

OTTAWA
VALLEY
**LAND
ROVERS**



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www.ovlr.org

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

General Information

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

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

Membership: Canadians joining throughout the year pay CD\$30 per year; Americans and others pay US\$25 per year; membership is valid for one year.

The OVLR Newsletter

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

Submissions: Articles may be submitted to the Editor, Dixon Kenner (dkenner@fourfold.org) or via post, to the club address. .

Deadlines: Submissions to the OVLR Newsletter must be received by the 15th of every month for inclusion in the following month's newsletter. All items submitted for publication should be legible and signed. Names may be withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

Editorial Policy: The Editor of the OVLR newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVLR newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLR, 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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OVLR Radio Frequencies:

VHF: 146.520

CB Radio: Channel 1

FRS: Channel 1 sub 5

Shortwave: 14.160Mhz

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

Land-Rover FAQ:

<http://www.lrfaq.org/>

OVLR/Land Rover HAM:

14.160Mhz @ 01:00GMT Tuesdays

“A deer came out of the woods about 10 feet in front of me when I was doing 45 to 55.

THUMP. bump, bump. bump... Brush bars are a good thing!”

– Ben Smith

Greetings;

It's a dirty job, but someone has to do it. With little ado, and with trepidation OVLRL announces a return engagement of the Spenny/Dixon tagteam for Newsletter production. After much one-sided negotiation, Terry King, the “Editor” of the NewNewsletter™ announces “Due to popular demand of much of the membership, OVLRL is engaging the highly successful team of Spencer and Dixon for a reprise of the NewsletterClassic, a familiar formulation that was much enjoyed by a wide range of people. NewsletterClassic will be available for the April, July, October, and possibly January '07 issues, with the regular Newsletter in the interim months”

THE NINETEENTH ANNUAL

MAPLE SYRUP RALLY

Spring is a wonderful time of year. When the days warm up, the sap starts to flow. The great tradition of maple sugaring is a great way to enjoy the beautiful outdoors and what better way for OVLRL to celebrate the start of another year of off-roading (apologies to our more hard core members who believe the Winter Romp signals the new year!). Maple syrup is a natural and very unique product. It is only made in Eastern Canada and the US northeast from the sap of sugar maple and black maple trees. As Spring approaches, sugar makers take to maple forests (sugarbushes) to tap maple trees. A drill is used to make a small hole from which the tree sap flows in the warmth of the day. The sap is collected and brought back to camp to be boiled. The water is driven off and the sap thickens to a sweeter maple syrup. For the past nineteen years, members of OVLRL have been celebrating the coming of Spring with gathering at Vern Fairhead's sugar bush in Shawville Quebec during the maple sap run. The event offers people an excuse to get their Land Rover out from under that snow bank and blow the cobwebs out. For the hardy, it is an opportunity for a little winter camping that weekend.

This year saw a number of Series vehicles make the trek to Vern's, though as has been seen as a recent trend, the number of non-Land Rover vehicles has been curiously growing, but unlike past years, the number of Series vehicles outnumbered those of the more modern Land

Dixon & Spencer, recently back from a TimeWarp Overland journey though many of the world's subsequent hot spots, are reportedly overjoyed at the prospect of supplying a quality product to starved proles around the world. Unsubstantiated news reports indicate that they are putting a call out to the likes of missing authors: Alan Richer & Bill Maloney for “General Servicing” articles, to Unkle Mike for Friday Stories, Dave Bobeck on his eclectic set of guidance material, Ben Smith for historical and minute technical statistics, and all other past participants of this famed journal.

NewsletterClassic is a production of the TimeWarp Overland Publishing arm.

Rover badged vehicles. In a departure from past events, a convoy from the Westgate Shopping Centre was not required (Nineteen years of practice is finally paying off!) and JL made it without any catastrophic failures.

In time, with chef's JL Morin, Dave Pell, a scrumptious lunch was served consisting of french toast, sausages, and Grandma Louise's famous baked beans all served with maple syrup aged all of a couple of hours. For those pleased with the syrup, Linda had ample supplies available for purchase to be taken home and enjoyed through the rest of the year.

For the new attendees to the event, Vern's sugar shack was open down in the bush and one could go see the process of how the sap was collected bucket by bucket, stored in a tank and eventually drawn into the evaporator and slowly tuned into syrup over the course of several hours of steady boiling.



Stop... or else...
Photo: Dixon Kenner

This Month's Cover:

Upcoming Events

in the next month or so...

April 18	Social at the Prescott, Preston Street, Ottawa
TBA	The Annual Tune-Up, Ottawa, Ontario
May 6-7	35th Stirling Antique Automobile Flea Market, Stirling, Ontario elley@interlynx.net
May 16	Social at the Prescott, Preston Street, Ottawa
May 19-21	Carlisle Import Car Show, Carlisle Pennsylvania
May 28	14th Oxford Mills Vintage Motorcycle & Car Show Oxford Mills, Ontario
June 4	The 29th Original British Car Day. Lilypons Water Gardens, Buckeystown, Maryland
June 4	Byward Market Auto Classic 10th anniversary, featuring a collection of over 150 privately- owned classic and collector cars displayed throughout the Byward Market. 613-562-3325 \$20 registration required.

future events:

(Dates & times subject to change)

June 20	Social at the Prescott, Preston Street, Ottawa
June 23-25	The Birthday Party Silver Lake, Ontario
TBD	The Breakfast, Ottawa, Ontario
August	Blacker Than Night



Following lunch, a new diversion was prepared by Nathan Fowler and his friend Rick. A variation of the classic RTV course, this one utilised a simple course, though a gate, down into the woods, a reverse and turn around, and back out through a second gate. Sounds simple eh? Only until you were handed a sap bucket and a single long piece of duct tape. The bucket was filled to the brim with water, and placed into the spare on the bonnet. With your choice of positioning from there, the single piece of duct tape tried to steady the bucket for the ensuing drive. Needless to say, that first bump made the water slosh a bit. The driver with the shortest time and the most water was declared the winner. The fastest through the course with out too much water loss was Andrew Finlayson.

Following the RTV, the traditional bout of green-laning ensued. Joined by a pair of old Land Cruisers a dozen vehicles ventured off onto the back dirt roads and logging roads of the area. Happily this year, a combination of good hard packed trails, snow and ice covered sections, ensured that there were no vehicles left behind in bottomless mud. Following the logging trails, a sand/gravel quarry was located where people could try out their vehicles in a variety of situations. (I noted JL's might Toyota and driving skills falling to Christine Rose and her Disco on one slope!)

A lot of people taking rides in the various vehicles made for an enjoyable day out in the sun. A few brave souls arrived on Saturday to camp out and enjoy the weather and help Vern.

A big thanks to Vern & Linda!

Thanks go to: Vern & Linda Fairhead for offering his farm for yet another rally, and to Nathan Fowler and Rick for organising the first sap-bucket RTV. I saw JL with an apron on with Andrew Finlayson, Christine Rose, and on clean up JL, Dave Pell and Andy Francis.

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

From the editor: Late breaking news: Bloody Nora is proposed for the scrapheap. Recently Mike Rooth totaled the gearbox in the poor old girl, and between that and chassis problems and the like he is considering the fact he needs to replace the old girl. More sadly, it's looking like the replacement is going to be Eurotin rather than a Rover - Mike's longing for a bit of creature comfort and now that he has the leisure to travel wants to be able to do so. Ring the bells and intone the rituals, for a gallant Rover may have lost its battle. Sadly Mike is not on the Internet right now, but we shall be pushing for Nora to be saved!

For those interested in a bit of a more interactive experience with the club via the internet, the OVL R webmasters have added a BBS style web forum to the OVL R web site. You can reach it by clicking on the "OVL R Web Forum" on the left hand navigation bar, clicking on the image of the OVL R sign near the top left hand corner of the home page, or by simply typing <http://www.ovlr.org/phpBB2/index.html> (yes, it is case sensitive. OVL R runs on a UNIX platform)

Ever wondered what Burmabright was? Well, as far as Alcan is concerned it is "GB M57S" and has the designation of 5251 and the following chemical composition:

Al	Cu	Mg	Si	Fe	Mn	Zn	Ti	Cr
Balance	0.15	1.7-2.4	0.4	0.5	0.1-0.5	0.15	0.15	0.15

This is further defined as PLATE/Sheet Plate - PANELLING AND PRESSINGS, CONTAINERS, MINE CAGES, MARINE ATMOSPHERES

Distributor troubles?

A good substitute for the TEENYTINY FINE bit of flexible wire in a distributor can be had easily - the shielding braid from a piece of coaxial cable (the little stuff usually used for high-band RF is best).



Cut and strip a piece of said cable, then pull the braid off the inner conductor. Once removed from the inner conductor, pull on it to collapse the hollow tube form and you have it.

Attach with solder, but be careful not to tin the whole thing - you want it to remain flexible.

Barring availability of that, a piece of Soder-Wick (yes it's spelled right) is usable as well. Expand it, clean off the solder flux with alcohol or the like, then install.



Electrical quick tips: If the commutator of your generator is fairly worn, remove it from the genny, (1) chuck into a four (4) jaw lathe, (2) centre, (3) then skim the commutator. (4) Remove from lathe. (5) Place the commutator in your great vice and undercut comm with old hacksaw blade ground to a hook shape. Reassemble generator (preferably with new brushes). Lasts for around 3-5 years.

Alternate signal flasher for Defender MOD: TRICO EP-26 \$10.00 vice 70.00

In the better late than never category:

It really IS your father's car

By DAVID LEAMING

BENTON — If Bruce Fowler asks you to take a Sunday ride in his vehicle, make sure you bring a winch, heavy-duty jack, tools, coveralls, tire chains and a spare set of dentures. Fowler's idea of a drive is more like combat duty on four wheels.

Last weekend, Fowler hosted the 16th annual "Winter Romp" that attracts owners of Land and Range Rovers from New England, parts of Canada, Washington, D.C., and even England.

