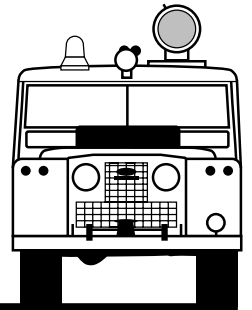


OTTAWA VALLEY LAND ROVERS



15 June 1998

Volume XV, Number 6





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

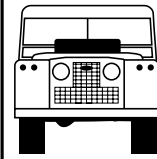
is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

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 may be withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input, in any format.

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

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



Upcoming Events

in the next month or so...

- June 14** Richmond Car Show, Richmond Ontario (eastern Ontario car club's annual get together)
- June 19-21** 15th Birthday Party, Silver Lake, Ontario
- June 22** Social at the Prescott Hotel, Preston Street, Ottawa, 7pm
- June 27-28** Downeast Rally X, Camden, Maine
- June 27** Land Rover North America's 50th Anniv. event, Lanham Maryland
- June 27-28** Solihull Society "National Rally" in Colorado
- June 27-28** 50th Anniversary Rally - Series One Club, Stafford England
- July 6th** Executive Meeting, Phone Bruce Richer for details
- July 20th** Social at the Prescott Hotel, Preston Street, Ottawa, 7pm

future events:

(Dates & times subject to change)

- July 17-19** LRO-Billing, Billing Aquadrome 50th Anniversary
- August 1-3** North American 50th Anniversary Rally, Cortland, New York - OVLRL, ROAV, BSROA
- September 18-19** British Invasion, Stowe, Vermont
- September 26-27** BSROA Fall Heritage Rally
- October 2-3** DELRC, ECR, Owls Head Museum Mid-Coast Maine Rally
- December 5** Christmas Party, Navy Mess, Victoria Island

OVLRL/Land Rover HAM - 14.160Mhz @ 01:00GMT Tuesdays

(More details regarding Land Rover events can be found at

<http://www.off-road.com/OVLRL/Events.other.html>)

The OVLRL Newsletter

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- OVLRL MARSHAL:** Murray Jackson

Pinions and crownwheels and bolts, oh my!
Pinions and crownwheels and bolts, oh my!
Pinions and crownwheels and bolts, oh my!

We're off to trash the Beastie,
the green one that's out in the drive.
The diff is toast,
it gave up the ghost,
And all of the bearings are fried.

So Dixon and Dale are off to the store,
to pick up a beer case of twenty-four
Ty-four, ty-four-ty-fourty-fout ty-fourrrrr,
to pick up a beer case of twenty-four.

— sung to the tune of a well known children's song

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

President: Bruce Ricker (613-592-6548)
Vice-President: Andrew Finlayson (613-798-9211)

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

GREETINGS;

For eastern Land Rover owners, the only real event this past month was the Carlisle Import Car show in Carlisle Pennsylvania. The rest of us were all amazed at the weather and how we were running a month ahead of schedule in the seasons. However, Carlisle isn't your big Land Rover event. In fact there were only about nine OVLV vehicles there. However, Carlisle isn't for looking at Land Rovers. Carlisle is for looking at an incredible selection of British junk. It is kind of like a big garage sale with everything from professional to amateur vendors tossed in.

This year, the only Land Rover stuff could be found over with Quintin Aspin. Quintin brought with him a 109 and

an ambulance, as well as piles of spare parts taken from other vehicles. Mike Buonoduci, our erstwhile member hiding in southern Vermont (and sitting on a mountain of NOS British and Land Rover spare parts) was scouring the grounds for more bits and pieces. Joe Tolerico appeared with his newly finished 110. Who ever said a 200 Tdi wasn't nice! Jeff Wilson appeared with his Series III, Tom Bache brought along his Series One 80 and Dave Despaques with his lightweight and Sankey trailer (now sand coloured)

Beyond that, the Tune-up was rescheduled until the first week in June, and it has been a mostly uneventful May, but The Birthday party is in two weeks, and the Downeast Rally, LRNA(Lanham) etc. are all the following!



*Breakfast, Maple Syrup Rally
Photo by: Dixon Kenner*

This Month's Cover:

*Fred Joyce seems to be a little stuck, LaRose Forest
Photo by: Dixon Kenner*

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

🚗 A note from the editor: The May stuffing was a bit of a complicated affair, what with all the inserts, trying to get the US ones into the US envelopes et cetera. Desperately Seeking Dale showed up late, while Simon Skuse showed up early. (Simon claims he will have one of the two prototype 101's up and running for the Birthday Party) Ted appeared, though was seen to do little real work, but contributed in the recruitment front when a neighbour with a Rover TC, and a pair of Rover 3500's stopped by. Kevin Willey was trying to get Bob to open up his wealth of knowledge on military Land Rovers as Kevin struggles to get his Lightweight together by the Birthday Party (No, no news on whether he will honour his statement of a beer for everyone if it isn't there) Kevin was showing a unique bit of Lightweight electrical harness. A labeled portion where the red is "earth". Nobody has ever seen red used as earth before. Fred was asking where Bruce, I, and others had a beer Monday night for the Social and seemed upset when we said the Prescott. Bob was Bob, and we still have no photos of the Shrine of the Galvanised Land Rover. Bruce...? Murray...?

The May social was not as well attended as it could be. Maybe the upper portion being closed had something to do with it. Of course, when telephoned they did say that they would be open on Victoria Day. They just omitted which bits would be open or closed. No matter, happily the basement section (Vinnie's) was open and the few who gathered worked out the final details on Birthday Party and ANARC clothing. Others did come by, but didn't check enough doors. (Fred, Murray, Kanti, Keith etc...) Roy Parsons is slowly building a list of alternate bearing and seal numbers for his Series III gearbox and as well promised an article on all the stuff you will find damaged when you purchase an ex-Military Land-Rover.

