISSN 1203-8237

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

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

Editorial Policy: The Editor of the 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.

Copyright: Pursuant to the Berne Convention, no portion of the OVLRL Newsletter may be reprinted without written permission of the editor. Copyright is held by the author of the article and the balance held by OVLRL. Where permission is granted, citation must include month and year of the OVLRL issue.

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



in the next month or so...

- October 18 Oiler at the Hart's
- October 20 Social at the Prescott
- November 3 Executive Meeting
- November 17 Social at the Prescott
- November 22 Off-road (location TBA)

future events:

(Dates & times subject to change)

- December 6 Christmas Party
- December 1st Executive Meeting
- December 6 Christmas Party *(Note, Not at the Prescott!)*
- December 15 Social at the Prescott

This Month's Cover:

Dave Lowe and his 101 coming and going in the mud pit, Saturday afternoon, 14th Birthday Party. Photo: Spencer Norcross.

The OVLRL Newsletter

- EDITOR:** Dixon Kenner (dkenner@emr.ca)
(h) 613-722-1336 (w) 613-954-2276
- DESIGN & LAYOUT:** Spencer Norcross
- CONTRIBUTORS:** Bill Maloney, Al Richer, Mike Rooth, Eric Zipkin
- OTHER HELP:** Desperate Dale, Andrew Finlayson, Fred Joyce, Ted Rose, Bob Wood.
- OVLRL MARSHAL:** Murray Jackson

“All those Land Rover guys need for fun is a tub of beer and a hammock.”

– Anonymous fancy British sports car owner at The British Invasion

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;

Rain, rain, and more rain on Saturday was the story of the British Invasion in Stowe Vermont. This year the trend of moving us further afield from all the fancy cars continued. The Land Rovers were placed on the other side of a barbed wire fence from all of the lovely sports cars. Seems we were having too much fun last year and were making all the sports car owners jealous! This year also saw the lovely sports cars slowly filling up like bathtubs in the incessant rain. By 3:30 PM there were 19 cars left on the show field. There were more Series LR's there, and more came in through the afternoon. The rain made for a very wet field and many British cars were getting stuck on the wet grass. Every so often they would come over to the OVLRL tent to ask for help. This generally resulted in mad dash by Series owners to see who could get there first to give a tow. By 4:00 PM the show field was empty but the beer certainly wasn't for us. Many LR people stayed slightly drier by staying under the OVLRL trailer tarp that was set up there. (OVLRL also served hotdogs & coffee during the day. Simplier and cheaper (free) than the fare under the big tent. Trivia-31 OVLRL members with 20 Series vehicles, 3 modern)

Dave Despaques overheard some commentary on the gathering Land Rovers while waiting in line to register. A lady commenting on the rain said that this shouldn't bother the Land Rover owners as all they needed for fun was a tub of beer and a hammock. His response to the woman was "That's not true-It takes two kegs of beer-and a lawn chair will do!"

Rovers North had a display and a off-road course set up to drive. \$10 allowed you to take your vehicle about. Portions had canes set up. Points were added to your score if you touched them. Lowest score got their choice of any BF Goodrich tires they wanted (5 I believe). Rain made the course more challenging. If anyone had an 80 inch they would have cleaned up. Quintin Aspin or Andrew Finlayson should have brought theirs. Sounds simple eh... Not really. There were canes along all of the difficult bits. If you hit a cane you had points added to your score. The incentive for doing it right was a set of BF Goodrich tires to the lowest score. Quintin did manage to do the course in Dave Despaques' lightweight towing a Sankey trailer, hitting two canes. At the end of the day we were allowed to try out the course for free for an hour. The Rovers North course did make for a more interesting day.

Automaster had a teeter-totter set up, upon which you

could try to balance a new Disco. It provided some amusement to for the Land Rover folks parked nearby as neophytes not familiar with the concept would move all too quickly, resulting in the Disco landing with a mighty thud, good enough to set the vehicle immobilisation circuit and emergency flashers off. For other displays, Rovers North had a display next to the beginning of the off-road course. Under the canopy they had a Series I fire tender that was being immaculately restored. British Bulldog was there with lots parts and some "hit and miss" single cylinder engines. Bit of Britain had some of the more esoteric items that people were looking for.

Sunday came and it was cold, but happily no rain. Tug of war was a bit of a joke this year. We did have a winch hooked up to the rope, but never used it.. They (the mini crowd) got some guy with a Range Rover to hook up to their end. We were still futzing around with the winch and the Rangie took off with the rope. But then on the second pull, he backed up and we pulled the mini crowd over. Maybe next year we ought to just secretly anchor the rope. They did say that cheating was encouraged...

Overall, OVLRL with the club trailer was a big hit at the show! It again gathered lots of favourable comments, some asking how we managed to get this from Land Rover. Thanks go to Roy Bailie and Dave Meadows for bringing the trailer to and from Stowe. To Dave and Christine Rose for providing us all with lots of hot coffee and hotdogs on Saturday (and to one new member who brought over shrimp, and others who brought chips, peanuts, apples a veritable feast for our assembled members!) and to Jeff Berg for getting the coffee going early Sunday morning.



