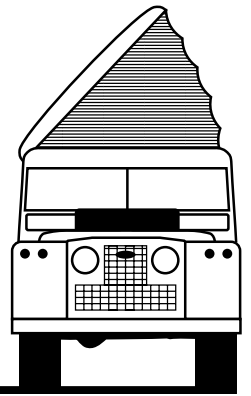


OTTAWA
VALLEY
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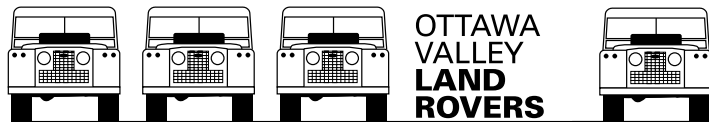


15 September 2000

www.ovlr.org

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

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

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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

Never, but NEVER, verbally abuse a Land Rover... Being British, the whole works runs on a delicate balance of self-esteem & questionable craftsmanship.”

– Unknown

Greetings;

One major event of the month. The Land Rover invasion of the British Invasion in Stowe Vermont.

Starting the third Thursday in September every year, Stowe, Vermont, plays host to a dazzling collection of classic British Motorcars. Bentleys, Morgans, M.G.'s, stately Rolls Royces, sleek Aston Martins, Jaguars and Land Rovers. All contribute to more than forty classes of cars. From high brow to low slung, the gamut of British auto history is well represented. They come in by the hundreds to compete in two major car shows - People's Choice and the Concourse D'Elegance (Well, no Land Rovers in this, though we have discussed entering an "original" vehicle into this particular event). Granted last year, the hurricane sent all of the non-waterproof British cars scurrying up the mountain to drier grounds, whilst the Land Rovers were abandoned to their traditional locale sans facilities, this year everything is supposed to be back in the show field. Even the barbed wire separating us from the rest of the British marques is supposed to have been removed.

The British Invasion has evolved to become one of the Top Ten Events in Vermont, and one of the larger British car shows on the East coast (British Car Day in Bowie, Maryland is of comparable size). The participants are primarily from the US and Canada with over 600 cars on field. It has always been an international event, and has gained in popularity each year. Some of the sponsors include: Rovers North, Triple C Motoring Accessories, British Marque Car Club News, and Land Rover of North America.

Over the years, Land Rover participation has grown from three Land Rovers (all Canadian) to a point where Land Rovers outnumber any other single type of vehicle there. Last year there were nearly fifty Series vehicles in atten-

dance. OVLRL has always had a large presence at the Invasion, and for the past several years has been there with the Club Expedition Trailer in the centre of the Land Rover display.

Rovers North will run a Trials course at the Invasion (\$20 last year) with some pretty nifty prizes for the person who scores the lowest in navigating through all of the canes.

Also as a followup to keep our frugal members a little richer (more beer money) OVLRL will be offering our classic tube steak lunch (with condiments) on Saturday at the OVLRL trailer and a little breakfast on Sunday for those who get up before 11:00 am and offer to help pack away the club trailer for its journey home.

If you will be attending the British Invasion, you will need to pre-register beforehand with the British Invasion organisers at <http://www.britishinvasion.com> The cost of registration for the event to bring your vehicle onto the field is US\$35 (According to their web site. Mailed documents show \$45. There is a lesser charge if you park outside and walk in.

Next month we see the annual Frame Oiler. See inside for more details!



Newsletter collation, Invasion Style, at the OVLRL trailer. 1999 British Invasion

Photo: Art Marker

This Month's Cover:

Ted Rose's Sill, deep in the gloom, LaRose forest.

Photo: Roy Parsons

Upcoming Events

in the next month or so...

- September 16-17 **BSROA Fall Rally**,
Plymouth Vermont.
- September 18 **Social at the Prescott**, Preston
Street, Ottawa, 7 PM
- September 30 **Marlborough Forest offroad**,
Details in this newsletter.
- September 30 **MGs On the Rocks Car Show**
and Parts Market,
Bel Air, Maryland.
- September 23 **TARC Thornbury Get-Together**
Details in this newsletter.
- October 2 **Executive Meeting**, Phone
Andrew for time and location
- October 6-8 **Mid-Atlantic Rally**.
Details in last month's newsletter.
- October 9 **TARC Blaze Of Glory Tour**,
Details forthcoming.
- October 14 **The Frame Oiler**, Stittsville,
Ontario. Details in this newsletter.

future events:

(Dates & times subject to change)

- October 2 **Executive Meeting**, Phone
Andrew for time and location
- October 6-8 **Mid-Atlantic Rally**.
Details in this newsletter.
- October 9 **TARC Blaze Of Glory Tour**,
Details forthcoming.
- October 14 **The Frame Oiler**, Stittsville,
Ontario. Details forthcoming.
- October 16 **Social at the Prescott**, Preston
Street, Ottawa, 7 PM
- October **Southwest Ontario Off-road**,
Info forthcoming.
- November 6th **Executive Meeting**, Phone
Andrew for time and location

In club news because of pressing work (i.e. the non-Land Rover type of work), Christian Szpilfogel has stated that he cannot continue as President of OVLRL. Seeing as the year is winding down, the past-President, Andrew Finlayson, succumbed to the sucking sounds made by various members of the Executive and has agreed to serve as the acting President until the elections for the 2001 executive. One should note, Mr. Finlayson never stood a chance at declining the honour, especially when it was moved, seconded, and voted upon when he absented himself from the room for a minute.



*Stowe Spectators & A Defender on the RTV
Photos: Martin Rothman*

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

From the Editor: Hey, we're caught up! Fancy that! A busy summer is finally ended, although how long we can maintain this timeliness is another issue! August was again a sole Dixon and Spenny effort from a production viewpoint with yours truly collating, stuffing and stamping all the copies. I will admit though, belated calls were received volunteering labeling skills and the such. However, what we are really looking for is some volunteer to take over some responsibilities that both David Meadows and I are handling. Namely receiving the mailing list and producing the labels, renewal notices, etc that go into the envelopes for the newsletter. Anyone interested in the Ottawa area?

A note from Dave Bobeck: I was talking to fellow club member Jon Humphries the other night about carbs (specifically Solex) that dribble the contents of their float bowls down into the engine's cylinders. And in the process thin the oil and ruin the bearings.

So we're talking and I'm saying how I thought maybe I'd fixed it but it still starts up funny like as if it's still doing it. So we looked in the parts book and there are all these parts. One, a jettish looking sort of thing that screws into the bottom of the float bowl is called an anti-drain-back valve and looks like maybe this be the culprit. It has a little mesh sock over it so it clearly is susceptible to dirt and hence clogging.

So today I decide to look at this wonderful little device and I get out my tools and I unscrew it from the bottom of the float bowl fully expecting the bowl's contents to come spilling out. Nothing. Drier than a new diaper. So I get curious, wonder if there is anything in the float bowl. So I carefully remove the cover. (if carefully means undoing all the screws and then whacking the underside of the intake tube (the only protuberance) with an open palm. Then a razor blade to carefully keep all the gasket on one side. So this wonderful little device is at the bottom of the float bowl, near the bottom of the float bowl is completely dry, and after removing the float is found to be quite full of sediment (also dry) so I cleaned it all up and put her

back together. Filled the bowl and watched but no time to sit around so I checked the float for leaks and put her back together. Ran it for a bit and will check it in a few days to see if it has gone empty again. I cleaned the valve (a little ball bearing check valve) with clean gas and compressed air (compressed by my lungs)

It does seem promising, unless the ball seat is worn. That would suck. The float and needle valve on this one are a bit worn too. Nothing too horrid though.