The June Executive meeting was at Ted and Christine's this month. The major topic of discussion was the Birthday Party and nailing down all the little niggly bits. Bob Wood was seen to be wearing custom Land Rover Gear shorts while he made a presentation for award possibilities. We heard from Murray Jackson that there will be an article appearing in the Wheels section of the Ottawa Citizen on Friday, June 19th on Land Rover's 50th anniversary and on OVLV's Birthday.

🚗 Crossword Puzzle Contest: It occurs to me that it might be a good idea to give some standing in the Atlantic British Crossword Puzzle contest.

The top contenders are: With perfect scores (ie one point for each correct answer or 31 points apiece) – Dale Desprey, Ted Rose, and Bob Wood.

With 30 points – Bill Maloney and Bruce Ricker. With 29 points – Roy Parsons and Franz Parsefall. The most common mistake is the abbreviation of Land Rovers Special Vehicle division established in 1985. The answer is SVO, not SVD. The other common mistake was for the answer to "Slang for cooler contents, _____ pop". The answer is another slang term for beer, "wobbly" pop.

🚗 News from Jon Humphrey in Pittsburg: "Praise Gawd. Another ROVER is alive and running.

Scotty's Rover just started after a year and a half of rebuild time, effort and thought. This is exciting news. A year and a half ago we dragged this hulk out of a sinking field and down a mountain. This is really sacred. It's like the birth of a child Ohhh I'm so excited, and I wasn't even there. Scotty called and said listen to this!!!! VAROOOM.....Saturday May 23, 9:00 pm I will be there tomorrow to conduct the Christening. Oh, his name is John Bull"

🚗 More DaleNews<tm> It started a couple months ago. Dixon's 88, the Little Earth Pig had this horrible bumper. 6 inch angle iron, designed with a Koenig winch in mind, a pair of D rings, and a hydraulic tank. Well, after Dale cut this off, it rattled around in the back of Dixon's 109 for months. Well, more like nine months. It was supposed to go to someplace where nobody would notice getting it dropped off. But winter intervened and nothing went anywhere.




Jason Dowell's S111, Maple Syrup Rally
Photo by: Dixon Kenner

In the meantime, Dale started to embark on his historic mission to Seriesify his Gin Palace (yeah, remorse for selling Hogarth was setting in by the time Spring rolled around). Seems he wanted to put a Series front bumper on the Gin Palace. But, what happens when he gets stuck trying to follow Unimogs around like an enthusiastic puppy? Yeah, he would get stuck. So, Dixon, having this huge and heavy chunk of scrap in the back of the 109 (with a pair of D rings welded on it), having a bit of trouble getting rid of it, convinced Dale in a moment of weakness that this was the object of his desires. The next day, this horrid excuse of a bumper was left at the end of his driveway (no not the end where the trashman visits, the other end, when his parents were out too (Dixon was learning)).

Fast forward a few months. Daddy is pressing Dale about a growing pile of scrap (No not other OVLR visitors again... This time...) So Dale decides the time has come to get the D rings off. So, chop chop they go. Spying the hydraulic tank (read a 4x4 inch square tube, 1 foot and a half high, hydraulic couplings) an idea formed, so he cut that off too. Then he removed the couplers and was left with this nifty tube, that had a stand, a couple holes in the top, a pipe fitting near the bottom.

<ahahhhh!> <flash> The idea gels. What of we plug that half inch hole in the top with a spare NPT plug. What if we plug the other with a remote breather attachment. Add a air hose fitting to that. The NPT fitting at the bottom? An insert and some old air line. Fill it full of 90wt, put on an air line, dial the compressor to 20psi and, insert hose into the diff, and instant filler mechanism.


Perfection! Dale can have a beer while the diffs are filled. No mess, no fuss (except when Dale forgets to put the extra case of beer in the fridge). Best yet... All for under five bucks (Canadian too Russ...) Reuse, recycle...


 A note from Harry (headwound) Bligh: My 109 has 4 wheels again and it is running. I road tested it yesterday hauling a trailer-load of wood. I would like to take this opportunity to grovel at the feet of Dave Stauffer for supplying the necessary parts and Pres. Bruce Ricker for his time in sorting the debris and reassembling the "Beast". A big thank you and I owe you two big time. I was left on my own to clean up and bleed /adjust the brakes, which was a snap. Literally! The bleed nipple on the right side snapped off. The square head adjusting bolt on the left brake snapped off. All this after liberal drownings of penetrating oils and heat application.

When I removed the right rear wheel, it was full of hundreds of Lady Bugs, 100's of them. I guess they felt that after two years they had squatters rights. The brake shoes on this wheel were all but recognisable – covered with lining powder, dirt, hypoid oil and spider webs. I'm always looking for an easy way to do crappy jobs so I chose "Xylol". Wow, worked neat!! Caution, don't smoke or breathe in close proximity to the job. I discovered a few years ago that it's highly flammable. - I had pesky visitors in our back garden – groundhogs coming through the fence from my neighbours field. I found their hole, big den actu-


ally. I took some 500ml plastic bottle and partially filled it with gas and some Xylol & stuffed it down four of the holes, poured some gas in a stream to act as a wick so I could be a safe distance away. I lit a ball of paper (weighted with a stone) and tossed it in the general direction. Ground hogs all gone. My neighbour doing his ploughing and planting this Spring was mumbling something about soil cave-ins. I think I have him almost convinced that space debris from old satellites may have hit around here. I digress.

