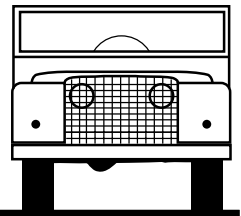


OTTAWA
VALLEY
LAND
ROVERS

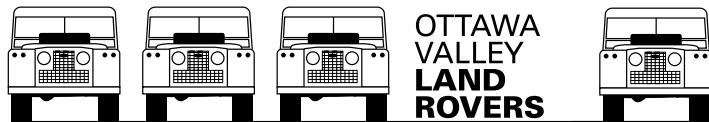


15 January 1999

www.ovlr.org

Volume XVI, Number 1





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.

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

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

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.

Submissions: Articles may be submitted to the Editor, Dixon Kenner (dkenner@fourfold.org) or via post, to the club address. Photographs should be sent directly to Spencer Norcross at 1631 N. Barton Street, Arlington, VA 22201, USA. Please include captions and a return address with photographs.

Deadlines: Submissions to the OVL R 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 of any kind.

Editorial Policy: The Editor of the OVL R newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVL R newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVL R, 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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The OVL R Newsletter

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Merchandising Co-ordinator

Christine Rose

Club equipment officer

Bruce Ricker

Returning Officer

Murray Jackson

Auditor

Fred Joyce

Marshal

Murray Jackson

More details regarding Land Rover events can be found at:
<http://www.ovlr.org/Events.other.html>

Land-Rover FAQ:

http://www.fourfold.org/LR_FAQ/

OVL R/Land Rover HAM:

14.160Mhz @ 01:00GMT Tuesdays

“They call her Lucy, Lucy, made with a Lucas / we all can see / she’s smarter than he!”

— sung to the tune of the theme
song from the TV series Flipper

Greetings;

Another Annual General Meeting has come and gone. As per tradition, it was on the coldest night this winter. Cold enough that Christian Szpilfogel, worried about starting his 110 left it running through the entire meeting. Had we scheduled the meeting for its traditional time (first Wednesday in January), it would have been much warmer. Some were heard to remark that the Farmer’s Almanac should consult the Executive for this kind of weather information, while others suggested moving the AGM to a warmer time of year, like June.

First off, before we get into the AGM, local members may have noticed a distinct lack of a ballot in the December newsletter. The reason is simple. After Fred Joyce worked his way through the nominations, asking people if they were interested in running for the position, he found that there was only one candidate for each position. This made deciding who the new executive would consist of rather easy as all were acclaimed. The new Executive consists of:

President - Andrew Finlayson

Events Co-ordinator - Christine Rose

Off-road/Field Co-ordinator - Kevin Willey

Executive Member-at-large - Christian Szpilfogel

Bruce started off the meeting with a summary of the past years activities. From the largest ever Birthday Party, to numerous small off-road events, to co-operating with the Virginia and Massachusetts Land Rover clubs to produce the ANARC 50th Anniversary party at Greek Peak. A number of issues that he wanted to deal with this year were accomplished. First among these was visiting the by-laws for grammatical corrections, but as always, it was found that if your in for a penny, your in for a pound and major changes to better reflect how the club has evolved over the years were brought forward and subsequently approved.

Andrew reported on some of the new procurements through the year, signage, banners, toolbox magnets, what work was done on the trailer (brakes et cetera)

Dave gave the Secretary’s report. We currently have approximately two hundred and fifty members. Many of the new members are coming in via the Internet. The club membership list now all resides in a database,

though he noted some people don’t have the clearest handwriting as seen in some of the erroneous e-mail addresses. He remarked that the entire membership database is now in an electronic format, and seems to be fairly clean, depending on handwriting.

A year-end financial report was presented by Christine Rose. The statement consists of two parts, a revenue/expense statement, and a consolidated balance sheet. As can be seen, the club remains in the black though funds generated by merchandise sales and profits from some of the larger events. Christine said that support in the form of goods that can be auctioned off from MiniMan, Rovers North, Atlantic British and British Bulldog has been invaluable. The club books have been fully automated now, using “Simply Accounting”, a business accounting package. The clubs books are now much more complex than they used to be with the larger events, greater number of items offered for sale, and holding ANARC funds in trust. The complete books, all the receipts etc. have been handed over to Fred Joyce for auditing.

Dixon gave a report on the status of the newsletter. Some newsletter trivia: In 1997, the newsletter consisted of 174 pages of text and graphics/photos. These files took up 177 megabytes of space. In 1998, the newsletter consisted of 222 pages of text and graphics/photos. This past



...and across.

Photo by Pete Daniels

This Month’s Cover:

Dave Bobeck approaches the big washout, Rapidan wilderness area

Photo by Pete Daniels



in the next month or so...

- January 18th First Social of the year at the Prescott, Preston Street, Ottawa, 7 PM
- February 1st Executive meeting. Telephone Andrew Finlayson for details
- February 15th Social at the Prescott, Preston Street, Ottawa, 7 PM

future events:

(Dates & times subject to change)

- Early April Maple Syrup Rally, Shawville, Quebec.
- Early May Annual Tune-up at the Mini-Man, Stittsville, Ontario
- June 19-21 Sixteenth Birthday Party, Silver Lake, Ontario
- Early July The Breakfast

year, these files took up 347 megabytes of space. (much of this can be accounted for from Spencer's enthusiasm) It was also noted that the current postage that we have been affixing to the newsletter is insufficient. If Canada Post wishes to enforce their weight rules, the cost of mailing an issue will rise from 71 cents to 90 for Canada, and from 77 cents to \$1.17 for the USA. International? \$1.37 to \$2.25. We also cannot rely on Business Depot charging us the wrong price twice (thirty dollars rather than nearly two hundred) in the future for photocopying. The club web site has moved from the Hawaii site to its own domain, OVL.R.ORG, and slowly continues to grow, though if any member wants to add to the club site, feel free to contact Dixon.

A presentation was made on the state of ANARC. Members will find a year end financial statement on the Canadian portion of ANARC. OVL.R is still working on getting final details on the American side of the equation as OVL.R is responsible for auditing the ANARC

finances as per a decision made last April by ANARC members. OVL.R currently holds C\$3,056.80 of ANARC funds in trust. ANARC has not yet made a decision on whether or not to hold a second rally at Greek Peak. The ANARC Executive has been awaiting finalisation of a number of issues arising from the event at Greek Peak last year. When these issues are resolved a decision will be made. ANARC is also planning a meeting in April to discuss structure and approval of proposed by-laws. (ANARC by-laws are similar to OVL.R's except member clubs have differing numbers of votes based upon their size)

The members present at the AGM approved the appointment of the following people for 1999:

Secretary-Treasurer - David Meadows for a third year

Club Equipment co-ordinator - Bruce Ricker takes over this as well as filling the Past President position on the Executive.

Auditor - Fred Joyce for the nth year.

Chief Returning Officer - Marshal Jackson, Esq. takes over from Fred

Editor - Dixon Kenner for a sixth year

And of course, Murray Jackson will remain the Club Marshal.

Finally, because OVL.R is starting to run close to the contingency fund in operational expenses, the members discussed a rise in the membership rates to cover anticipated increases in postage, printing, and expenses related to the operation of the corporation. As a result, Canadian membership rates will rise to \$30 on July first of this year. The American membership rate will remain at US \$25. For those members wishing to add a second member, an "affiliated member", with their membership, there will be a \$5 cost to cover the additional insurance expenses that will be incurred. In summary, as of July first, membership rates will be:

Canadian: \$30 for an individual, \$5 for each additional family member to be covered.

American: US \$25 for an individual, US \$5 for each additional family member.

