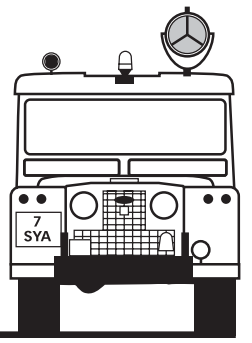


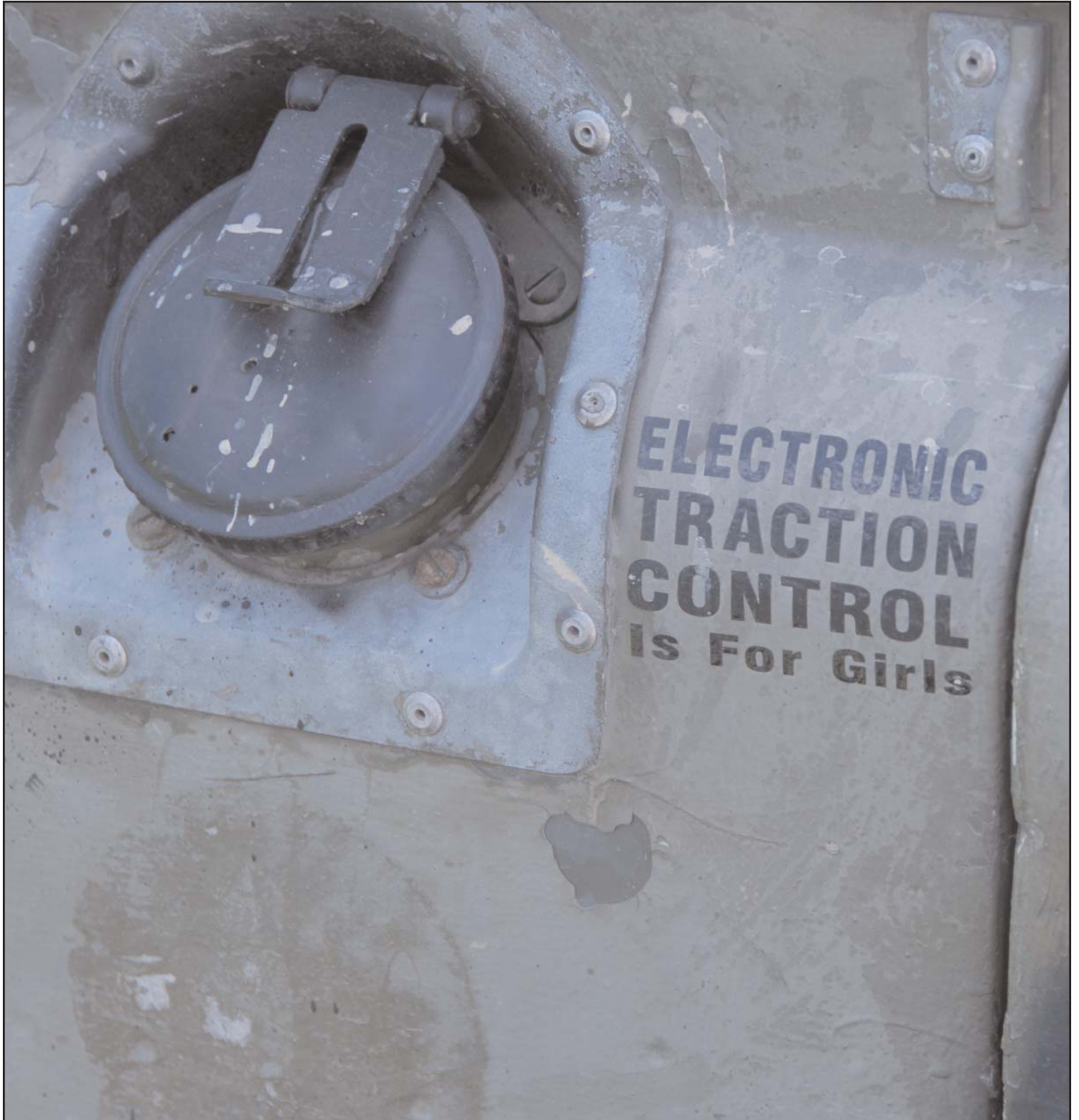
OTTAWA VALLEY LAND ROVERS



15 October 2006

www.ovlr.org

Volume XXIII, Number 10





P.O. Box 478,
Carp, Ontario, CANADA K0A 1L0

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\$45 per year; Americans and others pay US\$45 per year; membership is valid for one year.