For four days, 130 people socialized, went four-wheeling, traded stories, swapped parts, and ate and slept at area businesses in an annual event centered around their trucks. All sizes, shapes and styles of trucks were represented.

The owners regard these vehicles as a superior means of transportation designed for serious off-road treks through the



woods.

“This is a noncompetitive event,” Fowler said. “It’s a chance for teams to work together and build skills.”

George and Joanna Bull of New Hampshire, who own seven trucks, said the event is more about people.

“It’s a real diverse group of people from all walks of life,” George Bull said.

John Cranfield of Canada echoed those sentiments saying, “The trucks are the excuse to gather. We come here to meet people and have a good time.”

On Sunday, Fowler walked out of his farmhouse on Unity Road past a dentist repairing a rear differential on a Land Rover and got the drivers to get into their trucks and fire up their machines for another cruise.

The two-hour ride wound through wood trails that would challenge a skidder.

Like a wagon train, the drivers motored trucks over boulders and stumps, straddling deep ruts that at times did not allow all wheels on the ground, squeezed between standing trees and blasted up steep inclines as the

vehicles slowly plowed the course.

Their rigs looked like small tanks armed with gear that the off-road driver may need to get back to civilized roads. Front and rear winches, long heavy-duty jacks, roll bars, knobby tires, tow ropes and chains were strapped to the mud-splattered rigs that moved slowly but steadily for the ride. Headlights and rear lens were covered with cages to allow visibility but deflect objects that would shatter the glass.

Mirrors were folded back to avoid breaking and underneath lift kits were activated to raise the truck frame out of harms way of hard rocks, according to Scott Masi who drove his 1994 Land Rover Defender.


Masi said it is not uncommon to break down on a trail. “When that happens, you either fix the problem right there or another driver tows you out of the woods,” he said.

Common equipment to break down includes motor mounts, clutches, axles, brake lines and transmissions, Masi said.

During a ride the drivers keep tabs on the trucks in front and behind for breakdowns.

He added the effort and costs are worth the risk. “We’re not a bunch of rednecks who want to rip up the roads and woods,” Masi said as his voice shook as his truck bounced. “We take care of the trails. We try to promote a positive image about four-wheeling.”

(from the Morning Sentinel, Blethen, Maine Monday, February 20, 2006)

 Guinness Ice Cream - you guys can make it at home:

Makes 1 quart

- 1/2 vanilla bean, split lengthwise
- 1 cup whole milk
- 1 cup heavy cream
- 2/3 cup Guinness stout
- 2 tablespoons plus 2 teaspoons molasses
- 4 egg yolks
- 1/3 cup sugar
- 1/2 teaspoon vanilla extract

1. In a medium saucepan, scrape in the vanilla bean seeds. Add the pod, milk, and cream. Bring to a boil over medium heat. Turn off the heat, cover the pan, and let the flavors infuse for 30 minutes.

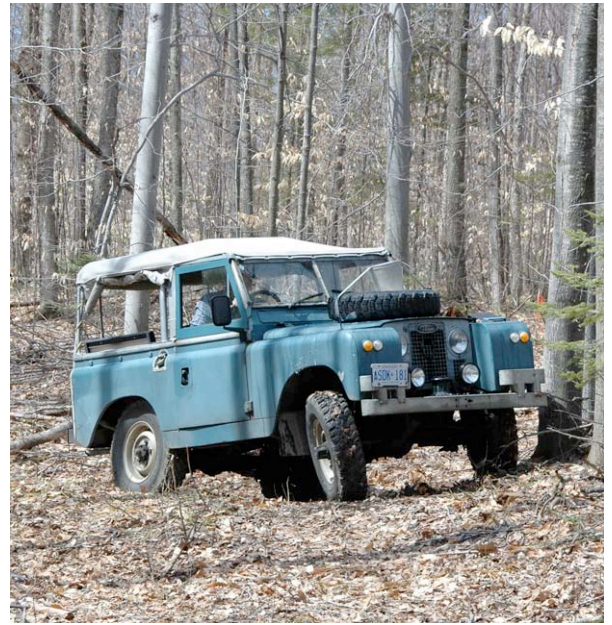
2. Meanwhile, in a small saucepan over medium-high heat, whisk together the stout and molasses. Bring to a boil and turn off heat.

3. In a large mixing bowl, whisk the yolks, sugar, and vanilla extract. Whisk in a few tablespoons of the hot cream mixture, then slowly whisk in another 1/4 cup of the cream. Add the remaining cream in a steady stream, whisking constantly. Pour the mixture back into the saucepan.

4. Stir the beer mixture into the cream mixture. Cook the custard over medium heat, stirring often with a wooden spoon, for 6 to 8 minutes or until the custard thickens enough to coat the back of the spoon.

5. Strain the mixture into a bowl and refrigerate for at least 2 hours or overnight. Process the custard in an ice cream maker according to the manufacturer’s instructions.





Some Non-OVLR News & Rumours

🚗 So, ummm, Land Rover is launching it's own broadband channel (does that mean TV?) with IPTV company Narrowstep called "Go Beyond":

<http://www.worldscreen.com/newscurrent.php?filename=land41306.htm>

<http://www.c21media.net/news/detail.asp?area=89&article=29990>

They call it a TV channel, but mention broadband so is it online? It "covers travel, food and wine and other lifestyle content". Sounds like LRL magazine. The 2nd article mentions that it will be 6 travel related channels 24/7 and that it is backed by the Discovery Channel and RGS. I don't know if this will be cool or if I should be afraid. With such direct market targeting, why do I keep thinking of the TV show "Max Headroom"? Also, the new Freelander will be named LR2 in the US.

🚗 Rover-branded cars will come out of Chinese factories. Shanghai Automotive will produce Rover branded cars in China after it won a bidding war to buy the name from BMW. Shanghai, which lost out in the auction to buy the Longbridge carmaker last year, beat the firm's current owner Nanjing Automobile in the race to acquire the trademark. The company plans to use the name on its range of Rover 75 cars which have entered pre-production in China, industry sources said. However, BMW insisted no decision had been made and negotiations were still ongoing. The company's chief executive Helmut Panke said the decision about who gets to use the brand rested with Ford, with the American firm having first option. Ford made the agreement with BMW when it bought Land Rover for

£1.8 billion in 2000. The agreement means that if BMW reaches a price agreement with any of the Chinese carmakers, BMW will first ask Ford whether it would like to buy the Rover brand name at that price. If Ford refuses to buy at the price, then BMW would sell it to the Chinese buyer.

🚗 Another movie where Land Rover makes an appearance - "Burning the Map" a documentary about feral surfer/filmmaker

Timmy Turner. He just arrived in "Indo" (Indonesia—Bali or Java most likely) and was met by a local friend driving a LWB Series III. The fenders are completely done in diamond plate—wheel arches and all. Better yet, a dashboard to make Al Richer proud. Not just wood, but wood with intricate Baliisan (How does one refer to something that is "of Bali?") carvings. (Editor's



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note: Screen grabs will appear eventually on the OVLRL website)

 In the “Ephemeral Isle” on the “Days Of Future Past” site:
<http://davidszondy.com/ephemeral/ephemeral.htm>

And I quote:

“The other problem is that the car manufacturers are quite literally, or near as dammit, throwing us to the lions. In the old days, when one came across a pride of peckish lions one was usually inside a great steel and aluminium vehicle that must have been terribly frustrating for the lions. I’m not referring to these SUVs of today with their mod cons, leather interiors, and GPS moustache cups that leave you in fear of scratching the enamel. I mean those great old workhorse Land Rovers with the recessed grills and no springs; the ones that you could take apart right down to the undercarriage with a screwdriver and spanner. If you came whizzing up to a lion in one of those there wasn’t much he could do besides screw up the windscreen wipers before sitting on the roof until he got bored and went home.”

He then goes on to note that lions in safari parks in the UK are taking a very different tack to Smart Cars and the like - rather than ignoring them like the SUVs, Ford Fiestas and similar vehicles they’ve actually taken to chasing them as prey.

He summarizes with:

“Or as Nigel Bunyan put it in the Daily Telegraph, “Compared with most other vehicles it is the closest

thing to providing a possible tasty snack: crunchy on the outside, soft on the inside.”

I literally damn-near wet myself laughing on that one...

 Top 10 cars to attract women with:

<http://cars.msn.co.uk/carnews/ttsexiestfebo6/Default.asp>

Land Rover Defender Turn up in a gleaming Chelsea tractor and most women will think you’re a prat intent on destroying the ozone layer, melting the icecaps and clubbing baby seals. Turn up in an old Landie though and she’ll believe you spend your weekends planting forests, leading mountain rescue teams and birthing calves. Inspired by the WWII Jeep, the Land Rover was launched in 1948 and panelled in aluminium due to a post-war steel shortage. The car’s long association with the armed forces will do your image no harm at all or chuck a couple of bales of hay in the back and casually drop a few references to your country estate to do wonders for your chances of getting lucky. The Tomb Raider spec short wheelbase number is the butchest. Just don’t make the mistake of actually driving your date anywhere as she’ll soon be frozen, deafened and shaken to the core with very little interest in romance.

General Servicing: Repairs, Humour, Tales & Trivia

Sticking Choke Cable

Bill Maloney

Most of us who own or bought Series Land Rovers have encountered a choke knob that was really hard to pull or push. Two things that can cause this are Kinks and Rust.

First disconnect the solid inner choke cable at the carburetor and grab the knob at the instrument panel and pull it all the way out. If there are any kinks, straighten them out as best you can using a couple of pairs of pliers or by clamping the areas between blocks of wood. Next you want to tackle the rust.

Using a fine abrasive paper sprayed with light oil of WD 40 go up and down the length of the wire until it feels smooth and the major rust is gone. Wipe it down thoroughly to get all the abrasive and grit off. Brake parts cleaner comes in handy for this.

