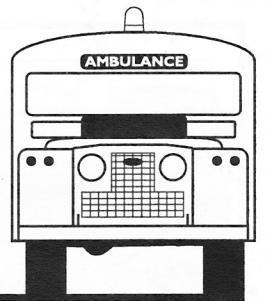


OTTAWA
VALLEY
**LAND
ROVERS**



15 June 2000

www.ovlr.org

Volume XVII, Number 6





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

General Information

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

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 OVL R Newsletter

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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 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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OVL R Radio Frequencies:

VHF: 146.520

CB Radio: Channel 1

FRS: Channel 1 sub 5

Shortwave: 14.160Mhz

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

"I will say that Texans are different. There are those here in Austin that maintain that the only reason that you carry a sidearm is so that you can shoot your way back to your pickup truck to get your AR-15."
— Ben Smith, on his recent move to Texas

Greetings;

Well, Carlisle was covered in the last newsletter, so the only other events of note locally were the Oxford Mills show and a quick jaunt down to Marlborough Forest. The first is a fund raiser by the Anglican Church to raise a bit of cash, they hold a pretty nice and quaint little show. In the park by the centre of the village.

It is quite pleasant, lots of grass, huge trees. With better weather, you could read and lounge about for a good part of the day. There are certainly worse ways to spend part of a morning and early afternoon! The church ladies make a pile of home made pies for desert, while the men make barbeques serving up hamburgs, hot dogs, and sausage. Food? You can stuff yourself for not that much money. Of course, you can always do as Shannon Lee Manion does, rolling out a hot pink carpet from the early seventies, placing patio table, complete with sun broly, and lawn chair about, then breaking out the sandwich makings and feeding her friends.

Cars? Oh yeah, guess there were some of those there. Brit wise there was not much. A plus four Morgan, a 79 Mini, a Sunbeam Alpine, one TR8, and the BGB. Rest was Yank. Old Yank too.

Average age must have been in the thirties. One Auburn there, rather nice, and worth a pretty penny. Your usual selection of old Studebakers, Model T's and A's. Then a good selection of fifties vehicles. An Isetta was turned away as was a Lotus Elan and others. Packards were stately in a showy way. Terraplanes, not one but two. A number of convertible Beetles. Some street rods made the scene and one of the guys asked Shannon for the furry shocking pink carpet because he was doing his rod in that colour.

On the motorcycle side of things there were a pile

of Brit bikes, Panther, BSA, Triumph, Norton etc. The Ariel Square Four and Velocette were unusual. Outside with the modern stuff, there must have been another hundred bikes. Rather impressive, especially since there were only about twenty or so there last year.

The second event was the Marleborough Forest run. It ran into a few problems when it was discovered that the Ministry has set up gates to keep people out of the forest reserve. It seems they, and their neighbours have tired of kids driving stolen cars into the forest and burning them. However, our friend Kevin Willey has done some fact finding about access to Marlboro and this is what he found. OVL R is permitted to go into the forest, though we must send them a letter in advance. The Ministry will give OVL R a key and a letter showing permission so some local doesn't blow holes in our tin.

And finally from Shannon we hear that Gordon Bernius represented the club at the Byward Market Auto Classic. Robin Craig was there with his Ferret, rather than the military 110 this year. A good show but chilly...

Other than that, the big event of the month is the Birthday Party, but you will have read all about that elsewhere.



Rino Granito's Range Rover on the RTV course. 16th Birthday Party, June 1999

Photo: Bruce Ricker

This Month's Cover:

Marshal Murray Jackson's Lightweight puts in an appearance at the Tune up

Photo: Shannon Lee Mannion

Upcoming Events

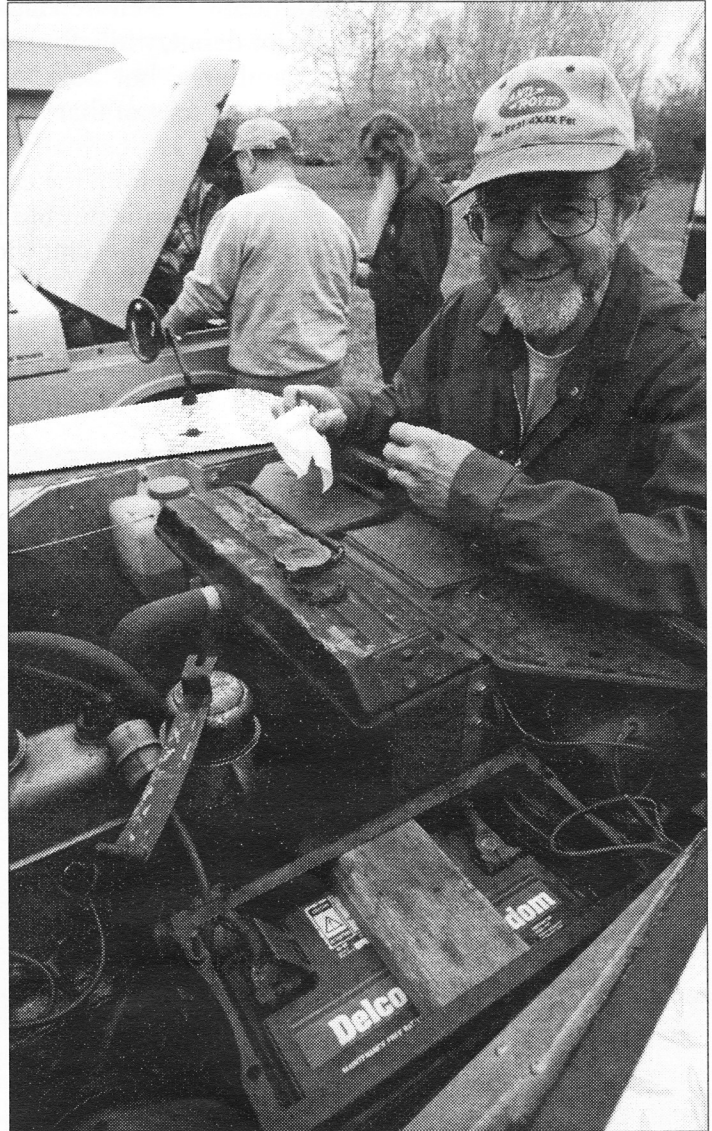
in the next month or so...

- | | |
|------------|---|
| July 15 | LaRose Forest Off-road,
Info forthcoming. |
| June 19 | Social at the Prescott,
Preston Street, Ottawa, 7 PM |
| June 23-25 | Birthday Party,
Silver Lake, Ontario |
| June 25 | 11th Annual Richmond Sports
Car and Classic Car Show,
Richmond, Ontario |
| June 25 | British Car Day, Bowie MD
Allen Pond Park |
| Late June | Downeast Rally,
Mid-coast Maine. |
| Late June | The Breakfast. |
| July 2 | Evolution of Wheels/Science
and Tech Museum, Ottawa. |
| July 3 | Executive Meeting, Phone
Christian for time and location |
| July 17 | Social at the Prescott,
Preston Street, Ottawa, 7 PM |

future events:

(Dates & times subject to change)

- | | |
|--------------|---|
| August 7 | Executive Meeting, Phone
Christian for time and location |
| August 5-7 | Calabogie uplands Off-road,
Info forthcoming. |
| August 18-20 | RoverFest, Killington, VT,
Info forthcoming. |
| August 21 | Social at the Prescott,
Preston Street, Ottawa, 7 PM |
| September 28 | Ottawa Area Road Tour,
Info forthcoming. |
| October | Southwest Ontario Off-road,
Info forthcoming. |
| October 14 | The Frame Oiler, Stittsville,
Ontario. Info forthcoming. |



Top: Bob Wood's 109 GS at the Tune up
Above: Gordon Bernius attends to matters; note official LRwood
block battery hold down, also at the Tune up
Photos: Shannon Lee Mannion

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

From the Editor: Well, last month's issue got timed up inbetween LAN Upgrades in Washington, my office at Defence getting moved, myself being shipped of to French language training (which is doing no good to help with the 80 inch languishing in the driveway), and a host of other things conspiring to keep things moving at a slow pace. However, when it was done, Bruce Ricker, Andrew Finlayson, Murray Jackson and Fred Joyce all managed to get down to the Prescott to get the newsletter collated, stuffed and on its way. By the way this issue (June) is not only Volume XVII, No. 6, but also Issue 192.