The OVL R Newsletter

EDITOR, APRIL, JULY, OCTOBER:

Dixon Kenner (dkenner@fourfold.org)

EDITOR, BALANCE OF 2006:

Terry King (tking@sympatico.ca)

PRODUCTION EDITOR:

Spencer Norcross (spenny@fourfold.org)

PRODUCTION ASSISTANCE:

Bruce Ricker (joey@igs.net)

CONTRIBUTORS:

Ben Smith, Mike Rooth, Dixon Kenner,
Kelly Kilgour, Bill Maloney, Ted Rose, Len Carter

OTHER HELP:

Murray Jackson, Fred Joyce, Bruce Ricker

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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 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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The OVL R Executive:

President

Jean Leon Morin
overland@mighty.co.ca

Secretary-Treasurer

Dave Pell
djpells3@yahoo.com

Events Co-ordinator

Your name here
events@ovlr.org

Off-road Co-ordinator

Fred Barrett
fred.barrett2@sympatico.ca

Exec member at-large

Andrew Jones
andrewjones@ripnet.com

Past President

Christine Rose

Club equipment officer

Bruce Ricker

Auditor

Christian Szpilfogel
christian@szpilfogel.com

Archivist

Your name here

Marshal

Murray Jackson
mjackson@igs.net

Webmasters

Dixon Kenner, Ben Smith, Bill Maloney

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

“Only a Jeep could get stuck going downhill!”

– Jeff Meyer, on the off-road course at 2am

Greetings;

Another newsletter for your respective mailboxes (electronic or postal, a split which mirrors the number of modern vehicles to the number of Series vehicles running about). A lot has happened since the last Dixon/Spenny newsletter, though unfortunately, the author does not have details on some of these events! But, where I do, you will find them within these pages. So onto important things:

The Christmas Party! Please see the advert in this issue. However, for the impatient, the Christmas Party will be on Friday Dec 8 2006 at 6:30 PM, Dinner for 7:00PM. Where might you ask? The now traditional location, aka The Hungarian Centre at 43 Capital Drive in Nepean. The meal is the same as last year, namely turkey, stuffing, potatoes gravy and vegetables. JL has promised to do the feelie meelie (JL: no Crusier parts),

Murray the Crossword puzzle for the women. Music, and a slide show are also being prepared.

Nominations! Yes, it is that time again for nominations for the top four executive positions within the club. Positions available are

President - The president is the chief executive officer of OVL (Inc) S/He presides at all meetings of the club S/He shall have the general and active management and final decision among the Executives for the affairs of the corporation. S/He supervises the corporation's activities, finances, administration and promotes its image. S/He is also responsible for liaison with other corporations, associations, clubs, or persons for the running business of the corporation

Events Coordinator - As Events can be a large and onerous load because of the myriad activities now occurring, the Events Coordinator position would deal with Events proper, not the off-road portions. This person

Past OVL Executive Members

	President	Vice President	Secretary	Treasurer	Editor
1984	Mike McDermott	Jerry Dowell	Al Pilgrim	Al Pilgrim	Mike McDermott
1985	Mike McDermott	Jerry Dowell	David Johnson	David Johnson	Mike McDermott
1986	Mike McDermott	Neil Brewer	Jerry Dowell	David Johnson	Mike McDermott
1987	Tony Fowler	Neil Brewer	Harry Bligh	Lyn Leduc	Neil Brewer
1988	Neil Brewer	vacant	Harry Bligh	Lyn Leduc	Neil Brewer
1989	Robin Craig	Walt Saveland	Harry Bligh	Lyn Leduc	Mike McDermott
1990	Robin Craig	Jason Dowell	Harry Bligh	Tom Meyer	Mike McDermott
1991	Jason Dowell	Yves Fortin	Harry Bligh	Tom Meyer	Mike McDermott
1992	Jason Dowell	Yves Fortin	Harry Bligh	Tom Meyer	Mike McDermott
1993	Yves Fortin	Harry Bligh	Fred Barrett	Tom Meyer	Dave Meadows
1994	Yves Fortin	Ted Rose	Murray Jackson	Andy Graham	Dixon Kenner
1995	Ted Rose	Dale Desprey	Murray Jackson	Christine Rose	Dixon Kenner
1996	Jason Dowell	Roy Bailie	Dixon Kenner	Janet Dowell	Dixon Kenner
1997	Ted Rose	Bruce Ricker	Dave Meadows	Christine Rose	Dixon Kenner
1998	Bruce Ricker	Andrew Finlayson	Dave Meadows	Christine Rose	Dixon Kenner

	President	Secretary-Treasurer	Events Co-ordinator	Off-road Co-ordinator	Member-At-Large	Editor	Auditor	Returning Officer
1999	Andrew Finlayson	Dave Meadows	Christine Rose	Kevin Willey	Christian Szpilfogel	Dixon Kenner	Fred Joyce	Murray Jackson
2000	Christian Szpilfogel & Andrew Finlayson	Dave Meadows	Christine Rose	Ted Rose	Martin Rothman	Dixon Kenner	Fred Joyce	Murray Jackson
2001	Fred Joyce & Andrew Finlayson	Dave Meadows	Christine Rose	Jason Dowell	Keith Elliot	Dixon Kenner	Bruce Ricker	Murray Jackson
2002	Kevin Willey	vacant	Christine Rose	Kevin Newell	Harald Friese	Shannon L. Mannion & Alistair Sinclair	Bruce Ricker	Robin Craig
2003	Kevin Willey	Dave Meadows & Bruce Ricker	Kevin Newell	Terry King	Robin Craig	Shannon L. Mannion & Alistair Sinclair	Christian Szpilfogel	vacant
2004	Christine Rose	David Pell	Terry King	JL Morin	vacant	Shannon L. Mannion & Alistair Sinclair	Christian Szpilfogel	vacant
2005	Jean-Leon Morin	David Pell	Robin Craig	vacant	Terry King	Shannon L. Mannion & Alistair Sinclair	Christian Szpilfogel	vacant

This Month's Cover:

that sums it up pretty nicely...