Through the wonders of modern computer graphics, here is what it would look like if Dixon Kenner did maintenance in the Big Green Beastie

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

🚗 Editor type stuff: A reduced roll call for the September newsletter. Dale Desprey, Fred Joyce, Andrew Finlayson, and Ted Rose gathered in Bob Wood's Shrine to the Galvanised Land Rover for the monthly, lengthy, chore of collating, stuffing, and beer. For those keeping track of these things, or more likely trying to get in touch with me, I have changed jobs yet again. Abandoning trees, my new work number is 613-954-2276, which is in the Statistics Division of Revenue Canada

🚗 The time has come for members to reflect on the events of the past year and send your nominations to Ted Rose for the various prestigious awards that the club bestows upon its members. We require nominations for the:

- **Towball Award.**

Given to the person who tows perfectly functional Land Rovers around for all the wrong reasons (Eric "ZippyTow" Zipkin), goes to tow their Land Rover somewhere and has forgotten where they left it (Andy Graham), tows various Land Rovers for fun (Fred Joyce) or other amusing reasons. Supply us with your nomination!

- **Gasket Under Glass.**

Given to the person who best demonstrates the indestructible nature of Land Rovers, though probably not in the manner that Land Rover itself would approve of. This award uses "I can't believe it actually ran" as its guiding principle. Using a head gasket with a spectacular burn through ("The worst I have ever seen as a Mechanic" - Ted Rose) this award goes to the individual who best exemplifies too much maintenance, the lack thereof, or just simple wonder (Shaun McGuire).

- **Lugnut.**

This internationally famous award is one that is most fought over by our members every year. Legions of members try to out do each other, to see who can do the most mind numbing, silly, embarrassing thing possible. Past recipients read like a Who's who of Land Rover owners. Because of its prestige, members are noticeably shy about coming forward and claiming the award, preferring to defer to someone better. OVLR members are just so polite! However, this is an intolerable situation, and we need you to rat on a friend. Yes! Turn them in. Let them get the award they so richly deserve! Just as Jeff Berg did the other night when he informed us that the steering on Bill Maloney's 88 was pretty vague recently. Checking it at his brothers place in New Hampshire he noticed was oil all over the place from the steering relay. Great. A closer look showed he had left out the drain plug after he last filled it. Thank you Jeff!

Nominations: The time has also come to consider your choice for next year's Executive. The by-laws define voting members as those living within a prescribed boundary, basically eastern

Ontario and western Quebec. Nomination forms will be included with all voting members newsletters.

🚗 **FOR SALE:** Three 88 parts cars..one with a good chassis. Two late 2A, One Early III... mostly complete. Located north of NYC. Need a good home (or at least storage)... Make me an offer for the lot. Eric "Zippy Tow" Zipkin, 914 234-0145

🚗 A note from Bill Rice (blue 109 SW with GM engine) in northern New York state - Just got a brand new (remanufactured) 2.5 in mine. It's got a 50,000 mile warranty, which will be a nice change from the junkyard 2.5's I've been putting into it. Running nicely so far.

🚗 A note from Bill Caloccia - It seems the pinion seal on my rear diff is shot, which doesn't make it in need of replacement, but running it for a couple hundred miles without a lot of lubrication is a good reason to start looking for a replacement...

Wanted: Range Rover Diff. in good condition, contact Bill Caloccia 508-756-2927 or wpc@caloccia.net

🚗 A note from Steve Stoneham - My plans had to change a little but I did get up to Ottawa and I picked up yet another Rover! You may recall this one, green SWB with a pickup cab. The owner said he was in the club for a while the first year he bought it and that he'd see you on his way to work in your 109". Anyway the trip went smoothly until I got to Belleville where upon the generator/battery failed and I lost all power had to pull over on the 401 about 6 miles from home. Installed another battery and away I went with no further trouble. It was a loud, rough and sort of damp journey but good fun as well!

🚗 From West Short - Just wanted to let you know for the "Texas News" section of the newsletter that I will be getting married this weekend to Sarah Hoyt. Saturday, to be exact. We thought about driving away in the Rover, but it wasn't going to



Through the wonders of modern computer graphics, here is what it would look like if Dixon Kenner did maintenance in the Big Green Beastie

work out. My brother-in-law is a master mechanic for Lexus here in Austin, and he is getting a big white Lexus for our transportation. Not as cool as the Rover, but it works :-). We're going to Maui for a week (never been, but I hear it's great). Got a great deal on a package early this year. We need to relax, and just want to hang out on the beach indefinitely, somewhere away from the phone/fax/computer.

Hope things are going well there with the Green Beastie. Keep reading about these great events that I am missing (Birthday Party, etc.) Will have to come next year (once things are settled in around here). Took the Rover wading in the San Gabriel River a few weeks ago and ran into a patch of Brown Recluse spiders (about a dozen of the buggers) that had us diving out of the Rover and into the water (I had the surrey top on with no windows, and they just came right in!). Forgot to put the drain plug in the clutch housing, but it was okay anyway (except for the moss in my clutch). Put a new set of OME shocks on, which have **significantly** improved the ride. Not much else new. The hard top is back on (damn it's hot here, and the A/C doesn't work so good with the top off!)

