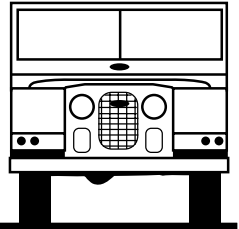


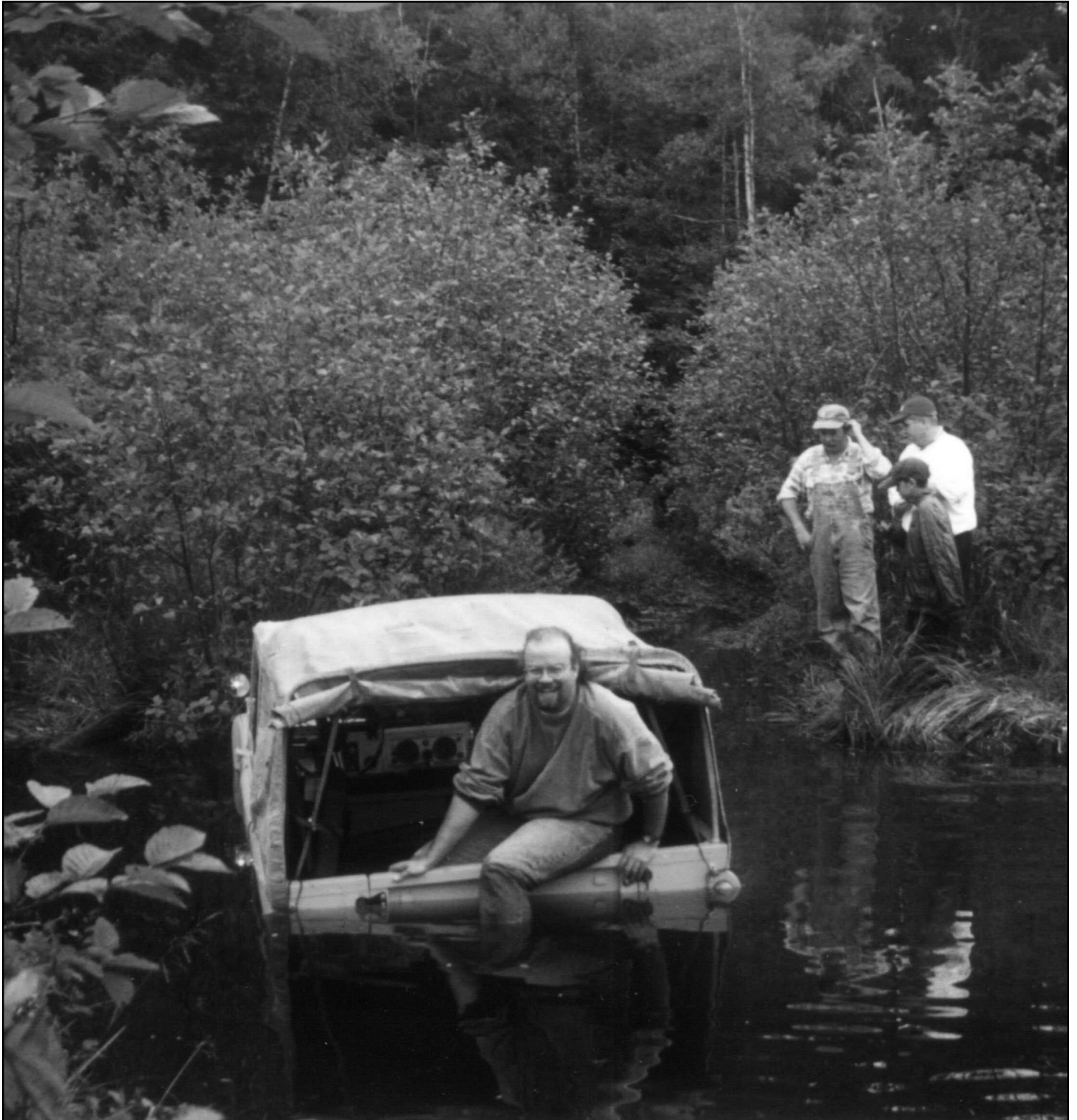
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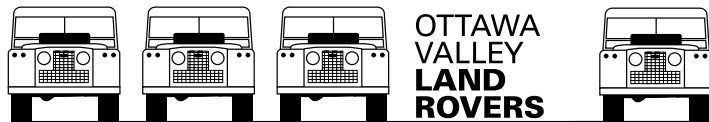


15 October 2000

www.ovlr.org

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General Information

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

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

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

“All planning does is set up a chain of things to wrong. So I try not to plan everything, that way everything goes exactly as not planned.”

– David Bobeck

Greetings;

Well, the event of the month was obviously the British Invasion in Stowe Vermont. As in past years, OVLRL was down in force, bring with us the club expedition trailer to act as a base for our presence in Stowe. Unlike last year, where Mother Nature intervened to keep attendance low for the pretty cars, and a field all to ourselves, this year the whole operation was back on the pastureland, albeit in a slightly reduced fashion from previous years. However, from a Land Rover perspective, numbers were up again, with Land Rovers outnumbering any other specific type of British car.

Rovers North was there with their Trials course. Many people tried out the course in a variety of vehicles. As usual, the eighty inch vehicles were in great demand, and generally racked up the best scores.

The People's Choice Awards took a different turn this year. The power of organised suggestion reared its head and our members were encouraged to participate and vote. And vote they did. First for this rather eye-opening Jaguar in grey, price tags still stencilled on the spats. (the sheen of light rust almost blended in with the colour of the car, much to the horror of the other Jaguar owners!) Several Land Rovers and Range Rovers were suggested to add colour to the People's Choice parade the next morning.

Later, (We waited an extra half hour to an hour so some royals could arrive to hand out some awards, but once a drop of water landed they were out of there...) Chris Francis started going through the winners. Eventually he got to Peter's Jag class, and Peter didn't even place. (OK, we figure it was fixed!) Well, a whole raft of us were standing around when they got to Series Land Rovers. The pair of 101's came in second and third place, then there was a pause. (Mr. Francis was probably choking) Then he announced Dixon Kenner won for Series Land Rovers with the long suffering Big Green Beastie. Many cheers from our section of the field,

which caused some confusion amongst the other gathered people.

Sensing victory, we hung around to hear who won Range Rovers. Dale Desprey with the Gin Palace! The LR crowd went wild! And the rest of the people there expressed even greater confusion. In other OVLRL member showings, David Huddleson came in second with his TR-8.

So, the Best of Class award went to the BGB for Series Land Rovers. Chris Francis was not pleased. In the drive past, his over sensitive microphone picked up “I don't understand how this vehicle won. It doesn't make sense. It must have been rigged. What's he mean by “new paint” It doesn't look like it has new paint...”) Was parked inbetween a lovely Jag C type and a very nice Roller, though they didn't get too close to the 109. Sadly the Gin Palace didn't get there early enough Sunday morning for the field display and drivepast.

We hear that this is the last RTV for RN. However, another event that has appeared, courtesy of Chris Francis seeing a television advertisement stating that only some Japanese vehicle could play polo. Well, RoverPolo was born. RoverPolo is difficult to describe (goto <http://www.roverpolo.org> for pictures, links and a quicktime movie of the game being played), but is



Mike Loiodice prepares for the light off-road, 15th Birthday Party
Photo: Dixon Kenner

This Month's Cover:

Roy Parsons exits at the rear of the cabin after an unsuccessful water crossing.
Photo: Roy Parsons

Upcoming Events

in the next month or so...

-
- December 4 **Executive Meeting**, Phone
Andrew for time and location
- December 16: **The Christmas Party**, Ottawa,
Ontario. Hungarian Community
Centre. More info forthcoming.
-

essentially polo played with brooms, a large beach ball, and Land Rover, preferably over stressed 109 pick-up's with a dicey rear half shaft, yet solid enough to win the game! The idea is to drive in circles with the passenger trying to bang the ball towards the goal line, while the other team is trying the same thing. Driving over the ball is a no-no.

Dinners were at one of the houses on Strom Road. Jeff Berg and Eric Riston opened their rental to Land Rover owners for a combined group dinner. Friday evening it was a host of pizza's brought in for the numerous people there. Saturday evening it became a lot more sophisticated as a full spaghetti dinner was prepared by numerous chefs and sous chefs. The meal was a great success! A great party followed afterwards that went on into the wee hours of the morning.