Bleeding the brakes – Lyne was put to service pumping. Engine running (power assist). I'm bleeding & shes pumping. We're trying to work as a team. Engine stops & she can't start it. I try to no avail. Carburettor starting to get wet. The electric fuel pump is humming. Obviously the float is stuck after two years of rest. A slight tap with the small sledge loosened it right up. The Red Beast will probably be at the Birthday party if it doesn't explode first. "Rover musings" (Belly button fuzz contemplation) Are trees attracted to Rovers? Magnetism from the aluminium panels? Did Murphy and the Prince of Darkness conspire with Solihull? Have you ever tried (one person) pushing your Rover down a slight grade and fail, but to have it take off all by itself stopping at the bottom of the yard in the trees. Its' just a Rover thing I guess. Harry

 Disturbing news from Dave Bobeck: My poor Land Rover took a bullet for me last night. I was on my way back from the 9:30 club, heading westbound on the Roosevelt Bridge. Getting onto the bridge a car nearly cut me off. I held my position but didn't take any aggressive action. Apparently the driver was still pissed off. He got in front and braked hard, but the 88's brakes are apparently very good because she stopped well short of impact. At this point I went around the guy and wasn't really worried about anything. As the road split, he took the right exit for the GW Parkway, and I went straight. At that point there was a pop and huge spiderweb appeared on the passenger side windscreen, along with a smaller one, from the ricochet off the frame, probably, on the drivers side glass. I'm guessing it was a fairly low-powered weapon since it just glanced off the windshield. No one was hurt and it all happened so fast there was no time to get a license number, or ID the car. The glass is now only held together on the passenger side by the plastic sheet in between the laminates. The bullet actually made a lengthwise groove in the outer laminate. I guess it was my lucky day.

 Adrian Redmond in Denmark sends this in response to Mike Rooth's Friday Story last month: "I can only echo Mike's sentiments. She Who Must Be Obeyed has the advantage of an internal telephone, direct from her office, kitchen and bedroom to the workshop - and I can guarantee that as soon as I am under the wagon, usually with one arm wedged above the axle, one arm twisted behind my neck to pull the spanner, and another (?) are behind me to catch the spanner which I know will recoil from my forehead in a few seconds, then the telephone rings. "Are you busy" SWMBO asks? "Can you wash your daughters hair?" I smile and observe my fingers and arms, cov-

ered in the black oil which “never” leaks from MY sump, only guessing what my face looks like. I make some feeble excuse about being over there in “just a minute” and I return to my sub-Solihull extortionism. Gradually I get the hands in place again, and realise that the spanner, which was in my hand before, lies now beside the telephone. As I squeeze myself out from under the car, the trolley on which I am laying tangles its castors in the cable to my worklight, which falls from its balance point on the front spring, and smashes the last lamp on stock on the concrete floor. Well, I guess it's better than mowing the lawn...”

 News from Ben “The Road is My Bride” Smith: Last night I got back from the Pacific North West Team Trophy Challenge, held in Lee's Camp, Oregon (Tillamook State Forest--about an hour west of Portland). Spent Thursday night and Friday meeting up with other Rover owners and driving Dora up. Six rovers, 3 D90s, 2 Discos and Dora made the trip from the San Francisco Bay Area.

30 Teams of 4 in 2 vehicles were allowed and the waiting list had at least 10 team. One team failed to show up. Of these, 10 Teams were Rovers. There were 4 teams that included Series LRs, the Disco team and 5 D90 teams. One of the D90 teams had one of the US Camel Trophy Team members from this year as a navigator. From the little I saw of them, they were destroying a new D90. Horrible winching. Lanny of Rovers North flew out to join Gord'n Perrot driving Series diesel coil conversions. The rest of the field contained Jeeps (Willies, CJ-5, CJ-7, TJ and YJ), FJ-40s, Scouts, Broncos, and Pickups.

Saturday was a trail navigation section with special tasks (haul an object up a cliff, winching, driving a tough course,

changing tyres without a jack, a teeter totter with a nasty twist, etc), spotting flags along the trail and not getting lost. My team got stuck behind a D90 and Series team that were clueless. We lost 3 or 4 hours due to them and were only able to complete 2 of 3 trail sections. They were morons and the trail was a single track. It rained the whole time and it was really muddy. There were many places where the only way through was to have lockers or winch for hundreds of meters. Dora was spinning all 4 mud terrain tires. I saw locked trucks with 35” super swampers spinning all tyres and not moving. It was a bit challenging. So after 7.5 hours of that we had 30 minutes and then got ready for the night mission, finding 10 flags with only a map and GPS locations. That was easy, but long. We got all points. To bed by 0300 and up by 0630. On the trail by 0830 for the time-distance course. Again we got thwarted by fate. An FJ-40 with a blown front end decided to go down a single lane trail and blocked the trail for 6 minutes. We were doomed. Dora also struck a tree which stripped off my RN roof rack. Oh well, I never use it anyway. There is only so much that you can do to be careful while keeping a 17mph average speed. The events ended with a short RTV type course in a quarry. You couldn't stop. You lost points if you hit any of the 10 cones. It was tight, cross axle course with a 40 foot steep decent with a sharp left at the bottom. It was so steep that if you only used 1st low, the engine in a series would Rev to 8000+ rpm. when it crossed 4500 I started using the brakes a little. I and my teammate made it through the course perfectly. A D90 team with better drivers than I hit 5 cones.

We didn't win, place or show. Neither did the SF D90 team (which took second two years ago and 5th last year). We don't know the final results. Those should be posted in a month or so.

The event had a number of roll overs. My teammate rolled on




Line up, 1998 Maple Syrup Rally
Photo by: Dixon Kenner

a steep decent down a V gully. The D90 flopped on it's side balancing on the side of its tyres. A quick pull with a come-along pulled him back over.

The Disco team had to drop out after a front CV joint blew on one. A Willies blew a front end. A pickup blew a tranny. A Suzuki blew an axle. the Series/D90 that was holding us up had the D90 break something. We spied the Series towing the D90 back. A Jeep YJ blew it's break lines when the winch was ground- ing through the brake lines and the brake lines cooked off.

Dora's power assist brakes decided to die, but that was not fatal. On the 700 mile drive home I marked 100,000 miles behind Dora's wheel. I wonder what the next 100,000 will bring.