🚗 The Frame Oiler will be held on Saturday October 18th at the traditional spot, namely in behind the Hart's residence on Harwood Road. There will be a phone around for local members. The cost will be the same as the previous few years. \$25 gets the steel bits of your aluminum pet up on a set of ramps. From there, how thorough an oiling job becomes is entirely up to you. Your entry fee also includes lunch. If you just want to come and watch, socialise and have a few brew, lunch from Chef Dave will set you back \$3. How to get there? Take March Road north until you get to the traffic lights at the intersection of Dunrobin



*Brett Storey's SIII at the beaver dam, 14th Birthday Party
Photo: Spencer Norcross*

Road. Turn right and go about a mile. Roughly where the speed changes to 80 Kph you will find Harwood Road on the right. The Harts residence is on the right about a hundred yards down Harwood. Look for the OVL R sign marking the road down to the field in the back.

🚗 There will be a light off-road, similar to the one held in September at LaRose Forest tentatively scheduled for November 22th. There are several locations being discussed (LaRose Forest again, Marleborough Forest, or up near St. Pierre de Wakefield north of Ottawa in the Gatineau Hills). Contact Ted Rose for more information, or come to the Social at the Prescott Hotel on Monday November 17th.

🚗 Christmas Party. Fun, games, awards! December 6th is the date, Door Prizes, a traditional turkey dinner with all the fixings, salad. Cost is the same as last year, \$15. The Christmas Party will **NOT** be at the Prescott Hotel. They are turning the upstairs dining lounge into a Piano Bar and have cancelled our reservation. The new location will be the Navy Mess on Victoria Island.

🚗 Club Trailer status - As you will have read, the trailer was a great success at the British Invasion in Stowe Vermont. However, as with our aluminum pets, it requires some general maintenance. Current in the planning stages is a Work Party for the trailer. Items on the agenda include: wheel bearings that need to be replaced. Brakes. Unfortunately, unless someone has a spare 3/4 ton Sankey hydraulic system using a ring, the trailer brakes are going to have to be using a ball hitch. Checking around shows a number of different manufacturers at vastly differing prices and quality. When one is identified, it will be added to the trailer. Those at Stowe would have noticed the new cover for the trailer. Custom sewn, it replaces the tattered plastic tarp that has been previously used. Though a little reinforcing is still needed at the corners, it does look a lot better. The dolly wheel in the front of the trailer requires work or replacement. It likes to try and fall off from time to time. We are looking at ways to mount the propane tanks on the trailer exterior. Having them rattle away inside the trailer in milk crates is probably not the best solution. And finally, those ratty tables used last at the Birthday Party. The club has purchased two new tables from Gandalf for \$40. The old had reached a state where they were burnt to keep the mossies away at the Provincial Park in June.

🚗 Sometimes you get little sympathy. At Stowe, someone nicked a tail light from Dixon's Big Green Beastie. Dale's theory is that someone thought it was a parts car that had been towed there.

🚗 Dave Stauffer has sold his Series II 109 and replaced it with a Dutch diesel lightweight. Dave has also downgraded his vast collection of Land Rover bits selling off several in kit form.

🚗 Spenny is selling the Wayback Machine and replacing it with a 109 military (yet to be built. He bought it in kit form minus a frame and several other necessary drive train items).

🚗 Dave Despaques has moved up to southern Vermont. If

you see a Lightweight running about, you will have found him.

Desperate Dale has embarked on another engine replacement on his suffering Diesel Hogarth. Unhappy with the fine performance that his IIA diesel has been giving him, Dale is opting for a Series III diesel engine. The unfortunate aspect of this transplant is that Dixon is quickly becoming an expert on diesel transplants, something he wouldn't wish on anybody. However, Dale, seeing a trend developing, is installing quick release mechanisms in place of all the normal nuts, bolts and assorted hardware that normally hold most engines into Land Rovers. What does this imply? That's right. Dale's diesel slid out without a whimper. Only one embarrassing incident, but since nobody knows of it all will be fine. It seems that Dale in disassembling all the ancillaries, wires, hoses etc. was very interested to test the tensile strength of the engine stop cable and the throttle linkage. Unfortunately the throttle linkage clips act as a nice safety feature to protect the rod. Nothing of the sort seems to save the stop engine cable but observation. The cable disconnected (after sounding like a violin string) the engine popped out smoothly and was run into the garage where it could go on the recently vacated engine stand (going down the ramp into the garage was exciting... <ahem> Don't think his father will notice the deep impressions on the wall!) Engine going in was smooth. We only broke the gearbox mounts. Some (lots) of beer and we shoved Hogarth home back into the garage where Dale can hook up all the disconnected bits.

Kurt Schmidt has moved to Hamilton, Ontario and is thinking of selling his IIA 88 and replacing it with a 109 or something similar.