Photo: we really aren't sure. if its yours, give a yell and we will see that you get credit in a future issue

would be responsible for the overall coordination and running of large “family oriented” events such as the Maple Syrup Rally, the Birthday Party, and the Christmas Party. (In reality, these events have been run for so long that much of the legwork has already been done)

Off-road Coordinator - An Off-road Coordinator would be responsible for all greenlaning, off-road events and RTV Trials that the club would undertake. This would include everything from jaunts to LaRose Forest to the light off-road/RTV Trials at the Birthday Party.

Executive Member at Large - A position that allows for new members to learn the ropes, assist the other Executives in undertaking their tasks.

Please send your preferences to the Club Secretary, Dave Pell either at the club mailing address, his email address djpells3@yahoo.ca. Elections soon to follow!



in the next month or so...

November 20	Social at the Prescott, Preston Street, Ottawa
Dec 8	OVLRL Christmas Party Hungarian Centre, Nepean
December TBD	Annual General Meeting Coldest, darkest, day of Winter in Ottawa
December 18	Social at the Prescott, Preston Street, Ottawa

future events:

(Dates & times subject to change)

January 15	Social at the Prescott, Preston Street, Ottawa
February 16-19	Winter Romp, Benton, Maine (www.winterromp.org)
February 19	Social at the Prescott, Preston Street, Ottawa
March 19	Social at the Prescott, Preston Street, Ottawa

The Ottawa Valley Land Rovers

Christmas Party

Friday Dec 8 2006

Drinks and comraderie at 6:30 PM

Dinner at 7:00PM

Hungarian Centre

43 Capital Drive, Nepean

Activities: feelie meelie, Crossword puzzle for the ladies
Music, a slide show and the infamous awards:

The Towball,

The Gasket Under Glass

and OVLRL's version of the Nobel peace
(or in this case, pieces) prize:

The Lugnut Award

and perhaps even a special appearance by Santa Claus



Dinner: turkey, stuffing, potatoes gravy and vegetables.

Cost: \$15.00 per person

Please RSVP before Noon Friday Dec 1

Note: No RSVP you might not get feed.

(djpells3@yahoo.ca)

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

For those who hadn't heard, Team Daphne, including Dave Lowe, Tom Tollefson, Martin and a couple of others headed to the birthday party via Calibogie. Somewhere in Calibogie is a lake. Which they wanted to or had to cross. A deep lake. Martin (a know it all series I driver who many say knows little and thinks very highly of himself) went first. He made it



through with water cascading in through the dash vents, missing and sputtering as he exited the lake. Martin was kind enough to get on the CB and radio the others "Don't try to cross! It's too deep! I don't know how I made it!!!" Unfortunately the others didn't hear. The 3 vehicles roped themselves together and plunged in. They got as far as the deep part where the first stalled and the water gushed in up to the body capings. The second stayed running for a bit and the third died. It took around an hour for them to winch themselves out. Dave's would not start and did not start for the rest of the week-

end and had to be towed to the campsite, then back to Toronto. They towed each other to the campsite and after purchasing large quantities of motor and gear oil spent Saturday changing the mayonnaise from their sumps and drivetrains:

Dave had to disassemble his 24v ignition cables to let them dry out. But his started had a dead short and his tow hitch prevented the starting handle from being used to start it so he never tried to start it from what I know. I don't know if they tried to pull start it or not.

A note from Bill Maloney - This weekend the 88 began running on 3 cylinders. I figured it was ignition related and wanted to replace the components one at a time to figure out which was the culprit. As I pulled the wires #4 didn't seem to make a difference so I started with that plug. The old plug was a bit crusty but not black and I changed it. There didn't seem to be much of a difference so I went on to change #3. It now seemed to run better but the miss was clearly still there. Changing 2, and then 1 also made little difference. Next I pulled the cap. The electrodes signs of burning and erosion, as well as the tip of the rotor. I'm running an electronic ignition so points were not an issue. With the new cap and rotor in place I fired it up and wow what a difference! It fired up quicker and ran much more smoothly. Smoother than when it was last running on all 4 cylinders. Then came the kicker. Over the last year the clutch has been grabbing badly. I really had to engage it gingerly or slip it more than I'd like to get a smooth transition to applying power. I had considered changing it after the Birthday Party and before the BTN but the weather was not as good as I would have liked. But now there is no more clutch judder. It engages smoothly with none of the windup and kickback I'd been experiencing. It was really amazing. I didn't realize a bad



cap could create those kind of symptoms. I'll never let a cap go more than a year without replacing it again.

