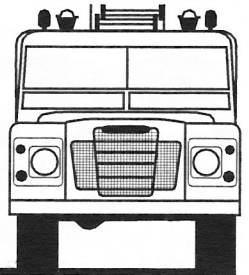


**OTTAWA
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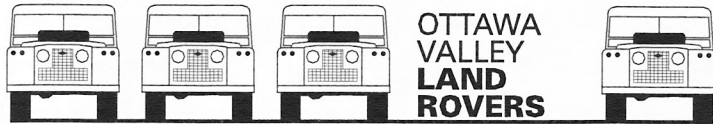


15 February 2000

www.ovlr.org

Volume XVII, Number 2





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: Canadians joining throughout the year pay CD\$30 per year; Americans and others pay US\$25 per year. membership is valid for one year.

The Ottawa Valley Land Rovers Newsletter

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

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 maybe 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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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

You know, the ad on the back [of last month's newsletter]... the ad's tagline "Not a car But a fleet" is more true than they ever knew. (looking out my back window, or into Ben's Smith's backyard, Alan Richer's side yard, Christian's laneway, Fred's Joyce's yard etc...)

— Dixon Kenner

Greetings;

Well, OVLRL had its Annual General Meeting on January 19th. Fifteen souls managed to make it out. Even a few Land Rovers attended. However, it was not the coldest night of the year as was expected. OVLRL's long range prediction system was off by forty eight hours when Monday saw the -50°c windchill. The AGM was a positively tropical in the -30s'.

The evening started off with the reports from the various officers of the corporation. Andrew summarized the events this past year, from the Maple Syrup Rally, through the Birthday Party, two Calabogie Runs, the British Invasion, Frame Oiler and, finally, the Christmas Party which was larger, cleaner and a better event all round.

Christine discussed the larger events, noting that, as we get larger, the bar rises. We are trying to build upon past successes and make the next event just a little better than the last. We need to improve upon event communications for some events. While the Birthday Party is excellent, a little more work on the smaller events could be undertaken. The club needs to do a better job at soliciting volunteers at events to preclude burn-out of those who are carrying quite a bit of the load right now. The "phone around" is being abandoned for the most part as some eighty percent of the membership is now on e-mail. More information will be put into the newsletter for reference for upcoming events.

There was no report from our off-road co-ordinator as he was absent, but Ted gave a brief outline of his expectations as this year's off-road co-ordinator. Calabogie is going to be examined a little closer as a pos-

sible event site, with more pre-scheduled events occurring this year.

Dixon Kenner reviewed the past year with the newsletter. With two hundred and sixty pages, the newsletter cost roughly \$5,000 to produce and mail for the year. The newsletter is a co-operative venture, highly reliant upon the time of many volunteers, including Spencer Norcross in Washington DC, Murray Jackson, Fred Joyce, Bruce Ricker, and Andrew Finlayson, who probably didn't miss a stuffing through the year. Many others attend and help with the effort. While there is no news on whether or not ABP will again sponsor the Crossword Puzzle, Murray Jackson is willing to create another set for this year. Fred Joyce, as 1999 winner, will be correcting all 2000 entries.

During the meeting intermission, it was revealed that one nameless member [Andrea Cullen] had her Discovery towed into the local Land Rover dealership with a "no start". It was found that it had no gas! Yes, the awards season has already begun...

Dave Meadows presented the OVLRL and ANARC financial statements. [The OVLRL and ANARC balance sheets are printed in this newsletter. Financial state-



Keith Elliot waits for the light off-road to begin. 16th Birthday Party, June 1999

Photo: Bruce Ricker

This Month's Cover:

Al Richer does a little welding on Bill Maloney's 1969 SIIA, see the story in this newsletter
Photo Bill Maloney

Upcoming Events

in the next month or so...

-
- | | |
|-------------|-------------------------------------------------------|
| February 21 | Social at the Prescott,
Preston Street, 7 PM |
| March 6 | Executive meeting,
telephone Christian for details |
| March 20 | Social at the Prescott,
Preston Street, 7 PM |

future events:

(Dates & times subject to change)

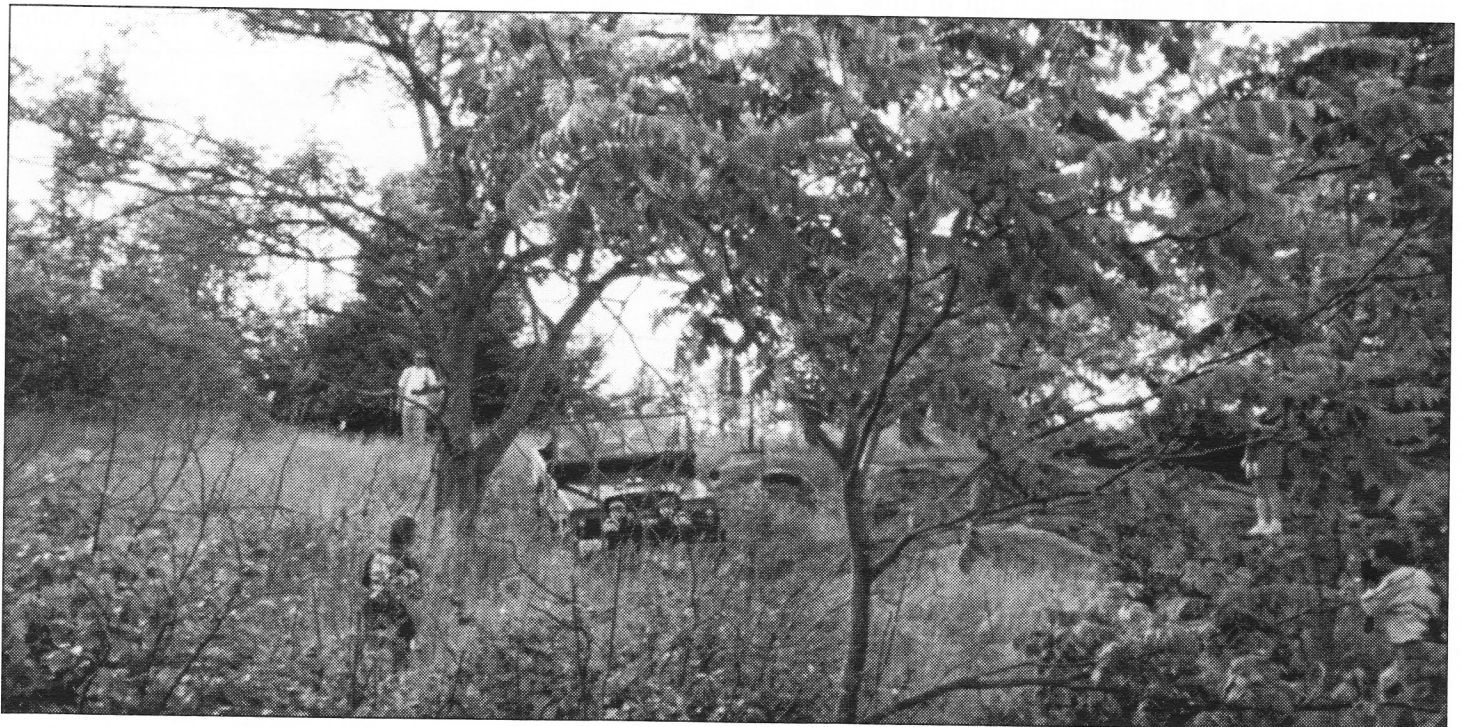
-
- | | |
|-------------|--------------------------------------------------------------------------------------|
| Early April | Maple Syrup Rally |
| May 19-21 | Foreign Carlisle Car Show,
Carlisle, PA. (great multiple
marque NOS/junk show) |
| Late June | Downeast Rally,
Mid-coast Maine. |
| June 23-25 | Birthday Party,
Silver Lake, Ontario |
-

ments are available through request to the Secretary-Treasurer] To run OVLR last year, including the newsletter, cost in the order of \$6,000 for insurance, postal charges, incorporation charges etc. All of the events this year broke even or made a slight profit to be used for various improvements to the club's stock of capital equipment; the most noteworthy being the purchase of a tent to go with the trailer for shelter from rain and sun. (For those who have not seen it, it is very similar to the one used at previous Birthday Parties).

There was some discussion of ANARC, as OVLR remains trustee of ANARC's funds. While ANARC has been a bit moribund over the past year, there are stirrings of life coming from south of the border as it examines the possibility of an ANARC 2000 event. More on this as it becomes known.

Under new business, Fred Joyce was re-appointed as the Club Auditor and Murray Jackson enthusiastically took on Returning Officer for another year. Murray, of course, maintains his title as Club Marshal. Andrew Finlayson volunteered to be the club's archivist.

For the future, we expect to be undertaking all of the usual major events, namely Maple Syrup Rally, Birthday Party, Oiler, Christmas Party and British Invasion. Day and overnight off-road events will be announced for much of the coming year in an upcoming newsletter. They will include trips to LaRose and Marlborough Forests and the Calabogie highlands area.



Peter Thompson and Kangaroo on the RTV course. 16th Birthday Party, June 1999

Photo: Bruce Ricker

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

From the Editor: Well, January was off in record time, considering my record of late. We had a drastically reduced crew this month to collate, fold, and stuff the newsletter, let alone affixing labels and filling with renewal notices and renewal cards. The only regular who could make it was Fred Joyce, the Marshall being a bit under today. However, we were joined by Roy and John Parsons (as new “stuffers” they will happily accept any and all blame for errors with the January newsletter!). John filled us in on Land Rover activities in the Lower Mainland of B.C. and on why he drives north every February and not south like all of us easterners! Another topic of discussion was the relative merits of various heaters in BC winters versus Central Canada...