So. Three days having passed, and the two day inspection of float bowl's contents revealing a level lower than expected but not low enough to definitively ascertain the existence of continuing leakage. So. Three day inspection Sunday afternoon, reveals even further depletion of float contents, and liquid is present along sealing surfaces and around various holes, ports and other places on the top of the carb body. There is evidence also of continuing leakage from the accelerator pump nozzle, in the form of a slight meniscus forming at its opening. Now, Remove float. Remove anti drain-back valve again. Take A.D.-B.V. into the basement and anneal the crimped part that holds the ball in, undo the crimp, remove the ball, remove the piece of crud on the ball, put it all back together, re-install. Upon re-installation, which is the reverse of removal by the way, as always, notice that the screened part is where the gas goes into the A.D.-B.V., and that this is below the ball seat and therefore



Mark Letourney and Andrew Finlayson share a laugh at the beginning of the Rovers North RTV. 1999 British Invasion
Photo: Spencer Norcross



The frame for Fred Dushin's SWB, Ollie, begins the last leg of its tortuous journey home in the back of Al Richer's 109
 Photo: Art Marker

the A.D.-B. feature is apparently designed to keep gas from draining back into the float bowl. Why? I am guessing it keeps the accelerator pump primed for when you need it, since upon refilling the float bowl later it took 3 or 4 pumps to get a stream of gas out of the nozzle. So having formed this hypothesis, I sez to myself, what the hell is wrong with me? Then I took the accelerator pump's nozzle out to see what it looked like. There's a little ovalish block that holds the noz in there, sort of, and this came out with some difficulty, and has a gasket which was torn. There's also a ball and seat valve of sorts in this one. Here it is a plastic ball that again appears to seat in such a way as to prevent gas from draining back down into the float bowl.

I cleaned this all up, repaired the gasket (I didn't have the right material to make a new one) and reassembled everything. It started fine and ran fine so I didn't wreck anything.

In the process though I think I finally understand how this all works. (BTW I removed and blew through the accelerator pump jet also)

The pump circuit has to remain primed in order to provide fuel on demand, i.e with every stroke of the gas pedal. There are places in the circuit that are higher than the level of fuel in the float bowl. It seems that some sort of siphon action is taking place although having just thought about that, it doesn't seem possible since as soon as the float bowl's fuel level drops below the height of the noz's exit the flow should reverse.

Anyway, yesterday I drove over to Pete Daniel's house and we looked and looked down the carb after it was shut off and nothing came out. So maybe I fixed something. I guess we'll wait another three days.

🚗 A few minor picture corrections from last month's newsletter. (*That's what I get for trying to write photo captions of an event I didn't attend. Apologies to all concerned —Spenny*)

The 88 on the back cover with the recovery strap tied to the front bumper with the New Jersey belongs to Ron Tompkins, not Lori & John Sickley. Also the 101 "tow truck" attributed to Jared Silbersher actually belongs to Howard Smith of Cooperstown NY. Jared does however own the "nuclear certified" 101. (*I saw the lift in the back and assumed that Jared would have to have something that cool. —Spenny*)

🚗 Fred Dushin sends what is likely one of the final updates in the Ollie saga (at least for the rebuild)

I tracked down some wiring "issues" to a bad fusebox, of which I had one spare. I also discovered that the brake light circuit is "switched" on rovers, unlike many of their North American brethren. I always thought brakes should work regardless of key position (or possession). I may change that. Headlights all hooked up and buttoned down.

I do have a short somewhere in the system, however. With all lights off and the key off/out, I'm still reading ~0.17v between the ground strap and the positive pole on the battery. I know the horn circuit is leaking, because it reads a bit more with the horn leads attached. Time to start ripping apart my electrics (again). I also need a new left side running/stop light ass'y, as it lights even if the ground is detached. The core is solidly rusted, as well, making removing/installing bulbs a real challenge. The short is not in that circuit; I checked :)

Anyway, I took Ollie for a spin late yesterday, after spending the day tying up all the loose ends I had left (eg, tightening springs, installing front prop shaft, mounting doors, wings, and bonnet, adjusting the alignment, etc etc etc.)

He drove fine. A little wandery (I didn't drive more than a block), but the brakes are right there (installed new CV this weekend, too, to replace the dripping CB). All the electrics seem to be spot-on, as well. In fact, the way I see it, he's ready for inspection, as soon as I sort out the wiper situation. (I broke the mount tab for the blade last year). Oh, and the little issue of the seat belts... (I have a set of shoulder belts (not the retractables), but the driver's side is still on order.

Anyway, this is the culmination of an almost 2-year project (as of 10/7), and I am boggled by how much work is involved in this. A finite amount, to be sure, but still a *lot* of work to get a fully corroded rover in runnable condition. All of it well worth it. (I'm not sure Margot would agree with that one)

Got 'tm this am, at the RMV. Lady balked when I produced no title (NYS does not issue title to pre-73 automobiles, MA issues for all), so I had to get passed to someone who knew the regulations. Amazing how different your experience can be depending on who you get.

I got there early, before they opened, and there were a dozen or so of us waiting. The doors opened, and out came some crusty gov't employee, who mumbled something to the effect of "I don't give a shit about you people". I stood in line with an ex-soviet, who said, with a russsian accent, "Democracy smell good, but has vedy bad taste."

Anyway, Ollie has tags, I've got 6 days to get him inspected.

🚗 The trip originally planned as a fall road tour has been replaced with a one day (September 30) Marlborough Forest offroad due to popular demand.

Tentative plans are:

- 8-8:30 AM - Meet at Girotti's Restaurant/Gas Bar for breakfast
- 9:00 AM - Depart for Marlborough Forest
- noon - Lunch in the woods, bring your own
- 3:00-4:00 PM - Return home

Girotti's Restaurant/Gas Bar is at Fallowfield Rd & Moodie Dr., one block west of Hwy 416 & Fallowfield. Marlborough Forest is about a 45 minute drive south. If you would like to attend, please RSVP to Ted Rose at tcrose@agma.ca

🚗 Martin Rothman sends us this report of the newest event on the circuit, the WCRC event at Killington.

I made it back safe and sound from Killington with a new-old axle for the 80 inch. Nice place. The rally was very interesting. Quite different than ours in that lunch was catered on site and dinner was a banquet affair at the main hotel. Very nice, I might add.

About 150-160 vehicles. Mostly newer vehicles. Some very well equipped trucks, but very few with any signs of serious offroad use (dents, scrapes, etc). Americans are sure into their gadgets.

The RTV was... interesting. It was sponsored and staffed by a US accessory company, run most of the day and had three sections. It was local to the main building so spectating was easy. Afterwards they used a small dozer to smooth out the area.

Off roading was limited to guided trips up the mountain, of the light and medium categories. These ran way behind schedule and delayed other events. Several heavy offroad types did their own side trip, but it was not officially sanctioned.

The Muddy Oval challenge, didn't have any mud. It was a three step event with a team tire change, a teeter totter balance and the RTV. Interesting.

🚗 For Ontario residents, the Minister of the Environment has stated that cars twenty years and older will not be tested for emissions as they only represent three percent of the total Ontario fleet of vehicles. However, visably polluting cars will be stopped on the highways.