Next you'll want to clean out the cable casing. If you don't have an old bike shift or brake cable, pick one up at a bike store for a few bucks. Cut the fitted ends off and fray the strands out at one end maybe a half inch. Spray WD 40 or some other light oil into the cable at the carb end holding it up to let the oil flow in. Now take your bike cable and feed it into the cable

casing from the dash end until the frayed end comes out the other end. About 4 or 5" from the dash, cut the bike cable. Now chuck that end into a drill and spin it up, going in and out a few inches at a time. This will help free up and polish the inside of the cable casing. After a minute or so of this withdraw the drill and bike cable with it still spinning. Keep a rag wrapped around it as it comes out to catch some of the mess and keep the cable under control, although it may twist up anyway, but there's no harm done with it.

Now flush out the cable casing. Ideally you would pull it out of the dash, but you could point the carb end down and shoot brake parts cleaner through the dash end to flush it out. Allow it to dry or blow air through it.

When it's all clean and dry squirt some oil (I prefer ATF) into the carb end of the casing holding it up. Put more oil onto a paper towel and wipe it over the solid inner end, then thread it in from the dash end and it should move much more freely than it did before.

Alternate flooring, or Alan wonders about new Floors for Churchill

Mike Rooth

Cue Alan Richer: "but floor panels are just enough of a structural item to make me uncomfortable with compromised items."

Enter sage advice from over the pond: Al, they ain't structural even for the British "You must have a new car sir" MoT. They are bolted in. They are, in essence, floorboards. Now, here's a thought. How about parquet? A nice Jarrah parquet floor, well polished with a beeswax and turpentine mix wax polish. Beautiful, almost maroon coloured wood, hard as nails, and classified as fireproof. There is also an engineering timber which *never* rots even under water. Absolutely ideal for your purpose. We can discuss leather seats later. I would suggest a nice light grey Connelly hide. Buttoned seats of course.

The dash should, I think, be Old Spanish (Cuban to you) mahogany. A plain boxwood stringing round the rim of the dash would lend a restrained, almost Regency touch, I feel. Of course, an undecorated ebony dash would be ideal, if available. Never, NEVER, dear boy, use Sapele. A very *vulgar* timber.

Should you use an Ebony dash, I feel that the leather seats should be a deep maroon, to tone with the floor. Still but-toned, of course.

At either end of the dashboard, on the top rail next to the doors, we have to style the windows. Flower holders. Ideal. Silver, if you can obtain such, sterling naturally, but failing that, silver plate. NOT Art Nouveau. Definitely not. Fashionable to collectors, but not, I fear, suitable for Land Rovers. Art Deco, on the other hand is ideal. Collectable and very chic, whilst being quite sturdy, and more suited to the Land Rovers *raison d'être*.

Sweet peas are ideal for these accessories, they give the interior a pleasant scent, and are prolific, multicoloured, and the more they are picked, the more they grow. Ask your Good Lady for details. And DON'T do the digging. VERY *infra dig*. <Ouch!> Chromium plate is also acceptable for Art Deco, but ensure that it is original.

Now we have to consider the exterior. A mascot on the bonnet is a must. Lalique glass would be ideal, but I fear, dear boy,

that if your driving is as bad as mine such a mascot, while desirable, would be better kept indoors. Your Good Lady could then dust it, under supervision.

An acceptable alternative would be the original Vikings Head of the Rover company. A quick release device (of your own construction) would enable you to retain it. Otherwise, I fear it would depart in the hands of a fast running native. They are available, I understand. Replicas, but acceptable. Mascots that is. Fast running natives are endemic.

Finally (stop yawning, and sit up straight), you should have your family crest upon your panels. A flag is ostentatious. Do *not* do it. A restrained crest on either door is sufficient. What do you mean you haven't got one? Well, bloody well invent one. If I've got one (and I have, I just can't buy the paint at present) you've got one.

Night night.

Uncle Mike

Is there *no* hope in the colonies?

Purely April Stories: The Lucy story

Alex DeLarge

The continuing adventures of Lucy the Land Rover:

A long time seemed to pass. And the grass did tickle her undercarriage.

Lucy was bored and depressed. She felt used, left outdoors and ignored. She had performed so well, yet Dick never called her into service. She didn't understand. She had heard that once a girl gets beyond 30, no one really wants you. Abuse 'em and lose 'em. She sat dejected, having to get what little entertainment she could from the mice and other creatures that wriggled inside her.

What's this! Flashing lights! And coming this way! Ooh, some excitement at last! Police cars! Lots of them. And they are coming up the driveway! It was all over in a matter of moments. Dick, in hand cuffs, was lead out of the small house straight into the big one. That's odd. Dick was smiling. Either he liked being handcuffed and pushed around by big men, in which case there would be plenty of time for that later, or he was drunk again. After all, it was 9:30 in the morning.

One of the officers came out of the house with a bag. Lucy could see an orange spike protruding from it. The severed head! Lucy remembered the wide eyes, blood, spittle, mouth agape and twisted. It must have decomposed a bit by now. The police woman holding the bag began talking about Dick, the head, and unnatural acts. Dick was such a show off! It was supposed to be our little secret, fumed Lucy. He deserved to be put away. She had seen him through the living room marching around naked with the head mounted on a mace, the one's like the parade leader would use. Boom ba boom ba, boom, ba, boom.....

Lucy's thoughts were interrupted when she realized that a crowd of investigators were gathering around her. Lucy heard words like evidence, vehicular manslaughter, blood work and DNA tests. The next thing she knew, Lucy was being pulled up onto the bed of a very large tow truck. She quite enjoyed getting to see the road and countryside from this high up. Although she liked the wind in her wings, it was the throbbing of the big diesel beneath her that really turned her crankshaft.

She saw that her fun would soon be over. It was the police

impound yard. Amazing that they all looked so alike. She had been to this one before. It was deathly quiet as she was rolled into her spot. Some of the other cars were quivering in fear. Others seemed curious. She winked at some of the smaller cars. This clearly frightened them and one of them, a white beaten up and clearly neglected old Saab, which lost all control and began leaking radiator fluid, oil and gas.

Then the whispering started. "Is that her?", the yellow Mustang with police black paint on the fender. The totaled purple Neon, having nothing to lose said "They call her the Syracuse Slaughterer". "The Butcher of Buckingham Ave." added a fluorescent green one in about the same shape. "A neon Neon", Lucy giggled, "What is it with these cars?". "They gonna crush her aluminum ass dis tim, fo shure" sneered a baby blue Caddie with the distinct odour of cocaine. Then a chorus began, "She is pure evil!", "She has a pentagram in human blood under her primer!", "She is as demon!", "She has her over riders on upside down to cull little children!", "The devil has a pact with her!"

Lucy wasn't about to let them get her down, even if some of what they said was true. She did look away though, and noticed a green Land Rover in the corner. Could it be? Her old enemy? Why yes, it is! Churchill! What was he doing here? He had been so darn good most of his life, if not prissy. He must have changed. Lucy had heard that he had his diesel soul ripped out of him by a particularly vicious owner. He of course resisted. After the petrol transplant he refused to run right. Lucy had heard that his original soul was warm and safe, so she knew that Churchill would never give up the search for it. Perhaps that is why he was here. It goes to show that it is never the one you would expect.

Nevertheless, she was not about to end her fatwah with Churchill. She may be stuck here, but she would just wait for the police auction. She would just have to bide her time. Besides, she was not alone. There is another!

To be continued.....

For the illustrated Lucy stories sent \$10.95 to ...(If you are all good, maybe next April we will locate part one!)

Why Land Rovers Leak or Will that be Leather or Neoprene?

Steve Denis

I've had this little talk before....Land Rovers were designed to leak. Yes, we all laugh and make jokes about it but No, I'm NOT kidding. All off-road equipment leaks and it's supposed to. The constant wash of lubricant heading OUT washes away the dreaded grinding paste that gets Al all in a tizzy. To that end LR employed leather seals. Actually they are NOT true seals but a method to control the rate of leakage. So, no, they don't score the shafts as the oil running out takes all the gunk with it. The OTHER thing they don't do is seal the water OUT. So, at what COST do we have this "operating in the Sahara" capability? Check the factory recommended oil change interval on the final drives/transmission/transfer case. Ooooooo! Bet ya didn't notice THAT now did ya? Even with the low mileage that many of us put on these toys, you will be floating in 80W-90 several times a year.

OK Howabout accepting that we do not operate our LR's under adverse conditions about 99% of the time. Put a proper seal on the shaft. The seal is close to 100% effective if it is designed correctly and most are. The barest hint of lubrication is enough for the lip seal and almost nothing gets past the outer lip. no oil, no grit attraction and no grinding paste. Likewise water stays OUTSIDE. Oil levels stay UP and there you are. Why is it that the main gearbox on a series 1 and 2 had a dipstick on top and a thumbscrew on the tunnel to make access an easy (!?!) thing to do? It was recommended that you checked it DAILY. Why? it was leaking out all the time!

So if you're operating your land rover in a talc mine/dust storm or using it as a tractor in soft dry earth or crossing major deserts (and New Jersey doesn't count!) then sure, the original seal MIGHT have a SLIGHT advantage at the cost of much higher maintenance. Moot tho, isn't it? you can't get 'em!

So, a modern seal from a major manufacturer and installed correctly will give decades of perfect service and will NOT cause your LR to grind itself to death.

Next you'll be telling me how much BETTER they copper head gasket is compared to the Elring composite that is Genuine LR. Yes, if you HAVE to you can re-use a copper one.

MAYBE ...and I have to say that's quite the thing BUT "proper" engines stay bolted together until they need a major overhaul. De-coke? Please....with modern fuels? Not happening. The heads come off ONLY to do major work and at that point you're into a complete gasket set anyway. Up to that point the engine stays SEALED which is not something copper gaskets were known for...

Somewhere along the line you have to select the best technology available and employ it in ways to make your vehicle (and life...like I want to drain 90W all the time!) better.

SO there's this penguin, and he's driving through the desert...

Yeah...leather seals...they hang around the harbor all day, leaning against pilings with their collars turned up flipping quarters...Many of them now add studs to the leather and get spiked hair-do's. Basically you don't want them around..I heard that a gang of them beat up Flipper last week....