Some interesting news from Jan Hilborn: I heard about the new Land Rover ad where the yuppie couple stops on their way to some toney show and picks up a wet stray dog. So I wrote LRNA thanking them for such a nice ad. Here's their reply... nredfern@landrover.com Thanks for your e-mail regarding our new Land Rover television commercial! The ad, appropriately called "Dog", has generated an overwhelming response from the public. We've received hundreds of e-mails praising the "Dog" commercial since it first aired on May 22. We just wanted to let you know that Land Rover North America will be making a monetary donation to the American Society for the Prevention of Cruelty to Animals (ASPCA) on behalf of everyone who has contacted us

in support of our commercial. We again thank you for taking the time to write to us. Kind regards, James Selwa, Vice President, Marketing, Land Rover North America, Inc.

Some bad news from Jean-Leon Morin - "my frame is shot to heck... This is terminal. I just ripped off a spring hanger. I know you got a good used frame from an Ex Mod ambulance for the BGB, and I was wondering where you got it, and if you can recommend a course of action (importing an ex mod frame, or a new gal frame). Any info would be greatly appreciated. thank you, JL, aka "Resourceful Caribou" Eagles may soar, but beavers don't get sucked into jet engines

Back in the saddle again, or progress on Ollie from Fred Dushin: With the wedding and honeymoon out of the way, I have started to get back into working on Ollie. Wednesday, I drove down to Norwood to pick up my bulkhead, which I had sitting down at our family friend Peter Vanderveer's. Peter has a Mercedes shop around 20 miles south of Boston, and he was kind enough to let me use his air and sundry other tools to prepare the bulkhead for welding repairs. I decided to bring it up to Richer Tool and Die for experienced welding work. I cut up the two outer kick panels I bought from RN to fit, and I also have the two toe boards. All that is left is fabrication of the two bottom por-



Setting up the camp trailer, 16th Birthday Party, June 1999

Photo: Bruce Ricker

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dow and asks: "Do you have any other Land Rovers?" I responded that I have 4. He said "I used to have a 109, but I just sold it and got the Rangie when I moved down from New England." I commented that I have another 101 that is dead, a Series III and a Disco and then asked him where in New England? He said he used to live in Rockland County, New York, so I was part of the Empire LR club and the Ottawa, Canada club and used to go up to Ottawa and to the DownEast Rallye. Me to. And then the light turned green and he took off. I noticed that that plates on the Range were new paper ones.

🚗 A short note from Ned Heite: Loved the newsletter! On page 13, the article about the "Last of Summer Wine" characters hit home. My ex accuses me of being a Wesley clone, but my daughter identifies me with Compo. I would like for both of them to see the piece, but they would neither touch a Land Rove publication with their bare hands. I may see you at Carlisle. I am spending this weekend trying to anticipate whatever Baby might do in the way of mechanical disasters. It was decidedly un-cool when I arrived at the Mid Atlantic on a rollback!

🚗 Russ Wilson writes: My project for today is to strip all of the goodies off of my bulkhead. Heater, clutch pedal assembly and all the assorted goodies that were left on it when I bought it. I'm trying to make it over to a friends house atleast twice during the week and on Saturdays to do work on this project. I figure that a few hours during the week will add up in the end. I'm just glad to **finally** be working on this thing. Yes, I'm taking pictures. That's it for now.

🚗 A note received: I just want to let you know of the Larose Forest clean up. I know that some members have gone Roving in the forest. This clean up is for all users of the forest. I would encourage you to send this to the membership that may Rover through LaRose Forest. The date of the cleanup is June 17 9 to 2. for more information call Mark Russell at 673-1717 or email bendder@rocketmail.com. Thanks. Tony Fowler

tions of the inner kick panels, and perhaps some fabrication for the passenger bits where the dealer did a fine hack job of installing the kodiak. Frigging Ford dealers...

Yesterday, I replaced the spring bolts I had installed with Al. I had the wrong sized ones in there. Here's a tip for replacing these. If you have a spare, use it to drive the old one out (they were not seized, as we put them in last fall). Then you can drive the new one in without having to mess around with aligning the bushing. This is particularly helpful on the non-shackled ends of the springs.

Took the morning to drop my rims off at Rim and Wheel Works, in Newton. Looks like a very decent shop. Not cheap, but not outrageous to blast and prime (Dupont) 5 rims. The guy I spoke to said they'd be in the cabinet for at least an hour, so if he's right about that, I'm actually getting a pretty good deal on labor. It's that or pay \$600 for 5 new rims from various domestic parts sources.

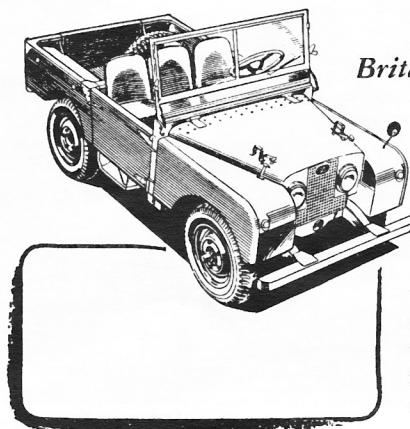
Next week, I'll head up to Al's to start some fabrication and maybe some welding. With luck, I can start prepping and painting the bulkhead in a few weeks.

🚗 A note from Benjamin Smith on a smallish world: On the way to work this morning in the 101 a Range Rover Classic pulls up next to me with a mid 20s guy in it, rolls down the win-

It's a fine job of work!

LAND-ROVER

Britain's most versatile vehicle



BUILT for toughness and versatility this compact little vehicle is a four-wheel drive tractor, a delivery wagon, a mobile powerplant, and a fast economical vehicle on the road. There is no end to the jobs which can be done — quicker and easier — when the Land-Rover is around.

Some Non-OVLR News & Rumours

🚗 June's Last of the Summer Wine update -

In Das (Welly) Boot: Now Wesley's driving about in a blue Ser III 109 complete with roof rack.

It's never mentioned if he owns them or is repairing them. Never hear them having names either :) This time seen with a boat strapped to the roof rack. Seems the trio found it half sunk in one of the Yorkshire canals. A Water Taxi restoration is the plan. Later, back at Wesley's shed he unveils the new and improved boat complete with an engine poking out the front. No it isn't a LR engine. Son-in-law Barry wanders over depressed telling Wesley his engine is missing!!! Hm..... Is it possible Wesley has a unimog too? The restored boat is set into the canal with a crane off the back of what looked like one....

🚗 From the Anti-Faq (and Ned Heite)

Q: My Discovery leaks oil. The dealership says that these should be addressed. Should I do this?

A: Even though it may be a Disco, built under the strictest Bavarian supervision, but it's still English. Wherever two pieces of metal meet on an English machine, either oil or water (or both) will come out. You are asking your poor Disco to commit an unnatural act.

Was the dealer polite when he addressed the oil leak? I mean, did he tip his hat and say "Good Morning Mr. Oil Leak." This is a really remarkable warranty service, but it is new to me.

Don't address the oil leaks. Occasionally, you can pat your Rover on the liberal and tell her how nice she is, but never talk to oil leaks. That might encourage them! What if other people's oil leaks should find out that you are nice and chatty? Why some of Quintin's oil leaks might come over to visit, just to be addressed.

No, addressing oil leaks is a very bad idea. Just park wherever driveway needs the dust laid.

🚗 Various Trivia: The banana plugs and jacks at Radio Shack are an acceptable substitute for the

pin jacks originally used to connect the wiper motors to the harness on a Series II. Two thin stainless washers will be needed, as the jacks are not as big around as the originals were. The plugs are compatible, if you still have 'em - unfortunately I had a full set missing.