All surplus proceeds collected for the meal were turned over to OVLRL who used the money to help cover the cost of Saturday lunch (your classic tube steak meal) and Sunday breakfast (french toast, sausage etc) that were given away to all Land Rover owners in attendance (Part of our arrangement with the organisers to use the trailer at Stowe is that we are not to sell any food or beverages, so we have been giving it away for the past five or so years!). Oh yes, and the gallons of Tim Horton's coffee...

However, on the topic of food we must mention one

classic car owner. He came up to the trailer and saw this very lovely arrangement of beige, and otherwise earthtoned Land Rover shaped objects in a large wicker basket. He asked about them and was told he could take some if he wished. So he did. And then took several big bites out of what he thought were Land Rover shaped cookies. Nope, more Land Rover shaped natural soap for people to bring home!

For most people, it was an uneventful journey to Stowe, though we must mention Jeff Meyer's trip. Only a mile from his destination in Fletcher Vermont, his newly rebuilt 109 was rear-ended by a brand new Ford F150. Jeff suffered a pair of broken tail-lamps. The Ford, we understand, was written off.

Stowe, like many other OVLRL events requires the assistance of as many volunteers as we can find. This year at Stowe we had the following members pitch in and help make the event better for the rest of us:

Breakfast & Lunch: Dave Meadows, Don Millerm, Eric Zipkin, Peter Gaby, Maggie Laughlin, Brian Martin

Dinner: Bruce Fowler, Jeff Berg, George Bull, Joanne Cameron, Amiee Ingram, Judy Riston, Lori Sickley, Tom Riston (garlicman), Eric Riston, Jeff Aronson

Other Help (Trailer set up and removal): Fred Joyce, Ted Rose, Mike Malone, Brian Martin, Peter Gaby, Don Miler, Dixon Kenner, Dave Meadows

Other help: Christine Rose, Mike Malone, Bill O'Hara Land Rover shaped soap (or biscuits/cookies for one chap): Lori Sickley



*The Trailer, 15th Birthday Party
Photo: Dixon Kenner*

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

From the editor: Yes, back into a bit of a rut with the timing of this issue. Seems that this whole issue of learning another language has one very unfortunate side affect. It takes oodles of time, including time in the evenings! Granted, I could probably produce the newsletter faster in badly written French, but then the newsletter would read like our Prime Minister talks most of the time. Oh well, at least I finally managed to get it mostly done!

More Stowe news: The local weekly rag "7 Days" has a column that repeats snippets from other papers. This is from Stowe Reporter, September 21. We have not seen the original Stowe Reporter article so we don't know if this is verbatim or a paraphrasing that puts a "7 Dats" spin on the things....

"Stowe was recently home to the "British Invasion," a weekend festival that pounded hard on our Anglo heritage; one of the events was a Land Rover polo match, billed as the "first on the planet." If this idea sparks anxiety instead of amazement, then fear not: "Drivers were restricted to first gear, so there were no injuries to vehicles or players."

We can't help but notice that Stowe and environs may be the only part of the state where there are enough Land Rovers to fill out a polo string and enough folks who know the rules to hold a decent chukker. Still, Land Rover Polo may be more fun to play than to watch: "The event proved so popular with participants," we're told, "that even when the crowd left to look at vintage cars, they played on."

"No matter who reported this event we should to point out that none of the participating rovers were from anywhere near Stowe or it's environs... real Stowe Rover owners would never be seen with riffraff like us....

In more awards to club members, Trevor Easton's Miss Golightly won best of class at the Toronto Triumph Club's Bronte Creek British Car Day. BCD is held the same weekend as Stowe. Congratulations! Another triumph for democracy on all fronts.

We are not sure how "official" or "unofficial" it is supposed to be, but it's no secret. Rumor has it that Land Rover Enthusiast has one of Murray Jackson's interactive Land Rover crosswords on its web page at <http://www.landroverenthusiast.com>. Check it out and let them know if you like it and would like to see more".

Checking your nuts...

Dear Marylin,

So, I finally got around to putting the bearings back into GreenHELL last night. I finished the mains, and the #1, and 2 big ends. Years ago I bought replacement nuts for the big end caps from our friends at RN. Now, I've always heard that you have to replace the nuts when you put the rods back together. Only the new nuts aren't nylocks. They are supposed to be self locking although I am not quite sure how they work since they don't seem to have a deformed thread or any other such device. I've done the two up with blue loctite, and torqued them to the 25ft lb limit. So...have you or anyone you know used these nuts? Am I nuts? Should I get proper nylocks? 25 ft/lbs is really not very tight to expect a nut like this to hold itself in place. All advice welcome.

Signed,

Worried in Virginia

Dear Marylin

OK, that's a toughy...

If the recommendation is to replace? then replace..

HOWEVER it is possible and likely that one can reuse the NON locking type with NO problem. There is a LOT of misinformation RE: nuts. So if they are truly not lockers then reuse and a drop of loctite on each is a welcome addition.

The torque figure? it's like this. The stud is subject to stretch and relaxation (I have way too much of the former and little of the latter) IF the stretch caused by the loading (like when the crank and rod cap are trying to stop the piston from hitting the head at the top of the stroke) are higher than the stretch due to the torque, then the rod and cap will separate ever so much at the instant the pressure comes off (we're swinging through TDC?) and the bolt doesn't instantly return to it's shorter length... oppps... the loading is GONE the "torque" induced stretch is GONE, momentarily and the nut is loose... and vibration takes it's toll.


It is common to "overtorque" the rod bolts in racing engines. They use high grade bolts and stretch or "preload" them to a higher limit than the engine operation can load them to. However this is a BAD idea for street engines...the factory spec for the nuts/boots is best as that why you don't



Quintin Aspin's long suffering 1971 Range Rover offroading New Years' Day in Maryland
Photo: Spencer Norcross

have to worry about deformed rods and over taxed bolts.

I can recommend the book “Design and Tuning of Competition Engines” it’s not a bad read, just “right” for some insight on how these things work.

 Bill Rice sent us this note about his trip home from the Mid Atlantic Rally:

It was great to all y’all at the rally.

Good to get together w/ the OVL R brethren from time

to time. Alan (or was it

Q?) recommended

that I buy some Bars

Leaks for the trip

home. Fortunately I

took his advice. Pur-

chased a bottle of it at

the first gas station I came

to. Checked the radiator at the

next stop, several hrs. later—fine.

Hours and hours later I stopped at a rest area to a)


shut the roofside windows—the back of my head was getting

cold, b) check the radiator, and c) adjust my drivers’ side door

so the doortop would actually fit behind the windscreen (as

opposed to outside it). Oh yes, and d) go to the rest room and

take care of some very pressing business.

 Dave Bobeck sent us this about the Mid Atlantic Rally:

Came back from said pressing business to find the radiator

merrily squirting fluid out of the same hole. Pour in Bars Leaks

(blew off part on directions stating that engine must be cool—

I figured, “hey, it’s only 35 out here—how hot can she be?”),

top off from 5 gallon jug (propitiously filled-up before my

departure from site), use 5 gallon jug for a wheel chock (maybe

Mitch should have done this during the AL man), and idled

her up. Adjusted door—there, now she almost shuts right. Stop

engine, place in gear. Remove 5-gallon wheel chock. Drive off.

Oh, forgot to shut that window. Park it over the curb so as to

prevent rollaways. There.

Anyway, she never leaked another drop. Just need to drain

some of that stuff outta there and put proper antifreeze/water

mixture in. Had a marvy trip home through gorgeous

weather—spent the night in Johnson City, TN and then visited

friends in Asheville NC (which was incredible—the maple

trees had just started to change and were brilliant), and Cum-

ming GA (which was not beautiful at all).

