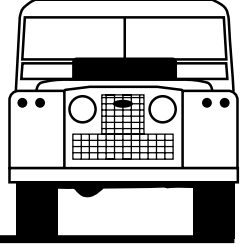


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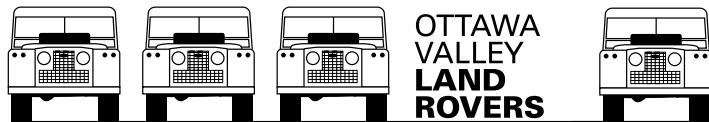


15 June 1999

www.ovlr.org

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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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FRS (*Talkabout*) Channel 1

Shortwave: 14.160Mhz

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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

“How many Rovers should a one have? Four is not too many. Everyone should have at least two, and if you have more, you are making up for slackers like Dale who desires a second, but alas, only has the Gin Palace...”

— Anon

Greetings;

Two events this past month, one in Ottawa, the other in Montreal. Shannon Lee Manion writes about the first, while Andrew Taylor writes about the British Car show in Beaconsfield

Shannon writes: It was a clear case of triage. Martin Rothman's Series 1 was called to the rescue. The area was fraught with danger, littered with cars of unknown vintage and design. Axle-deep in the swamp, there were alligators to the right, crocodiles to the left, as the heavy metal all around started to sink into the ooze. (Oh no! Knuckles to the mouth in an attitude of panic and fear!) Who to save? Christian Szpilfogel's Series III, of course. It was up on a ramp for access to repairs and there was somebody (we're not sure who) tucked underneath who seemed to be making good on said repairs, and in a thrice, the hapless truck was ready to be yanked to safety.

Meanwhile, on the alert a few blocks away, Lynda and Richard Wegner in their IIA and Gordon Bernius in his Series II, were bivouacked at Station York. Gordon, replete in safari outfit, had the bed made up in the back of his truck and was prepared for a long siege. Fortunately, for the Wegner family and Gord, there were PX outfits surrounding their station and supplies were not a problem.

Back at the swamp, not to be daunted, Martin had strung a bright blue tow line between the two vehicles and with daring, do, and much huffing and puffing, yes I can, yes I can, he heroically pulled Christian from what would have most certainly been a muddy demise. Oh the relief!

This is how the story might have unfolded had it not been for the fact that these four OVL R members were not in the least imperiled. Instead, they were parked in a glamorous setting as they participated in the annual Byward Market Auto Classic. Martin and Christian had graciously consented to be part of the “Tribute to

British Vehicles,” in front of the National Gallery of Canada, a stone's throw from our Prime Minister's residence on Sussex Drive in downtown Ottawa.

They were participating in a lavish display that included several Rolls-Royces, an Alvis, a Marcos, a DeLorean, a Morris Minor, a Morgan or two, a couple Austin-Healeys, an MG-TD, several Triumphs and a TVR. Alas, the Lotus and Bentley scheduled to be on hand were reported AWOL. The Land-Rovers, were without a word of a lie, crowd favourites.

The other two Land-Rovers were located in another section of the Byward Market, guests who joined in the merriment in an area that featured Volkswagens, Triumphs, MGBs, the odd Corvette and street rods. Needless to say, they fit right in.

It is hoped that next year, if OVL R trucks can really be pried from their mud holes, there will be an entire section devoted to the wide variety of club vehicles.

Think about it. When else can one actually find parking in the Market, have so much fun, and get a free lunch!



Gordon Bernius' IIA at the 15th Annual Byward Market Auto Classic
Photo: Shannon Lee Mannion

Martin Rothman & Christian Szpilfogel have some fun at the 15th Annual Byward Market Auto Classic, the car in the foreground is 1953 Alvis owned by Lorne Plunkett
Photo: Shannon Lee Mannion

This Month's Cover:

Upcoming Events

in the next month or so...

June 18-20	Sixteenth Birthday Party, Silver Lake, Ontario
June 21	Social at the Prescott Hotel, Preston Street, Ottawa, 7 PM
June 26-27	DownEast Rally, Camden-Lincolntonville, Maine (Info, 800-213-8142)
June 27	Sporting Classics Sportscar Show Richmond Fair Grounds (Info, Steve Bourne 613-253-0739)
June 27	British Car Day, Bowie Maryland (700 plus cars, 30-40 Land Rovers)
Early July	OVLRL, The Breakfast
July 6	Executive meeting, Rose Residence, BBQ-Haven, 7 PM

future events:

(Dates & times subject to change)

July 16-18	First Baby Camel Cup, New York LRC's RTV and Campout, Pine Barrens, NJ (Info, 516-271-4808)
July 20	Social at the Prescott Hotel, Preston Street, Ottawa, 7 PM
August 2	Executive meeting, Phone Andrew Finlayson for details.
August 16	Social at the Prescott Hotel, Preston Street, Ottawa, 7 PM
December 11	Christmas Party
August	R.O.V.E.R.S. Annual Club Picnic Batsto Village, NJ (Info, 908-537-4247)
Sept 17-19	British Invasion Stowe, VT. A not to be missed event!
August 6-8	Downeast Land Rover Club Township 39 Gathering (Info, 207-947-2114)
October 1-3	ROAV Mid-Atlantic Rally

Andrew writes: Last weekend was the first annual British Car show at Beaconsfield Quebec. Hosted by the Jaguar Club of Montreal, it drew in a large number of British cars from the Montreal environs. There were about 100 cars in attendance. Ranging from Morgans to Rolls Royce, to Minis and Land Rovers. The weather was picture perfect. Sunny and warm. The local even fit right in. Right on the lakefront!