🚗 A note from Mike Rooth in the UK: Al Richer left this morning, with a crated Myford in the back of (new member D.J. Joltes') Lightweight. He was originally going to wander the country in this little beast, but outside influence over events was working as usual, and farmers and truck drivers combined to blockade the exits from all the oil refineries, resulting in a "no fuel" situation in Britain. No petrol, no diesel. We managed to fill both tanks in the lightweight yesterday, and Nora now has a full tank as well. Al decided that even with 20 gallons aboard, discretion was the better part of valour, and went back to London. The Lightweight runs somewhat better than it did, due to Al's rebuilding the throttle linkage and tightening the top of the Zenith carb, but even with these faults he was getting the better part of 22 mpg. The last straw has finally broken the camel's back and the English have revolted. The high fuel



*Ted Rose and the Browndog, OVLR member #283, enjoy the day, while sitting next to Jerry Dowell's 1967 109 Station Wagon
Photo: Spencer Norcross*

prices prompted all this, and Toothy Blair has had to go cap in hand to Her Majesty (no doubt an extremely uncomfortable interview for him) to get special powers to end the blockade. This move (although the special powers were granted) hasn't worked. I suspect that he expected the protesters would feel intimidated by the very fact that special powers were obtained, but he didn't realise that the rest of the country are solidly behind what these people are doing, and it hasn't made any difference. The country is grinding to a standstill.

🚗 But wait, another note from Dave Bobeck:

I spent yesterday and today working on greenHELL, with the goal being to get it running this weekend. Fat chance. Yesterday I didn't have a work light and couldn't see up under the engine, so I didn't do anything. Took apart the late IIA wing that Pete Daniels gave me, separated the top and inner from the rest so I can swap it out for the regular one when I do the booster set up on RedSquare. Took apart a door that I bought for it's locking handle. Picked the lock on the handle and then finally figured out how to get the cylinder out. Spenny helped. Thanks Spenny. Took the doortop off, which was still good. Took the door skin off the frame as the skin is good but the frame is severely bent and otherwise mangled. Hung a bunch of stuff up out of the way, making room for the continuing influx of parts and projects.

Today I bought a work light and went back to the garage. I resealed RedSquare's roof with a different material, after digging out all the silicone which I knew would not work, and hammering out the deformities in the roof a bit. It began to rain as soon as I was finished and it seems to be working. Then

on back under greenHELL, I loosened the center main cap and the #1 and 2 rod caps, and was able to get the front main started in. I removed the #1 rod cap completely, and pulled out the shells. Its a good thing I'm replacing those. A few years ago I was at Carlisle and bought a set of 2.25 std. rod bearings from a guy that was selling off all his parts. He sold everything to Mike B, after I got my bits. So I've had these shells, in very old looking packaging, laying around for years in their wax/oil paper in their box in a drawer with some other shit. So I go to the shit's drawer and remove the box with the bearings in it, and the wax/oil paper from eh box and the shells from the paper. Well, before I puts these in, I says, I best look on the back and make sure that they are in deed std. size and not something else mislabeled. Well the writing on the back isn't the same as the writing on the back of the old ones. The part number is different. Then I put them next to each other and they are clearly a different size. So, wondering what rare NOS gem I have perhaps unearthed, I consult the SII/IIA parts catalogue, wherein I find out that what I have is not really incorrectly labeled, just should have been labeled 2.25 rod bearing, Series II. It is a brand new perfectly preserved set of pure unobtanium SII rod bearings. Sweet. Just the thing for my eventual SII engine rebuild. If I don't go with a Mercruiser. Ha ha. Yeah so how bout that? I gotta go order me some Series Three bearings. And then I found my old work light.

With that project stalled for lack of parts, I set out cleaning up the bakelite sideways D shaped ashtray that I got last week. A little brasso and she's looking a might purty. Works good on bakelite too. I think someone once suggested using brasso on goopy steering wheels? I dunno. I'll put the ashtray in tomorrow.

Some Non-OVLR News & Rumours

🚗 Newsletters received this month: The Review (LROC of Victoria, Aust. August 2000), The Gearbox (Rover Owners Association of Virginia, Summer Edition, Vol.12, No. 2), and the newsletter of the Speciality Vehicle Association of Ontario (August 2000)

🚗 Land Rover Announces New Freelander Models

Two important new versions of the Land Rover Freelander, Europe's best selling 4x4, go on sale in the UK on 1 September. At the same time, there are upgrades across the range.

For the first time, a V6 version of the Freelander will be available. A five-speed automatic gearbox, featuring Steptronic 'manual' change, is standard. At the same time, Land Rover introduces a new turbo-diesel model using the Td4 2.0-litre common fail engine, made by BMW. This engine offers substantial improvements in power and torque as well as much greater refinement compared with the outgoing turbo-diesel



Dave Lowe has a bit of a nap in the sun.

Freelander. Both the V6 and Td4 versions will be available in three- and five-door body styles. The V6 is available in two trim levels- 'GS' and 'ES' while the Td4 adds an 'S' trim level. UK on the road prices start at £21,595 for the V6 3 door and £17,195 for the Td4 3 door S.

New V6 petrol engine: The Freelander V6 is a significant addition to the Freelander range that, since its launch in 1997, has become the best-selling 4x4 in the UK and Europe. The all-alloy 2.5 litre V6 engine develops 177 PS at 6500 rpm and 240 Nm at 4000 rpm, nearly 50 per cent more power and torque than the current 1.8-litre four-cylinder petrol engine. This improvement gives customers dramatically improved driveability aided by its five-speed automatic transmission with sport mode and Steptronic control. The engine features a Siemens fuel injection and engine management system and incorporates an advanced Variable Induction System (VIS) to provide maximum response across a wide rev range. A profiled cam in the throttle system gives fine control at low engine speeds but quick response on the open road, reflecting Freelander's on - and off- road capabilities.

New Td4 common rail diesel engine: The Freelander Td4 replaces the current turbo- diesel model. The Td4 features a 2.0-litre, 16- valve, direct injection engine using state-of-the-art common rail technology. The engine develops 112 PS at 4000 rpm and 260 Nm at 1850 rpm and compared with the previous diesel unit, the Td4 has 15 per cent more power and 24 per cent more torque. Max torque is also developed further down the rev range for improved response. The combination system has dual inlet ports to provide maximum flexibility while a pilot injection is used to improve refinement. In order to reduce turbo 'lag', the Td4 engine has a Variable Nozzle Turbine (VNT) that alters the pitch of the inlet vanes to give optimum profile for each point in the rev range. This maximises low-speed flexibility for off-road use while still providing excellent high-speed performance. Throttle control is electronic 'drive-by-wire' with no physical link between the throttle pedal and the engine. Freelander Td4 is available with a new five-speed manual gearbox or with the five-speed automatic Steptronic gearbox.

New five-speed automatic Steptronic transmission: The five-speed automatic Steptronic gearbox is equipped with several drive modes for maximum control. 'Normal' mode provides for normal automatic change while moving the selector lever into the Steptronic gate gives a 'Sport' mode that has unique shift maps. In this mode the gearbox changes down more readily and holds onto lower gears longer to give better acceleration and improved response. This part of the selector



*A novel modification. British Invasion
Photo: Art Marker*

gate also provides the Steptronic control. In 'Steptronic' mode a brief forward or backward movement of the lever gives up or down gearshifts with maximum ease. Steptronic allow fast, smooth gear changes and improves off road performance by giving more control to the driver and reducing power and traction loss. To improve traction in snow or slippery conditions, the driver can elect to move off in first or second gear while in this mode. In 'Normal' change mode, Hill Descent Control (HDC) can be selected in first or reverse gear to limit downhill speeds off road. Cruise control is available as an option with the automatic gearbox on both V6 and Td4 engine derivatives.