It was great seeing everybody, especially Steve Denis, a nice

surprise. he tried to impress everybody with his turbo-boosted I-

snoo-zoo. Well, it is kind of funky. Not many of them around

to say the least. Bedi enjoyed herself immensely and liked mosty

of the people she met and did a pretty good job driving green-

HELL to and from the event. Considering her generla lack of

experience with stick-shifts she handled it well, driving like a

champ by the time we arrived back home. Next will be to get

her driving off road. I built a sun-shade tarp thingy to hang off the side of redsquare, mainly so I wouldn’t have to drive it. I’ll need to rethink it, since it didn’t quite work as planned. But not bad. I drove the newest Rob Davis machine, this was a topless SIII 88” with a GM2.5 litre crossflow engine. This vehicle, folks, is best described as obscene. It is just way way way way way too fast. I must have one. I also drove it off

road to see how well it would do

under high torque low speed

situations. There is

more pulling power

at any throttle

position than

one could possi-

bly hope for with

a LR 2.25. This

engine really does

answer all the needs of

someone who isn’t satisfied

with 2.25 petrol but doesn’t want to

cut up their car. I drove obstacles that I probably

wouldn’t have even considered with a 2.25. ALthough I sus-

pect wih the right driver they may have been doable, they were

simply not an issue with all the low end power available. Sun-

day i went off roading with berg and fowler and quintin among

others, ventruing out for the first time with redsquare. he/she/it

performed well, with the SII exhaustt pipe definitely hanging a

bit low, I had to be cautious of bumping it and hence got high

centered twice on the same bump. Better than a broken mani-

fold. Bill Rice showed, which wwas cool. i didn’t se emuch of

the p-burgh crowd, although they id make a pretty good show-

ing. Al crashed at chez bobeck sunday night, after a rather

uneventful drive home. he had already left whne I woke up at

8:30. I will say that I now know that all of Al’s LR’s are pos-

sessed, not just Lucy. You want proof? On the way home, jess’s

header pipe was loose. So was RedSq.’s. At the same stop, Al

had to tighten Jess’s carb mounting bolts. Guess what i had to

do this afternoon? Also, Al offered to fix RedSq.’s speedometer.

I said, n, I think I’ll send it to Nissonger or somesuch. Ok. So

today I drive half a block and the thing starts howling like a frig-

gin banshee. Scared the piss right out of me. So I took it apart

again and really cleaned it up and put it back together minus

the trip OD and put it back in and it worked better but not

great. Then i took it out again andd cleaned it some more and

sort of half reassembled it and threw it baack in and because of

the “halfness”, I broke the speedo cable. So now i don’t know

if I’ve fixed it or not. Or wether or not i’ve got any gas. So I put

it all back together and that will just have to be good enough.

Oh, and its damn cold all of a suddne. nice though. Fun rally.

I didn’t eat any of the food. Went to bed early sat night. Best

rally quote goes to Ned Heite-

“Every five years I meet a woman I don’t like and buy her a house”

missed all who weren’t there. oh well.



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)

🚗 Sewing advice for those interested in working with canvas tops. A friend of a club member picked up a book on threads and needles and sent us this report...

“General advice is to use as fine a needle as may be compatible with the proposed thread and fabric.” By compatible, he just seems to mean that the needle does not break frequently. He says to use the regular sharp point needles for cotton and most synthetic canvas (use the cutting-point needles for film laminates, PVC coated cloth, or leather).

For cotton canvas in the 2 to 6 oz. per yard weight (light to medium?) he says use at least size 11 needle (Singer size nomenclature, and 11 is just the standard needle I most often use for medium weight fabric, so I'm sure I would try the next size up, 14 or 16) and either polyester thread of size V 46 (aka 50 Nm) or cotton thread (or cotton covered polyester?) of size 40.

For cotton canvas in the 7 to 10 oz. per yard weight (medium to heavy?) he suggests needle size 18. Again this is Singer size nomenclature, also sometimes labeled “jeans needle” on Singer and Schmetz packaging. I found one pack of these at

WalMart but haven't tried it yet on your canvas. And for this weight range cotton canvas, with size 18 needle, he says use size 24 cotton thread or polyester thread of size V 92 (aka 26 Nm).

He leans toward polyester thread due to its resistance to rotting and because it is usually silicone treated for easier sewing, but says it must be UV stabilized and I don't know how one finds out whether thread has been UV stabilized (or maybe it all is). As for cotton, he says it is fine to use and advantage is that it is almost unaffected by UV but the main disadvantage is that it will rot if it stays damp.

Just found you a 15-90 (gear driven) in good condition that seems to work fine, though I have not checked it out on the canvas yet.

🚗 It appears the era of the overdrive has ended. Created in the late 70's as a response to the oil crisis, there were at one time 3 different overdrive units available for Series trucks. We now have news from Santana, makers of the last available unit, that despite orders for hundreds of units, there will be no more. Like Superwinch (Fairey) before them, they have shifted production away from Land Rover product, regardless of demand.

Santana is now doing Suzuki parts and vehicles under license. Sheesh.

What does this mean to you? First, those of you who have one, take care of it! Check and change the oil frequently.

Secondly, don't count on replacement parts being available, as Superwinch has discontinued several with more going out all the time. We would recommend that you keep or acquire your t-case gear, just in case you need to put things back to keep your truck running.

We will continue to look for good, economic solutions. There are a few options out there. 4:11 axle gears helps, if they are available right now. The re-geared t-cases are suspect, as failure rates and replacement parts seem to be an issue. We'll keep an eye out and see if there will be options.



Start of the light off-road, 16th Birthday Party

[Source: British Pacific]

🚗 The only way to determine the age of a plate is from the single letter at either the start or end of the registration. This started in 1962 with an 'A' at the end of the number. Around 1983 they ran out of letters so they started again, only with the 'A' at the start of the registration

🚗 The Land Rover Defender, mostly used by farmers and militaries, will be reengineered to compete in the recreational market.

Ford's Land Rover says Defender model will return to U.S.

September 20, 2000

BY BRIAN LYSAGHT BLOOMBERG NEWS

LONDON — Ford Motor Co.'s Land Rover Defender four-wheel-drive sport utility vehicle, a no-frills workhorse favored by farmers in Britain and United Nations peacekeepers in trouble spots, will return to the U.S. in the next few years, the company said.

The Defender is similar to a stripped-down Jeep Wrangler from DaimlerChrysler AG. It sold a few thousand models in the U.S. when it was available between 1992 and 1998. It was pulled out because it couldn't meet U.S. vehicle safety rules.

The Defender represents "the essence of the Land Rover brand," said Land Rover Chief Executive Bob Dover in a speech to journalists Monday. An all-new Defender would "open up huge international sales possibilities," he said.

The move is part of Ford's plans to return Land Rover to profit by 2002 and to boost its annual sales from 168,000 last year to 200,000 in five years. The world's second-largest carmaker acquired Land Rover in May from Bayerische Motoren Werke AG for 3 billion euros (\$2.6 billion).

Dover also said the company will spend \$183 million at Land Rover's Solihull factory in the next year, adding new metal stamping and Range Rover assembly areas. Parts of the factory, including areas where the Defender is produced, have seen lit-



tle change in 40 years.

Land Rover's Range Rover and Discovery luxury sport utilities are sold now in the U.S., and the company earlier said it would begin selling the Freelander, a compact sport utility, in the U.S. late next year. With Freelander, it's aiming to boost U.S. sales to 50,000 annually from 30,000 currently.

Range Rover, Discovery and Freelander offer interior comforts, such as air conditioning and power windows, that aren't available in the Defender. Instead, it offers permanent four-wheel-drive and a reputation for lasting forever.

Ford isn't saying when the Defender will be redone, though it will happen after a planned Range Rover upgrade next year and after the smallest Land Rover, the Freelander, is introduced in the U.S. late next year.

The next-generation Defender "will be re-engineered to compete worldwide in the recreational 4-by-4 market, instead of simply the farming, military or security markets," Dover said.

Defender only sold a few thousand models during the 1990s in the U.S., the company said.

"It was always a niche product for us, mostly because we couldn't get our hands on enough of them," said Mark Schirmer, a Land Rover spokesman in Lanham, Maryland. "It's a product we could do very well with here."

Land Rover is part of Ford's Premier Automotive Group, the luxury-car organization that also includes Jaguar, Volvo, Aston Martin and Lincoln. Wolfgang Reitzle, the former BMW executive who heads Premier, has said Land Rover will be Ford's premium brand for off-road vehicles.

🚗 Land Rover hit by wildcat strike

Just pulled this off the internet:- Workers at Land Rover's Solihull factory have staged an unofficial walkout over holiday arrangements. The action, which began overnight, is said to involve 250 employees and to have resulted in the lost production of about 100 Freelanders worth £2m. About 350 of the vehicles are normally produced each day at the West Midlands factory. The workforce later returned to work but the dispute - which is highly embarrassing coming as it does on the opening day of the Birmingham Motor Show - has not been resolved. The dispute centred on a year-old agreement on how workers "bank" holiday hours. Pay talks suspended Pay talks between Land Rover unions and the company were suspended on Tuesday when plant convenors were recalled to deal with the dispute. Duncan Simpson, chief motor industry negotiator for the Amalgamated Engineering and Electrical Union, said workers at Solihull felt they were not being given the chance to take time off when they wanted to. Under an agreement a year ago they have worked an extra hour a week, banking the extra time to take off over the next year. Land Rover spokesman Gavin Green told BBC News 24: "It is our understanding that there is some flexibility about when these extra hours can be taken as holiday. "But some employees feel they can take them whenever they want, including at short notice. If a lot of people took

the same time off that would mean we would have to shut down production.” He said they had persuaded the workers to return to work pending further discussions on the holiday bank dispute.