🚗 A Land Rover wedding - Eric Riston go himself hitched to Carlane in Conn this past Summer. Land Rover Owners in attendance were: Bill Caloccia (with puppy "Mac" (after Macallan)—said puppy is (if memory serves) a Nova Scotian duck retriever), Jeff Berg with Michell, Scott Preston & family, Quintin, Lori Sickley & John, Bill & Kris O'Hara, John Cranfield's sister and husband Justin, Steve Springer (owner of APB) and wife, and best man was Eric's roommate who bought Eric's Rangie. I think that was the full list

🚗 Churchill is back! News from Alan Richer

Well, I had gotten the new propshaft in a few days ago but owing to a load of 2.25 engines hadn't been able to take it out and try it.

Today, I finally got to unloading the engines out of the back. One of them was going on a stand and I didn't have mounting bolts (where they went I don't know) so, unencumbered as it was, I decided to take the 109 for a run.

Even going out of my street I noticed something...odd.

🚗 2 rovers from the what are they file:



Something missing.

It occurred to me that the exhaust vibration and thrum was gone. The next thing that occurred to me was that what I had attributed to exhaust vibration probably wasn't.

Off to the hardware store, the 109 feeling more solid than it had in my memory. Got the bolts and washers I needed, then back home - and this time I took the highway.

Up the ramp 45. 50.. 55. no vibration...60...into overdrive. 65...no vibration at all... nothing yet... 70... I think we got it!

Had the old boy to 70 indicated (75 on the GPS) with no vibration at all. NONE. ZIP NADA. Zero. Damn thing rode as well as the Rangie.

To say I'm pleased is an understatement.

Let it be known so the Toyotas can cower in their holes in fear - Mr. Churchill the 109 is back (and badder than ever).


🚗 Mid-Atlantic Rally prep work from Bill Maloney

I was doing some prep work too. I replaced all the door seals on the passenger side. Have any of you tried installing Genuine Land Rover pop rivets by hand? Well, if you have you know it's almost impossible. I had a chance to use my pneumatic pop riveter today and man what a godsend it was. What had been the hardest part of the job when I did the seals on the rear safari door was now the easiest part. The toughest part was keeping the seal flat while I'd drill a new hole in the seal part to run the rivets through to the existing body holes. The bottom was the hardest as the seal was a tight fit between the upper lip and sill. I had to use #10 machine screws to get it to bed down flat, then pull them one at a time to install the rivets. The front lip near the upper hinge kept creeping out when I'd close the door. I looked closely at the inner side of the door lip and there was hardened rubber on it and the surface was pretty coarse. I used fine abrasive paper and silicone spray for lubricant and polished it smooth. It behaved better after that but I still had to go back with a screwdriver to get the seal to bed into place with the door closed. It will need a bit of time to train it into shape I guess. I can't do the driver's side completely because the lower doorpost has been boded making the lower hinge stick out a little so the door sticks out at the bottom and is tight at the top. It should be a little warmer though now that there is no daylight visible through the passenger door.

I also greased the driveshaft and steering, topped off the gearbox & diffs & swivels. The front left, which does not have a gaiter was kind of creamy. I pulled the drain and first water then mayonnaise came out. My last VT trip was very wet so it must have gotten past the seal. I haven't done the OD yet as I'm waiting for the silicone on the joints of the new seals to dry completely first.

I've been having a hard time feathering the clutch - it either grabs or it doesn't - no in between. I found the pedal was binding a little. I lubed the pivot below the slave yesterday, then shot some more up into the pedal tower on the shaft seam either side of the pedal yesterday. It was better today but not

what I'd like so I lubed it again. Hope it makes a difference.

 More from Alan Richer - The Series 1 is now a rolling chassis. The bulkhead, seatbox and drivetrain have been removed leaving nothing attached to the chassis other than the axles.

With luck and Glub willing I will have that done next weekend and the parts will all be safely undercover, with the chassis in the garage so I can start welding on it.

It's going to need more than a little work - there's a lot of perforation and general nastiness - but it is repairable and can be made sound with a lot of love and a little attention to detail.

Little things are coming together as well - got a set of instruments (in poor condition) from Ike Goss. If I have cases and bezels I can make instruments...one of the joys of a lathe.

Been clearing the garage - the engine crane and the snowblower are finding new homes along with the AC welder so I can get the chassis in the garage along with Mr. C. This way all I need to do to work on the beast is back the 109 out, lay the chassis down then go at it. Flip it back up and the 109 comes right back in.

Progress is being made...slowly but it's happening.

Looking at the bottom of the bulkhead it occurred to me that getting it loose was going to be trivial, as the bottoms of the posts had completely parted company from the rest of the bulkhead.

The hardware, too, was corroded badly - and I expected a nasty fight getting the bolts out of the ends of the outriggers.

With the bulkhead off I decided to fight with the bolts while I still had the drivetrain in the truck - the extra weight was going to be good for holding it still while I beat/pummeled, cursed, heated...you get the idea.


So, on went a shot of PB Blaster, then I slapped a 3/8 Whit socket on the nut, ditto wrench on the other side, gave the



socket handle a kick...and it unscrewed nicely.