The December newsletter cover continues to generate a little bit of commentary. Some who should know better have remarked with certainty that this was a Series III engine bay, despite the fact that the only thing in common with Jeff's III would be the engine short block and starter. The generator, regulator on the bulkhead, coil in the wrong spot, vented crankcase breather, dual brake/clutch reservoir, among a couple other minor details should reveal that this is not Jeff's Series III under the knife at Stowe, though for all other purposes it is a pretty close representation! No prizes for who guesses which vehicle has such a rats nest of wiring under the bonnet...

Regarding the waylaid January newsletters we have received a brief explanatory note from an offended party: (*Sean McGuire, Malcolm Elliot and Bruce Ricker*)

First off, I have to apologize for not making the stuffing last month for it was my duty that called me to Florida for the week and those of you who know me, understand that if duty calls, Sean will most certainly be there, even if it means missing a stuffing.

Next on my agenda is to stand and defend myself and my fellow stuffers (it's OK, Malcolm and Bruce, I'll take care of this one). Let's start by going over job duties, as I recall, Malcolm, stuffer #1, was given the job of folding what was to be stuffed because that's what new guys do at a stuffing, Bruce, stuffer #2, was stuffing the box with all the already stuffed stuff and I, stuffer #3, was licking stamps to go on the stuff because I was stuffing my face. Now, you don't have to be a stage hand or a photo-copy technician to figure out this scenario, I ask you, how is it possible that the stuffers I have referred to, could have screwed up and

missed stuffing some stuff when clearly it was not our jobs to stuff? Get stuffed if you think it's possible!

Now that I have beyond a doubt, vindicated myself and my fellow stuffers, allow me to put forward some information that could open up some new avenues of blame. As I remember it, we were shortly into the stuffing when the conversation seemed to go straight downhill, and this, you will see, was the beginning of the end. Let me clarify, all were doing their respective jobs gleefully and without too much idle conversation. In fact, I believe the sole topic that was being discussed centred around an e-mail that was received by the club executive, for details you will have to ask them because I can't completely remember, I think it was dirty. No, I'm sure it was dirty. All of a sudden, out of the blue, a lovely young lady steps up to the table; Ya, I know, you're all saying this is the Prescott, Sean; but it's true. I think she must have been lost. Anyway, straight to the Marshall she goes, I think he was closest; “what are you guys stuffing?” she asks. Need I go any further? Seven sets of hairy eyeballs start roving around the table, trying to figure out who is going to speak first, who can actually mouth the words and just basically buying time while trying to come up with something witty and non-offensive. Then it happens, the Marshall speaks; “It's a newsletter about Rand Lovers” Murray can be so eloquent in stressful situations. Of course everyone else is still trying to remove their chins from the table, while the thought that a pretty girl would actually come anywhere near us is still trying to find some validity in our minds. She speaks again “are you guys in a club or something?” Now were all juiced up and ready for the witty come backs to start flying, “ya” we all say in unison, feel-



Fred Joyce, 1997 Birthday Party.
Photo: Jeff Meyer

ing pretty cocksure of ourselves after that retort. She asks for a copy of the newsletter and with a polite goodbye, she is on her way. Man-O-Man, we sure impressed her.

After regaining our composure, Bruce, Malcolm and I begin discussing the intricacies of pneumatic electron fusion when incorporated with the highest standard of Lucas electronics when it happens. The other end of the table erupts "she came over to talk to me," "hey, wait a minute, she maybe was talking to you but she was looking at me," "bollocks, you're all nuts, didn't you see she was giving me the eye," "if only I were 20 years younger, I'd show you guys." And that is exactly how it happened, I've double checked with Malcolm and Bruce just to make sure I had the facts straight. Take your pick, but from then on Fred, Murray, Paul and especially Dixon could not concentrate at all, they were confused, like school boys they were, dreaming of days gone by, wondering what if, imaginations running rampant, dazed and perplexed.

If this is not a recipe for disaster, I don't know what is. I'm not surprised that a few envelopes were missed, I'm more surprised that more weren't missed. Be that as it may and not to cast the smallest shadow of blame on any one particular stuffer at the responsible end of the table, I leave it to you my fellow stuffers and members alike, to determine the party of guilt, remembering that he who has not sinned cast the first stone.

🚗 In other newsletter related news, after the AGM we again revamped the list of groups that receive complementary copies of the Newsletter. Dropped for lack of material received in exchange were the West Connecticut Rover Club, R.O.V.E.R.S. and the Toronto Area Rover Club. All have been AWOL for well over six months. Newly added is the Flatland Rover Club in Kansas. We have also dropped Land Rover Canada as they seem to have moved, and have sent no new address (We understand much of their operations have been merged into BMW Canada). OVL R currently exchanges newsletters with the South Australia Rover Club, Land Rover Owners Club (Victoria), ROAV (Virginia), BSROA (Massachusetts), Northern California Rover Club. Vendors supplied with newsletters include Rovers North, Atlantic British, Wise Owl and Great Plains Rover. All three Land Rover magazines also receive copies.

🚗 Joe Tolerico writes to us: The spies are everywhere! Well it looks like I made the newsletter. I guess I have to drop a line to let you know that one of those people is watching and reading the newsletter since I can't prove other than the accompanying photo and my word that the pen in the owners manual of my 96 disco is truly askew and while they both received their [annual] waxing with in the last month or so, weekly is a tad bit excessive even by my apparently fastidious standards. I guess those old Triumph traits just keep coming through but at least I drive them as every day vehicles.

We finally got a little honest snow today. Things down here are pretty quiet I've just been working and tinkering with my old ford plow truck getting it straight in case we actually get a bit of snow.



Dave Bobeck examines Joe Tolerico's 200 TDi Defender
Photo: Quintin Aspin

Other than that I've been doing a bit of Mini research so in the spring when I sell the TR7 I can start looking for a Mini in earnest. [Get a Cooper, make that Mk II, 1275 'S... —ed.]

What's this I hear that ANARC is planning an event for this year it sound good to me let me know if any thing develops because I will have to plan this year a bit in advance. I am planning to come to the Birthday Party (I won't schedule a Transmission change with RN this time!)

PS. Reserve me a spot for the Heavy Off-road! Mud won't stick to this wax job!


🚗 Tentative Event Planning, a proposal from Jean-Leon Morin: I have this is a crazy little idea. I'm wondering if there are some interested club members who would like to take part in this craziness. Plus, it would make for a good article (which I will surely write)

The Great Canadian Frame Swap I think I have sat on my plan long enough. This summer I plan to change the frame on my rover, but, being one to do things a little differently, I plan to do the frame swap in the middle of a field, in as little time as possible. I would like to make this kind of like a contest, a record of some type, to demonstrate to all non-believers (especially those pesky jeepers around here) that the rover is indeed totally field serviceable, and that even the most difficult tasks can be done with the help of some friends and tools. And the occasional tree.

The new frame will be fully reconditioned, and all hardware is new from last year, so everything should go smoothly. The engine, tranny and bulkhead will be taken out using a chain block and three skinned trees arranged in a teepee. I have not set a weekend yet, but it will probably be in late June, early July, and everyone is invited. There will be free food, and lots of space for camping. Would this be a wee bit too crazy for club members?

🚗 Team Daphne reports in... Not much going on out at Team Daphne HQ of late. Their heroic leader, Dave, has been

keeping a Lowe profile. His Rangie is still in bits with the body suspended from the hoist, the engine, gearbox and axles sitting in the snow and the chassis on the garage floor in two pieces waiting to be welded. Jeff Myer was up one weekend for a couple of days staying out at chateau Lowe generally seeing if these strange but true tales had any substance. His host, Dave was out in the cold fettling his timing, carb and brakes. Jeff was understood to be in awe...

 John Cranfield sent this note to update us on his current goings on: Old Muddy had been feeling a bit under the weather lately so since the weather was forecast to be a bit nasty I decided to give the engine a bit of a freshen up. I had some rings and rod bearings on hand as well as all the gaskety things one needs on jobs like this.

In order to see if the Gods were in agreement that this job should be done I attempted to remove the 3 nuts securing the front exhaust pipe. Imagine my surprise and delight when the air ratchet spun them off as if that had been installed that same day. Of course this meant the signs were right for the work to proceed.

This time I remembered to drain the anti-freeze and even had a receptacle to catch most of it.

Off with the valve cover and the various hoses and in a minute the head was ready to come off with the carb and manifold still attached. Then I could see the pistons in the bores, well... not so good quite a bit of wear there so I did what one is supposed to in a case like this. I decided to ignore it.

One by one I pulled the pistons, cleaned the ring lands, installed the new rings, honed the bores and popped em back in with the new bearing, lots of lovely Castrol sloshing about.

Next the head had to be cleaned of the old gasket, 'twas then I noticed 3, yes 3, burned exhaust valves. No problem. A quick dive into the used valve collection revealed a set of nearly new ones which I promptly matched up with some new valve stem oil seals. The intake valves also had the new seal treatment. Oh happy cylinder head. Since I had been rebuilding Peter Rosval's engine earlier in the week (with considerably more care) I knew where my dummy head bolts were. This little trick saves much frustration and damaged fingers as the head gasket stays in place as you lower the head into the right place the first time.

An air ratchet saves so much time when putting the head back on as you can spin the bolts in fast without over torquing.

The exhaust was again kind to me as it went back in place easily and once all the hoses and wires were hooked up and a fresh dose of Castrol put in the sump it was time to spin up some oil pressure. 30 psi on the starter was pretty good so I popped the plugs in at she fired up first hit. Played with the mixture and timing a bit and now old Muddy sounds sweet again.