🚗 Alternate Parts: Some more numbers from Robin Craig - The cross for lr 110 / 90 2.5 d na air filter is Fleetguard AF

25056 K Made in France apparently. BTW the alternator OEM is a Lucas 1611 which MiniMan in Stittville, Ontario can get refurbished units at about 210 cadn plus taxes.

🚗 New Ads: Could the Maverick Mindset be the first sign of Ford thinking?

May 23 /PRNewswire/ via NewsEdge Corporation -

Land Rover North America, Inc. has introduced the first of two new television commercials that serve as the foundation of its new brand-building ad campaign. The "Courage" campaign is the first created for Land Rover by the Austin, Texas-based GSD&M, which won the Land Rover North America creative business in March 2000.

The Courage campaign is being aggressively launched with



A LWB spotted on the road in Tanzania, note spare tranny mounted on bumper.

Photo: Andy Grafton

two new television spots, the first of which debuted yesterday in 18 of the largest national advertising markets. The television spots reaffirm Land Rover's position as an authentic, uncompromising brand with vehicles built for creative, independent-minded consumers — mavericks — who have the conviction and the courage to go their own way. Each ad in Land Rover's new television campaign captures a small moment of courage and connects with people who demonstrate their own confidence each day. Research indicates that consumers view Land Rover as a brand with strong values, a storied history and the courage to stay true. Land Rover buyers share these values and possess what has been dubbed the "Maverick Mind-set."



More work being done on Bob Wood's 109, this time Roy Bailie's in charge, while Ted Rose gets dirty.

Photo: Shannon Lee Mannion

Central also to the new campaign is an invitation to visit Land Rover Centres — the company's award-winning, relaxed and exclusive retail outlets — and experience what Land Rover vehicles and the Land Rover philosophy are all about. Driving floor traffic by inviting people to Land Rover Centres is a critical component of the new campaign. The invitation to visit a Land Rover Centre thus also dominates the newly created and recently launched newspaper and radio advertising. It will also be central to the national magazine campaign, which launches later this summer. The final statement in each piece of ad material clearly invites the audience to "COME SEE WHAT A LAND ROVER IS MADE OF."

"We know our Land Rover Centres work," said Jim Selwa, Land Rover North America's vice president, marketing. "And so does our critically acclaimed, honest

BMW, Ford seal Land Rover deal

Land Rover never suffered Rover's woes. The break-up of UK car maker Rover is complete.

The final move was the sale of Land Rover to US car giant Ford for 3bn euros (£1.85bn), finally agreed after two months of painstaking negotiations with Rover's former owner BMW.

The German car maker first said it would sell its four-wheel drive unit to Ford when it announced the break-up of Rover in March.

Ford will get the rights to the Land Rover brand name, the Land Rover factory in Solihull, the research development centre in Gaydon, the Land Rover dealer network and the British Motor Industry Heritage Centre.

The deal affects about 13,000 employees.

Land Rover produces four models, the Range Rover, Discovery, Freelander and Defender.

BMW said Ford would assume all the rights and responsibilities for the Land Rover business, but the German firm will take on the burden of unspecified long-term debts of the Land Rover division.

Ford is likely to keep the Land Rover brand as part of its stable of premium car brands which include Volvo, Jaguar and Aston Martin.

The US company has promised to continue the development of the successors to the Range Rover models, while BMW will supply parts for the vehicle.

The deal will come into effect on 30 June. Ford will pay 2bn euros in cash up front and a final 1bn euros in 2005.

Kars and Planes 2000 Reminder

Hi Everyone, Summer's here! (hold your breath!) Ted Flander wanted me to remind you and your clubs that Kars and Planes 2000, the third annual show, will be this Sunday, June 11 from 10:00 a.m. 'til 4:00 p.m. Here's a little info. so that you can send it to your membership. See you there!

Kars and Planes involves the participation of regular, home-built, antique, and ultralight aircraft, and helicopters, which will be on display along with antique, classic, and sports cars, street rods, and motorcycles. There will be a static display of radio-controlled model aircraft, along with other vehicles and items of interest. There will also be a "Flea Market" area available for the sale of automotive and aircraft related parts and accessories, by participants.



*The Masked Belly Dancer.
Photo by: Martin Rothman*

Plaques will be awarded to the first 100 aircraft and cars to arrive. Ballots will be available by which the public and participants may vote for their favourite car and plane. A "People's Choice Award" will be presented to the winner in each category.

Aircraft rides will be available during the event, for a nominal charge (weather permitting) and there will be a food tent where hamburgers, hot dogs, ice cream and cold drinks will be on sale.

As admission to the show, the public is asked to bring items of dry or canned food goods, or to make a cash donation of a "Twoonie". All proceeds will go to benefit a local food bank.

Set June 11th aside in your date book and join H.A.S.C. and the R.A.A. For an afternoon of nostalgia and fun. Bring the kids and enjoy the show. The Kars airport may be reached from Highway 416 by taking the Dilworth Road exit, east. Follow the signs to the Baxter Conservation Centre and watch for the airport on the right. Ample public parking will be available in the area to the west of the hangars.

For further information, contact any of the following: Dave Stroud, Event Chairman, R.A.A., at 613-226-7889; Mike Glynn, R.A.A., at 613-738-0460; Ted Fiander, H.A.S.C., at 613-226-5308

Some musing over the design of a Land Rover head; Why didn't Land Rover keep the crossflow design from the Series One?

Well, some speculation - The single port face head is cheaper to manufacture.(and Land Rover was already spend-

ing a sack'o cash on the new 2.25l engine. I'll clarify that. ONE pass with a mill and fewer holes to drill and tap (how many bolts/studs are common holding the manifolds?) That alone, might have been enough reason...) It has better carb/mixture heating (manifold hot spot) The Petrol is a derivative of the diesel and the diesel had no high speed breathing requirements, it being governed to 4000 rpm so it was a single port face design.

The cross flow requires a much more complicated valve gear and a longer head (different bore spacing) to achieve...as the diesel, with it's heavy crank load-

ing, need a short stubby shaft, they didn't want to make a longer engine. It was designed back in the mid fifties and it was the way things were done..yes, Ed Cole's "rat" motor, the small block chevy, which be a cross flow, was also designed in the mid fifties, but it was considered revolutionary for it's time.

Remember that even the ford V-8 was a flathead and not a cross flow..the ports were all pointed into the "valley" with the exhausts making a 180 degree turn, crossing all the way across the block to exit on the "outside" of the "V".

Lowly "AG" engines, like the Rover didn't need the "high tech" of cross flow breathing. Look to contemporary cars and tractors for design clues, even in the Rover 80, it was meant to be inexpensive and sturdy, performance? Heck it was OHV. Not everything on the road could claim that. Rambler kept the flathead till sometime around 1966. So, design and build a crossflow for the Rover engine. It would be like the Miller OHV conversions for the Model A Ford, but with the Rover, the short small diameter intake ports give great low end torque. It is at the expense of the "top end", but LR's are not race cars. So don't go too wild, figure 0.8 HP/CU In nice 110-115 HP with slightly better torque (maybe in the 150-160 lbs/ft range)

Does it make a real difference in performance? Naa... LR's are torque sponges, so unless you up the displacement, you're about done on acceleration, etc.. But what do I know? Maybe they liked it this way, the fella in charge had a new girl and cut out early to see her and didn't have time to rev' the drawings.

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.)

1959 88" 32,000 original miles, never winter driven, hard and canvas tops, lots of spares. Original papers, excellent condition, desert sand colour, CDS\$16,000. Contact Jack Anderson at 705-835-2269 in Shanty Bay, Ontario.