 Readers will recall that reading about Jeff Berg's Land Rover is becoming as familiar as reading about Dale's Gin Palace. Well, we can happily report, nothing has changed. This note arrived in my mailbox recently –

Feeding and Maintainance of Finsup (or Nigel's Disease strikes again) by Eric Riston


Jeff Berg is at it again it seems. Two weeks ago in a bog in Connecticut he lost front wheel drive, when it was locked in 4 wheel high or low. Broken hub, axle, diff.?

The repair saga continues. 3:20 on Saturday, Jeff calls me at Atlantic British. Jeff says, "I pulled the front long axle and it looks fine." "Jeff did you drain the oil out of the diff. yet?" "Well no, I'll do that and call you right back." 3:50 "Eric, nothing but oil came out of the diff, but when I feel in the drain hole, I feel big chunks." For those who don't know, this is NOT GOOD. I leave work at four. Jeff calls the house and leaves a message: He wants to pick up a diff or would I be interested in coming to Conn. to "help" on Sunday, swap the diff. and be home early to work on my Rangie, to get it ready for the Birthday Party. I say, "OK, I'll be down on Sunday morning." We meet at the mall at 9:30AM. Off to see the patient Finsup. It is in the normal Litchfield CT. position, up on jack stands, front wheels off. The LH side is apart so I can start on the RH. Off comes the spindle, out comes the axle, its fine. I grab the diff. flange, give it a turn and all you hear is metal bits falling off in the housing. Undo the diff bolts, try to pull it out, it is stuck. It seems the carrier is jammed against the diff case. Another thing that is NOT GOOD. Finally out comes the diff. Broken cross pin bearings and carrier bits stay in the housing. Clean out the housing. Then I looked at the diff housing. The old gasket was stuck to it. A good job for Jeff. Jeff scrapes away, while I have a coffee. (Hey I was the Senior Mechanic on Duty.) Next, I grab the diff and offer it to the vehicle. It doesn't accept it, it seems the diff housing was an old style and the diff was a new style. Jeff has a new air cutter, but no cutting wheels. Off to the store. Now 12:30. The store closes at 12:45. Pick up the cutting wheels, back to the car, make short work of cutting off the two pins, slip in the diff, bolt it up, start re-assembly, finish re-assembly by 4:30. Take the car for a test drive, the diff seems to work fine. So now at 5:45, I'm off back to NY. I arrive home at 8:15, after dodging tornados, downed trees and power lines. Now it hits me. Jeff has a car to go to the

Birthday Party and mine will not be done in time. BOY DOES HE OWE ME!

 A note from Anne of Green Gables Land – Living in idyllic Prince Edward Island has been lonely and difficult. The people are friendly, the mussels, oysters* and lobsters are great, but being the lone OVLR member down here has been difficult. It is a long way from the Prescott Hotel, and from my 109 yet to make the trip down here (however soon it will be taking up permanent residency). However, this frustration all changed recently. There in the Canadian Tire parking lot I noticed a rare sighting, an 88 and its proud owner. My son was also impressed. Paul Chasson kindly allowed my son and I to get acquainted with him and his prized possession. It was a pleasure to chat with him. No longer do I feel isolated. There has been two other sightings of Rovers here. One I chased a Disco for a half hour before I saw it had Michigan plates on. There is a Range Rover here in Charlottetown who has resisted my attempts to get him to join the OVLR. Hopefully he will see the light. Possibly during oyster season. Barry Hunt.

* (As even Dixon's mother can attest to after eating some of them – not so discrete sources indicate that to minimize time spent at Mom's place at Christmas, Dixon arrived bearing exotic gifts – PEI oysters (with the mud washed off) to whom Mom has a strong affinity to – she must be thus proud of her son who is known to spend a fair amount of time in and out of mud with his OVLR friends. The similarities do not end there – judging from conversations at the Prescott, a number of his friends also seem to regale in spending time in poorly lit environments engaged in jerky repetitive body movements.)