If you read to the end of this you will have realized I have too much time on my hands today. We are having a real old fashioned blizzard today so I haven't been any where except to the basement to stoke the furnace.

Some Non-OVLR News & Rumours

 February's Magazine reviews:

LRM: Some of the original designers of the Range Rover are interviewed and the RR's wallowing body roll comes up: "I'm convinced that if we could have afforded to put those C-spanners on the back, we'd never had got those initial criticisms of poor roll stiffness-we had standard trailing links but we didn't have C-spanners at the back..." Unfortunately "C-spanners" are not defined in the article.

And the reason for going from leaf to coil springs is finally revealed: "We moved away from the old principle of keeping the vehicle intact by breaking the driver first".

In the Series Workshop section it is stated that the front 88" wheel cylinders should be installed with the hose fittings angled to the FRONT of the swivel pins. After looking through all the parts catalogs on hand the answer is obviously... well, I have no idea. Hmmm... well some of us have them pointing to the rear in the thinking that the hose is less vulnerable to sticks and rocks and things. If you have an opinion or a reason send us a note. We'll print it and thank you by... thanking you.


LRW: The latest installment of Jeff Meyer's epic 109" rebuild finds him again at the Hilborn abode in VT. Out in the yard there sits a nasty skanky couch. Jeff decides to do Jan a favor and remove it to the dump, partly because it was an eyesore and partly because now that he had a rebuilt 109" wagon he actually can. So, after Jan heads off to work one morning Jeff strains and manhandles the couch (said to be haunted buy some in OVLR) into the back of the 109", being careful not to mar the new paint and off he goes. As the 109" begins to warm, so does the couch. Jeff trundles over hill and desprey on his way to the dump, and as he does he begins to notice the growing aroma of beer and doggie pee. The couch has begun to thaw! Jeff hurries as fast as his 2.25 will take him while taking short breaths only through his mouth until he finally arrives at the dump. As Jeff pulls up to the gate the Dumpmaster approaches, then recoils slightly as he gets a whiff of the aroma wafting from the 109. Jeff hadn't planned on him asking for ID, which showed him as a NY state resident. As this was a definite no-no, the Dumpmaster turned him away, repositioning himself upwind of the 109". Jeff had to endure an even more aromatic ride back to the Hilborn's as the

couch began to steam and frozen beer bottle caps detached themselves from it with a clink, clink, clink. With boot mashed to the floor Jeff gagged and retched between breaths as the 109" wallowed and rolled on its parabolic springs. His eyes burned and teared as he careened across the countryside past cows, cowpies, and locals gasping "Ayup!". After sliding into the driveway in a 4 wheel drift Jeff wasted no time off-loading his burden. He then collapsed in the snow taking as much fresh air as he could draw into his traumatized lungs, the couch resting precisely where it started.

Dixon was right, that couch really **was** haunted!

LRO: Rovers North is profiled with a nice shot of Jeff Aronson in front of his 88" the QE I. Is he really that short? Some history is given and the ins and outs of importing vehicles to that friendly little country south of us are covered. i.e. 25 years old or more - OK, Less than that - Not OK. Actually, RN gets coverage in LRM too. Mark Letourney is also seen beside his D90 Pickup.

A reader writes about a leaky rear hub seal and is advised to replace it with... a leather seal that expands! Argghh! Instead of that, first check that the gasket between the stub axle and axle is not leaking, then check the distance piece - oil can leak between it and the stub axle if no gasket sealant has been smeared where the distance piece meets the stub axle. This can give the impression of a leaking seal when it isn't. Also the race on the distance piece is critical. If it's scored it may leak and will wear the seal. Lastly, use a double lipped National seal to keep the oily stuff in. [Ed note: National # 410694, all models to Sept 1980. Replaces LR# RTC-3510]

 More information on that lovely dark liquid that is so important to our Land Rovers (*I'm talking about Guinness, not go weight, Dixon showed us Rovers can live without go weight.*)



Headwound Harry, 1997 Birthday Party.
Photo: Jeff Meyer

Bubbles in Guinness Do Go Down, Study Finds


WASHINGTON (Reuters) - Australian scientists say they have answered a question that has plagued and entertained drinkers for generations — why do the bubbles in a glass of Guinness appear to be falling to the bottom?

They said computer simulation had settled the issue, and perhaps saved many a pint being sacrificed in the name of science.

Clive Fletcher and his students at the University of New South Wales in Sydney found that most bubbles in a pint of the creamy stout do indeed rise, as bubbles should. But the liquid carrying these bubbles has nowhere to go once it reaches the top, so it flows back down the sides of the glass, taking smaller bubbles with it. Bubbles larger than 0.05 mm are able to resist.

Fletcher's team said in a statement that they simulated the motion of the bubbles using Fluent computational fluid dynamics (CFD) software from Fluent Incorporated, a wholly-owned subsidiary of Aavid Thermal Technologies Inc., based in Concord, New Hampshire. Animation of the simulation is available at <http://www.fluent.com/news/pressrel/guinness/tsldoo1.htm>.

Guinness is made by British-based Diageo Plc.


 Some information about rumours that BMW will be importing Rover cars into North America


Automotive News, January 20, 2000: Don't hold your breath waiting for Rover Group passenger cars to follow the Mini brand into the U.S. market, BMW AG's head of R&D says.

Wolfgang Ziebart, BMW board member for research, development and purchasing, said last week that other Rover passenger cars could still arrive after the Mini, but not anytime soon — even after the cars now on the drawing board are introduced.

"Currently, there is no intention to do that," he said, following a speech at the Automotive News World Congress.


BMW confirmed earlier this month that the all-new Mini will reach the U.S. market next year. It was widely assumed that as Rover brand and MG added new models that conform to U.S. safety and emissions rules, the rest of the lineup would follow.

 The publishers of Land Rover Owner relieved editor Carl Rogerson of his editorial duties early this month. This is believed to be in response to the growth of both LRW and LRM, the fact that much of his staff has defected to Richard Howell-Thomas' LRM, and the lack of coverage in the vast North American market, to which LRW and LRM have been paying particular attention, may also have played a part in his demise.

 As noted earlier Land Rover Canada is missing in action, newsletters

sent to their Mississauga address were returned "Addressee unknown, return to sender." Last known whereabouts? They are believed to have moved back home with Mom and Pop, AKA BMW's Canadian headquarters in Whitby.

In related news it, we have heard rumours that Land Rover North America is next. Apparently they will be called home to the BMW's US headquarters in Woodcliff Lake, New Jersey before the end of this year. I is believed that Land Rover University will not be moving. More details as they become available.

 US trail information vis-a-vis closures:

There has been some discussion amongst our American members about trail closures in the United States. The following is some information supplied to us for reference purposes...

RS2477 (43 USC 932) which was enacted on 26 July 1866 and repealed in 1976 by FLPMA (Federal Land Policy Management Act — 43 USC 1701 et seq.). However the enactment of FLPMA stated that "All actions by the Secretary under this Ace Shall be subject to existing rights." (Ie if a right-of-way already existed in 1976, then the BLM, etc can't close it). And "Nothing in this Act, or in any amendment made by this Act, shall be construed as terminating any valid lease, permit, patent, right-of-way, or other land use right or authorization existing on the date of approval of this Act." (FLPMA 701(a) or 42 USC 1701 note a).

Also in the Congressional debate the question of rights-of-way was addresses by one of the bill's supporters (Senator

Haskell of CO) "if a strip of land is being used for a highway over public land in accordance with State law at the time of enactment of this bill, then that grant of right-of-way is preserved by reason of section 502 of the bill."

Or 43 USC 1769(a). "Nothing in this title shall have the effect of terminating any right-of-way or right-of-use heretofore issued, granted or permitted.

And "highway" is legally defined to include carriage-ways,



Tom Tollefson's 101
Photo: Jeff Meyer

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bridle-ways, footways, bridges, turnpike roads, railroads, canals, ferries or navigable rivers.

So if it is public and the trail was in use before 21 Oct 1976, then it can't be closed under federal law.

🚗 Alternate 101 parts offering from Ben Smith: The rebuild kit for the clutch master cylinder for a 101 is listed in the 101 Parts book as: 601611. LR claims to have superceeded this with 8G8837L. The same kit that rebuilds all CV Masters. Bzzzzzt. Nope. The main seal is way too big. BP recommended going to a british car parts place here in Pasadena to find the rebuild kit for the Girling 625 master that I have. They had it. Lockhed part LK31963, aka 8G8806. It's the rebuild kit for Spitfire, TR7 and TR8.

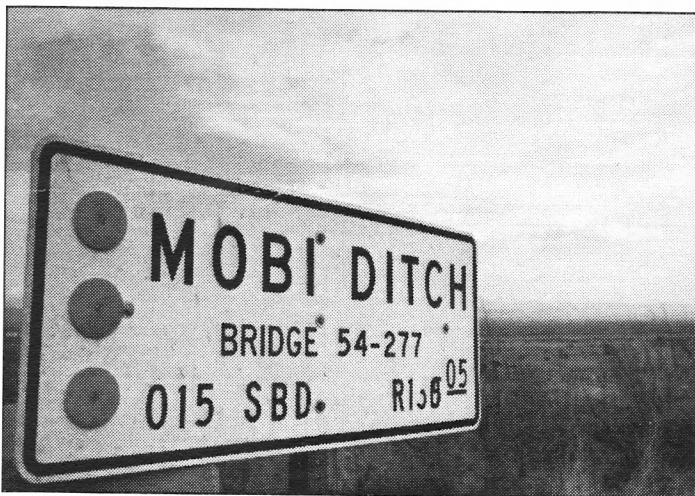
🚗 Dr. Drip has sent us this missive.