Now, NEOPRENE seals are clean cut, slick and come in designer colors. Tragically many of them are harvested each year for use in manufacturing wet-suits....The Canadian government refuses to put an end to the practice claiming economic necessity. Each spring hundreds of hunters, armed not with clubs, but with "Seal Pullers" venture out on the ice. These baby neoprene seals are valued not just for their coats but it seems that unlike the leather seals, they retain oil.



The 23rd Birthday Party

BACKGROUND

For 58 years, since the Amsterdam Motor Show in 1948, Land-Rover's products have served the world and are still hailed as masters of rough terrain travel. OVLRL celebrates its 23rd Birthday since that fateful day when local members of the Association of Land Rover Owners of Canada established a local chapter. The Birthday Party is a rather unique event, different from many of your average rallies as seen in articles written for Land Rover World and Land Rover Owner magazines.



THE EVENT

The 23rd Birthday party is being organized and hosted by the oldest and largest Land Rover club in Canada, Ottawa Valley Land Rovers. Members from the Empire Rover Owners Society and the Upper Canada Land Rover Association are also in attendance for both their logistical and entertainment support. The event will be held near Silver Lake, Ontario, because of the geographical location being central to the bulk of OVLRL regional members as well as having some diverse terrain upon which to host the event. (bedrock, cedars swamp, and mud). Silver Lake is located about sixty miles west of Ottawa on Highway 7. People with an interest in Land Rovers will be coming from Quebec and Ontario and the northeastern United States to participate in activities and share ideas, experiences and yarns. The event is open to all Land Rover Products - Land Rover, Range Rovers and Discoveries. Owners of Rover cars and other vehicle makes are most welcome to attend and participate in the spirit of the event.

However, certain activities will be only for Land Rovers (i.e. RTV Trials, Land Rover displays.) You do not have to be a member of any club to attend and participate in the event; however, because of insurance requirements

you must be a member of OVLRL to drive on the off-road. For information on past Birthday Party's go to the Past Events pages where write-ups back to the 12th Birthday Party are covered by various OVLRL members.

WHEN

The Birthday Party is traditionally held on the third weekend of June (around the Summer Solstice). This year it will be held from Friday June 23th through to Sunday, June 25th.

It may be a good idea to plan ahead, so book your holidays now! It could be that trips to and from the event would be organised by members lasting several days.)

MORE INFORMATION

More information will be available in future issues of the newsletter, or the club web site. For more information now, ask one of the organising committee members.

REGISTRATION FEES

Adults (12 and up)	Pre-registration - \$40
	On-site registration - \$55
Kids (6-12) - \$12	
Kids under 6 - free	
Family (2 adults and kids) - \$100	

Exec reserves the right to limit on-site registration, or to deny on-site registrants food due to the nature of the catered dinner.

ARRIVAL

On your arrival at Silver Lake, you will need to register yourself and your vehicle at the Official Registration Point on the Event Site (look for the signs). You will be issued with your vehicle identification, a program and other information. Event clothing, T-shirts, vests, grille badges, pins, key fobs, etc. will be on sale throughout the weekend near the OVLRL Trailer

ACTIVITIES

Full programme of activities will be provided at the event, however, the basic details of each activity are as follows:

Thursday:

- The first groups of people start to arrive at the Provincial Park and at the site.
- Food: You are own you own for food. You can either bring your own or eat at either the restaurant across the road from the Provincial Park, or at the Motel up the road,

between the site and the Park.

Friday:

- Participants arrive. There are no organized activities and everyone looks after their own meals.
- The registration desk will be open after 4pm. It will be located near the Kitchen trailer. Please be sure to sign in and pick up the event package

Saturday:

- Breakfast is available at either Ben Barbary (the restaurant across from Silver Lake Provincial Park) or at the Silver Lake Motel for those people who wish to purchase their breakfast there. Otherwise you are on your own.
- 7am The first trailblazers who are keen for off-roading begin to gather at the site. When the first seven vehicles have assembled, at whatever time, they will depart.
- 8AM - There will be a heavy off-road expedition departing from Silver Lake at 8 AM on Saturday for Calabogie. Return will hopefully be in time for dinner. This is a day-long affair and vehicles will be subjected to scrutineering on Friday evening. Heavy duty recovery points, mud-terrain or equivalent tires, and a full complement of recovery gear are mandatory. Body damage is to be expected. Bring earplugs.
- 9am Registration opens at the Expedition Trailer on the Birthday Party site.
- 9 am The first light off-road group (of max. fifteen (15) vehicles) leaves. This group will be more for those people who have been to the Birthday Party before and know how to drive off-road. First aid kits and fire extinguishers are recommended for each vehicle. Helmets should be worn by children. Children are not permitted on the heavy off-road course.
- 9am - 10am If the club can find a volunteer, there may be an introductory course for those who are not familiar with all the levers in their vehicles (modern or old), and some basic rules for driving off-road. This will be for the complete neophyte who wants to learn, it is not for people who have driven off-road before.
- 10am The second light off-road group leaves from the site. First aid kits and fire extinguishers are recommended for each vehicle. Helmets should be worn by children.
- 11am The third light off-road group leaves from the site. First aid kits and fire extinguishers are recommended for each vehicle. Helmets should be worn by children.
- 1 - 2pm - Lunch You are responsible for your own lunch.
- 2pm - Scrutineering for the heavy off-road. Pre-registration for the this event is required.
- 2pm - 4pm - RTV
- 2:30pm - Heavy off-road. It is recommended that vehicles have a winch that works.

- 2:30pm - Light off-road
- 3:30pm - Light off-road
- 7pm - 8pm - Dinner at the Expedition Trailer. Dinner will be provided by OVL. The day will close with a social evening. Get to know fellow Rover enthusiasts.
- 8pm on - Social, party etc.
- all day - Swap meet for those interested in bringing up used parts to sell, pawn off, or trade.

Sunday:

- 8am - Tim Horton's Coffee will be available at the Club Trailer by roughly eight o'clock in the morning, unless some adventurous individual gets the coffee rolling earlier. Once people are fully awake, a continental breakfast will be available at the Club Trailer for all registrants.
- 9am - Light off-road
- 11 am sharp - Auction of Land Rover accessories generously donated by many of our sponsors!
- 12pm approx - Lunch (you are on you own)
- 1:30 - Mud bog and light off-road. Extract Dale and Zippy

FOOD IN GENERAL

OVL will be supplying the full traditional Saturday dinner. A continental breakfast on Sunday may be provided by the club (Details in the next newsletter). All other meals are the responsibility of the individual. Campers on site can cook their own meals on cook stoves. No open fires are allowed at the event campsite. Those staying at the Provincial Park, open fires are allowed in prescribed locations. There are also a number of outside restaurants in the area where you could go for meals if you are so inclined. The two closest restaurants are Ben Barbary's across from the Provincial Park and the Silver Lake Motel. 4WD and 2WD Trips (light and heavy off-road trails)

4WD AND 2WD TRIPS (LIGHT AND HEAVY OFF-ROAD)

There are a number of forest trails and roads available in the surrounding countryside where you can green-lane to your hearts content. As some portions of the light off-road may be on public roads, all vehicles going on the off-road must be plated and carry valid insurance. Please note vehicles going off-road will be subject to scrutineering prior to leaving.

RTV TRIALS

There will be a proper, for real, formal, UK-style trials course set up. Only road-taxed vehicles may enter. Prior to competing, all vehicles must undergo scrutineering and get a course marshal to sign-off on the rally card. There will be a number of stages where you must maneuver your vehicle through a series of canes without touching them. Points are deducted for each cane touched. Vehicles will be divided by class and age. OVL will be using the rules established by the Association of North American Rover Clubs (ANARC). Where

BirthDay Party Accommodation Information

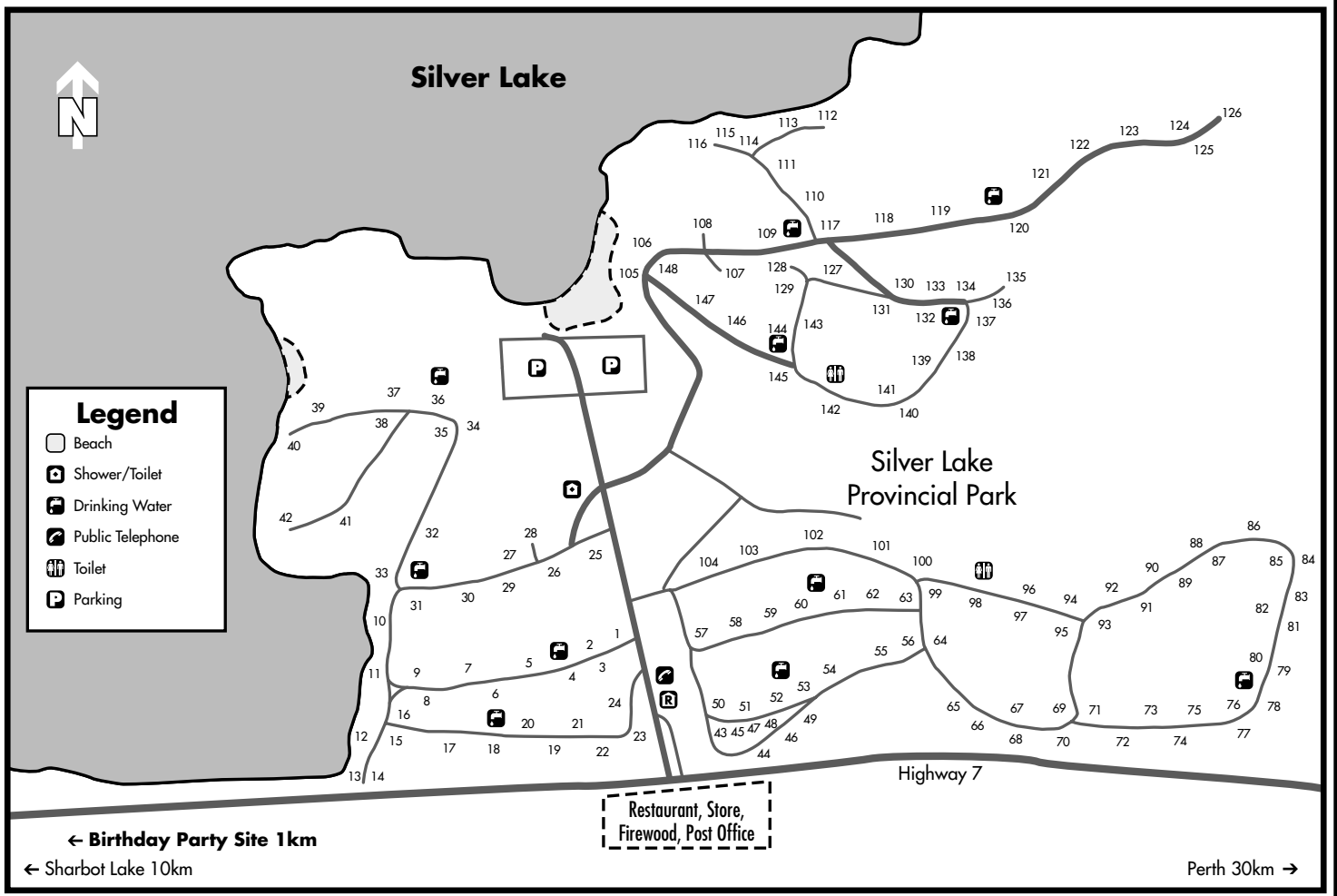
Silver Lake Provincial Park has a number of campsites available. OVLR has traditionally stayed in the western portion of the park for people attending the BirthDay Party. If you wish to stay in this portion of the park (sites 1 through 42), you will need to make your reservation with Ontario Parks.