For sale, set of custom-made springs for 88", never used. Heavy-duty pair of bulkhead outriggers, dimensioned for surface-mount on frame rails. Make offers or consider trade for needed parts (many!). David at 613-822-1315 (Manotick/Ottawa, Ontario) or Email dhuddleson@sympatico.ca

1973 SIII SWB. Engine/Transmission excellent condition. Chassis/bulkhead/door frames no rust. Stainless steel exhaust,

new tires (Cooper), new brakes, colour "sandalwood beige", safety inspected & registered in June 1999. Price: \$5500. Phone or email: Kanti (613) 299-7538 or kanti_barnes@hotmail.com

Please pass on to OVL R members that I have a couple of free Land Rover parts to whoever wants them. 1. set of 4 rims and tires (tires are center worn but knobbly and would be great for offroading) 2. a crankshaft from a 2.25L petrol engine. 3. a 2.25L engine block (no head) in a barn near Lanark. For pickup in the west end of Ottawa (except the block), interested parties can call me at 727-3099. Robert St. Louis

1971, SIIA sound chasis, parabolic springs, twin batteries, six extra outlets, kenlowe fan. must sell due to birth of twins. \$6800 or best offer. Call Mark Tulloch at (613)744-8700 or email hollyguy@istar.ca

New Members

1 new member in May

R. Edwarde Fenwick of Pittsburgh, PA, formerly from Vermont with a 1956 Series I, 1964 Series IIA, and a 1998 Defender

EVENT ANNOUNCEMENT:

SERIES ONE ON THE GREEN AT ROVERFEST 2000

August 19, 2000

The USA contingent of the Series One Club is organizing a display, flea market and competition for all Series 1 Land Rovers. We will have a special area set aside with a tent, snack food, drinks, a mechanical test for time, a flea market for your excess Series 1 parts, and a display area. This will be a great opportunity for the North American members from Canada and the US to meet, discuss, trade, and be part of the larger event. If you are not already participating in RoverFest with your home club, please list the Series One Club as your club on the form.

The main event is RoverFest in Killington, VT Aug 18-20. All admission is paid to them. See www.roverfest.com for info or call 1-860-521-5848 to get info sent to you. Look forward to seeing you there!

Info:

Tom Bache, US Rep for Series One Club
1-610-268-8008 or tbache9248@aol.com

General Servicing: Repairs, Humour, Tales & Trivia

To go faster, turn out the headlights

Benjamin Smith

You only have to move when all of your Rovers are misbehaving or dead, right? Do to a change in employment I was moving this Spring from Pasadena, California to Austin, Texas. So far all had gone well, I had already flat towed my dead (only resting) '72 SIII 88" behind my my ailing '94 Discovery. The moving company had come and moved all of my belongings (they had grumbled about spare 88" frame, 2.25 L block and 101 axle cases). And they had winched the dead 101 (twisted and cracked frame along with seized engine) onto a car carrier and trucked it to Austin. All that was left were minor things to pack and Laz, my '73 RHD 101 GS.

I had only purchased Laz in May 1999. She had spent most of the last 10 years as a non-runner being rained on near Portland, OR. Starting in September 1999 I had pulled her seized engine and swapped in the unsiezed one from the rolled 101. Both carbs had been rebuilt, a new core was put in the radiator, all of the clutch and brake hydraulics had been rebuilt, the fuel tank had been replaced along with the fuel pump and alternator. The wheel bearings had been pulled, inspected and greased. And with any Lucas electrical system, most of wiring harness had been inspected and portions replaced. The previous weekend eight college students and I had put 500 miles on Laz hitting all 22 of a specific type of burger stand in the greater Los Angeles area. So I felt that I had good odds of making it from Pasadena to Austin.

Except that I wasn't taking the direct 1400 mile route. The weekend of the drive was the 6th Annual Joe Lucas Mendocino Not-a-rallye. This event is the big Land Rover gatherin for California Rovers. All of them had only heard of Laz and here I was about to abandon them.

That and fellow 101 owner Tom Walsh was about to lend me Rubery-Owen power trailer #3. This is the trailer that left the factory with Laz.

I was on the road by 0530 on Friday morning. It was a quick 400 mile run from Pasadena to the San Francisco Bay area to meet Tom. Laz performed perfectly. I arrived at his place around 1 pm. The first fun part was how to mount the trailer. If you look in the 101 user manual in the back there is a drawing of the mounting system. Since the driven part passes through the frame crossmember PTO hole, the mount is a sprocket chain that wraps around a disk mounted on the 101 and one from the trailer. Tom was keeping his trailer drive (which had been removed from my 101 years previously by a different owner). So I had come up with the idea of using 2" by 3/8" pieces of strap steel and clamping the trailer to the frame. As usually my first idea didn't work, so I had to use an angle grinder on my mounting pieces to make things work. By 5pm we were ready to hit the road (along with the Bay Area's horrendous friday night traffic).



Ben Smith's Dora sporting its Honda kill flag on the driver's door.

Photo by: Spencer Norcross

The 17th Birthday



ay Party

Friday, June 23th –
Sunday, June 25th
Silver Lake Ontario



*Bruce Ricker and Dave Meadows prepare Saturday's lunch. 16th Birthday Party, June 1999
Photo: Andrew Finlayson*



Quintin Aspin's Series One challenging the RTV course, 1998 Birthday Party
 Photo: Jeff Meyer

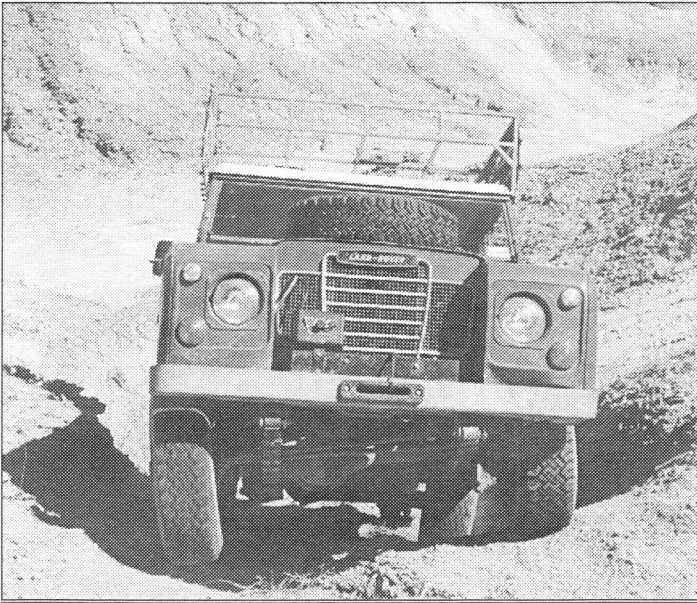
The first issue that I had was after we had made maybe 30 miles. We had just gotten off I-680 and gotten on I-80. I had thought my fuel state was ok. Suddenly Laz started stumbling and backfiring like she was fuel starved. I looked down and saw that the fuel was well below 1/8 of a tank. Damn. I radioed ahead to Tom he pulled over. On the side of the freeway I pulled my only full jerry can (american style) and couldn't find a pour spout. Drat! I poured it (mostly) into the jerry can extender. At least this would be enough fuel to get to a gas station. The next fun bit was merging with heavy traffic. And as you all know a laden 101 isn't exactly a Porche 911. Ten miles later an exit came up. The whole time Laz had a maximum speed of about 45 mph. Since Tom didn't need fuel he waited in a parking lot while I refueled. We tried to time meeting up when I exited the gas station. But that turned into a disaster. I needed to find a parking lot to wait for him. Then the one that I selected was a dead end. Backing a GS in the dark is interesting. With that trailer is worse. By the time I got it all straightened out Tom was beyond me

and getting on the freeway. I made my way to the on ramp, but just as I got there, Laz started stumbling again. I aborted and found a parking lot. I radioed on ahead for Tom to just go directly to the Land Rover event and that I'd get there eventually.