International: US \$25. (our insurance policy is only good for the US and Canada)

In other news, you will find details inside on a new round of crossword puzzles from Marshal Murray. Atlantic British has again offered to sponsor the contest leading up to a three hundred and fifty dollar gift certificate in real money (read US\$)

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

It was back to the Shrine of the Galvanised Land-Rover, aka BobZone for the December newsletter. However, unlike past stuffings, this was a more businesslike affair. Namely we didn't get fed with Bob's latest culinary snacks. Desperate Dale, Ted Rose, Fred Joyce and Murray Jackson, Andrew Finlayson trying his best Bob impressions (probably why we didn't get eats...) and Bob himself. You may notice this newsletter is a bit smaller than normal. Yes, I has gone through another job change (no, it is not as common as engine changes) which was complicated by several events. First, the weather decided to take out my Micro\$oft NT machine at home. No problem, we have back-ups. However, this was followed by a pipe burst in the ceiling at Revenue Canada destroying that machine. OK, we're changing jobs anyway. But, nothing is ever simple. My new workplace, the Department of National Defence took a while to get a working machine for me (so I could read the back-up tapes from other machines and get the files onto the Unix machine for transfer to Spencer's Macintosh.) Enough different platforms?

The first installment of this years Crossword Puzzle competition is included within this newsletter. Atlantic British has again offered to sponsor this competition. The prize is again a US\$350 gift certificate from Atlantic British. Enough last year's winner, Ted Rose, has found out for Christine to buy herself a Barbour coat! The rules are simple. You must complete the puzzle and send it either electronically to dkenner@fourfold.org as either a jpeg or in ascii, or mail it to Dixon Kenner at the club mailing address. All members of the club with the exception of Murray Jackson and myself can participate in the competition. There will be three further installments printed in April, July, and October. Scoring is based on the number of correct answers (remember, spelling tends to be British/Canadian in some cases. Get out that Oxford English Dictionary). The person with the highest score will win and be presented by with his prize by Eric Riston of Atlantic British at the Christmas Party in December.

In a move that should invalidate Dixon from receiving any honours for past feelie-meelie awards, Dixon has helped ensnare Sean McGuire in his own rhetoric. It seems Sean has been having some clutch problems. He needed new parts fastest. So he phoned Dixon asking for parts. Not willing to wait for the parts to get mailed, or even FedExed (Sean is cheap like the rest of us), he asked Dixon if he had any clutch parts in stock. Dixon said he did. It was the spares for his Big Green Beastie. Sean asked if he could have them, promising to replace them in the future. Dixon said sure, and brought them over to Sean. Sean then went and put these parts into his Series Three 109. Later in the month Sean was talking with Ted Rose. Ted asked how his clutch was. "Perfect" spoke Sean. This story

persisted, despite hints coming from Sean in the form of particular questions about the health of his clutch. One evening when Dixon was over at Ted's, making a huge list of repairs for the Big Green Beastie the subject of clutches came up. Ted asked Dixon what he gave Sean. Dixon said that it was the spare IIA clutch bits. Why? Well, it seems that the covers are different. The IIA has a large solid ring that takes the place of the release bearing in a Series III. With a IIA cover in the Series III, Sean must be having some interesting problems, that he still refuses to admit to.

More secret Team Daphne Research news. Ceasar, Dave Lowe's ever present huge white puppy, has decided that trying to hide under rotten Rover SD1's is not the way to relax in style. So he has instructed his master to get him something more luxurious to lie under. Dave, being an attentive master immediately complied. Yes, Dave now has yet another non-functional vehicle rusting outside his abode. This one happens to be a 1982 Range Rover. Non-running of course, considering several witnesses have located the gearbox on the kitchen table, in pieces of course. Stay tuned for more news on the Secret Team Daphne Research facility in future issues of the newsletter. We have also learned, that while our spies have now managed to procure photographs of the test establishment, that Dave, desiring to remain elusive and hide his identity, refuses to be pictured with the latest Team Trophy, the Gasket Under Glass.

OVLRL in the News: Not OVLRL this time, but OVLRL members. John Hong continues his cooking recipes on the last page of the latest LRM magazine, and elsewhere in the January issue we find another article by Brett Storey on some Team Daphne snow research activities with Dave Lowe, Tom Tollefson and others.

Some things never change. So early in the year and we can report that Christian Szpilfogel has already lost a prop shaft on Queensway. In true fashion, it suddenly let loose, without any kind of warning, just massive, sudden, structural failure. (yeah, right Christian... You can drive for months with a failing prop-shaft. Ask Al Pilgrim, Dale Desprey, myself, and a host of others.)

Another note from Fred Dushin: When I was taking apart Oliver's turn signal, I noticed this ratty old tape around the steering column. "Funny", I thought, "Looks like someone wrapped a quarter in there. Wonder how old it is?". Pulling out what I thought was a quarter, I came up with a spare key (my third, now).

Has anyone else seen this? This spare has been in there since it was wrapped up, which by the looks of the tape was probably 30 years ago. I was just wondering if this was stock. Solihull pressure tape, maybe?

ANARC INCOME EXPENSE STATEMENT

31/1/97 through 31/12/98
26/12/98, OVLR - ALL ACCOUNTS

INCOME/EXPENSE	
INCOME	
ANARC INC:	
Merchandise	12,784.46
NSF Payment	104.22
Registration	3,694.00

TOTAL ANARC INC:	16,582.68

TOTAL INCOME	16,582.68
EXPENSES	
ANARC EXP:	
Gymkahna	291.27
Merchandise	
Badges etc.	75.00
Clothing	9,837.06

Total Merchandise	9,912.06
Misc.	342.80
NSF Cheques	119.15
Pins & Badges	1,075.00
RTV	107.31
Travel	585.19
Volunteer Clothing	1,093.10

TOTAL ANARC EXP	13,525.86

TOTAL EXPENSES	13,525.86
TOTAL INCOME/EXPENSE	3,056.80
	=====

OVLR BALANCE SHEET

As of 31/12/98
1/1/99, OVLR - ALL ACCOUNTS

Account	31/12/98 Balance
ASSETS	
Cash and Bank Accounts	
Canada Trust	2,655.06
Investment Account	4,568.63
Petty Cash	0.00

Total Cash and Bank Accounts	7,223.69
Other Assets	
Accounts Receivable	76.00
Merchandise Inventory	1,980.80
Tools & Equipment	425.00
Trailer	4,633.69

Total Other Assets	7,115.49

TOTAL ASSETS	14,339.18
	=====
LIABILITIES & EQUITY	
LIABILITIES	0.00
EQUITY	14,339.18

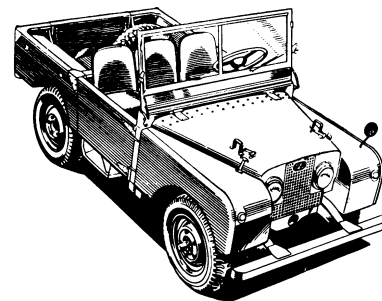
TOTAL LIABILITIES & EQUITY	14,339.18
	=====



Santana 109 Militar Ambulance
Photo: collection of Robin Craig

GO anywhere...DO anything

The versatility of the Land-Rover is really amazing. A four-wheel drive tractor, a delivery wagon, a mobile power plant and a fast, economical vehicle on the road — the Land-Rover is all these things rolled into one. It is the ideal maid-of-all-work for farms or factories, and is supplied with right or left-hand drive as required.



