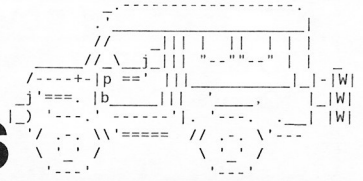


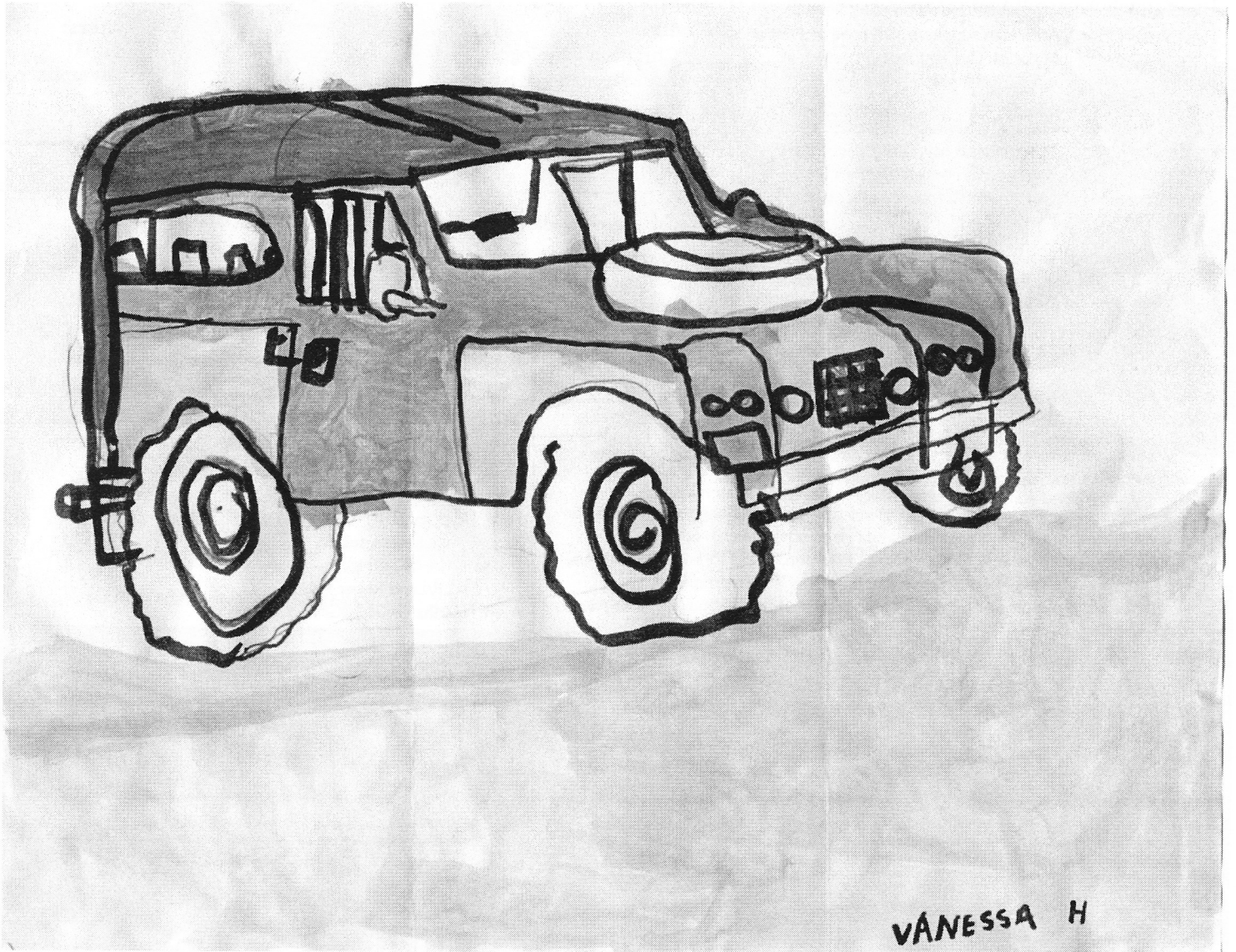
OTTAWA VALLEY LAND ROVERS



APRIL 2003

WWW.OVLR.ORG

VOLUME XX, NUMBER IV



Masthead cover art courtesy of Francois Kirouac.



PO Box 36055, 1318 WELLINGTON STREET,
OTTAWA, ONTARIO, CANADA K1Y 4V3

General Information

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

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

Membership: Canadians joining throughout the year pay CD\$35 per year, Americans and others pay US\$30 per year. Membership is valid for one year.

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OVL R NEWSLETTER

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Submissions: Articles may be submitted to the Editor, Shannon Lee Mannion (ottawavalleylandrovers@sympatico.ca) or via post to the club address. Photographs should be sent directly to S.L. Mannion, 2-41 Florence St., Ottawa, ON Canada K2P 0W6. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back.

