

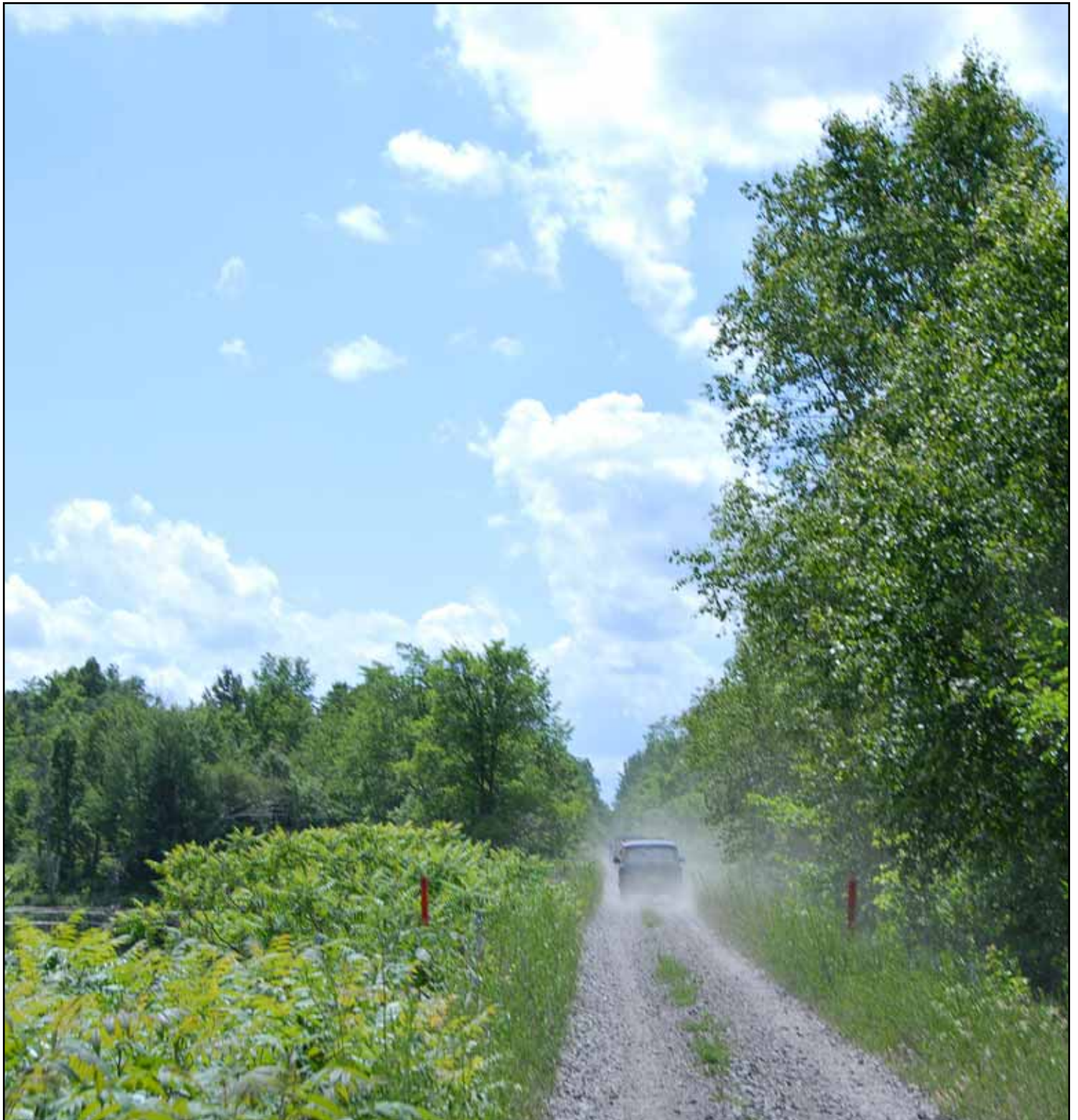
**OTTAWA
VALLEY
LAND
ROVERS**



15 July 2006

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 OVL R Newsletter

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

Deadlines: Submissions to the OVL R 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 by request. 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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OVL R 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/>

OVL R/Land Rover HAM:

14.160Mhz @ 01:00GMT Tuesdays

“What idiot used stripped nuts to hold the diff on?
Oh, that would be me!”

– Dixon Kenner

Greetings;

Another Birthday Party, the twenty-third in fact, has come and gone. The weather was super. A noticeable lack of rain and the temperatures stayed fairly temperate, both a lovely change from years past where either a deluge came or the weather was one of those long, breezeless Summer days. As usual some of my favourite people were there. In fact, some one hundred people showed up, with the ratio of Series versus modern vehicles moving back towards an increase in Series participation. Everybody was friendly and the event came off without a hitch. Some club members have extended some of the light and medium off-road courses as our access to the lands immediately to the south of the main campsite remain closed to our use.

While there were people testing out the trails on Fri-

day, the main event took place on Saturday with numerous groups leaving the main site throughout the day to try out the various trails.

Robin Craig, with the assistance of several helpers, put together a challenging RTV for Saturday afternoon. This year's course had tight turns, sections where you drove down a slope and had to reverse back up and along a slightly different path. However, despite the tricky nature of the course, Dave Bobeck pretty much walked through it while others bottomed out or got tires gashed. He was tied with Paul King, but this year, rather than have the top placing individual do something like drive the course backwards, and preferably blindfolded, Robin settled to Land Rover corporate knowledge. In third place was Luke Bryan in a Defender 110.

In other corners of the field, Dave Lowe and Team Daphne spent the weekend draining all the mayonnaise



This Month's Cover:

On the road at the Birthday Party...
Photo: Dixon Kenner



in the next month or so...

- July 18** **Social at the Prescott,**
Preston Street, Ottawa
- August 5-6** **Blacker Than Night,**
Central New Jersey
- August 15** **Social at the Prescott,**
Preston Street, Ottawa

future events:

(Dates & times subject to change)

- September 16-17** **British Invasion,**
Stowe, Vermont
- September 18** **Social at the Prescott,**
Preston Street, Ottawa
- October TBD** **The Oiler**
West end of Ottawa
- early October** **Mid Atlantic Rally**
Central Virginia

out of their motors, axles and gearboxes after having spent the better part of an hour underwater. At this late hour I am getting conflicting reports from people on who is to be praised, or blamed for this occurrence. Was it Dave being towed into a lake against his will? Was it Tom succumbing to Dave's silver tongue and going forth at his insistence? And what of the other innocent people tied in between? Hopefully a better report will be available for the October newsletter when we write up the truth of the matter.

Saturday evening saw numerous gatherings, one large one taking place at the Club's beachfront camp site in the Provincial Park. A bonfire, lovely cool weather, and a noticeable dearth of Park Rangers made for a most enjoyable time that went way into the wee hours of the morning for more than one person.