LAND-ROVER
Britain's most versatile vehicle

MADE BY THE ROVER COMPANY LTD · SOLIHULL · BIRMINGHAM · ENGLAND
By Appointment to the late King George VI—Land-Rover Manufacturers

OVL R INCOME EXPENSE STATEMENT

1/1/98 through 31/12/98

INFLOWS

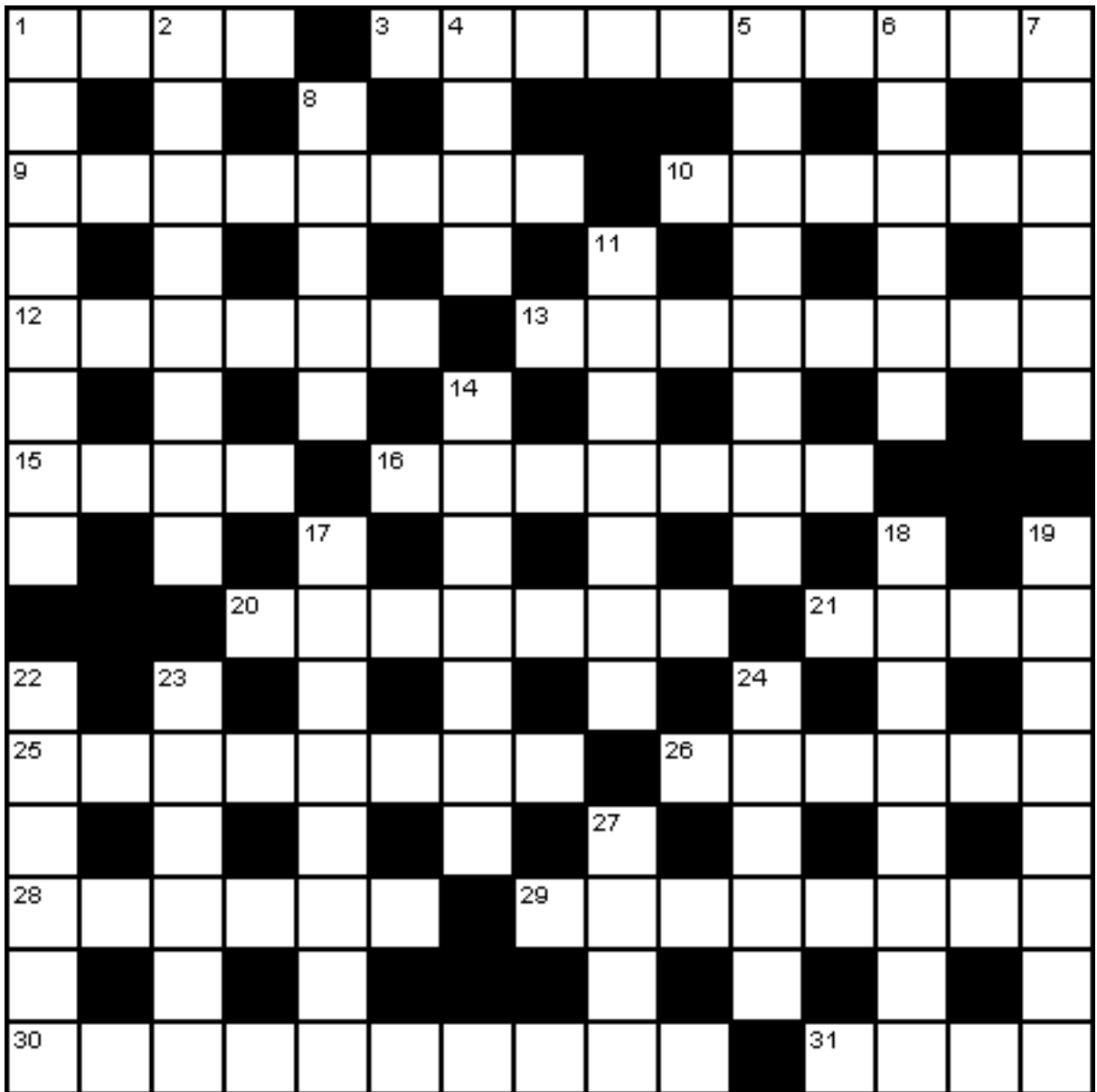
EVENT INCOME	
Birthday Party:	
Auction	1,028.12
Registration	3,237.36
	4,265.49
Total Birthday Party	4,265.49
Frame Oiler	265.00
Maple Syrup Rally:	
Tickets	254.00
	254.00
Total Maple Syrup Rally	254.00
Christmas Party:	
Tickets	952.00
	952.00
Total Christmas Party	952.00
TOTAL EVENT INCOME	5,736.49
GENERAL INCOME	
Interest	68.63
Member fees	6,095.55
Rentals	0.00
	6,164.18
TOTAL GENERAL INCOME	6,164.18
MERCHANDISE INCOME	
Badges Etc.	1,561.94
Clothing	4,596.38
	6,158.32
TOTAL MERCHANDISE INCOME	6,158.32
TOTAL INFLOWS	18,058.99
OUTFLOWS	
EVENT EXPENSES	
Birthday Party:	
Catering	462.25
Food	915.26
Misc	633.00
	2,010.51
Total Birthday Party	2,010.51
Frame Oiler	
Food	70.52
Material	58.53
	129.05
Total Frame Oiler	129.05
Maple Syrup Rally	174.41
Off-road events	
Food	202.00
Off-road events - other	705.95

Total Off-road events	907.95
Spring Tune-up	61.69
Christmas Party	
Catering	1,104.95
Hall Rental	75.00
Misc.	238.63
	1,418.58
Total Christmas Party	1,418.58
TOTAL EVENT EXPENSES	4,702.19
GENERAL EXPENSES	
Bank Charges	137.32
Insurance	614.52
Misc	619.30
Postal Charges	110.30
Registration	30.00
	1,511.44
TOTAL GENERAL EXPENSES	1,511.44
MERCHANDISE EXPENSE	
Clothing	3,210.00
Grille Badges	709.60
Postage	203.07
	4,122.67
TOTAL MERCHANDISE EXPENSE	4,122.67
NEWSLETTER EXPENSES	
Postage	2,140.94
Printing	1,663.89
Stationary	325.08
	4,129.91
TOTAL NEWSLETTER EXPENSES	4,129.91
TRAILER EXPENSES	
Equipment (Capital)	382.12
Equipment (Exp)	766.58
Misc	471.40
Repairs	229.54
	1,849.64
TOTAL TRAILER EXPENSES	1,849.64
Outflows - Other	0.00
TOTAL OUTFLOWS	16,315.85
OVERALL TOTAL	1,743.14

OVL R 1999 Challenge Crossword #1

Sponsored by Atlantic British

Compiled by the Marshal



ACROSS

- 1 Briefly, item incorporating red line (4)
- 3 Wheel cylinder component (5,5)
- 9 Non-metric measurement system (8)
- 10 Components in windshield wiper system (6)
- 12 Adjective for over-heated brake linings (6)
- 13 The fix-all wonder material (4,4)
- 15 Use a special protector for this item (4)
- 16 Lubricant for a Fairey overdrive (4,3)
- 20 Check depth before doing this (7)
- 21 Land Rover's 127 inch ____ Cab model (4)
- 25 Type of glycol in cooling system anti-freeze (8)
- 26 A shaft in a manual transmission (6)
- 28 C.B. necessity in Brit-speak (6)
- 29 Tire brand with two initials (8)
- 30 This may be coil, leaf, air, etc. (10)
- 31 Briefly, these are measured by the 1 ACROSS item (4)

DOWN

- 1 Party location for "Desperate Dale" (4,4)
- 2 Posh gizmo in a Range Rover (1,1,6)
- 4 Carburetion condition (4)
- 5 This fastener is a first cousin of the cotterpin (5,3)
- 6 Briefly, item which determines coolant pressure (3,3)
- 7 Lightweight was designed to be carried under this (6)
- 8 U.K off-road venue: ____ lane (5)
- 11 Half of "D.C." (7)
- 14 This "rod" is consumed quickly when in use (7)
- 17 Safety item on a serious off-road vehicle (4,4)
- 18 Lubricant comprised of carbon particles (8)
- 19 Some of these are real "rockers" (8)
- 22 One type of the 19 DOWN item (pl.) (6)
- 23 Briefly, certain electrical system faults (6)
- 24 Tubular valve train component (5)
- 27 Equestrian sport once seen at the British Invasion (4)

Some Non-OVLR News & Rumours

🚗 Newsletters received this month include: The newsletter of the Northern California Land Rover Club (November/December 1998 issue),

🚗 Some people have asked to see what Land Rover shaped soap looks like. Well, we have a picture. If you have Internet access, try <http://www.fourfold.org/OVLR/lrsoap.jpg>

🚗 1999 Winter Romp # 4

February 12-14, 1999

Events include: Unity public supper, daytime and late night off-roading, a scavenger hunt, and a trials course

Equipment List: Recovery points on your vehicle, appropriate dress; conditions will be cold & wet. Tools: Flat shovel, tow strap, 1st aid kit, spare tire, compass, full size blanket, etc.