Another benefit/discount available to club members. British Bulldog is now offering OVLR members a 12% discount on parts purchased. For those curious, the current discounts available to club members are:

- 10% discount on parts and service at Miniman in Stittsville, Ontario
- 10% discount on parts from Atlantic British Parts in Mechanicsville, NY
- 12% discount on parts from British Bulldog in Fall River Mass
- Jobber price on goods from Bells Corners Machine Shop/Parts
- Jobber/industrial price on goods from Valley Hardware in Ottawa
- 20% discount on parts at Four Wheel Drives (Blackburn South, Victoria Australia)

A note from Jon Humphrey on improvements to Russ Wilson's 88" "Hey all, it's well on it's way to being back together... Russ's "The Pig" gave up it's cancerous bulkhead without a whimper. And the prosthetic bulkhead from Steve put in it's place. All in the space of 6 hours. Eat yer heart out. Russ had all the easy stuff off by the time I got there at noon. Doors, fenders, windscreen, hood, brake and clutch, etc.. He started at 9:00. We pulled the instruments, wiring, oil gauge, temp gauge, steering wheel, support towers etc. We then leaned the old bulkhead rearwards and removed it over the steering column and out the side. Very clean and painless. Then in with the lovely replacement in reverse fashion to the above. The lower bolt holes had to be drilled to 1/2" to accommodate Russ's grade 8 replacements. Then Russ's good friend and very sweet neighbor came out on the porch and said: Oh Ruthhsel, the rain is at Three Rivers stadium now and it won't be very long before it gets here to us. (This fellow is just sooo nice, really) So we said; Oh, Thank you ever so much, and we covered the pig with the tarp until Tuesday."

LaRose Forest. The September off-road event was held at LaRose Forest, a large Ministry of Natural Resources tree plantation about 40 miles east of

Ottawa. From an 8:30 start in Vars, a variety of Land Rovers tried out the trails that wind throughout the plantation. While not in the same class as the Land Rover Wheels 97 Event about twenty-five OVLR's members and their families gathered for a fun run through the forest and a play in the mud. After the run through the forest Christine Rose provided an excellent lunch without table linen and chocolate covered strawberries.

The mud hole was first tested by Ted Rose who successfully managed to cross. Dale Desprey managed to take the Range Rover (Gin Palace) through the mud with the able assistance of his copilot Madeline. Bruce Ricker distinguished himself by becoming mired in the mud and to his credit managed to extricate himself with Bob Wood's assistance. Murray Jackson learned that not all small ponds are soft bottomed, so accelerated into deepening water and discovered that water flows very quickly through open vents. The dexterity prize goes to Bob Wood



Doc Watson's SI in the mud along the Calabogie trail. Photo: Brett Storey

for completing a perfect backwards one and a half dive from Bruce's 109 tailgate. Keep that up Bob and you will be on Canada's Olympic Diving Team. A fun day for all, only Sean McGuire nearly scored points towards this year's Lugnut Award.

🚗 Land Rover Canada Wheels 97 LaRose Forest. Otto's, the local Land Rover dealership sponsored the first field day in this area for owners of Defender, Discovery and Range Rover vehicles. The event was held at LaRose Provincial Forest east of Ottawa. . Lacking any experience in running such an event, they turned to OVL R to help them organise and run the day. Ted Rose and Jason Dowell scouted out sufficiently challenging trail for novice owners to take their RR & Disco's on, Roy Bailie and Dave Meadows brought out the club trailer so the Swiss chef could cook. Bob Wood appeared in the Bread Wagon as only Bob can. His arrival drew numerous comments of "Wow", "That must be Mr. Land-Rover himself?". OVL R supplied two Series III 88s with winches and its famous expedition trailer. The trailer was the subject of many favourable comments especially from

mothers who needed their baby bottles warmed.

The day began with a run through the forest with a bit of mud and a few steep grades. Following the forest run, lunch was served on table linens complete with napkins and proper table manners (take note Bates). The food was excellent including the chocolate covered strawberries.

After lunch those more rugged souls went to play in the mud. That is where the OVL R Series vehicles came in handy winching some of that shiny new tin out of the mud. This is not a slam against Land Rover's newest products but more a comment upon some of the participants off road driving skills. OVL R's finest began to teach the uninitiated that when it comes to driving across a pond the shortest distance between two points is not necessarily the quickest way to the other side and that stubby little lever near the gear selector does have a use. One lady asked to comment on the day's events summed it up this way; "It's the most fun I have ever had with my clothes on"