Sunday saw the traditional auction with Christine Rose taking the lead on running up the prices on as many of the donated items as possible. This year the club saw everything from a Series rear cross-member donated by RoverParkBoys (Wise Owl) of Alberta to

Land Rover Gear from both Land Rover Ottawa and Waterloo.

The event ended with the scattering of vehicles both back home, and some, like Alaistar Sinclair heading back out onto the trails for one last run.

As with any large event, the Birthday Party is the result of the combined efforts of a team of people. The 2006 edition was organised and led by Dave Pell supported by a cast of many. Some of these people were:

Organisation: Dave Pell, Fred Barrett, Nathan Fowler and on site JL Morin

Trails: Terry King, Kevin Newell, Fred Barrett, Dave Pell, and Robin Craig

Dash plaques: Dave and Gabe Pell, Photo Dixon Kenner, skinny legs courtesy of Ben Smith

Food aspect: Bytown catering, Dave and Gabe Pell, Robin Craig. Tim Horton's (Perth) for Sunday's coffee & doughnuts, muffins & bagels.

Auction: The club membership dues are used exclusively for newsletter publication, insurance and the direct operating costs of the federal incorporation. As a result, the club relies on events cross-subsidising one and another to help out for expenses that the membership dues do not cover. Every year the club holds an auction at the Birthday Party of donated items from a variety of suppliers, the proceeds helping the club maintain events and such. This year we had the following groups or individuals donate items:

Wise Owl/ Rover Park Boys (Vancouver BC, St. Albert, Alberta)

Land Rover Ottawa

Land Rover Waterloo

Atlantic British Parts (Mechanicsville, New York)

Private Donations: J-L Morin, Patrick Findlay, Len Cater, Andrew Barr, anonymous.

Our auctioneers were Christine Rose, Peter Gaby and JL Morin.

The RTV relies on the efforts of a large number of marshals. This year, all decked out in red shirts were - Robin Craig, Jeffery Murray, Nathan Fowler, Peter Gaby, Francois Juneau, Bill Kessel, JL Morin, and several others that we are missing names for.

And finally, we also mention A great big thank you to the Deacon clan (Scott, Monique, Cathy and Marion) as well as Ernie for the use of their land.

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

🚗 Uncle Mike Rooth writes: I've bought another one.

80" this time. Well, actually 2 7/8" wheelbase three inches long OA. Still in its original box. I've unbolted it from the box (honest). It is a Dinky (read Hornby and Meccano, same company), AA series one. In full AA livery, that is Automobile Association, not the other lot, I've a while to go yet. It is a soft top, is in absolutely mint condition and cost me the princely sum of £9.50.

It's a bit odd though. The thing was bolted to the box, therefore a "collectors" item, and beautifully detailed. It has two spare wheels, one on the bonnet and one behind the bulkhead. When you gently remove the "soft top" there are lengthwise seats in the back a correct dash and seats in the front. Now I know if you are a genuine "collector" you should not remove the "model" (AKA toy) from its box. So being a total twerp, I have binned the box. What, I ask myself, is the point in having a nicely detailed model if you can't see the nice detail? Perhaps I should have preserved the box, since it seems to be more valuable than what is in it. All I know is that.

- A) I am looking at a nicely made S1 toy, in mint condition, literally.
- B) The little Land Rover will take up less than half the space on the shelf than the bloody box.
- C) She likes her friends.
- D) The DA won't let me go around the Friday flea market for a while.

E) Ummm. Don't think there is one.

Dinky doesn't exist any more I think. Corgi was/is much better. This was an attempt to outdo Corgi. However, I am definitely well chuffed with this find. A '49 S1 model, little headlamps behind the grille, as made? OK, if he faked it I still don't care. It was cheap enough. And I didn't buy it as an investment.

Well, you don't do that with Land Rovers do you?

🚗 May saw the traditional Oxford Mills car show put on by the Anglican Parish of Oxford Mills. A quiet and sedate show with a broad mixture of vehicles. From the American Thirties through the Fifties, to European cars of different vintages, it is always a nice chance to get out and enjoy the country drive, unless of course you were Dixon Kenner who made it half way there before the rear diff seized up on a divided highway, leaving him without tools, other owners either trapped in the core of the City through street closures or otherwise. Dale Desprey eventually came to his rescue, noting that this was the second time this has happened to him. Watch your differentials, Nigel's Disease may be ready to strike others! This year saw Peter Gaby and Gordon Bernius there with Rovers, numerous others sadly failing to appear for a variety of reasons.

🚗 The English Autojumble by Alan Richer

England is the home of some ancient and venerable traditions - merchanting being the source of some of them.

A classic example of these traditions is the car boot sale - and its honored brother the autojumble. The latter is, for an American, a delightful foray into piles of oily, rusty, nasty-smelling used parts liberally interspersed with true treasures we never see here on our side of the Atlantic.

An example of this is the autojumble I stumbled into at Gaydon on Land-Rover day there.

From afar it seemed a noisome collection of cardboard boxes filled with junk and hopeful owners looking to turn a profit off the contents of said boxes.

From close-up it seemed I was about right, only the smell of rotting upholstery was worse.

Being the scavenging packrat I am, I dove right in with my English colleague in tow. The arrangement was much like any flea market - rows of stalls with wares displayed on the ground or on tables, most unpriced but some few items sporting price tags fluttering in the breeze.



The items on display, however, were definitely not mundane - at least to me. Gauges, instruments, switches, valves, bits and bobs of every sort and description for any type of Rover ever built filled the stalls and in some places overflowed into the aisles.

Thing was - most of these items had never seen the light of day in used condition in the United States, or if they had it was at some exorbitant Tiffany-esque price that mortal man's wallet simply couldn't handle.

It was simply the law of supply and demand working. Most of the toys for sale here simply were leftovers from old Rovers that had been broken for parts - and the fact that we were on Land-Rover's home turf just made the supply that good. I'd have filled a freight container two or three times over had I been able to - the items here that were treasures to me were throwaways to the other shoppers.

Seats - full 110 seat sets for 50 pounds. Wheels, tyres, wings, bonnets, complete bulkheads, chassis (new and used), engines, transmissions...the list is endless. However, as I was restricted to what I could stuff into one empty suitcase I had to buy smaller treasures.


Some of the items I personally bagged were a Smiths bulkhead-mount heater for the princely sum of 15 pounds. As the last one of these I had seen for sale in the US went well over a hundred dollars an untested heater seemed a safe bet. From the same stall I bought a Smiths voltmeter in oily but great shape for a pound (with the proprietor's lunch bag thrown in to protect my pockets from the oil).