Inexpensive motels, B&Bs, & winter camping are available.

Directions: From I-95: Take exit 35 [Fairfield/Unity College] Follow Rt. 139 to Unity (approx. 17 miles)

Unity is situated near I-95, 30 miles from Augusta, 120 miles from the White Mountains, 200 miles from Boston

Registrations will be available at School St. Variety during the entire event for late arrivals.

Contact Bruce Fowler, bf7111a@mint.net or 207-453-9074, 738 Unity Rd. Benton, Me. 04901-4028

🚗 Another LRNA Press release...

Land Rover North America gears up for TReK '99

Special-edition Discovery Series II marks announcement of Land Rover TReK '99

DETROIT (1/5/99) - Molten orange and built for purpose, the special-edition Land Rover Discovery Series II introduced today at the North American International Auto Show captures the rugged spirit of Land Rover and serves as the sounding bell for Land Rover TReK '99. Introduced in 1996, Land Rover TReK is an inter-retailer challenge modeled after the annual Camel Trophy Adventure. The event provides an opportunity for the staff of Land Rover's retail outlets to showcase their off-road driving skill, product knowledge and four-wheel-drive enthusiasm.

Land Rover TReK '99 will be held in northern California in the early summer of 1999. All of Land Rover North America's 117



retailers will be encouraged to participate in the territorial trials by entering three-person,

Photo found on the Web, yes, its a D90, yes, its upside down in at least 4 feet of water, and no, nobody was killed.

employee-only teams. The territorial trials will involve numerous physically and mentally challenging tasks, including orienteering, rally-type navigation, running, and precision off-road driving. Completing the eighteen-hour ordeal will take teamwork and determination. Trial winners will be invited back to the finals to compete for the Land Rover TReK '99 crown. Past winners include Land Rover Buckhead and Land Rover North Point, both of Atlanta.

"While other automobile companies talk about off-road driving, ruggedness and the pursuit of adventure, Land Rover lives it," said Charles R. Hughes, president, Land Rover North America. "Land Rover is a company of four-wheel-drive zealots, from my executive committee to the sales guides on the showroom floor. TReK is our opportunity to harness this enthusiasm and have some fun. After all, there's more to the automobile business than just lease rates and sales pitches."

Teams competing in Land Rover TReK '99 will use identically prepared vehicles similar to the special-edition model showcased at the 1999 North American International Auto Show. The vehicle is based on Land Rover's all-new 1999 Discovery Series II.

The 1999 Series II is a technological tour de force for Land Rover. On-road performance has been greatly enhanced with an all-new suspension and numerous powertrain upgrades. Off-road performance remains the industry model thanks to standard features such as permanent four-wheel drive, four-wheel electronic traction control, Hill Descent Control and Land Rover's hallmark long-travel suspension. Optional equipment includes Active Cornering Enhancement, which reduces body lean during cornering conditions while at the same time allowing for greater wheel travel in off-road situations. Also available is Self-Leveling Suspension which employs rear air springs to maintain optimal ride height under a variety of load conditions and can be used to raise the rear of the vehicle to increase the departure angle, giving the Series II even greater off-road capability.

The special-edition Series II for Land Rover TReK is designed for hardened off-roaders who take their vehicles to extreme conditions. Research indicates that over 38 percent of Land Rover owners use their vehicles off-road, far higher than the industry average.

The special-edition Series II features a number of upgrades designed to support the already excellent off-road capability of Land Rover's Discovery. The vehicle rides on BF Goodrich's Mud Terrain 285/75R-16 tires. Up front there is a custom-made steel bumper with an integrated Warn XD9000 winch. The custom rear bumper features an integrated class-three trailer hitch. There is extensive undercarriage armor, including rock sliders with integrated air tanks for tire pressure adjustment. For late night action, the vehicle employs nine Hella lamps,

including three high intensity discharge driving lights. There is a full length roof rack and, mounted on the rear, a 48-inch high-lift jack. Under the hood, the conventional battery has been replaced with dry cell technology, which can better withstand the punishment of extreme off-road driving. Inside, the door panels and seats are covered with two-ply supplex waterproof fabric. All carpets have been removed in favor of more durable and easier to clean rubber matting.

Support for this project was provided by BF Goodrich, Hella, Old Man Emu, Safari Gard, Safety Devices, South-down and Warn.

Land Rover North America, Inc. is a member of the Rover Group, importing vehicles manufactured by Land Rover, Solihull, England. The Rover Group is a wholly owned subsidiary of BMW AG.

New Members

5 new members in December & January

Richard Logue, of Clayton, Ontario with a 1961 Series II 109 and a 1957 SI 88

Tom Pick, of Bethany, Ontario with a 1961 Series II 109

David Huddleston, of Gloucester, Ontario with a 1967 88 Hardtop

Alan Slachta, of Manotick, Ontario with a Discovery

Don MacDonald, of Whistler, Ontario with a 1966 88, a 1964 88 and a 1978 Range Rover

Known North American Land Rover events, a general guide for 1999:

Mid-March - Spring Sodbury Sort-out, Sodbury, England. First one of the year, piles of NOS and used parts. A favourite spot for the Daves (Stauffer & Despaques)

Early April - 12th Maple Syrup Rally, Shawville, Quebec

April 24-25 - Mendo V. An event in the Mendocino National Forest in California. Contact NCRC for more details at POB 14961, Berkeley CA, 94712

May 15-16 - Pacific Northwest Team Trophy Challenge. Teams of three vehicles pit themselves against the best in the Northwest in a two day event. Compete against highly modified jeeps, Land Cruisers and Rovers. Contact Doug Shipman at 503 252-5566

May 14-16 - Carlisle Import Car Show, Carlisle Pennsylvania

Mid-May - 7th annual Tune-up at the MiniMan, Stittsville, Ontario

June 18-20 - The Birthday Party, v.XVI, Silver Lake, eastern Ontario

June 26-27 - Downeast Rally XI, Camden, Maine

Mid July Calabogie – Flower Station run

Photo at right: Bill Rice's Pontiac engined SIIA, Mrs. Merdle, shortly before she decided to lay on her side and have a little rest. I wonder how she is liking the heat down in Georgia? 15th Birthday Party

Photo: Jeff Meyer



General Servicing: Repairs, Humour, Tales & Trivia

Further Research, A Friday Story

by Mike Rooth

I believe that we as a group have recently established a lack of pattern in Land Rover owners. However, what we have not done is established what constitutes a **non**-Land Rover person. I'm sure you've all come up against the situation where you are leaning fondly against your heap, waiting for the wife to finish yet more shopping, when you are approached with "I'd like one of these, are they expensive to run?" So, like any enthusiast, trying to get as many other mug... like minded citizens into the same mess you've got yourself into, you give the guy chapter and verse, not lying, (you hope), too obviously. The next question is, "How much would I get one for". The answer to that usually causes a fade in facial colour from pink to dead white and a rapid exit. This is the bloke who thinks just because they look like run-down brick shit-houses he's going to get one for free. I mean, I know we aren't in the Rolls-Royce situation here (If you have to ask the price, you can't afford it) but there are limits.