Four series Land Rovers made it to the show. One was even trailered in. This was a 109 station wagon with a Ford 302 conversion brought down from La Tuc by Michel Bertrand behind his ex-RCMP Surburban. Michel spent hours trailering it down. The first twenty kilometres (twelve miles) took more than three hours to cover. Michel has a knack of finding Land Rovers in remote spots. Despite the engine swap, the vehicle was in an all original "find" condition. The interior looked as if most of Quebec's wildlife had been living in there. The paint was bubbling and peeling off... Michel entered it in the "other" category in the end for prizes. It did get a lot of viewing, though I don't think it won a prize.

The even was well done with lots of people checking out the vehicles. My Land Rover went well. I was very impressed with its first big trip (fifty kilometres after a complete rebuild). Only a few oil leaks (what's new) and more importantly, nothing fell off. So, it's Silver Lake here I come! See you there...



Kevin Willey waits on the light off-road; 15th Birthday Party.
Photo: Martin Rothman

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

🚗 A note from the editor: Hurrah! I got this newsletter done. Working is such a distraction! It keeps one away from the useful things, like Land Rovers. And we will not discuss the tuning or the colour of my 109. Ted is to blame (as always!)

🚗 Benjamin Smith sends us an update on his continuing 101 saga:

It was a heck of a weekend. I got up Friday at 6:00 AM and was on the road by 6:30 AM. A quick little 350 mile drive down the Pasadena. I looked at a place and tossed my application into the pile. The off to British Pacific for 30 minutes getting an



*A few photos of Bens' new terrible twosome
Photos: Ben Smith*

ignition switch for the 101 and a blank SIIA 109 number plate. I left BP and headed up to Angels Camp, CA to pick up a trailer from Eric Cope and continued North. I slept in the rest area near Dunnigan, CA. Total miles for Friday was about 800.

Saturday I got up at 6:30 AM and continued up to Seattle—it's about 750 miles and I got to Gregg's place around 7:30 PM. There I replaced the tubes in the 2 flat tyres—one of which held air. It was then that I realized that the steering box was dead. Gregg was having a hard time too, the closest that he could get the running 101 to the trailer was more than 6 feet away. It was also a really bad angle for a pull, so I had to use a come-along to inch the 101 up the rather steep ramp while dragging the flat rear wheel. We ended up having to lift the front end up with a jack to get it up the ramp. The trailer is completely flat and only 2 inches wider than the 101! The same had to be done with the rear end. Every 6 inches I had to lift the front so that I could re-aim the tyres. It was 11:30 PM before I had the damn thing loaded.

I stayed at friend's house who had other friends over. We talked until about 3:00 AM when I crashed. I wasn't on the road Sunday until about 3:00 PM. I made it as far as Grant's Pass in Southern Oregon.

Monday, I was up again at 6:30 AM and drove until about 4:00 PM when I got home. All told it was about 2400 miles in 4 days, 850 of which towing a 101.

Now the good news is that this engine is *not* siezed! **Wooahoo!** And I dug down to the chassis number. 95900190A which makes it a 12 volt, LHD 1976 model.


Here's the interesting bit. In addition to the Union Jack flag stickers on it under a layer of camo paint there are a number of "21/4" stickers—white letters on a black background. I'm not sure what they are for yet. Possibly a unit number? In the US we designate units as 1/75 for the 1st Battalion, 75th Infantry Regiment. I wonder if the Brits number things the other way. If they did the 101 might have an interesting history. The 21st Regiment "Artists Rifles" is one of the Territorial Army SAS Regiments (along with the 23rd).

Now that everything is in one place, (and I'm about to move) here's how everything stands:

'73 101: Rusty frame, seized engine, no PTO cover plate on the back of the Tbox, hydraulics all shot, body straight.

'76 101: No rust on frame, but it is bent, engine not seized, no bottom plate to the Tbox., hydraulics all shot, body bent, no windscreen, steering box broken.

So, the current plan is to swap engines and get the '73 running and restore the '76 first.

 Christian sends us this warning note: I want to remind everybody of the auction this year and to come prepared with some extra money. The reminder is for two reasons. The first is that we have a lot of new members who probably don't know about the auction, and the second reason is that we have a large item of donation for which I want to make sure people are prepared. Wise Owl innovation Inc. of Vancouver B.C. are donating (for auction) a complete set of Rocky Mountain Parabolic Springs for a SWB

Many thanks to our confirmed sponsors (*in alphabetical order*):

Atlantic British, 1-800-533-2210

British Bulldog Spares Ltd, 1-508-646-9230

Guinness Import Ltd.

LRO Shop, 1-888-LRO-SHOP

Miniman Motors Limited 1-613-836-4283

Rovers North, 1-802-879-0032

Westboro Land-Rover, 1-613-728-5813

Wise Owl Innovation Inc., 1-604-921-7277


We should be adding more sponsors as the BP draws nearer.