If you wish to stay elsewhere in the park, when you phone the Park to make a reservation, you please state you are with Ottawa Valley Land Rovers; give your name, address, telephone number, a Visa/Mastercard number and expiry date, the number of nights you will be staying, and whether or not you require space for additional vehicles (Two per campsite). Rates for the Provincial Parks can be found at the Ontario Parks website. Phone lines are open year round. The number is (888) 668 - 7275 [(888) ONT- PARK]. The website is <http://www.ontarioparks.com/silvl.html>

Silver Lake Motel The Silver Lake Motel is located about a quarter mile west of Silver Lake Provincial Park. It is between the main Event site and the Provincial Park on the south side

of Highway 7. For reservations, telephone (613) 268-2511 Camping on the Main Event site

Camping is available on site. Those camping on site should indicate on their registration form. Toilet facilities are available, but no showers on the site. There is no cost to camp on the event site.



there is a difference between American and Canadian rules, the Canadian rules shall apply. RTV rules are available upon request. Prizes will be awarded to the top participants. Auction

SPONSORS AND VENDORS

In the past, Rovers North, Atlantic British, MiniMan and numerous others have all generously supported OVLR by donating items for the club to auction off at a club auction, normally held Sunday morning. In the past we have been generously supported by:

- Atlantic British of Mechanicsville
- Land Rover Enthusiast
- Land Rover Magazine
- Land Rover Ottawa
- Land Rover Owner Magazine
- Rovers North of Westford Vermont
- Simpler Thyme of Branchville, New Jersey
- Wise Owl of Vancouver British Columbia
- If vendors wish to send up flyers, catalogues etc, OVLR sets aside an area where these items can be distributed to attendees.

SWAP MEET

While there are no vendors at the Birthday Party, individuals can bring items that they may wish to sell or swap. However, they are responsible for taking any unsold or untraded items off the property with them at the close of the event.

The swap meet portion of the Birthday Party is strictly non-commercial in nature. In the past various members and attendees have brought items to either sell or swap with other participants. While this is encouraged, there is only one basic rule. If you bring something to sell or swap, and it doesn't, you have to take it back home with you.

RULES & REGULATIONS

Although dogs are permitted, it must be clearly understood that they must be on a leash at all times and a minimum of twenty five (25) feet away from the Club Trailer. If you are planning on off-roading do remember it is not courteous to tie your beloved pet to a tree and leave him barking for the afternoon. This said: Dogs are discouraged for a number of reasons including heat, barking, and not being permitted on any of the off-road courses (who will take care of it if you go?). Dogs must be kept on a short leash at all times.

We ask that your dog does not accompany you to the kitchen trailer area during cooking or meal times. They must be kept at least twenty five (25) feet away from the trailer at all times.

Open fires at the event site are strictly prohibited

We recommend that all children wear a helmet on the light

off-road

Children under ten (10) years of age are not permitted on the heavy off-road event.

Some off-road events traverse public roads. You are reminded, the consumption of alcoholic beverages on public roads is prohibited in Ontario. OVLR supports the responsible use of alcohol - Drive Safely

OVLR reserves the right to deny access to its off-road courses by vehicles which in the opinion of its scrutineers are unfit for off-road use or not properly equipped to participate in off-road events.

Please leave your camp site cleaner than when you arrived. We have provided a garbage bag with your registration package. Please use your garbage bag, recycling and garbage collection is available at the OVLR Trailer

GETTING THERE

Most people will make their own way to and from the event. However, some members will be planning convoys to and from the event (we know how reliable some of the older vehicles are). Check with members local to you to see what might be happening.

Locally (Ottawa Area): Traditionally, the Westgate Shopping Mall at the corner of Carling Avenue and Merivale Avenue is used on the Saturday morning, departure at 9am. From Ottawa and Area: Follow Highway 7 through Carleton Place, past Perth to Silver Lake.

However, as this even has grown significantly over the past several years, there are members getting together and leaving in waves on Thursday and Friday too. Telephone some of the local members to see if they know of different groups leaving at various times, or attend the Social gathering (assuming it is before the Birthday Party)

From Toronto and points west of Kingston: Take Highway 401 until you get to the exit for Highway 37. Follow Highway 37 north until you reach Highway 7. Go east along Highway 7 until you reach Silver Lake

Note: Some from points west of Kingston may find the drive a lot more enjoyable if you go and get onto Highway 7 a lot sooner. The 401 is a bit of a racetrack with a lot of semi-trailers moving at great speed (averages at least 70mph which is a bit more than many of these Land Rovers) Highway 7 is much more sedate and relaxing.

From points South: From points west of the Adirondacks - Take Interstate 81 to the Canadian border. Take Highway 401 to exit 645. Go north along Highway 32. #32 turns into Highway 15. Follow 15 north to Crosby. Follow #42 west towards Newboro/W estport. From Westport, follow #36 to Highway 7. Go west to Silver Lake.

From points east of the Adirondacks, people have found it convenient to cross at Cornwall and follow 401 west. If you are

down in the New York City area, it is best to skip going up the Hudson and go over through Utica etc. to 81 and take 81 up. (Yes, to places like Boston 81 and that way can be faster depending on bridge construction in Montreal)

You know you're at the Birthday Party site when: The property entrance is at the Lanark/Frontenac county boundary: Thus, if you are coming from the east, you will see a large sign that says "FRONTENAC". Turn left and follow the small road. If you are coming from the west, you will see a large sign that says "LANARK". Turn right and follow the small road.

The Birthday Party site is about a mile west of Silver Lake Provincial Park. The motel is in between the Birthday Party site and the Provincial Park on the south side of the highway

The following Maps are available on the OVLRL Website:

Off-road trail maps.

A map of eastern Ontario / western Quebec and northern New York State with the Birthday party location marked. [BPdirection.jpeg \(270k\)](#) .

A second map zooming more in towards the Birthday Party location at Silver Lake - [BPdirections2.jpg \(153k\)](#)

The 1:50,000 map produced by Natural Resources Canada that covers the Silver Lake area is: SHARBOT LAKE - 31 C/15. The map is in its fifth edition. If you would like a copy, you can order one from World of Maps, 1235 Wellington Street, Ottawa, Ont. Canada. K1Y 3A3. Tel 1-800-214-8524. Fax 1-800-897-9969. Web is www.worldofmaps.com

WHAT SHOULD YOU DO?

- Contribute ideas now.
- Let your friends know of the event.
- Volunteer to help with any organising requirements – either at or prior to the event.
- Participate in all facets of the event.
- Bring your vehicle and show it off.
- Meet and talk to other Land Rover enthusiasts.
- Renew acquaintances.
- **Celebrate and Enjoy!!**

SUGGESTIONS FOR A "MUST HAVE LIST"

A list of items that we strongly suggest you pack along when you come up to the Birthday Party.

Bug spray. Especially if you are considering camping out at the Birthday Party site. Depending on the year, the bugs can be annoying.

Lawn chair. Yes, it is nice to be able to sit as there are few places besides the ground to sit on at the Provincial Park, or the Birthday Party site.

Sun block. If it is sunny and hot out, you will get sunburned.
Rain gear. If it isn't sunny, it may be raining, and appropriate

clothing would be very useful to have in tow, just in case.

Rubber or heavy boots. There can be a lot of mud out in the forest.

These wil keep your feet from filling with the stuff.

Helmets for the children. We highly recommend that it you have children that you bring a bicycle helmet for them to wear on the off-road trips. The vehicle do bounce around a lot and they can get a good crack on the head.

Money. For either registration, to buy club or swap meet items, refreshments, ice et cetera.

Generic camping gear. If you are not staying in the motel.

Swimming and beach stuff. There is a beach in the provincial park. For those not staying in the Park, just west of the site, on the highway, there is a rest area on Silver Lake. You can go swimming there too. Snacks and Refreshments.

Water, etc. for when you are on the various off-road trips. Remember, some of these trips could be hours long depending on conditions. [Note: Some of the trails use public roads. OVLRL does not condone drinking alcohol while travelling in vehicles. Be responsible, and be prepared.]

Cooler and Ice. To keep those refreshments cold. {There is ice available at the restaurant/gas station across from the Provincial Park.]

Camera, film for the traditionalists!/batteries for the new!

Batteries. Spares for your flashlight and any other battery operated toys you might bring along.