Some Non-OVL R News & Rumours

🚗 Kind of Non-OVL R news, yet OVL R at the same time. For a while, thoughts on a 50th anniversary have been tossed about. While there may be some plans in the works, here are some thoughts from Sandy Grice, who has been leading a co-operative effort between some of the major clubs. "My contacts at LRNA tell me that nothing definite has been planned, only some unlikely (and rather far-fetched) ideas. Anyway, I think it makes sense to have the event within a day's drive of the most number of Rovers. That'll be the northeast. While other areas of the US have concentrations of Rovers, the mid-Atlantic and New England states and SE Canada have the most. So, considering the three largest and most active clubs, Ottawa Valley, Bay State and ROAV, I looked at a map and pointed to a spot equidistant from

each - southern "upstate" New York - the Finger Lakes area. As to an event site, a ski area would make the greatest sense. "Off" season (so they'd be hungry for any influx of cash/people), existing infrastructure (kitchens, bathrooms), parking/camping areas, a mountainous location with off-roading on-site or nearby, and likely an abundance of lodging, again off-season. Looking at the map, Greek Peak near Cortland seemed to be the best choice. I've contacted them, and they are interested. Their base lodge can accommodate 800-900 indoors (in case of inclement weather). They also suggested late May or early June as the best weather (generally free of mossies and black flies).

🚗 For those interested in the Camel Trophy, 1996 edition, ESPN2 will be airing it at 7:00 PM EST on Monday December 8



New Members

Six new members this month:

John M. Kwasnik	Sherburne NY, with a 1968 IIA station wagon
Robert & Nancy Bennett	Pittsfield NH, with an 1988 Range Rover
Joseph E. Kelly	Barre VT, with a 1995 D90
Jason Truscott	Webster MA, with a 1965 IIA
Jack Horner	Westford MA, with a fleet consisting of a 1967 109 station wagon, and two IIA 88 station wagons
Charles E. Henderson	Cincinnati OH, with a 1989 Range Rover for long distance drives and a late IIA and Series III to keep him busy.

General Servicing: Repairs, Humour, Tales & Trivia

How to Repair That Pesky SIII Body Rot- A Primer For the Naive Student

by Dave Bobeck

Introduction - Any of you out there who own a Series III Land Rover, i.e., one of 1972-74 vintage, (we're talkin' NADA spec. only here, bub) are probably more than aware that there are funny little holes forming around the rear wheel wells. Now this would be normal on your standard steel bodied gas guzzler of the same vintage, but on aluminum? What gives? I'll tell you what gives. In the early days of Automotive Safety Engineering, it was discovered that a seatbelt would be beneficial in a wreck. So American engineers decided to inflict their whim on all seats in all vehicles, no matter what.

So as it were, the Land Rovers sold in the good ol' US of A from 1972 on had to have seatbelts mounted for the rear side facing seats. This of course was useless, since the human spine doesn't like to bend sideways too well, and since they were only lap belts you were probably more likely to find yourself separated from your lower half as you were to survive unharmed. In order to assist in the seatbelts ability to keep your hips and legs from flying loose along with your torso, they were reinforced with a large chunk of steel bolted to the underside of the truck. Of course, a couple of pop-rivets were necessary to keep this chunk of steel in place.

Now, let me introduce you to our friend, Mr. Electron. Mr. Electron doesn't particularly like being cooped up in that stupid aluminum body panel, so when a nice, luxurious, large chunk of steel is pop-riveted to his current home he takes the first opportunity to jump ship. This is best done when there is a nice bridge of calcium chloride to walk across. This defection is known as galvanic or electrolytic corrosion. Same thing happens in your car's battery. Two different metals, electrons pass from one to the other in a bath of electrolyte. Only problem is your body panels just happen to fall apart when Mr. Electron bails out.

So back to our brilliant seatbelt engineers. They've all gone home, or actually retired, and 25 years later Mr. Electron's relatives are still happily emigrating to the Large Chunk Of Steel. This leaves essentially a seatbelt, bolted through a Large Chunk of Steel, that is in turn pop-riveted securely to a pile of white powder. Aluminum Oxide, to be precise.

In other words, you now have big holes in the side of your vehicle. The first step towards the cure of this unsightly affliction is the removal of the ever offensive and now more useless than ever Large Chunks of Steel. This can normally be achieved with a slight exhalation of breath directed in the vicinity of the pile of aluminum oxide dust that used to hold the pop rivets fast. Failing this, heavy application of the usual grinding and pounding devices will normally suffice. Now, of course, you are

left with Even Larger Holes which is better than slightly smaller holes which will get larger anyway. This may all seem very confusing to the novice or beginner, as to which stage of hole you are at, but as you proceed it will all become crystal clear. The view of the top of your tires, that is. Yes, these holes are an excellent way of getting a quick eyeball on the treadwear, and could likely save you from letting that abnormal tread wear get too far, if perchance you cared.

However we are dealing with Land Rovers in particular which seem to cause improper tire wear regardless of which steps are taken to avoid it. And with as much time as we spend crawling about underneath them we'd be hard pressed not to notice the tires once in a while. So this makes any rationalisation of functionality for these holes in the body null and void for all eternity. Which is how long they will be there if you don't fix them. Mind you, once the steel is gone they won't get any larger, but they won't get any smaller either.

So that's why I decided to write this confusing long winded story about how I bought a stupid aluminum repair kit at the last Carlisle show and now the holes are bigger than ever. OK?