Most of the participants in the heavy off-road; 15th Birthday Party.

Left to right François Juneau's German made 101, Brett Storey, Dave Lowe's Lightweight, Russell Dushin's S11, Tom Tollefson's 101, Roy Bailie's S111, with bonnet up; Mark Newman's IIA, closest, Dave Bobeck's S111

Photo: Martin Rothman

 John Hong writes: LRM news flash! Just back from the Trek 99 competition—the team of Brian Adams, David Croot and Paul Zeman from Land Rover North Point, the Alpharetta, Georgia, dealership won. This wasn't a Sunday romp in the park. There were some intense and aerobic activities. The hot Land Rover, North America news is that Charles Hughes is retiring as President after 13 years and that Howard Mosher, Executive VP, Operations, is replacing him. More details next Month!

 A note from Dave Lowe: Well the 101 engine is back in the space between the front seats. Brett's total rebuild went OK if taking a lot longer than thought. Anybody doing anything silly? I'll never tell. Anything transpire on that tire possibility? I need some assistance to get a part from Rovers North and thought if there is someone coming up to Silver Lake and passing

through they could pick it up for me. It is a used real cross member for the Rangie I bought from Lanny. Any one coming this way? It is pissing down raining outside but I will have to get into the back of the 101 to finish hooking it up

🚗 Yet another mailing list for those on the Internet. Perusing through the database of club members one day at an Executive meeting I got to counting some of the vehicles types in

the club. Well seven 101's wasn't that much, as it is roughly what we thought. However, eighteen Series One 80 inches was a bit more surprising (and about 60% of people bother to put what vehicles they do own down...) So a few of us have started a mailing list, appropriately called 80inch@fourfold.org to discuss some of the factors relating just to 80 inch vehicles. To be added to the list send a message to dkenner@fourfold

Some Non-OVLR News & Rumours

📧 Newsletters Received this month include The Solihull Society Magazine (SS, vol. 10, No. 3 May/June 99) and The Review, (Land Rover Owners Club of Victoria, Oz, March 99)

🚗 Alternative insect repellents: Use citronella oil insect repellents. Burn citronella candles or oil at outside gatherings. While not proven, some people find that mosquitoes find them less attractive if they take B vitamins. Don't wear any strong smelling products like lotions, deodorants, hair spray, sun tan oils. They attract mosquitoes. The more-toxic mosquito repellent should be applied to clothing, not to skin. (Test fabric first to see if it will stain.) Also, Yellow porch lights don't attract flying insects, really!

🚗 Thoughts on brush painting from Mike Rooth - You lot paint a Rolls Royce with a brush. I've seen it. It can work just as well as spray. Its called *coach* painting. HM's coaches are

done that way. It's actually *much better* than spray, because you get a deeper coat on. Synthetic enamel can be brushed, it's what I used. However, I wouldn't claim to be a coach painter by a long shot, any more than I'd dream of painting anything other than a Land Rover that way. Point about it is you don't spend hours faffing about masking off everything in sight, including next door's cat. Downside is you don't get Genuine Parts runs in the paint either. They used to brush paint locomotives. The Derby spec went something like: **Ten coats lead based primer, rubbed down flat between coats. Five coats gloss chocolate brown, rubbed down flat between coats. Ten coats Midland Railway Maroon rubbed down flat between coats. Four coats best Copal Varnish etc. etc.** Then when the final coat was hard, they'd *polish* the damned thing with tallow. Leaves Al Richer's Lemon Pledge faint but pursuing, don't it?



Dave Scheidt gets a tow from Quintin Aspin, heavy off-road; 15th Birthday Party.
Photo: Martin Rothman

More Land Rover Corporate sales data:

World Wide sales 1998:	151,500
World Wide sales Jan-Apr 1999:	56,633
UK LR sales 1997:	35,264
1998:	44,581
Overall LR Production 1997:	127,890
1998:	168,950

In 1998 19,000 Freelander were sold.

And some Land Rover production data:

According to Automotive Industries, The 1996 Solihull plant capacity is 140,000 units per year

Production:	1995	1996	1997 (est)
Defender 90	12,458	12,220	35,500 (Total Defender)
Defender 110	10,192	10,041	
RR, Mk II	25,439	32,134	30,500
RR Mk I/Disco	74,178	66,489	63,000
Freelander			6,400
		Total	135,400

(Rover Group claims 127,890)

Some Information on the Downeast Rally:

The 1999 Downeast Rally will be held June 25-27, at the Old Massachusetts Homestead in Lincolnville Beach, Maine.