Nearby in a pile of 3.5 V8 discards I found a used water pump for a fiver. This may not seem much, but LRNA's retail price for this item is over 300 dollars. In the same pile was a good carburettor intake manifold - that would have been mine too had I had room for it (the tenner it would have cost was a triviality).

On and on, aisle by aisle, through all of the boxes of ex-MOD kitchenware, piles of castoff overalls, magnetic "fuel conditioners" and entire rolling chassis.

The weight in my carryall bag grew as I went along. Added to the toys above was a pair of Land-Rover uniform coveralls still sporting the factory patches for 8 pounds, bags of new lock tab washers for a pound fifty, nuts, bolts and oddities I just hand't seen anywhere else.

If you ever get the chance to visit one of these paragons of used merchandise marketing, be sure to bring a shoulder bag, plenty of cash and a friendly attitude and you'll be surprised at the gems you'll turn up.

 Some people may be interested in the durability of a Land Rover when impacted at a high rate of knots in the side. Here is a very recent example -



Some of you may know Rob Ferguson from other Birthday Party's, British Invasion at Stowe et cetera. The week before the Birthday Party Rob was heading down March Road in Kanata (a major thoroughfare I would add) in his recently restored 88" when a lady in an Altima blew a stop sign and hit the side of the Land Rover with a fair bit of force.

The impact was just behind the right front wheel on the rock slider/bulkhead outrigger area. The rear wheel must have ridden up on her car (totalled) as it went underneath because the LR got launched and rolled two or three times off the road according to witnesses. Rob ended up in the hospital with some 100 stitches and despite other bruises and soreness is OK.

For an amusing anecdote, Rob's greatest worry when he came to was where his laptop was (originally on the passenger seat, found up in a spruce tree by his wife). The paramedics (an off duty paramedic was one of the first) were actually the last emergency service on the scene according to his wife. There was only a stop sign for the other person, and she was injured as well, ending up with broken ribs and organ damage even though the air bag deployed. She didn't even slow down for the stop sign.



🚗 Hmmm, Fred Dushin sends us these photographs of Ollie, his short wheelbase Series IIA, helping a neighbour cut, rake, and bale his fields.

The Land Rover will be resurrected. The right rear parabolic blew apart but basically the frame looks OK, bulkhead and front end not too bad. Everything from the bulkhead back above the frame has to be replaced though.

Yes, petrol tank did leave the vehicle, such was the force of the impact.

🚗 A Bad Day from Bill Maloney

So I've got the bike mounted and the last of the stuff loaded and I take the 88 out to get gas and calibrate the compass. Just as I get to the pump it dies. I'm puzzled but aware of it and fill it up. It starts but with difficulty and I drive it to a quiet circle to calibrate the compass and it dies. I figure the calibration can wait and start it again. This time it is really unhappy. I get it the mile and change to the next stop sign and it stalls and I roll around the corner and can't get it started again. This is a blind corner that a lot of people run through without stopping. I'm desperately trying to get it going when a big truck whips around it as another car is coming in the opposite direction. He stops in time but I know this is a bad place and put it in gear and crank the starter to move it about 40 feet so I've got a bit more safety room. I pop the hood and there is gas pouring down the side of the carb. I figured the top gasket had failed or the o-ring. After more false starts I found that with the air cleaner off if I just held the throttle open for a minute then cranked it it started to catch. I got it going again and zipped up the street and coasted into the driveway.

First thing I do is turn on the radio in the garage and Daniel Powter's Bad Day is playing. I suppose it's not much of a coincidence as they play the fucking song every other hour. Actually I did get a laugh out of it the day after Zarkowie bought the camel farm. Comedy Central had a clip of him trying to shoot his jammed light machine gun to the tune of Bad Day with the audience cheering. I thought that was amusing.

I have a new carb I had gotten from British Bulldog that leaked gas from the start that I had gotten a new o-ring for from TLR this winter and was glad that I did. I'd tried everything else and it was the only thing left to try on it. I stripped it down and carefully eased the o-ring on with some silicone spray and bolted everything down. Once I got it on I pumped the primer to get gas to it and fuel started squirting out the vent again. Crap.

So I strip and clean the old carb and file down the high spots again and give it a new o-ring and gasket. As I'm assembling it and checking the float level I notice that the float is cracked open and disintegrating. Out it comes and I dig through some old parts to find an original Zenith float that's intact and in it goes and gets adjusted. I bolted it on and pumped the primer and the fuel came up to the filter and beyond then stopped flowing, as it should. I fired it up and it ran with no extra fuel leaking or pouring down the throat. I took it up to the school and calibrated the compass and came back and it was a bit lopey but not stalling. A tach confirmed it was idling at

500rpm. I raised it to 750 then adjusted the idle mixture til it sped up and smoothed out then re adjusted the idle speed and did another check of the mixture and now it's running quite well. It was a pain in the ass and not what I wanted to be doing this afternoon but it's better to happen here than on the way to the birthday party. So now I'm ready. I think.

Come to think of it this was a lucky day.

🚗 Alistair Sinclair has a working Land Rover! Yes, as much shock as this may be to many people, Alistair made it to and from the recent OVL R Birthday Party in his short wheelbase. For those of you that remember, Alistair's vehicle has been languishing for a while, first north of Ottawa by a picturesque lake, and then later in the west-end of Ottawa along one of the more travelled thoroughfares.

Some Non-OVL R News & Rumours

🚗 Internet Land Rover gems:

1. Watch a video regarding the disassembly of a 109 on the Internet – It's a chap named Shawn who hails from Montana but now lives in Nova Scotia. The truck is named Fliver.

<http://www.cornerstone-studios.com/fliver.wmv>

(note: Windows media video so you probably need Windows Media Player to see it)

2. LR3 navigates a Herc

<http://www.tmcnet.com/submit/2006/05/01/1628323.htm>

Definitely not Tread Lightly. Vehicles in Iceland. A on-line video.

<http://www.best4x4far.com/gallery/displayimage.php?album=topn&cat=1&pos>

🚗 Some interesting Land Rover half-shaft commentary by William Leacock from the LRO List.

Time to get on the soap box and add some more fuel to the

fire. I stand by my earlier statement that the LR half shaft design is poor. It is poor because they were not designed to take the loads, stresses and strains of a series 2 - 2 1/4 litre engine, compounded even further by the introduction of the 109.

The half shafts are the same diameter as those in the early Rover cars, (the differential is also a Rover car item), fine for a 52 hp at the flywheel engine in a vehicle weighing around a ton. Add weight, power and larger diameter tyres and the design is inadequate. In addition, the ten spline ends are a big stress raiser. The principle cause of failure is fatigue. The cone shaped failure of the shaft, at the end of the planet gear spline is classic stress failure. Half shafts fail on vehicles that were never driven off road for this reason.