My next guess was that the fuel filter had clogged again. I re-arranged the cargo so that I could get down to the access covers. The tranny cover was pulled up and I pulled the sediment bowl and it's filter. Instead of just trying to clean up the filter, I replaced it with a new one that had come out of a Series fuel pump. The new plastic part didn't fit, but a little carving with a pocket knife made it fit. Test driving around the parking lot showed that all seemed to be well again. So I set out for the freeway. Within a few miles the problem was back again. That and I could barely read the instruments in the dark as they were really dim. The thought struck me that maybe there is a short with the 6 way convoy switch. I had rebuild the switch and sometimes you have to jiggle it to make the headlamps turn on. So I juggled the switch until the the head lights (and everything else) turned off...and Laz got better. The engine was back to normal. I turned the headlamps on and she immediately started stumbling. So if I turn off the head lights, the 101 will go faster? The next exit came up (I was on the I-505 by now) and I took it. I knew my flashlight was dead, so I couldn't do much in the dark. Oh and the parking brake didn't work—the adjuster is jammed and I hadn't gotten around to pulling the parking brake drum and fixing it. So I had to find a flat stop to stop since I didn't want to turn the engine off. A little experimentation showed that the problem was in the trailer. Off came the NATO electrical cord. I'd risk driving dark with the reflectors until I got to a gas station where I could purchase flashlight batteries. Within 10 miles I found a gas station. The nice thing about the Rubery-Owen trailer is that there are bullet connects for each wire. I was able to quickly isolate the problem down to the left rear tail light. This showed signs of a previous owner attempt to fix it. The quick solution was just to leave that light unconnected. By now it was about 11 pm. All was running well and I could get the 70 miles into camp, right?

I made about 20 miles when my lack of sleep for the previous few nights caught up with me. Sadly I pulled into the Dunnigan Rest Area and caught an hour nap in back of the 101. Refreshed I was able to get back going and pulled into the campsite with all of the other Rovers around 3am. 950 km (594 miles) of driving for the day.

Saturday proved to be alot of fun driving Laz (sans trailer) for the first time with lots of extending off roading. The event had good turn out—42 Land Rovers including 4 101! I also got to look closely for the first time at a 101 Vampire. What an interesting beast. While on the trail people commented on how Laz would raise a tire in the bumps and keep on going. Well that proves that the diff lock is working—a ques-



tion up to that point. But on the trail Laz started acting up again. This time a new problem—the starter motor. Turn the key—click-click-click—the sound of gear teeth not quite engaging. I was about to roll start her, but she decided to start on my last try. She did this a few times on the way back to camp and also the next morning. Each time she ended up starting in the end.

Sunday morning I made my goodbyes and hit the road. Not long after I had made it back to I-5, the engine temperature started going up to 100° C. I slowed down from 60 mph to 55 then to 50. The temp still kept rising, so I pulled over and stopped on the on-ramp which had a hill (in case I needed to roll start), let the 101 cool off while idling and then shut her down. The heater fan hadn't worked since there is a short somewhere in that circuit. The heater being a non-critical accessory it hadn't been looked at yet. In the 90 degree F (35 C) temperatures I decided that I needed to use the heater radiator for additional cooling. So I pulled out a piece of thin sheet steel that I had with me out of one of the boxes in the back of the 101. I cut it down to size with some tin snips and bent it into the shape of an air scoop. Off camp the dead heater fan. I used a nail punch to put holes in the about the correct places and bolted the scoop over the air intake for the heater. At least air would be forced over the heater core.



I started off apprehensively. As long as I kept the speed down to 55 mph, she would stay around 90 C. I could live with that. I drove down to Sacramento and got on I-80. Next up was Donner Pass but before that was a fuel stop near Colfax, CA. A young fellow stopped to talk. It seems that he has a Series IIA 88" in pieces. He had only seen 101s in books before. I encouraged him to join one of the local clubs and pointed him to some of the part stores. Back on the freeway, as it started climbing steeply Laz would slow down and the temp would come up. Sometimes the temperature would get close to 100° C, but then a down slope would allow me to drop the temperature. Then came the final long stretch up to the pass. The temp rose to 100 and then to 105° C. I made a silent prayer and encouraged Laz not to warp a head or blow a head gasket. The temp stayed around 105° C and when the pass finally came into view I sighed a sigh of relief. Night fell as Laz drove into Nevada. I made it halfway across the state before I had to find a rest area near Winnemucca to sleep in. A short day of only 670 km (415 miles).



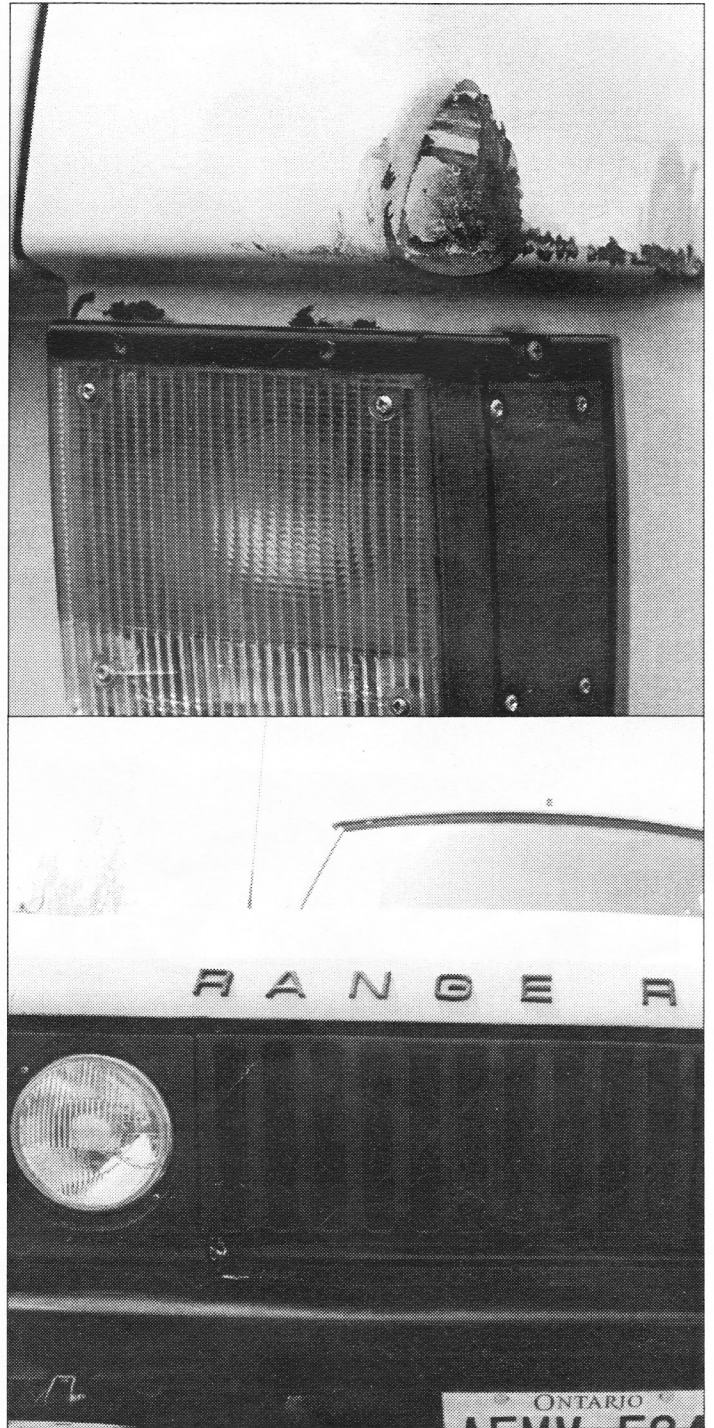
I awoke Monday with a long worrismatic day ahead of me. In Utah was a 100 miles flat sec-

Ben Smith's Dora shows her stuff in the desert

tion of the Great Salt Desert. A year previous when driving that section with the Black Watch ('94 Discovery) I had blown a front wheel bearing and had to be towed 100 miles back to Salt Lake City. And if Laz had had problems with Donner Pass, I worried about the desert. That morning I topped off the radiator fluid and found it to be very low. So at least the 101 is only overheating due to a lack of coolant. Less coolant limits that amount of space in the radiator can dump heat with. That can be monitored. Laz performed well throughout the remainder of Nevada. In the Great Salt Desert she drove perfectly at 60 mph at 90° C. The next problem was that the speedometer started to make noises and the needle would bounce from zero to the other side of the zero stop needle (what is that 140 mph??). Before I could do anything the speedometer stopped completely. In looking later the speedometer cable had severed when the speedometer had seized. I switched to using the GPS as an odometer and speedometer and pressed on. Going over the pass east of Salt Lake City brought the temperature back up to 100° C again, but night was falling and Wyoming proved to be flat enough to keep the temperature down. While getting dinner and refueling in Green River, Wyoming and ambulance came up to me. Out hopped the driver. "How did you get a 101 into the US?" He had owned a Series IIA 109 diesel which someone in town was still driving. He claimed to once have crank started that 109 at 40 below zero. He climbed into the 101 driver's seat and a big grin spread over his face. His wife got out of the ambulance, saw him in the 101 and said, "Oh great. Now you'll need a pry bar to get him out of the Land Rover." We chatted for awhile and then I was on my way again. I finally found a rest area to sleep in between Rawlins and Laramie, Wyoming. 1150 km (720 miles) driven that day.