The Old Massachusetts Homestead Campground is home to the annual Downeast Land Rover Rally, the longest running Land Rover rally in the US. The Downeast still draws an enthu-

siastic crowd that head down to the Old Massachusetts Homestead in Lincolnville Beach, Maine each year for a weekend of camaraderie. This year the off road course will be open for a day of technical driving on Saturday the 26th along with a swap-n-sell later in the day, both on site. There are many other activities such as day sailing on a windjammer out of Camden Harbor or sea kayaking from Ducktrap Harbor just a mile from the campground. Lots of seafood restaurants on the ocean at Lincolnville Beach, just 2 miles from the campground. A state park that abuts the campground offers lots of hiking and nature trails and several small towns nearby offer a wide variety of shopping and antique shops. The Owls Head Transportation Museum has a sentimental journey and airshow the same weekend. *(Don't forget to have some of my friend Andy's (Andrew's Brewing Co.) excellent ale. — Spenny)*

Camping is on site and regular camping fees apply \$20.00 for a family of four, two adults and two children. Additional adults \$5.00 limit of four per site please. Water and electric are an additional \$3.00. Rally fees \$10.00 per adult. The campground was chosen by the Downeast Rally organizer for its exceptional cleanliness, its park like setting among the tall Maine pines, and its peace and quiet.

Campsites are still available, although the cottages are filled. The Downeast Rally is a friendly, family-oriented weekend

Call 800-213-8142 for more information.



The 15th Birthday Party Site.
Photo: Martin Rothman

General Servicing: Repairs, Humour, Tales & Trivia

Buggerbuggerbugger, A Friday Story

by Mike Rooth

“Miiiiike!” Oh no. I *hate* it when she does that. It usually means there’s something to do I don’t want to do. Just at that time I wanted a nice long soak in the tub. “Wot?”. “I think I’ve got a pidgeon up the kitchen chimney”.

There followed a short, but weighty, silence. I refrained from asking her why one would put a pidgeon up any chimney let alone the kitchen one. And why a pidgeon? Of course, the terminology was wrong. She thought she’d got a pidgeon *down* the kitchen chimney.

We’d got back from the farm on Saturday evening to find the cooker covered in chimney lining. This sometimes happens but as falls go, this one was fairly comprehensive. The cooker stands in an alcove which, when we first bought the house, was occupied by a large, black, old fashioned solid fuel range. A sort of prehistoric Aga. Which, needless to say, had to be removed.

The alcove left by the removal of this monstrosity was opened out and tiled to accommodate a new cooker. The roof of the alcove is plywood, with a hole about a foot square in it, with glass louvres. Over this hole is an aluminium tunnel, an inverted U with a flat top and no ends, originally designed to hold a light bulb to lighten the gloom over the cooker, but long since removed, both bulb and fitting, but the tunnel stayed as a sort of baffle. The theory is the steam etc goes up the chimney.

Unfortunately, since the chimney is always fairly cool, we get a periodic fall of chimney lining material, which at best makes the food gritty, and at worst ruins it completely, particularly when you consider that when the house was built, chimney linings tended towards the organic. As in cow dung and cement.

Right ses I, resigned to my fate and a late bath, “What makes you think you’ve got a pidgeon up the chimney?”. “Well, when I tried to take the baffle out, there was a pattering noise”. She’d decided to be all houseproud and take the louvres and the baffle out and clean them, in the clearing up process. And,

incidentally to let out the inevitable accumulation of organic lining. So I gave the baffle a thump. Nothing. I lifted it and let it drop. Nothing. Getting this baffle out is a right pig, getting it back in more so, and I really didn’t want to do it. So I got a torch and peered up the chimney, round the baffle. You could say I was baffled. But you’d better not. Nothing on three sides...oh. Buggerbuggerbugger. A bright eye peering down at me.

So I lifted the baffle to the accompaniment of loud scabbles as item one Wood Pidgeon lost traction. And yours truly got showered in shit (chimney lining, not pidgeon). The baffle stuck. It always does.

Finally with a great heave, and much banging of wings and scraping of claws, showers of plaster, and loud Anglo-Saxon the baffle came out.

Without the pidgeon. It was still up the chimney. I looked. To be confronted with the arse of a *very* large cock Wood Pidgeon. Whether this was by way of comment, or the way pidgeons usually go into battle I don’t know. Just as I don’t know why the



Richard Wegner's SIII at the 15th Annual Byward Market Auto Classic
Photo: Shannon Lee Mannion

designer of Wood Pigeons, (who built in excellent manoeuvrability, and STOL features), didnt also, while he was at it buid in a VTOL feature as well. The damn thing was so fat, I wondered how it had got past the chimney pot in the first place.

Trouble was, having got there it had decided it was roosting time and appeared to be nodding off.

Right. I needed a a pair of gauntlets. I dont mind handling feather, but I always feel that there's less chance of hurting the animal with gloves on. Perhaps not true, but thats the way I feel. And of course, Bloody Nora had hidden the gauntlets. Two pairs. I know they're in there somewhere, or rather I know they *were* in there somewhere but could I find them, could I hell. Must be something to do with having to share the driveway with a scruffy defunct Metro. And my constant muttering about scrapyards, which is where the Metro is going, not Bloody Nora, but she doesnt know that. Bitch. I did manage to find a pair of ordinary gloves, so phase two commenced. You ever tried to prise a pidgeon off a branch? Mole grips have nothing on them.

Banging around the damned thing was and all I ended up with was a handful of tail feathers. And a faceful of chimney lining. Try again.

Same result, minus tail feathers. Trouble was, I was working from *underneath* the bird (Potentially a vulnerable position. For me, not the bird. In aerial warfare you must have altitude. Then you drop things *downward* on the opposition.) A further problem was pinning its wings. With those spread there was no way the stupid creature was going to come down through the

hole without breaking something. By now, of course, the whole kitchen was covered in a layer of gritty dust, the D.A. had taken refuge in the front room, and the dogs;excluded for obvious reasons; were yelling their heads off in the living room. They had good cause. They hadnt been fed.