🚗 From the newsroom of the BBC World Service: Jordan to assemble Land Rovers

It’s been announced that Land Rover vehicles are to be assembled in Jordan following a deal with an Amman-based company.

Officials for Land Rover in Britain said kits for the Defender model would be shipped to Jordan for assembly at a new plant in the southern province of Maan.

The factory is expected to start operating late next year, producing five-thousand new vehicles in the initial stages. A representative of the Jordanian firm which signed the deal said Land Rover would be supplying technical assistance including training.

🚗 LAND ROVER SPECIAL EDITIONS FOR THE MILLENNIUM

Land Rover is introducing special editions of its best-selling Freelander and Discovery models for the Millennium. Available in an exclusive new colour, Carmen Red and with a host of other unique features, the new models will go on sale at Land Rover dealerships from January 2000. Prices start at £23,995 for the Freelander and £28,995 for the Discovery.

The Freelander MM is available in both three and five-door versions. The three-door hardback is available with the 1.8 petrol engine, while the five-door is available with both petrol and 2.0 litre diesel engines.

Price of the three-door is £23,995, the petrol 5 door is £24,995 and the diesel five-door £25,995. The exclusive specification includes 17 inch Triplesport alloy wheels, alloy side steps, lamp guards and body-coloured rubbing strips and door mirrors. A free dealer-fit accessory pack comprising fog lamps, pod mounted driving lamps and pedes-

trian-friendly nudge bar, is available to complete the exterior appearance.

The unique Alcantara interior and Smokestone leather seat trim is enhanced by fascia wood and chromed heater surrounds. The in-car entertainment system features a Blaupunkt CD player, a 320 watt amplifier, eight Harman Kardon speakers with a separate 140 watt sub woofer.

🚗 LAND ROVER TOPS THE 4X4 AUTO EXPRESS SECURITY TEST

Having hired a team of experts and tasked them to break into 50 of the country’s best-selling vehicles in less than 5 minutes, Auto Express, the influential motoring magazine, has subsequently praised the Land Rover Discovery and Freelander models for their attention to security issues.

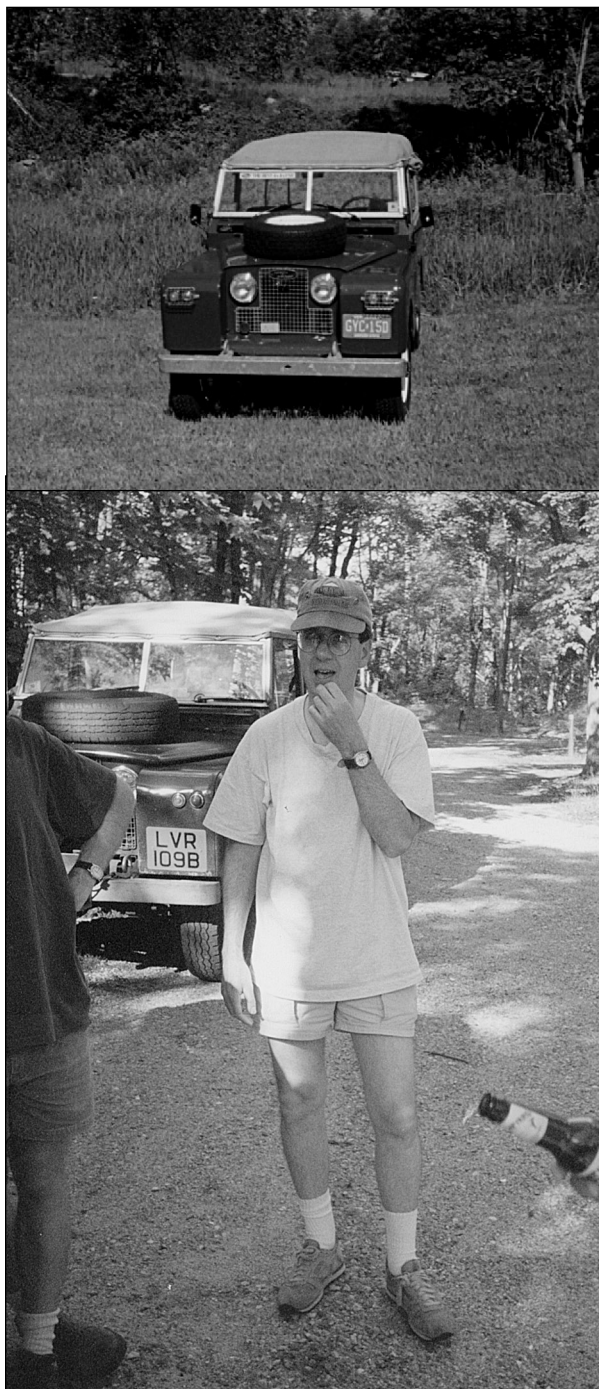
Of the 50 vehicles tested, five were 4x4s which included the Land Rover Discovery and Freelander models. The experts were unable to penetrate either Land Rover product in under 5 minutes, whereas the other 3 vehicles (one American and two Japanese) took just 13.16 seconds, 15.21 seconds and 5.25 seconds respectively to enter.

Commenting on the Land Rover performance, Auto Express stated: “Land Rover again comes top of the class. It has consistently refined its security system over the years to the point where Freelander and Discovery are among the most secure models in the entire (50 vehicle) test.”

🚗 NEW CHAIRMAN APPOINTED TO THE BOARD OF THE BRITISH MOTOR INDUSTRY HERITAGE TRUST - 2nd October 2000

Bob Dover (chairman and CEO of Land Rover) has been appointed chairman of the British Motor Industry Heritage Trust. He replaces Peter Mitchell who has been acting chairman of the Trust since the beginning of the year.

The British Motor Industry heritage is an educational charity founded in 1983 to collect and conserve motor vehicles, archives and



*Bill Maloney, reputed to be the werebeagle...
Above: the werebeaglemobile*



with the Trust since its foundation in 1983, said: “Bob Dover is a genuine car enthusiast and has for many years had a close relationship with the trust. With his in-depth knowledge of the motor industry and his enthusiasm for the Trust’s aims and objectives, he will be a great asset.”

This new appointment also saw the selection of a new board of trustees, of which Peter Mitchell remains an active member. The trust’s new board now has representatives from some of the best known companies in the motor industry: Land Rover, Jaguar, Aston Martin, BMW and MG Rover. There has also been the appointment, along with Peter Mitchell, of two more independent trustees who have extensive

museum and motor industry experience.

 **Discovery Support At Olympics** The atrocious conditions for the Winter Olympics in Japan were exactly what Discoverys are build for.

Rover Japan provided three Land Rover Discoverys supporting alpine skiing events during the games, in a tie-up with Lange of Italy and Dynastar of France, two of the world’s leading makers of skiing equipment.

artefacts of the British motor industry. The Heritage motor Centre at Gaydon in Warwickshire was built in 1993 to house the Trust’s collection and act as its headquarters.

When Ford Motor Company bought Landrover on 1 July 2000, the Heritage Motor Centre and its 65 acres of grounds were transferred to ford ownership. Bob Dover praised Peter Mitchell’s record, and said: “Peter has done a great job and has been instrumental in preserving the character of this famous British collection.” Peter Mitchell, who has been associated

New Members

11 new members in October

- John W. Belyea of West Boxford, Massachusetts with a 1973 SIIa SWB
- Leyland Ritchie of Farmingham, Massachusetts with a 1967 SIIa
- Tom Riston of Wynantskill New York, with a 1960 SII SWB and a 1989 Range Rover
- Laurent Lemire of Montreal, Quebec with a Dormobile and a 1974 SWB
- Darcy Saltzman of Toronto, Ontario with a 1994 D90
- Georges Levesque of Rock Forest Quebec
- Leonard D. Guam of Chesterfield MO with a 95 DEF 90 97 DEF 90
- Warner Manzke of Mamaroneck New York with a 92 DEF 110 67 SIIA 109
- Cummingg Wardrick with a 68 SIIA 88
- Charles R. Larson Jr. of Staten Island New York with a 72 MIL 88
- Wendy Gilmour of Ottawa Ontario with a 84 D90

The Discoverys were used by the service crews that prepared, waxed, serviced and maintained the skis, boots and other equipment used by the world's top alpine skiers at the games in Nagano.