Other elements of the transmission remain the same as on previous Freelander models. An Intermediate Reduction Drive (IRD) unit incorporates the front axle differential and a bevel drive for the rear axle prop shaft. Drive to the rear axle is controlled by a Viscous Coupling Unit (VCU), which apportions drive by sensing relative slippage between the front and rear wheels.

Revised Braking System: To improve braking, the new Freelander models have larger, vented, front brake discs and larger diameter rear drums. A revised ABS system is now standard on all models. The system incorporates Hill Descent Control (HDC) to limit down hill speed when off road and Electronic Traction Control (ETC) to limit wheel slop in conditions such as mud and snow. A new feature of the system is Electronic Brake Distribution (EBD) that balances brake force between front and rear axles for maximum efficiency.

Exterior, interior changes: All 2001 Freelander models have a new bumper and grille with the Freelander V6 having a longer

profile to suit the engine. Clear direction indicator lamp lenses are a further distinguishing feature of the new models. The new Freelander retain the flexibility of the Freelander range with a choice of three- door Softback or Hardback or five-door Station Wagon versions- the 3 door V6 being the first in the small leisure sector.

The new Freelander models have a host of interior and electrical changes. The centre console has been revised to include the gearbox selector and Hill Descent Control (HDC) switch on automatic models. There is a new centre cubby box that incorporates the window lift switches and an electrical accessory socket.

The heating and ventilation system has been improved with a larger fan to increase airflow. A pollen filter is standard. The air conditioning is comprehensively enhanced with a larger evaporator unit to improve efficiency and a constantly engaged compressor for smoother cooling delivery. The 'In Car Entertainment' system has also been improved with a six-speaker system now standard. Other new electrical features include electric rear windows on five-door models and an improved security system.

Improvements for Top-of-the-range Model: Available with both the V6 and Td4 engines, the top-of-the-range ES model features a high level of specification including leather seat facings, leather steering wheel and gear knob. Heated front seats are standard as are illuminated vanity mirrors and powerfold door mirrors (optional on other models). An electric sun roof is fitted and the ICE system incorporates a CD autochanger and remote, steering wheel mounted controls.

X Marks The Spot For Land Rover Sales Success

Following its sales success in July, Land Rover is looking forward to a repeat performance in September - backed by recently announced price cuts and the introduction of new Freelander models. In September, sales of new X- registration vehicles commence.


Sales figures recently released for July 2000 revealed Land Rover sales up by 31.4% compared with July 1999, 2,713 vehicles sold. July also saw an improved penetration for Land Rover in the UK car market. Range Rover sales were up 57%, Freelander sales were up 40%, while Discovery recorded a 30.5% rise. Commenting on the figures, Mike Wright, managing director of Land Rover UK, said: " The results show that Land Rover

remains the leader in the UK 4x4 market place and is becoming a major player in the car market as a whole."

The new prices announced in July give Land Rover customer's savings of up to 14% through a genuine, permanent price reduction and enhanced feature levels. On the best-selling Freelander model there has been an across-the-board price cut of £1,000 that, together with the standardisation of features such as roof rails, passenger air bag and 6- speaker stereo with remote controls, can mean savings of up to £2,330 - equivalent to a 12.5% price cut. Mike Wright says: "This is not a marketing gimmick but a permanent reduction in Land Rover prices. Combined with the improved feature levels it means there has never been a better time to buy a Land Rover."

New models - led by the Freelander V6 - will also be available in Land Rovers dealers for September delivery.

The Freelander V6 is powered by an all-alloy 2.5 litre, 177 PS engine coupled to a five-speed automatic gearbox with Steptronic control - a first for a 4x4 in this category. The automatic gearbox is also available as an option on the new Td4 2.0, 112 PS, common rail diesel engine that comes with a new five-speed manual gearbox as standard. Enhanced features across the Freelander range include a revised centre console with centre cubby box, improved air- conditioning and an upgraded ABS braking system incorporating Electronic Brake Distribution (EBD). The appeal of the Discovery range is widened with a new, entry-level, model - the Discovery 'E' with an on-the-road price of £21,995. Land Rover's flagship model, the 4.6 litre Range Rover Vogue, is priced at £53,000 and now includes satellite navigation as standard.

 Here are sales results for August: Land Rover North America, Inc. has posted August sales of 2,306 units. Land Rover has sold 17,456 vehicles year-to-date. Furthermore, Land Rover sold 542 Range Rovers in August—the best monthly sales result for that model in 2000. Land Rover also sold 1,764 units of its Discovery Series II model in August for a best-ever year-to-date total of 13,827 units for that model.

| | Aug '00 | Aug '99 | Y-T-D '00 | Y-T-D '99 |
|---------------|---------------|---------|----------------|-----------|
| Range Rover | 542 | 722 | 3,629 | 4,529 |
| Discovery SII | 1,764 | 1,796 | 13,827 | 13,686 |
| Total: | 2,306 (-8.4%) | 2,518 | 17,456 (-4.2%) | 18,215 |

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

Land Rover North America, Inc., established in 1986, imports and distributes Range Rover and Discovery Series II vehicles manufactured for sale in the United States by Land



*A truly rare and wonderful sight, a genuine pink panther on our shores,
1999 British Invasion
Photo: Spencer Norcross*

Rover Group Limited in Solihull, England. Land Rover's worldwide operations are wholly owned by Ford Motor Company, Dearborn, Michigan.

Some news about former LRNA CEO Charlie Hughes

Ford Motor Co. and Mazda North American Operations will name Charles Hughes the new president of Mazda North America. Hughes, 55, is the former president and CEO at Land Rover North America, where he was responsible for marketing sales and distribution of the Land Rover sports utility vehicle line in the North American market from 1986 to 1999. In the late 1980s and early 1990s, Hughes pioneered a niche for Range Rover that straddles two segments—luxury/performance and sport-utility.

In 1986, Hughes was hired by Land Rover to reestablish operations in the U.S. Land Rover had pulled out in 1974. Among other things, Hughes led the effort to develop the Land Rover Centres concept, which helped extend the brand position to the retail level. He left the company in mid-1999 to pursue various consulting projects, including several Internet-oriented initiatives.

During the recession in the early 1990s, Hughes was one of the first luxury importers to insist on exclusive franchises to compete with Lexus and Infiniti and to position Land Rover as an all-wheel-drive specialist. Most luxury brands followed suit.

Hughes will replace Richard Beattie, who will become Ford vice president of investor relations Sept. 1. Beattie, 45, will be responsible for soothing Wall Street, where auto stocks in general are held in low regard.

Here's a information for this fall's Old Sodbury's Sortout, quite possibly the greatest Land Rover event on the planet.

Whether you are looking for bits for your Series I, II, or III, 110, 90, 127, 101, 130, or even a modified special you should find what you are seeking at an Old Sodbury's Sortout.

Old Sodbury's Sortouts are only for dedicated enthusiasts willing to risk rain, mud, rust, and oily mess while searching for that elusive spare part. You will find plenty of choices, but face competition from fellow enthusiasts looking for the same part.

Is it worth coming? Ask any one who has ever been.

(Land Rover Owner's Heaven! —Spenny)

Where is it? Old Sodbury is handy for the M4 Junction 18, A46 Bath to Stroud. Easily reached from Cornwall, West Wales, the Channel Tunnel, and 100 miles west of London (Heathrow) Airport and 100 miles South of Birmingham.