I note the defence of the offset differential, however the reason for the offset is simply that the use of a transfer box shifts the drive to the side, since the alternative would be to raise the gearbox and increase the height and Centre of Gravity, the designers followed the only real option they had.

The Range Rover does better because the half shafts are longer, and the loads are typically less due to the tyre diameter and the differential ratio and the permanent four wheel drive.

I am annoyed by the fact that it took the Rover designers over 30 years to correct the problem with the introduction of the ENV on a few vehicles followed by the Salisbury on the 109 around 1970. Later still the introduction of 24 splines further improved the standard Rover design.

🚗 ebay auction: 4653975513

"VINTAGE LAND ROVER JUNK-YARD SERIES 1 RARE SERIES 2 RARE" first bid for 13 crappy LR's with shot frames and some other parts like wings, rear tubs and windscreens: \$100,000. The vendor is Cheshire Motors and we will leave it at that. Pho-

(continued after photo spreads)



81" Prototype information from Australia

Diana Alan from Sydney writes: I have just found your well done and useful site and am browsing through the information particularly the history data when I came across the reference to the 81" prototypes.

Were these Rover Co. development prototypes or the production 80" vehicles modified for the British Army as a test bed for the Rolls Royce B40 engine, destined eventually for the Austin Champ? If you are referring to the later then these would not generally be considered prototypes any more than Land Rovers around the World fitted with various engines from a multitude of manufacturers. The British Army tests never considered the Land Rover as anything other than a platform to test the engine and there were no serious considerations for its eventual use in the Land Rovers being developed by the Rover Company at the time. The engine on the other hand was to be the standard 4 cylinder power plant for all British Army "Fighting Vehicles" of that size as there were also B60 and B80 engines destined for larger/heavier vehicles such as the Ferret scout car and the Saracen armoured personnel carrier.

These later engines were tested using Austin and other trucks as the test platform, without intention to use them in the particular brand trucks.

Some of the tests on the Rolls Royce B40 engine for the British Army were actually performed by the Australian Army and the reports of those Australian tests can be sourced from the Australian National Archives. Although as a foreign national you may not meet the criteria for access. However having seen and read a number of the original reports, I can attest to the fact that the Army Testing Establishment was very clear that the modified 80" Land Rovers were nothing more than test beds. In fact simultaneously with the Rolls Royce B40 tests in Australia was the test of a GM 2.28 litre 6 cylinder engine in another 80" Land Rover, these tests were conducted between December 1951 and mid 1952. The British Army number of the B40/Land Rover used in Australia was 11B C77, you may be able to find out more information as to the chassis number of the car in question.

I hope this clarifies some of the information on your site.

ROLLS-ROYCE POWERED LAND ROVERS

In 1949, 33 Series 1 Land Rovers were fitted with Rolls-Royce B40 engines as mobile test beds for the FV1801 project

Whilst both Germany and the USA seemed to clearly understand the value of a standard design for military vehicles, for once, Britain seemed a little slow on the uptake. During the immediate pre-war years and for most of WW2, this ad-hoc attitude to the design and procurement of military vehicles resulted in a logistical nightmare in maintaining the multitude of vehicle and engine types. It was clear that this situation could not be allowed to continue and towards the end of the War, the Inter-Services Committee on Standardisation of Internal Combustion Engines was charged with considering the requirements of the three Services for internal combustion engines for all general purpose applications between... 1hp and 2000hp... and to agree an outline specification for standard ranges of diesel and petrol engines to cover these requirements.

In fact, Rolls-Royce had already started design work on a standardised military petrol engine known as the 'B Range'. The range included four-, six- and eight-cylinder units, with capacities of 2038cc, 4276cc and 5673cc respectively, sharing some 85% of wearing parts. Power output covered the range 80-163hp, and battery to 2200hp with the 6516cc 881. The development work was completed during the closing stages of the War and, by 1946, the War Office had officially accepted the 'B Range' for military use, alongside the Meteor and Meteorite engines for applications requiring more power.


The Fighting Vehicles Development Department (FVDD) intended that the 'B Range' engines would be used in the 'combar' (CT) vehicles currently under development, but none was sufficiently advanced to be available for testing the engines. In an effort to gain experience in real live situations, during 1946/47, prototype engines were installed in various WW2 vehicles for preliminary proving trials.

The eight-cylinder B40, destined for the Leyland Marston, the FV300 3-ton Vauxhall, and the Alvis FV600 series, was installed into Leyland Hippo, Scammell Pioneer and Thornycroft Nubian chassis. The six-cylinder B60, intended for the Ferret and the Hummer FV700, was fitted into the Austin K5 3-ton truck and the 2 1/2-ton 661 Soudenaker. The four-cylinder B40 unit was intended for use in the 'British jeep' - ultimately to go into production as the FV1800 Champ - but it seemed that no suitable in-service test-bed vehicle was available. The obvious choice would have been the jeep, but a lack of under-bonnet clearance meant that there was insufficient room for the inlet-over exhaust Rolls-Royce unit in place of the side-valve 'Co-Devil'.

However, in 1948 the Army had started to take deliveries of the Series 1 Land Rover. FVDD believed that this would make a suitable trials 'mule' for the B40 and set about putting the conversion work in hand. The engine selected was the B40, No 1, No 28 which differed in detail from the Mk 2A and Mk 3A units which were ultimately used in the Champ. The ignition and electrical systems were neither screened nor waterproofed, the fan was mounted on the water-pump nose rather than the crankshaft, and the crankshaft vibration damper was omitted due to a lack of space. Rolls-Royce produced 54 of these engines for the trials, at a cost of around £200 each.

The first vehicle was possibly converted by Rolls-Royce as a proving exercise, but work on the trials vehicles proper was undertaken by Hudson Motors Limited, the British subsidiary of the Detroit-based firm of the same name. In May 1949, 33 new FV1801 Series 1s, from contract S/461338, were shipped to Hudson Motors' West London factory for the tripartite.

It was not until a case of removing the four unit and dropping in the bigger B40




The front axle had to be moved forward, and the propeller shaft lengthened, giving a non-standard 8 1/2 wheelbase. The front springs were stiffened to accept the additional weight, the engine cross-members modified, and the clutch and brake linkages re-outlet. The larger clutch of the B40 meant that a new bell housing was required, with consequent modifications to the bulkhead, and the 'TV pattern' oil-bath air filter meant the battery had to be moved to beneath the passenger seat. Finally, a larger radiator was required but, even with a clearance hole for the radiator cap, it was not possible to close the bonnet fully and rubber blocks provided a vital additional inch of clearance. These modifications increased the weight of the vehicle by some 220 lb.