BGB Electrics, or Bill trying to diagnose electrical gremlins

Steve Denis

The first problem: “The BGB is not charging at the moment. It has a generator and positive ground. How do you determine whether the generator or regulator is bad?”

The Answer: Huh..I didn't know that BGB HAD electrics..thought is was all kerosene and/or carbide lamps (NO Al! Just NO!..put down the carbide!!)

Okaydookie..The reguator controls the flow of current through the field windings. There are two (three?) wires to the genny. One BIG one (1/2 push on, wasn't it?) that comes from the brush(es) and the smaller one that goes to the field. The third one would NORMALLY be a redundant ground. (some use an open field where both ends of the field are controled but I don't think that's the case here)

So if the battery calls out for juice, the regulator sends current to the field which forms, or increases, it's magnetic field. The armature is whizzing around in this field (provided there was enough in the battery to start the engine) and as the poles cut across the magnetic fields, current is induced in the armature windings. WHOA! clever, eh? this current is rectified by the commutator (despotic leader of a commune?) on which rub your brushes(“Oooooo! Oh STOP!..)

So the short <ahem> story is, make SURE that the battery is connected to the output of the genny..the wire runs though the ammeter (there's a big buss inside that carries most of the current with the rest going through the meter coil to make it move) If it were ME I;d jumper the output RIGHT TO the

negative post (on this car) and then start the engine. I'd then take another jumper to the negative and touch it to the field connection. Normally you can HEAR the genny start to charge and the engine, even with the brute force of its masive 2.25 liter low compression power, will slow down a bit. Nothing? whack the genny with a hammer....good? the brushes and maybe the rear bearing are shot (you HAVE been oiling the rear bearing haven't you Mr. Kenner?)

Genny good? LIKELY the regulator is bad..HOWEVER, these items are connect with something the rest of the world calls “wire” The British use some oxide-bearing string for this purpose and the conneciton are a bit dodgy on a good day.

Next Problem Description: “The fuel guage needle and the ammeter needle jump around a lot. Is that due to the voltage stabilizer and is it different on positive earth than on negative earth systems?

The needle jumping.. There IS no intrument voltage stablizer on a 2A. SO as the system voltage varies, the needles dance to the tune of the missing electrons. Yep the fuel gauge is a full 12 volt. So as the amps indication varies due to coinnections being broken and made in fits and starts, the indication on the fuel will do hop to the beat..

“Oh the hum of the road under the tires, the wind in my hair”....wait....this is a LAND ROVER?. “The crunch of gravel under my shoes, my thumb in the air.”

A Friday Story

Mike Rooth

Well, now I can see through both eyes,and the specs. Look it up. Makes four. Not, I might say,as painless as the first operation,due,I think to a rather less competant bloke with the anaesthetic. As in, the surgeon had to put more in halway through the procedure. However I now have my stereoscopic vision back, and can determine everything in the usual 3D. “So cut the grass” says the DA. There's nothing like a sympathetic woman in your life. Well, so I'm told....

Nigels Disease, it seems lives in the soil for a long time. As you may recall Bloody Nora made a habit of losing her stop lights on a regular basis. It became so regular it was almost a non event,until she realised this and finally gave it up. Fuckin Ada has never even been in the same air space as Nora let alone seen her.

Anyhow, it was MoT day. I'd booked on Monday for today (bit of a daft thing to do really bearing in mind yesterdays happenings) but I hadnt mentioned a thing in her hearing.

So, off we wobbled. I was wobbling, due to the unexpected

effects of full vision, she was her usual awkward self. Now this Mot station is run by a couple of Indian lads,very laid back, but a little overawed by a Land Rover. “I'll drive it in for you” says one and the next thing I heard was “How the hell do you steer this thing?” Good point. He was used to girly things like power steering. “Practice” I said. “But not on mine”.

Having got Ada over the pit he beckoned me to get into the cab. Now, on an MoT you aren't supposed to do this. The “customer” is supposed to be not competant to be anywhere near moving machinery (ie his own motor) or holes in the ground. (A pit). “Lights” he said, and all those boring things you've got have working in this day and age, until it came, yes, to brake lights. “Has this thing got any brake lights?”. “Yes”. “Well” (would you believe) “They dont work”. Shit. Not a Joe Lucas try and find me yah boo job, surely. Bulbs it certainly aint,I've never heard of both bulbs going POP! in unison.

Now, Nora smoked. So Ada smoked. And failed the smoke test. This test is interesting, if annoying. They shove a pipe up

her.. er.. fundament.. er exhaust pipe, and “measure” something electronically with a totally uncalibrated bit of kit. The problem is as old as computing, and that is much older than most folk know. There is no universal standard for calibrating these things. I’ve heard arguments threatening death. Or worse. Like a lifetime with Microsoft software.

However, the guy, who is apparently named VJ (go figure, as you people say) said “We have a additive, which is pretty good. What I’m going to do is put some in your tank, and you take it out and take it for a run, bring it back, and I’ll run the test again straight away. We’ll sort out money when you get back.” My flabber was well and truly gasted. I could just have buggered off! So, the additive was added. Ada *has* been smoking, possibly because of the four month layoff she had, added to the fact she has done just over 1,000 miles in the past year. About a month ago, as you no doubt have forgotten I told you, pedal to the metal was forty MPH. With smoke.

So the guy tipped the whole can into the tank. And Yours

truly set off into the bright blue yonder. Ada didnt like it, at first, but I took her on about a ten mile round trip. With hills. On the way back, I noticed that she was storming up a fairly steep hill at fifty, and was willing to go faster. Fuckin Ada? Willing? I think this stuff is the diesel Land Rover cannabis. And it wasnt smoking. I can see the exhaust in the door mirror.

The result was she passed the smoke test. And... Got her MoT. Despite the brake lights. They are cunning folk the Indians. When I found out where the brake light switch was, and NEVER buy a S111 manual, I replaced the lead which had been knocked off about a year ago, and I now am road legal. He should not strictly have given me a certificate. But he did. I’ve been there for the last three years. And I’ll go back.

The additive cost me twenty quid. My wallet was having palpitations. But. I’m road legal now, despite the fact that Ada is enjoying semi retirement. And has brake lights. I checked. In the dark. So my wallet couldnt see.

Whatever. It’s nice to see.

Performance Carbs for 2.25

Jim Allen

To All Series Owners, Some of you may have seen the “Power Feed” article in the Summer Issue of LROI. A lot of good data was edited for space considerations so I thought you might like to see the missing parts. Enjoy!

Here’s the part that tells you how to figure CFM requirements for any engine at any speed.

$$\text{CFM} = \frac{3 \text{D rpm} \times \text{displacement}}{3456} \times \text{volumetric efficiency}$$

Lets break the formula down.

RPM: Usually the maximum rpm of the engine is used here but you can plug in any engine speed.

DISPLACEMENT: In cubic inches, the size of the engine.

3456: This is a constant that converts the upper figure to CFM at 1.5” Hg.

VOLUMETRIC EFFICIENCY (VE): This is the engine’s theoretical ability to breathe versus it’s actual ability as measured in real life. VE varies according to engine speed. It is higher at the engine’s maximum torque (a low speed) and lower at the engines max power (a high speed). A low performance engine like the 2286 would have a 75% VE at max power and an 80% VE at max torque. Plugging in the four-cylinder numbers would look like this.

$$128.6621 \text{ CFM} = \frac{3 \text{D } 4250 \text{ rpm} \times 139.5 \text{ cid}}{3456} \times 0.75$$

If you compare this figure to the tested ratings of the stock carburetters, you’ll find they match fairly closely. If you run one of

these engines, you will also know from personal experience that the engine is definitely breathing hard above 3500 rpms. A slightly larger carb can enhance upper rpm performance.

Oil Bath Air Filters: The original oil bath air cleaner has the theoretical airflow to keep up with the engine. In practice, I have felt a big gain in power by eliminating it. I was in a quandary on this question until Earl Davis, K&N’s dyno guru, explained a possible reason. “It isn’t just raw airflow capacity,” he said, “it’s also velocity. If the air cleaner is slowing the velocity of the air, which could effect performance.” Earl noted that the 90 degree elbow and corrugated hose might have a deleterious effect and recommended trying a smooth hose and an elbow with a shallower radius and/or moving the radius farther away from the carb by about 3-4 inches.

Some owners have reported adapting the factory oil bath filter to the big Weber two-barrels and claim good results. I have to reserve judgement on this, having tested the combo with



very poor results. At 3800rpm the engine fell flat on its face due to lack of airflow. Mike Pierce reported similar results when he was developing his Weber 2-barrel kit. Obviously, these folks never rev the engine much above 3500.

Some Test Data They Didn't Print: To save your calculator some wear and tear, I've run the figures for a 2286 from 2000 to 5000 rpm. Compare these figures with the airflow tests of the various carbs, manifolds and air filters.

2286cc Theoretical Airflow Requirements

Engine RPM	CFM
2000 ¹	64.6
2500 ¹ (peak torque)	80.7
3000 ¹	96.7
3500 ²	105.9
4000 ²	121.1
4250 ² (peak power)	128.7
4500 ²	136.2
5000 ²	151.4
¹ - At 80% volumetric efficiency	
² - At 75% volumetric efficiency	

SINGLE BARREL CARBURETTERS

Carburetter Orig. Application Venturi Size CFM Rating

Rochester Chevrolet 230cid
Model BV 6-cyl. mid-'60s 30.9mm 167CFM @ 1.5"
Model B and BC Similar.

Weber Aftermarket 29mm 138CFM @ 1.5"
34-ICH Replacement for LR

Zenith LR Factory 2-1/4 27mm 127CFM @ 1.5"
36-IV or IVE from engine suffix J
(from about 1968)

Solex LR Factory 2-1/4 28mm 115CFM @ 1.5"
to engine suffix J
(to about 1967)

TWO-BARREL CARBURETTERS

Carburetter Original Application Venturi Sizes CFM Rating

Weber
38-DGAS Various 36/36mm 424CFM @ 1.5"
- Simultaneous opening 2 barrel.