Deadlines: Submissions to the OVL R Newsletter must be received by the 15th 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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RADIO FREQUENCIES

VHF 146.520
CB channel 1
FRS channel 1 sub 5
SW 14.160 MHz
OVL R/Land Rover HAM:
14.160Mhz @ 01:00GMT Tuesdays

ONLINE

<http://www.ovlr.org>
Any ideas for the website please contact Dixon Kenner
Land Rover FAQ: http://www.fourfold.org/LR_FAQ

SUBMISSIONS DEADLINE

The 15th of the month for inclusion in next month's issue.

ADVERTISING INFORMATION

\$35 CDN for 1/4 page ad,
must run for minimum of 3 months.

BENEATH THE BONNET



Mounting a bride to the bonnet is not as popular as the spare tyre option, but far more eye-catching. See page 7.

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HEY MAN, WHAT'S GOING ON?

OVL R 2003 CALENDAR OF EVENTS

April 2003

Maple Syrup Rally. Early April, depending on weather. Shawville, Que.

May 2003

Ottawa Valley Offroaders PJ Party, May 17-19
The No-Tune-up Tune-up. May 17, Land Rover dealership on Michael St.
Oxford Mills, May 25. Oxford Mills, Ont.

June 2003

Byward Market Auto Classic, June 1. Ottawa, Ont.
The 20th Birthday Party, June 20-22. Silver Lake, Ont.

Note: Socials are held at the Prescott Hotel on Preston St. in Ottawa the third Monday of every month at 7:00 p.m.

July 2003

The Evolution of Wheels, July 6. Sci & Tech Museum, Ottawa, Ont.

August 2003

Paragon Adventure Park, August 28
Perth Fair Truck Show, August 31. Perth, Ont.

September 2003

Frame Oiler, sometime cold. Ottawa, Ont.

December 2003

OVL R Christmas Party.

January 2004

Annual General Meeting. The coldest night of the year, Ottawa.

TAKIN' CARE OF BUSINESS

CLASSIFIEDS

FOR SALE: 1991 RANGE ROVER

- green
- good body except for hood, have a spare hood for it
- frame is solid
- interior is tan leather and well kept
- runs and drives however it is a high miler and possibly needs a cam
- needs a brake job
- must sell asap due to new baby
- as is \$3500 cdn. firm.
- e-mail pictures available
- definitely worth seeing-tel:(905)576-4217 or charliespeedie@msn.com

FOR SALE: SERIES 1 ENGINE AND TRANNY

I would like to sell my Series 1 land rover engine and tranny with the transfer case (all are original with the LR. Both are in good shape all the engine needs is the water pump) for either a trade for a Chevy manual tranny and transfer case or \$1500.00 or even an old Chevy or GM 4X4 pick up running or not (donor parts).

Colin Buda budacm@sympatico.ca

AD HOC SPACE...

...in container/s from UK to Ottawa available, whole vehicles or parts can be shipped. Please contact Robin Craig at therobincraig@hotmail.com

IAN IS DESPERATE FOR A TRUCK!

He's canvassed Dixon on the web and Dixon is canvassing us.

Ian writes in a pining way:I was speaking to you last year about purchasing a landrover. Does the OVLRL have a listing of vehicles for sale? (Yes, but we need more!)Thank you,Ian Murray

kim002@sympatico.ca

Help Ian. If you can, sell him your truck and dispel his misery, or maybe just share yours.

MYSTERY TRUCK FOR SALE

I don't have any pictures, and don't know the exact type of LR it is, but we do know it is a 1959 two door model. Any inquires can be made to me at 613-258-2348. (Ottawa area) I am sorry for so few details but this is all that we could come up with. Thanks for all your help. John.



WHOOOPS.

The following email addresses were inadvertently left off last month's list. If there has been a mistake in your listing, please email me. Please add the following to your list:

Roy Parsons dogdays@telus.net
Ray Pearmain ray@pearmain.com

And our New Members:

David Lashley davlashley@aol.com
David Hyslop hyslop@sympatico.ca
Anthony Poole anthony.poole@landroverottawa.ca
Kevin Loiselle kloiselle@osigroup.ca
Gordon Meadus gmeadous@bellnet.ca



Welcome New Members

Ben Corrie of Ottawa, ON with a 1981 SII Light Weight
David Lashley of Ottawa, ON with a 2003 SII Discovery
David Hyslop of Ottawa, ON with a 2001 Discovery
Anthony Poole of Ottawa, ON with a 2003 Freelander and a 2003 SII Discovery
Mathew Quigley of Hull, QC with a 2003 Freelander
Kevin Loiselle of Ottawa, ON with a 2003 Range Rover
John Cockell of Chelsey, QC with a D110 300 TDI
Gordon Meadus of Gloucester, ON with a 2003 Freelander
Eric Feeley of Ottawa, ON with big plans