Although they were assigned a unique REME code - 304010.01.904 - the converted vehicles did not carry a separate 'TV' number or 'mark' designation and, in contemporary War Office and FVDD literature, were referred to as Land Rover B40'. Similarly, the registration numbers were taken from the standard series for the contract: numbers known to have been involved include 118C25, 118C81, 118C86, 128C09, 128C13, 128C15, 128C17, and 268C41-42.

Of the 33 vehicles converted, 10 remained in the UK being issued for a 12-month, 25,000 mile sea-troop trial. One vehicle remained at the Fighting Vehicles Proving Establishment (FVPE) where it was subjected to a separate 'development and reliability' test, and three were used by the Royal Signals Corps 5th Training Regiment, the Maintenance Technique Development Establishment (MTDC), and the Army Driving School for more 'extended trials'. The remaining vehicles were shared between Far East Land Forces (FAELF), Middle East Land Forces (MELF), and the British Army on the Rhine (BAOR).

In March 1950, after about 6000 miles, FVPE reported gearbox failure on the long-term test vehicle due to collapse of the front layshaft bearing, apparently due to the higher torque stresses produced by the B40 engine. At around 11,000 miles, in June



This shows one of the Land Rovers (118C86) actually selected for conversion, with the front axle at a slight angle to enable it to clear the radiator.

1952, this engine developed a crack in the inlet manifold due to the weight of the oil filter mounting - later B40 versions had the filter mounted directly to the cylinder block.


FVPE's trial continued for 20,000 miles, at which time the engine was stripped and assessed. The final report listed some 30 problems, mostly due to the increased stress placed on the chassis by the additional weight and power of the B40 engine. But, the report concluded 'the condition of the vehicle was good for the mileage covered... particularly the engine which showed little sign of wear'. A second vehicle was stripped, after 120,000 miles, with the engine described as showing 'negligible wear'. In November 1951, a third example was stripped at BAOR's Heavy Workshop after blowing its head gasket, and with 18,000 miles under its belt, its condition was described as 'satisfactory'. A fourth unit was dismantled after 25,000 miles for 'information purposes', and its condition was also felt to be 'satisfactory'.

At the same time, the other B40-equipped machines were put through their paces by the user arms, with regular reports passed back to MTDC. Once this initial trials phase was out of the way, the remaining seven UK-based vehicles were issued to other units, who were told to use them for normal day-to-day operation, with written progress reports produced on a monthly basis.

By the time all phases of the trials programme had been completed, the engine had acquitted itself well, and in 1952, deliveries of the Austin Champ began. Clearly, there was now no further need for the Land Rover mules and, in time, they came up for disposal through the normal channels. One example (118C86) remained with FVPE until May 1958.

And that was the end of the 'Rolls-Royce powered Land Rover'.

However, it is worth dispelling the myth that says that these were 'prototype' Rolls-Royce engines which never made it into production. There is no documentary evidence that there was any intention to produce B40-engined Land Rovers in quantity - the vehicles were simply test beds for the engine.




The front engine (No 184) 28 under the Land Rover's bonnet. (No 1 118C75, Rover Co. Ltd.)

been the jeep, but a lack of under-bonnet clearance meant that there was insufficient room for the inlet-over exhaust Rolls-Royce unit in place of the side-valve 'Co-Devil'.


However, in 1948 the Army had started to take deliveries of the Series 1 Land Rover. FVDD believed that this would make a suitable trials 'mule' for the B40 and set about putting the conversion work in hand. The engine selected was the B40, No 1, No 28 which differed in detail from the Mk 2A and Mk 3A units which were ultimately used in the Champ. The ignition and electrical systems were neither screened nor waterproofed, the fan was mounted on the water-pump nose rather than the crankshaft, and the crankshaft vibration damper was omitted due to a lack of space. Rolls-Royce produced 54 of these engines for the trials, at a cost of around £200 each.

The first vehicle was possibly converted by Rolls-Royce as a proving exercise, but work on the trials vehicles proper was undertaken by Hudson Motors Limited, the British subsidiary of the Detroit-based firm of the same name. In May 1949, 33 new FV1801 Series 1s, from contract S/461338, were shipped to Hudson Motors' West London factory for the tripartite.


It was not until a case of removing the four unit and dropping in the bigger B40




Rolls-Royce B40 4-cylinder engine as installed in the Champ. The Mk 2A is used in the Land Rover differed in that the ignition system was not screened, there was no water-pump pulley, and the fan was carried on the water-pump pulley rather than the crankshaft nose.



118C75 under its top at a Royal review vehicle, as did at least one other.



Early 80th Land Rover - possibly the first vehicle to be converted to B40 power by Rolls-Royce. (Rolls-Royce Photo)



Early 80th Land Rover - possibly the first vehicle to be converted to B40 power by Rolls-Royce. (Rolls-Royce Photo)

CLASSIC MOTORSPORT April 2002























🚗 Land Rover sightings in various movies: “Ice cold in Alex” (1958). A group of army personnel and nurses attempt a dangerous and arduous trek across the deserts of North Africa during the Second World War. The leader of the team dreams of his ice cold beer when he reaches Alexandria, but the problems just won’t go away. If you watch the end of the film, as “The End” unrolls, you will see them driving off in a Land Rover!

🚗 A series cross reference from Court Nichols.

I needed to replace the brake master cylinder on my '72 series III SWB.

Unfortunately, it gave up in a rural area and I needed to come up with something to get it home. I hand braked it down to a junkyard, pulled the MC, and started looking around for something similar.

I finally ended up pulling a MC from a '96 Ford Explorer and it bolted right into place with no modification. The only problem; the threads on the rover brake lines didn't fit the Ford MC. No problem. I cut the compression fittings from the Ford and with the help of a flaring tool, I put them on the Rover's lines. The brake line OD on the rover was a perfect fit with the ID on the Ford compression fittings. I bled the system and have been driving on it for over a year now. I believe it gives better braking than the original, but it certainly works as well as it did before. It is at least available in any parts store at a very reasonable price (US\$32.00 at Autozone vs. US\$269.00 at other leading LR parts suppliers).

tos are worth a thousand words, and the aluminium price may be greater than the value as parts!.

🚗 Alternate parts: For the late Series IIA or Series clutch master - Wilwood generic brake master of the same piston diameter. It's an exact bolt-in match for the Girling part, available from any speed shop and works great.

<http://www.wilwood.com/Products/006-MasterCylinders/005-CSBMC/index.asp>.

I believe you want the 3/4" one. Here's a supplier that has it for \$45 US:

<http://www.hotrodsusa.com/store/mastercylinders.html>.

🚗 Handy Range Rover tip - rotor bolt torque:

When replacing brake rotors on a RRC, pinning the rotor/hub assembly down to torque the rotor bolts can be a difficult and frustrating task. It's a nasty-sized item and isn't really easy to clamp or otherwise hold.