Admission: £3 a head. Overseas visitors free

Overseas visitors are admitted free because they must be dedicated enthusiasts to come this far for a show. As such they are be serious buyers. Remember, most Land Rovers were originally exported.

This fall's Sodbury Sortout will be Saturday, October 28, 2000, at Newbury Showground. Buyers will not be admitted until 11 AM

For information: Ring +44 (0)1454 321010 or Fax +44 (0)1454 273054. Old Sodbury on the web: <http://www.oldsodbury.co.uk/> and their email is weylode@aol.com

Again, here's a couple of upcoming TARC events:

Thornbury Get-Together - September 23rd, 2000

TARC will be hosting a Thornbury get-together on September 23rd, the week after British Car Day. We will be meeting at Dwight Dyson's, 134 Bruce St. S., Thornbury, at 10 AM, with departure at 10.45.

In the past, we have hosted about 10 Land Rovers at this event, and we expect that many this time, too. Conditions are likely to be quite wet, and since the route traverses two swamps, we expect some bogging down!

If interest warrants, we will make provision for a less muddy tour for participants with cars.

Dwight and Sonja will host a light dinner for participants at 5.00 PM at their house in Thornbury.

For more information, or to let Dwight know you'll be coming, contact Dwight Dyson, dwight.dyson2@sympatico.ca.

Annual "Blaze Of Glory" Tour - October 9th, 2000

A scenic tour through some of Ontario's lesser-known byways, at the height of the Autumn colour season.

This year the plan is to see some different scenery by running the route in reverse to Elora. We will work out the details and post them shortly, but the central feature of the run is a picnic in the beautiful Elora Gorge Conservation Area. Departure time and location will be posted soon.



Yes, Virginia, that is Kevin's entertainment center

Photo: Kevin Willey

Yet another in a series of parodies that will eventually cost me one of my friends,
or at the very least, a punch in the nose from someone's attorney.

(parody) advertisement

ZIPPY TOW

A name you
have trusted
since 1996,
Zippy Tow™
Proudly announces
its new all new
Air-Mobile,
AIR-Kare service



AAA and CAA

cheerfully accepted

General Servicing: Repairs, Humour, Tales & Trivia

Fender trimming

Andy Grafton

Whilst Rangie was in the panel shop, I had the fenders trimmed to the line conveniently provided by Land Rover. I also had a significant amount of material removed from the fender aft of the front wheel and in front of the rear to make larger tyres miss

the body. In order to allow the front and rear wheels to tuck up inside the fenders (and prevent mud spray), the fender arches were pulled/stretched outwards whilst a new lip was formed. The shape and strength of the lip then left them permanently bowed



outwards. The rear is some 2.5" further out than normal and the front about 2". The inside of the fender where it has been pulled away from the passenger compartment was sealed by riveting broad rubber strip to the monocoque after it had been cut to shape with a Stanley knife. The hard rubber helps support the fender as it is a firm fit between the monocoque and panel.

I considered cutting the metal and adding Defender rubber eye-brows. I even found some and taped them on, but I thought they looked pretty crappy.

This was all performed to make the fitting of 255 85 R 16



tyres possible whilst maintaining standard articulation i.e. the tyres would fit [but rub on the top of the rear wheelarch] without any lift. Unfortunately I found out afterwards that I couldn't buy 255 85 R 16 tyres in South Africa - special import, will take months etc. I bought a set of wider 33x12.5 R 15 Goodyear MT and fitted them to 8" wide cheapie white epoxy rims. They don't fit as well as the 255s would have, as they are a trifle wide, but there is no rubbing at all on the rear, even under full articulation, and the front misses but scrapes when the tyres are muddy.

When viewed from the top, the tread of the tyres is not visible, thus road-legal in most countries. The front is marginal, but the bonnet could be bent outwards to help if required!

Steering stops were fine where I had them for the 7.50R16 SAG radials fitted to steel Disco rims.

Looks pretty good with the fat tyres, but I think I would rather have the extra half an inch height and two inches narrower 255 85 16. The traction and flotation provided by the Goodyear MT tyres off the road is excellent, as is the grip on dry tar. The onroad braking performance in the wet is atrocious, and let's not talk about road noise at speed. Directional stability in sticky mud or clay is non-existent; choose a narrower tyre like a 7.50R16 XCL or Firestone SAT if you need that sort of thing. I'm running the Goodyear MT's tubeless at 2 Bar on the road, 1.5 Bar on dirt roads, 0.8-1 Bar for general slow offroad work, and 0.6 Bar for sand.

The 2000 Mid-Atlantic Rally:

The event will be held at Pearl's Pond on the James River, same as last year, but hopefully, we'll have access to the whole property, as 3/4 of the site was under water last fall. The site will open the morning of Friday October 6, with most competitions on Saturday, October 7. Events include the Aluminium Man Triathlon with mechanical and pioneering tasks in addition to the RTV. There will also be a team competition, including a team winching exercise. Also, the teeter-totter and slow race.

Registration fee will be \$25 prior to Sept 1, \$35 thereafter. Saturday's dinner will be BBQ chicken and a slab of ribs for \$15, Sunday brunch is \$10.

If you have DeLorme 3D Topo Quads, some GIS program or access to USGS topos (Diana Mills quad), the co-ords of the new entrance road are: N 37 43.476 and W 78 23.644. This road will not show up on any map. The main site is uphill from Gregory Island in the clearing where the powerline R/W crosses. There are some *major* cool camp spots out on the island, which was 12' under water last year. In less precise terms, the site is about mid-way between the Bremo Bluff and Scottsville bridges over the James.

There is a registration form at www.ROAV.org. For the internet challenged, call Mike McCaig at 804-581-1331.

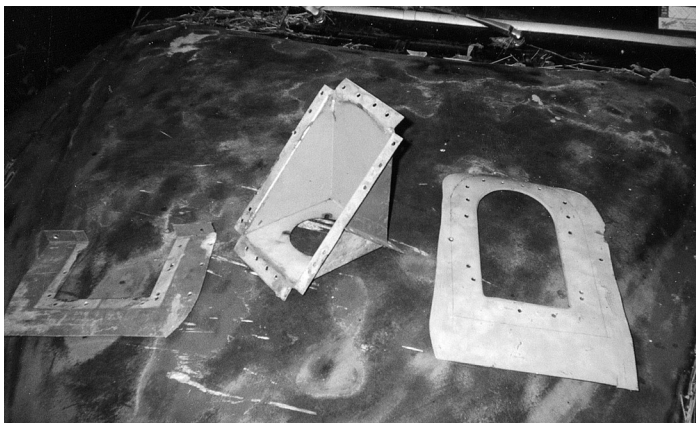
Tubthumping

Dave Bobeck

I finally managed to get up off my butt and install the rear filler into the 2-door body tub that I got from my neighbor.

I called Wise Owl in BC and had Ray cut out the entire body section for the rear filler out of a 109 station wagon tub that was otherwise shot. For this I paid the princely sum of \$40. A little much but it will look fairly stock when its done. This price did not include the filler spout itself, just the aluminum bits.

The first thing I did was find another 109 tub (Spenny's) with a rear filler and take a slew of measurements.



*(note: It **does** matter whether it your pieces are cut from a 2 door or 4 door. The top of the wheelbox is higher in a 2 door so it changes the relationship between all the different sections. I didn't realize this until I was done. We'll see how the hoses line up later.)*

Then I went back and started taking apart the piece that Ray sent me. Basically what I had was the entire aluminum area encompassing the horizontal section of the wheel well as well as the outside skin of the quarter panel.