However, it *did* seem the pidgeon was getting more used to being handled. Or mauled, depending on your viewpoint. I decided speed was of the essence. Hands up. Grab. Lift. Let go you ridiculous bird.

Thump! It was down on the cooker top, wings spread. I pinned its wings to its side, easy now that I had the upper hand, so to speak. By the Lord Harry, but this one had reduced someone's vegetables to very little, it must have weighed a couple of pounds.

The fall down the chimney had done surprisingly little damage. It had lost feathers off its back (and out of its tail, later) and there was a little blood round its beak, but I reckoned it was still a runner. So I popped him outside up on the branch of the Rowan tree, wiped the feathers off the blood on his beak, and since it was a warm, dry night, left him to it. Poor bugger looked a bit groggy, but when I checked on him later, his eyes looked brighter and he had shifted position to get comfortable. He's still around. I think. But by morning he'd left the tree, and there were no signs of a cat kill.

So the next job is get some cowls on the chimney pots. I really *dont* need the job of removing a gas fire... *I wonder how she knew it was a pidgeon?*

The Lucas Song

by T.A. Pennell

Sung to the tune of The Battle Hymn of the Republic. Originally printed in the Triumph Standard, The Southern California Owners Association Newsletter. Some words changed to reflect the superiority of our marque.

Let me tell you all a story of a patron of the arts
His name was Joseph Lucas and he made electric parts
He put them into Jaguars and LR's and golfing carts
But his parts don't work no more

[Chorus] Glory, glory, Prince of Darkness
Glory, glory, Prince of Darkness
Glory, glory, Prince of Darkness
His parts don't work no more

Joseph was an expert in the voltage and the amps
His first job in the business was extinguishing street lamps
They called him "Prince of Darkness" back when he still
wore knee pants
And his parts don't work no more

chorus

As Joseph was intent upon expanding his career
He decided to build refrigerators for his country dear
That's the very reason why the English drink warm beer
'Cause his parts don't work no more

chorus

A Jaguar lighting engineer whose given name was Jim
Ordered up a three-way switch to fit the 120 "M"
The Lucas part he got was labeled "Flicker, Off, and Dim"
'Cause his parts don't work no more

chorus

When Joseph was on his deathbed very near the end of life
His family gathered 'round him and were seeking his advice
The only words the man could say were "Don't drive at night"
'Cause his parts don't work no more

chorus

So as you go a-driving in your early Series Two
Remember that the ghost of Lucas rides along with you
You'd better have a flashlight and a battery or two
'Cause his parts don't work no more

chorus

New Members

2 new members in April

Ned Heite, of Camden, Delaware, Proud owner of Baby, a 1969 SWB, probably the only archeological dig support vehicle in the whole club.

Peter Mcgough, of Dunrobin, Ontario with a pair of '56 Series One 86", and and a '79 2 door Range Rover

Rovers & Parts for Sale

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.)

For sale: A restored 1968 series II SWB frame and a set of custom springs. \$1000 for both frame and springs or \$550 springs and \$700 for the frame o.b.o. Springs are made with new original Landrover spring bushings and frame has new bushings installed as well. All painted with black Tremclad. Contact Jason Rockburne: jrockburne@hotmail.com or phone (613)832-1236

For sale: 1969 SWB. Complete rebuild but I know it still needs a carb and I would really like to do the wheel cyl. once again. Everything else is like new and works very well. Lots of parts including a second diff and axle, front shafts, lots of engine parts

including lots of the hard to get bearings, seals etc. Some are still in the original packages. Everything from new tyres, springs, interior, paint, engine rebuilt, trans had new bearings, safari roof rack, winch, rear wiper, etc. Land Rover light green and sandstone. Four extra 15" wheels replaced when the 16's went on. Call Dave Place 1-204-482-7461 after 6 PM central daylight saving time or e-mail to dplace@mb.sympatico.ca or dplace@granite.mb.ca anytime for more information. Price: somewhere around \$6000.

1976 SIII 12v Lightweight, original petrol motor and transmission, never winter driven, in good running order. Includes a good selection of spares. Imported from Saudi Arabia last year. It was my daily driver from November 1996 to March 1998, \$10,000 CND, or best offer. Call Terry at (613) 525-5124.

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

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

June 26 - Solihull Society Trail Run of Redcone/Webster Pass (Info, 303-722-0752)

June 26-27 - Downeast Rally XI, Camden, Maine. (Info, 800-213-8142, or see the item in Non-OVLR news)

June 27 - British Car Day, Bowie Maryland (700 plus cars, 30-40 Land Rovers, Info, 70+-323-1260)

July 16-18 - First Baby Camel Cup, New York LRC's RTV and Campout, Pine Barrens, NJ (Info, 516-271-4808)

Mid July - Calabogie to Flower Station run.