Easiest way to immobilize it is to drop it into the centre of the wheel removed from the car to fix the brakes – the hub will rotate a bit but the weight of the tyre will keep it stable to allow the bolts to be tightened properly.

🚗 An interesting story from the Suffolk LR Owner's Clublist:

Was in Norwich yesterday at one of those Mc.D synthetic burger shops enjoying my quarter pounder happy meal watching the comings & goings of the car park when the anti 4x4 lot turned up, (didn't think they ate meat), & parked next to the disco in a Nissan Micra. While they were waiting for their order they were muttering about how there were too many 4x4s in the car park... (2), mine & a 110, the worrie kicked in as they are parked next to mine. 5 minutes later these 4 idiots think its great fun to flick those 'orrid slices of green gurkin out of their sun roof at the Disco windows, to make matters worst throwing rubbish too where there was a perfectly good Mc.D's bin just behind them. People eating in started asking whose Discovery it was & how mad the owner was gonna be... I didn't say anything, got up strolled across car park picking up Mc.D's bin on the way, the look of horror on the faces of these idiots as I upended bin straight thro their sun roof. PRICELESS!! Bin was at least quarter full off milkshake as well as the usual bits of uneaten. Got a round of applause from the customers & work staff.

General Servicing: Repairs, Humour, Tales & Trivia

Here we go, once again

Ben Smith

I didn't make it to the Birthday Party this year; the first time in 10 years. I was busy twisting wrenches on Dora, again. Many club members are familiar with my 1972 marine blue Series III 88". She was my (mostly) faithful steed, and only car, from 1991 to 1997. In fall 1998 on the way back from an OVL R event at the LaRose forest she lost oil pressure. A quick rebuild in Dixon's laneway got her the 800 miles back to Boston, but the pressure wasn't good. A rear spring mount also broke free on that ride home. An inspection revealed that the re-enforced frame was on its last legs. Since everything else had been changed, the oil pressure loss must be due bad cam bearings. Which meant that complete rebuild was in order.

Life got in the way of that project. 4 moves and 3 jobs later Dora found herself towed from Boston to Texas, left in Texas for 9 months, towed to California, then towed back to Texas 6 months later, and finally towed to NJ in 2001. She was briefly brought to running status during her second stay in Texas. In fall 2003 my Dave Bobeck, Christina and I took her to pieces. In 1995 I had sourced rust free California frame from a 1960 SII 88 and carted it through more moves that I want to count. This was stripped and painted to replace Dora's failing frame. The old frame had been entirely covered with a 2nd layer of 1/8" steel so this was at least Dora's 2nd rebuild. An engine was completely rebuilt. Everything steel was stripped and painted. Life got in the way again inducing delays. Dora finally found herself together in the spring of 2005. I drove her up to the Birthday Party and she was at Blacker Than Night. All seem right in the world, I had my Land Rover back. Then the accident happened.



In October 2005 I was ready to head down to the ROAV MAR in convoy with Bruce Fowler and another LRO from NJ. I decided to flat tow Dora behind my '94 Disco 5 speed. It was a rainy day with the Disco in convoy lead. About 10 miles from home after cresting a hill, I found a delivery truck coming to a stop in the middle of the highway in heavy traffic. In a heartbeat that seemed to take forever I tried to avoid the truck, failed with a skid, a bang, airbags, and a spin. When everything came to a rest it was a 5 party accident. The truck had hit a car in front of it on a side road. And Dora had clobbered a car that tried to pass as we spun. Luckily there were no injuries. But all of those months of work were ruined.



The Disco had a good life, 197,000 miles at the time of the accident. She rests out back behind the barn and was the first to be replaced. I searched high and low looking at a half dozen 5 speed Discos while commuting with the 101FC. In the end it was OVL R member Quinten Apsen who spotted a 1996 Silver Disco in the Craigslist for Washington DC. After Q took a look at it, I bought it.



Dora was still in sorry shape. Wings wrenched and smashed. Radiator, fan and breakfast twisted. One 4" amber turn signal shattered. But the worst was the frame. Everything from the #2 crossmember (engine) back was ok. In front was buckled and twisted. I found a new, unused, galvanized, Marsland chassis with parabolic springs on eBay in Indiana. One woman's divorce was Dora's gain. (That was a sad story. The terms of the divorce was that one party got the frame and springs while the other got the rest of a SIII 88 and the title. The day after I bought the frame, the

other party gave the rest of the Rover and title back. Pure spite.)

The New Year came and went with Dora still sitting in her mangled state. A phone call from Dave Bobeck asked what I was doing Martin Luther King weekend? It turns out that Dave had to work in NYC the following week. Dave showed up for the weekend. Bill Maloney was recruited. That weekend the 3 of us (along with help from Christina, Cristina and Peter) in an unheated garage started the frame swap. Damage parts came off. The body and hard top were supported from the rafters and lifted. The chassis was rolled out on dollies. Axles, engine, tranny, brake lines and muffler were swapped over to the new frame. Then the new rolling chassis was slid under the rear body and mounted. It was a long, cold 3 day weekend, but a lot of the heavy lifting was done.

Despite good progress life got in the way again. But I did get some parts into the queue. A military SIII breakfast was purchased on eBay. I spotted a post from a LR friend on the mendo_recce email list (northern California) about an almost new, only used for 3 months, radiator that he wanted to sell. A price was struck and soon that was in the post. The breakfast was stripped and painted, a new plastic grill from Atlantic British, and a new front exhaust pipe was bought off of eBay. Soon it was May. Bill Maloney called up and asked after the Dora project. "Mumble, mumble, not much." He came over and we put in a day of wrench twisting. Brakes and clutch were attached and bled, breakfast and radiator installed, and the steering attached. Along with many little jobs here and there.



Thirty days to the BP and Dora was getting closer.

Being ever optimistic that I can get too many things done in too little time, I spent two weekends in June helping Q take apart his 1953 80", reconditioning parts, and moving the parts to a 1953 replacement rolling chassis. We made great progress on that project. Meanwhile while Dora sat in the garage.

Coming into the Birthday party week I was no father along than May. But it looked like all that I needed was wings and a fuel tank, right? No. Monday night had commitments. Tuesday I was up late installing the fuel tank, most of parking brake assembly, working on a doner set of wings that needed all light assemblies, putting in a battery and connecting up the ignition system. Dora started right up with a shot of ether! The fuel system was primed and she fired right up on gas! A good sign! I only let her run for 10 seconds since I didn't have coolant in yet. Wednesday night involved installing a seat, hooking up the speedo cable, installing running lights and turn signals into the wings adding coolant. Thursday night had commitments. Now it is crunch time.