Then, particularly if you happen to be involved with horses, you get what I call (Don't ask me why, it seemed a good idea at the time) the "Father of the Bride" type. He has a teenage daughter, a largish Vauxhall, Ford, et al, and a horse trailer. Oh, and money. He's seen all us rough types belting all over the farm in large, square, smoking objects, obviously without a care in the world. Further, he's seen us backing down onto trailers accompanied by sound effects like, "Come on there's miles yet", *Keerrrunch*, "That's too far you pillock". "Ah, stop whinging, I missed you dint I?" It all looks good to this guy, because he'd like to be one of the lads as well. What he doesn't realise is that the no-care-in-the-world-attitude, isn't that at all. It's the sheer euphoria induced by the fact that the bloody thing started at all that morning, combined with the mind numbing tension brought on by the ever mounting suspicion that it wont get you **back**...

So, at an opportune moment, you get cornered. "Are they reliable?" "Reliable? Oh ar. This ones about twenty five years old an' its still going. Reckon that's reliable don't you?" "Yes, but I mean for daily use". "Well, I use this every day. And what's more, the spares are dead cheap". At which point you rattle off a list of spares and the approximate prices. A strange change comes over him. He is slowly realising that if you've got the prices of that range of spares at your fingertips, you must have more than a passing acquaintance with them. And that wasn't what he meant by reliable. His idea of maintenance runs more to joining the Sunday morning wash and woofle brigade. What he hasn't realised, is that you know his damned daughter is going to end up driving it, and showing off into the bargain. And that however tasty her bum looks in johdpurs, she's a right

spoiled, snotty little bitch, and you aren't going to see a good old Land Rover subjected to that. What's more, you aren't going to mend it for her when she breaks it. He buys a Frontera. And wonders why it isn't the same at all. Of course there are the obvious ones. "Bloody Land Rovers" "Eh?" "Drove the effing things in the army. I 'ates 'em. Not a patch on the three ton Bedford". Then he swaggers off across the road, gets in his Japcrap, and takes off like a kangaroo on re-heat, having given you the benefit of his wisdom, totally unasked for.

Just when you think you've got it taped you get egg on your face. Mild mannered chap engages you in what you think is polite conversation. Asks you how long you've had the vehicle, whether you enjoy it, and generally cons you into truthful answers. Including drawbacks. He's such a decent sort you wouldn't want to con him, and anyway, dressed like that, well, a Land Rover would look daft on his suburban drive. A month later, there he is again, heartily waving from the cab of a beautifully maintained IIA. Ent life a bitch?

Of course this is very much incomplete research. Further contributions are welcome. However I suspect it is also research doomed never to be completed, however long the labour lasts.



Andrew Finlayson's SI, 15th Birthday Party
Photo: Jeff Meyer

Modern VIN numbers explained

by Ben Smith

A while back during the last Marlborough Forest junket, some members and I had a discussion about the first 3 characters in a VIN and how they differed. I recently decided to look all of this up and now have the definitive answer.

I had said that the first 3 characters were:

- 1 Geographic Area
- 2 Country
- 3 Manufacturer

This is ISO Standard 3780 agreed to in Feb. 1977 and revised in 1983. The first 3 characters are the "World Manufacture Identifier" (WMI) and is assigned by the US Society of Automotive Engineers. The Characters that can be used are A-H, J-N, P, R-Z, 1-9, 0. (i.e. no I, O or Q).

The Geographic areas are:

- Africa: A-H (G and H are not yet assigned)
- Asia: J-R
- Europe: S-Z
- North America: 1-5
- Oceania: 6-7
- South America: 8-0 (0 not yet assigned)

The second character is a country, but each country was given a range. i.e. the UK has SA-SM, Germany has SN-ST and WA-W0, Sweden has YS-YW, The USA has 1A-10, 4A-40 and 5A-50, Canada has 2A-0, Mexico has 3A-3W and Costa Rica has 3X-37.

The ISO standard is fairly vague on what else has to be in the

VIN. Characters occupying positions 4 through 9 of the VIN and may be used by the manufacturer to identify attributes of the vehicle. The last 8 characters of the VIN are used for the identification of a specific vehicle. The last four characters shall always be numeric.

ISO 3779 makes a provision for a code for the year in which a vehicle is built. When a manufacturer uses a year code, ISO recommends that the 10th position of the VIN is used. The same applies to the use of a factory code. When a manufacturer uses a factory or plant code, ISO recommends that the 11th position of the VIN is used.

Now in the US, the system is much more stringent, but is usually downwardly compatible with the World system. The WMI is usually the same, but in the US a Manufacturer may get multiple WMI's. In the US the first 3 characters are:

1. Country (Which implies Geographic Area)
2. Manufacturer
3. Make and type of vehicle

So whereas in Europe, all Jaguars are SAJ, all Triumphs are SAT and all Rovers are SAR, GM can have many WMIs (and does). Confusing, eh?

Oh, and all manufactures that make less than 500 cars per year, the 3rd digit is a 9. US law doesn't specify this, but convention seems to follow it. The reason I looked all of this up was an e-mail that Dixon forwarded to me from a fellow that had a Stage I, but the VIN was SAB. SAB? Well it turns out that SAB is a UK car that has been issued a new VIN.



Some Vehicles etc. For Sale received in the club mailbag. (Note: If anyone wants to sell or trade parts of vehicles, drop a line, either by post or e-mail with all the pertinent details, and they will appear here.)

1974 SIII, 88 safari Land Rover for sale. New paint, MVI March '99, winch, 15" rims, new battery, many, many new parts (some still in boxes), receipts for \$4,000, lots of spare parts (doors/rims/bonnet/seats, etc.) Daily driver-lady. \$7,000. Call Krista Simmons at 902 688-1945

Parts for sale from a '68 Series IIA: 2.25L complete engine block, no head, \$150.00. One transmission and transfer case \$250.00, front and rear drive shafts \$25.00 each, several miscellaneous parts as well as five 16 inch rims and tires \$80.00, o.b.o. Everything in excellent condition, doing an engine conversion to a small block Chevy so lots of extra parts. Contact Jason in Ottawa at (613) 832-1236 or jrockburne@hotmail.com

101 FC and powered trailer for sale. Complete bare metal strip, zinc chromate primer, and Bronze Green respray. Winch overhauled, S/S exhaust, S/S Fuel tank, New Canvas top, Range Rover High ratio xfer gears-65mph cruise, Electric rad fan, new seals everywhere-NO leaks, new seats, inertia reel belts, LOTS of spares. Legal license and title in Oregon, tags through 2000. Complete Army history documented. The truck is about 85% restored to showroom and has no faults. Ask anyone who was at the Field Leak in Portland this year, the truck is very nice. Also included, the #3 prototype Rubery-Owen powered trailer. One of only 3 known to exist, I've restored it as well. Sandblast, etch-primed, Bronze Green paint. Complete, and unduplicateable piece of Land Rover history, I'm asking \$25K or best offer, pictures can be seen at: http://www.dreamlab.cc/rovers_frames_page.html Click on the bottom link. Mike Fredette, 503-613-5212

Roller bearings - how to identify excessive wear

by Adrian Redmond

Checking the conical roller bearings of the Rover axles is easy. Wear is not a problem if it is even - that is if all sides of all roller races have been worn down by the same amount - as the bearing is conical, this wear will be "taken up" when the bearing is refitted and tightened up. What is a problem is if any individual rollers show excessive wear, uneven wear, scoring, or signs of overheating.

1. Excessive wear is wear on one roller which is more noticeable than the other rollers - the roller is "thinner" and will not bear its load - the axle - evenly - thus soon causing vibration and more wear.

2. Uneven wear is wear on one or more rollers, so that the roller circumference is no longer perfectly circular and concentric with the roller axis - in time this sort of wear will have the same effect as (1.) and the race should be replaced.

3. Scoring is fine lines in the roller surfaces - or in the mating female race which fits into the hub. Scoring can be discovered by lightly scraping the roller or race with your fingernail - if there are scores, they will soon cause 1. or 2. Scoring is usually caused by small abrasives like hard grit or metal (broken diffs?) getting between the moving parts of the race.