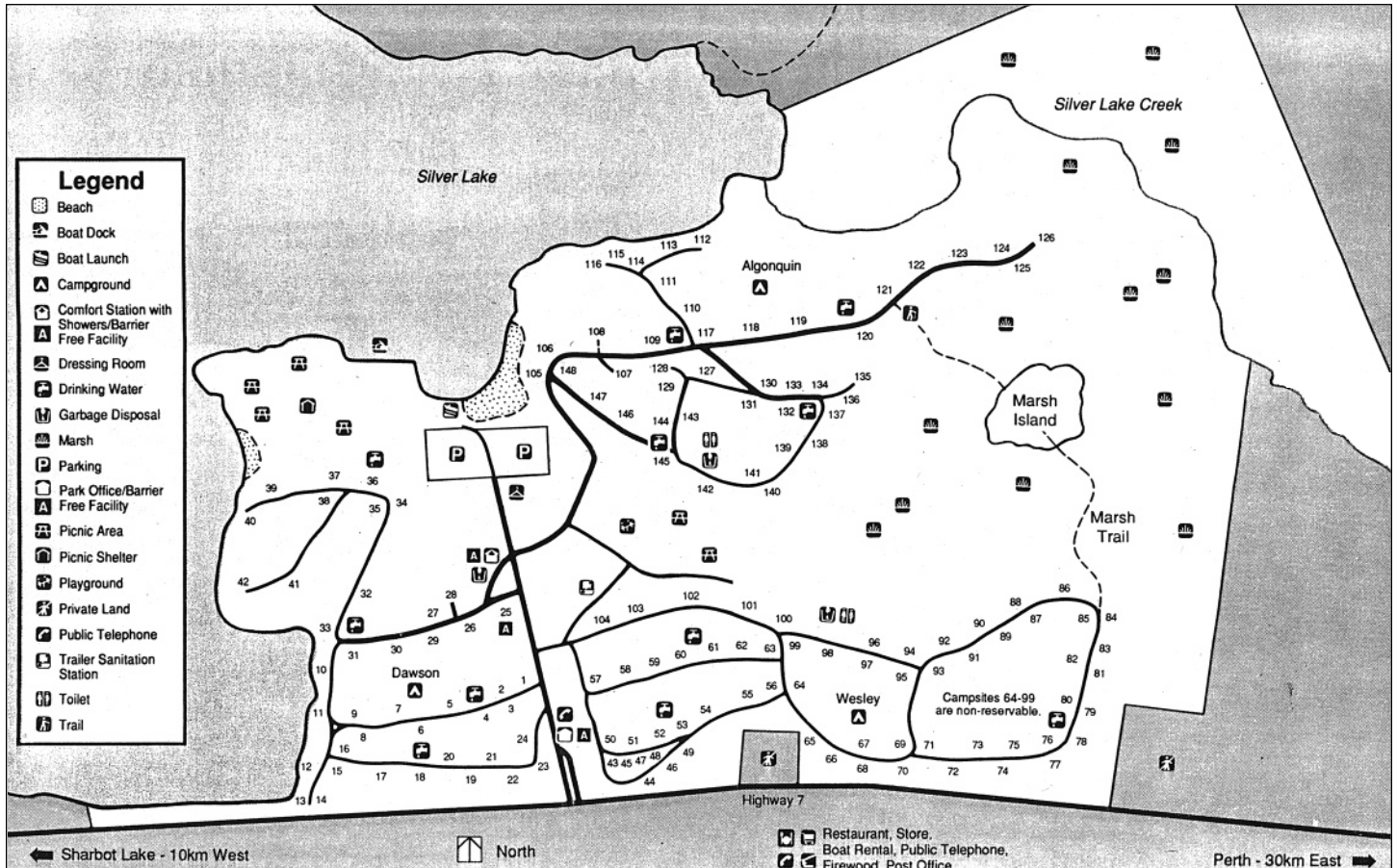
 OVLR in Film: Bill Maloney, among others have picked up a copy of the video "Land Rovers Across America". OVLR members that have been identified this far are: Dixon - feeding a load of hooley to the interviewer at the Downeast Rally at Owls Head a couple of years ago. (in the back of Spenny's 88) Spenny - In the back of his 88 with... Tish! (Jeff Berg will be jealous!) Bill Maloney in his 88... on the back of somebody's t-shirt. Bill Caloccia (I think - big guy, white t-shirt shades hat - but no kamikaze bandana) strolling along at the ECR offroad site - did he have a pony tail the year before last?

Herb Zipkin was interviewed about his expedition equipped 109 Station Wagon. Jeff Aronson was interviewed. Jared Shilbersher - several shots of him in the 101 - one with Tish's legs flailing about in the back. Ray & Heather Dixon (The Samuelson's? A red Range Rover in New York City) Also appearing are Mark Letourny (Rovers North) - Interviewed and shop tour. Mike Smith (East Coast Rover) - Interviewed and shop tour. Steve Hedke (British Pacific) - Interviewed and shop tour. Chris Komar, who now works at DAP - high lifting and at the ECR water hole. Ray & Heather Dixon. Jim Pappas - couple of shots. I'll have to look again, but I thought it said "Canada" too but there was no OVLR footage - unless one 2 second clip of a bright green IIA 109 softtop with winch and hemp rope on the front stuck in some mud was what they were referring to.

center

spread

Silver Lake Provincial Park Site Map



Land Rover 50th Anniversary Events, an abbreviated guide:

June 19-21 - Ottawa Valley Land Rovers holds its 15th Birthday Party at Silver Lake, Ontario. Off-roading, trials course, swap meet. More information in future newsletters.

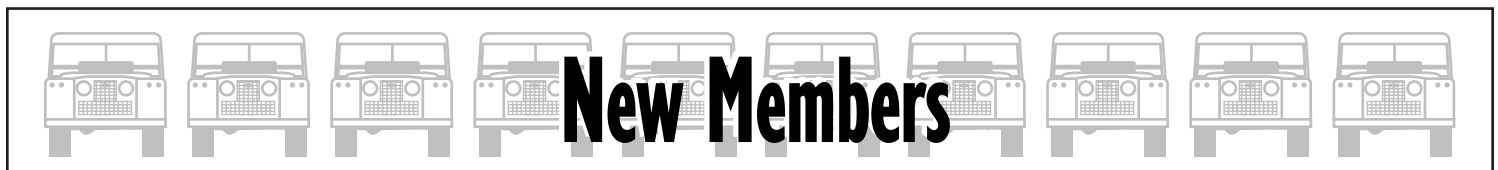
June 27-29 - The Series One Club of England holds its 50th Anniversary Rally at Shugborough Hall in Stafford, England. There will be a live band, a display of model Rovers, and a selection of club stands. 300 Series I's are expected. For more details write to John Robinson, 112 Hillylaid Road, Littleworth Thornton, Cleveleys, Lancashire FY5 4ED, or call the Club at 01363-82666

June 27-29 - The Solihull Society holds its "National Rally" in

Steamboat Springs, Colorado. Registration for the Rally is US\$130 (US\$30 if you are coming in a Series One). Contact John Wood at (303) 774-9225 for more information.

June 27-29 - Land Rover North America's 50th Anniversary event in Lanham Maryland. Current rumours imply it will be a GM-Saturn-like event near their corporate headquarters.

July 17-19 - LRO-Billing Aquadrome 50th Anniversary celebration. A lakeside quarry off-road course has been created for participants, a Freelander demonstration, Land Rover exhibition, etc. Check out Land Rover Owner magazine for further details.



Three new member this month:

Gary & Joy Schroeder of Moon Township Pennsylvania with a Series III 109

Wes Harris of Pittsburg Pennsylvania with a Series IIA 88. (Wes was at last year's Birthday Party)

Terry Street of Alexandria Ontario with a 1976 Series III lightweight (this makes some six or seven in the club)

Some Non-OVLR News & Rumours

🚗 The tenth annual Downeast Rally will be held on the coast of Maine on June 26 – 28th. Billed as a non-competitive, non-commercial fun safe family oriented event for Land Rover enthusiasts. In the past this has been one of the largest Land Rover rallies in the United States. This is not a “club” event, but a multi-faceted gathering run by eager volunteers. Last year, more than 120 Rovers travelled from far and wide to attend. While too early to tell, in previous years, Jeff Aronson has organised walking tours of Vinalhaven Island, a well preserved example of settlement on the off-islands of Maine.