The three vehicles full demonstrated their outstanding all-weather, all-terrain capabilities, as they clung to frozen roads in areas of high snowfall - just the condition where Discovery is at its best!

The Discoverys played a leading role behind the scenes, providing powerful support for participating athletes and service crews at the last Winter Olympics of the century.

Princess Discovers Lure of Land Rover

The president of Rover Group distributor Motoras Britanicos, Marcos Ismachowicz, hosted a visit by the Princess Royal to the Land Rover stand in the British shopping centre in Asuncion, Paraguay.

The Princess, visiting Paraguay as president of "Save the Children", showed a lot of interest in the Land Rovers and asked about local preferences for different models. The Princess was transported in a Land Rover Discovery throughout her visit.

Off-Road Driving Competition for Land Rover Retailers Will Take Place at the Greenbrier Resort in W.Va. The Real Winners are Land Rover Customers

LANHAM, Md., Oct. 17 /PRNewswire/ — Land Rover North America, Inc. today announced that Land Rover TReK 2000 will take place November 1 through November 16 on the grounds of The Greenbrier, a world-class vacation resort located in White Sulphur Springs, W.Va. Land Rover TReK is an annual off-road driving competition created by Land Rover North America to build product knowledge and brand enthusiasm among the sales and service personnel of Land Rover's nationwide network of retail outlets. The Greenbrier is home to one of only two permanent Land Rover driving schools in North America.

During Land Rover TReK 2000, 48 three-person teams from across the U.S. and Canada — each consisting of sales and service personnel from the staff of a participating Land Rover retail outlet — will travel to West Virginia to camp and then compete in one of the six rigorous 12-hour TReK Trials. Eight teams will compete head-to-head in each TReK

Trial competition, with the winning team from each Trial returning to The Greenbrier for the November 16 TReK Final.

The TReK Final, like each Trial, is a day-long competition consisting of eight unique skills events. For the competitors, each TReK day starts early — at 5:00 a.m. — with a written quiz that challenges retailers' knowledge of Land Rover history; Land Rover vehicles; four-wheel drive systems; and even competitive products. Following the quiz, the teams compete head-to-head in four intense competitions that put their teamwork to the test. The teams will compete in a mountain bike race, a foot race and — in a first for TReK — a specially designed river race conducted using inflatable rafts.

The centerpiece and grand finale of each TReK Trial-and the Final-is a timed off-road driving competition. The teams each drive identically prepared 2001 Land Rover Discovery Series IIs in these events. Team members are required to carefully maneuver their Discovery Series IIs through an obstacle filled path; physically move any obstacles that cannot be driven over (or around); stop and swap drivers along the way; and, at all times, adhere to proper and safe driving techniques. In this competition, it is skill — not speed — that can help to ensure victory.

"Land Rover TReK is the ultimate team-building exercise," said Bob Burns, training and development manager for Land Rover North America, Inc. "Our retail personnel sell, service and maintain Land Rover vehicles every day. They have to be enthusiastic about the product and about the brand. TReK provides them with the opportunity to literally compete head-to-head with each other in the areas of off-road driving ability and overall Land Rover product knowledge. It's hard work, but it's fun and it builds the enthusiasm that Land Rover customers see every day."

Indeed, TReK's real payoff is reserved for Land Rover cus-





tomers. They benefit from the know-how and enthusiasm these highly skilled, TReK-veteran retail staffers bring back their Land Rover sales facilities. There are 124 Land Rover retail outlets in the U.S., 81 of which are the critically acclaimed Land Rover Centres. Due in part to team-building events like TReK, Land Rover retailers continue to score near the top of the industry in critical retailer-focused customer satisfaction studies. Land Rover retailers also benefit from very low employee turnover rates.


The 48 teams chosen for Land Rover TReK 2000 were culled from Land Rover's network of North American retailers. To qualify for TReK, each participating retailer must have scored a 90 or better in Land Rover North America Inc.'s most recent internal Customer Satisfaction Index research, among other requirements. Entry was offered to the qualified Land Rover retailers on a first-come, first-served basis.

Land Rover TReK 2000 Trials will be held on Nov. 2, 4, 6, 8, 10 and 12. The winning team from each of the six Trials will return to TReK 2000 for the Nov. 16 Final. Last year's champion, Land Rover North Point (a Land Rover Centre located near Atlanta, Ga.) will defend its title in Trial 4.

The first Land Rover TReK event was held in Social Circle, Ga., not far from Atlanta, in 1996. Subsequent TReK events have been held in Manchester Village, Vt. and Bodega Bay, Calif. The Greenbrier, home to Land Rover TReK 2000, is a world-class, 6,500-acre resort located in West Virginia's Allegheny Mountains, approximately 260 miles southeast of Washington, D.C. The Land Rover Driving School at The Greenbrier was established in 1999.

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 Rover Group Limited in Solihull, England. Land Rover's

worldwide operations are wholly owned by Ford Motor Company, Dearborn, Michigan.

 Some silly things we have come across: If Dr. Seuss wrote LR manuals... by Dave Brown

If your V8 starts a tickin' like it's ready to explode, and you're using tons of oil when you're burdened by a load, and you've over hundred thousand on a rig that's not been towed, then your tickin' lifters clackin' means your cam lobes are furrowed.

If your swivel balls are leaking in a profuse sort of way, and you hear a click or clacking when you're turning all the way, and you're topping off the swivels almost every other day, then your swivel seals need changing and you'd better not delay.

If your brakes begin a screeching when you're pressing on the pedal, and it sounds like water's ready when it's boiling in the kettle, or you hear an awful noise, like metal rubbing metal, then your brake shoe's need a changin' and for less you mustn't settle.

If your gears begin to howl after a substantial time, and you shift it into overdrive and then that begins to whine, but you're not too low on gearlube cause it's checked from time to time, than your situation's normal and it happens all the time.

If your gearshift lever breaks at the ball where it's attached, and your brakes are out of order, and the parking brake is trashed, and you're going down a hill, and descending much too fast, than your situation's hopeless and you're just about to crash!

 and a little more Land Rover poetry

On his Rovers

With apologies to John Milton

When I consider how my life is spent
with Rovers twenty two and more to come.
And many think my fascination dumb
to play with trucks and then to see them bent.
My first, a Series I was never right.
The engine blew three times inside a year
And wallet opened many times in fear
of future sessions with Lord Lucas' might

My "Scouting Taxis" now have all but gone
and Dusty sits at grass and waits forlorn
as pass of time has slowed my wandering ways.
And now I talk and type of better days,
and spend the time with Gromit at my bench.
They also Rove who only wield the wrench.

General Servicing: Repairs, Humour, Tales & Trivia

Spin On Filter Adaptor

Bill Maloney

This summer while perusing British Pacific's Deal Of the Day Web page I came across a special on a spin on oil filter adaptor. The price wasn't too bad, so I sprung for it and in 2 days it was here in NJ. I picked a Saturday to do the change so I had plenty of time in case I might need it. And I did.

The adaptor is a nicely machined aluminum casting with a 3/8 BSF threaded hole for the oil light pressure switch and a 1/8 NPT plugged hole for a mechanical or electrical pressure gage. My biggest worry was of installing it the wrong way and wiping out the engine, but the adaptor has a nice white label reading "UP".

The instruction sheet included says that there are washers and a gasket included with the kit. Well there were 2 flat washers for the bolts which are too small for the existing bolts but no gasket. Fortunately I had a few washers that did fit and a gasket on hand, so all seemed OK. I drained the oil from the sump and removed the existing filter canister and casting, then cleaned the facing with brake cleaner. Next I proceeded to screw in the pressure switch to the casting. Unfortunately, the casting is recessed around the hole so that the switch hit the outside of the casting before the copper sealing washer could be compressed enough to seal properly against it's mating surface. Granted, this was the original used washer, and I happened to have a new one that was plenty thick enough to seal so on it went.

Next came the gasket. A thin film of the Permatex red stuff and it was ready to go. As I offered the housing and bolts up to the block and found I couldn't screw both bolts into the block, I realized the washers were too wide for the housing, so out it came and the edges of the washers got ground off about 1/8" where they were hitting against the adaptor and back on it went.

