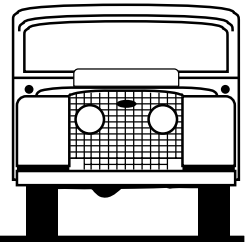


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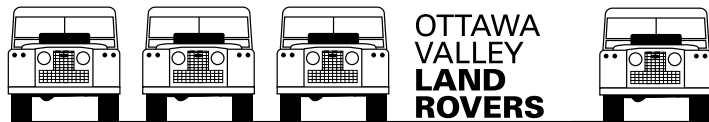


15 November 2000

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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

ISSN 1203-8237

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

Submissions: Articles may be submitted to the Editor, Dixon Kenner (dkenner@fourfold.org) or via post, to the club address. Photographs should be sent directly to Spencer Norcross at 1631 N. Barton Street, Arlington, VA 22201, USA. Please include captions and a return address with photographs.

Deadlines: Submissions to the OVL R Newsletter must be received by the first of every month for inclusion in that month's newsletter. All items submitted for publication should be legible and signed. Names maybe withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

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

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CB Radio: Channel 1

FRS: Channel 1 sub 5

Shortwave: 14.160Mhz

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More details regarding Land Rover events can be found at:
<http://www.ovlr.org/Events.other.html>

Land-Rover FAQ:

http://www.fourfold.org/LR_FAQ/

OVL R/Land Rover HAM:

14.160Mhz @ 01:00GMT Tuesdays

“My Daddy said not to wake him up... but I did.”

– unidentified little girl, around 6.20 AM
Saturday at the Mid-Atlantic Rally

Greetings;

It's A Dirty Job But Someone's Got To Do It

Wet and soggy. Add oily to this and it's no wonder anyone in their right mind would venture out. However, numerous intrepid drivers and their much-abused and maligned trucks showed up at Kanata Collision to do the dirty deed. You'd think we were going to put someone's poor truck down, speaking like this.

Well, if Dixon's truck had been there, we might have, just to put the BGB out of it's heart-rending misery. As it turned out, Roy Bailie and Jerry Dowell did a great job setting up the site and chef Dave Meadows arrived with the most sumptuous chile and French bread, I mean, it was a wonderful event.

Must say, Jay Wood stayed with the compressor so long, it was under discussion that he was doing the inside of his vehicle as well as every little nook and cranny of the outside. There was a new guy there, new to me, in a balaclava. Kevin, he said his name was. I don't know, could have been a bank robber who dropped by to see if he could get his Land Rover done on the cheap.

Mid-morning saw our newest member, Wendy Gilmour oiling her right-hand drive defender. It was obvious, to me, the only other girls (!) 'midst all those boys, in the club who oils my, well you know, whatever happens to be parked in the driveway first, that no one had the foresight to mention to Wendy to coat herself in plastic sheeting, head to toe, and it may be moot, but her clothing were taking a beating, uh, oiling.

Recall the time I had to throw everything away, including underwear and shoes, and had to crop my hair (OK, I'm entering into hyperbole here), well, poor Wendy, it's a wonder she came to the social the Monday after the oiler and didn't have a brick-bat to bop her new-found OVLr friends. Honey, call Christine Rose or me and we'll fill you in on the drill.

Now, who was there? A couple new members in Dis-cos, and, wonders of all wonders, a former el presidente himself, Yves Fortin. So good to see his green LR with the yellow racing stripes, but alas, he came late and did not undress to put on his coveralls in front of me, like last time, so I didn't get a chance to see as much of him as I wanted. O, hush my mouth, I thought this was a truck club!

Loved seeing Jay Wood again, G. I. Jay, I call him. It's the fatigues and camouflaged gear. And, of course, he came with his WLD CLD or is that RGH RDE or, what's that he calls his truck? He almost crushed my hand in his robust hand-shake and I had to beg for mercy. 'Yes, Ma'am,' he immediately obeyed. Love those army guys!

Kevin Willey was there wearing matched footwear and saying that this was the easiest event he'd ever organized! Martin Rothman came and went, ditto Ted Rose, while Gordon Bernius oiled his Wolvo Stn Wgn and my Beater Benz got the oily goods smeared everywhere (exhaust delete) and Fred Joyce was a tremendous help throughout the day. Many others were there and then not there, and some pretended to not be there, Andrew Finlayson!, and alas, Dixon's BGB did not make the event....How fortuitous. We would have had to shoot it if it'd dragged itself in, poor thing.

– Shannon Lee Mannion



A reminder to all Members

The time has come to reflect upon the past year and see if there are any members amongst our esteemed and worthy membership for a variety or annual awards. In fact, if you know of anyone that deserves a special award, send the suggestion along too! But for the annual awards, nominations are being considered for:

TOWBALL AWARD: Bestowed upon the person who tows perfectly functional Land ROvers around for fun (Quintin, Christian, Brett towing Dave (opps, that would be dysfunctional in this case), or for all the wrong reasons (Zippy Tow and their new airmobile service), forgotten where their Land Rover is (Peter Gaby) or for other various reasons. Send nominations to Dave Meadows (secretary@ovlr.org)

GASKET UNDER GLASS: Bestowed upon the person who best demonstrates the indstructable nature of Land Rovers, though probably not in the manner that Land Rover itself would approve of. This award uses the motto “I can't believe it actually ran” as one of its guiding principles. Using a head gasket with a spectaular burn through, this award goes to the individual who: exemplifies too much maintenance, the lack thereof, of

Upcoming Events

in the next month or so...

January 8	Executive Meeting. Telephone Andrew Finlayson for the time and location.
January 15	Social at the Prescott, Preston Street, Ottawa
January 17	Annual General Meeting (See newsletter for details)
February TBA:	The Winter Romp, Unity Maine
February 5	Executive Meeting

future events:

(Dates & times subject to change)

February 19	Social at the Prescott, Preston Street, Ottawa
March 5th	Executive Meeting
March 19	Social at the Prescott, Preston Street, Ottawa
April	The Maple Syrup Rally

simple wonder. Past recipients read like a who's who in this award's short lifetime. Send nominations to Dave Meadows (secretary@ovlr.org)

THE LUGNUT: Ahhh, our oldest, and most famous award. With an uncanny ability to seek out the guilty, and if it can't find them locally, go on walkabout throughout the United States and Europe looking for potential victim... er, candidates, while it spreads its Nigel-like woe internationally. Such activities on the part of this award are generally necessary as its potential recipients are usually scrambling over each other to avoid its baleful glance. This is another award with a list of recipients that reads like a who's who of Land Rover Owners.

Because of the prestige associated with this award, members are noticeably shy about coming forward and claiming the award, preferring to defer the honour to someone worthier. On the other hand, many are afraid to nominate someone else in fear that they might get ratted out themselves. Well, don't fear. We have several

nominations thus far, so the chances are that your good buddy over there has already turned you in. So, this is your chance! Turn him in before your name appears on this lovely work of art! Send nominations to Dave Meadows (secretary@ovlr.org)

CHRISTMAS PARTY INFORMATION:

The Christmas Party will be held on Saturday December 16th at the Hungarian Community Centre (225-8754) at 43 Capital Drive, Nepean (near Merivale Avenue and Slack Road.

Please RSVP Christine Rose at 822-1315, or preferably by email at tcrose@magma.ca. The cost is \$20.

Dinner will be a fine home cooked turkey dinner with all of the fixings, cake and cheap beverages. Festivities begin at 6 PM.

There will be an assortment of the usual Christmas games set up. Several versions of the Feelie Meelie (easy, medium, hard, Ladies) and the Seelie Meelie. Murray Jackson has also created a Ladies Crossword puzzle.



*New Club member DJJoltes' Lightweight, at home in London. DJ, now back in the states expects arrival of the truck any day.
Photo: DJJoltes*

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

🚗 From the Editor: As you can see, November is seriously late due to October being really late, but at least something is popping through the mailslots finally. Sure you folks out there don't want some of this in French?

October was managed to be rushed together by four of us () over a many hour session at the Prescott. All of the inserts were added, and the entire resulting pile deposited at Communist Post for stamping and delivery. They might arrive before Christmas, but that is difficult to know with our post office at the best of times (I recently received a large envelope from the USA festooned with plastic wrap. Inside there was my envelope, and eleven others addressed to different people from Halifax to Vancouver! No Land Rover parts or magazines though... tres damage...). Other than that, nothing new to report. The BGB is being neglected, as is the 80" while the fun of Francais continues to fill that air... Fun stuff as you can imagine...

🚗 OVLr has added another domain name to its possession. With the reformation of the .CA domain in Canada, we have been able to procure the OVLr.CA domain. SO, whether you use ovlr.org, or ovlr.ca, both will work interchangeably on the mail and web server here.

🚗 Fred Dushin sent us this update about what he did this weekend.