Dateline: March 18, 2003, Gananoque


AN OPEN LETTER

FROM ROBIN CRAIG TO THE OVL R MEMBERSHIP - MARCH 18, 2003

Hello All, I trust this note finds you and yours in capital condition and circumstance. It was with great anticipation that I embarked on my new (& old) -found position of OVL R Executive-Member-At-Large this past January, however, due to an unforeseen downturn in my personal economic stature (read : layoff) and a subsequent posting to an Ottawa colony (read : Gananoque), I find myself in the position of providing only the bare minimum of service to OVL R (read : 23.5 hours / day)....therefore, it is necessary to resign from my lofty position (and therefore go without ALL monetary rewards)...for this year, and leave the everyday machinations of the group to my learned associates..... (and Terry as well...<G>)

This does not mean I'm not thinking about you....and it does mean an end to my association with OVL R, it merely means you'll have to do without my happy, smiling face (in yours) for a period of time...

Cheers and best in off-roading,

Robin Craig
OVL R Exec-Member-at-Large 

OH THOSE CRAZY DANES, UP TO IT AGAIN!

Martin Bagshaw sends the scoop

For those who may be interested the Danish Army will be auctioning more Land Rovers in the not to distant future. I assume the format will be the same. Various lots of 20 or so Land Rovers, starting bid ~200000DKK (\$40000CND) per lot. That's only \$2000 each. Maybe I should start an Land Rover import business.....Martin B.

Here's what our Danish friend Jesper wrote to Martin:

I can confirm that the Air Materiel Command (AMC) of the Royal Danish AirForce is planning to sell more used Land Rovers. The vehicles will be sold at another internet auction which will be held within the next 1-3 months. The above mentioned auction will be announced at the AMC web page (www.fmk.dk) sometime in the near future. Sales conditions (here under information on the vehicles, procedure for registration for the inspection and registration for the auction) will also be displayed at the above mentioned homepage. If you are interested we can include you to our e-mailing list. This list contains people/companies/organisations who will be notified by e-mail at the time of announcement of the above mentioned internet auction.

Best regards

Jesper B. Nielsen
Sales- and Agreements Branch
Air Materiel Command
Royal Danish Air Force 



NEW ROLLS-ROYCE MODEL ENGINEERED BY LAND ROVER EXPERT


Ray of the RR, the Silver Shadow model, writes:

Tim Leverton knew a thing or two about Rolls-Royce cars before his bosses at BMW put him in charge of developing an all-new one. The 43-year-old former Land Rover engineer wasn't born with a silver spoon in his mouth. But there was a Silver Shadow in his family's garage.

Leverton had come to BMW via the Rover Group, where he'd been engineering director of Rover Body & Pressings.

[Source: Automotive news Europe January 13, 2003, reprinted in the Rolls-Royce Owners Club Modern Lady magazine.]

OK everybody, slap your heads in unison. Ray is right when he says, "Of course that's why the new Phantom looks like a Series I. No doubt a tropical roof and a winch [to pull passengers out of boring Directors' meetings] will be offered as options soon."

Signed: Ray [I ordered one, but the waiting list was too long, so I settled for a brochure] Pearmain. 

OVL R TECH TRIVIA OF THE MONTH

Next time you're having trouble finding parts for your 109, help may be no further than your local Lamborghini dealership. The LP400 Countach uses the same brake master cylinder as a dual-line Land Rover 109.



Lamborghini power, Land Rover brakes. Reassuring, isn't it?

HOW DOES THE WORLD SEE US?

Musings discovered by the editor

From The World in 2002 (The Economist) in an article by John Quelch, Too Much Stuff, talking about the consumer trends post '02.

Welcome "Shedders", a new segment emerging in the consumer marketplace. Mr. Quelch champions them for their turn towards unpackratism, the opposite of we who fill our attics and basements with "you never know when you might need it" stuff.

Of four delineated Shedder characteristics : 1. not packrats, 2. desire to collect experiences and not goods, 3. the grace to be embarrassed by their stuff and 4. no conspicuous display of wealth, it is the third tenet that is of particular interest to we who own Land Rovers.

To wit: Third, their stuff embarrasses them. Their Range Rovers no longer tell the world that they are sophisticated town and country socialites. There are simply too many of them on the road to offer much social status. Worse, they now signal the irresponsible selection of a gas-guzzler.

Wow! Any blushes of recognition here?

And this, from an article by John Leonard in Harper's Magazine / April 2003


review of Paul Theroux's Dark Star Safari: Overland From Cairo to Cape Town

Readers of Theroux know that on the road he is cranky.