Camping is available at the Old Massachussets Homestead Campground (207 789-5135) in Northport, Maine. This is where the off-road course was last year. Myles and campground personnel have greatly enlarged the off-road course, making it more challenging in spots for those looking for some excitement. Longer sections for greenlaning have also been added for the novice driver. A few pole bridges to cross, 50-70 foot downhill drive for the experts. Three sections. First is ideal for novices, difficult sections spurring off of it. An easy perimeter trail with branches onto challenging sections. A totally new section for the experts with traverses, rock climbing etc. Something to suit everyone. Lunch on site, possibility of a Saturday dinner, more in the next newsletter. Costs - \$5 to get in, \$7 or \$8 for meals (this aspect is still under discussion, but something will be happening). Guinness and Murphy's have been contacted and are interested in attending.

Unlike past years, there will not be a display happening on Sunday at the Owl's Head Transportation Museum. If you prefer not to camp, the Chamber of Commerce for Camden-Rockport is (207) 236-4404 or Rockland-Thomaston (207) 596-0376.

For more information, contact Myles Murphy at Box 23, RR#2, Lincolnville Maine, 04849. You can also phone Dwight at (207) 789-5135 (Old Mass campsite) or Peter (207) 236-3933 or email . Leave full name, address, and they will send you information. Or check <http://www.towerlink.net/campme>

🚗 Land Rover video is available from British Car Films for US\$29.95 plus \$6.95 for shipping and handling. Their phone number is 1-800-454-8341, or . The fax is 01144-181-374-4852, or send a cheque to British Car Films, POB 13862, London, England, N4 3WB. There will be a review of the video next month. Initial comments from some people say that there are a lot of OVLR members in this.

🚗 Some local and regional non-Land Rover events for those interested: The second annual ByWard Market Auto Classic will be held in the ByWard Market on Sun-

day June 7th (downtown core of Ottawa). About 175 vintage automobiles of all types. The Richmond Sports car show in Richmond, Ontario will be held on June 14th.. Between 175 and 200 British sports cars, with a selection of other British vehicles held every year on the fair grounds. There are prizes for the best club display & the various regional clubs do try and outdo each other every year. This is the first year in a long time when this event has not conflicted with the Birthday Party.

🚗 The Land Rover North America web site sports a private section for owners of Land Rover vehicles now. Kind of a private area for special notices etc. You must enter your vehicle serial number to gain access. Series owners will be disappointed to know that their serial numbers are considered invalid by the web software. A call to Land Rover itself will reveal that they never issued your serial number and to leave them alone (experience of several people so far). Oh well...

🚗 Newsletters received this month include: The Review from the Land-Rover Owners Club of Victoria (February 1998), the Rover Reference from the Bay State Rover Owners Association (issue 1998/2), the newsletter of the Specialty Vehicle Association of Ontario (April 1998), the Overland from the West Connecticut Rover Club (May 1998); the Toronto Area Rover Club newsletter (April 30th edition), and a surprise, the Aluminium Workhorse from the Land Rover Owners Association (Spring 1998 (the first since Spring 1997))

🚗 There appears to be another Land Rover publication on the horizon. From comes “The same publishing team that bought you Land Rover Owner magazine before its takeover by



Fairhead's Farm, site of the Maple Syrup Rally
Photo by: Dixon Kenner

a multi-national publishing giant, and that in recent years has bought you International Off-Roader magazine, is now launching a new publication known as Land Rover Monthly, following a contractually-enforced four year layoff. LRM will feature an improved and strengthened team of writers and photographers, and will contain information on cutting-edge technology, green lanes, cars to die for, modifications, workshop techniques, world travel, full tests and off road sports.

🚗 WOR are very pleased to announce that we will be associated with LRM; the first issue of which will be available from newsagents from June 29th. If you would like to subscribe to LRM, the first 12 issues cost £32.40 with a free LRM T-shirt. Alternatively you can try the first six issues at an introductory price of only £10.00. Email us now for further details or telephone +44(0)1449 736966 (fax +44(0)1449 736977). Their email address is lrn@worldoffroad.com

🚗 From the Anti-FAQ:

Q: Dear All, I have noticed there is a loud whining sound that comes from the passenger side of my vehicle. However at speeds in excess of 50 mph the sound gets drowned out by the gearbox and engine, and hence is no longer audible. Also I have noticed it goes away completely when there is no female passenger. Any ideas? Should I just try to make the engine louder, or should I put in a new passenger and see if that helps? I suppose the current passenger could be defective. Its been a while since I installed this passenger so maybe a change is in order.



Kevin Willey's Disco, Maple Syrup Rally
Photo: Dixon Kenner

A: The problem you are experiencing could derived from a misuse of the installed component or incompatibility with your truck. Land Rovers and the parts installed "in" them should be of the same nature as themselves: Rugged, used to mud, water and rocks, in short "Waterproof". Replacement could be a solution, but as with new engines there is always a breaking-down period. Fixing is advised by the experienced literature, but not further than reasonable peace of mind dictates. More data on the subject could be of use for better advice.

General Servicing: Repairs, Humour, Tales & Trivia

Clutch Replacement, a different view

by Ted Rose

In response to Dixon's note last month on my clutch swap, an explanation is required. It is true my clutch was failing rapidly and the usual oil leaks had grown enormously lately, so immediate attention was required.

The clutch was used when it was put in eight years ago, so I was expecting it to give up eventually. In preparation for this I had picked up a genuine new, but shop soiled unit from Rover's North several years ago. This became more shop soiled lying around my garage, however the worst part was I couldn't find it now that I really needed it! Dixon came up quickly (unusual) with a new clutch kit. Dale supplied a genuine rear main seal kit in exchange for another to be supplied at a later date.