Last week, I pulled Ollie's rear right drum to inspect the brake binding issue I have been having. Everything was in order with my assembly job, so I sprayed half a can of brake clean on the shoes and the drum lining, and cleaned up as much as I could. The drum rings when tapped with a spanner; no thud, and close inspection revealed no discernible cracks. I let off fully on the cam. Little peddle on first pump. So I tightened up the cam just enough to feel confident about the pedal.

Test driving, the rear right brake still squealed, but it has stopped grabbing on a hard brake. I keep forgetting to feel the drum after a long run. (It had been getting warm on the trip to work — 5mi exactly) There is enough pedal, and today, driving it, the squeal is gone. So I guess Ollie decided to fix himself. Chalk it up do dirty, 20 year old linings and a poor job of adjustment on my part.

Did an oil change, but before doing that, I dropped a quart of STP crank case degunker down his gullet. This made the oil less viscous than I expected, and once again I had an

Exxon Valdez incident in my driveway. This time, I was prepared with sheets of discarded cardboard. So I won't bet getting a call from the EPA.

Upon cleaning the oil filter housing, I once again found about 2cc's of sludge. Hardened and silvery, in appearance. I know this accumulated since last year, when I last did an oil change (I'd say not more than 100mi ago, as the car has not been driven). I wonder now if it's varnish. Last year, when I cleaned out the sump, I cleaned out a good 15cc's of the stuff, and at the time, I had no clue what it was. Of course! The engine sat for 20 odd years, and the accumulated sludge was no doubt the result of some chemical reaction between petroluem distillates and the atmosphere. Any chemists out there care to elaborate on the science of varnish production?

Anyhow, Ollie's got a fresh clean crank case, after idling 20 minutes with engine cleaners and then getting a fresh 7.1 U.S. quarts of Castrol 10W40.

His top end still rattles, however. I'll give him a few more oil changes and maybe another degunking treatment before replacing the timing chain and rebuilding the tensioner. Time to start accumulating the parts, though...

🚗 Ben Smith mut have the flu or the plague, he spent a weekend at home working on his Rovers. 72 whole hours not spen driving. (I'd say he's getting soft, but he'd just drive from Texas to Ottawa just to give me grief in person —Ed.)

I took advantage of the long weekend to work on the Black Watch. Lately she's been hard to start. Thursday I was heading to a friends for dinner. The BW cranked and cranked but



Another Rover found on the street in England while Spencer's parents were on holiday.

Photo David Norcross

wouldn't start—almost as the 101. Finally after a few minutes of trying she caught and ran roughly. I drove about a mile down the road to the first stop light. At the stop light I punched the clutch and braked. She died instead of trying to idle. But she started right up. I drove another half mile down to a gas station since I only had 1/8 of a tank left and figured maybe I had some water in the gas. She died at that stop light too. I filled her full of gas and she ran fine after that. Strange.

Friday I decided to finally get around to replacing the spark plugs and wires. Being from the Dixon school of auto repair, I'd put about 65,000 miles on those plugs. Out came the NGKs that were in the Disco when I bought it and in went a set of Bosch Plantnums that cross referenced to the Champions plugs. And install the new set of spark plug leads. The old spark plugs had lots of wear on the arm. The recommended gap is something like .036in (0.85mm to 0.090mm). The old ones were easily double that.

Then being a good boy I went out to get new tires. I made it about a mile and a half and the BW just died while driving. I pulled over, resat the spark plug leads and all was well. The Michelins had been on since I bought the BW. They were cracked and worn down. One had a leak so I had been using the spare for the last month or two.

The 235/70R16s are out and a set of BF Goodrich A/Ts in 225/75R16 (same diameter but a little narrower) are now on her. Now the annoying vibration from worn tires is gone. Much happier.

Saturday I pulled the melted water line from the wind screen fluid reservoir to the head lamps. I replaced it. But the T-junction in the bumper was broken. This is a special one way valve. So I have a plugged up tube now, but at least the

reservoir holds water now. And after a year being broken I replaced the radio antenna. On the Disco you have to partially remove the wing to get at the damn thing. 4 bolts on the A pillar and a bracket on the bottom and you can put the wing out enough to reach inside. To get the wire out first you pull the kick panel in the passenger foot well. Then find the antenna wire and disconnect it near the gearbox hump. Then duct tape some electrical wire (or something) to the antenna lead. Go around to the engine bay and pull the mess out leaving your wire to pull the new one back in. Pull the antenna lead out of the engine bay and into the wing area and the antenna drops out. Put the new antenna in place and run the lead into the engine bay. Then duct tape it to your wire and shove it into the hole that goes through the firewall (and curse the small hole). Oh, removing the windscreen fluid reservoir is needed for this. Remember doing that earlier today? Pull the wire through the wiring mess in the pas-



It was only fitting that the first customer for the new ZippyTow™ Air-Kare service should be the first ZippyTow™ customer. Here Eric can be seen delivering Spenny's new Ex-Mod 109 from the Port of Baltimore right to the school yard behind his house.

Photo: Spencer Norcross

senger footwell and hook the antenna leads back together. Put the wing back together and have a beer. And go do an IDPA (International Defensive Pistol Association) night shoot—gunsmoke tends to obscure your targets and reflect light at night. Something to remember.

Sunday was another IDPA match, but I had just enough

daylight to take on one more Disco annoyance. The cruise control stopped working about year ago. I had played with it before with no success. First pull the tube off of the actuator near the plenum and off of the vacuum pump which is up front in the body just behind the bumper on the left side (below the power steering fluid and below the jack). Check that the tube holds vacuum. Cut off ends with cracks. Check tube again.



John Cranfield's SIII Ex-Military 109

It works. Hook up to the actuator and suck on the tube. Ok that works. Hook the tube up to the vacuum pump and go for a test drive. Nothing. Refer to shop manual. Hook vacuum tube up to correct orifice on vacuum pump (there are two—use the one with the smaller hole). Test drive. It works. Happiness.

Now if I could get the dome light to stop blinking when the door is open or the remote door locker to work, I'd be happier. I'll have to drop by Land Rover on the way to work on Monday and see if they have that fancy T-junction.

🚗 Russ Wilson writes us about his Saturday fun...

Saturday got off to an early start for me. I was up at 6:00, out the door and on the motorcycle to go pickup my moving accomplice over at his girlfriend's house. I had managed to talk Erik into helping me move my pile of rover goodies to the galvanizer because he needed to rent a truck to get some of his crap over to his girlfriend's place, where he would be living as of 15 December. Ah, two guys in need of a truck the same weekend to move crap around the same general area LA.. So we ended up splitting the cost of a truck (29.99 my ass!) with all the tax, insurance, milage, local rental fees and other BS it was \$110 for a 17 footer that we had for 8hrs!! Anyway, we picked up the truck at 7:00, hauled you know what over to Charles Irvin's place where my rover has been languishing for the past year. Over there we met up with our pal Ron, who was kind enough to do some last min welding at 7:30 in the morning. The reason why I needed something

welded at 7:30 in the morning is a story in itself.... in the course of bushing bashing, I managed to bend the lip of the frame where it holds the round area where the bushing is inserted. No problem, I says to myself... heat and a hammer will fix this. Well, the heat and hammer treatment managed to melt the gimpy weld that was originally put on at the factory. So 48hrs before my scheduled trip to the galvie man my frame was sitting with a nice 3inch long gap where a weld used to be. I called Ron and gave him the bad news and the only time he was available to come over a weld it up was Sat morning as we were getting ready to load it into the truck. Ron showed up, saved the day and everthing was loaded up and we were on our way. Got to the galvie shop, got everthing unloaded and we were then on our way to move Erik's stuff. Nothing exciting there... just the usual couch, dresser etc. We joked that if his move was like mine he'd have to call a carpenter to come and fix a broken leg on the couch before we could move it over to his new place...

Tue is the start of operation...."Rebuild Axles!" wooo hooooo I can hardly wait.

🚗 Our Intrepid editor is even working on his Rover...

Oh the follies of changing an antenna.

Granted, I am not bright when it comes to inclimate weather. I decided the perfect time to remove the radiator from the Land Rover was when it was pouring down, cold, wet, nasty. But, I did get the radiator out of the Land Rover.



Found on the web... Poor Lara Croft is finally going to get it, that's a Rover that's chasing her, judging by the size of the tyres, it might belong to John Cranfield!

Well, after I ran the engine for a while yesterday and put a can of rad-flush through the system. Hell, why not? Fluid is getting changed anyway...


Of course, it was quite unco-operative. Having been last put into the breakfast back when I first put this thing together in 1992 or whenever it was. So all of the nuts and bolts held onto the last turn (ahhh, the days before I realised everything should be slathered in anti-seize), the hoses stuck well to the engine (well, those have been disconnected numerous times as I have changed the engine over the past eight years of so...).

Taking the fan off is always a pleasure as you lean in to undo the bolts holding it on (yes, anti-seize there!), but little ice stalagmites kept falling off the edge of the bonnet and down the back of my neck. Joy...