Well Hello, Greasy Reader,

Today Dr. Drip would like to share with you the wonderful world of literature. Here we are the books every Land Rover Owner should read.

--- Spoof Titles ---

Moby Ditch (*Moby Dick*, Herman Melville)



The Origin of Series (*The Origin of Species*, Charles Darwin)

The Old Man and the Series (*The Old Man and the Sea*, Ernest Hemingway)

CylinderHeads Revisited (*Brideshead Revisited*, Evelyn Waugh)

Rover of One's Own (*Room of One's Own*, Virginia Woolf)

The Great GasBuy, my life as a V8 owner (*The Great Gatsby*, F. Scott Fitzgerald)

Farenheit 451, a tale of missing coolant and subsequent woe (*Farenheit 451* by Ray Bradbury)

--- Real Titles ---

A Bridge too Far, Cornelius Ryan

Chitty Chitty Bang Bang, Ian Fleming

Turn of the Screw, Henry James

Lost Souls, Poppy Z. Brite

The Exorcist, William Peter Blatty

No Highway, Nevil Shute

The Power and the Glory, Graham Greene

How Far Can You Go?, David Lodge (For American Rover owners)

The Innocents Abroad, and *Roughing It*, Mark Twain

A Tale of a Tub, Jonathan Swift

The End of the Road, John Barth

Monkey Wrench Gang, Edward Abbey

Road Less Travelled, M. Scott Peck

On The Road, Jack Kerouac

Well, Greasy Reader, I hope you found this to be a chuckle and a laugh. If you have some titles you would like to share, please do write me at bookem@drdrip.com or PO Box 92827, Henderson, NV 89009

🚗 News from the home office: Two British Luxury Brands Collaborate To Create A New Range Rover

The Holland & Holland Range Rover unveiled at famous shooting grounds In a world where demand for unique premium luxury products is growing, two brands stand out as being the best of their kind. The renowned Range Rover, and Holland & Holland, famed for exquisite craftsmanship in gun-making, sporting fashion collections and bespoke adventure travel. These two brands have now collaborated to create a new limited edition of the world's finest off-road vehicle.

The stunning Tintern Green Holland & Holland Range Rover has been unveiled at the Holland & Holland Shooting Grounds at Northwood, Middlesex. The exclusive vehicle embodies all the technical expertise Land Rover has developed in its more than 50 years, of exclusively building four-wheel drive vehicles. The Holland & Holland limited edition embodies the spirit of adventure with its legendary ability to cross rough terrain while maintaining its city civility.

Whether it be an equestrian event requiring towing a horse box, long walks with the dogs, a polo match in Surrey or fly fishing on the Spey, the Holland and Holland Range Rover will get there in style and confidence. Its global positioning satellite navigation system can seek out the most remote off-road tracks in many areas, while of course making its way through the labyrinth of London.

Front seat passengers can enjoy CDs from a seven-speaker 180-watt Harman Kardon stereo system, while the rear seat occupants use optional infrared headphones to watch a video on the headrest mounted monitors.

Crafted at the Land Rover Special Vehicles facility at Solihull, all exterior body panels are sprayed in the striking Tintern Green paint. The look is completed by use of 18-inch bright finished alloy wheels with Tintern Green accents.

OVL R & ANARC BALANCE SHEETS FOR 1999

ANARC BALANCE SHEET (US) As of 12/31/99 ANARC-US-Bank, Cash, CC Accounts

Assets	
Cash and Bank Accounts	
ANARC (US)	6,099.64
OVL R (ANARC)	2,082.29
Total Cash and Bank Accounts.	8,181.93
Total Assets	8,181.93
Liabilities & Equity	
Liabilities	0.00
Equity	8,181.93
Total Liabilities & Equity	8,181.93

OVL R BALANCE SHEET As of 12/31/99 OVL R-All Accounts

Assets	
Cash and Bank Accounts	
Canada Trust	4,005.84
Cash Advance	0.00
Investment Acct.	2,700.67
Petty Cash	0.00
Total Cash and Bank Accounts	6,706.51
Other Assets	
Accts. Rec.	78.00
Merch. Inv.	3,710.00
Tools & Equip.	425.00
Trailer	5,790.32
Total Other Assets	10,003.32
Total Assets	16,709.83
Liabilities & Equity	
Liabilities	
Other Liabilities	
Anarc	3,056.80
Total Other Liabilities	3,056.80
Total Liabilities	3,056.80
Equity	13,653.03
Total Liabilities & Equity	16,709.83

The interior complements the exterior by using unique walnut woodgrain-patterned leather on the door panels with Bridle accent piping on the dark brown leather seats. French/American high grade, low sheen, oil finish walnut veneer in a gunstock grain is used for fascia and centre console trim as well as the door cappings. Continuity of design is reflected in the use of leather-trimmed, cut pile over rugs front and rear, while leather trims the fold-down rear seat walnut picnic trays.

More than 30 hours of crafting are involved to complete the vehicle, which includes use of the blue/black chrome metal for the rear tailgate Holland & Holland name badge, sill plates and speaker grilles. Front and rear door caps have inserts replicating the fine engraving on a Holland & Holland shotgun.

The Holland & Holland Range Rover will include as standard a set of woodgrain leather luggage designed exclusively for Holland & Holland. Additional available Holland & Holland brand options are:


- Traditional picnic hamper with full bone china, engraved crystal glasses and woodgrain thermos flask
- Picnic rug in Bridle leather holdall
- Mini binoculars finished with walnut
- Gun cleaning kit
- Shooting stool finished in Bridle leather

New Members

1 new member for February

Maclom Elliot of Ottawa Ontario with early IIA SWB, but as a friend of Shawn McGuire's may be dammed to a greater ownership experience

The Holland & Holland Range Rover will be produced in a limited edition of 400 units which will be available in spring 2000 in North America and shortly thereafter in the UK and other selected markets world-wide. While final pricing has not been announced, it's estimated the recommended retail in the UK will commence at approximately £65,000.

 Unexpected body movement on a Range Rover? Some possible causes by Andy Grafton

What and where are the bushings that need replaced on a Rangier? I see the ones on the front and rear radius arms - but there's that A-frame on the rear axle too... Panhard rod. Both ends, especially the end under the PS box leak.

A frame bushes are at the top of the A frame where it bolts to the chassis with a pair of Very Big Bolts. Do not underestimate how tightly these can be done up. Changing is a cinch - block wheels front and rear so the axles can't move, unbolt, remove, do bushes and replace. Note which way up the bend in the arms go as they can be fitted the wrong way up until the last bolt... Have crowbar handy to rotate axle to get last bolt in.

Check the mountings that the top of the A frame (open end of A) mate to on the chassis. If they are very worn on the inside by poor bush location/fretting then you will want to put washers in so the bushes are clamped tight by the VBBs.


Check the A frame balljoint. May well need doing or adjusting if you are really lucky and have an adjustable one.

SLU balljoints cause horrible clackclonkclack. If loose, remove the



SLU and the little nylon cups in the joints. Pack tight by cutting a conical washer effort from a coke can or shim stock and putting it under the nylon before screwing the joint back together. The SLU ball joint retaining bolts are also legendary for being right bastards to undo.

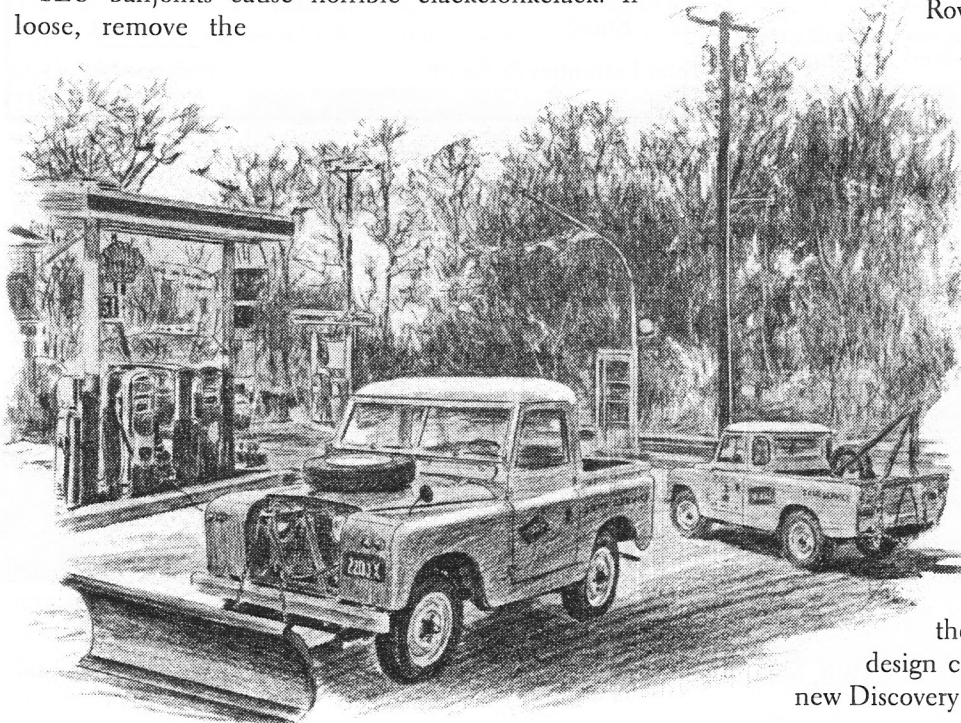
Oh and the body support rubbers. Makes a huge difference. If they've gone, they can be replaced by undoing them all and jacking the body up a bit. Not too far or you'll sever the wiring harness and rip the vacuum pipes off the diff lock. Not that I would know.