Screwing the bolts in is tricky, as you can't get your fingers on the bolt heads to turn them, and have to carefully use an open end wrench, and go a few turns on one then switch to the other. When it was almost mated up the bolts stopped turning. I couldn't

understand why at first, then measured the adaptor casting which was just under 1/2" and the original casting which was just over 1 1/8". Just enough to make things difficult (I had to replace the original bolts with new when I rebuilt the motor, so they may have been longer than the originals). Off it came again and I sawed 3/8 off each bolt, with 2 nuts underneath to ensure the threads were intact when they were unscrewed. I chamfered the edges with a grinder and made sure the bolts could be threaded into the block by hand before continuing. This time was the trick. Another gasket was smeared with Permatex as the sealer had dried on the last one and on it went.

The sump was filled and the filter was filled as much as it could take and on it went also. I grounded the high tension lead to the block and cranked it until there was oil pressure. It came up MUCH faster than with the old canister filter. With the HT lead reconnected it fired right up, with no noises and thankfully no leaks.

After a few hundred miles I must say I like it. My new timing chain was between teeth on the ratchet and rattled a bit on start up. Now it doesn't and the oil light goes out almost immediately. And I expect my next oil change to be a bit less messy. If you change your oil often and can swing the price for the adaptor, I'd recommend it. And I'd bet with the shorter time to full



oil pressure your engine will like it too.

If you do decide to go this route, be sure to order the mating gasket and a new oil pressure switch sealing washer as they were not included in the kit. Your flat washers should fit the

bolts without fouling against the housing, and the bolts should be able to screw in enough to tighten the adaptor down without bottoming out. With these items addressed it should be a very straightforward installation.

Eddie Fenwick's Land Rover Diary. Entry #4

Eddie Fenwick

This must be the worst month of my life. I finally challenged my friend Nasty Nick to an off-road competition, and we went off to a place he quaintly called "Black Diamond" for a few hours of fun. Everything was going just fine until I got to the stream. He told me to follow him through a place where the water was bubbling and splashing past some big submerged rocks—I didn't like the look of it, but spotted a nice calm area nearby and decided to go that way instead. About the time I got to the edge of the calm spot I heard Nick yelling "nooooo!" And then it happened.

I should have remembered that old saying, "still waters run deep."

We winched the car out an hour later, but all my nice new spruce door panels had swelled with moisture and were warped. All that work, ruined! And the worst part was that Nick had to tow my Land Rover home using his Ford Explorer...how embarrassing.

I cleaned out the car, tore out the spruce panels, and hosed out the undercarriage. Then I found out that part of the frame had cracked through, and driving over the uneven terrain had

ripped some of my nice new welding loose. I thought the 18ga. steel would be thick enough, but I guess not. So I took the car to a local fellow who's known for doing good work and had him take a look. He said I'd be much better off with a new frame, so we ordered one and he installed it for me as I thought it was beyond my capabilities at home. It was really expensive, but it looks good now, especially since I polished the whole thing with rubbing compound to get that nasty, ugly black coating off.

The car now handles much better, but the brakes are still spongy. I started working on them the other day and noticed that some of the hoses were worn, so I bought new ones and replaced them. I was very careful not to over-tighten anything, but something's not quite right since every time I get back from a trip there's hardly any brake fluid left in the reservoir, and I found some drips on the garage floor.

I will have to check into this soon. I'm also not very happy with the diesel engine since it tends to deposit soot all over the rear panels. I may have to change it over to a gasoline model. That shouldn't be too much work.

Calling in Sick, A Thursday Story

Dave Bobeck

Called in sick. Made a pot of coffee. Made a few business calls. Drank a pot of coffee. Called Jan. Talked about Jeff. Talked about Bruce Fowler. Bruce just sent me two nice but not perfect wing outers, a completely worthless—except for the spirit of intent behind it—door handle with a lock that doesn't have all the parts to make it lock. Nothing your average AJR type couldn't spin up on the Southbend(?) in a few minutes though. The other problem is that the handle's square shaft is worn, so the two handles move somewhat independently of each other. But like I said a nice thought. Also in the big box, a brand new starter terminal post, with all of the proper phenolic washers and bushings and stuff, to replace the rebuilt, by Bruce's neighbor in Maine and delivered to me by Bruce at the Birthday Party, starter's positive, or negative, depending on whether you, or more accurately your truck, are negative or positive ground, respectively, terminal's terminal post, which, the original post, was broken off very cleanly, so cleanly so as to be not very readily observed as being broken, but which, the brokenness, I noticed because every starter I have ever owned

for every Land Rover I have ever owned has had some kind of problem with its starter's terminal's post. So I look for that. So Bruce posted me a new post.

Never mind. But anyway...there was also a photocopy, ironically enough, of a **confidential** British Leyland Technical Service Bulletin, dated 21 Oct 1970:

SUBJECT: REAR BRAKE SHOES

MODEL: LAND ROVER 109

We have received reports of rear brake shoes being fitted the wrong way round (sic), with the result that correct adjustment of the rear brakes is not possible."

Then it goes on to explain the various ways they can be done up wrong. And then concludes with:

"It is essential that rear brake shoes are fitted correctly, as illustrated, to ensure correct operation of the adjustment mechanism.

BRITISH LEYLAND MOTORS CANADA LIMITED

Now it strikes me, well, that's just tremendous, that the

adjustment mechanism is fully operational. Why don't they go the inspirational route and perhaps suggest that the desired effect is to ensure correct operation of the brakes?! Or, like, why not paint with really broad and vague metaphorical brushstrokes: "Otherwise big truck not stop"

But anyway, it was topical. So Bruce sent me all this stuff. Cool. I was looking for his number. Then we talked, Jan and I, about hood ornaments, and grille badges. There's lotsa room on the hood of the Volvo for a nice 50's Studebaker hood ornie, and there are also some groovy Art Deco Packard swans with lighted wings that would look really cool over the fireplace or something. Also there is a Cyrillic grille badge on Ebay that I am thinking about bidding on for putting on Red Square's grille.

But anyway, enough about Jan. We also talked about Dogs. And Spenny, and Witt.

I got off, the phone that is, with Jan. I had to meet Lito at 1 PM

Lito came over to the garage at 1:22, where I was busy using the Starrett feeler gauges, that I bought, along with a certain controversial Browne and Sharpe Micrometer that was 20 bucks, for 10 bucks, in Ellicot City, MD last weekend on my little shopping jaunt with the lovely Ms. Mary Beth "Bedi" Mays, and the Browne and Sharpe ruler/straight edge—sorry, model numbers not available for either of those tools at this time, to determine that the gears in GreenHELL's engine's oil's pump are indeed very shot and the pump's cover may indeed need to be machined smooth since I can get the .0015 feeler gauge, of the other, generic feeler gauge set, under it, which adds to the end float of the gear. Maybe it won't be so bad if the new gears

have more end. And less float. And which, by the way, the new Starrett, not the old generic, feeler gauges were of the pointy-ended variety, Al, and which I had all along or at least for the past week or so, but didn't remember that I had, when you and I talked the other day. And which pointy-ended feeler gauges were exactly what the doctor would have ordered, if a doctor were to ever have need for something so precise as even a, not necessarily very precise, .0015in., Made in U.S.A, generic auto parts store feeler gauge, for working on something so flawed and mushy and all lumped in together and gooey-pink as the insides of a human body.

The reason Lito stopped by was for me to help him put a "Southdown Extremely Thick Metals Corp., Vehicular Armor Division, Front Axle Skid Plate and Shrapnel-Buster™ for Land Rover Range Rover, Range Rover Classic, Range Rover Classic Classic, Discovery SI and Discovery SII, 90/110 and all Defender Models. Okay it fits all of them™." on his Series One Disco.

This thing (the S.E.M.C.V.A.D.F.A.S.P.a.S.B.™) is really cool. If I had a camera I would have taken pictures as it went on. There were some mighty big bolts to undo there, radius arms and panhard rod, and change the ball joints on the sway bar while you're at it, in case the radius rod bolts didn't make you break a sweat. All the radius arm bolts had to be pulled out and flipped round (sic) so that the brackets for the skid plate could be fitted. Lito had had no success doing this job himself but he also tried to do it in like a snowstorm or something. A bit of creative technique and brute force applied in minute and exacting quantities over the next four hours, and the lovely -and



gleaming with some chemical or electro plating which I will not try to positively identify, due to recent public (or among friends, anyway) outbreaks of chemical ignorance on my part, but that I think could be nickel-cadmium, or perhaps Tri-Sodium Phosphate, or maybe paint, ol' bit o'slag was firmly stuck to the bottom of Lito's Series One Disco's front axle's axle casing. As a bonus, I got to keep the used but only slightly rusty and slightly dented and Puuurfectly Serviceable, removed in lieu of the previously discussed S.E.M.C.V.A.D.F.A.S.P.a.S.B.TM, Safari GardTM differential guard. Which will go nicely, but with S.G.TM lettering removed, on RedSq.'s front axle's differential's crown wheel cover.