Weber
28/36-DCD Various 26/27mm 224CFM @ 1.5"
- Progressive opening 2-barrel

Weber LR Factory
32/34-DMTL 2-1/4 & 2-1/2
from 1983 26/27mm 194CFM @ 1.5"

Weber Aftermarket in kit

32/36-DGV for 2-1/4 26/27mm 191CFM @ 1.5"

AIR CLEANERS

Original Application Type CFM Rating

Aftermarket K&N Part #RU-0600 Oiled Cotton Gauze
1554 CFM @ 1.5"
for 1-barrel Zenith/Weber

Aftermarket K&N Part# Oiled Cotton Gauze 617 CFM
@ 1.5"
56-1030 for Weber DGV

LR Factory for original Oil Bath 190 CFM @ 1.5"
1-barrel applications

INTAKE MANIFOLDS

Type CFM Rating

Pierce 2-barrel as comes in
Weber 2-barrel kit 297CFM @ 1.5"

Factory 1-barrel, modified 235CFM @ 1.5"

Factory 1-barrel, unmodified 189CFM @ 1.5"

(Modified manifold has had locating sleeve removed and inside edges radiused towards ports)



Identifying Axles on Land Rovers, an exhaustive list.

From The Serial Number Of The Casing
Front Axles

10	L A	R/Rover RHS	Range Rover	63	L A	F.Axle H/D Vented Disk Rh	1994my>	Defender
11	L A	R/Rover LHS	Range Rover	64	L A	F.Axle H/D Vented Disk Lh	1994my>	Defender
12	L A	F.Axle V8 RHS	To 1987 Range Rover	65	L A	F.Axle Heavy Duty Rh	1994my>	Defender
13	L A	F.Axle V8 LHS	To 1987 Range Rover	66	L A	F.Axle Heavy Duty Lh	1994my>	Defender
14	L A	F.Axle Diesel RHS	To 1987 Range Rover	71	L A	F.Axle Tdi/T16 RHS	1995my>	Discovery
15	L A	F.Axle Diesel LHS	To 1987 Range Rover	72	L A	F.Axle Tdi/T16 LHS	1995my>	Discovery
16	L A	R/Rover RHS ABS	Kestrel Pet. Range Rover	73	L A	F.Axle V8 Pi RHS	1995my>	Discovery
17	L A	R/Rover LHS ABS	Kestrel Pet. Range Rover	74	L A	F.Axle V8 Pi LHS	1995my>	Discovery
18	L A	F.Axle RHS V8	Non-Vented Range Rover	75	L A	F.Axle Tdi/T16 ABS RHS	1995my>	Discovery
18	L B/C	F.Axle V8 RHS	Non-Vented Discovery	76	L A	F.Axle Tdi/T16 ABS LHS	1995my>	Discovery
19	L A	F.Axle V8 LHS	Non-Vented Range Rover	77	L A	F.Axle V8 Pi ABS RHS	1995my>	Discovery
19	L B/C	F.Axle V8 LHS	Non-Vented Discovery	78	L A	F.Axle V8 Pi ABS LHS	1995my>	Discovery
20	L A >	F.Axle RHS	110 Land Rover	79	L A	F.Axle RHS Air Susp. G3	Range Rover	
21	L A >	F.Axle LHS	110 Land Rover	80	L A	F.Axle LHS Air Susp. G3	Range Rover	
22	L A	F.Axle RHS	90 Land Rover	81	L A	F.Axle Rhd Air Susp. ABS G3	Range Rover	
23	L A	F.Axle LHS	90 Land Rover	82	L A	F.Axle Lhd Air Susp. ABS G3	Range Rover	
24	L	F.Axle RHS Heavy Duty	110 3.54 Ratio Land Rover	83	L A	Not Defined		
25	L	F.Axle LHS Heavy Duty	110 3.54 Ratio Land Rover	84	L A	Not Defined		
26	L	F.Axle RHS Heavy Duty	110 4.7 Ratio Land Rover	85	L A	Ax280 (Module)		
27	L	F.Axle LHS Heavy Duty	110 4.7 Ratio Land Rover	86	L A	Not Defined		
28	L	Not Defined		87	L A	Not Defined		
29	L	F.Axle LHS Swiss	110 4.7 Ratio Oerlikon Land Rover	88	L A	Not Defined		
30	L	L/Rover Llama RHS	Land Rover F/Cont.	89	L A	Not Defined		
31	L	L/Rover Llama LHS	Land Rover F/Cont.	90	L A	F.Axle V8 Pi RHS	1995>	New Range Rover
32	L	Not Defined		91	L A	F.Axle Nas/Japan 90 Lhd	1997 My>	Defender
33	L	Not Defined		92	L A	F.Axle RHS	Discovery 2	Discovery 2
34	L	F.Axle RHS Diesel Non ABS	Non-Vent Range Rover	93	L A	F.Axle LHS	Discovery 2	Discovery 2
34	L B/C	F.Axle Diesel RHS Non ABS	Non Vented Discovery	94	L A	F.Axle	1998 My	Range Rover
35	L A	F.Axle LHS Diesel Non ABS	Non-Vent Range Rover	95	L A	F.Axle 2 Pin	1999 My	Range Rover
35	L B/C	F.Axle Diesel LHS Non ABS	Non Vented Discovery	96	L A	F.Axle 4 Pin	1999 My	Range Rover
36	L	R/Rover ABS Kestrel Diesel RHS	Range Rover	97	L A	V8 4.0 Defender Auto	Defender	
37	L	R/Rover ABS Kestrel Diesel LHS	Range Rover	98	L A	Rhd 4.0 V8 Defender Auto	Defender	
38	L	F.Axle RHS V8 Asbestos Free	Vented Non ABS Range Rover	10	M A	Front Axle Defender	1999 My	1999 My Defender
39	L	F.Axle LHS V8 Asbestos Free	Vented Non ABS Range Rover	11	M A	Front Axle Defender	1999 My	1999 My Defender
40	L	F.Axle RHS ABS	V8 Petrol Range Rover	12	M A	Front Axle Defender	1999 My ABS	1999 My Defender
41	L	F.Axle LHS ABS	V8 Petrol Range Rover	13	M A	Front Axle Defender	1999 My ABS	1999 My Defender
42	L	F.Axle RHS Diesel Asbestos Free	Vented Non ABS Discovery	14	M A	Front Axle Defender	1999 My	1999 My Defender
42	L	F.Axle RHS Diesel Asbestos Free	Vented Non ABS Range Rover	15	M A	Front Axle Defender	1999 My	1999 My Defender
43	L	F.Axle LHS Diesel Asbestos Free	Vented Non ABS Discovery	16	M A	Front Axle Defender	1999 My	1999 My Defender
43	L	F.Axle LHS Diesel Asbestos Free	Vented Non ABS Range Rover	17	M A	Front Axle Defender	1999 My	1999 My Defender
44	L	F.Axle RHS ABS	Diesel Range Rover	18	M A	Front Axle Defender	1999 My	1999 My Defender
45	L	F.Axle LHS ABS	Diesel Range Rover	19	M A	Front Axle Defender	1999 My	1999 My Defender
46	L A	F.Axle V8 RHS	Non-ABS 1991 My Range Rover	241		F.Axle RHS Series 2a 88	Land Rover	
47	L A	F.Axle V8 LHS	Non-ABS 1991 My Range Rover	244		F.Axle LHS Series 2a 88	Land Rover	
48	L A	F.Axle V8 RHS	ABS 1991 My Range Rover	251		F.Axle RHS Series 2a 109	Land Rover	
49	L A	F.Axle V8 LHS	ABS 1991 My Range Rover	254		F.Axle LHS Series 2a 109	Land Rover	
50	L A	F.Axle Diesel RHS	Non-ABS 1991my Range Rover	355	A	F.Axle V8 RHS	Range Rover	
51	L A	F.Axle Diesel LHS	Non-ABS 1991my Range Rover	358	A	F.Axle V8 LHS	Range Rover	
52	L A	F.Axle Diesel RHS	ABS 1991my Range Rover	881		F.Axle V8 RHS	109 Series 3	Land Rover
53	L A	F.Axle Diesel LHS	ABS 1991my Range Rover	884		F.Axle V8 LHS	109 Series 3	Land Rover
54	L A	F.Axle V8 RHS	Non ABS - A/S Air Susp. 1993my					
55	L A	F.Axle V8 LHS	Non ABS - A/S Air Susp. 1993my					
56	L A	F.Axle V8 RHS ABS	- A/S Air Susp. 1993my					
57	L A	F.Axle V8 LHS ABS	- A/S Air Susp. 1993my					
58	L A	Not Defined						
59	L A	Not Defined						
60	L A	Not Defined						
61	L A	F.Axle 90 Solid Disk Rh	1994my> 4 Cyl Defender					
62	L A	F.Axle 90 Solid Disk Lh	1994my> 4 Cyl Defender					

A note from Tread Lightly

Driving A Land Rover Responsibly In The Outdoors

With the explosion of off-highway vehicle sales in the last few years, more and more people are wanting to take their Land Rovers and other vehicles out to scale more than just their office parking garage.

Four wheeling with your Land Rover or other 4-wheel drive vehicle can be a great way to bond with nature and the family, but it can have a damaging effect on the environment if not done responsibly.

The national nonprofit organization called Tread Lightly! provides some practical tips to minimize impact on the outdoors while driving off-highway.

1. Drive only on trails designated for off-highway vehicle (OHV) use. Never make your own shortcuts, switchbacks or trails. To find OHV trails, contact your local land management agency.

2. Try to ride in the middle of the trail to avoid widening it and destroying vegetation along the roadside.

3. Cross streams only at designated fording points (usually where the trail crosses the water). Cross slowly and at a 90-degree angle.

4. Straddle ruts, gullies and washouts even if they are wider than your vehicle.

5. Don't cross private land without permission.

6. Cross obstacles at an angle. You may come upon obstacles on a trail, such as fallen trees. Driving around them can destroy vegetation surrounding the trail, so sometimes it's best to drive over them. Cross obstacles at an angle, one wheel at a time.