Tuesday started with an hour of vehicle maintenance. All of the fluids were checked and topped off. So far the lack of starting problem had always been annoying, but the 101 always started. Twice I had to roll start her, but I had always parked at the top of a hill. Early on in the day I stopped for fuel and lunch in Wellington, Colorado. I filled the tank and then Laz refused to start. Then on flat ground I tried to push start her. Now push starting a normal Land Rover isn't that bad by yourself—they are easy to jump into. The 101, with the floorboards about a meter off the ground, is another story. You can't use the step as tyre is spinning. You have to grab the steering wheel and leap in. The first and second tries didn't work. The third, and last possible, attempt worked on the very last cylinder compression. I drove to the high point of the parking lot and shut down the 101. With no parking brake, I couldn't leave it running. However after eating Laz did start up, but not after clicking on the first 3 attempts. All I wanted was to make it to Texas before I had to deal with the starter moter. That wasn't to be.

In southern Colorado south of Pueblo, I was in dire need of a bathroom break. I pulled into the rest area. It looked like



The First Range Rover imported into Canada, front and back

Photo: Shannon Lee Mannion

if I pulled into the truck section if I pulled around and faced the wrong way that I'd have a slight downhill to roll start with. (It was flat). When I came back to start Laz she stoutly refused. Click-Click-Click. I tried to push start her. No luck. Now I was blocking any truck that tried to get into a parking space or even exit without parking. An older fellow offered to help me push. And she started! With a look of triumph I pulled around into a proper parking spot and waited to thank

the fellow. And Laz died! What?!!! I looked down at the instrument panel and found my fatal error. When I first got Laz running this spring I found that wiring for the oil pressure switch had a short. The previous owner had by passed this and used a switch to power the fuel pump. All I did was replace the switch and wires. But now I knew my error—I had push started Laz with the switch off. She had happily drained the carbs and died. And now wouldn't start. I cursed the goddess of automotive repair as well as Laz. Out came the tools. I was about to undo the nut that holds the positive lead on the starter and realized that I was about to do something really stupid. Go around to the other side and remove the battery leads first, then pull the starter—no OVLRL lugnut award for me this year. I oiled up the bendix (throw out) gear and re-installed everything. I held my breath and turned the key. The starter motor turned over much quicker and started right up. The starter ground must have been loose and had some resistance thus not letting the starter turn as fast as it should have. One problem solved. And I was back on the road. The rest of the day went smoothly. I made it just across the Texas border before needing finding a place to sleep by the side of the road. 833 km (520 miles) for the day.

Wednesday was long and hot driving in Texas. Nothing went wrong. The only interesting bit was near Abilene, TX

(Dyess Air Force Base). A number of B-1 bombers were shooting touch and go landings. The upwind leg they were flying at maybe 500 feet going slow with their wings fully extended. As I was about to exit I-20 I looked out the window and saw a B-1 exactly lined up with me heading at 90 degrees to my path. I exited into US Route 83 and he turned to track me. Every time I shifted direction, he corrected to air right for me. The B-1 ended up passing exactly overhead. Not something that happens every day. Wednesday was 978 km (611 miles) of driving. I pulled into my new home around 8pm that night.

Overall the trip was 4700 km (2940) miles of driving. Laz averaged 13.1 km/US gallon (8.1 mile/gallon or 3.46 km/l). One thing to note is that after that trip my behind was sore and bruised from so much time in the 101 seat. Now I've driven across the US in normal cars, my Discovery and my Series III 88" many times. The 101 was the least comfortable. Many people in the US comment on how coil spring Land Rovers are "plush" mobiles, especially when compared to Series Land Rovers. Well, I've got to say that the Series seems pretty plushie compared to the 101. Don't get me wrong, I love my 101 and I'd do the trip again. Next time I'd budget more time for getting out and stretching my legs.

Eddie Fenwick's Land Rover diary, entry #1

Eddie Fenwick

Dear Diary,

Today I finally took the plunge and bought the Land Rover I've always wanted. I just couldn't handle tooling down the road in a broken-down Toyota pickup truck anymore, what with those sexy Land Rovers blowing past at horrendous speeds and making my windows rattle. I finally scraped together the money, then found a guy who was selling off his beloved, lovingly-maintained, Series IIA 109 for a pittance. \$3500 later and it was all mine.

To be sure, it *does* look a bit rattier than I'd expected after his glowing description, but it'll be gorgeous once I scrape off the mud and several years' build-up of soot around the exhaust pipe. Oh, and those mice living in the glove box will just *have* to go, even though the nice Mainer who sold me the vehicle says he's kept them as pets for generations now. I didn't have the heart to tell him I'd have to evict his pets, and he was obviously overcome by the moment as I drove away. He and his wife were waving their arms wildly and had tears in their eyes, but also managed to maintain broad smiles (I know they were just being brave) as their favorite old steed pulled out of the driveway. The poor fellow asked me to leave as soon as the transaction was completed—I guess he just didn't want to prolong his pain at parting with the Rover.

I must admit that I find a diesel engine interesting. It wasn't my first choice, but when I discovered that they can run

on nearly any fuel (including #2 fuel oil, which is really cheap!) I decided to give it a try. The former owner was kind enough to fill the car up from his own personal in-ground tank; he says that it was no problem since he'd converted his house to natural gas and that fuel oil had just been sitting there taking up space for years. By using it up, I'll be helping to save the environment!

The drive home was sort of eventful. I took the Maine Turnpike for part of the way, and amazingly enough was stopped by a State Trooper who told me it was illegal to drive less than 50 MPH. He also nearly called the EPA because of the black smoke billowing from the Rover; I had to explain that it was merely diesel soot and not those awful unburnt hydrocarbons from gasoline.

I've already started working on the car, and while it's really nice it does need some work. The nice farmer was rather poor, so he can't be blamed for having used some rather spontaneous repair techniques and materials on occasion. I've heard the term "spit and bailing wire" but never thought it extended to Scotch tape, old drinking straws (McDonalds, no less), and the occasional wad of chewing gum. Gee, I guess I have some work to do! Well, I'm very mechanically inclined and always enjoy a challenge. This will be a great learning experience.

More soon. I'm changing the spark plugs tomorrow. This should be easy!

Another way to fill the Steering Relay:

Bill Rice

Howdy folks, I asked at the auto parts store if they had a syringe-type thing. Best they had was a relatively large-mouthed thingmo for getting the right ratios when mixing oil and gas for a two-stroke engine. The clever clerk, however also grabbed a needle designed to be put on grease guns. I could see that if I put the two together I'd have one big old syringe.

Cut just the right amount of tip off the MixMizer (that's the big syringe thing) to give the needle thinggy a good tight fit,

epoxied everything together and—voila!— easiest relay fill I've ever done, though of course you still have to do some waiting around for bubbles to work their way up. I'd hoped the syringe would enable me to point it down in there and fire away, but you can't stick the needle very far in and so you still have to do some waiting, but it still beats the pants off my old technique of "let me try to align a teensy drip of oil with that teensy hole and then wait 10 minutes for it to go down so I can do it again."

Shocking!