4. The bearings work because they allow two parts to move against each other by rolling instead of dragging. The less friction, the less wear. Oil or grease, depending on the place they are used and your particular lubrication philosophy, have the effect of reducing friction, and therefore reducing heat. If a bearing is dry and clean, it will still work, but if it is dry and dirty - which is usually the case with older bearings which lack lubrication, the friction will increase and the bearing will heat up. Repeated heating and cooling will anneal or soften the metal, allowing friction, grit or uneven wear to incur more damage. Therefore do not reuse a bearing which shows signs of overheating. Bearing steel will usually turn bluish when heated, so this is the sign to look for.

My recipe for servicing and checking bearings is as follows -

- Remove the bearings and wipe excess grease, oil, dirt off.

- Soak the bearing in petrol to dissolve all grease. (Alternatively use oil remover)

- Wash the bearing in petrol several times to ensure that all grease is removed (alternatively use oil remover and hot water)

- Wash the bearing with hot water - preferably at high pressure Blow the bearing dry with compressed air

- Clean and polish the bearing with a rag, carefully inspecting all moving Parts Dry the bearing thoroughly - for instance with a hair dryer, heater-blower or oven to remove moisture

- Lightly oil the bearing with machine oil and store in a sealed plastic bag, remove all excess air from the bag before sealing

When refitting, wipe the light oil off as best as you can repack the bearing with grease or oil according to taste fit the bearing into the hub pack no more than 75% with grease (if you are of the greasy persuasion) tighten and drive....

Most bearings, especially original Timkin (British) or SKW (Swedish) will last practically for ever if looked after. The Rover in my humble opinion is comfortably over dimensioned on this point, which makes it a sturdy roller. Therefore good maintenance, and thorough inspection and cleaning will save you insert the currency of your choice here.

Usual disclaimers, good luck...

Some bearing numbers:

Hub, inner K 359S / K 354X (FAG) or Land-Rover part number 217269
Hub, outer K 11162 / K 11300 (FAG) or Land-Rover part number 217270



Dave Scheit and Ranger Al Richer perform some light maintenance on Dave's SIA. 15th Birthday Party.

Photo: Jeff Meyer

Towing Misery...

Story by David Russell

Photos by Spencer Morcross

This story begins with the purchase of my 109 Diesel, last January. Bill Adams, Spenny, the Browndog and I drove out with a tow dolly and my Disco to pick it up.

Bill and I attempted without luck to start the 109. We rolled it down the hill it was parked on and part way up the tow dolly, pushing it the last little bit. (mental note: need rear winch on Disco) We started off. After a few feet, I noticed that it was awfully difficult going—a quick check in the rear-view mirror revealed the rear wheels weren't rolling, just dragging.

We all pile out of the Disco, check the handbrake; off, transmission; neutral, transfer case; neutral—everything seems in order. Back in the truck and we're off, take number two.

Nope, still dragging. We were prepared for this. Bill and I crawled under the 109 and disconnected the rear driveshaft. Spenny stays topside offering helpful, encouraging comments such as: "Isn't the ground wet?" and "Boy, it really looks oily under there."

Take three, we're off. For the moment...

We were about 20 miles from the highway. I'd guess it was about halfway to the highway when we came to a side road, and off the side of the side road was a 15 foot cliff. At the bottom of the cliff was another pile of garbage... oops, wrong story.

We approached a "stepped" hill. (slight hill, levels out, steep hill) Down the first part and I decided to check my mirror. There was no motion, no noise, no reason—I just decided to check my mirror. The first thing I saw was **not** the truck. I saw **a wheel. A wheel trying to pass us.** A left rear wheel, as a closer look at the truck would show. "Oh s--t," and I jammed on the brakes. Fortunately, we stopped quickly and without incident.

The wheel passed us—and so did three cars.

We watched the wheel accelerate down the steeper portion of the hill, followed by three cars. The wheel bounced across the double-yellow and off the road, the three cars accelerate, passing the wheel. However, on both sides of the road the



The scene of the first incident..



the final resting place of the roof...

ground slopes up, forming a trough. So, instead of bouncing harmlessly off the road and into the woods, the wheel rolls along the embankment and heads back into the road.

Three sets of brake lights go on.

The wheel again crosses the double-yellow and this time heads up the embankment on the other side, this time making it over the top, running through the trees, not hitting a single one. I'd say that was remarkable, but the fact that the wheel came back out of the trees, down the slope and back onto the road a second time was the truly remarkable part.

Fortunately, the wheel was running out of hill. It finally wedged itself between the ground and a conveniently placed guard-rail.

By this time, we thought it all was pretty funny.

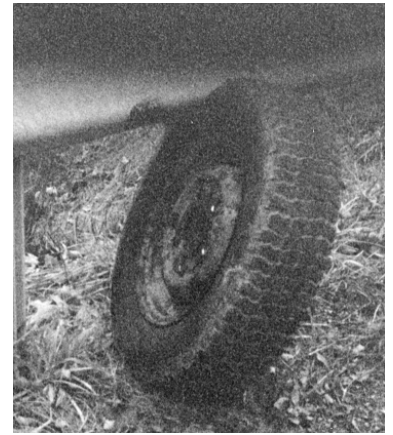
With the truck I had also purchased some spare wheels so we put one on and drove down to retrieve our runaway wheel. We checked all the important (or so we thought) bolts and were off again.

As a precautionary measure we stopped several more times, each time looking the truck over. We made it without incident to the entrance to I-95. The only remaining obstacle was the Harbor Tunnel running under Baltimore Harbor. It'd be really,

really bad to have a problem in the tunnel.

Fortunately, God/Budha/Mohammed/the fates has a sense of humor. We made it all the way through the tunnel....

We exited the tunnel and cleared the tolls. A wave of relief washed over me as I realized that we were close enough to home that any further mishaps could be dealt with easily before dark.



The wheel wedged into the guard-rail.

The Harbor Tunnel access road is flat and relatively free of traffic, so we were easily travelling 50-55 MPH, if not faster. I don't remember what Spenny said, [My exact words were: "David, **STOP!**" emphasis **not** added. — Spenny] he was in the back, but when I looked in the rear-view mirror (now becoming quite the experience), all I saw was the pickup cab of the 109... *completely airborne.*

We were pretty damn lucky no one was under it when it landed. In addition to flying 15-20 feet in the air, it must've skidded upon landing because there are some beautiful marks on it. As we walked back to retrieve the top, I said to Spenny, "You know, I bet the glass didn't even break." I was right.

We made it home safely and thankfully without incident after that. By Super Bowl Sunday, I had it running again. Things occasionally come undone (front driveshaft), as I have come to expect, but I imagine that I'll eventually re-tighten every-thing.



The scene of the second incident..

Vehicle Firefighting

[Reprinted from the *Obsession, Land Rover Register of South Australia, October 1998*]

A vehicle fire can be caused by a fuel leak, an electrical short, careless handling of fire, camp stoves, or smoking products around a vehicle, hot exhaust systems that ignite vegetation, or collision (less than one half of one percent of collisions cause a fire). Once a fire starts, it can destroy a vehicle very quickly if a fire extinguisher and the ability to use one is not available. Below is an outline on vehicle fire fighting.

Before you have a fire: Install a multipurpose fire extinguisher in your vehicle. Mount it in a place that is easily accessible and know how to use it. Carry a pair of leather gloves so that you can slowly open the engine compartment without burning your hands. Carry a shovel to put out campfires and small grass or brush fires (The shovel also helps to extract yourself from muddy areas)

Vehicle fire fighting: Fire fighting begins by using your senses. The senses of smell and sight tell you that something is burning. Smell can also tell you if gasoline is leaking. Sound can tell you that there is a problem. Touch will tell you where the heat is located. Pay attention to your senses and react quickly. Your best chance of putting out a fire is when it is small.

Remember, do not endanger yourself. Your safety is worth more than your vehicle. Once you have located the fire you should get your fire extinguisher, aim it at the base of the flames, and chase the flames sweeping the extinguisher from

side to side. Do not completely empty the extinguisher (it will empty very quickly) if you do not have to. The fire may start a second time. Remember to stand upwind of the smoke and do not breathe the fumes. (Modern vehicles contain many plastic parts that produce harmful fumes when they burn.) The extinguishers gases can also be harmful.