7. If you can, avoid mud or soft soil while remaining on the road or trail. Mud-bogging can cause lasting damage and should only be done at sanctioned events or on private land with permission.

8. Plan and prepare before you go. Obtain a map and contact your local land management agency to develop a route that is safe, legal and within the limitations of your vehicle.

9. Don't litter on the trail. Leave the area a little better than how you found it by picking up your trash and others'.

10. If camping, use existing campsites, camp 200 feet from water resources and trails, and minimize use of fire.

For more information on ways to minimize outdoor impacts, Land Rover North America has sponsored a Tread Lightly! guidebook and quick-tips brochure. To get a copy, download the materials from www.treadlightly.org or call (800) 966-9900.

Land Rover Shakedown or; The Bobeck Method, Chapter 13-

Dave Bobeck

A 10-step primer on vehicle shakedown, Or:

Embracing Murphy:

How to Prepare for the first test drive in your newly-restored Land Rover, without giving yourself the shakes.

We all know there's always a shakedown period after a thorough rebuild, where all the missed details rear their heads. At best you end up late for dinner, at worst, you and your steed are disabled in the back of beyond where you might just be dinner.

So far my last three major projects have ended with road trips and in all cases I got where I was going even if it was a bit of a bear at times.

So lets cut to the chase. I don't do all this stuff, but as always, I've given this quite a bit of thought. here's what I've come up with.

10 Steps to a Relaxing Maiden Voyage:

1. Relax. Now is not the time for fear and second guessing. Have a beer, preferably a Murphy's Stout, in honor of the man

himself. Make sure it's a Pub draft can correctly poured into a proper pint glass (US or UK, either will fit cos it ain't a pint, ok)

2. Sit down. Now stand up. Get a piece of paper and a thick felt-tip pen. Not a magic marker but a regular felt-tip that will write letters thick enough for you to see them while you are bouncing and vibrating at 4000 rpm and 60 mph in your new beastie.

3. Sit down again. Start thinking of all the things that could possibly go wrong, and categorize them as follows, by making the following columns on your piece of paper:

Column A: Things That Will Kill Me (forget about dinner)

Column B: Things Will Leave Me Stranded (you are dinner)

Column C: Things That Would Merely Suck (can't afford dinner)

Column D: Minor Inconveniences (late for dinner)

4. Now start thinking of things that fit these categories, for instance, under A, put “wheel coming all the way off,” “gasoline fire under my seat” “bonnet flying up @ 60mph” “total brake failure of both circuits simultaneously in heavy traffic,” “Propshaft coming loose and digging into pavement @ 60mph,” and “Other.”

Under column B you could put “catastrophic failure of engine or transmission” “failure of critical part or parts for which spares are not carried, and that cannot be bypassed,” “theft of steering wheel,” “more than one flat tire”

Column C would cover “running on less than 4 cylinders,” “clutch failure,” “failure of 1 brake circuit,” “catastrophic failure of 1 drive axle,” “minor roadside repairs (fuel leaks, electrical faults, quick and dirty exhaust fixes” replacing missing bolts, tightening a loose wheel, removing a noisy driveshaft with a trashed u-joint, etc”

Column D’s contents would depend on what level of tools and spares you are traveling with.

5. If you have not done so already, finish your beer. Open a nearby window. Remove hat, if any. Place head outdoors by sticking it through opening in window. Withdraw head from window opening, and check it for moisture. If moisture is present, repeat beer portion of step 1. If no moisture present, proceed to step 6.

6. Replace hat. Alright, it’s time to get dirty. Throw down a cargo blanket under the truck and check all the items that could put you into Column A. Driveshaft and suspension bolts should be tight, and no wiring or other items in contact with the exhaust. Visually check the brake fittings for signs of moisture. Now go around the vehicle and check the lugnuts etc are all tight. Pop the seats out and check the top of the fuel tank for



leaks. Look under the bonnet for wires that might come into contact with hot or moving parts and adjust routing, as necessary. Run the engine a few minutes and check all the fuel fittings for wetness. Tighten as required. Look for signs of coolant seepage and address as necessary. Check and fill all oil levels if you are unsure of those. Check you’ve tightened all the steering linkages. Check safety items such as breakdown kit (flares or triangles) fire extinguisher, work lighting, gloves, hand cleaner, and tools. I carry a set of 3 road triangles btw, strapped to the chassis underneath the rear bed. Its a bit bulky but not too bad and gives good peace of mind when you’re on the side of the road at night

8. Look at the items in Column B and ask yourself which items could be shifted to column C if you carried the correct tools or spares. Arrange for the spares or make sure the tools are in your kit. Make sure you have a workshop manual in case things get really bad. Make sure you’ve got points and a condenser and a spare cap and rotor. Throw in a couple of universal repair items such as duct tape, bailing wire, wire tie wraps, and maybe even a small spool of 12 or 16 gauge wire.

9. Now run down your whole list one more time and compare the items in Column A to those in Column C. You will realize that given your current level of preparedness, all the items in Column C *really* belong in Column D. Congratulations, you have just realized the difference between “Life Threatening Catastrophe” and “Minor Inconvenience.” You are now ready to begin the driving portion of Land Rover Shakedown 101.

10. Locate the piece of paper with your checklist on it. Fold it carefully, and place it well within reach of the driving position. In the event something does occur. For example, imagine you are taking a turn a bit too fast, and a supposedly extinct heath hen waddles out into the road. You play it cool, but the bonnet flies up in surprise, just as the left front wheel come off due to improper lug nut torquing. You are blindly fighting for control but the right front wheel hits the curb, and causes the tie rod end to separate which whips the wheel out of your hand. Unable to steer, you now ask yourself, “Is my life in danger?” You go to consult your checklist for the answer, but then remember that it was just casually tossed on the middle seat. As you reach down on the floor to look for it, your shirt cuff gets caught on the emergency brake handle. As you return to the driving position, the handbrake is rapidly engaged, and in the classic scenario, causes the driveshaft to separate, the nose of the driveshaft digs into the road surface, and Miss Merkle, your exMOD 109, flips tow-hitch-over-teakettle into the bloody ravine.

Of course this turns out to be just a Minor Inconvenience as you’ve got new seatbelts, a fire extinguisher, 3 spare lugnuts (on the remaining wheels), one brake flex hose, a spool of bailing wire, a gallon of brake fluid, your coveralls, and your trusty LeatherNeckô multi-tool. So don’t worry. You’re all set.

Repeat step 1. You DID bring a spare Murphy’s, didn’t you?

Translating those Haynes shop manuals:

(as circulated through numerous car lists)

Haynes: Rotate anticlockwise.

Translation: Clamp with mole grips then beat repeatedly with hammer anticlockwise.

Haynes: This is a snug fit.

Translation: You will skin your knuckles!

Haynes: This is a tight fit.

Translation: Not a hope in hell matey!

Haynes: As described in Chapter 7...

Translation: That'll teach you not to read through before you start, now you are looking at scary photos of the inside of a gearbox.

Haynes: Pry...

Translation: Hammer a screwdriver into...

Haynes: Undo...

Translation: Go buy a case of WD40.

Haynes: Retain tiny spring...

Translation: "Jeez what was that, it nearly had my eye out"!

Haynes: Press and rotate to remove bulb...

Translation: OK - that's the glass bit off, now fetch some good pliers to dig out the bayonet part.

Haynes: One spanner rating.

Translation: Your Mum could do this... so how did you manage to botch it up?

Haynes: Two spanner rating.

Translation: Now you may think that you can do this because two is a low, tiny, 'ikkle number... but you also thought the wiring diagram was a map of the Tokyo underground (in fact that would have been more use to you).

Haynes: Three spanner rating.

Translation: But Nova's are easy to maintain right... right? So you think three Nova spanners has got to be like a 'regular car' two spanner job.

Haynes: Four spanner rating.

Translation: You are seriously considering this aren't you, you plebe!

Haynes: Five spanner rating.

Translation: OK - but don't expect us to ride in it afterwards!!!

Haynes: Compress...

Translation: Squeeze with all your might, jump up and

down on, swear at, throw at the garage wall, then search in the dark corner of the garage for whilst muttering "bugger" repeatedly under your breath.

Haynes: Carefully...

Translation: You are about to cut yourself!

Haynes: Retaining nut...

Translation: Yes, that's it, that big spherical blob of rust.

Haynes: Get an assistant...

Translation: Prepare to humiliate yourself in front of someone you know.

Haynes: Turning the engine will be easier with the spark pugs removed.

Translation: However, starting the engine afterwards will be much harder. Once that sinking pit of your stomach feeling has subsided, you can start to feel deeply ashamed as you gingerly refit the spark plugs.

Haynes: Using a suitable drift...

Translation: The biggest nail in your tool box isn't a suitable drift!

Haynes: Index

Translation: List of all the things in the book bar the thing you want to do!





Land-Rover: chosen by the world's greatest explorers.

Everyone knows there's no better way to cross the Sahara than by Land-Rover.

But most of the fun that people have in Land-Rovers is on expeditions to places rather nearer home. Like their favourite beach or picnic spot. Or places no more foreign than the New Forest, the Yorkshire Moors or the

Cornish coast.

Because a Land-Rover is not just a rough tough go-anywhere vehicle for terrifying trips in jungles and deserts. A Land-Rover seats you in soft-cushioned comfort.

It's a smooth cruiser on motorways.

A sporty convertible when the sun's shining.

A "hold-all-the-family-and-everything-and-even-the-dog" transport on a picnic trip.

A Land-Rover will take you places where a car has to give up.

Its aluminium body won't corrode.

It will seem to last for ever, whatever diabolical treatment it has to put up with.

It will even cross the Sahara should you ever have a mind to.

So in the meantime, enjoy your Land-Rover on shorter excursions. And if in ten years you feel like tackling the Sahara, your Land-Rover will still be roaring to go.



The Rover Company Ltd., Solihull, Warwickshire.

You'd be surprised how many things a Land-Rover can do.