The bolt then tapped out of the outrigger like it went in yesterday. I was impressed. The other side was the same - one initial shock to break it loose (a size 11-1/2 work boot on a ratchet handle is good for this) and it all came apart like it was put together with 20 gallons of copper slip.

Cool...nice to see something coming apart w/o a fight or the angle grinder.

 A note from Russ Dushin: OK...powerwashed Nige last weekend. Did the usual damage...lost a little paint here and there, but tried to go gentle on him so it wasn't too bad. Bulkhead paint held up well, axle paint (rustoleum) so-so, and "galv paint" (on the D-rings on the rear cross - RN sent me black ones and I painted them) pretty much not at all.

Did manage to spring yet another leak in the gas tank, though. In a spot where the paint didn't hold so well. I suspect it was leaking from beneath the paint, but it wasn't leaking enough to even smell it. So I'll be yanking it yet again and giving it one more shot at repair. I hate that job...

But here's the real bitch: some spots on my galvi frame aren't quite so pretty. Mostly in the vicinity of the rear wheels (front, back, and outer edge facing the wheel) and outriggers. The galv is no longer smooth, looks pitted and slightly discolored, and hasn't got that nice new smooth galv look to it like it does in most other areas. No sign of rust, mind you, but I'm still not pleased about it. Note I live on a dirt road, and our highway department is hell bent on salting year round (helps keep the dust down in summer and adds moisture to the road so it compacts better), so I'm figuring these areas on the frame have seen some exposure that most rovers probably don't get on a regular basis. (Anyone else out there 2+ years into a galvi frame and if so, how's it looking?) Oh yeah, I pretty much haven't driven Nige at all on salted main roads in the winter - only winter driving has been under dry conditions after a heavy rain.

So, I had previously (2 years ago, when assembled) given the frame a very light waxoyling. I'm wondering whether this was actually a good idea or perhaps a bad idea. In most areas, it's





now (once washed) as good as it always looked...it's just around the wheels (and more so around the rear wheels) where it's not quite as pretty. Could this be because sand/salt dust had settled upon the frame and caused corrosion of the zinc? I tend to think not, because otherwise I'd have this problem just about everywhere. Since it's pretty much only around the wheels, I'm guessing it's the constant sand blasting that's responsible for the damage. But then again, it could simply be that this is the area that has seen the highest buildup of dust and such, and that the other areas will similarly go south given time.

Obviously, you can make a case for not waxoyling the galvanized bits. Simply doesn't need it. Can probably get away with only waxoyling the axles, bulkhead, breakfast, and various metal brackets located here and there. I've given up on waxoyling leaf springs 'cause I suspect it only attracts dirt, thus increasing the friction between the leaves and rapidly rendering them useless. I haven't had much luck in the past (getting much more than 5-7 years of life out of them) with the annual liberal application of waxoyl. I now live with the rusty leaf spring look and hope for the best. Opinions?

🚗 And a note from Dave Bobeck:

Boredom set in early today. Not that the rest of the weekend was a wild thrill ride or anything. Like this.

Yesterday I swapped a new pair of mirrors onto red sq and put redsq's old ones on the LGB. These being the early SIII type that mount UNDER the door hinge via a thin metal bracket. The mirror arm is of the boomerang variety, called that for whatever reason I don't know but they have detents so they can swing out of they way and then back to the same position. Snazzy like.

Since the fender mounted ones that do the same thing are a:worthless for actually seeing in and b:suddenly rare than RHS, I've been looking for a set of the SIII units. Which never seem to come w/the required mounting bracket. A set popped up on ebay so I pounced with a double whammy snipe and got em both. Too much scratch for a set of 30 year old car mirrors

with no glass but so what. Anyway they arrived in the post on Saturday. Yeah we get mail on Saturday even if it is from Canada.

And I put then on the same day. An egregious offense directly contrary to the most basic teachings of the BM (Bobeck Method™). Saturday night my old bud CL was visiting from Washington The State. We grilled up a mean carne asada and some elote loco. Pronounce eh-lo-tay FYI and it means "crazy corn". You grill the corn, put mustard, ketchup, mayo, and grated salvadoran cheese on it, and eat up. I was skeptical but not very. And needn't have been.

Let's I stray too far from the topic at hand though, I decided today after doing very little of anything until about 2pm that maybe it was time to swap the rear springs on redsq. Ever since i installed the roof rack I've thought it felt a little squirrely on the road, especially loaded down. I drover it to Assateague island last week and was reminded of such. Among other issues that I'd conveniently forgotten about. The new set of springs having aged almost exactly two years in my backyard under their original shrink wrapping.

Surely by quickly installing some super-well aged new parts, I would counter any ill effects caused by the installation of the aforementioned unseasoned mirrors. especially given that the springs were brand new and the mirrors were experienced. Of course there is always the rare occurrence of transplant rejection. But lets just keep our fingers crossed.