This consists of a sideways D-shaped hole in the outer fender and a triangular box that mounts inside the with half of the triangle above the wheel box and visible, and half the triangle below the wheelbox and not. This lower section is where the filler neck will eventually mount. The spout is the same as on an 88" but the rubber hose is different. The first thing to do was separate the old wheel well section from the inner piece as this would be discarded. This was done by drilling out the spot welds.

The second step was to cut a 5 1/8" wide section out of the existing wheel well in the appropriate location. With a little deft and some not so deft maneuvering of the sawzall and the grinder,



this was done. The trick here is to leave the outer skin of the fender intact since the hole in the outer skin is actually narrower than the one you are making for the inner bit. You will have to drill through the outer skin to cut a few spot welds though.

Next I devised a plan to locate the hole in the outer skin. Again by drilling out the spot welds, I separated the remaining outer



skin from the inner section of the donor piece. I now had two pieces that could be indexed by lining up the holes where the spot welds were.

Now to install the inner section. I had to do a little extra trimming inside the toolbox in the wheel well to make it go in. There is an extra layer of aluminum around the edge of the toolbox that gets in the way, so the front 1.5 inches of the hole has to be cut about an 1/8" wider overall.

You Then cut the flange that goes around the inner (triangular) filler piece. In the factory these are fitted from the outside and then the 1/4 panel skin goes over the whole mess. This can't very well be done in the driveway so what needs to happen is that you need to cut off about 3/4" above and 1/2" below the level of the top of the wheel box. Just make two slits in the flange with the sawzall. This makes a tab of sorts that can be bent off with a pair of pliers.

Now you should be able to slide the inner section into position, all the way up to the inside of the quarter panel. Holding that firmly in place, drill through the old spot weld holes through the outer fender skin. You don't need to



drill through all of them, but try to do enough to effectively line up the old piece of fender skin that has become your hole pattern. You may need a right angle drill to drill from the inside of the toolbox. Line up the pattern and trace around the inside of the sideways D-shaped hole with your favorite pencil. Remember that the hole is flanged, so now draw (freehand or with a ruler) another line about 1/8"- 1/4" inch inside the line you just drew. Remove the inner piece for safe keeping and get your sawzall out. Or your jigsaw, or your dremel tool, etc.

Cut out the hole. Welcome to the Point of No Return. Use the tool of your choice to make the bent over flange around the inside of the hole. I used various pieces of metal to act as dollies while I hammered it over. It came out ok but I'll probably try again someday when I have more daylight and perhaps better tools.

The tool box lid will not fit now and the flange that holds everything down to the top of the wheel box protrudes into the open-

ing for the toolbox. This area will be cut off or perhaps bent down 90 degrees to echo the stiffening flange that goes around the inside of the toolbox. This will allow the toolbox lid to close normally after the rear hinge gets moved forward of the filler assembly. (If I had modified the pieces to 2-door spec., the toolbox would close normally. As it is, everything is about 3/4 inches too high. Hopefully the rubber hose connecting the tank to the filler neck will have enough flex to still work)

What remains is that the filler spout now goes right down to just above the bottom of the toolbox. The filler spout on the tank should come right up to just below the toolbox, according to TerriAnn Wakeman's description of her conversion. So I will have to cut continually larger holes in the bottom of the toolbox, until everything just fits. I will try to find a large grommet to cover the space around the filler hose. Either that or just use that toolbox for larger items such as jumper cables and bottles of oil.

Diesel Solenoid Overhaul

Bill Adams

I just resurrected a IIA diesel starter solenoid. Most of the time, the soft copper bolts have stripped, and the connection points become weak (or worthless, as in this case) Additionally, the bakelite was cracked and pieces of it were missing. Here's how I did it:

First of all, I warn you there's a **lot** of file work involved here. If you are uncomfortable with such a tool, or don't have the patience to sculpt new parts from off-the-shelf stock, then quit readin' now.

Anyway, you'll need a soldering iron...a cheapie will do, solder and flux, a set of **brass** toilet tank bolts...get ones with large heads, preferably 3" x 5/16ths, Two brass 5/16" washers, some flat brass or copper stock for making new contact plates (hobby shops have it), JB Weld epoxy, new brass 5/16ths x 18 nuts (4), and a bastard file.

Step 1: Demolition.

Remove the small nuts on the studs atop the bakelite. Remove the large brass nuts on the big studs. Warm up the soldering iron and desolder the connections on the contact plates. Don't fret, you can't mix up the connections later, it only goes back together one way. Pull off the bakelite.

Step 2: Assess the damage.

My bakelite was broken and a big chunk was missing, the copper studs were stripped, and the little contacts on the top were broken off or badly corroded (one was steel with galvy coating for soldering...cheesy). There is no way to order parts for this unit, but it is fortunately quite a simple device, and easy to fab up parts from common stuff.

Step 3: Gather materials:

The big studs are originally copper with a bizarre head

designed to make contact inside with a spring-loaded copper washer. I figured brass is a little harder and should hold up as well as copper or better. In any case it's easy to find brass bolts at the hardware store in the form of toilet tank bolts. Sheet stock for the contacts on top of the bakelite was easy, as I had some laying around. It can also be found at hobbyists. You don't need much, like 2 square inches. The bakelite was repaired with JB Weld epoxy.

Step 4: repair bakelite.

I made a form out of a margarine bucket and clamped it to the outside of the bakelite with a hose clamp. Then I buttered JB weld on the inside of the form and let it set. I had to do two passes as the JB tended to ooze, and not hold shape. eventually I built it up enough so that I could pull the form off and trim and sand it back to original shape. Check also for cracks and burnt bakelite around the stud holes, and fill them if they look bad.

Step 5: make new studs.

This is the most labor-intensive part of the process, but also the most rewarding. The bolts I used have a fairly large rounded head which had to be flattened. File, file, file. Flatten the head off. Took about ten minutes per, but eventually got there. At this point, I simply held one of the old bolt heads against the new and scribed the shape onto it. Then, I merely filed the sides until I got to the scribe lines and checked the fit. Not perfect, but serviceable. I also padded the back of the bolt head with a brass washer to bring it up to the same thickness as the old bolts

Step 6: make new contact plates.

The sheet goods can be cut with a set of metal shears. If the old ones are not destroyed, use them as patterns for the new.

One is kinda 'comma' shaped and fits under the one stud, so it needs a 5/16ths hole in it, and the other is riveted (3/16ths rivet hole needed) to the top of the bakelite and gets a spade clip attached. I don't need to describe how to make the new ones other than to say that they should be like the old ones.

Step 7: reassembly.

With all these spiffy new parts you just made, there's a hurry to get them back together. Spend a minute and clean up the greasy bore of the solenoid body, paint it, regrease it.

Place the spring plunger in the body, and install the studs and brass nuts on the bakelite (don't forget the contact plate under the stud!) Rivet the new spade connector contact plate. Drill holes (one's bigger than the other) up from inside through the contact plates and give each one a scrub with some sandpaper so that the new solder will stick. Warm up the soldering iron again. Place the bakelite on the small studs being careful to get the wires up into the holes for the contact plates. With the wires sticking through, flux and solder the wires to the contact plates. Reinstall the small nuts on the small studs. Wrap the joint between the bakelite and the body with a couple turns of vinyl electrician's tape.

Step 8: Testing.