Here's the ticket. You get 20 rods of this soft aluminum looking stuff, a stainless steel pick, and a nice handy little instruction book. This will not help you. Basically what you want to do is heat the work up to 700 degrees or so until this stuff melts into it. End of story, right? Wrong, Problem One. Its a vertical surface. Problem Two. Gravity. Stuff just runs out of the seam. So what do you do? Well, I'll tell you. The first step is to cut away all the thin, crumbly aluminum. Make a nice even square type hole. Just cut it away, don't be shy. If there's bondo around the holes, you need to get rid of it. Get out the torch and burn it off. Careful don't buckle the thin aluminum. That's it, get all the bondo. What the hell was it for anyway? And how did they get it so THICK?!!

Now, cut some cardboard and stick it behind the hole. Take a pen and trace the edge of the hole onto the cardboard. Then cut the cardboard out. You now have a pattern to work with. Trace this onto some spare aluminum of the right gauge. Proper Birmabright works best. Cut out the Birmabright patch and fit it up. Does it fit? Of course not goddammit! Recut it so it fits, and place it in place. Polish up the edges so they're nice and smooth and shiny. They've gotta be absolutely spotless. This of course is impossible on a Landy so do your best. Heat it up, melt the goo into it, and watch in horror as the panels writhe and buckle in a dance of tortured heatedness. Pick the dropped panel up and try clamping it in place. Welders clamps are the

way to go here. C-clamps work but only very poorly. Remember this is not really going to work so don't get too excited. We are just trying to make the neighbors think we are really cool.

Grab a lawn chair if you haven't yet. Beer helps too. Now for the hard part. As you are melting the solder, be sure to drip some of the molten stuff on you thumb. You don't really need opposing digits anyway. It's been proven that the remote control can be operated without one. So, slobber as much of this goo onto the parts as you can possibly muster. Let it cool, and remove the clamps. Carefully remove the patch which has only stuck to one

spot and toss it into the weeds.

Call your friend who has a perfect rear tub and try to convince him to let go of it. Tell him no, you can't help him put his gear-box in, but you'd be happy to take care of his Mom for a year... Go stick that burnt thumb somewhere wet to cool it off (not in your beer, idiot!) and practice channel surfing primate style. Every now and then go outside and look at the huge mess that now exists here there once were a few small holes, and ponder solemnly the wisdom of ever trying to fix anything at all on these blasted things. *God I love my Land Rover.*

British Car Day - Bronte Creek

by Brett Storey

The Toronto Triumph Club held its 14th annual British Car Day on September 21 and this year Land Rover was the feature marquee, celebrating 50 years. Of the record 800 plus British vehicles turning out for the event, close to 40 were sporting the green oval, including several belonging to OVLV members.

The day got off to an cold, but auspicious start. Ten Land Rover owners were to meet in downtown Toronto around 8:30 for a 9 a.m. departure. At 8:57 the final vehicle arrived and for the first time in history, our gang actually set out on time, embarking on the 45 minute drive east to Bronte Creek. The convoy consisted of a Series I, 2 Series III 88s, 2 Series 2A 109s, a 110, and 4 101s (3 GS and 1 Ambulance). I thought we made a rather curious site snaking our way out of the city and down the highway and judging by all the rubberneckers, I wasn't alone.

Upon arrival at the park, we paid out entrance fees and were expecting to be ushered to our usual spot way back at the tree line where we can't draw too much attention away from the Jags, the Rolls and the rest of the highly polished British vehicles. To our surprise, and in honour of the Land Rovers 50th anniversary, Trevor Easton, Ian Harper, Jonathan Ward and the Toronto Area Rover Club had arranged a slightly more visible location for us this year. All Land Rovers were lined up straddling the ditch either side of the only road leading on to the display field. Everybody had to pass by us on the way in so could not help but notice the collection of Solihull's finest.

There was five or six LRs already parked up when we arrived so, in turn, we backed into the ditch to line up in a nice neat row. Naturally, Dave Lowe decided to do things a bit differently. His intention was to drive through the ditch forward, swing around and pull up in line with the rest. Unfortunately, with the typical Lowe flair, he got his 101 crossaxled and likely became the first person to ever get a vehicle as mighty as the 101 stuck at a static car show. You can always count on Dave. Larry Berti, myself and several others lent our shoulders to the cause and after a bit of too-ing and fro-ing had Dave's four tires back in contact with the ground. Luckily we were among the first to arrive so there were really only a few witnesses.

First thing on the agenda was breakfast. TARC, with help from

Land Rover Canada, had arranged a buffet breakfast for the first 100 people arriving by Land Rover, served from 10 till noon. Well, we fit the criteria, so with meal tickets in hand we moseyed over to the food area. LR Canada had arranged for quite the catered affair. Pastries, fruit, juices, roast ham, sausage, home-fries and rolls, all in large servings. We all had a handsome sufficiency.

Over the next couple hours, as more and more sleek British autos arrived, the caterers cube van became boxed in and the only way for them to leave, as Tom Tollefson pointed out, would be for them to drive through a drainage ditch back onto the road. Tom offered them a pull should the unthinkable (inevitable) happen.