I think I am going to get smart and follow something I have seen Dale and Ted do. Use medical examination gloves. Keeps grease off your hands (mostly, they can be fragile), will keep them drier and hopefully warmer when you are going to work out in the great icebox.

Being soaked, I retreated inside to dry off. The new (to the BGB, it is actually an early Series II radiator with the larger cap) radiator will go in possibly tomorrow after school.

Did get the doortops changed over too. Picked up a set of the Defender doortops from Dale Friday. They are rather nice & already painted bronze green.

 Mid-Atlantic Rally babble, by David R. Bobeck

I will say that I now know that all of Al Richer's LR's are possessed, not just Lucy. You want proof? On the way home, Jess's header pipe was loose. So was RedSquare's. At the same stop, Al had to tighten Jess's carb mounting bolts.

You've both got chronic cases of Nigel's Disease.

It gets worse. I forgot to mention (I think) there was a guy selling a speedo cable along with some other bits. I rejected his offer of the whole box for \$75. Now I also have to buy 2 SIII flex hoses which were also in the box, since one of greenHELL's new flex hoses wore through on the tire tuesday morning on the Roosevelt bridge. The same bridge where I got shot at a few years ago. My guess is the cable was shot anyway, and that along with the gunk (was there much? - it would have been obvi-

ous) on the pan was causing the problem.

If by the pan you mean the the spinny metal cup thing that's next to the magnet, it was clean. but the end of the cup spindle that goes into the bush on the magnet wheel was gunky, and the magnet wheel's shaft was gunky where it rides in its bushing. All cleaned up now and properly lubed or not lubed as required. I doubt there was anything wrong with the speedo cable. I know exactly why it broke. I just put the thing together quickly to test it. No glass, no bezel, no mounting bracket, no return springs for the odometer pawls. I forgot that w/o the return springs the pawls ride outward until the lock into the magnet wheel. Fortunately the speedo wasn't clamped down so it just spun in its mounting hole. Otherwise I would have ruined the magnet wheel and pawls. As it were, the speedo cable unwound itself. I put everything right and then reinstalled the OD and that's when I noticed the speedo cable wasn't spinning. Pulled it out and it was looking pretty ugly. But I learned how to take apart the speedo with the trip odometer. you have to remove the needle and face before you remove the works from the casing. Or else remove the entire trip resetshaft before removing the works from the casing. I don't even know if that's possible but it might be. it's easy to bend the face and the needle though when you are trying to get to the back of the unit to do this stuff. Which is why I prefer to remove the face first. But you have to mark the spindle/cup/pan/spinny thing to zero it before you pull the needle. Mine was already marked.

Some Non-OVLR News & Rumours

Land Rover to the rescue -Warwickshire Ambulance Service rang 999 and Land Rover picked up the call. With the country affected by floods, the Warwickshire Service and neighbouring Hereford and Worcester ambulance services were struggling to reach patients needing essential hospital treatment. Some of the outlying villages have been cut off, so they called upon the local manufacturer of the 'best 4x4 by far' to assist.

Speaking on behalf of the Warwickshire Ambulance Service, Brian Kelly, said: "During the adverse weather conditions some of our ambulance vehicles have not been able to get to the homes of many patients because of the floods. Our colleagues at the Hereford & Worcester ambulance depot rang us for help and we in turn rang Land Rover. Many of these patients need to get to the Renal Units at The Queen Elizabeth Hospital in Birmingham and Hereford and Worcester hospitals for essential treatment such as kidney dialysis. In many cases the only way of reaching these patients is by Land Rover."

Brian Kelly and his team of ambulance drivers collected two Range Rovers and two Discoverys from Jill Howes, press officer, Land Rover international head quarters at Gaydon today.

Land Rover wins three awards in three days.

Bob Dover, Chairman and COE of Land Rover received three awards in three days at the recent British International Motor Show.

The World Car Award of the new Millennium, was presented by the World Car jury of automotive journalists from fourteen countries including Japan, Australia and USA. In presenting the award Sergio Favia del Core, president of the World Car Jury said: "We have made this award to Land Rover in recognition of their outstanding contribution to the world motor industry."

The Land Rover Discovery V8 was named as 'Middleweight 4x4 of the Year-2001' by Off Road & 4 Wheel Drive magazine in an award made by editor, David Sutherland. With an overall five-star rating the Discovery was commended for the "elegant styling, quality dash and upholstery and the Advanced Cornering Enhancement technology giving a more comfortable drive." Commenting on the award Bob Dover said: "The Discovery is rapidly gaining a reputation as one of

the great off-roaders that is also an extremely capable family car. We are very pleased to have this recognised when compared with such tough competition."

The third award in three days was won by Freelander for the Best SUV (under £25,000) presented by the Institute of Vehicle Engineers at the Motor show, in recognition of the exceptionally detailed design qualities. The new Freelander V6 petrol and four-cylinder diesel (Td4) engine are now available priced from £15,995 on-the-road.

A look at the new Range Rover

This is the bold new face of Britain's flagship off-roader – the monster Range Rover. Set to become one of the largest, most luxurious, sophisticated and expensive cars in the UK when it goes on sale in December 2001, this picture shows for the first time the controversial look of the BMW-engineered.

Unlike the current evolution of the world's most respected off-roader, the new model will never be criticised for appearing bland. Inside and out, designers have given the Range Rover a distinctive look while retaining styling cues to cash in on the prestigious image built up over 30 years of production.

The biggest surprise is the new face, with overlapping round headlamps set either side of an enormous grille, plus indicator and side lights styled to look like a Land Rover Defender. Twin



Your intrepid Production Editor, looking a little worse for the wear. The people over his shoulder are from the West Connecticut Rover Club, who refused to join OVLR even though the deal included breakfast and hot coffee...

Photo: Lori Sickley

pillarbox-shaped chrome air vents in front of the doors make the side view less bland, and the tail-lamps use a classic rounded look for the first time.

But despite the all-new bodywork, there is still no mistaking the car as anything but a Range Rover. The model keeps its distinctive raised bonnet edges, familiar window line and the trademark split tailgate mechanism. What these exclusive pictures do not show, though, is the sheer size of the newcomer. Built to satisfy the Americans' desire for ever larger motors

in the luxury and 4x4 sectors, the Range Rover has taken on truly massive proportions, growing to just under five metres in length. This will make it larger than even its biggest rivals such as Toyota's Land Cruiser Amazon and placing it closer to US models like the Cadillac Escalade. However, this growth is bound to upset some Range Rover owners – those who struggle to thread the current car through urban traffic may well find the new model just too large for our cramped British roads.

But that huge size will be reflected inside. Despite the four-wheel-drive hardware lurking beneath the floor, there will still be enough room to challenge big saloon cabins, with an extra 50mm in the wheelbase increasing rear legroom. Besides being more spacious, the inside was described by one senior Ford designer as "the best interior I've seen on any car, ever". It needs to be, though – the current model falls way short of the quality necessary to rival luxury German cars, and Land Rover realised its product needed something extra to tempt buyers looking to spend up to £100,000.

The stylish look inside matches the mixed themes of the exterior, with retro touches such as chrome-ringed dials and angular fascia edges reminiscent of the original car of 1970, mixed with the latest in technology and highest quality materials.

Despite the new Range Rover's larger size and added equipment, engineers have managed to keep the weight down to near that of the old model with the use of sophisticated materials in the chassis and bodywork. Working in conjunction with specialist Karmann, Land Rover has developed a new bodyshell of race car-style composite and alloy sheet bonded to structural foam and aluminium extrusions. This will give the huge body the strength and rigidity necessary to cope with the extremes of off-road use.

Land Rover is anxious to make sure its reputation for off-road prowess is maintained with the new car, and the firm has been cautious not to 'soften' the model's capability or image –



If you were wondering where the OVLRLibrary is, look no further, it's in the back of the BGB.

Photo: Lori Sickley

even if most owners will never call on a fraction of its potential in the rough.

Insiders say new technology has made the vehicle as refined as a Mercedes S-Class on the road, yet still the most capable Land Rover yet off the beaten track. Key to this is a newly developed, all-independent air suspension system with electronically controlled damper and spring rates and new cornering enhancement systems.

As with the current model, the bodywork will sink lower to the ground to

ease passenger access and exit, rise up on the move, then decrease in height again to cut drag at speed. Body roll will be limited by computer-controlled hydraulics, as in the latest version of the Discovery, making the car more stable and easier to handle on the limit than with conventional suspension systems.

Head on to rougher terrain and the suspension takes on another role. Sensors detect extra spring travel and wheel slippage then automatically raise the body height and soften damper rates to improve the ride. At its maximum level of travel the Range Rover will have axle articulation far in excess of any other 4x4 on the civilian market. This technology will ensure the wheels have the best chance of finding grip in slippery conditions.

There will also be a sophisticated traction control and ESP system to help the driver keep control both on and off-road. A traditional low-ratio gearbox will be retained, although the car will also feature the firm's Hill Descent Control system which uses the ABS to limit speed down slopes.