Attach a 12v negative wire to the stud with the comma shaped contact plate. Holding the plunger in the bore with the spring under it, touch the positive 12v wire to the spade connector contact plate. The plunger should jump into the bore with a solid "Cluck". The first time I did that I just about jumped a mile.

Install the newly refurbished solenoid on the starter and breathe a sigh of relief that you saved yourself a hundred bucks and a two-week wait.

An EFI Primer

Steve Denis

Most "Multi port" FI systems work basically the same. There are solenoid injectors (an electric coil pulls back the pintle, thus opening the thing up)

The injectors receive fuel from a "ring main" which is a fancy way of saying a loop of fuel line from, and back to, the tank. The pressure is provided by an electric pump and controlled by a pressure regulator, with the excess fuel being returned to the tank.

The fuel pressure is *kinda* fixed so the mixture is controlled by how long the injector is held open. So far so good?

The initial opening of the injector is signaled by the "points" in the distributor (add electronic stuff where appropriate)

The computer opens the injectors at point and holds them open based on inputs from sensors. Airflow being the biggest. The airflow sensor is upstream of the throttle, as the throttle is opened, and engine speed increases, more air comes in and moves the flap further open. This flap is mechanically hooked to a potentiometer... (*think volume control on your radio*) and more air in equals a "louder" signal. Then there are correction inputs, throttle position. Are you mashing the pedal to the floor? More fuel.

It has temperature sensors, for both coolant and ambient air. Dead cold with an outside temp of -54°C? More fuel. 230°F coolant and 120°F air? More adjustments for these conditions.

Then the oxygen sensor, a clever little devil. The basic system is a "map" in the computer, with X,Y,Z inputs we deliver *this* much fuel, and the engine runs, and runs well. But, this is a "open loop." There is little or no indication (up to the point the it stalls) that we are really doing the right thing.

So we stick this sensor in the exhaust flow that gives a "real time" indication of oxygen content. If the O₂ sender is gagging in gas fumes, it sends a politely worded missive to the computer: "turn down the friggin' gas, moron!" Conversely, if the mix is too lean, it lets the computer know.

What does this all mean to you? Nothing...hook up the stuff on the FI harness. Most of the sensors are on the block, plug in the computer and its power and pump solenoids, and then run the HP fuel line from the pump to the engine connection and then the low pressure line back to the tank, turn the key and... nothing? You forgot to reconnect the battery.

LABOR DAY OFF-ROAD REPORT



**Story & Pictures by
Martin Rothman**

15 hardy souls made it back safe and sound from the OVLRL Labour Day weekend off road. Well, sort of. It seems we had several AGP Land Rover wannabes in the crowd (the floating Land Rover). They didn't quite float, however... great photo ops, though.

We met in Gloucester early Saturday morning to head out to Sean McGuire's property in the Quebec Laurentians for some off road fun. Sean has some 200 Acres of mountainous property and had graciously invited us up for the weekend.

The fun started right away with Kevin Newell's freshly rebuilt S3-88 refusing to start. It seems that Land Rovers start easier when their fuses don't fall out.

Once on the road, we drove east to the Cumberland ferry and were ferried across the river. The action began almost

immediately with the club coming to the rescue of an unfortunate car driver who had driven into the ditch. My little 80" came to the rescue and pulled it out with other club members managing traffic and directing the recovery.

An hour later we arrived at Sean's property. The only word that can describe it is gorgeous. Mountainous and heavily forested, with a completely contained lake and several cabins, one of which we used for the weekend. Pure luxury. After a brief pit stop to unload luggage, we were back in the trucks for some serious offroading.

The fun began immediately as Sean lead us up a trail that disappeared abruptly into the underbrush. This necessitated some careful turning around in order to head back. I wonder how Kevin Willey explained the Disco's broken tail light lens to his wife...

It seems we had several AGP Land Rover wannabes in the crowd (the floating Land Rover). They didn't quite float, however...

Soon we were bouncing along other forest trails. Shortly after turning onto a seldom used side trail, Dale Desprey's

roared ahead and made it across - submerging for an instant with a bow wave coming up over the cab!



Range Rover got mired in a very muddy section. Initially he was pulled back by Ted Rose's SIII 88". But, after getting stuck a couple of times, a line was run forward to David Pell's ex-Canadian Army Iltis (basically a combination of an Audi design and a 4x4 VW Rabbit) and he was pulled through. Dale then pulled Ted Rose through, who pulled Kevin Willey, who... you get the idea. Charles Bishop is beginning to get tired of having his 90's Range Rover pulled out of the mud by my 50's 80" at most outings. Makes for good pictures, though.

A short jaunt further up the trail brought us to a stream crossing. Kevin Newell, wanting to redeem himself after the fuse affair, decided to walk the crossing to test the water depth for the rest of us. He walked along 100' of trail in water a foot deep. Then, he stepped off the unseen stream edge, and ended up shoulder deep in water. Nothing wears like drip-dry clothes.

After several minutes of discussion on how to proceed, Sean McGuire decided to attempt the crossing in his S2-109 P/U. With the rest of us standing well back on dry land, he

without mishap.

Dale Desprey was next in line. His Range Rover had basically made it across and when the motor died while climbing

Next up was Keith Elliott. With a huge splash he was into the crossing, only to catch a log between his trucks wheels, pulling him off to one side. His S2-88 was sunk to the windshield in the deeper than expected stream crossing. After some 10 minutes of scuba type diving to fit a tow line to the rear cross member, we pulled her out. And, as if Keith and Christine weren't wet enough already, on the pull back, the water in the rear box surged forward nicely washing the windshield and dousing the two of them. After some 10 minutes of drying out the truck, it was running once again. Being a game lad, Keith and his girlfriend Christine said that they were going to try it again. They made it through on the 2nd try



Keith Elliott's SIIA; Above photo, before; Top photo, after.

out of the crossing and the Rangie rolled back into the depths.

It seems that Range Rovers have a funnel shaped air intake unit up near the front grill. As the truck dove into the cross-

Dale had the foresight to take the ECU from under the seat and put it on Madeleine's lap prior to the crossing attempt...

ing it sucked up a funnel full of water, filling the engine cylinders and stopping the engine cold. Fortunately, the truck had been turned off while we rescued Keith's S2-88 and the engine was cold. There could have done some serious damage otherwise.

After removing the plugs and turning it over for a few minutes we got most of the water out. Though, a few people got wet from the explosive outflow of water from the spark plug holes. After some additional drying, the truck would start, but would only rev for a few seconds and then die.

Nothing helped and with night fast approaching, the decision was made to tow the Range Rover out of the bush and back to the base camp on Sean McGuire's. The rest of us chose the latter part of discretion, and traced our way back to

the main trail. The stream crossing will still be there next trip.

Back at the camp copious amounts of beer were required to assuage Dale's wounded pride. Of course, the rest of us helped him in his solace. Several of the trucks had only come for the day and headed back to Ottawa. The rest of us began making dinner and began the process of drying out our own trucks.

The next morning we found that Dale's Range rover starting problem was actually in the electronics - water in the air sensor. With the sensor drained the truck started right up and ran fine. The truck was a bit damp though, what with the maximum inside water level up near the top of the rear seats before we were able to pull it out of the water. A good thing that Dale had the foresight to take the ECU from under the passengers seat and put it on Madeleine's lap prior to the crossing attempt.

A bit of light off road was done on Sunday and then the soggy trip home.

Many thanks to Sean for the use of his property and cabin. A great time was had by all.