This gives his travel books their seasoning. Here he's especially vexed by those he calls "the agents of virtue"; aid workers mostly, white people usually, who are always driving around in Land Rovers and never giving him a lift. But why should they? Hasn't he chosen to travel as inconveniently as possible, renouncing airplanes, sniffing out cattle trucks and chicken buses?

The paragraph goes on to describe these same white people, I take it, as "Oafish self-dramatizing prigs" who in their bid to make a difference in Africa are "no more than a maintenance crew on a power trip." (Theroux's view is that only Africans can make a difference in Africa.)

Is this us? Are we oafish and self-dramatizing prigs? I always thought we were kinda nice guys, ready to help whenever possible. Funny how some people see things with a different slant.

In what contexts have you seen Land Rovers mentioned? Why not send the reference along with your thoughts to ottawavalleylandrovers@sympatico.ca. Try to answer the question: Are Series guys more pure than Disco and Freelander guys? 

WITH THIS LAND ROVER, I THEE WED

by Shannon Lee Mannion

What follows is an excerpt from an article I wrote for Valentine's Day last month for the Ottawa Citizen's Driving section about love through the decades. As I considered which direction to take, the article changed a little in its permutation but along the way, I learned that love means never having to say goodbye to one's interest, whether it be Land Rovers, Buick limousines or sporty British roadsters.

What I really enjoyed about interviewing five special couples, of which Jerry and Janet (and their twin boys) were one was the pleasure taken in sharing the before and the after.

For Janet, marrying Jerry and nestling into the Dowell clan with their predilection for all things automotive (Jerry's brother, Jason, is a member of OVL, too,) it's lead to a dream come true of living in beautiful location in a spectacular 100-year-old farm house. And for Jerry, he's got a perfect spot for his auto body business and room galore for Land Rovers past, present, and need I say, future.

I want to thank Jerry and Janet for clearing a spot in their busy lives on a bitterly cold Tuesday afternoon to welcome me to the Dowell homestead.

Excerpt from Valentines to Have and to Hold

Jerry and Janet Dowell have an eight-year marriage built on a solid foundation of Land Rovers. Janet's former boss at Agriculture and Agri-Food Canada, Ottawa Valley Land Rover club member, Mike McDermott, brokered their introduction. He thought that they might get a few dates out of the intro but what a matchmaker he turned out to be.

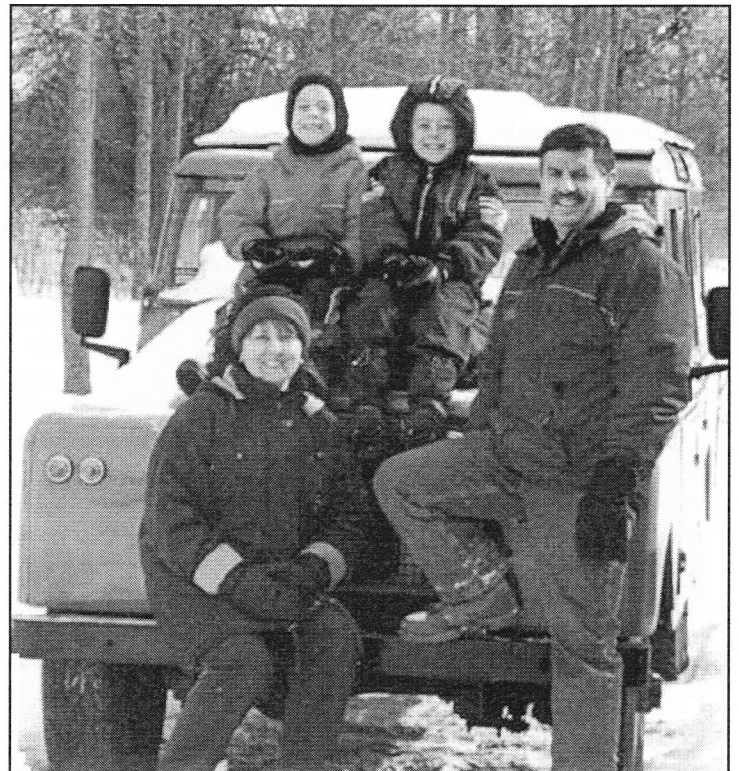
On their first date, Jerry picked up Janet in his 1970 Series IIA Land Rover and they went skating on the Canal. Some women would have taken a look at the "chariot of fire" in the driveway and decide that washing one's hair was preferable to doing anything in such a vehicle. But Janet was not dissuaded. She gamely slung her skates over her shoulder and walked towards what would change her life forever.

The skating must've been good. And the dinner dates, and the talks and walk because a year after, in May, they were married at St. Paul's Presbyterian Church. Janet could not extricate herself from Land Rovers, she was in too deep. Of course, by this point, she didn't want to, not even when she discovered that there were three Land Rovers lined up in the procession from the church. In a quick look through the Dowell's wedding album, there are trucks in most of their wedding photographs.