Dinner was with Lito at Deli Dahba, where we both had Alu Gobi Masala and Mango Lassi. Lito does "non-destructive testing" on mostly submarine stuff for the Navy at a tow-tank facility in Carderock, MD, not far from the Beltway. Apparently they tow scale models of subs and other craft through a tank at about 60mph. The carriage that tows the models has a three man crew and is steam powered. We talked about Rotary Engines and Moller, or whatever the guys name is, and I told him about our boy Steve's job. Not Steve Jobs.

Oh, also, before Lito got to the garage, I also replaced the mirror glass on the 90/110 style mirror on GreenHELL's driver's door, and which new mirror glass is flat and which mirror's original glass was curved, and although curved glass was felt by Yrs.Trly. to be generally superior to the flat kind, I should add that the flat glass is superior for many reasons, in this particular case, the first of those reasons to come to mind coming to mind

as "not broken." For instance.

Got home and had some Tea.

Did anybody get the license plate number on that train of thought?



Detroit TruTrack Torque Biasing Diff's, an Assessment

Andy Grafton

I've got trutracs (torsen) torque biasing diff's front and rear on my 2 Door Range Rover.

The reason for this is that I kept smashing normal diff centers, and that I got good prices on the trutracs as opposed to ARBs, 4 pin centres or anything else.

I fitted one to the front first, and then to the rear. I avoided an auto locker at the rear as I was [it would seem unjustifiably] worried about the self locking thing.

A few opinions from me:

On a permanent 4WD vehicle, a trutracs on the front *does* very definitely and for the worse affect the handling of the vehicle on tarmac. You get torque steer dependent on the amount of gas you give it and the degree of turn on the wheel, and the direction of torque steer reverses if you reverse the power flow through the transmission. The front tyres must be close on identically worn in order to prevent pulling. The suspension bushes must be in excellent condition. The effect is annoying but you get used to it. The trutracs on the rear is undetectable in onroad driving. When the thing engages or disengages is not an issue as it is permanently engaged... it is the degree of engage-

ment that makes a difference, and it behaves very predictably. No nasty habits.

I used to occasionally spin a wheel when pulling away around corners on wet tar, and be able to get wheel spin at the lights if I was really going for it. I can't do that any more, and I have really been trying (for testing purposes of course...).

Stability and drive on dirt roads is much better than with open diff's. Less tendency to drift and almost as stable with the center diff unlocked as with the center diff locked [dirt road aficionados with Range Rovers should understand what I mean]. With center diff locked it is incredibly stable when compared to an open diff vehicle. Tight corners taken at speed under power are a joy, and the tendency for the front end to wander if the corner is corrugated is reduced. I fully understand why some rally drivers enjoy these. Off the road it is still fun to be able to get stuck with one wheel of each axle in the air. If you don't get a wheel off the ground, it is *very* difficult to get just one wheel of an axle spinning. This is particularly noticeable when ascending loose slopes; other vehicles get halfway up, sit and spin opposite wheels. Rangie climbs the slope with all 4

wheels scabbling. Descending slopes is also more pleasurable - I've often experienced a few meters of mad slide when descending under engine braking alone and losing traction on a front and rear wheel, easily mopped up with the brakes, but it doesn't try to break away in the first place with the trutracs installed. Unless there is a wheel off the floor.

The torque biasing on a trutrac appears greater in reverse than forward. This is presumably why the fronts and rears are not interchangeable, and why my car likes to reverse out of obstacles even when it looks totally hopeless.

You *can* pull the vehicle through an obstacle with only one wheel on the ground by using compensation braking. Maybe that should be compensation breaking. I'm up to 4 half shafts and 2 cv joints, broken, due to operator error. You can stand on the brakes and give it lots of foot in 1st or reverse low range but something is going to break. Namely half shafts and CV joints. The trutracs will put the torque where it is needed but only until something self destructs. Those CV joints are very strong.

Trutracs are not diff locks. I haven't managed to break any

transmission bits when not using the brakes yet. Following on from that, I can testify that trutracs are very strong things. I've sat spinning wheels and generally giving them abuse that would have finished off a normal diff in short order. I've had them out a few times (replacing half shafts...) and there is no sign of wear, metal pieces or anything else. I would reckon on shearing the pinion off before breaking one.

The best bit. Sand. This is where they really perform. It's not a lock, so it doesn't affect your directional abilities, but it gives all four wheels power most of the time whilst allowing them to find their own speed. It doesn't mean you can go up dunes any easier, but it makes the whole experience a lot more controlled and there aren't usually any rooster-tails as you get stuck - all 4 wheels just dig and go down like a diff locked vehicle. The effect is so good that you don't really notice anything, but you get a sense of how much more easily everything seems to be happening.

The diffs hold less oil with the trutracs in, so I check the level more often.

Pod Safari or, Dr. Drip writes a Screenplay, Part I

John Hong

Okay Star Wars fans, this is a parody of the Pod Race scene from Episode I, The Phantom Menace. I'll warn you, the more you know about LandRovers, food and the film itself, the more sense some of the word play and "foreign" dialogue will make. Of course, sometimes gibberish is just gibberish.

This parody is something of a spoiler. It gives away the ending of the race but not other vital plot details later in the movie, so consider yourself forewarned! Personally, I rank this Star Wars episode 3rd out of the 4. I rank the one with Ewok teddy-bears **last!** (*that's what happens when the marketing dept. is allowed to do casting* —ed.) Anyway...

sideways scrolling letters...

TurnOil has engulfed the Planetary Differential. The taxation of old rovers in outlying STARting systems is in bitter dispute.

Hoping to resolve the matter with a blockade of deadly SoBadamI Usilly Vessels, the greedy SUV Federation has stopped all shipping to the small planet of Noboobs.

While the Congress endlessly debates this unfortunate tureen of events, the Supreme Governor has secretly dispatched 2 Je'diet, Master Quik Engine and Apprentice OnlyOne Canoli, the guardians of diffs and shafts in the galaxy to kettle the conflict.

end of sideways scrolling letters...

Unfortunately the 2 Je'diet never get a chance to break bread and mustard instead fight their way free of a hot and smoky ambush. They soon manage to free the beautiful Queen ImaDolly and her court bouillon and attempt to flee to the

planet CourseYouCant to plead for help to the Congress. But their ship is exposed to a bad buffet, incapacitated, and they must land on the isolated planet of TimeToEat to effect repairs.

The ingredients they need are available but their RepublicExpress Credits are not acceptable and no one has MasterCard, honored in slave-based economies galaxy-wide, so they are forced to wager their ship on the outcome of the Pod Safari. Their pilot is a young slave boy with unusual abilities, ImaKid Teawarmer.

[Cut to a large hanger which is a hive of activity as the crews swarm over their vehicles in preparation of the Pod Safari. Pan back to show an immense coliseum then zoom into the announcers booth where a two-headed creature, Fode/Beed describes the pre-race events.]

Fode: "Togo Togo! (Greetings) Tong me changeum du Coomes NoaVale oonta MattLee, tah oos Donkaster Pod-Safari. (We have perfect weather today for the ARC Classic, the most Hazardous of all Pod Safaris)

Beed: "That's absolutely right. And a big turnout here, from all corners of the Alloy Rim Territories. I see the contestants are making their way out to the starting braai grid.

[From the left a menagerie of creatures pull the Pod Safari racers into position]

Fode/Beed: I see Ben Quadcylinderinos from the Tdi system...eh GasGone so buya newcar Odd Petrovia. Two time winner, Badde Rullovor Butta rolodgee scruteneroo passo sow no woe granee champi Cebolla du Prosciutto bookie ookie wookie (On the front line the reigning champion Cebolla from Prosciutto. By far the favorite today.)

And a late entry, ImaKid Teawarmer, a local boy! Shaka!
Howzit Bruddah how you stay? Get Poi?

Watta pompe krap outtie (I hope he has better luck this time) I see the floggers are moving onto the track.

[All the pilots bow at the waist as JavaMyButt enters his box and waves to the masses]

F/B: O grandio rust ball swively, amu da toein adjustoe tah pain Butto (His honor, our glorious host, JavaMyButt, has entered the arena.