The biggest change to the Range Rover's hardware – and an area of some controversy – will be the engines. As the car was developed under the control of Land Rover's previous owner BMW, it is no surprise to find the German company's powerplants under the bonnet. The entry-level model – costing around £50,000 – will have the 4.4-litre V8 currently used in BMW's X5, while the top variant will feature a reworked version of the V12 destined for the next 7-Series. This will give the Range Rover the power and refinement it really needs to be considered a true rival to the likes of Mercedes and Bentley in the super-luxury sector.

But it's the diesels that will really widen the car's appeal. The current model has to struggle with an underpowered 2.5-litre turbodiesel, so this will be replaced with some of the most sophisticated and desirable oil-burners around, including BMW's new 4.0-litre V8 and its 3.0-litre six-cylinder. All engines will be tuned for additional low-down torque, suiting

the Range Rover's extra weight and off-road torque demands.

But all these units will serve a short tour of duty. New owner Ford is keen to oust BMW's powerplants as soon as feasible, although it faces a major re-engineering programme to slot in its own engines. Expect a gradual substitution of the engines for Ford-owned units, starting with a move to the 4.0-litre Jaguar powerplant and followed by V12 swap, changing to the 6.0-litre heart from the Aston Martin Vanquish.

Although still contracted to finish the development work it began on the Range Rover, BMW is now keen to complete the project so that it can concentrate on its own range of 4x4s. The X5 is already establishing itself as a formidable rival in its class, and the company has plans to introduce a 3-Series-based rival to head off the Freelander and an X7 to take the new Range Rover on at its own game.

 MG Rover plots its future

MG Rover's Longbridge was bought from BMW earlier this year. The board of car maker MG Rover is meeting to map out the troubled company's future, just one day after two of the firm's non-executive directors resigned.

Brian Parker and Terry Whitmore cited intense pressure from the media and rumours of plots to break-up the MG Rover groups as reasons behind their decision to go.

Analysts say the resignations have strengthened the position of MG Rover chairman John Towers.

Mr Towers hopes to preserve MG Rover's status as a mid-volume carmaker, producing about 200,000 vehicles a year. Some board members, though, are said to have been in favour of splitting up the firm and turning it into a small-volume niche producer.

Mr Parker and Mr Whitmore had been linked to

rumours of a planned revolt against Mr Towers, which was supposed to come to a head on Friday during the board of MG Rover's private holding company Techtronic (2000).

Articles in national newspaper had suggested that there were plans to oust Mr Towers as chairman and separate the MG brand from Rover.

But Mr Towers dismissed these on Thursday at a rally of shop stewards and workers at Rover's Longbridge plant. He again stressed that there were no plans to split MG and Rover. Mr Towers said he was sad the two men had been "forced" to resign and expressed his gratitude for their help in achieving the remarkable buyout from BMW.

 'Autobiography' programme extended - Land Rover will reveal Autobiography concepts of the Freelander and Discovery at the British International Motor Show. The Autobiography scheme, previously only available on the Range Rover, is a personalisation programme which not only includes custom paint finishes and interior trim as well as high technology features such as navigation systems, TV and DVD.

The Autobiography programme is all about individual customer choice but the Freelander on display at the Show illustrates the potential of the scheme. The Freelander Autobiography at the NEC is based on the recently launched 2.5 litre V6 ES model and is finished in Azul Blue coachwork paint finish including a colour keyed body kit. The vehicle also features an external brightwork pack in sparkle silver finish. Complementing the exterior, the Freelander Autobiography is trimmed in Ash Grey leather and Alcantara with Azul Blue stitching - a scheme that also extends to the steering wheel and the gear lever. The doors are finished with Alcantara panels. An Anthracite-finished poplar wood enhancement kit is fitted



*Photographic proof that the man is out of his mind...
Dixon with the winning entry at Stowe...
Photos: Bill Caloccia*



Another military Defender. They don't seem to pack any better than we do...

with chrome bezels for the heater controls. Luxury Ash Grey carpet mats with leather bindings are fitted while privacy is assured with graduated tinted windows.


The Freelander Autobiography is fitted with a premium in-car entertainment system based on a Blaupunkt head unit with CD player and eight Harmon-Kardon speakers and sub woofer.

Reflecting contemporary requirements for entertainment, the display Freelander is fitted with the latest DVD player that can be viewed on the dual screen TV system in the car. Completing the technology package is a Carin navigation system with off-road capability and Traffic Master. The vehicle is also equipped to accept the Sony Playstation for display through the monitors.

The Discovery Autobiography also showcases the possibilities available with Land Rover's new personalisation scheme. It is finished in British Racing Green and the interior has Lincoln Green leather seats with Bahama Beige piping. The exterior has a fully colour keyed body kit with 18 inch Pro-Line alloy wheels with British Racing Green highlights. Reflecting the theme, the Discovery is fitted with a premium wood kit in green burr walnut. The Discovery is also fitted with tinted privacy glass.

The Discovery Autobiography is fitted with the Carin navigation system with Traffic Master and is ready to accept the Sony Playstation as well as having the latest in DVD technology.

Prices for the Autobiography programme are dependent on the features chosen by the customer. The Autobiography programme is currently available on Range Rover.

 The new Freelander will be Land Rover's star at the British International Motor Show, which opens today.

The latest version of Europe's - and Britain's - best selling 4x4 now features the choice of a new V6 engine or a new turbodiesel common-rail engine. A Steptronic automatic transmission


is also available. There are a host of other improvements, including better suspension, better brakes, improved interiors and new electronics. In all, 70 percent of the V6 and Td4 versions are new, while 40 percent of the 1.8i model is new. Prices for the 2001 Freelander start at £15,995 - the same price as when the vehicle first went on sale in late 1997. In addition, 2001 vehicles are much better equipped.

The 2001 Freelander is the first new Land Rover vehicle launched since the famous British 4x4 maker was acquired by Ford Motor Company on July 1, from the BMW Group, for 3 billion euros (£1.84 billion).

Other highlights of the Land Rover stand - in Hall 4 at Birmingham's National Exhibition Centre - include new top-of-the-range Autobiography versions of the Freelander and Discovery models. They join the recently released Range Rover Autobiography, and offer a bespoke service on Land Rover vehicles. They allow customers to personalise their Land Rovers to their exact specifications.

The latest versions of the Range Rover, Discovery and Defender - all featuring a variety of improvements - are also on display at the British International Motor Show. The 2001 Discovery and Range Rover are now better value than ever, with the entry-level Discovery, the E, available for only £21,995. The new entry-level Range Rover, featuring leather upholstery, automatic transmission and air conditioning, now starts at £40,000.

Land Rover is also supporting the Society of Motor Manufacturers and Traders 'Star Studio'. Pop star Ronan Keating, a Range Rover driver and enthusiast, has designed his vision of a new sporty Land Rover 4x4. The design sketches can be seen in the Star Studio in Hall 3. All the sketches will be auctioned in aid of BEN, the motor industry benevolent fund.

 Land Rover North America, Inc. has posted November 2000 U.S. sales of 2,279 units, the best November U.S. sales result ever. Land Rover's Discovery Series II reached sales of 1,622 units, the second-best November figure ever for that model. U.S. sales of the Range Rover model line reached 657 in November, the best monthly result so far this year.

U.S. sales data

	Nov 2000	% Change	Nov 1999	Y-T-D 2000	% Change	Y-T-D 1999
RR	657	490	5,429	6,481		
Disco SII	1,622	1,757	19,051	19,592		
TOTAL:	2,279	+1.4%	2,247	24,480	-6.1%	26,073

Land Rover Group Canada, Inc. has posted the following November 2000 sales results.

Canadian sales data

	Nov 2000	% Change	Nov 1999	Y-T-D 2000	% Change	Y-T-D 1999
RR	21	28	159	242		
Disco SII	82	87	769	837		
TOTAL:	103	-10.4%	115	928	-13.7%	1,079

🚗 Rational luxury from Range Rover The British International Motor Show sees a new model line up from Range Rover to enhance its appeal as one of Europe's top luxury cars, as well as an outstanding off roader. Range Rover is now available as three distinct derivatives: County, HSE and Vogue. There are also three limited edition models available - Range Rover 30th Anniversary, Holland & Holland and the Linley. Land Rover's personalisation programme, Autobiography, is also available on Range Rover.

All Range Rover models are fitted with a four-speed automatic transmission with 'H Gate' control of low range as standard. They all feature the unique Electronic Air Suspension (EAS) system that allows fully automatic or driver-controlled ride height adjustment for optimum performance and handling on- or off-road. All Range Rovers are also fitted with driver, passenger and side airbags as standard.

The Range Rover County has leather seats and Mirage 16-inch alloy wheels and is available with the V8 4.0-litre petrol engine



*Andrew Finlayson on the Labour Day offroad
Photo: Roy Parsons*

or six-cylinder, 2.5-litre diesel engine. Manual transmission is available on the diesel model as a no-cost option while cloth trim is available on both engine derivatives, again at no cost.