The task began with Dixon, Dale and also Kevin Willey showing up one evening which made for a very rapid gearbox removal. During this operation Dale and I were in awe at how

useful Dixon actually made himself and how he kept up the pace in spite of the huge number of pints he consumed compared to us. I figure he is trying to work his way out of getting LugNut again, but I am certain he will trip up.

The clutch, it turned out, was completely finished but also, rather alarmingly, appeared to have been running in a bit of an oil bath. The oil was coming from the rear main seal, or in this case, lack of at the back of the engine. The oil was also getting flung out of the inspection hole in the top of the bell housing. I had misplaced the cover for the hole quite a while ago when I replaced a broken shift lever. To compound the problem, the wading plug in the bottom of the bell housing has always been seized solid. The oil was then running down the transmission case ending up near either end of the transfer box and onto the laneway. Previously, I had replaced the output seals to cure this

leak, but I should have taken the clue, however, because the gearbox level never did seem to drop.

So, with the clutch, flywheel and oil pan out of the way I decided to replace the rear seal. Now this is awkward enough with the engine upside down on a bench but with it still in the Land Rover it is much worse. The bulkhead is pretty much in line with the back of the engine so you can't really get in to look at what you are doing, properly. Very difficult, I do not recommend it.

Another problem I encountered was that my engine is actually out of a Series Two so the seal retainers are different than those on Two A's or Threes. These earlier retainers have a kind of seal bonded to the retainer halves. In my case, this stuff had just cracked up and fallen off. Now this is where I really blew it. On the instruction sheet supplied in the genuine seal kit it states the seal is appropriate for various Rover cars and several Land

Rover variants, among these the 2.25 litre petrol engine. There is no mention of different retainers or of updating them but I should know better. However, it would have been a half-hour round trip late on a Saturday night to get the proper ones and although the seal really didn't look like it was going to go into the old retainers I thought I'd give it a shot. So back together it went and the fit actually seemed reasonable but it failed after about a week of daily driving.

Another weekend of work now layahead (instead of half an hour) but before that actually happened my starter exploded and cracked the bellhousing. This made it all a little easier to take.

Probably the worst part of the ordeal was that Dixon had offered to lend my his Saab (almost as nice as his Land Rover) to drive to work if it wasn't finished for Monday. This certainly helped set a brisk pace

Oh, and Kevin learned what that third pedal on the left is for.

Timing chain and gears for Rover V8's

by David Huddleson

There are several options for owners of Rover, Land-Rover, Triumph TR8 and other Rover V8 powered vehicles when it comes to the timing chain and gears. For those of us in North America, I think the easiest choice is to tell your favourite Performance Auto Parts "counter jockey" that you own a 1975 Buick Skyhawk with the 3.8 "Odd-Fire" V6. This engine uses the exact same timing set-up, and is more likely to be found in their parts books (or computer database) than some funky "Rover" V8...

As to actual gears and chains, I consider that there are several options:

(1) Original "link" chain with steel crank gear and nylon-wrapped camshaft gear. Just as good as original... ho hum! Nylon can crack and disintegrate over time, and the link chain tends to stretch, altering the timing (albeit only small amounts...)

(2) Steel gears (both!) with link chain. Less chance of failure since there is no nylon to wear/crack. Supposed to be a bit noisier (huh! I can't hear over the exhaust noise anyway!) The link chain is known to stretch over time more so than the roller chains (see 3 below).

(3) Steel gears with roller chain. Better setup and retains accurate timing much longer.

There are variations which include the so-called "true-roller" chains such as the Cloyes brand name. These are the ultimate, but you should weigh the cost to your budget.

I went with option #3 but didn't go to the expense of the true-roller chain. My Skyhawk timing chain and gears were not in stock at my local Speed Shop, but they had them next day and at extremely affordable prices! Try asking for Rover V8 parts and see what happens!



*S1 Reproduction Station Wagon, as admired by Tom Coron
Photo by: Dixon Kenner*

A Friday (short) Story

by Mike Rooth

It's gardening season, again. Why does one dread it? After all, at work all day there is a reasonable assumption that the Other Half will assume the responsibility for reducing burgeoning growth to the aspect of tundra. And in fact this is the case. So why the sinking feeling when on the return home, another clipped hedge is evident?

It may well have something to do with the fact that household refuse does *not* include garden rubbish. Garden rubbish will, therefore *not* be collected by your friendly Local Authority, who appear to be more concerned with keeping their operatives hands clean than providing a service which is paid for.

Right. It has proved to be an absolutely foul working day. Nothing works. You wish you'd stayed in bed. Upon arriving home, you are informed; almost in passing; "Oh, and we've got to go to the tip". How do they do it? When you protest that it positively stinks, you are informed that its only going in a Land Rover, for heavens sake, its not a damned Bentley. But its my Land Rover, and its *me* that's got to live with the residual pong for the next week. Even diesel doesn't overcome the smell of rotting vegetation, which, despite anything you can do, remains like a ghostly presence for days. You really didn't think, did you, that you were growing anything *that* noxious in the back garden. There ought to be a law against it, and there probably is. I once even had to ditch a perfectly reasonable length of rope because there was no way on earth I could stop it smelling. OK, so you've got to do as you're told. Let's have a look. Oh God, there's *piles* of the damned stuff, is there anything left growing for miles around? This *is* an 88" you know, not a 130 crewcab pickup. Oh, all right but leave room for the dogs, the poor little sods *do* need to breathe you know. Preferably oxygen, if there's any left. I'M NOT SHOUTING!

Just a minute, what's that bucket for? It looks a perfectly good bucket to me. *And* its empty. You... you want WHAT?? Horse muck? What the hell for? The com-

post heap? You mean there's *more* of this stuff? Within ten yards of the house and you're letting it go nuclear? And are you aware that at this time of year, even *I* hold my breath handling horse muck (which, dear reader, in case you didn't know, and believe me you dont want to find out, has an aroma that defies description, and resembles particularly ripe pig shit, only more so).