July 16-18 - Solihull Society - Camping & 4 wheeling, Crested Butte, Colorado. Plenty of good FWDing including Pearl Pass, Taylor Pass and more. (Info, 303-722-0752)

August - R.O.V.E.R.S. Annual Club Picnic Batsto Village, NJ (Info, 908-537-4247)

August 6-8 - Downeast Land Rover Club Township 39 Gathering (Info, 207-947-2114)

August 12-15 - Solihull Society Rocky Mountain Rally - Breckenridge, Colorado SS's big annual rally!. \$30 per member, non-member \$60 per person, kids under 12 free. (for more info write jwrover@colo-net.com, phone 303 774-9225, 303-722-0752 or visit or <http://www.solihullssociety.org>)

September 4-5 - Portland All British Field Meet. Always an excellent turnout of Rovers. Free camping on the grounds of the Portland International Raceway. Swap meet Sunday

September 17-19 - 9th British Invasion, Stowe, Vermont. 600+ British cars of all marques. 40 Land Rovers last year. Events include: Static car show, People's Choice Awards. Tug of war (Austin Mini owners vs. Rover owners), Battle re-enactment, rugby, polo, cricket. Contacts: Chris Francis at Ye Olde England Inne, Stowe Vermont or Mike Gaetano 508-497-9655.

Sept 24-26 Bay State (BSROA) Fall Heritage Run

October 1-3 - Rover Owners of Virginia's Mid Atlantic Rally, An All American hoe-down featuring The NAS Defender 90

November 5-7 - Solihull Society Fall Trip, Moab and Canyonlands (Info, jwrover@colo-net.com or 303-774-9225)

Deserted Cylinders of the Heart

by Eric Marr

Sung to Cream's *Deserted Cities of the Heart*

Upon this street my Rover died
Is there fix I haven't tried
Lucas curse? or drive train ill
I've a tool kit...I have the will

[Chorus] I was on the way
On the road to rally
Now my Rover's lost short of Ottawa Valley

The Rover is cold, My heater's shot
My wheel well's full of rusting rot
Under the Hood with torch and pliers
I wonder 'bout my strange desires

[Chorus] I was on the waaaay
On the rainy road yeah
Found my electrics shorted by a squished toad, yeah!

My ride is fixed, if fixed can be
But my oils running low I see
I'd rather sit in a big garage
but I wouldn't rather fix a Dodge



Heavy off-road; 15th Birthday Party.

Photo: Martin Rothman

A Truly Shocking Story

by Anonymous

Since “**now**” is winter (OK, *this has been sitting on my computer for a while. I forgot to use it last winter, and figured I'd forget about it next winter, I decided to just go ahead and run it now...* —Spenny) and there are very few autocrosses to run, this is traditionally the time to prepare for the “**not now**,” mainly the rest of the year. This article is written primarily using the material of someone else, however, the copy of the article I received from Tom Moore did not have the Phantom Plagiarist's name who used someone else's material in the first place, so I have little difficulty in becoming the Phantom Plagiarist II. The gist of this article is to tell you how to prepare and repair your electrical system for the “**not now**” time, but first, let's talk about the miracle of electricity.

Electricity is made up of very small particles called electrons which you cannot see unless you've been drinking. These particles travel very fast; at about sixty to eighty thousand miles per hour (or 12 volts per dome light minute for those of you who are electrically oriented) which is faster than most '57 Chevys. Current comes in three sizes: A.C. (King Size), D.C. (Car Size) and N.O.C. (Lucas). Houses use the A.C. type in the following manner: current goes one way for a while, and then goes the other way for a while, all the time preventing harmful electron buildup in the wires. The wires going into your home from the power pole are bigger than the ones actually used in your home; this engineering feat means that the bigger wires

can bring electricity into your home and take it back before it kills you. Cars use D.C. electricity unless you run in a modified or race prepared class. Electricity, in most cars, lives parked in a black (usually) box that has two giant wires coming out of it. These giant wires are not to be confused with the bigger wires that carry A.C. current into your home, the giant wires do not prevent electrical shock. The exception to the D.C. rule for cars is English cars, where the electricity is furnished by 83 “AAA” batteries stacked in a black box to make it look real.

Electrical systems differ in potentiality and color depending where the car was manufactured. Some of the most common electrical systems are noted as follows:

G.M. – Average electron flow until warranty expires. Written in good ol' Merican language.

JAP – Slanted electron flow mixed with magic. Some Jap cars will run without the distributor cap being in place. Instructions printed in little pictures made by a chicken with inked feet chasing corn scattered all over the engine. Nobody can read it.

BOSCH – Incredible... electron flow noted in German with itty-bitty lightning bolts and the word “Vorsicht” which means “umpteen skillion volts” at this point.

MARCHIAL – Occasional electron flow except when really important. Written in French or Italian and no two systems are anything alike.



*Moab, eat your heart out.... Bill Rice and Mrs. Merdle on the easy portion of the heavy off-road, 15th Birthday Party.
Photo: Martin Rothman*

LUCAS – Potential electron flow except when driving in wet weather; then the cork falls out of the battery and all the electrons escape. Additionally, failure rate is high during the time periods of 7:30 AM to 8:30 AM and from 4:30 PM until 5:30 PM. Written in English (they say, What?). Instructions sometimes confuse + and - , but after all, it's British and they put their black boxes under the bonnet!