The Range Rover HSE model benefits from the price reductions introduced in July and the specification is unchanged featuring electric front seats with memory on the driver's side, plus automatic adjustment of the external mirrors, climate control, a Harmon Kardon 11-speaker in-car entertainment system and burr walnut door cappings and facia trim.

The top-of-the-range Vogue model is fitted with a Carin II in-car navigation system as standard and also features a wood and leather steering wheel and electronic driver information system. The Range Rover Vogue is available with a wide variety of colour and trim options including Oxford leather and colour keyed carpets. The in-car entertainment system features 12 speakers with digital sound processing and the interior is complemented by burr walnut on the centre console.

Range Rover prices begin at £40,000 for the County model rising to £53,000 for the Vogue. The mid-range HSE version is priced at £46,000.

Range rover 30th anniversary

When the original Range Rover was launched 30 years ago as 'the car for all reasons' it created a new sector in the car market - the luxury off-road vehicle. Despite the many rivals that have entered the market since it was launched, Range Rover maintains the unique position of being a leading luxury car as well as being supremely capable off road. To celebrate its many achievements, Land Rover is offering just 100 examples of the Range Rover 30th Anniversary Special Edition.

Finished in distinctive Wimbledon Green paintwork and fitted with 18-inch Hurricane wheels, the Range Rover 30th Anniversary also showcases the latest in in-car technology with a twin screen DVD system. The interior trim complements the exterior finish being in lightstone beige with Classic Green leather seats with lightstone piping. Classic Green leather detailing is also present on the doors, steering wheel, handbrake grip and auto change gear lever. Burr Maple wood veneer is featured on the console, gear surround, facia and door rails. Just 50 vehicles will be fitted with an option pack consisting of additional veneer on the instruments, wood veneer folding picnic tables and a DVD player with twin TV screens mounted in the seat headrests. The Range Rover 30th Anniversary is also fitted with Carin II in-car navigation equipment. The Range Rover 30th Anniversary costs £57,500 with the DVD option pack available at £6,000.

Range Rover Holland & Holland

Reflecting Range Rover's association with traditional country pursuits, the Holland & Holland limited edition was produced in collaboration with the gun makers and country fashion producers, Holland & Holland. Finished in Tintern Green and fitted with 18-inch Hurricane wheels with Tintern Green inserts, the most distinctive feature of the Holland & Holland is its interior treatment of dark brown bridle leather and oiled wal-

nut 'gunstock' wood trim with engraved steel inlays. The exterior and interior chrome work is rendered in a blue/black 'shadow' finish. High quality walnut brown 'over rugs' are fitted and, for use in the country, brown rubber protective floor mats. Picnic tables in matching gunstock wood veneer are fitted for al fresco meals. A bootspace protector is provided as well as a set of Holland & Holland luggage consisting of a booster bag and boot bag in woodgrain leather. The Range Rover Holland & Holland is available for £64,495 with a TV/Video system available for an additional £5,000.

Range Rover Linley

The most exclusive Range Rover of all is the Range Rover Linley, produced in collaboration with Britain's leading furniture designer, David Linley. Reflecting the themes in the Linley 'Metropolitan' range of furniture, the Range Rover Linley is finished in Black solid paintwork with 'shadowchrome' 18-inch wheels. The interior finish is rendered in the highest quality black leather throughout - even extending to the headlining and parcel shelf. Full wood veneer is fitted in a piano black finish relieved by stainless steel etching in a 'starburst' graphic. This treatment extends to the picnic tables and centre console surround to the navigation and TV/Video system. The Range Rover Linley is available to special order only and costs £100,000.

Land Rover North America, Inc. today announced the re-launch of Land Rover North America's consumer-directed website-www.best4x4.landrover.com. (The new North American site can also be reached through Land Rover's worldwide website at <http://www.landrover.com>). The North American portion of the worldwide Land Rover site now features an overall look and feel that reflects Land Rover North America's recent "Courage" advertising campaign. The "Courage" campaign was developed and launched in May 2000 with creative help from GSD&M, Land Rover North America's Austin-based advertising agency. The "Courage" campaign is founded on an effort to build consumer traffic at the retail level by inviting consumers to "Come see what a Land Rover is made of." In a similar fashion, Land Rover North America's new consumer website has been created to invite consumers to learn more about Land Rover, its products and the company's reputation for an enjoyable retail experience.

"Thanks to the excellent creative and technical work put forth by Agency.Com, Land Rover North America now has an easy-to-navigate website that will put the right information in front of the right people," said Andrew Polsinelli, Land Rover North



*Ted Rose on the Labour Day offroad
Photo: Roy Parsons*

America's General Manager of Internet and Customer Relations. "With this new site, our goal from the start has been to drive traffic at the retail level. We have a lot of faith in our retailers- our Land Rover Centres are leaders in the automotive retail experience. If the new website can encourage consumers to visit our family of retail showrooms, then we've done our job."

The intuitive and easy-to-navigate site created by Agency.Com uses a combination of frames and flash navigation to create an immersive user experience. "Craft A Land Rover," for example, allows a user to design a Discovery Series II or Range Rover to their desired specifications. The "Choosing an SUV" section helps consumers decide which sport-utility features are most important to them and provides the tools necessary to select a vehicle that best matches their needs. This area of the website is based on Land Rover North America's award-winning publication: "The Authoritative Guide to Sport-Utility Vehicles." First published in 1997, The Authoritative Guide provides impartial comparative data on nearly every sport-utility vehicle currently for sale in

North America and offers useful information on subjects such as towing, off-road driving, four-wheel-drive systems and safety. This open, straight-forward approach to providing consumers the necessary material to make an informed decision on a purchase is central to the honest and authoritative Land Rover sales process.

Fundamental to the new site is the overall link to the Land Rover Centre experience. Throughout the site, users are encouraged to "Find A Retailer" by zip code or state. North America counts 125 Land Rover retail outlets in the US and another 17 in Canada; a total of 85 are Land Rover's critically acclaimed Land Rover Centres. In 2000, J.D. Power and Associates ranked Land Rover among the top-five in the U.S. industry in consumer satisfaction with the sales experience.

Site visitors are also encouraged to "Request Literature." The "Owners' Centre" provides information on exclusive Land Rover Driving Schools and worldwide travel opportunities through the Land Rover Adventures program, further developing an affinity to the Land Rover family of owners.

"For more than 50 years, Land Rover has been a company that stands for its values, one of which is a commitment to creating purpose-built vehicles designed for a driver's needs. The new Land Rover site is an extension of this philosophy, providing users with an engaging online experience," said Lori Wilson, Vice President of Creative, Agency.Com: Dallas. "We have literally 'washed the mud off' the old site and created a more sophisticated look and feel."

General Servicing: Repairs, Humour, Tales & Trivia

**Saturday, Sunday, Monday, and now Tuesday...
(A.K.A. People With Cars That Work)**

David R. Bobeck

Yeah. No one in sight this weekend when I was busy gutting the recently roasted Red Square. engine bay of its generator. Due to the simultaneous presence of an appalling number of faults and my inability to use a rational cause and effect diagnostic process to pinpoint any one of the faults as the initial cause for the chain reaction-like charging system failure, and the separate, but concurrent presence on a dusty, lonely, garage shelf for the last four years of a yet unused Delco 63 amp alternator, a Series III alternator mount, and all the associated wiring and connectors required to convert any Series Land Rover into a rolling battery charging party, I decided that I would join that select group of elite individuals known as "People With Cars That Work" by performing the simple rite of passage known as a "Delco Conversion."

The 10 basic steps of a "Delco Conversion" go something like this:

1. Sleep until noon. When you wake up, take a nice long hot shower so that you are nice and clean to face the day's work's dirt and grime. Make and drink a pot of coffee. Plunge pot is my favorite. If you smoke, you really ought to stop.
2. Get all your usual tools together, crowbars, wrenches, hammers, drills, heat, grinder, etc. This is a fabrication job, not a straight swap and not as simple as say, polishing your tires or flossing your teeth. I chose to install my Delco using the existing stamped steel generator mount, as this appeared simpler than using the later style alternator mount. The actual difference in degree of difficulty is not very important as my way turned out to be a royal pain in the arse. Although the result should be worth it all. Using said tools, hastily remove the generator and it's wiring. Oh, obtain a copy of Al Richer's web-published treatise on this task as I am not going to go into specifics of how to wire this bad-oscar since I haven't actually ever done it. So there.
3. The Delco mount is a lug type mount which for several reasons doesn't fit the existing generator mount. For one, the hole in the Delco is 3/8" and the bolts to fit the Land Rover's generator are 5/16". Forever wary of changing anything irreversibly I opted to shrink the hole in the Delco rather than enlarge the holes in my truck. So. Get in your other truck and go to the hardware store. If you need a jump start you better hope you have something other than a 1960 109 with a dead battery as the jump vehicle. Well, you may get lucky and have it fire on the 15th slow crank. Boldly turn off the car when you get to the hardware store. Buy a 1/8" NPT pipe nipple longer than the length of the Delco mounting lug.
4. Carefully tap the 1/8" pipe nipple into the 3/8" hole in the Delco mounting lug hole. It should be a just about perfect fit. If it's too big you can try to enlarge the Delco hole. Mine fit so I can't offer much in those respects. Cut the protruding ends of the nipple (ouch!) off with a grinder or hacksaw or whatever. Try not to get lots of crap into the alternator, tough guy. Make the ends of the nipple flush with the ends of the mounting lug. You need to enlarge the inside of the pipe nipple to 5/16" so you can fit the bolt in. Drill it out with... a drill. Mine started to spin in the hole but I managed to drill it all the way through. Figure it out. Use a vise if you need to. Try to keep the drill straight so the alternator will mount straight. Duh.
5. I decided that I wanted a lot of support for the alternator so I decided to use one long bolt all the way through the engine block to do the mounting. You could probably just use a bolt through the alternator itself and the front hole of the old generator mount, but I didn't really like that idea. So. Get a six inch long 5/16 bolt from the hardware store in step 3. Lather it up good with anti-seize compound and shove it up the hole where the long generator stud used to be. Don't skip the anti-seize here or you will regret it when your alternator dies in 15 years or next week and that bolt is stuck permanently in its hole. Try to align the hole in the alternator with the hole in the front of the mount so that the bolt slides through on the first try. If you are like me and for unknown reasons bent the bejeezus out of the generator mounts while trying to remove the generator in step 2, you will need to remove them to straighten them out, which means you have to remove the front crankshaft pulley. Fortunately you knew that in advance and so you brought along your big whopping 3/4" drive "socket that fits the big nut" and you make quick work of this task by using the starter motor to turn the engine while the socket handle is braced against the axle, spring, frame, etc. Mine fit right behind one of the bolts where the swivel ball mounts to the axle case. The starter will undo the bolt and

the wrench stays in place the whole time if you do it just right. This turned out to be much less violent than I imagined it would be. In fact it was downright pleasant. I wish all bolts could be undone just by pressing a big button. Heck, its even easier than writing a check.

6. Remove and straighten any bent parts while you have the opportunity. Reinstall previously bent but now straight parts so that alternator will fit. Slide the 6" bolt all the way through, and add a nut to the front. Notice that there is very little room to adjust the belt tension. We could follow Al's advice and do some selective trimming of some excess metal on the engine mount bracket and the frame to achieve better movement, but let's wait until we get a belt on it first. Now is as good a time as any to call it a day. We'll pick up again tomorrow.
 7. Repeat step 1. Skip steps 2-6. Find or fabricate a decent adjuster bracket. I don't know what car mine came off of but I think it is a Land Rover part. Just about anything may or may not work here. If you are doing this you don't need me to tell you how to mount and adjuster bracket. Make sure it doesn't foul the alternator fan and see to it that you get a good ground when you fasten it down. File it down to bare metal if you must. Reinstall the crankshaft pulley and any other mechanical bits you may or may not have removed.
- See if the belt fits. It will be both too short to put on and too long to tighten. (See step 6.) Plan to remove the alternator to fix this problem, sooner rather than later. But not now.
8. Leave work early without telling anybody. Install the wiring harness that you built according to Al Richer's "Alternative Alternators," which is available, of course, on the internet. What isn't these days? Pull it through a couple of different holes in the bulkhead to see which location is best. Now is a good time to make sure all the grommets are where they are supposed to be. Go ahead and remove all the wires from the back of the ignition switch or something so that you can fix the grommet there, and make more work for yourself. Try to hit your head on the liftgate also. Reinstall the dipstick. Go inside. Call Alan at home and bug him with stupid questions. Once warm again, go back to work. Washing up-liquid (that's UK slang for "soap") makes a good lubricant for pulling wire through grommets and putting grommets into small holes. It's also great for doing dishes, so save some.
 9. Have some friends come over to provide you with moral support and stand around drinking beer while you get more and more frustrated because you could have simply gone upstairs and got the wiring diagram you printed out but you didn't and now you've got all you connections confused on the ignition switch. Have them definitely pour you a glass of beer. Chimay is good for the occasion. Try to maintain a sense of humor, and say funny things.
 10. Check again to see that you have 12 volts at all the new

alternator connections. Give up on trying to wire the ignition switch. Pick up all the tools and spare wire and other odd parts that are strewn about the sidewalk and street, and throw them haphazardly into the front seat of the car. Head inside where it's warm and concentrate on trying to drink the beer. You'll have plenty of time to finish tomorrow if you leave work early again. This time tell your boss and don't lie about yesterday. And bring your wiring diagram. It should all be fine.

Congratulations. You have now upgraded your Land Rover to mid 1960's technology!

You may or may not be pleased with the results and you probably won't care since your battery will likely just find another way to go flat. I drove it up to NJ for turkey day. It was cold on the way up. The traffic was bloody horrible. No, I mean bloody, I saw 6 accidents in 400 miles of driving. (None involving me.)

Everything was pretty much ok with the old positive earth system, which is why I kept it as long as I did. The lights do seem brighter now. The charge light comes on occasionally (dimly) at idle. It goes out, the ammeter pegs for 5 seconds, then goes to 0. On first startup the voltage was 15 even or 14.95. It's now down to normal. The battery was a bit low when I first started so maybe it was compensating. Now that the battery is normal it's easier for battery voltage to exceed the alternator's output at low engine revs, so that's why the charge light comes on sometimes?

Oh, and the starter connections came loose and I had to tighten them. This on Nassau St. in "downtown" Princeton. Initial attempt to start w/loose connections made for brief smoke-show. (Pointed out by my sister in law, she actually understands cars pretty well, she'd make a great rover-babe if my brother would only get a clue) After that the belt squealed as the alternator worked to re-charge the slightly drained battery. It all quieted down after a minute or so.

Friday night I went out on some trails around the Mercer County Lake. These were the same trails that were the site of the events that led to a General Servicing column known as "Cold Weather Driving Tips." (December 1995) I had fun crashing through the ice on the ruttier sections of track. I went a different way this time. It was very nice with water on both sides and grass higher than the bonnet in between the wheel tracks in some places, which makes it kinda sketchy when running w/side lights only. I fell off the trail once while reversing. At the end of the trail is a little inlet with flocks of geese and a nice clearing next to the water, oh, and an electrical tower.

I've been taking notice of some other roads in town that look like they could be driveable (i.e. not posted) I never realized what a rural area I was from until I got a LR...

For those not familiar with southern New Jersey, think "War of the Worlds." Grovers Mill, the site of all that hysteria is within walking distance from my parents house.

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

John Hong

When we last saw our hero, he was gaining ground in the Pod race. Will he win, or will he be smashed to bits? You won't have to wonder much longer, as here is the exciting conclusion to Pod Safari...

F/B: It looks like Teawarmer is moving up through the field
He's in sixth place! Not Bad!

[Imakid continues to gain on the leaders. ExMod squeals into the pits and squady droids start to work on his 460 HSE engine. One droid, Dunsfold, stands too close to the engine and is sucked in. The engine dies and then spits up a badly bentup Dunsfold out the exhaust. The engine sputters then flames erupt all around it. ExMod has been released from service.]

ExMOD: <snorts> Squadies!

[Tartar is getting close to Cebolla who purposely pops a hubcap off his Pod sending it into Tartar's engine, saucing it and causing him to veer into ImaKid, knocking loose one of the coil springs on ImaKid's engines that links the pod to his engines.

ImaKid struggles to keep control of the little pod. It whips about wildly. As the pod swings near the broken spring ImaKid lunges for it. After several attempts he catches the spring and secures his engine.

Cebolla cuts off OhBigToe's engine with his side exhaust header and the racer crashes in a cloud of dust. A third racer, Habanero, flies into the cloud and plows into BigToe. ImaKid rounds the corner and flies into the growing cloud of dust. The force is with him and he instinctively veers avoiding a crash but he still clips BigToe's hanger rail and almost loses control.]

F/B: At the start of the third and final lap, Cebolla is in the lead closely followed by Teawarmer.

[ImaKid finally catches up with Cebolla and they run side by side over the rough terrain. Everyone stands and screams as the racers roar through the arena again. Cebolla tries the A.C. cutting side exhaust trick on ImaKid. He veers hard and avoids the exhaust but gets forced off course onto a service ramp but turns it to his advantage.]

F/B: Amazing...a controlled shunt and he's back on course!
What a move!

[Cebolla is furious. He stays right on ImaKid's tail, crowding him and pushing him through the turns. He pushes harder and the young boy has a difficult time keeping control. One of the SUCarbatrons on ImaKid's engines starts to come loose. He sees it and switches to the auxillary Rottedchestnuts. While he is preoccupied with this, Cebolla creeps past him but Imakid quickly closes the gap and pulls along side.]