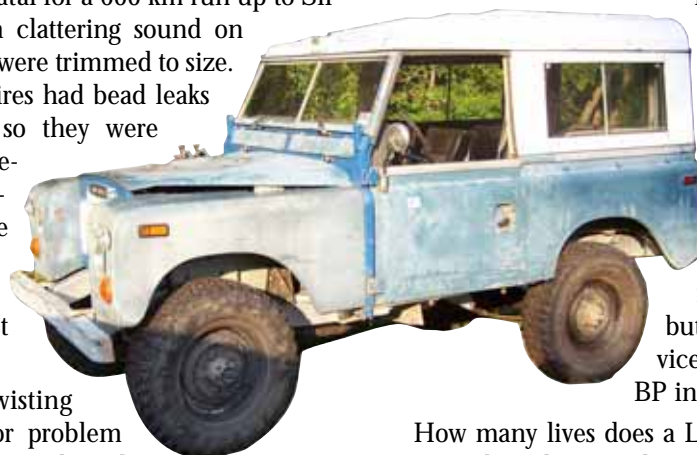


I had taken Friday as a vacation day so I got up early and started in. The final connections in the parking brake were made. The wings went on. I went down to Motor Vehicles and registered Dora as the California registration had lapsed. The wiring harness was hooked to the engine, front lights and rear lights. All was electronically working except that the charge light on the alternator was lit. Fatal for a 600 km run up to Silver Lake. The engine made a clattering sound on overrun and was racing. Ubolts were trimmed to size. A bumper was installed. Two tires had bead leaks that would loose 10 lbs/day, so they were unmounted, cleaned up, re-inflated and installed. The suspension bolts had to be tightened. Little things that add up to a full day. Day waned until night as the reality of not making the BP sunk in.

Saturday I was up and twisting wrenches again. The alternator problem was a missed hot lead returning to the solenoid. Splash guards went into the wings. The grill was

mounted. The bonnet was straightened. The clattering was from the alternator tension bolt getting stripped and the belt squeeling. Out cam the alternator, a tap run through, some head scratching and ending up using a bolt from the back side and nut to secure it. By now it was getting to be dinner time. I couldn't make the BP before midnight on Saturday night. Reality

was final, there was no point to trying to make it to the BP. Dora took a lap around the field instead of the RTV trials course. Sunday instead of the heavy off road or Calabogie I did three laps around the field along with some runs on my off-road trail to test her at operating temps. I still need to adjust the throttle linkage, but other than that she is ready for service. Only 2 days late. But ready for the BP in 2007!



How many lives does a Land Rover have? I've taken her to parts and put her together twice. At least one prior owner took her apart and re-enforced the whole frame. Dora 4.0.

A Friday Story

Mike Rooth

I took Ada into town this morning. Just a little gentle exercise. Nothing to stress her *too* much. I wanted a haircut. Lies. I *needed* a haircut. Fine, so I paid my £1.30 for the privilege of parking on the old Cattle

Market (to which the local council have done bugger all since the cattle market shut down over 30 years ago) and and toddled orf to have aforesaid tonsure. Fine. The barber was in his usual place, which amounts to sitting in one of his chairs with his feet up on the other one reading the paper. With the TV on. He doesn't want customers. He heaves an audible sigh when anyone goes in, gets up reluctantly, says "Siddown mate", and cuts hair badly, presumably so you wont go back. If you persevere though, he gets the message that you aren't going to go away, just might tell the rest of the town what crap he is, so does a decent job in case he loses his. Job that is, not hair. (I don't know who cuts his, but it's crap.)

That done I proceeded to the real reason I had woken Ada up on a Friday morning. There is a Flea Market in town, and I wanted to trawl it for model Land Rovers. Without the DA, who is a little puzzled by my enthusiasm for the toy stall. Actually puzzled is the wrong term. Try "impatient" or "contemptuous". And I found one. The Mersey Tunnel Authority had some 88" S11 built to tow afflicted drivers out of the tunnel. And there on the stall was the Dinky model of one. (Actually its a toy, but we don't like to admit this). It was (And presumably still is) battered, axles bent, and underside a little rippled. "How much?" Quoth I. "Nine quid". "No Way". I would have given him about seven quid, because it must be fairly rare. But I may just try to find an excuse to go down next week and knock him down a bit. A left hook may do it. Followed by a knee in

his balls and a swift exit. We'll see.

I had been informed that I needed new boots. Frankly I don't see what is wrong with dropping bits of rotting rubber on the lounge carpet, because I've had these boots for about seven years, and they are comfortable.

I think my feet are more important than a new lounge carpet. After all, it has to gain experience. But the DA had seen some boots at £25. Brown. Cheap. And I was ordered. So I went to try and find these boots.

Which I finally did. £22. Brown. I dutifully bought them.

The reason that they were so cheap, you can pay about £80 to £100 for a pair of boots, appears to be that if you stuff steel toecaps in them, they are "Safety Boots". And they are cheaper. Right. After that, I went for a coffee.

I had on my OVL R cap. "Take your hat off" she said, An overweight silly little bitch. "I beg your pardon?" Take your hat off" I had put my money on the counter. "Why" I said. "Dress code" So I shot her. And I made that up. I collected my money off the counter and said "Good Day to you" very loudly, and walked out. It will get around the town. The place will fail. I will NOT take my OVL R hat off before I am seated.

And it is true

New Wipers: So. Effin Ada received one of Mr Halfords wiper "refills". In this case a bit like refilling a biro with an empty tube. It looked the part, inasmuch as the constabulary couldnt tell the difference, and I hadnt got a bit of wayward rubber waving hello at them, but the DA complained she was unable to see out.



Now my response to this was that:

a) She could see out of the door windows, and:

b) I was driving. (Important bit of argument that I'm quite proud of it).

Let the record show it didn't work. And I still can't work out why. The so-called refills have cost me a good bit of cash in Ibuprofen for my wallet. This *is* Robin Hood country, but why the refills should assume the shape of his bow is beyond me. They wipe where they touch, at either end of the blade.

Curved windshields they may work on, but *flat* <gasp>. Whoever heard of flat glass to look out of?

Not to worry. It looked the part, and I was still driving. Ermm I think. Well, I was when I was on my own in the cab.

MY wiper was still OK, well, was. Hello constable, it just fell apart. "Look Mike". Oh dear, she's getting serious. I can tell. It always starts "Look Mike". "You are really going to have to go up to Merrylees and get some new blades". As always the last word, "Yes dear". OK that's two, but how much better can you get? The daft part about all this was that with the wiper bit stripped off what was left did a better job than than the "repaired" bit. Of course Kenner would have just "rested" the old ones... Or done without. Now why didn't I think of that? MoT that's why.

Bastards.