At 12:30, after all had been fed, the caterers were packed up and ready to leave. The driver slowly eased his truck into the ditch, but with it's massive five foot rear overhang, the drive wheels were quickly left spinning uselessly a foot in the air. The driver quickly searched out Tom in the crowd to see if his offer still stood. It did. To make the show really impressive for the ever growing crowd, Tom moved his 101 back so the front was up against the culvert he was parked next to and Dave and I pulled out the winch cable across the road at a 45 degree angle to the stricken Ford. We doubled the cable back to the 101 and Tom, to the applause of the large crowd, proceeded to easily extricate the slightly embarrassed driver and his truck. I don't think anyone could have planned a better winching display.

We spent the rest of the now quite warm afternoon talking to friends not seen in a while and wandering around looking at all the gleaming British steel. TARC had arranged for an auction of an old series II 88 in need of some TLC, and at the appointed hour Dwight Dyson stood up on the front bumper of this less than pristine beast and proceeded to start the bidding at \$1000.00. The silence was deafening. The price was then lowered to \$500.00 and just when it looked like nobody was going to bite, Piers Hemmingson of TARC bid on the beast. No one was willing to go any higher and so Piers became the new owner of this series II. He sold it later that afternoon, for the same price, to a gentleman who missed the auction. Apparently, it was the final purchasers wife who pushed him into the deal.

About 3 p.m. awards were announced in the Land Rover category. OVL R member Dave Lowe won for most appropriately used, i.e. dirtiest, vehicle. His prize was a wash bucket, sponge and soap. Good Samaritan Tom Tollefson won a golf shirt for the best winching performance. Both he and Dave had little competition. Other winners included two owners some may remember from the Birthday Party at Silver Lake. Peter Thompson for old-

est vehicle with his series I and Ed O'Neil for most modified with his 110. Prizes were donated by Land Rover Canada and Atlantic British Parts.

It was the best turn out of Land Rovers yet at British Car Day. Perfect weather, great cars, and a bunch of Land Rovers. A most enjoyable day.

Journal Entry 2: Spot the rot - and fix it!

by Alan Richer

Last month, I left off with a newly-denuded Rover 88 rolling chassis sitting in my driveway and looking a bit forlorn. This month's tale begins the process of repair - most notably, the fitting of a new rear crossmember and some chassis rail repair. Also, we'll be fitting new rear spring perches, as the old ones will have to go with the long-rotted rear crossmember.

Once the body was removed, it became blindingly obvious why the rear crossmember felt soft - there wasn't anything left of it. 10 years and more of sitting in damp grass accelerated the natural tendencies of this area to disintegrate, leaving the exterior skin, the top rail and about half of the side rails in structurally intact condition. The rest simply wasn't there.

So, on another fine morning, coffee in hand, the Rover's chassis was towed up to the garage by the lawn tractor, ready for a bout of surgery. Specifically, that rear crossmember had to go, and a new one take its place.

Taking the measure of the job... First and foremost came measurement and jiggling - then we start cutting. Without measuring the alignment distances and the like, there's no way in the world you can attach a new crossmember properly, and there's nothing worse-looking or harder to work around than a crooked chassis section. After blocking up the axles to the underside of the chassis and removing the rear spring shackles (which had to have the shackle bolts snapped for removal), I carefully measured the distances between the front and rear body mounts, comparing the distances to the back body. I also scribed a line for a straightedge along the top outside of the chassis rails to the top of the crossmember to allow for the vertical alignment.

I am no stranger to this kind of surgery - my 109, better known as Mr. Churchill, had suffered much the same corrosion pattern and needed similar repairs when I purchased him. This time, however, I was much better equipped for the task, having bought a small angle grinder for the cut-off work that had to be done. That, along with an ample supply of grinding wheels, safety equipment and gloves, and my MIG welder, gave me a quite-favorable chance of success with this job.

The first part of the task, though, is always daunting - cutting away the old crossmember and the rotted metal to make room for the new. Taking a grinder to a basically-intact car is always

nerve-wracking. This is the point-of-no-return time, or so it always feels.

The cautions to remember when doing this type of cutting is that you'll need to support the chassis to the axle if you need to cut away any of the spring mounts (as I did). Also, remove the absolute minimum of the main rails as necessary, to avoid having problems refitting the crossmember. Safety and caution are the watchwords here - it's always easier to remove metal later than to try and put it back on.

Back to the old grind... Screwing up my courage, I started the grinder, and an hour later the rear crossmember was on the ground, along with the rear spring perches and a good foot of the bottom halves of the chassis rails. The corrosion had extended from and through the rear crossmember all the way forward to the axle bump stop mountings. This was going to require some fairly extensive repairs - fortunately all of the required special-purpose items (spring perches, crossmember and the like) were available as assemblies inexpensively. As I had already gotten in the bits I needed (a crossmember, spring perches, and flat steel for repairs), the removal and replacement could take place as one continuous motion. I recommend this - it lets you remember the finer points of the alignment, which may slip by you if there's a space of days or weeks between cutting-off and welding on the new.