Java: Viscous Chopling howlamo Tying belto failo kim chee serpentine belto camo lobo wear extremo! (Welcome!)

[as ImaKid's crew prepares his racer, his mother, Shim, gives him a big hug and a kiss and looks at him.]

Shim: Be safe

ImaKid: I will Mom, I promise

[she hugs him again and then leaves as the crew completes the final checks]

Java: Hel'lo mudda, hel'lo fadda, here IamKid at kamp grenada..

[The crowd roars and the pilots wave to the crowd. Cebolla slides over near ImaKid's ship as his crew prepares for the momentous race.

Patme: You carry all our ropes...

Imakid: I won't let you down

[When no one is looking Cebolla kicks one of the SUCarbatrons loose and mutters "Ooops" flashes a evil leer and then moves to his racer.]

Cebolla: Mazda, whatahota, shag. D'overdrive whine YokoOno to Bantha poodoo. (You won't walk away from this one, slave scum! You're Bantha poodoo)

Java: Gen till man sta rtyor en gi nes! (Let the challenge begin!)

Quik: Are you all set? Remember concentrate on the moment. Feel. Don't think. Trust your instincts May the Force be with you.

F/B: Ya pampas fossillus fuelis wa werking (The power couplings are being activated)

Shim: Is he nervous

Quik: He's fine

Patme: You Je'diet are far too wreckless! The Queen will not...

Quik: The Queen trusts my judgement young handcrank. You should too.

Patme: You season too much Je'diet.

F/B: Start your engines!

[The earth shattering thunder of the large unmuffled Bewick engines rolls over the audience. Java bites the head off a toad

and blows it against a gong.]

Toad Head: Bonnnngggggg!

[The green starting tree light flashes and the field of pod safari racers surge forward but ImaKid's 2.25 megaliter engines flood, stall and then die. The other racers flow around him except one and disappear down the course. The slave boy goes through his starting process again as the two-head announcer yells...]

F/B An dare ovv...oh weight little Teawarmer has stalled.

[Patme and JarJar are very disappointed with ImaKid. Quik puts his arm around a worried looking Shim to comfort her. In desperation ImaKid whips out his starting handle and cranks away, at last ImaKid's engines start up and he revs them up. He hurdles down the course leaving just one other racer still trying to start.]

F/B: And there goes Teawarmer...He'll be hard boiled to ketchup with the leafers today.

[The pod safari racers tear across the desert. Cebolla is running side by side with MyTonic. They take the first turn in the track, neck and neck. Cebolla forces his Pod into MyTonic, driving him into a large pile of rocks. Mytonic crashes and his vehicle explodes into a ball of flame and smoke.

Imakid's racer is very fast and he soon catches up to the pack, passes the stragglers but one of the drivers GasGone won't let him by. He tries to slip by on one side but is cut off then again on the udder. As they approach a cliff, ImaKid floors it and flies right over the top of GasGone and pulls away.

Four Tuscan Sand'wich Raiders in the hills high over one corner of the course aim their rifles at the pack of racers and fire their weapons with much mirth. "Yeehaw BillingsBob LukeAuwe DixieCup DukesdeHasard" A round plinks off the back of one of the pods and ricochets...]

F/B Hey, I see we have some Tuscan Sandwich Raiders livening things up at Tesco Canyon. That doesn't seem to be a Safeway.

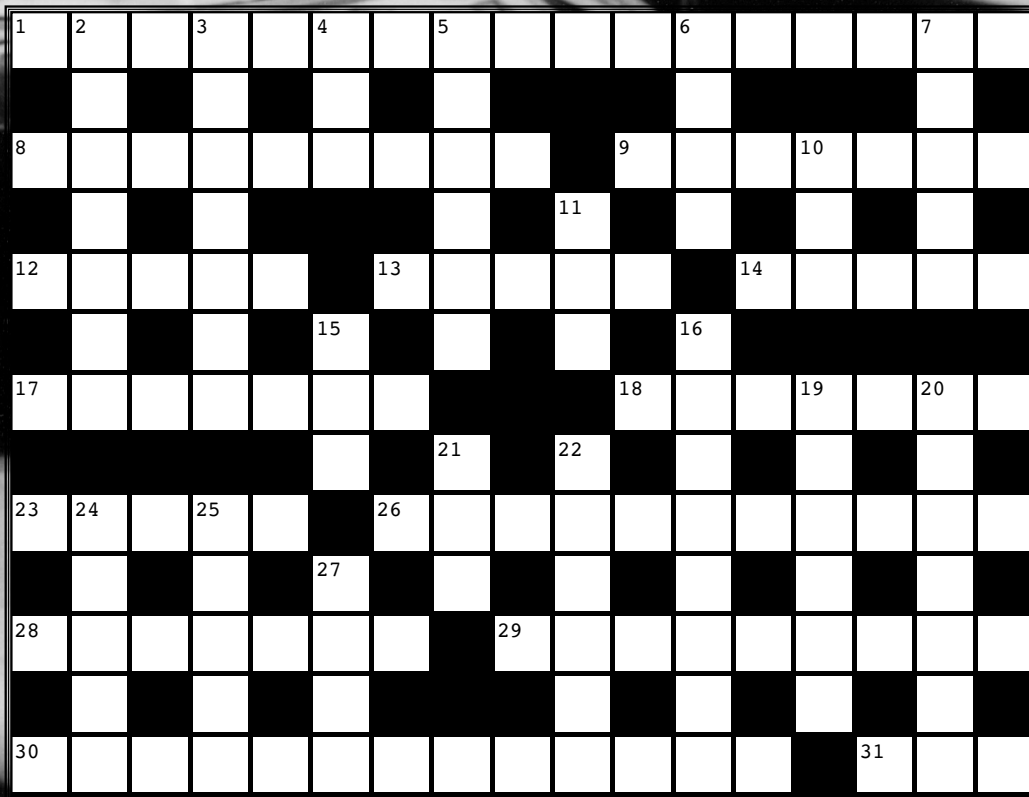
[ImaKid is hurtling past the slower racers, he weaves around corners and bobs over hills and cliffs. Cebolla is in the lead but he is being challenged by XDiscovery. Selulba slows a little and as XDiscovery pulls abreast he opens a side vent that emits a jet exhaust that starts to cut through the other racer's engine. The A.C.cutting jet moves up the engine until it hits the fuel rail and it blows up and Cebolla quickly steers away.

ImaKid continues to move up the pack as they cross a dune sea and kick up huge roostertails.. One of the pods, ExMod, dips his front engine nacelle into a sand bank causing it to instantly suck in a tremendous amount of sand and rocks and seize up and he loses speed.

Quik stoically waits as Patme and Shim scan the horizon for the approaching racers as they are almost finished with lap one. The Racers soon appear and zip through the stands as the lap counter increments...two more laps to go.]

look for the exciting conclusion to this story next month...

The OVLR Crossword



Across

1. Engine diagnostic tools (11,6)
8. Electricity is the movement of these items (9)
9. What the best dressed swivel balls are wearing (7)
12. "Agreed _____" insurance policy (5)
13. Name used on prototype Range Rovers (5)
14. Adjective for a Birthday Party off-road event (5)
17. Item often galvanized for long life (7)
18. Discovery Series II developmental code name (7)
23. Second "O" in classified ad's "O.B.O." (5)
26. It's in your pocket or in your dash (8,3)
28. Name on Sudbury's annual Land Rover flea market (4,3)
29. Best water for your battery (9)
30. Items with brushes & pinion gears (7,6)
31. Abbr. relevant to tire service (1,1,1)

Down

2. Series I-III air filter type (3,4)
3. Certain Series I-III vehicles (7)
4. To do this is human (3)
5. Proper trailer for a Lightweight (6)
6. Toothy power transmitter (4)
7. Electrical "ground" across the pond (5)
10. Common abbr. for direct injection "boosted" diesel (1,1,1)
11. Electrical item from Kenlowe (3)
15. Abbr., alphanumeric identifier (1,1,1)
16. Do this upon arrival at the Birthday Party (8)
19. Hitch type on the 5 Down item (6)
20. Entertainment items in Discos & Range Rovers (7)
21. A spark plug brand (1,1,1)
22. Jack made by Bloomfield Manufacturing Co. (6)
24. Carburetor reservoir resident (5)
25. City sign: "Do Not _____" (5)
27. OVLR's annual Birthday Party month (4)



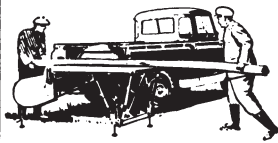
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