Anon.

And I know you all know this. But, gas shocks are likely a waste on money on a leaf-sprung vehicle. The idea behind the gas charge is to prevent cavitation of the fluid with violent piston movement. the oil will boil due to the low pressure behind the piston as it moves by "precharging" the shock reservoir with a high pressure nitrogen charge, the shock acts as a pressure cooker and it can get a whole bunch warmer before cavitation will occur... Ok fine..but with the internal friction of the leaf springs the little jiggly movements that really heats the fluid don't occur, nor do the leaf sprung jobs have the long jounce and rebound of coils. The vast improvement you feel when you install the gas charged shocks is not really how good the new ones are but how bad the old ones were...

Oh and the shocks do not increase ride height...Yeah I know the KYB's and such are fitted with a starp to keep 'em compressed int he box..but that is do to the differntial in the pressure acting on the full diameter of the piston on one side and the piston **minus** the rod diameter on the other side So don't go spending big bucks on shocks 'cause they say gas pressure".

On the other hand, gas may be a bit of overkill for a leaf sprung Land Rover and they are not genuine but: But for around US\$36, You can mail order or get them at your local car parts place. They are red & white. and they have a life-time guarantee - Some numbers: Rancho 5000; 5163s for the front ; 5169s for the rear. 6 bolts and 2 big frigging cotter pins to get them in.

Aging Parts - The Bobeck Method

David R. Bobeck

Taken from part II, subsection 23-D of the BMP.(Bobeck Maintenance Protocol".

This section states that "whenever possible, new parts should not be installed fresh out of the box. The trouble with this practice lies in the fact that these parts have not been exposed to the harsh conditions outside their hermetically sealed packaging and are not prepared for the environment that is the workings of a Land Rover. This section of the Protocol should only be ignored when the operative status of the vehicle is at stake, or in an emergency. Even used parts should be aged in an area near where the vehicle is regularly parked so as to acclimatize said parts to their future home." This can be further understood by reading part IV, subsection 22-L, "Nigel's Disease, Transmission of, Via Air-Borne Particulates." This should not be confused with "Nigel's Disease, Transmission of, Via Electronic Media." In other words, the same syndrome that causes vehicles parked in close proximity to one another to show the same defects, can also help new parts to acclimatize themselves to the truck they are slated to be attached to.

The exact time limits for proper aging of parts is not identifiable, and must be arrived at on a trial and error basis. This is similar to an American on vacation in (insert name of favorite 3rd world destination here) trying to grow accustomed to drinking the water. The results are explosive in general but some take longer than others to recover, or to be affected.

Based on my experience with my 88", GreenHELL, I usually wait at least six months before installing *any* part. Some parts have been known to wait longer than that. The fact is that most emergency repair items have been safely aging for several years in my spares box, so I don't have much to worry about.

If you choose to ignore this section of the BMP, then you may experience "Repair Rejection", which will be followed by "Post-Repair Rejection Re-Replacement Traumatic Stress Disorder", otherwise known as "PRRRRTSD."

PRRRRTSD can result in tools flying about the workspace or even fits of rage and possible self-inflicted injury.

It's up to you...do the right thing.

Land Rover Paint codes for Series vehicles

Reprinted from the OVL R newsletter, May, 1995

Some people have now noticed Mike McDermott's new paint job and have enquired about paint codes and about painting Birmabright. So, I thought I'd pass along a few part numbers and whatnot. This is not a guide to painting your Land Rover, just a list of the Land Rover part numbers and alternatives. Most of the part numbers are DuPont; any DuPont paint

jobber should be able to mix up Rover colors in single quart cans. For "DuLux" alkyd enamel, append a "D" to the paint color number. Add an "L" of laquer, or "A" for Centari acrylic enamel. Locally, Roy Bailie can get the paint for you. Further afield, Rover's North has aerosol cans available while Atlantic British has quarts premixed for some of these colours.

	Land Rover	Unipart Aerosol	Unipart Touch-Up	Dupont:	Ditzler	Glasurit
Pastel green	RTC4041A	GAP405	GTU405	38504		ROV605
Bronze green	RTC4042A	GAP406	GTU406	38500	46451	LEY637
Marine blue	RTC4043A	GAP407	GTU407	38503	16514	ROV504
Limestone	RTC4044A	GAP408	GTU408	38505	46251	
Alpine White	RTC6870A					
Grey		GAP409	GTU409			
Poppy red				38506		ROV303
Mid grey				38501		
Sand				38502 or ACF/004 or 26291		
Burnt grey				38508		
Davos white				38514		
Mexican brown				38519		
Cameron green				38520		
Almond yellow				38521		

Here are some paint codes from Herberts for Series I's:

Bronze Green	0428
Ivory	0416
RAF Blue	37262
Dove Grey	37263

Other part numbers:

White Primer	RTC4055A
Grey Primer	RTC4056A
Dulux hardener	77s
Aluminum cleaner	225s
Aluminum conversion coating	226s
"Variprime" two-part primer	615s
Engine enamel:	#225
(made by Tempo) "Detroit Diesel Alpine Green"	

Automotive paints are quite sensitive to temperatures: use the following thinners/retarders. If you must paint at higher temps, add an anti-wrinkle agent:

DuLux Thinner	Temp Range	Centari Thinner	Temp Range
#8508	below 65° F	#8034	below 70° F
#3812	65°-75° F	#8022	70°-85° F
#3864	70°-80° F	#8093	above 85° F
#8522	above 80° F		

Note: While spray painting is the norm in North America, it is possible to go the traditional Brit route and brush paint your Land Rover. (See Mike Rooth's article in a past OVL R Newsletter) or you can paint a more modern way (ie using a spray gun) as Alan Richer did. The Frequirement is that the paint be mixed differently for such application. The DuLux

cannot be clear-coated, though the Centari can be protected in this fashion. DuLux can be mixed for brush application (like for roofs) rather than spray applicatio, though. DuPont "Corlar" two-part epoxy is another primer alternative. As it is intended for aircraft, it is only available in gallon cans, and in grey. Better living through chemistry.

“Giving it the Brush Off” or Painting your Land Rover with a brush

Mike Rooth

Reprinted from the Ottawa Valley Land Rovers newsletter, September, 1994

It's an established fact that a great many people will drive around in exceedingly scruffy, but mechanically sound Land Rovers. I know, I've done it myself. When asked about it, they usually say they haven't the money to spend on a re-spray, or haven't access to spraying equipment. Fair enough. But it's also a fact that while most people haven't acquired skills with a spray gun, they almost all have at some time used a paint brush in anger, and with reasonable results. If you can paint your house yourself, why not your Land Rover? Of all the vehicles on the road, the Land Rover takes kindly to brush painting. And if I can do it, and to a sufficiently good standard for someone else to ask me to do theirs, be assured anyone can!

It is necessary to get paint suitable for brushing, I used a polyurethane enamel, ICI Autocolour, Hi Gloss 383, brushes washable in White Spirit (Turps Substitute or whatever its called by everyone but the English). A two inch brush should do most of the vehicle but you may need a half inch for some of the fiddly bits. Remember, though, that the edge of a two inch brush is the same size as the edge of a half inch.

Preparation is easy. You may rub down if you wish, I didn't and the paint is still there! Wash the vehicle, let it dry, and wipe all over with a suitable degreaser, methylated spirits or even petrol, if you're careful. Take the bonnet off, it's easier to paint this panel off the vehicle, and you get better access to the bulkhead under the windscreen. Remove the headlamp surrounds. Mask off those bits you feel you might not be able to paint round, due to the overconsumption of pints of Old Peculiar the night before. It won't amount to much, most likely just the side lights, tail lights etc, and even then, all you need is masking tape round the edges, they won't need masking off completely, as you aren't having to cope with overspray. You need a warm, still day. If it is too hot, park the Rover in the shade, and let it cool off, otherwise the paint will dry too quickly.