Janet tells this amusing wedding story, "Instead of tinkling glasses to have us kiss, we had people make up limericks on the spot. It's amazing how creative people were:

By the glow of the gentle moon's light
Jerry kissed her and held her so right but Janet said
'Let go of that Land Rover and get yourself over,
It's my turn for loving tonight.'

She hastens to add with a rueful grin, "It could be worse, he could be into sports and glued to the TV. And besides, this is something the boys can get involved with, too." The boys? Their twin six-year-olds, Kevin and Christopher, Grade One students at Drummond Central Public School.



Warning. Marriage can lead to families.

Less than a year ago, the Dowells moved to a hundred-year-old farm house with property sufficient for as many Land Rovers as a person could wish. For Jerry this was important, "Our move was lifestyle related but also car-related. I can scratch out a living and also have the life that Janet and I want for our kids." Janet concurs, "Vehicles, everything revolves around them, and now Whiticar, Jerry's body shop, feeds us."

Used to be when people wrote about love, it was sunshine and lollipops. Now it's love and Land Rovers. Ah, the world is unfolding as it should, my little Kumquat.



BABY PICTURES

OUR CORRESPONDENT, RON WARD, IN COLUMBUS, GEORGIA WRITES:

Greetings from Columbus, Georgia home of the current southern-most member of the OVLRL (I think?)...

Here's some shots of my beautiful "new" 1972 SIII ex-MoD 109 3-door. Let me tell you a little bit about it...Right hand drive, 2.25 litre 5 main bearing engine, Smiths heater, standard military convoy lighting including the little dim light in the rear hanging just under the hitch plate on the rear cross member (note: Remove prior to trip to premier off-roading on the US eastern coast in Tellico, NC). The tub has been well used by its previous soldier caretakers and has the dented floor and boxes to show for it. The outer panels however are straight. Having never owned a 109 3-door I am surprised by the amount of cargo space in the rear... and the leg room in the front! The truck has genuine LR Defender seats in the front and four inward facing genuine Defender jump seats in the rear. I added seatbelts for my kiddies and they just love riding around in the back. No center cubby box, but I kind of like having the extra room up front. I'm working on plans for some type of low-profile storage and arm rest unit. The truck has a new alternator, starter and galvanized frame. The bronze green paint is fresh and the new non-genuine canvas top is a good fit. The door trim is new and the anti-burst latches even have locks!! The doors have the Exmoor Trim pieces and the front floor boards are covered with thick rubber mats. The bulkhead and tranny cover are bare. The rear tub I have lined with two 3' x 3' sections of industrial rubber kitchen mat that fill up the space nicely. The sections fit together securely and have perforations to allow water through and out. Nice finish for US\$30.00 I cut out small 1" x 6" sections under the fold-out leg of each jump seat to secure the leg when in the down position. The Defender seats fit on the seat box perfectly. The three-point inertia seat belts are fastened per what I suspect is standard military spec. There is a cross bar mounted on top of the rear bulkhead through existing mounting points on the bulkhead. The crossbar is covered in rubber and has mounting points for the top of the seatbelt mounts. The inertia reel is mounted to the rear bulkhead behind the seats and is made secure by a thick 1/8" steel plate on the opposite side. The truck has dual fuel tanks. Curiously, both tanks are filled through their tops, no external filler neck is available. So filling the tanks, all 20 gallons, is somewhat of a chore as the seat bottoms come out and the cover plates shift forward to reveal the huge filler openings. Makes quite a show at the local gas station when I'm sliding the gas nozzle through the open window to reach the opposite tank...Under the right hand seat is a switch to transfer fuel feed from one tank to another, and it has electrical contacts for the fuel gauge as well. Not sure how well this works as I have not yet tried it. I bought a winch mounting plate from Rovers North to fit my Warn 8000lb winch to the front

and will be cutting a hole in the front bumper to fit it. I just received my Atlantic British front diff guard the other day and it fits nicely. I have not chosen a Salisbury diff guard yet so any opinions would be welcomed. Also, I have a unique steering set up and could use some help on configuring a steering stabilizer. I hope to have a good report following my maiden voyage to Tellico in April so keep your fingers crossed for good weather and limited body damage.

Ron Ward

Columbus, Georgia, USA

1997 Discovery (trail monster)

1972 SIII 109

OVLRL Member 200

Membership Chair & Secretary

Southern Land Rover Society (SOLAROS)



OVLRL contest! Spot the differences between these two pictures.