The crossmember that was going onto the car was a galvanized replacement with extensions from one of the American suppliers - I'm not going to mention names, as several companies carry these items. As most of these do, this one did not have bottoms on the extensions, and the corrosion in this area was going to require me to fabricate new pieces for this section. The corrosion of the rear frame rails (approximately 2 inches up the 6-inch width) was also going to require some extensive splicing to return this to its previous structural integrity.

My plan here was to fit and weld the crossmember into place on the existing metal, then replace the side rail sections, and finally the bottom as one long piece all the way to the bump stop mounts. This pattern, with proper gussets over the butt welds, would restore like-new integrity to the rear of the chassis - a very important thing for its future longevity.

MIGtigating the damage... With the old steel gone, the inside of the chassis was cleaned out with a scraper and shop vacuum,

and the top and side surface of the frame rails ground clean with the angle grinder where the welding was to take place. After this, the zinc was ground off the edges to be welded on the crossmember extensions, and the new crossmember lowered gently in to place.

With the crossmember on the rear rails, it was tapped down into place with a 3-pound sledgehammer, ensuring a firm seating on the top of the frame rails. Once seated, it was checked for height against the scribed markings on the rails, and for front-back alignment by measuring the distance from front to back rear body mounts. With all neatly aligned (within 1/32", I might add!), the extensions were clamped with large C-clamps and tack-welded to hold their alignment.

Now, the top rail extension was tapped down to shape (they come over-length and must be shaped to the curve of the chassis), and seam-welded into place. A diamond-shaped gusset was placed over the joint and seam-welded into place as a reinforcement.

Now, with the crossmember firmly anchored in position, the side rail repairs could be fitted. A strip of 3" steel was positioned over the rotted areas, and its outline was scribed onto the chassis side rail. Cut to length and with the ends properly angled to attach to the crossmember extensions, the rail was then cut out to accept the patch, and the patch welded in place and the weld ground smooth.

This was done for the other 3 rotted rail sides, each one at a time to retain the proper alignment. The bottom panels were then cut and fitted, with a delay as a pull wire was fitted through the chassis rail for the replacement wiring to be fitted during the car's reassembly.

With all of the structurals in place, the final job was fitting the new spring perches to the frame rails. Carefully positioning them in the same spots as the long-departed originals, they were seam-welded in place, then immediately painted with 2 coats of Hammerite to preserve the exposed metal and welds from humidity (New England in summer is quite damp and warm). NOTE: If you're using Hammerite on galvanized sections, then the galvanized bits have to be treated either with the Hammerite etching primer, or the metal has to be etched. I used my favorite etching primer - white vinegar applied with a sponge paintbrush. Put it on, let it dry, and paint as usual.

Lastly, the springs were re-shackled to the chassis courtesy of the new perches, and the wooden spacer blocks removed. A good thing to eyeball at this time if the springs are even vaguely good is the positioning of the shackles to the frame. If you did everything right, the shackles should be at approximately the same angle, and that should be about 45 degrees to the chassis underside.

Guinness Time... To conclude this installment, let's just look at what we've done and what we could do in addition to these repairs.

We've essentially rebuilt the rear quarter of the chassis of the Rover, maintaining it square to the original construction and

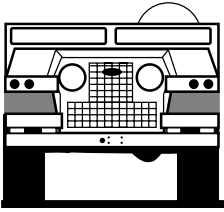
restoring better-than-original structural integrity. With this chassis I was lucky, as the rest of it (minus some damage to one of the dumb irons and a nasty bend in one rail) is in very good condition. If needed, other chassis sections could have been replaced, as outriggers, crossmembers and the like are available as repair sections and can be installed in significantly the same way.

There comes a time, however, when there's simply not enough original chassis left to repair, and it's time to rebuild the car on a new one. Let your common sense be your guide to this - if you're replacing all the outriggers and half the crossmembers, maybe it's time to look at another chassis - new or used.

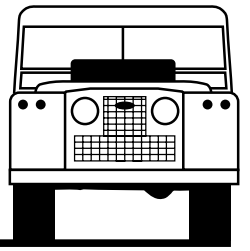
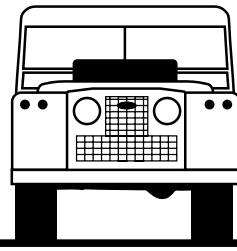
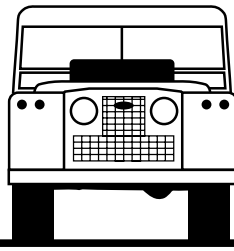
Next month, we'll be removing the bulkhead from the chassis and stripping out the engine and transmission - there's more chassis repair to be done, and these parts have to go. We're also going to take a look at the hows and whys of realigning a bent frame rail - and how to avoid ending up with a crooked Rover.



A couple of pictures of Michel & Nathaly Bertrand's wedding. Congatulations!



AWATTO
VALLEY
LAND
ROVERS



Volume XIV, Number 10

12 October 1991