If the fire is in the engine compartment; put on your gloves and slowly open the hood, just enough, to discharge the extinguisher at the flames. If you open the hood all the way quickly or the doors of an interior fire, the sudden rush of air will feed the flames and they will flare up. A blanket or coat can be used to smother or beat out small fires. Shoveling dirt onto the flames can accomplish the same thing. Take the same precautions as above. If the fire gets out of control, your only recourse is to get professional help. Beware, burning fuel tanks and tires can explode violently.

Once the Fire is out: Make sure it is dead out. Electrical fires will need the source of electricity cut off. This means disconnecting the ground cable (Positive on pre-1969 Land Rovers, negative on post 1968 Land Rovers). Cutting it is usually the fastest way. This will also shut off fuel pumps, mechanical and electric. A pump pushing fuel into a fire is a disaster. When handling burned automotive parts wear gloves, heavy rubber gloves are the best. Many of the burned plastics and rubbers are very dangerous to your skin.

AN INDEX TO 1998 NEWSLETTER ARTICLES

101 Production Trivia	Aug, p 7
A Friday Story (Mike Rooth)	Mar p 8-9
A Friday Story, A Village Garage (Mike Rooth)	Apr, p 7-8
A Friday Story, May (Mike Rooth)	May, p 14
A Friday Story, The dangers of gardening season (Mike Rooth)	June, p 14
A Friday Story, Exhausted (Mike Rooth)	July, p 14-15
A Friday Story, a rolling road block (Mike Rooth)	Aug, p 10-11
A Friday Story, a Proper Job (Mike Rooth)	Dec, p 16-17
A Friday Story, Bolts for Brains (Mike Rooth)	Nov, p 16-17
A Man and his Mog (Shannon Lee Mannion)	Dec, p 14-15
A Night To Remember (Dave Bobeck)	Oct, p 10-13
Advertising - Series I - The LR with the Bullows Air Compressor	Feb., pg. 12
Advertising - Series II - Game for anything	Mar. Pg. 12
Advertising - Series IIA - The Roadless 109 (Roadless Traction Ltd.)	Apr. pg. 12
Advertising - Series IIA - Go-anywhere in this new 12 seater Land-Rover	May. Pg. 16
Advertising - Series IIA - The Land-Rover puts on Canadian armour (Alcan Aluminium)	June, pg. 16
Advertising - Series IIA - the Land-Rover Dormobile Caravan (Martin Walker Ltd.)	Aug. pg. 16
Advertising - Series IIA - Another new Land-Rover joins the range (the IIA F.C.)	Sept. pg. 16
Advertising - Series IIA - For every kind of job there's a made to measure Land-Rover	Oct. pg. 20
Advertising - Series I - Always on the go...	Nov. pg. 20
Advertising - Series I - All weather equipment...	Dec. pg. 20

Alternate Parts, generic thermostat (Bill Leacock)	Mar, p 6
Alternate Parts, pressurised hypoid filler (Dale Desprey)	June, p 4
Alternate Parts, piston rings (Alan Richer)	July, p 11
Alternate Parts, softtop window cleaning	Aug, p 6
Alternate Parts, filters (Sandy Grice)	Sept, p 6
An Update, progress on a Series III (Dave Bobeck)	Jan, p 13-14
An Update, More Dave Stories (Dave Bobeck)	Feb, p 9
An Update, A very strange day indeed, or how to not go off-roading... (Dave Bobeck)	May, p 12-14
Anatomy of Getting Stuck (Eric Zipkin)	July, p 13
Anatomy of getting unstuck (Ben Smith)	Nov, p 19
Annual General Meeting, a report	Jan, p3
Another Roof bites the dust	Sept, p 5
Anti-Faq - A loud whiney sounds from the passenger seat area	June, p 12
Anti-Faq - How many LR Owners does it take to change a lightbulb	July, p 11
Anti-Faq - Differences between LHD and RHD vehicles	Aug, p 6
Anti-Faq - New Land Rover Tires Available, Magma-Hydro	Oct, p 9
Anti-Faq - Do Land-Rovers Float	Nov, p 12
Anti-Faq - can they roll over and play dead?	Dec, p 13
Aussie Army Land Rover Testing	Dec, p 11
Big Green Beastie, a contest (Russell Dushin)	Oct, p 6
Birthday Party, a report	July, p 3-5
Birthday Party, the RTV (Bill Caloccia)	July, p 4
Breathers in a nutshell (Alan Richer)	Oct, p 8
British Invasion at Stowe, a report	Oct, p 3-4
Christmas Party, a report	Dec, p 3-5
Christmas Party Awards, a description	Nov, p 6-7
Clutch Replacement, a different view (Ted Rose)	June, p 12-13
Collingwood Off-road, a report (Ian Harper)	Nov, p 4
Cover Photos	
Murray Jackson's lightweight, 13th Birthday Party (Jeff Meyer)	January
Jay Wood's snow covered 109 (Andrew Finlayson)	February
Keith Elliot's SII and Andrew Finlayson's 80 (Dixon Kenner)	March
Quintin Aspin at the Mid-Atlantic Rally (Dave Bobeck)	April
Eric Zipkin's 109 as seen from Andrew Finlayson's 80 (Spencer Norcross)	May
Fred seems to be a little stuck in LaRose Forest (Dixon Kenner)	June
The Heavy off-road, 15th Birthday Party (Bill Rice)	July
Eric Zipkin lead the way, light off-road, the Birthday Party (Spencer Norcross)	August
D'jà vu? The Gin Palace towed out by Andrew's 80 (Dixon Kenner)	September
Is that Ted Rose stuck? (Christine Rose)	October
Ben Smith and co-pilot John Hong on the Birthday Party RTV (Dave Bobeck)	November
Mud covered D90 wheel (Jeff Meyer)	November
Crossword Puzzle 1 (Murray Jackson)	Jan, P 11
Crossword Puzzle 2 (Murray Jackson)	Apr, p 10
Crossword Puzzle 3 (Murray Jackson)	Aug, p 8-9
Cylinder Head Information (Hank Rutherford)	Nov, p 10
Downeast Rally, a report	July, p 6-7
Dr. Drip returns (John Hong)	Apr, p 9
Dr. Drip goes to England (John Hong)	Aug, p 11-12
Dr. Drip gets new toys	Sept, p 4
Dr. Drip's Desert Recce (John Hong)	Oct. p 18
Dr. Science on Headlamps and the Speed of light	Nov, p 11
EPA Report (Dale Desprey)	Sept, p 4
Fetching a Land-Rover (Martin Bagshaw)	Dec, p 8
Finances - OVL R Operations P&L Statement	Jan, p 7