What I discovered upon my initial eval of the situation was that the springs and axles were only loosely bolted together. In fact there was a good quarter inch of daylight on the passenger side and at least half that on the driver's side. After removing the passenger side spring I could see that the u bolts wore two grooves into the top of the axle casing, and the hole in the bottom of the axle's spring perch was wallered (US colloquial) out to nearly twice its size and the edge was lifted. So it would need filing. I decided not to worry about the overall largeness of the hole since doing so would necessitate thinking about things like removing, repairing or replacing the entire axle and as you can probably imagine the idea of thinking about such things was not even close to tempting.

So the passenger side spring went on fairly easily, after I figured out that I needed to drill the U-bolt plate out for the new thicker Rocky Mountain U bolts. The rear bushings looked worse then they really were and the set of extended shackles that I bought from Spenny, or that he gave me, I forget which, turned out to use a different bolt size then the stock bolts. So I reused the regular shackles.


The driver's side however produced a different result, with one shackle pin completely frozen and another nearly so. Rather than try to burn it out I just cut it. So I'll order another one. Couldn't find any in the shed but believe me I looked. Now everything's bolted up and there's a dummy pin in place, put in from the other side so the new one can follow it through. I wonder if the loose u-bolts had anything to do with the prob-



lem I had with the Bilstein shocks from Great Basin that didn't fit because they were too long. They bottomed out and caused all manner of havoc.

It's off to the fronts next of course. Though I didn't get that far. All this was done to the accompaniment of some locals having fiesta out back of their place. It went on ALL DAY- in fact only ended about 40 minutes ago when the previous two hours of light rain picked up and turned in to something capable of dousing such abundant and concentrated drunken enthusiasm- complete with loud latino music, the good kind, not that new stuff that the kids listen to, and lots of singing and yelling and dogs barking that all combining to create a cacophony of truly impressive dimensions. Just to help you get the full picture.

Thank god I have stuff like changing old rusty truck springs for new rusty truck spring to keep me off the sauce...hmmm.. the BobeckMethod™ goes twelve-step instead of the usual ten.

 NADA Guides publishes values for "classic" Land-Rovers. A 1966 Land Rover Series IIA 2 Door Utility 4x4 88" has a "low retail" of \$5,775, an Average Retail of \$10,350 and a high retail of \$15,600. You can punch it in for yourself at www.nada.com. Some examples -

1949 Land Rover Series I 2 Door utility 4 door
 Low / Avg / High
 \$5000 / \$8000 / \$12,050

(Same for '50 and '51)

'52 bumps up to \$5200 / \$8600 / \$12,950

72 SIII 88 \$6200 / \$10,850 / \$17600.

For '67:

109 utility \$7800 / \$14,500 / \$20,600

109 wagon \$8200 / \$15,000 / \$2,5400

88 utility \$5775 / \$10,350 / \$15,600

88 wagon \$6150 / \$11,000 / \$18,500

'93 D110 \$20,150 / \$2,6100 / \$42,400

'94 D90 \$14,725 / \$18,650 / \$29,000

These are all in the classic car section. To get Discos and Rangies (along with Defenders listed here as well), you have to go to the used car section and enter in mileages.

'94 Disco


200k miles \$3050 / \$4225 / \$5175

50k miles \$4575 / \$5750 / \$6700

 Nominate Your Favorite Land Rover Backend

After looking at each Land Rover backend, it is decorated with its personality. Some character is added with additional colours, stickers, signs and hand painting. I have photographed many Land Rover's backends, I am wondering who has the best Land Rover backend. I am asking you to nominate your favorite Land Rover Rear-end. Please send your nominations to Dixon Kenner at dkenner@fourfold.org once we obtain a sufficient number of nominations, we will post the nominations for vote to see who is the club's favorite Rear-end!

Some Non-OVLR News & Rumours

 From Phil Hancock: The FAQ writes on the Oil pump: The 1958-59 oil pump is shown in the parts books as different from the 1960 onwards pump. Differences are unknown, and I don't know if the later pump can be substituted.

The oil pump from 1960 on is a direct replacement for the 1958/9, the difference is that the early pump has narrower iron gears with less teeth than the later type with one iron and one alloy gear, the flow rate is lower as a result on the early pump.

Block: The SII block is unique due to the different bearing diameter.

The main bearings are the same diameter as the later units but the notch in the bearing bores for locating the bearing shells is at the opposite end on the later units.

Also on the early units the threaded hole for the dipstick tube is a smaller size as the early unit has a male/male threaded adaptor to fit the tube to rather than the late units tube nut and olive fitting.

 From the Guardian, by Richard Luscombe:

NASA has solved another sticky problem using its favourite space-age repair tool: the humble roll of duct tape. First pressed into service during the homemade repairs that saved Apollo 13 from disaster in 1970, the tape has since been at the centre of a variety of ingenious quick fixes dreamed up by the space agency's scientists.

The latest patch-up will secure British astronaut Piers Sellers to his jet-propelled backpack today for the final spacewalk of the shuttle Discovery's 13-day mission to the International Space Station.

Two of the pack's four anchor points failed during Monday's second spacewalk, when Dr Sellers was working on repairs to



the orbiting outpost, forcing American astronaut Mike Fossum to tether it into place to stop it floating away.