There really is no defence against this. Or at least, if there is, I, for one have never found it. The modus operandum is this. Open both cab windows. Open scuttle vents. Cold? Tough, put more clothes on. DO NOT OPERATE HEATER. Ten minutes of heater hatches more insects than the rain forest ever dreamed of. Smoke. Chain smoke. Believe me, the dangers of smoking are as nothing compared to what's riding behind you. Load the dogs last. That way they may, just, survive. And if you can possibly get away with it, dump the plastic bags the stuff is in as well. Make sure the road is clear *and go like hell*. Lots of luck...



Jared Silbershaber's 101 at the end of the Mid Atlantic Trials course
Photo by: Dixon Kenner

Toy Land Rovers. A partial list, part four – Corgi Toys - Husky and Corgi Junior

by Dixon Kenner

In the period from 1964 through 1970 Corgi Toys produced a number of their toys under the Husky name. In 1970 the name changed to Corgi Junior. They were introduced to compete against the Matchbox toys produced by Lesney. In 1970 the entire line was renamed Corgi Juniors. Earlier versions have metal bases rather than plastic. Below is a list of Husky and Corgi Junior Land Rovers:

- 11a Forward Control Land Rover (IIB)
 - green brown
 - metallic green, brown (casting change – no rear windows)
- 16b Land Rover pick-up (metallic green)

- 21a Military Land Rover (green) (IIB forward control with white star on roof)
- 21b Military Land Rover (green, casting change – no rear corner windows)
- 21a and 21b come with a plastic top.
- 31b Land Rover breakdown
 - blue
 - purple

Reference: Corgi Toys, the ones with windows. (James Wieland & Dr. E Force. Mototbooks Intl., Osceola Wisconsin 1981)

The next installment will be Dinky Toys

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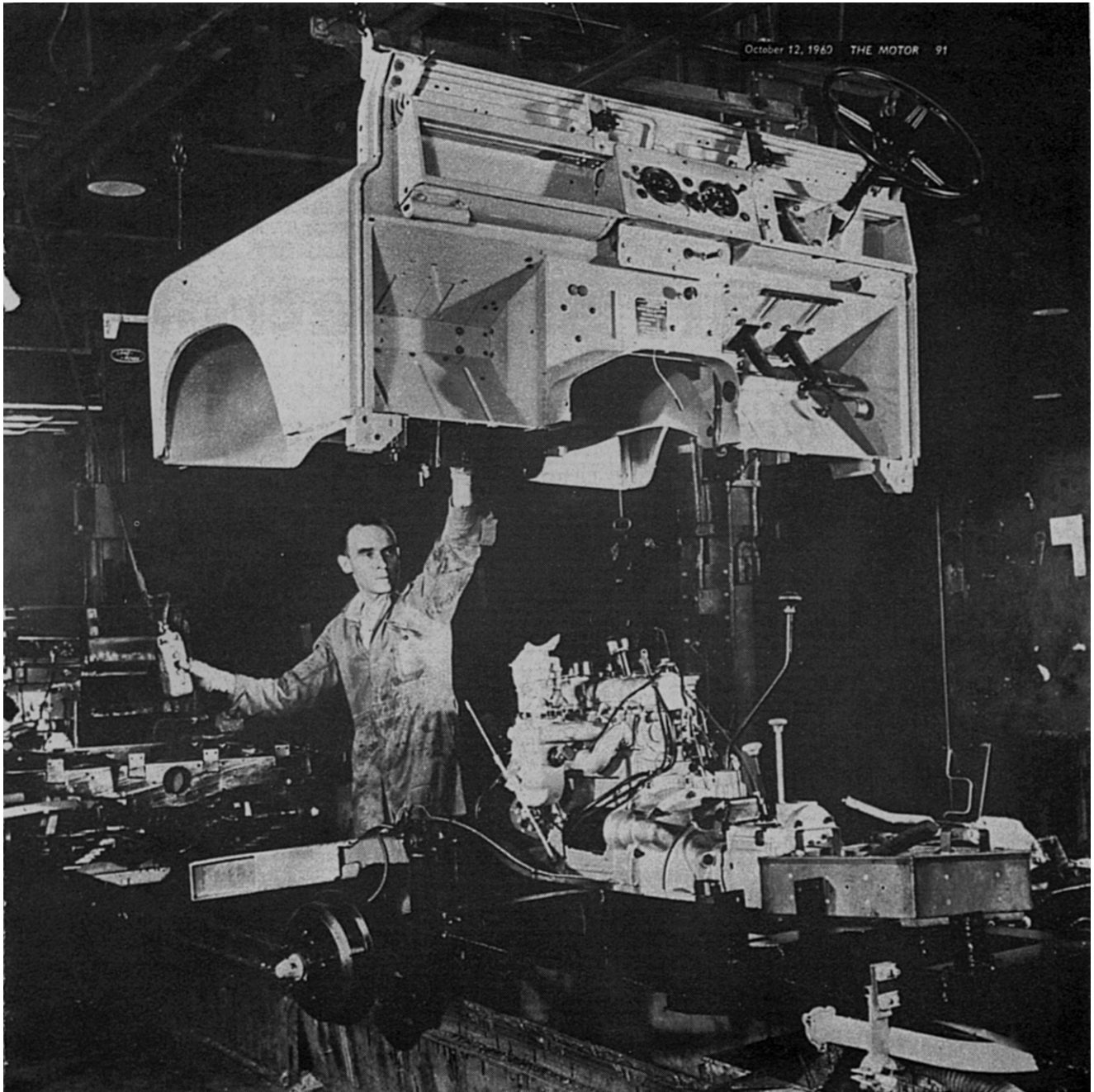
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nents. In any car, aluminium cuts out unnecessary weight as it steps up its economy and efficiency and lengthens its life.

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