OF DAVIDOFFS AND LAND ROVERS AND THE TROPHY OF CAMELS

by Louis A. Sapienza

Never in the 23 days that I accompanied Team USA's Ken Cameron and Fred Hoess as a backseat journalist would we see a hotel room, and we would rarely see the interior of our tents. We soon fell hopelessly behind schedule on logging trails abandoned 17 years ago. Ours became a quest to drive 20 international teams 1,200 miles, from the seacoast oil town of Balikpapan, through the Indonesian provinces of East, Central and West Kalimantan, to the equatorial city of Pontianak on Borneo's west coast.

In civilian use, our Land Rover Discovery is a voluminous cavern. Any Land Rover is an incredible four-wheel-drive vehicle built to meet the heaviest jungle and military demands. It is used in every country in the world but two. The vehicles are so dependable that two thirds of the Land Rovers built since 1948 are still on the road. But Camel Trophy vehicles are outfitted for survival in the extremes. A full internal roll cage and roof rack incorporated into the chassis, combined with the four team members' gear and food--we were allowed only 55 pounds of provisions per person, including tent, sleeping bag and 23 days of food--made us feel like prepared salted sardines canned inside the normally spacious interior of the vehicle.

What else Lou has to say!

This is a link to the article I did for Cigar Aficionado on Camel Trophy 96 Kalimantan should any of your membership be interested or if your like to include it in with your links.

http://new.cigaraficionado.com/Cigar/CA_Archives/CA_Show_Article/0,2322,546,00.html

Mine: the very last available 1974 Series III I've owned it since 1975! Finally doing an engine rebuild after 300K! (the timing chain Tensioner went otherwise I would have kept it going). When we removed the pistons ALL the compression rings fell out in pieces! This is a true family member as well as my daily driver. My sons were brought back from in it after their birth in the hospital! All want to drive it. It'll be in the family as long as there is a family. So I'm upgrading where I can keeping the vehicle as close to original as possible. However I'm inclined to make several internal improvements. I am installing an Automotive Components Remanufacturing cam, their intake manifold with SU Carb. I've flowed the head. Already done: Rebuilt trans, RM Parabolics yes love em /OME/Fairey OD/Rovers North Stainless Rack w 4 -Hella 3Ks and rear ladder/ Rovers North bumper with Husky 10K/limb risers/ Galvanized Camel Trophy Bull Bar.

Best!

Lou Sapienza

"The only shots you miss are the ones you don't take!"

Wayne Gretzky

Desert Rovers

5122 East Shea Blvd. Suite 1155

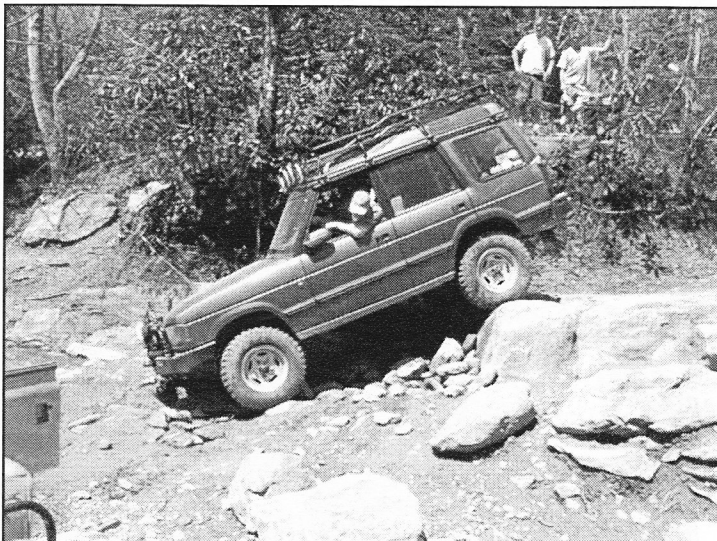
Scottsdale, Arizona 85254

(860) 984-1043 Cell

(480) 342-7110 Home

<http://www.airandspace magazine.com/asm/Mag/Index/1993/DJ/Contents.html><http://gtalumni.org/news/alummag/spr95/squadron.html>

RoversWW@cox.net



Ron also likes Disco music along with the oldies.



LIGHT WEIGHT LAND ROVER LIGHTS UP THE INTERNATIONAL NEW CAR SHOW IN OTTAWA

Photos and story by Shannon Lee Mannion

In January of this year, I was asked to put together a display of vintage convertibles as a car show within the International New Car Show that is held annually on two floors at the Congress Centre in downtown Ottawa. I put out an APB in mid-January at the All-Club Meeting where 100 representatives of automotive clubs were assembled to plan the upcoming season. Subsequently, vehicles slowly crawled out of the woodwork, or at least their owners indicated that they might be interested being part of the show. Remember, this is Ottawa, middle of the snow belt and in January, the last thing on any owner's mind is getting their vehicle out in the middle of winter. Although the show is at the end of March, unexpected snow fell the week before the show and in one case, teenagers were hired to shovel a 100-foot swath for one of the cars to make it to the flat bed. You would have thought that there'd have been a plethora of MGs, Triumphs, Austin-Healeys, maybe the odd E-Type and some big American metal with continental kits dragging down their rear ends tentatively interested in being in the show. Not on your life.