 Two Auto Express Awards For Land Rover

Land Rover's Freelander and Discovery have both won Car of the Year awards in the coveted Auto Express New Car Honours 1999, which are announced today.

Land Rover's Freelander has been voted by the editorial team of Auto Express as the Recreational Vehicle of the Year, for the second year running. Introduced at the beginning of 1998, Freelander is the top selling 4x4 off-road vehicle in Europe and currently has a 37 per cent market share of the UK small 4x4 sector. Freelander was the overall What Car? Car of the Year 1998.

The all-new Land Rover Discovery has won the Best 4x4 Off-Roader award. The new Discovery went on sale at the end of last year. While retaining strong design cues carried over from the original model, new Discovery features pioneering 4x4 technology includ-



ing Active Cornering Enhancement, Electronic Brake Distribution, Self Levelling rear Suspension and four wheel Electronic Traction Control. A new five cylinder turbo diesel engine and forward-facing seating for seven, all with three point seat belts, are also available.

Some North American Sales Data: Lanham, Md., Feb. 1 /PRNewswire/ – Land Rover North America, Inc. has posted its best January sales figures ever. The company sold 2,292 units in January 2000, an increase of 28 percent versus January 1999. January 2000 was also the best January ever for Discovery Series II, with 1,761 units sold.

Sales Summary

	Jan.'00	Jan.'99	Y-T-D '00	Y-T-D '99
Range Rover	531	620	531	620
Discovery	1,761	1,170	1,761	1,170
Total:	2,292	1,790	2,292	1,790
	(+28.0%)		(+28.0%)	

Note: Range Rover sales include 4.6 HSE and 4.0 SE.

Land Rover North America, Inc., established in 1986, imports Range Rover and Discovery Series II vehicles manufactured in Solihull, England, for sale in the U.S. and is a wholly owned subsidiary of The BMW Group, Munich, Germany.

And finally some more changes at the home office in Lanham or wherever.

Land Rover's Marketing Department Stronger Than Ever

LANHAM, Md., Jan. 27 /PRNewswire/ — Land Rover North America, Inc. today announced a number of executive changes within its marketing department. All positions will report to James Selwa, Vice President, Marketing. Said Selwa, "Land Rover's marketing efforts have long been industry leading in terms of both creativity and results-the Land Rover brand is perhaps one of strongest brands in the industry. And the brand is now positioned to grow. The reorganization of the marketing department, with new people in new roles, will guarantee Land Rover's leading role. Andrew, Larry, Curt and Chris bring a wealth of experience and expertise to the company."

Chris Marchand has been named Freelander Model Manager. In his new role, Marchand will be responsible for all marketing and product planning activities for the upcoming launch of Land Rover's newest vehicle, Freelander, into the North American market. Freelander will be Land Rover's first all-new model line in the U.S. since the Discovery was introduced in 1994. Marchand, a ten-year veteran of Land Rover North America, was instrumental in the

launch of Land Rover Gear and the creation of Land Rover's award-winning Web site. Since 1997, he has directed all Range Rover marketing activities as Land Rover's Range Rover Model Manager.

Curt Imber has been appointed Range Rover Model Manager, replacing Chris Marchand. Imber will assume all responsibility for national marketing and product planning activities for Land Rover's Range Rover. Imber moves to Land Rover from within the BMW Group. Since 1998, he has directed BMW of North America's advertising and marketing efforts in the Southern Region as Regional Field Marketing Manager. Imber brings to Land Rover a wealth of marketing knowledge and two years of experience working with DeWitt Media, Land Rover's media placement agency.

Andrew Polsinelli has been appointed Relationship Marketing Manager. Polsinelli, an eleven-year veteran of the automobile industry, will be responsible for Land Rover's sponsorship and promotion activities, customer loyalty programs, prospecting, and direct marketing activities. Polsinelli will also oversee management of Land Rover's owner database. Polsinelli comes to Land Rover from Nissan North America where he was Model Line Manager, Xterra SUV and instrumental in the vehicle's successful North American launch. Larry Rosinski has been named Market Research and Planning Manager. In his new position, he will direct all market research activities for Land Rover North America, including long-term strategic planning, product analysis and consumer research. Rosinski brings to Land Rover ten years of professional automotive research experience. Most recently, he was director of Automotive Syndicated Services for Maritz Marketing Research in Toledo, Ohio.



the images on these 2 pages come from a calendar that Fred Dushin found after purchasing his SWB

General Servicing: Repairs, Humour, Tales & Trivia

The Lady is not for Turning

Mike Rooth

At any given time, you can bet your boots that Bloody Nora has something that needs rectifying. And if not, the situation will be remedied. In this case going round corners (a fairly basic requirement in any vehicle) was becoming more and more of a bore. To say it was an effort would be putting it mildly. And yet it wasn't as though something was sticking. The effect of that would have been more and more input and then a jerk and over reaction of the wheels. She's done that. She broke the bottom leaf of a front spring which lay itself to rest on the track rod, and made driving even more interesting than usual. This was more of a general stiffness. Arthritis? Can you have an arthritic Land Rover? Research (with generous funding) is required. Cheques made payable to me.

So I asked for advice. And Bill Maloney asked innocently as to the state of the oil supply in the steering relay and steering box. Um. Well, I *did* fill the relay with oil, that I *do* know. I can remember doing it. Just. About er...twelve years ago. The steering box leaks. I did that too, about the same time. "Its *dry* Mike" quoth Bill bluntly. Oh well...

So there was nothing for it but to remove the battery and have a look. RHD is Bloody Nora, don't forget, and Laddo wot I bought her off had modified the two six volt battery setup to an admittedly more sensible single large twelve volt arrangement. (He'd also less sensibly made the main battery cables out of 440 volt mains earth cables which wouldn't take the current, but that's another story). The net result is a very large, very heavy battery, that just about needs a crane to lift it. However, grasping my hernia firmly, so to speak, the battery was transferred to the wing. Whereupon I found that Laddo had been exceptionally clever. Bigger battery requires bigger battery tray. Or so he obviously thought. So he'd welded a sheet metal exten-

sion to said tray *on to the radiator panel*. Leaving a gap between the original tray and the extension sufficiently large as to accommodate a small, and extremely undernourished, gnat. And directly over the steering relay. I found I could *see* the bolt I wished to remove, but whether I could get a spanner on it was a matter of conjecture. Further, it appeared that the bolt in question was not of any size known to the civilised world. The DA, be it noted, had retired to the living room in front of a warm fire with all the windows firmly closed. Dogs too.

They don't like the sort of language these operations generate any more than she does.

Aren't Mole Wrenches wonderful? Talk about one size fits all. The next problem (this job was never going to be easy) was to find some gadget or other to actually insert the oil into a very, very, small hole. Well, actually, the next problem was to *find* the oil to insert into the very, very, small hole. I could have sworn (and did) that I'd got some EP90 left over after refilling the transfer case when doing the handbrake. Wrong. Nearly. My usual wrinkle when filling things with EP90, is to fill a squeezey bottle from the gallon can, insert flexible nozzle of said squeezey bottle into hole, and, well... squeeze. And as luck would have it, the squeezey bottle was nearly full. That's all right then. But. How to transfer oil in bottle to steering relay? I'm *sure* this shouldn't exercise the grey matter to this extent. Perhaps its me. Now it so happens that the best method of oiling round a miniature steam loco



A nice Series III fire truck, at a fire academy near Devon
Photo: David Norcross

before a run, is to use a hypodermic syringe. One of the *big* ones. And to that end, I'd purchased a hypo, in the days when asking for one in a chemists shop didn't ring all sorts of bells and whistles and land you in chokey for the duration. What is more I actually *found* it. And with the needle removed (do they really shove things that size into people?), the stumpy nozzle would fit the relay hole and, hopefully, leave room for the air to come out. Yes, I *know* there's another stud I could have removed to let the air out, but this was underneath the "modification" to the battery tray. I also know that I could possibly have got at it by taking the radiator grille off, but the headlights are earthed via one of the badge bolts, and you disturb Joe Lucas at your peril...

So. With the syringe full of oil we drip oil into the lickle 'ole. Forget it pal. The first two drops disappear like rats down a drain-pipe, but the third.... Suffice it to say that it looked as though the relay was full. Contemplate this for a minute or two, and the relay blows a little bubble and the oil disappears. Mmmmm. The prospect of standing there giving a realistic imitation of a prize prat, even in the privacy of my own home, while filling a steer-

ing relay with oil a drip at a time doesn't really fill me with joy.

Even jiggling in the hole with a bit of wire to encourage the egress of air loses its appeal after the first couple of times. Desperate times demand desperate measures, so they say. So pushing the syringe firmly into the hole, and depressing the plunger *hard*, oil was forced into the relay. True, there was some around the relay top, but not a syringe full. I carried on like this until I got bored with it. Which took about ten minutes, or when it got too dark to see, whichever came first. As a last generous gesture some oil (not a lot) was introduced to the steering box. Once I'd got the filler off. You cant get a spanner in there either. Mr. Mole ought to be knighted.

The net result of all this was proof positive that Mr. Maloney (may his arm ever be jointed at the elbow) was right. Finger light steering we had, (which probably means the swivels need looking at)and directional control par excellence. The steering box will, in the fullness of time, be filled with semi-liquid grease, but for now I'm just enjoying having light steering. Until the right front tyre goes down again...