NASA engineers worked out a plan overnight before giving the go-ahead for Wednesday's walk 220 miles above Earth, in which the pair will test experimental repair techniques on the shuttle's heat-resistant tile shield.

"With a little bit of tape and the fact that we're out in the open for most of the time, we're good to go," said Dr Sellers, who was born in Crowborough, East Sussex. "The tape we're using is very slippery, so if we get bumped against something it's more likely to slide over any lumps or latches."

Rolls of duct tape have been among the first equipment packed on each of the 115 shuttle missions flown since 1981, after its worth was proved 11 years earlier during Apollo 13's journey to the moon when oxygen-producing fuel cells exploded, threatening to suffocate its three astronauts with carbon dioxide.

Engineers on the ground locked themselves in a room with only the equipment they knew was on board and fashioned a makeshift filtration system held together by duct tape that would preserve enough breathable air to allow the astronauts to return to Earth safely.

"The contraption wasn't very handsome, but it worked," said Jim Lovell, the Apollo 13 commander who constructed the device following radio instructions from mission control in Houston.

Strips of duct tape over wheels and fenders were also used to protect Apollo 17's lunar rover from harmful moon rock and space dust during its December 1972 mission.

More recently rolls of the hard-wearing grey tape were used on board the space station to form the top of a kitchen table that American astronaut Bill Shepherd built with spare aluminium struts in 2001. "Once we got it put together and finished, it was kind of the social centre of the station," Mr. Shepherd said.

The tape's most recent success came last summer during Discovery's first mission since the 2003 Columbia disaster. When protruding pieces of fabric "gap-filler" threatened the shuttle's safe return through the heat of re-entry, astronaut Steve Robinson was sent to remove them armed only with a homemade hacksaw, plastic ties, duct tape and Velcro.

 Spin On Oil Filters by Mike Rooth

Well... er... look here chaps. I've never had much of a problem with the canister type. OK I *know* it tends to piss oil all over the front axle, but it really isn't that much of a problem. I don't like it much when the oil goes up my sleeve, and the DA


tends to moan a bit about getting the shirt clean. Cleaning the filter bowl is a bit messy I grant you, but I don't begrudge the expense of buying the paraffin to do it. Any more than I begrudge the labour getting rid of the damned stuff afterwards. No, really. And getting the large sealing ring out of the filter housing is really, really, easy if you don't care about the pocket knife you use to do it.

As for the cricked neck occasioned by the limited space I have to do all this, it is my own fault. I should have realised forty years ago that I should have bought a larger property, suitable for servicing Land Rovers. Mea Culpa or something. (Some religious thing). But what I *really* object to about spin ON oil filters is the name. Spin ON. Oh yes, dead easy. But. Have you ever tried to spin one OFF? I have. You get hold of the thing and...grunt. Change position.. grunt, grunt. It won't move!

So you seek out a screwdriver you don't much like, bash it through the filter, whereupon the oil drips down your sleeve, the DA moans about the shirt, you've ruined the screwdriver.....which you then realised was your favourite London Pattern which is now unobtainable. (Actually I have begun to reclaim my London Pattern from the DA who used it for stirring paint).I will have to buy her another. Birthday? <cough>. Not, I might add a London Pattern because you can't get them now. As I said.

You might say, after the next pint arrived, so what is different? You have a pissed off wife, same as before(same as usual),and you have paid out a lot of cash for a Spin On Filter.

Now, using the same rules, for RADAR(Radio Direction And Range), spin on oil filters get this. Spin On Oil Filters. SPOOF. Effing Ada bids you goodnight.

 Land Rover Spams My Phone in Times Square, an article from pcworld.com

So I was in Times Square this weekend, and wandered by this giant billboard for Land Rover:

"Make your Bluetooth handset discoverable and get the whole story now?" The statement was vague but intriguing,



which I guess was its intent, and so I pulled out my Treo. And discovered that it was already in the process of downloading something from Land Rover, which was apparently using some sort of Bluetooth broadcasting technology to bombard everyone in the environs.

Land Rover was able to start transferring data to my phone without my explicit permission because I'd left it on the "Discoverable" setting, meaning that other nearby Bluetooth devices were able to detect its presence. I guess I'd been lulled into not looking at this as a security issue because hookups of two Bluetooth devices normally require a pairing process that requires human intervention, even though I know of the hack-ish prank known as Bluejacking. But it hadn't dawned on me that a discoverable phone could be discovered by an advertising broadcast.



Anyhow, once the Land Rover download had completed, my Treo asked me if I wanted to accept it. I did, and found it was a tiny video with dim audio—which, especially in Times Square, was too puny to make much of an impression.

But the experience did leave me annoyed...and philosophical. Is there any circumstance under which it's kosher for a legit company (Land Rover is, by the way, part of Ford) to transfer video onto the phones of people who happen to wander by its billboard? Does the fact that you have to accept the video once it's downloaded—at least on my phone—make this OK? If you leave your phone set to be discoverable, are you basically asking for it? Did whoever came up with Bluetooth's discoverable setting design it to be used in this way? Could a malicious person use the same techniques that Land Rover did to mess up phones?