The first vehicle to ante-up was a 1979 Citroën 2CV, followed by Kevin Willey's generous, some would say, ludicrous, suggestion of his 1973 Light Weight as a contender in the convertible category. Others soon followed, from the oldest, a 1926 air-cooled, aluminium bodied Franklin Touring, to the newest, the 2CV. In between, there was a diminutive 1957 Berkeley SE 328 (pronounced Bark-lee), a 1961 MGA 1600 Roadster, a 1966 Corvair Corsa, a 1969 Alfa Romeo 1300 Junior, a 1977 Volkswagen Beetle and of course, the Light Weight. We used the working title, Cabri-Olé, which eventually became the display's name.

By the beginning of March, ten people had offered to make their vehicles available but then the MGA decided he couldn't make it. One door closes but another opens and the same week, the Alfa said that it could. We were not paying people to participate but we did provide flat-bedding to and from the show and participants and their guests were invited to the \$100 a ticket VIP evening that included a preview of the new cars/trucks/motorcycles and a fantastic spread of food and libation of choice, plus an Irish band and step dancers as entertainment. Really, as gala affairs go in this city, the organizers of this event go all out.

And of course, there was the glory of having one's hitherto hibernating charge out earlier than usual and under the bright lights for all to admire. Forthwith, a little photo story to illustrate the comings and goings of an OVL R truck named Bullwinkle who might not have been the belle of the ball, but certainly was the only vehicle there with a spare tire and a balloon on its hood.



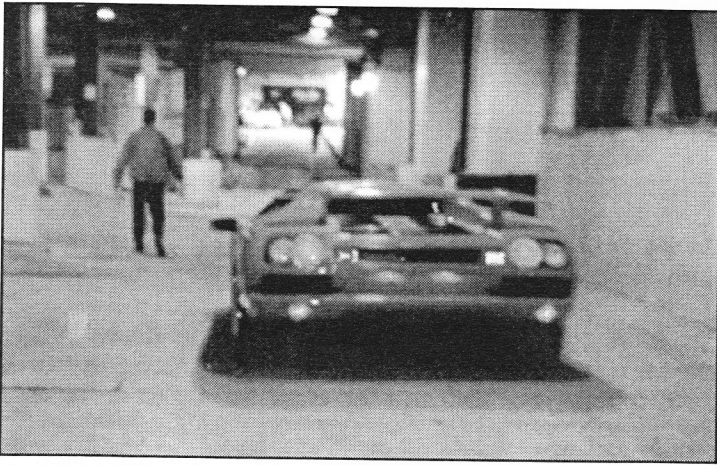
All tucked in to the freight elevator. The light weight was the first vehicle to arrive at the Congress Centre to participate in the display of Vintage Convertibles.



Soccer hooligans or maybe street ruffians, (who knows who these people are but we think they came in with the Corvair), abusing Bullwinkle's good nature.



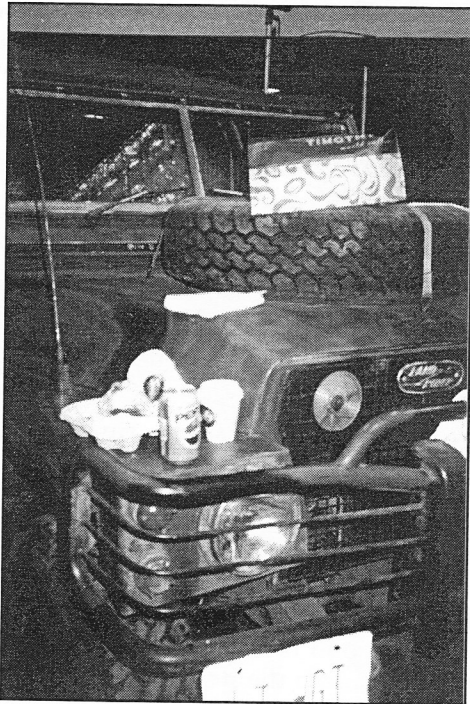
Quick, pop into the trunk and run away with me.