A brief history of consolidation within the British motoring industry:

Morris:

- 1896 Wolseley founded
- 1898 Riley founded
- 1912 Morris (Morris Garages) founded
- 1923 Morris started the MG division
- 1938 MOWOG (Morris Wolseley Garages) or Nuffield.
Which included all of the above Morris, MG, Wolseley, and Riley.

Meanwhile at other garages... Austin

- 1905 Austin founded
- 1913 Vanden Plas founded
- 1946 Merger of Vanden Plas and Austin.

Elsewhere... Jaguar

- 1896 Lanchester founded
- 1896 Daimler founded
- 1931 Merger of Lanchester and Daimler, Lanchester name dropped in 1955.
- 1931 Jaguar founded
- 1960 Merge of Daimler and Jaguar.

More Elsewhere... Leyland

- 1896 Leyland founded
- 1903 Standard founded
- 1923 Triumph founded
- 1944 Triumph and Standard merge.

British Motor Car

- 1952 Riley, MG, Austin, Vanden Plas, Morris, Wolseley
- 1952 Austin Healey founded
- 1966 Daimler-Jaguar joins BMC
- 1961 Merge of Leyland, Triumph, and Standard.
- 1963 Standard dropped.
- 1967 Rover-Land Rover join Leyland and Triumph.
- 1968 Leyland + British Motor Holdings
- 1968 British Leyland Motor Corp.
- 1969 - Riley dropped
- 1971 - Austin Healey dropped
- 1975 - Wolseley dropped
- 1975 British Leyland
- 1977 Jaguar, Rover, Triumph and Austin Morris created
- 1979 BL Limited
- 1980 - Vanden Plas dropped
- 1982 BL
- 1984 Jaguar, Rover Triumph (Triumph dropped in '84)
- 1985 Austin Rover (Jaguar separated off)
- 1987 Rover Group
- 1987 - Austin dropped
- 1987 - Rover sold to British Aerospace
- 1990 Ford buys Jaguar
- 1994 BMW buys all but Rolls-Royce/Bentley from BA
- 1998 VW buys Rolls/Bentley
- 2000 BMW breaks up Rover Group.
 - Rover sold to Phoenix Group
 - Land Rover sold to Ford
 - New Mini stays with BMW

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

SEPTEMBER

- 30: **OVL**R, Marlborough Forest offroad was: Ottawa Area Road Tour. **Note change in date.** Info. can be found in this newsletter.
- 30: **MGs On the Rocks Car Show and Parts Market**, Bel Air, Maryland. Cost is \$10. Info: Richard G Liddick, rgl2mgbgt@aol.com or 410-817-6862.
- 23: **TARC Thornbury Get-Together** near Bowmanville. Info: Dwight Dyson, dwight.dyson2@sympatico.ca

or 905.945.6128 or www.roverclub.org.

- 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. Trails suitable for all comers are planned. 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. can be found in this newsletter.
- 14: **OVL**R, **The Frame Oiler**, Stittsville, Ontario. Info can be found in this newsletter.
- TBD: OVL**R, **Southwest Ontario Off-road**, Info forthcoming.
- 9: **TARC; Blaze Of Glory Tour**, A scenic tour at the height of the Autumn colour season. Info: www.roverclub.org

14th Annual Frame Oiler

Saturday, October 14th, Kanata, Ontario

Can we say rust? Rot? The eye-opening price of a new frame? The precursor to putting your Land Rover for winter storage? Since 1987, the Frame oiler is for you, whether you will be storing your vehicle or continuing to use it as a daily driver through our salt infested winter. If you want to do the family Bentley, that's fine, but Land Rovers take priority on the ramps.

This is the annual chance to cover over the underside and other metal bits on your Land Rover, as well as yourself, with the finest quality goo. In some years not only is the water repelling abilities of this goo tested on metal, but sometimes on you should there be a downpour happening.

We will have a compressor, ramps, oil, and all of the paraphernalia on hand. The idea is to thoroughly coat the inside and out of your frame, door-posts etc, to inhibit corrosion. This kind of oil is very tenacious and not easily displaced by the brine you will be driving through. In order to have a proper application, it would be best to hose down the innards of your chassis, in order to remove mud, clay, cow manure, etc. Do this a couple days in advance of the event as the oil works best on a dry chassis. If you have not cleaned the underside of your Land Rover before, a guide can be found in Maintenance - Cleaning page in the FAQ on the OVLR website (www.ovlr.org). There are lots of other things to consider cleaning. If you are doing this in preparation for storing your Rover for the winter, some pointers can be found on the winter storage page in the FAQ.

As usual, the club Expedition Trailer will be in attendance, so coffee for early morning arrivals will be available. Lunch later in the day.

Bring, or wear clothes that you do not mind getting a bit oily. In fact, depending on your skill, they could get very oily, so overalls might be a good idea. You are responsible for oiling your own vehicle, unless of course you can bribe someone

else to do it for you. Bring a clean Land Rover. The oil you put on will work better on steel, rather than damp mud.

Accommodations & Food: You don't need accommodations obviously, though food is always something near and dear to our hearts. With the Trailer in attendance, for those arriving bright and early, read before eight am, there is the opportunity of some breakfast. For those arriving later, there will be lunch served. In the past this has ranged from home-made chili to hamburgers



Cost: At this time, it is assumed that the price will remain at the same place it has for the previous twelve Oilers, namely \$25.00. This all inclusive price gets your Land Rover up on a set of ramps, a spray gun in your hand, and an interested audience to see how well you manage. From there, how well you do is up to you.

The entry fee includes lunch. If you just want to come and watch, socialise and have a few brew, lunch from Chef Dave will set you back \$5.00

Activities: Spray the underside of your Land Rover with lots of goop. Have lunch, maybe a brew or two.

Social afterwards at the Cheshire Cat or the Swan at Carp.

Getting There: The Frame Oiler has traditionally been held at two spots. The Hart's residence in Kanata, or Roy Bailie's business in Kanata. This year it will be at Roy's shop.

Directions to Roy's shop: Kanata Collision is located at 5862 Hazeldean Road, just east of Stittsville. To get there, take the Queensway/417 west to Terry Fox. Head south on Terry Fox to Hazeldean Road. Turn right (West). Approximately a mile and a half later and you are there. Kanata Collision is on the left.

Saturday, October 14th. 9 AM is the official starting time, though people are known to get there a lot earlier.

Kevin is the event co-ordinator you can email him at willeys@cyberus.ca



Now Land-Rover takes the smooth with the rough.

New 6-cylinder option for the 109" range

Now an option that makes the Land-Rover comfortably at home cruising down the motorway—a 6-cylinder, 2.6-litre petrol engine.

It gives Land-Rover power to cruise faster, accelerate quicker, run quieter and improve fuel economy.

And this new power is matched by a host of other improvements to the 109" range. There's a heavy-duty 9½" diaphragm spring clutch to cope with the extra power.

It bristles with new safety features too. Servo-assisted brakes. Safety-belt anchorages. Laminated windscreen. And twin horns.

Door sealing has also been improved to make Land-Rover cosier. A new speedo and temperature gauge have been incorporated

in the re-styled facia. And de-luxe trim adds the finishing touch.

Land-Rover has 38 body styles, with options of a 4- or 6-cylinder petrol engine, or a 4-cylinder diesel engine.

Prices start at £785. 12-seater, 6-cylinder Station Wagon (above) £1,073.

So see your Land-Rover dealer now. He's the man in the know.

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