Electrical problems usually show up with one or more of the following symptoms:

- Arcing due to loose wires: All systems
- Wiring on fire: All systems
- Smell of burnt garlic: Marelli
- All accessories except engine quit: Merican
- Lights flickering at night: Jap & Lucas
- Melting, bubbling battery: Bosch
- Nothing at all: Lucas

Most electrical problems are caused by fuses. Fuses should be changed yearly or at 100,000 amperes, whichever occurs

first. If you suspect that you have a fuse problem, locate the fuse box in your car. Fuse boxes can be located anywhere the manufacturer feels will be the least accessible and most difficult to find. Once you have located the fuse box, **do not touch it!** Obtain a small furry domestic animal. Toss the animal at the fuse box and note the results. If the animal falls to the ground unscathed you may continue. If the animal is reduced to a condition of inactivity accompanied by a burnt smell you should disconnect the giant wires from the black box using a screw driver. If the screw driver will not accomplish the desired result simply chop the wires off with an axe. Now you are ready to remove the defective fuses. This can be most easily accomplished by whacking at them with a hammer and cold chisel, and then replacing the empty space with new fuses. Please note that the numeric markings on fuses should be disregarded, the code used is the manufacturer's means of confusing the shade-tree mechanic. The best solution to the fuse numbering scheme is to determine the highest fuse rating in your fuse box and use that particular fuse type in all applications. By doing this you can purchase the fuses in bulk and won't have your

fuses burn out as often, because it's a well known fact that your electrical system will know which particular type of fuse you don't have in your glove box as a spare and will promptly cause that particular fuse to blow.

If, by chance, the fuses are not at fault and you suspect that an electrical accessory is broken, you should check the warranty on the vehicle. The primary cause of accessory failure is the expiration of the warranty. Sometimes the accessory can be repaired by changing the purchase date on the warranty with a felt-tipped marker. If this solution fails, remove the electrical accessory and put it in the corner of the garage for several months on the theory that:

- a. It will get lonely and want to work again or...
- b. We will have a nuclear war and you will be too busy defending your beef jerky to care or...

c. You will develop a debilitating disease and people will feel sorry for you and give you a new accessory.

This plan will work on everything but a dead motor. If, after several months, the accessory has not fixed itself, tap the part of the accessory that looks electrical with a jack handle or tire iron. This technique works especially well with your modern computer controlled parts, which are smart enough not to want to be hit with a blunt instrument. Accessories that are not "smart" should have a cutting torch introduced to them; if you heat something up enough you will probably get some kind of result.

If, after all this, your accessories still don't work, just remember if God had wanted you to have accessories you would have been born with them and just think how screwed up you'd be by now.

Shipfitters, or the avoidance thereof:

by Dave Bobeck

Ok, so you've got a vehicle, (or two, or three, or four! Really, he's got 2 Volkos & 2 Rovers It's quite the stable! —Spenny) and there are certain things that need to be done, and parts that are missing or that require replacement. But then there is the matter of areas that require painting, or rust abatement, as well as areas that may just need cleaning up. for example the wheel cylinders etc don't appear to be leaking, but they are all frozen up. can I get the bleed screws out, but are the cylinders scored? I don't know, I can't open them up. So I am ordering rebuild kits and hoping for the best. I still may keep the original back plates and send the cylinders to whitepost. I have started wire wheeling the frame to get rid of all the surface rust. in most large flat areas the original frame paint is still holding sound. The wirewheel won't even touch it. I have tried to save brake lines, without much luck. I keep trying to find ways of avoiding the removal of parts and assemblies.

For example I would love to have everything out of the frame but I don't want to pull the engine and tranny and the bulkhead. It would be nice to be able to flip the frame over and clean and paint it that way but it just isn't worth the hassle of removing everything. The frame hardly even requires painting up front since there is enough oil and grease up there to have kept everything pretty much as new. Another example is the tie rods. I removed the track rod and relay rod easily but the one off of the steering box was difficult due to its proximity to the exhaust manifold. Liberal application of heat followed by prying with an enormous open end wrench-cum pickle fork with a small crow bar as an extension and banging on the business end of said device with a hammer was the ticket. After all that I cleaned up the tie rod ends and they seem okay. You can move them all around and they don't seem perished. They will need new boots but that is cheaper than new ends, plus it saves me the trouble of getting the toe-in set. I fixed the handbrake, the relay lever was



*Dave Bobeck's S111, GreenHell, takes a well deserved rest, 15th BP
Photo: Jeff Meyer*



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



The Rover twins, Fred & Russ Dushin, in Nigel, Russ' SII. 15th Birthday Party.
Photo: Jeff Meyer

stuck fast on the post. All the fasteners came out with very little persuasion required and a fair amount of banging on the end of the post to try and knock it out succeeded in merely mushrooming the end of the post. Liberal application of a file to the mushroomed edge enabled me to finally remove the post from its hole after many many attempts and half a can of Power B'laster. on the 88 I would have carefully cleaned and painted all the pieces before putting them back on. Now? forget it. back on, same circlip, same bolts, will get some paint along with the frame.

Springs and shocks will not get changed this year. shock bushings will need it but that's about it.

I am cleaning all the gunge off the axles and will paint those, just for shits and giggles.

Again this was a lot easier to do when everything was apart but the benefits are not worth the extra effort to remove perfectly functional parts from the vehicle.