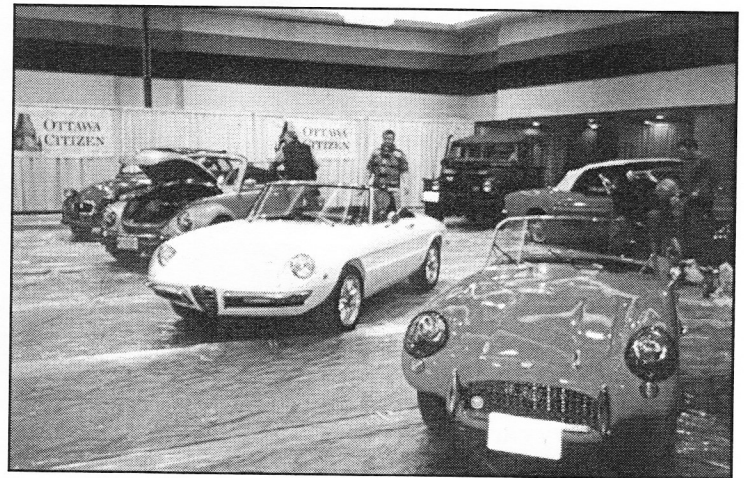
Attentive readers will know why this car is in a Land Rover article.



Back, back, back. A little more slippery, bit more of a rake than the old LR is used to. In other words, Kevin is inside and warping on the brakes and hoping that the truck doesn't get away from him.



They're detailing supplies.



An overview of the show before the ropes went up. Left to right, the 2CV, Beetle, Alfa and Berkeley. The Light Weight is in the rear if you look between the Alfa and Berkeley.



The Light Weight, all lashed down, arriving in the bowels of the Congress Centre, ready to be unloaded. Kryptonite plate, a nice touch.



Ah, says Bullwinkle, a nice piece of carpet to leak diff fluid upon. Quick, someone remove the plastic underneath.

HOT ROVER: NO SUBSTITUTE FOR CUBIC INCHES

OR HOW I BECAME A BRACKET KING.

by Alastair Sinclair aka Big Daddy Don Alastair

As a younger man I was obsessed with speed. Cams, filters, big bore exhausts, porting and polishing, short shift kits, final drive rations, these became the currency which bought my need for speed. An accident involving a frozen lake and repeated end over end rolls saw me take a temporary vacation from the world of shaved rubber and toasted clutches.

Five years of driving my series III 88" passed peacefully and my licence is now as pristine as an Alpine lake, although some of my best memories with the 88" involve gravel and terminal oversteer. Still waters run deep, however, and last April I stepped into a used Range Rover Classic in the de rigueur Ardennes green. For those of you not familiar with the 350 smallblock, it is a thing of beauty, a relatively small eight that likes to rev.

I have been happy with the Range Rover's ability to dispatch with great distances in relative ease, the consummate country car covered in Ottawa valley clay, and most importantly, a bona fide piece of Solihull history. We won't talk about fuel economy. In January I was off to Toronto for a funeral. A friend's neighbour had a near identical short wheelbase classic fitted with the full slate of Overfinch modifications (their website: www.overfinch.com <<http://www.overfinch.com>> is worth a visit for lead foot Rover owners). Overfinch has a 5.7 litre engine available. If the lottery ever pays off I will treat each club member to four wheel burnouts on BFG Mud Terrains up at Luskville. The 5.7 litre performance engine boasts 290 bhp @ 4800 rpm and 369lb/ft of torque at 3200 rpm. In addition the gentleman in question had fitted the stainless steel sports exhaust, which features a massive oval rear pipe not unlike that of an old Saab turbo, but tripled in size and grey in colour. He also had the tubular exhaust manifolds. All in all, the sound makes all but an open pipe system seem pitiful. To top it all off he was running factory rotors, pads, rims and rubber!!!

The cost of the Overfinch modifications alone exceeds the value of my 255,000 km jalopy by at least three fold, but like I said, I was in Toronto. That truck stuck in my head though. I was heading up Kent street the other day when a highly polished, lowered, tinted, extremely fat tired black Chevy Cavalier pulled up. The exhaust system looked like it had been lifted from a Japanese sport bike and the bass coming from the car

was loud enough that I heard him approach from a block away. True to form, he pulled along side into the empty lane to race from the lights, intent on beating me in the hundred metres before parked cars occupied his lane. Appearances can be deceiving. In my work get-up of shirt and tie, I can imagine this punk thought he could drop the muddy, dented Range Rover with ease.



He had his window down a touch, so I slotted the autobox into

N and, minus my rear muffler, let him know that I knew what he was thinking. He let me know that he knew that I knew, and when the light went green we dropped the hammer. Every gear I got the edge on him until just as he pulled up, and then I would ram the lever, like an old Hurst shifter, into the next cog, a glorious puff of black coming out of the Back of the Rangie each time as we worked our way through the rev band and the fuel injectors dumped their maximum load, all the while the Shifty Chevy shrinking in my mirrors. I still don't know that he knew what hit him. I had three people in the truck, he was alone in his not so subtle Chevy.

I won't be saving up for chrome rims anytime soon, the truck is still brown, and I don't think my stereo needs anymore bass, but I did skip my morning coffee and muffin. I now have two dollars in my Overfinch fund. I don't think a nitrous system would be unreasonable?