So I rang "The Lads" They do mail order these days and with diesel at £4.50 a gallon I reckoned it would be cheaper to get them to send me two proper blades and two arms. What really was scary was that the young lady that answered the phone took part of my order, then asked Mike if they could deliver to my address.

"Mike Rooth?" I heard in the background "Course we can, give me the phone". Followed a long conversation. Scary. Once seen never forgotten. Mind you, there was a certain amount of character assassination...

I'm not telling. No.

Bribes? The bungalow two doors down has been scheduled for demolition for a couple of years now. Nothing wrong with it structurally, but the old lady died and the vultures moved in.. However, it was little alarming this morning to come back from town (free on the bus both ways), to see a pickup parked outside it with the legend "Explosive Experts" on the side. Shame really because although neglected the house would have been ideal for a first time buyer at the right price, who would have had the money and perhaps the energy to put it right. Family feuds however. The local Tesco store (shop) is expanding. Again. Pile driving.

Thump, thump, thump all bloody day. Trouble is the place is built on top of a disused brick quarry, which when I was a kid (I was once, you know) was a marvel for wildlife. Fox, badger, waterfowl, Barn Owls in the disused buildings, watercress in the

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streams draining into it, wonderful to a trespassing lad forbidden to go anywhere near it. Bloke found two 5 ton steam tractors in the undergrowth, which became one 5 ton steam tractor, built by Robeys of Lincoln, and called "Village Queen". I drove it at age about 15. Wickedly fast, a lovely little thing. 30 mph *is* wickedly fast for a steam tractor..

However, the derelict pit was bought by a local builder, who proceeded to have it filled in with unwanted plaster board. Gypsum in effect. British Gypsum in fact. "It is inert" quoth he. Well, inert it may be, but chucked in water it produces quantities of H₂S. The stink was awful, and the effect on the local drainage system had to be imagined. My mother cleaned her brass, copper and silver one afternoon (I was there, and so was the DA, pre marriage) and the next day the silver was black, the copper purple and the brass looked as though it had not been cleaned ever.

After a public meeting and a court case, the builder was ordered to "Cease the Nuisance" and employed a "mug" in an aluminium boat at the then astronomical wage of £400 a WEEK to chuck chemical into the water. Transpired that had he fallen in he would have been instantly dead.

The water was a green never seen in nature. The pit was

eventually filled in conventionally (no more gypsum), and the builder applied for Planning Permission to build houses on it. In no uncertain terms he was informed that not until 25 years had passed would anything be permitted on that site. Hence the pile driver. I asked one of the site blokes what was going on, and he said that some of the piles had to go down as much as 15 metres (45 to 50 feet.) By my recollection the pit was twice that depth just there. The car park has vents sunk into it, with two little rotating thingummies on top. In summer you can still catch a whiff of H₂S.

I own the slow lane:

However and nonetheless, we set off on the bypass. Load three adults, and two dogs. Series Land Rovers don't somehow *fit* on dual carriageways. Ada cruises quite nicely in O/D top, but I can tell she isn't really quite happy. Mind you, there are very few people prepared to argue the toss.

However, since this village is off the beaten track somewhat, we were soon on to country roads, where O/D is not really applicable due to twists and turns and keeping control, and gradually the Series Land Rover started to make sense. These were the roads it was born to. It becomes boss of other vehicles who can't go any faster because, among other things, their drivers' bums are about three inches off the road and they can't see a thing around the hedges. They can't overtake for this reason alone, so I collected a nice tailback on the way there and back. VERY satisfying. The road ahead was clear. But in truth, had they overtaken, they could not have gone much faster in any safety because of limited visibility.

Ada was happy burbling away, it is the English spring, with all the blossom out, so I was happy, the Lurcher in the back was eyeing up potential prey in following cars so I assume a certain happiness on her part, the little Jack Russell was asleep on his mum's knee..er..oblivious, and there was a lot of gobbing it to my left. Women do, you know. I enjoyed showing Ada what she was born to. After all, there are precious few of these old country roads left now. But, and this is the problem, what am I going to do with a two foot long by fourteen inches deep by similar height...er..sort of casket thing?

I mean it looks great, but??

Things you never wanted to know. And that Charles Clark didn't know even though he did. Arrogant bastard.

I smoke. Not PC, but I'm neither ashamed of it nor am I going to stop. After all, I, and others like me, pay a considerable amount into the Treasury (or Usury), so they must be satisfied with that. So there. I may go back to my pipe, but the DA has to be tackled first. Hmm. Right. What has this to do with anything?

Bloody Nora had an ashtray. I bought it after I bought her, and screwed it to the dash panel on the passenger side of the

old 11A. The DA smokes as well. I always intended to get another for me, but allofasuddenpeggy they went off the market. So. The accepted procedure was to chuck the fag end out of the window. As it is with Effin Ada. Well, they are biode-whatsit arent they? However things change (or so the politicians always tell us) and it became necessary to visit my father in hospital in Leicester.

Pronounced Lester. Not Leechester, or whatever. Speak your own language. But dont maul mine. Leicester likes to think it is "green." In fact it is a dump. However they frown on Land Rover drivers chucking fag ends out Land Rover windows. Or any other windows for that matter. Now the S111 has this great big shelf that caps the dashboard. Personally, I've always liked the 11A setup with the instruments in the middle. I mean the MG TC, as I remember (possibly wrongly) had the speedo on the passenger side, to terrify the girlfriend, and the rev counter where it mattered. But I digress. Again. This huge shelf should be of some use. The DA stubs her fags out on the carpet. And before you all shout "wimp" it was there when I bought the thing. The carpet I mean. Well, the DA was as well. Oh work it out yourselves. Now I did mention I used to smoke a pipe. And may do again.

I still have all of them including my favourite two, one of which was bitten by my late Border Terrier, and taped up, and one which ends just about under the nose. It is called a Billiard. All this waffle means I have several empty tobacco tins, usually holding little nuts and bolts. In what I like to call "The Workshop" but what is actually a shed. And tobacco tins make good ashtrays dont they? Yes they do, so dont argue. And the S111 has a big, useless shelf above its dash. It does so dont argue again.

But. If you put a tobacco tin on it it falls orf dont it?

No? Try it. It will. Trust me, I'm old and wise. Well, old anyway.

Brainwave! Velcro!

The DA bless her went into town this very morning and got some self adhesive (sticky to you ignorant lot) Velcro. Except you cant actually *call* it Velcro, it is "Loop and Hook" apparently. So Ada has an ashtray on the shelf above the dash. Wills Navy Cut if you are interested. The tin I mean. No? Well I didnt like it myself. Condor Ready Rubbed is my choice. But I've got an ashtray. And if she stubs another fag out on the bloody floor.. I probably wont say a word.

G'night kids.





the 23rd OVL R Birthday Party