Land Rover Gearbox Recent History

Mike Nieuwoudt

The "recent" history of LR main gearboxes in 110/90/Defender/Disco goes roughly as follows:

1982 or thereabouts: LT77 introduced with 110 and 90 as 5-speed box on all 4 cyl engines. Development of old Jaguar car gearbox, adapted to suit LR. "77" stand for the distance between the main and layshaft in mm. The V8 110 got the LT95 (95 mm shaft spacing) 4-speed from the V8 Stage 1 (the hot leafspring jobbie we knew as the similarly bodied Serie IIIS with the 2.6 engine and ADE diesel). This box was originally developed for the military 101 and the Range Rover. Reason the V8 did not get the LT77 was that it was not strong enough as a working box. Some time around there it was however introduced to the Range Rover 3.5 V8 with Carbs because it was deemed strong enough as a cruising box.

1985 or thereabouts: LT85 (85 mm shaft spacing) introduced in all V8 110 and 90. Originally designed under contract by Land Rover for Santana in Spain, and deemed a strong working box. LR then bought them in from Santana, therefore also called the Spanish Box. Until 1987 the so called heavy duty with oilpump was used, and from '88 to '90-'91 the lightweight divided case box was used. The main shortcoming of this box was main- and layshaft bearings when used as a long-distance cruising box (bad loading of bearings at full engine load in 5th gear). There was also a bearing quality problem at one stage and it was sensitive to the type of oil used. The basic box are still available from Santana and can be bought new from TIConsole in Holland at very expensive prices.

1989 or thereabouts: Disco 3.5 V8 Carb also got the LT77 for same reason as Range. The Tdi (I think) probably got the

LT77S which was a strengthened 77 mm spacing box. At this stage there are the so called short stick boxes in the Disco. Think the shift stick was located further to the back on the box?

1991 or thereabouts: LT77S (strengthened 77 mm spacing box) introduced to Defender V8 and Tdi after the LR / Santana tie-up (in general) split. The LT85 is cut from the line-up. The bell housings and input shafts of the LT77S differ between the V8 and Tdi due to latter engine's more aft location.

1994 or thereabouts: R380 box introduced as brand new LR gearbox right thru the range. Not that new though, it is in fact a radically reworked LT77 with the mainshaft bearing arrangement allowing for both working and cruising, and reverse introduced opposite 5th with its own shift rings. The name stands for "Rated to 380 Nm input" thus a new designation, but it still have the LT77's 77 mm shaft spacing. In the Defender V8 and Tdi the boxes are now the same with the forward relocation of the 300Tdi in the engine bay. The R380 quickly get a bad name after some (3rd?) gear problems, and subsequently due to accelerated main shaft spline wear where it mates with the LT230 TXBox. (LT230? Yes, 230 mm parallel spacing between input and output shafts!) This latter problem have however been present on all LT230 equipped Land-Rovers, irrespective of main gearbox, it just did not have the profile that it got lately. So now there are the different fixes i.e.. flingers and "holy" TXBox input shafts to try solve the problem. Somewhere in the near future: Land Rover will try do design another main gearbox. It will again have frustrating reliability problems. Hopefully the BMW bosses will then force them to buy all boxes from ZF and/or Borg-Warner. That will also suit the BMW engines to a tee. On all the above I stand to be corrected on the details.

Conquering the Elements in Northern Ontario

Ted Matthews

Last February, five OVLRL members completed a Northern Ontario expedition to Moosonee and Fort Albany. This trip included 7 Discovery vehicles and one D90. The OVLRL members that participated in this trip included Mary Kuczynski, Hans Strubel, Michael Ladden, Simon Burn and Peter Goundry.

The expedition was planned to use the "Winter Road," a road constructed of ice and snow in the winter to cross the Muskeg and forest areas. The winter months present the only time of the year that automotive vehicles can travel between Fort Albany and Attawapiskat—two Cree communities in the North.

The trip started with the long drive from Toronto to Cochrane, with some off-roading on the way. While the trip was a long one for those of us who live in Toronto, it was even longer for 3 of our American team members who made their way from Connecticut and New Jersey. When we arrived in Cochrane, we loaded our vehicles onto special train cars for the 5-hour rail trip to Moosonee. As there is no

road, the trip from Cochrane to Moosonee can only be completed by rail travel. Expedition members quite enjoyed their rail trip, resting in stylish comfort in the roomy passenger cars at the end of the train.

The original trip plan was to drive the winter road from Moosonee to Attawapiskat, which is located 150 miles northwest of Moosonee. We were not able to complete the full trip as the expedition got bogged down on the West Side of the Albany River at about the 90-mile point of our journey.

Our trip also took us on several visits to Moose Factory where we delivered AIRCAST medical supplies to the local hospital and visited two schools to exchange artifacts that we had brought along from an elementary school in the metro Toronto area.

The trip presented us with numerous opportunities for vehicle extrication. Most participants indicated that they might be willing to try the trip again next year. We are all very grateful to Land Rover North and Metro West (both

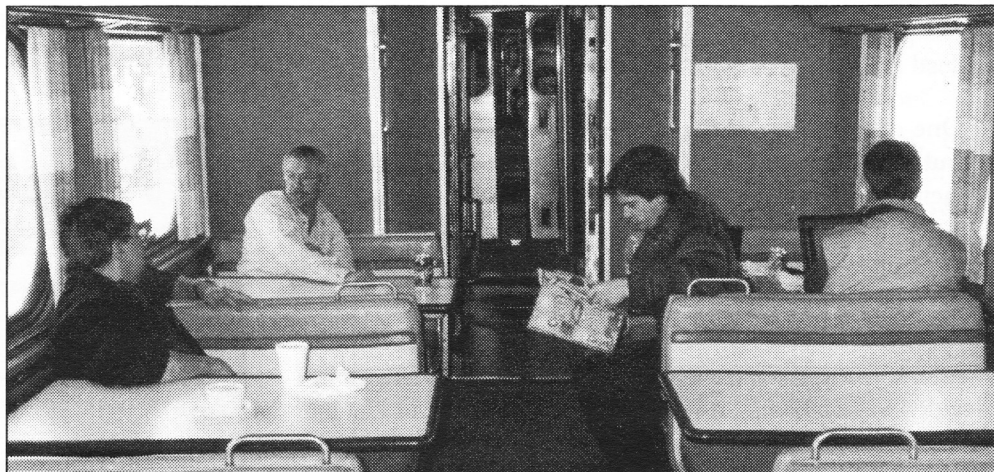


Above: Preparing to load the trucks on the train. Top: The trucks loaded and on their way.
Photos: Ted Matthews

Metro Land Rover dealers) for their support and sponsorship. We are also very grateful to the Ontario Northland Railway and our many supply sponsors.

The trip was a great adventure; we met many friendly people and the scenery was spectacular. Although temperatures dropped to about -20 degrees Celsius, the team was equipped to handle much colder conditions and we were prepared to rough it in the bush for up to 3 days had we become stranded.

If you are interested in learning more about our expedition, the entire journey can be reviewed by visiting www.border-toborder.com. A video of the expedition will be available shortly for those who may be interested in additional details.



A Friend Indeed

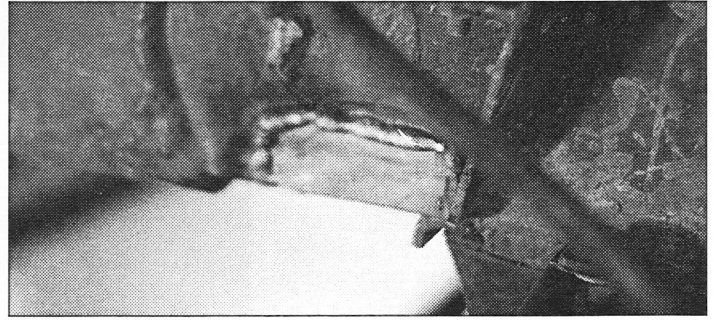
Bill Maloney

One of the things that continues to surprise and amaze me about the people in OVLRL is their generosity and willingness to help others that I've encountered over the years.

A while back I had mentioned in passing that the replacement bulkhead outriggers on my IIA SWB had only been welded along the sides, not top and bottom. Al Richer made the kind offer to complete the welding if I would only stop by.

After a few years and the offer being repeated a few times I decided to take Al up on it. I arrived one morning in October and after some chit-chat noticed that Al had unrestricted Internet access. Since we both like mud and Land Rovers, our first thought was to log into messyfun.com. But since the spouse and offspring were on hand, we decided that we would have to wait on that pursuit until they were off to the supermarket.