Stir the paint well. I started with the bonnet, brushing fore and aft. Use plenty of paint, and don't forget you are putting the stuff ON, not wiping it off, so don't try to "brush it well in", all you will achieve is paint removal. Use a light touch with the brush and let the paint flow. Deal with any runs as you go. The accepted wisdom amongst coachpainters (I know one, and asked him) is that vertical panels should be done with vertical strokes. I got better results with

horizontal strokes, indeed there are places on a Land Rover that you have to do this way, for example the rear body where the cleats are for roping a soft top on, above the "barrel sides", and under the galvanised capping. Work in some sort of order, say, radiator panel (grille removed, of course, sorry), return of front wings beside it, gravel panel, top, sides, and front of one wing, and then the other, bulkhead, door pillars, doors, etc. Don't rush. Just work at a nice steady speed, and if you want to knock off for a pint, do it at the conclusion of a panel.

As to quantities, two litres of paint should be ample, for both the outside, and the inside. As an example, I had a five litre tin, (a present, I hasten to add, I think someone was trying to tell me something!), I did the outside, inside, and a replacement door both sides and I'm no where near halfway down the tin. This of course, was just the lower body, the Limestone hardtop was perfectly good. However, two weeks ago, a friend's S111 got the treatment, which included the hardtop up to the roof gutter, and I did the inside, too. Her gallon can has enough left to paint every Rover in the county. Twice! My 11A 88", though born Bronze Green, had been sprayed, badly, Marine Blue. This paint was flaking off, and the galvanization had deteriorated badly. It is now Deep Bronze Green, with the galvy bits including mesh grille and windscreen surround matt grey zinc rich paint. The headlamp surrounds are gloss black (engine enamel). The S111 88" is a dead ringer except for the hardtop. It now looks a bit like a H/T Ninety. My Rover took an afternoon to do the outside, and another for the inside. The S111 was ALL done in a day.

Just for fun I painted my metal badges yellow letters on green ground, though NOT with a two inch brush!

The psychological boost the result gives has to be experienced to be believed. Go on, treat yourself!



Sea Kayaking in New Zealand, using a suitable support vehicle

Photo: Judy Norcross

Here and There

Chris Whillans

Reprinted from the Speciality Vehicles Association of Ontario, January 2000

Ontario - There have been back room rumblings that some government officials have been considering re-interpreting the present twenty year rolling exemption for automobile emission testing. The SVAO is actively pursuing the source of these rumors and will keep the membership informed of any developments. Remember that our present rules can be changed at the stroke of a pen as they are not enshrined in any legislation but were introduced as Rules & Regulations.

Illinois - This state government is after its Toll Authority to streamline itself with the ultimate goal of getting rid of the toll structure. Here in Ontario our government seems to be heading into long term problems with its handling of the 407. However this state is presently considering a scrappage program. "Smoke-stack" industries that crush cars would receive emissions credits which could be used to avoid reducing their own emissions.

Alberta - As reported in Old Autos, it appears that this province is thinking about compulsory vehicle inspections for specialty vehicles. Our meeting with the appropriate authorities here have resulted in assurances that Ontario is not thinking about the same thing. Just remember that the same things were said before the Drive Clean Program arrived on our laps.

Louisiana - A recent law exempts from fender requirements vehicles that were not originally fitted with them. In addition an amendment allows for the use of fender flares in place of fenders. This law is of benefit to owners of certain specialty vehicles. This state also recently reduced the cost of licensing antique vehicles.

Delaware - This state is considering an inoperable vehicle law that would allow officials to enter private property, and with

verbal notice, clean up the site including the removal of vehicles and the issuing of heavy fines.

New Jersey - A more positive approach on the same issue as this state is considering legislation that would prohibit local areas from discriminating against collectors and vehicle storage as long as these vehicles are maintained and kept behind trees, shrubs, fences or inside.

Missouri, Nebraska, Pennsylvania and New Jersey - These states are all considering or enacting legislation that would allow for use of year-of-manufacture plates. Here at home the SVAO is actively pursuing this issue with the Ministry of Transportation but making little headway due to MOT data system problems.

Washington - A recent law passed here redefines a street rod so that vehicles made after 1949 but resembling vehicles made before that date can be licensed and titled as such. Street rods are also exempted from fender requirements when used in fair weather and on suitable roads.

Vehicle Emissions Drop - According to a recent AAA report cars and light trucks are being unfairly targeted by air quality officials who should be looking elsewhere to make pollution cuts. The study found that the majority of volatile organic compounds and nitrogen oxides came from stationery power plants, industries, commercial establishments and homes. The results came from ground level ozone testing in 25 major US cities.

These reports are just a few of the multitude of events that are constantly in need of monitoring is we are going to stay on top of all the issues that could influence the enjoyment of our specialty vehicles. Keep us informed about what you hear,



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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

JUNE

- 23-25: **OVL**R; 17th Birthday Party, Silver Lake, Ontario.
- 25: 11th Annual Richmond Sports Car and Classic Car Show, Richmond, Fairgrounds, Richmond Ontario (southwest of Ottawa) 10:00 AM -3:00 PM Park your sports car in the corral for show, shine or sale. Meet local club members and see their best cars on display. Participants Choice Award. Dash plaques to the first 100 cars. Vendor area with parts, restoration services, books, art, models, regalia, specialty car sales & BBQ. Info: Ed Kaye 692-1880
- 25: **British Car Day**, Bowie MD Allen Pond Park, Info: MGTClub@aol.com
- TBD**: **OVL**R, The Breakfast.
- TBD**: **Downeast Rally**, Mid-coast Maine. Info forthcoming.

JULY

- 2: **Evolution of Wheels/Science and Tech Museum**, Ottawa, Ontario. Info: Don Greenough (613) 433-9442
- 13-16: **Tea Pond Land Rover Weekend**, Tea Pond Camps, Jim Pond Township, Maine (near Eustis, Maine). Stock Range Rovers and Discos are discouraged from attending, Series and Defenders are fine. Cost is \$75 per person, and includes 6 sit down meals & two packed lunches and dormitory style logging or tenting. Central bath house with flush toilets and hot showers. Info: Shelley and Ed Bear, (207)-265-5633
- 15: **OVL**R, **LaRose Forest Off-road**, Info forthcoming.
- 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

- 5-7: **OVL**R, **Calabogie uplands Off-road**, Info forthcoming.
- 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.



Good luck to whoever had this crew helping...

Martin, Dixon, Steve and François look on as Bob works on his military 109

Photo by: Shannon Lee Manion

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.

14-17: **British Invasion X: Stowe Vermont.** The largest British car show on the East Coast Preregistration by 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.

28: **OVL, Ottawa Area Road Tour,** Info forthcoming.

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

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

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



Andrew Finlayson's official Series one tool roll.

Photo by: Shannon Lee Manion

TBD: RoverRoadKill™ Barbecue, Barbecue/Clambake/Gumbo-Fest It ain't just meat and potatoes! Honesdale, PA. Info: Joe Tolerico, additional info forthcoming.

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. Definitely 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

14: **OVL, The Frame Oiler, Stittsville, Ontario.** Info forthcoming.

TBD: OVL, Southwest Ontario Off-road, Info forthcoming.

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

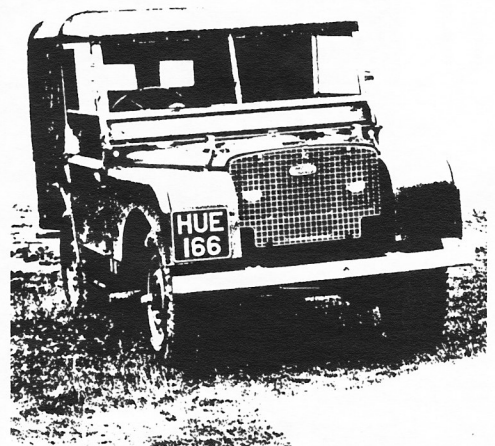
TBD: OVL; The Frame Oiler, Ottawa, Ontario. Info forthcoming.

NOVEMBER

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

DECEMBER

16: **OVL; The Christmas Party, Ottawa, Ontario.** Hungarian Community Centre. More info forthcoming.



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