Hopefully I can spend most of my time other than welding and cutting just putting stuff back on the truck. I do think I will spray the body though, once the compressor is installed in the garage.

Toy Land Rovers. A partial list, part eight – Tri-Ang Spot-On

by Dixon Kenner

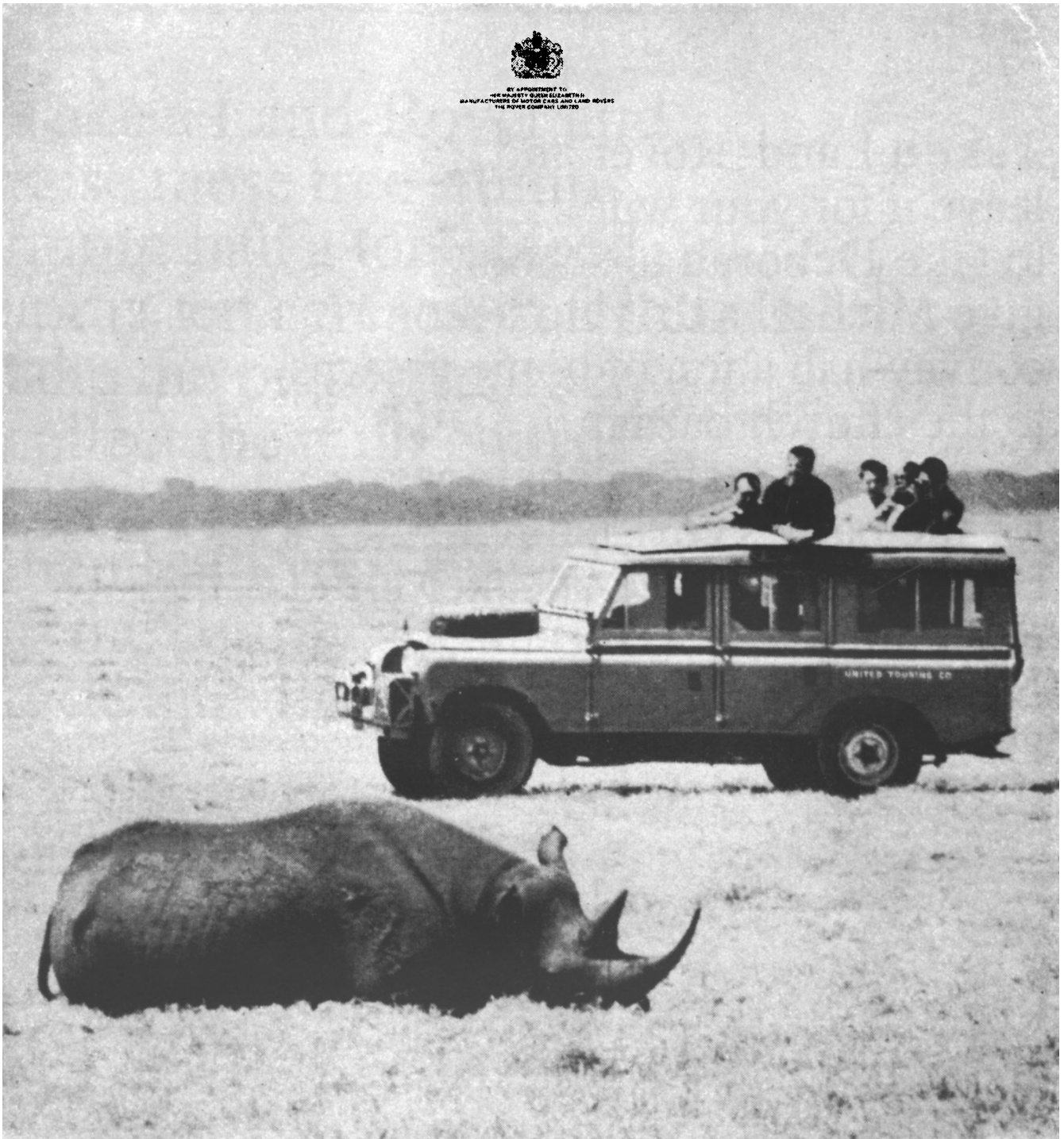
This is a short lived range of models, arriving on the market in 1959 and disappearing after 1967 when the factory in Northern Ireland burned and all the molds were lost. All of the models offered by Tri-ang were 1/42 scale. This was because they were available as part of a complete system of buildings. More expensive than other toys, they did not sell as well.

- 119 New Zealand Breakdown truck (109 pick-up)
- 161 Long wheelbase Land Rover (light grey station-wagon)
- 258 Land Rover LWB (RAC, blue)
- 308 Land Rover and trailer (green with beige trailer)
- 316 Land Rover (fire department)
- 402 Land Rover (Crash Service)
- 415 Land Rover (RAF)
- 419 Land Rover (military rocket launcher and trailer)

For Christmas this year I was given a Tri-ang toy rover. It is much larger scale than 1/43 as the photos show. perhaps someone can shed some light on this range of models.

The next installment will be Norev. In one note of good news, Andy Graham will be supplying some further articles on Land Rover toys, but concentrating on the Range Rover, Discovery, Defender range as opposed to the older Series vehicles.

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