Finances - OVLR Balance sheet	Sept, p 5
Finances - ANARC Income/Expense statement (Canada)	Nov, p 11
Frame Oiler, a report	Nov, p 5
Greek Peak, a report	Aug, p 3
Greek Peak Rally - RTV results	Aug, p 14-15
Hard top Rubber washer fun (Bill Maloney)	Nov, p 18
History of Land Rover, another view (Clive Blakeley)	Sept, p 9
Horsepower, A history (Steve Denis)	Sept, p 14-15
How Guinness in a tin works	Dec, p 18
Journal Entry 3: Doing the Bulkhead Strip (Alan Richer)	Feb, p 8-9
Journal Entry 4: Little Things and Winter's Blues (Alan Richer)	Mar, P 7-8
Know the Ropes (Sandy Grice)	Nov, p 15
Land-Rover, A glimpse into the Future	Apr, P 11
Land-Rover magazines, a subscription and newstand price comparison	Dec, p 12
LaRose Forest outing, a report	Sept, p 3
License Fees (Ontario) (Ray Spencer)	Dec, p 17
Maple Syrup Rally report	May, p 3
Marleborough Forest off-road, a report	Nov, p 3
Membership list (complete)	January
Membership list (e-mail addresses)	March
Membership list (complete)	November
Ode to the Distance Piece (Dave Bobeck)	Dec, p 19
Ode to the High Lift (Bill Rice)	Dec, p 10
One BP equals one alternator failure and replacement (Eric Zipkin)	July, p 12-14
OVLR Awards - past winners	Jan, p 4
OVLR By-Law Changes	Dec, p 6-7
OVLR on Film (Bill Maloney)	June, p 7
Overdrives discontinued by Superwinch	Oct, p 8
Pacific Northwest Challenge, a report (Ben Smith)	June, p 6
Prince of Darkness Defended (Alan Richer)	Nov, p 15-16
Rebuilds & Repairs - Alan Richer (Churchill)	Jan, p 6
Rebuilds & Repairs - Alan Richer (Churchill & lemon pledge)	Mar, p 5
Rebuilds & Repairs - Alan Richer (Churchill)	Dec, p 10
Rebuilds & Repairs - Alan Richer (Lucy the Range Rover)	Nov, p 7-8
Rebuilds & Repairs - Alan Richer (Lucy the Range Rover)	Dec, p 11
Rebuilds & Repairs - Ben Smith (Dora)	Apr, p 5
Rebuilds & Repairs - Bill Rice (Mrs. Merdle)	Jan, p 6
Rebuilds & Repairs - Bill Rice (Mrs. Merdle)	Nov, p 9
Rebuilds & Repairs - Dale Desprey (Gin Palace)	Sept, p 5
Rebuilds & Repairs - David Place	Feb, p 5
Rebuilds & Repairs - Dixon Kenner (Big green beastie by Dale)	Jan, p 5
Rebuilds & Repairs - Eric Zipkin	July, p 7
Rebuilds & Repairs - Franz Parsefall (Brumml)	Mar, p 4
Rebuilds & Repairs - Fred Dushin	Dec, p 9
Rebuilds & Repairs - Jeff Berg	May, p 4
Rebuilds & Repairs - Jeff Berg (by Eric Riston)	June, p 7
Rebuilds & Repairs - Harry Bligh	June, p 5
Rebuilds & Repairs - Keith Elliot	Feb, p 5
Rebuilds & Repairs - Keith Elliot	Mar, p 4
Rebuilds & Repairs - Neil Brewer	Dec, p 9
Rebuilds & Repairs - Spencer Norcross (by Dave Bobeck)	May, p 5
Rebuilds & Repairs - Ted Rose	Apr, p 4
Rescuing Discos (Dixon Kenner)	Jan, p 10
Returning the Favour (Bill Maloney)	Sept, p 10-11

SCOT: Stupid Current Owner Trick (Ben Smith)	Jan, p 12
SeaRover Files, Top Secret Team Daphne Research (Spencer Norcross)	Nov, p 13
Sealing Revisited (Alan Richer)	Apr, p 8
Six thousand miles in three weeks (Bill Rice)	Sept, p 8-9
Sodbury Sort-out (Peter Scales)	Jan, p 12-13
Something borrowed, something blue, getting married in the Land Rover with you (Shannon Lee Manion)	Sept, p 13
Some common Military Series III Complaints (Roy Parsons)	Nov, p 14-15
Stopping Nuts from moving (Mike Rooth)	Jan, p 10
Team Daphne News (Dave Lowe)	Apr, p 5
Team Daphne News (Anon)	Oct, p 6
Team Daphne, a secret report (Anon)	Dec, p 9
Ten best tools of all time, an addendum (Dick Joltes)	Sept, p 12
The Land Time Forgot (Mike Loiodice)	Oct, p 19
Three Days of Angst (Jon Humphrey)	May, p 11-12
There again and Back Again (Ben Smith)	Oct, p 14-17
Timing Chain and Gears for Rover V8's (David Huddleson)	June, p 13
Tooltorial, A simple Land-Rover Bushing Replacement Tool (Alan Richer)	Jan, p 12
Toy Land Rovers, a partial list, Part One Benbros (Dixon Kenner)	Jan, p 11
Toy Land Rovers, a partial list, Part Two Budgie Toys (Dixon Kenner)	Jan, p 11)
Toy Land Rovers, a partial list, Part Three Corgi Toys single toys (Dixon Kenner)	May, p 15
Toy Land Rovers, a partial list, Part Four Corgi Toys, Husky & Corgi Jr. (Dixon Kenner)	June, p 14
Toy Land Rovers, a partial list, Part five Dinky Toys (Dixon Kenner)	Sept, p 11-12
Toy Land Rovers, a partial list, Part six Matchbox Toys 1:75 (Dixon Kenner)	Nov, p 18
Toy Land Rovers, a partial list, Part seven - Matchbox Toys - Superfast (Dixon Kenner)	Dec, p 19
Unbelievable, a trip with Bill Calocchia	Oct, p 7
Who put the Romp (A Maine Winter Romp report) (Jeff Berg)	Mar, p 9-10

Non OVLN News and Events

- Jan, p 8-10
- Feb, p 6
- Mar, p 4-7
- Apr, p 6
- May, p 6-7
- June, p 11-12
- July, p 10-11
- Aug, p 6-7
- Sept, p 6-7
- Oct, p 8-9
- Nov, p 10-13
- Dec, p 11-13

OVLN News, rumours, trivia etc.

- Jan, p 4-7
- Feb, p 4-5
- Apr, p 3-5
- May, p 4-5
- June, p 4-10
- July, p 5-9
- Aug, p 4-5
- Sept 4-5
- Oct, p 5-8
- Nov, p 6-9
- Dec, p 6-10



*Dave Bobeck's SIII getting a little help. 15th Birthday Party, heavy off-road
Photo: Jeff Meyer*

VERSATILITY=LAND-ROVER



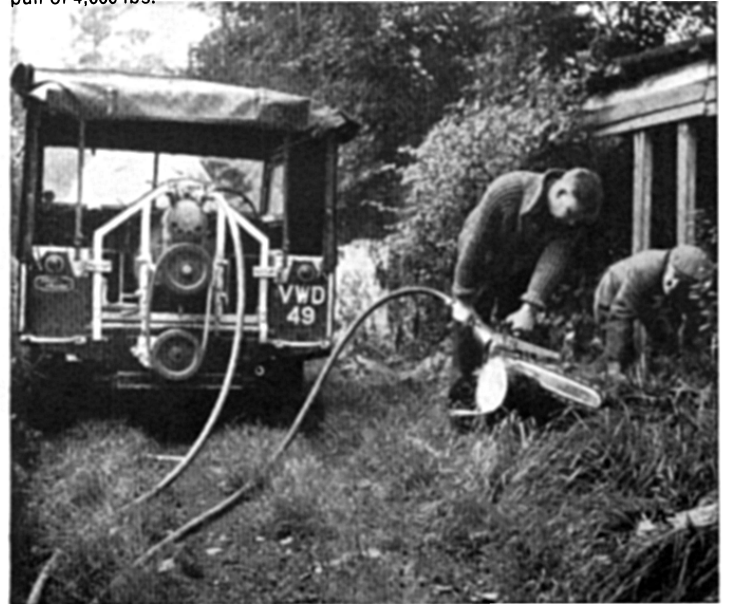
4-wheel drive shepherd. That long climb to round up the sheep for market would have had to be done on foot without the Land-Rover.



Load-hauler. A regular Land-Rover makes light work of a heavy load. With its powerful 2½ litre engine (Petrol or Diesel) the vehicle has a drawbar pull of 4,000 lbs.



The cattle's mobile canteen. A long Land-Rover with truck cab is loaded with fodder. Soon it will be down the lane, through the water-splash and up the hill-side, surrounded by a ruminative, munching herd.



Power plant. When fitted with centre or rear power take-off, the Land-Rover can operate all kinds of specialised equipment—in this case a compressor and pneumatic chain saw.

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