F/B: He's catching Cebolla! Incredible!

[Cebolla veers toward ImaKid and bangs into his Pod. He crashes into him again and again. The young boy struggles to maintain control as the steering tierods on the two pods become hooked together. Cebolla laughs at ImaKid.]

F/B: That little human bean is out of his gourd!

They are side by side of beef!

Shoulder to pork shoulder!

They are chicken neck and neck!

Tuna eye to eye!

[As they head for the final stretch, ImaKid fights to unlock the steering tierods by trying to pull away from Cebolla. The strain on the steering tierods is tremendous. Suddenly his balljoint parts and his pod starts spinning. The release of tension sends Cebolla into an ancient statue. One of his engines explodes then the other. He skids through the fireballs, blackened but unhurt. He slides to a smoking stop, gets out of his racer and throws what is left of his shift lever on the ground. Suddenly he realizes that his pants are on fire and he struggles to put them out.

ImaKid also flies though the explosions as the crowds jump to their feet cheering madly. He hurtles over the finish line, he has just won his first race...]

F/B: It's Teawarmer! Imakid is the winner!!!



Keith Elliott on the Labour Day offroad
Photo: Roy Parsons

Car Advert Euphemisms

Mike Rooth, ed.

We've all looked at the want ads at one time or another, if like me, you have ever wondered exactly what people mean by the things they put in their ads, look no further than this handy guide

Good for year: Which year? 1856?

Good for its year: It was a *very* bad year...

Rare Example: Cant get spares.

Unique: Couldn't get spares when it was built.

Good Runner: We've managed to start it.

One Lady Owner: Who thrashed the crap out of it every morning to get shut of the kids as quickly as possible.

Full Service History: A Complete Pack of Lies - In writing.

Much sought after: Well somebody bought it new, didn't they?

Nice little motor: Wouldn't be seen dead in one myself, but....

Must be seen: In *that* colour, you couldn't miss it.

Above average: Might just get you home, provided its not too far.

Average: With luck, it will survive the test drive.

Fair: We'll deliver it on the truck, sir, no charge.

Restoration Project: Utter wreck.

Enthusiasts Vehicle: There's one born every minute.

Many Extras: Like an engine.

Engineer Maintained: *Agricultural* Engineer.

Driven by Directors Wife: When all else failed.

Mint Condition: Mechanically knackered, but we've faked the bodywork.

Needs Attention: By a scrapyard.

Low miles: Hasn't run for years

New tires: Last four blew out in high speed chase

Bodywork perfect: Bondo perfect

Full resto: By you

Full tow package: Get RAC, (AA, Triple-A, CAA)

Chrome wheels: Owned by crack dealer

Tinted glass: Owned by crack dealer

\$3K in stereo: Owned by crack dealer

New upholstery: Owned by crackhead

Great AC: Bad tranny

Great mileage: Doesn't run

No accidents: New bondo

All original: Everything worn

Matching numbers: Matching police description

Clean: We washed it, once

Solid: Doors rusted shut

Runs well: Won't start

Starts well: Won't run

One owner: Indianapolis Motor Speedway

Inspected

Fred Dushin

Ollie passed Massachusetts inspection. I drove him down to my friend Peter's in Norwood (naawud), around 30 miles south of here. Peter has a mercedes shop, and we brought the truck to an inspection station he trusts.

The drive down was... interesting. More or less rush hour in Needham/Newton, and I'm thinking, "This is the first time this truck has driven for more than 2 miles in 20 years". Luckily, he made it there and back unscathed and under his own horse-power, or lack thereof.

Some impressions:

- I have got some serious valve train noise, especially at high rpm. I used a stethoscope to poke around the head, and it seems to be louder on the intake/exhaust side (lhs) than on the lifting rod side, and it concentrates around #2. Could just need a better adjustment than I gave it last time. Maybe I should go a bit less than 0.010? Tighten them up?

Maybe? Being a Mercedes mechanic, Peter was amused by the tolerances, "hot or cold".

- Quite a bit of drivetrain noise, too, especially at deceleration. It's a bit hard to hear over the clatter of my valves, so I will undertake diagnosing that after dealing with the motor.
- The power seems about right for a Rover, given the others I've driven. Max hp seems to be in the close-to-3000rpm range. Any lugging in 4th is noticeable.
- Some clutch judder taking off in 1st, but nothing terrible. The car needs to be driven, after sitting for 20 years.
- 3rd is farther to the right than expected. Watch out for 1st gear, when upshifting. This must be a common mistake.
- When at idle in neutral, drop it into 3rd before 1st to synchronize. Even second will clunk. Another common mistake.
- There is a subtle art to shifting into second without a clunk

and without double clutching. It can be done.

- Throttle sticks intermittently, no doubt due to the contortions the inner kick panel went through when rebuilt. Some lube has helped, but it may take more than that.
- Brakes pull to the right. No biggy. I need to *adjust* them, having only just done it once by eye/feel when I bled the brakes.
- Alignment. I had done it with a tape measure, and I *think* I got it to within 1/16" toe-in. Not sure, though, because the diff gets in the way measuring the back if the tire. We conformed that there is *some* toe-in using some string.
- Everything seems to be in order with cooling. Gawd, I am so paranoid about this. I realize it is very hard to blow a motor by overheating if the system has water, and I should just accept that, but I can't deal with the fact that I have a

POS water temp guage; the ticks on the thing are not evenly spaced. I think I am going to source a Smiths, for some ungodly amount.

- shipping), but maybe it will at least set my mind at ease. Any suggestions? Electric or cappillary?
- It rattles. A lot. Could have something to do with the haste with which I put it together. There is quite a bit I have not fully zipped back together. (Floors, tranny cowling, etc.)
- It drives, sounds, and smells like a Rover. Fancy that!

Overall, I am feeling a combination of euphoria and a pending sense of remorse. "I spent two years rebuilding something that drives like *this*?" That feeling will eventually subside, though, as I slowly lose my hearing, sense of smell, and get used to creaks, rattles, and bumps. It's a rover, after all.



*Peter Gaby takes a rest on the Calabogie
Photo: Martin Rothman*

New Members

11 new members for November

Andrew K. Rositch, of Brandywine, MD, with a 1969 SIIA 109, a 1972 SII 88 and a 1970 SIIA 88

Dick Joltes, of Wakefield, MA with a 1974 88 LGTWT (RAF)

Guy Lalonde, of Gatineau, QC with a 2000 Disco SII

Babak Arabha, of New York, NY with a 1997 D-90 and a 1999 RR 4.6HSE

Painting your Land Rover

By Alan Richer

Reprinted from the Ottawa Valley Land Rovers newsletter, September, 1995

After asking endless stupid questions I finally worked up the nerve to take a spray gun to my old compatriot Churchill (a 109 pickup). Not being over-endowed with money and with the local shops charging \$600-1000 US for a paint job, I decided to attack the problem myself.

Warning: This is **not** a job for the faint of heart. These are **nasty** chemicals which can wreak some serious hell on your biochemistry if you get too intimate with them. At a minimum, consider a good dual-cartridge respirator and safety glasses a cost of the job - you'll thank me.

A word on materials: The paints and such I used are not considered top of the line, but I saw as the easiest and most cost-effective way to get a good-looking Rover for a good price. What I ended up using was the Delstar line of paints sold by PPG - Ditzler, I believe, on the other side of the pond. This is a multipart acrylic enamel paint formulation that is tolerant of mistakes in mixing and such. The paint was a 3-part system, requiring the paint itself, reducer dependent on the temperature you'll be spraying in, and hardener for best gloss and abrasion resistance. You don't absolutely need the hardener, but to my mind it makes a world of difference in the paint's flow characteristics and gloss.

Under this, I applied a one-part etching metal primer to the bare aluminum spots, and PPG's DZL 34 lacquer primer over the etching primer and the old paint. If you strip to bare metal, you will need to use the etching metal primer everywhere. If your old paint is still good, you really don't need to do this.

I ended up buying 6 quarts of finish colour and a gallon of primer, as well as 2 quarts of the etching metal primer. With this I ended up using 2 gallons of lacquer thinner (to thin the primer and for cleanup) and a gallon of 70-85F reducer for the finish colour. Add a quart of hardener to your shopping list, and you're ready to go. You won't use all of it, but it keeps for years in tightly closed cans.

This was not \$1.98. I believe the whole mess ended up costing me in the neighbourhood of \$200. If you can still get lacquer paints (I am told that they are now banned in the US because of VOC restrictions by the EPA) this can be done considerably cheaper, as the multipart chemistries are pricey.

Tools Required: For this job, I ended up buying a Wagner FineCoat HVLP spray rig from Damark for \$119.00. It was a factory-reconditioned unit which looked new when I took it out of the box. I figured that I could resell it with little loss, as new they're in the \$200 range. However, nobody's getting it out of my hands now. Seriously, if you do any shop work at all the blower itself is handy for cleaning and the sprayer does a good job with non-latex (light-bodied) paints. The rest of the tools I used were part of my standard compliment of shop toys. Most of these can be rented or bought used cheaply.