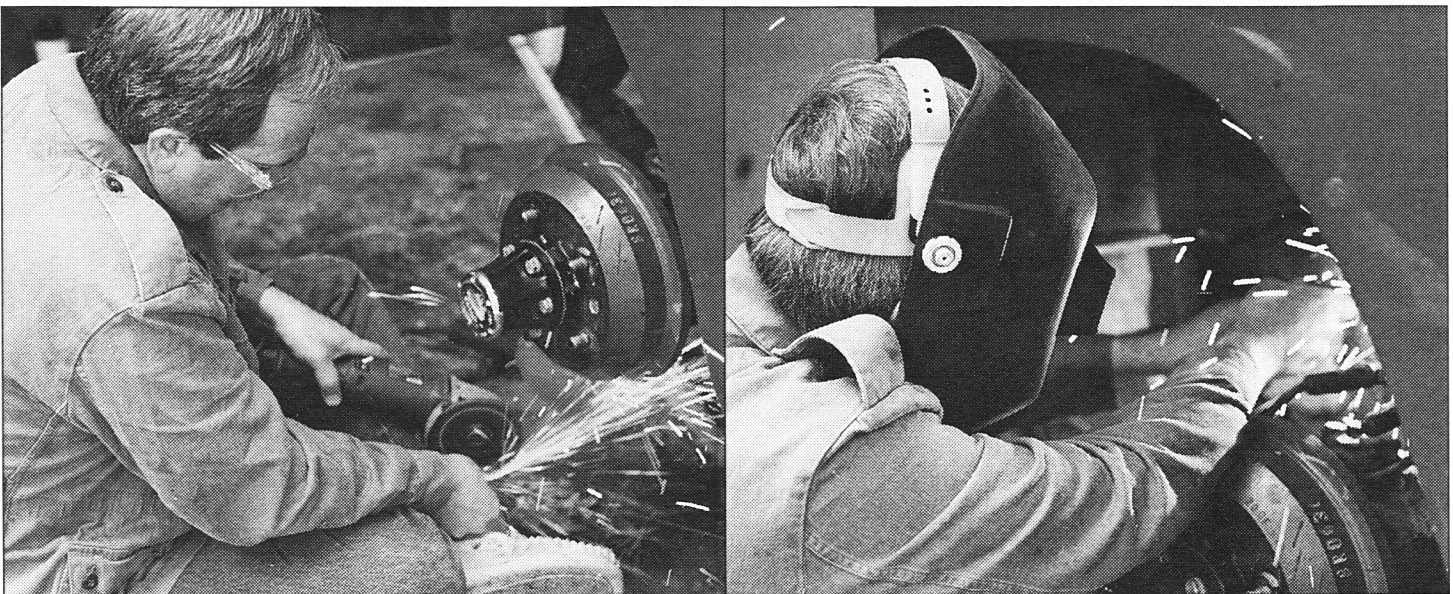
I must admit Al wasted no time in getting started. In a lot less time than I expected he was grinding and wire brushing away at the weld areas, then laying a bead that was much better looking than the "professional" that welded it up in the first place. Since I'm not one not to take advantage of a good thing while it's sitting in my lap, I asked Al to have a look at the front horns. I had these replaced by a local shop who welded the top and sides but not the bottom. The first thing Al spotted was a hole just aft of the LH horn. He began to grind away the surrounding metal and discovered a crack in the frame. Before I could say "Oh S#!+" Al had cut and shaped a patch for the area, then proceeded to weld it in. Then he finished off the bottom beads on both horns. Again, his workmanship was better than the that of the professionals. I was so surprised at the speed of his work that when I asked him to look at the RH outrigger, he had already done it while I wasn't looking. Al also helped me diagnose a spottily operating starter. Turned out to be a combina-



tion of dirty battery terminal connections and a quick disconnect I was using that didn't have a whole lot of contact area to allow the juice to flow. As I had just begun a 2 week vacation to Maine it was a big relief to get this resolved.

I had brought my drive-over toe in gage to check his alignment while I was there but the offer paled in comparison to the work Al had just done for me. Al pulled his 109 into the street where we set up the gage and drove the Rover over it. The reading was about double what it should have been so out came the 7/16" wrenches and pipe wrench. Once the clamps were loosened the pipe wrench was pulled upon. Then with a longer bar on the end of it. Then a boot kicking the longer bar. It wasn't moving. This is were Al introduced me to the joys of MAP torches. The thing was a lot hotter than my little propane job and got the tie rod good and red in no time, and more importantly turning. After a little trial and error we had the toe in where it should be. I hope there was at least a little bit of improvement.

I have to say it's the kindness and generosity of help and advice from folks like Al Richer that set our little group apart from those of the Jag and other high end clubs. OVLRL is more than just a club, it's a community



Above: Al Richer does the grind-n-weld. Top: a very neat patch on the bottom side of the front horn. Photos: Bill Maloney

SU carbs onto a V8 Rangie

Andy Grafton

Repeated calls to Heaven eventually resulted in Manna dropping on my toe, in the form of an inlet manifold complete with 2 nearly new SU carbs, originally fitted to a V8 Defender.

My existing Stromberg 175CD carbs were, to put things mildly, bugged; needles almost worn through, choke leaking fuel and the air floats/pistons behaving like flaccid asparagus.

After no investigation and very little planning I decided to fit the SUs and see what happened. I took the SUs apart, couldn't be bothered to work out how they functioned, set the mixture to the same level on both and replaced the O rings on the choke mechanisms because they fell apart when I took the chokes out.

The air filter and carb. elbows were removed from under the bonnet and placed aside so as not to cause a tripping/swearing hazard. A 13mm spanner [shortly to become Special Tools #6278 and 6279] was cut in half and then the ring end ground down so the thinnest part of the walls was about 1mm thick when looking at the ring from the top i.e. so it forms an O as you look at it. The ring end was reduced in thickness to about 4mm looking from the side. The open end of the spanner was reduced in size a bit for good measure.

The Special Tools were welded and the SUs removed. The choke cable was detached and disconnected from the carb. The accelerator linkage and bellcrank/cam with the funny elongated hole in were left exactly as they were.

The plastic whatsits that go between the carbs and the manifold were levered off, complete with the funny metal tube bits that stick down into the manifold openings through them.

The SUs were put in place on the manifold, complete with their plastic bits and associated funny metal pieces that have spikes around the edge rather than a tube. One nut on each carb. has to be put on the first couple of turns before the carb. is seated as otherwise it will foul the carb body. Bolting them on was a laugh a minute with the Special Tools being actuated 1/32" of a turn at a time on the rear bolts. In order to preserve your sanity it is necessary to move and secure the choke and accelerator mechanisms against their springs, out of the way of the spanners. The accelerator linkage fits perfectly but I bent the lever on the SUs so that the centre of the little plastic roller attached to the manifold end of the mechanism bears on the throttle arm attached to the carb. Both the response profile of the 'cam' and the length of travel available appears to be correct.

The centre of the Stromberg-compatible choke cable I have was long enough to reach, but the outer was cut too far back. 1" of a curtain spiral spring support was obtained from the kitchen net curtain and now the curtain is held up much more tightly. This was threaded onto the end of the throttle cable and the assembly attached as it was designed to be.

The pipe that connects the fuel supply from one carb. to another has different fittings on the carb. side of the junctions.

It was necessary to use the Defender one, which mated nicely to the carbs on one side and the existing (Imperial thread) fuel line and fuel return on the other.

The flame trap and pipework fits the RH carb. perfectly, but the LH one requires modification to the carb. side pipe. One of the Defender pipes had all the right bends in it but had to be cut in half to make it fit properly as it was too long.

The fuel overflow pipes are too long and have the wrong bends to suit the SUs. I cut them off and made good with flexible fuel hose between carbs and overflow pipes.

Rangie started straight up... joy. Carbs were synchronised (much easier with the SU linkage, it makes the Stromberg process really look Mickey Mouse). Mixture was set by smell/touch/taste/noise. Idle set to 550 rpm. Addition of ATF to the dampers resulted in a smooth throttle response and a quick drop to steady idle. The carb elbows and everything else fitted straight on.

The car drives a little differently. The first thing I noticed is that the accelerator is a little stiffer throughout its range. Newer springs on the carbs? The low to middle end response (the sort of oomph you'd use round town or for cruising on the freeway) is very similar to the Strombergs, but when you push the accelerator beyond that, the response is less progressive than it was i.e. the thing really shifts.

The engine is smoother throughout the rev. range but very much better at 4,000+rpm. It appears to be using less fuel. These things I attribute to the carbs being in better condition.



Sean Cantrell's Defender 90, RTV | 6th Birthday Party
Photo: Martin Rothman

OOPS!



John Parsons



These are pictures of my 1960 SII, "Brutus", which I sold last year after owning it since 1985. They were taken on Blue Mountain, a local play area in Maple Ridge, B.C., on Feb 14th 1998. There were two Rovers out that night on a run to scout a route for the Roverlanders annual Snowflake Chase. It was a rainy night and we had just completed (or pretty much completed) a good rocky climb when Karl and Alicia, in the lead truck, stopped for a pee break. It was difficult to tell the exact lay of the ground, being dark, but I pulled up behind them and set the hand brake, and got out for a chat. Karl's first words were "Your truck!", and off it went, slowly at first, backwards from

whenst we came. As I mentioned, it was dark, so there was only a blaze of lights and some crashing. When it was all over Brutus was as you see in the photo's. The engine was still running, and all lights were ablaze. The vehicle was completely empty of all contents that was not fastened down. Only one window had broken, the passengers fixed door window which looks like it broke when it rolled over a rock. One of the corner windows in the pickup cab had come out but was intact. All light lenses were intact. The left rear shackle had inverted and the rear main leaf on that side had about a significant bend in it. This combination had allowed the right rear wheel to impact of the right side fuel tank during one of its landings, mashing the outrigger and putting a slight bulge in the frame rail (was easily repaired). As the vehicle was still on a hill, I suspect that the only reason it stopped where it did was because the Jack-all handle had lodged itself into the road.

We were all a bit shaken so we left it for the night, hoping it would not be vandalized. First thing the next morning we



mounted a rescue mission to collect my old friend. Using the winch on a friend's Range Rover we improved the attitude of the rear spring. One of the rear wheels had been dented such that you could insert your fist into the tire, but I am a firm believer in tubed tires and it was still holding air! We stripped off the doors, repaired a break in the fuel line at the distributor pump (2.25 diesel), and I drove him home. Because of the kink in the rear spring it did go down the road like a crab, but other than that felt remarkably good. It had taken some solid hits as several of the spring frame bushings had splits in the outer sleeves.

Believe it or not, it is now back on the road as a daily driver with a new owner. The only salvagable body panels were the bulkhead and windshield, rear tailgate and front grill panel. Even the Jack-all survives.

Rover, takes a licking and keeps on ticking!



The 13th OVL R Maple Syrup Rally

Mud, Snow & Syrup!

Coming in April...

WATCH FOR DETAILS NEXT MONTH!

Land Rover Events for the year 2000

(and a few british car events, too)

OVLR: Ottawa Valley Land Rovers • MORE: Maritime Organisation Of Rover Enthusiasts • TARC: Toronto Area Rover Club
BSROA: Baystate Rover Owners Association • ROAV: Rover Owners Association of Virginia

FEBRUARY:

26-27 **Off Road in Catskills of NY.** Info: Ray at 516.563.6660 or mrbrauni@aol.com. A tough event requiring experience.

MARCH:

25: **BSROA; Executive Meeting and Open House** at Badger Coachworks, South Dennis, MA. Info: 508.394.2680 or email info@badger-coachworks.com

APRIL:

14-16: **Old North State Land Rover Society; Uwharrie Safari**, Uwharrie National Forest, North Carolina. Events include Poker Runs, The Alan Briggs Land Rover Challenge, contests, etc. Info: Dan Ratcliffe ratclida@msn.com or 919.639.3460. Web site: www.land-rover.org

TBD: **ROVERS; Spring Assateague Island Beach Run**, Assateague Island MD. Info forthcoming.

TBD: **BSROA; Pre-Run for June NH event.** Info: Peter Janney, pjrover@sover.net or 508.394.2680.

TBD: **OVLR; 13th Maple Syrup Rally**, Shawville, Quebec. Info forthcoming.

MAY

7: **Get the Dust Off Rallye and Winery Tour.** This 50 mile Road Rallye thru the back roads of Baltimore, Maryland and surrounding counties and will finish at a local winery. The event is a traditional time, speed and distance rallye. Participants are encouraged to bring a picnic lunch. Cost is \$15. Info: Richard G Liddick, rgl2mgbgt@aol.com or 410-817-6862.

13: **TARC; Mad May Muddiness** -a tour of unimproved roads on the Niagara escarpment. Entrants will have to find 10 different locations and pose their Land Rover to produce photos identical to samples provided with the route instructions. Cost is C\$30 which includes a disposable camera and film processing. Meet at 2:00 PM at Family Fair Restaurant, Main Street East, Grimsby, Ontario (Sunoco Gas Bar, Regional 81). Info: Trevor Easton, bluerover@unforgettable.com or 905.945.6128.

19-21: **MORE; second annual Moose Trophy Rally.** Info: John Cranfield, john.cranfield@ns.sympatico.ca or 902.765.4532. Web site: www3.ns.sympatico.ca/john.cranfield/

19-21: **Import and Replicar Nationals, AKA: Foreign Carlisle.** Carlisle, PA. A great multiple marque NOS/junk show. Info: www.carsatcarlisle.com.

20-28: **British Car Week.** This is an annual event that occurs during the last full week of May. It is a commemoration for the wonderful British cars of the past, and their owners, who have so proudly kept them maintained. Info: Scott Helms Trmgafun@aol.com. Web site: members.aol.com/Trmgafun/britishcarweek.html

21: **BSROA; Museum of Transportation**, Brookline, MA, Family picnic day on the green in front of the Museum. Discounted entrance fee to Museum. Info: Peter Janney, 508.394.2680 or pjrover@sover.net

26-30: **Association of Rover Clubs; ARC 2000 International Rally.** Info: www.4x4web.co.uk/ARC2000/

27-28: **Scottish Land-Rover Owners Club; All Rover Rally** Vehicle show and autojumble, East Fortune, East Lothian. Info: www.slroc.co.uk/

29-June 2: **Flatland Rover Society; National Land Rover Invitational Adventure Trip.** This weeklong event tests driving, navigation and endurance skills of teams from Land Rover clubs in North America. The competition will be an adventure trip starting in Northeast Kansas and ending in the beautiful Mark Twain National Forest in Central Missouri. There will be special task events throughout the trip. Clubs will select their own two-vehicle teams to send to the event. Each truck will have a driver and navigator competing. At least one of the vehicles must be equipped with a winch. Scoring will be on driving skills, winching, navigation skills, (using GPS), physical challenges, gymkhanas and a variety of other special tasks. Teams should also be familiar with orienteering skills. The entry fee is US\$200 per team. Info: James Merriam, camel-rover@aol.com or 316.789.8155. Web site: www.flatlandroversociety.com/ for more info!

TBD: **BSROA; Final pre-run for June NH event.** Info: Peter Janney, 508.394.2680 or pjrover@sover.net

TBD: **OVLR; 8th Annual Spring Tune Up**, Stittsville, Ontario. Info forthcoming.

JUNE

4: **Red Mill British Car Day**, Hunterdon Historical Museum, Clinton, New Jersey. This event is limited to 100 cars (pre-registered only). The show is open to all British marques. Refreshments will be provided by The Ship Inn a British style pub-famous for its micro-brewed British style ales. Cost is \$12. Info: Richard Miller, Marfmil@hotmail.com or 908-713-6251.

8-11: 10th Annual Lake Superior Vintage SportsCar Rendezvous Thunder Bay, Ontario. Info: tbvscc@norlink.net or 807.475.9729. Events include a Poker Rally, Gymkana, Show and Shine, etc. Web site: www.norlink.net/~tbvscc/rendezvous.html

10-11: BSROA; New Hampshire Off Road in Southern New Hampshire. A two day event with runs for everyone at all levels. This is going to be a fun, active weekend for everyone to enjoy. Some experience desirable as well as a sense of adventure. We will be based at a campsite just west of Nashua. Info: Chris Browne at 508.650.3446 (h), 617.330.8467 (w) or email Christopher.Browne@AIG.com

25: British Car Day, Bowie MD Allen Pond Park, Info: MGTClub@aol.com

23-25: OVL R; 17th Birthday Party, Silver Lake, Ontario. Info forthcoming.

TBD: Downeast Rally, Mid-coast Maine. Info forthcoming.

JULY

21-23: LRO Billing at Billing Aquadrome, Northampton, UK. Info: www.lroi.com.

AUGUST

4-8: Solihull Society; 12th Annual Rally. A Celebration of High-Altitude Wheeling. We will begin in Crested Butte, Colorado on Friday with local trail rides. followed by a cocktail party. Saturday we will traverse the Continental Divide as a large group, headed towards Breckenridge, Colorado. Saturday night we will camp in the Mountains. Sunday evening we will have a group dinner in Breckenridge. Monday will be spent running local trails like Red Cone, Wheeler Lake, etc. \$60.00 per adult and child over age 12. Includes one, 1 year membership per vehicle. Info: John Wood, jwrover@flash.net or 303.774.2096/877.850.8067. Web site:

www.solihullsociety.org/rally.htm

20: TARC; Where's Rover? (Previously Rovers at the Rovers). On-road tour of the Niagara Escarpment with brain teasing cryptic navigational challenges. Meet at 2:00 PM at 124 Central Avenue, Grimsby, Ontario. Info: Trevor Easton, bluerover@unforgettable.com or 905.945.6128.

TBD: BSROA; Beach run. Info: Peter Janney, pjrover@sover.net or 508.394.2680.

TBD: OVL R; Calabogie-Flower Station Run, Calabogie, Ontario. Info forthcoming.

TBD: BSROA; Western Mass off road Run. Info: Peter Janney, pjrover@sover.net or 508.394.2680.

SEPTEMBER

9-10: Yorkshire Rover Owners Club (UK); Langley Farm 4x4 Show. Yorkshires annual 4x4 meeting. Judged vehicle line-ups (with prizes) where all kinds of 4x4s can be looked at. Extended off-road course (with easy and difficult routes) Bar-B-Que and Dance, with a bar and a live Rock and Roll band. As usual, there will be a wide variety of trade stands, 4x4 club displays, food and refreshments, and childrens entertainment. Info: Dave White, davew@landie.demon.co.uk Web site: www.landie.demon.co.uk/

16-17: BSROA; Fall Rally, Plymouth Vermont. Two days of off road fun, food etc. We will again be based at Hawk Resort, near Woodstock, VT. Info: Peter Janney, pjrover@sover.net or 508.394.2680.

21-24: British Invasion X: Stowe Vermont. The largest British car show on the East Coast Preregistration deadline is September 1, 2000. Info: Michael F. Gaetano, mgaetano@maainc.com or 508.497.9655. or Christopher Francis, englandinn@aol.com or 802.253.2106. Web site: www.britishinvasion.com/main.html

30: MGs On the Rocks Car Show and Parts Market, Rocks State Park, Bel Air, Maryland. This event is open to all British cars and motorbikes. Vendors will be selling both new and used items, along with other British car regalia. The Baltimore MG club will be serving up its internationally famous "Pit Beef" sandwiches and drinks. Cost is \$10. Info: Richard G Liddick, rgl2mgbgt@aol.com or 410-817-6862.

30 - Oct 3 Tentative: TARC competitive RTV near Bowmanville. Info: Trevor Easton, bluerover@unforgettable.com or 905.945.6128.

TBD: MORE; Labour Day Rally, A 2 day event is proposed in Nova Scotia but the actual venue is not yet decided. Trails suitable for all comers are planned. Definately a family affair. Info: John Cranfield, john.cranfield@ns.sympatico.ca or 902.765.4532. Web site: www3.ns.sympatico.ca/john.cranfield/

OCTOBER

6-8: ROAV; Mid-Atlantic Rally. Info: Sandy Grice, rover@pinn.net

TBD: ROVERS; Fall Assateague Island Beach Run, Assateague Island MD. Info forthcoming.

TBD: OVL R; The Frame Oiler, Ottawa, Ontario. Info forthcoming.

NOVEMBER

TBD: BSROA; Off Road Run in Western MA. Ma Bell or similar. Info: Peter Janney, pjrover@sover.net or 508.394.2680.

DECEMBER

TBD: OVL R; The Christmas Party, Ottawa, Ontario. Info forthcoming.

If you would like an event listed, please email spenny@aol.com with details.



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