Power sander (a must, unless you **like** carpal tunnel syndrome)

Sandpaper, grits from 120 to 400 (I used 120, 220 and 400)

Large numbers of disposable lint-free rags (sheets from Goodwill and a cooperative 10-year old with scissors and a talent for destruction)

A hand sanding block for areas the sander won't penetrate

Dual-cartridge respirator with organic solvent cartridges (the shop that sells you the paint can help)

Safety Glasses (**a must, and use them!**)

A relatively dust-free area to work in (inside if possible, outside under a tarp to act as a windbreak)

Lot of old newspapers 2 or 3 rolls of quality masking tape - splurge and buy the blue stuff at the paint store.

Patience, a realistic attitude, and an understanding spouse.

Optional:

Auto Body dolly set with hammers (I bought my cheap ones for \$10 in a flea market new)

Wire brush on an electric drill (for rust removal)

Drum sander on above drill (for **serious** rust removal - grinds metal nicely)

Propane torch and aluminum solder for crack repair

Beginning to paint:

Surface inspection and preparation: Before I lifted the first tool to the body of my car, I spent the better part of an hour carefully inspecting all of the surfaces I wanted to recoat, determining what needed doing and where. Some areas were fine, with only weathering damage to the paint. Others were not so good, showing dents, corrosion, torn aluminum, rust on steel parts and completely washed-away paint under the Diesel filler neck. The floor of the cargo bed was a disaster requiring scraping and removal of all the galvanized strips because of thirty years accumulation of minerals and crud. These got painted separately, as the galvanizing was completely gone.

Each one of these areas needs to be treated differently. The weathered areas I simply finish-sanded at 220 grit to get the new primer to adhere. Badly damaged paint I stripped completely with 120 grit sandpaper in the power sander, or spray-on paint stripper for the really tough or curved bits the sander couldn't handle.

The body damage was another matter over and above the finish. The torn aluminum I ended up soldering closed with low-temp aluminum solder and a propane torch, then sanding and spot-puttying to level the damaged area. The rusty metal was treated much the same, grinding out the rust with a drum sander on a drill, rust inhibiting, then puttying the pits. Most of this type of damage showed up on the leading edges (the breakfast and front wings). The little dings and dents I pretty much left alone - a Land-Rover with perfect bodywork would look awfully silly....

All of this bodywork took my spare time over a day or four - doing repairs and such. I didn't sand the body sections until I was ready to spray - fresh sanded areas take paint better.

Spray Gunning:

A manual of arms: If you've never used a spray gun before, your Rover is **not** the place to start. Before you start spraying the aluminum beast, buy a quart or two of Rostellum and repaint your patio furniture, your cat's litter box or anything but your car. Seriously, getting some inexpensive paint and painting other items is a good way to get the basic technique down before you do it for real on your car. Even just spraying sheets of cardboard or hard-board from appliance cartons is a good way to get the basics down. Make all your mistakes on something you're not going to regret for years. The best advice I have is to go to the local library and locate an Audels manual or any reference on spray painting. It isn't hard to do, but a little forewarning about it can make a world of difference in the quality of the final job.

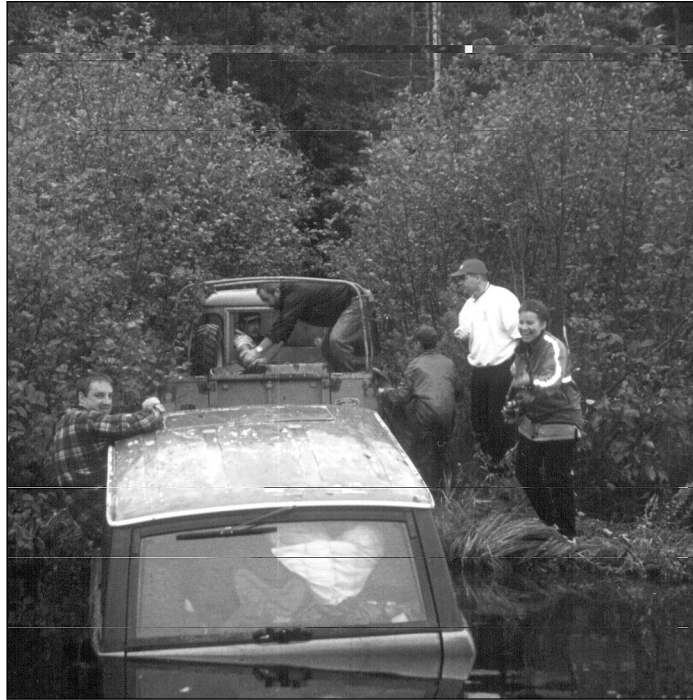
If you use the same device I did, it only has one adjustment, and that's for paint volume sprayed. It's very easy to adjust, as all you have to do is test-spray until you get a volume that is comfortable to your movement style. As a piece of advice, turn it all the way off, then increase it a quarter-or-half turn until you're happy with it. The manual with the gun set can give you other suggestions.

The basics are:

1. Always start and end your passes **off** the surface at both ends. This eliminates blotching where you begin and end.
2. Hold the spraygun a constant distance from the work. This gives even paint distribution.
3. Spray a good wet coat, but don't overdo - it will run on vertical surfaces. Remember, you'll be putting on multiple coats - so the first coat doesn't have to cover it all. If you blow it, you can always resand and do it again. This ain't life or death - relax.

Paint on the Rover:

Alas, unto the breach, dear friends - let's get to work. Finally - he's actually going to talk about painting the car! The approach



*Dale shows why it's important to give the ECU the his passenger to hold on her lap during water crossings
Photo: Martin Rothman*

I took was to do one part of the vehicle at a time, working within my own limitations. With me, this meant shooting a fender and the breakfast, or a door and a fender or some similar area at a time. I find this to be the easiest approach, as trying to do the whole car at once will quickly drive you scatty. First of all, remove and paint any items you can off the car. For me this was the bonnet, the wings, the doors, roof and other bolt-on bits like the tailgate. As I had very little interior space, adopting this tactic let me paint in a clean environment for much of the vehicle, saving the outside work for as little of the car as possible.

I began by prepping the surfaces I was going to work with. For most of the car, this took the form of sanding with 120-grit emery to remove damaged paint

and smooth good painted areas, then resanding with 220 after washing the area to remove dust. Another wash came after the 220, then a quick wipe with a paint-thinner dampened rag to knock out the last traces of dust.

Before actually spraying paint, use the masking tape and newspapers to mask off any adjacent areas or other colours to prevent contamination by overspray. The HVLP gun doesn't blow much overspray, but there is some and better safe than sorry is the watchword here. I removed lights, mirrors, headlight rims and other small parts for cleaning and repainting, you can do this also or simply mask as necessary. I then sprayed the bare metal areas with etching primer, following the dilution instructions on the can. Once this was dry, I sprayed the area with 3 coats of primer, then power-sanded the top coat with 400-grit paper. Another wash-down to remove dust then a dry cloth wipe, and I spray on 3 coats of thinned colour paint, following the manufacturer's directions as to mixing of the paint with reducer and hardener.

After painting was completed (give it a half-hour or so to let the paint surface harden) remove the masking tape on the adjacent areas to avoid it ruining your paint job by peeling up. I was averaging about 4 hours per section, counting sanding, priming and painting. Masking was an extra half hour or so.

Conclusion: There is no cheap and cheerful way to get a good paint job on a Rover. Brush painting works and works quite well, but is very laborious and not inexpensive in materials cost. The Wagner method, while requiring a bit of machinery purchase, has the advantage of giving a clean level paint coat in less time than brush methods, and with a similar materials cost.

The British Invasion



Lori Sickley and Bill Caloccia contributed images to these pages







A couple of vans ago he thought a Land-Rover too expensive.

He only needed an old banger. A farm runabout to hump the loads over fields and rough tracks. It would be ridiculous to spend £800 on a Land-Rover when I can buy a cheap van. He thought.

So a cheap van he bought. But the going was too much for it. It was stuck more often than it was going. That meant time wasted and towing costs. Some places it wouldn't go at all. Then all that weight through the ruts, the heaving and the shaking began to take its toll. It began to age before its time and show signs of wear where it's dangerous.

More time and money spent on repairs. And it rusted.

Inevitably, all too soon, it just wasn't worth

putting the bits of rust back together again.

What to do? £500 already spent, the thought of buying a more expensive, more suitable vehicle was too much. So he bought another van. This is known as learning the hard way. It proved to be an expensive education, and he finally settled for a Land-Rover.

Vans and cars just aren't built for rough tracks, crossing fields and fording streams. And what's more they just can't.

Land-Rovers are and they can.

That's why they cost more to buy - and work out cheaper in the long run.

Can you afford an expensive education?

The Rover Company Limited, Solihull, Warwickshire.