If I'd managed not to see the Land Rover billboard—a perfectly plausible possibility—I would have been confronted by my Treo's message later, whenever I next used my phone. Given that the message on the Treo didn't make clear that it was an ad, or that it involved video, I'd probably have been utterly mys-



tified, and maybe worried that I'd been hacked. Seems to me that that in itself is reason enough to make this a bad idea.

Land Rover, it seems to me, could have avoided irritating any prospective customers by doing its phone advertising via some system that involved interested passers-by sending an SMS message and receiving an ad in return.

Before anybody brings it up: Yup, the ads on PCWorld.com can be annoying, too. But you see them when you've chosen to visit our site—and with this Land Rover ad, all I'd chosen to do was to be in the proximity of a billboard with my phone on a particular setting.

 A note from Ben Smith

OK, my master cylinder crapped out so I opted to try the Ford explorer alternative (as per the OVL R FAQ pages).


Here is what I know so far; Don't buy a remanufactured from NAPA as they do not come with a reservoir! Do buy used from a wrecker \$50 looks like new. Upon install noted reservoir fouls the vacuum fitting on the booster!

Solution was to flip the booster so the fitting was at the bottom (Any thoughts on this??) point of contact for the piston is way farther in that the Lucas unit, had to make a spacer .950" long from a piece of 7/16" rod (throttle linkage rod works!) Other than this reuse the ford fittings and be sure to make a bubble flare.

Steering relay removal, some more advice - Well, you could try muriatic acid. You can get it from Home depot or any hardware or pool supply place and pick up a turkey baster somewhere. First I'd wash as much of the oil from around the relay as possible and blow the area reasonably dry. Lay some plastic or a plastic garbage bag underneath for splash, and a plastic bucket to catch the main stuff. Wear latex gloves and personally I'd use a respirator along with plenty of ventilation if you're not doing it outside. Use the turkey baster to suck up some acid and drip it around the perimeter of the hole that the relay fits in. You'll see smoking and bubbling. Keep this up as the acid disappears down the crack around the relay and starts dripping down the bottom into the pail. Plastic and rubber are surpris-

ingly resistant to acid but rust is not. Let it sit and maybe add more over the course of an hour or so, then sprinkle the area with baking soda and flush it off with water. Try the press again. Hopefully that will do it. Add some baking soda to whatever is in the bucket to neutralize the acid.

Of course, if this doesn't work, one club member used a 6 ton bottle jack sitting on a 1 inch steel plate which was supported by crossed chains looped over the crossmember. He had a deep 1 inch drive socket so that he was bearing on the housing not the shaft. He also used P'blaster... and he swore a lot... threw things too...

 Two good threads with photos on installing a 200TDi in a Series vehicle...

<http://www.orrp.com/smf/index.php?topic=22888.0>

<http://forum.landrovernet.com/showthread.php?t=65241>

 Ford may sell Land Rover and Jaguar arms

LONDON (Reuters) - Carmaker Ford Motor <F.N> may sell Land Rover, a maker of four-wheel-drive vehicles, along with Jaguar, as part of a shake-up of its British brands, The Sunday Times reported.

The newspaper said it was understood that Ford's senior management, led by Chairman and chief Executive Bill Ford Jr., was considering packaging the two marques together and selling a majority stake to a financial investor.


The paper said banking sources had also said, however, that it was still not certain that Ford would part company with Jaguar and that there was a chance it would be retained, but with reduced production and a concentration on exclusive luxury sports cars.

Ford officials in London and Detroit could not be immediately reached for comment on Sunday.

The Sunday Times said Bill Ford had told staff in a memo last week that adviser Kenneth Leet would explore strategic options. It added, however, that its sources in Detroit pointed out that Leet's expertise was in mergers and acquisitions, making it more likely Ford would look to sell assets, including Jaguar.

Ford said last week that no decisions on disposals had been taken.

Bill Ford told Reuters in an interview on July 20 that money-losing Jaguar, which it bought in 1989, would take time to turn around, but he was considering all options for the brand.

 Trivia - Looking at Service Bulletin A4 dated 17 May 1950 covering 1948-9 Rover 60 and 75, 1950 Rover 75 and 1948-50 LAND-ROVER. Oil consumption is deemed excessive if it exceeds 1 gallon / 1500 miles (road work in high transfer ratio) or 3 pints per hours at 4000 rpm.

That's a quart every 375 miles!

By the way, this is for a 1.6 L engine.

Now, Mike Rooth writes: My late father's old Rover 14 (pre-

war) was designed to use a pint every thousand miles. Less than that the engine was too tight apparently, and much more it was worn. Mind you, the old man never took into account the chassis lubrication system which was operated, if memory serves, from a button on the dash, which diverted oil from the engine.

Ada consumes no oil at all, but then again, she doesn't consume many miles per annum either. In fact around a thousand a year. Which should use a pint.

This means, my being a grumpy old sod, that at some stage I will have to change the damn oil. *All* of it, and the filter too. *More* money. I wonder if the filter.....Perhaps not. After all having destroyed the smoke testing machine at the MoT maybe she deserves a filter. I mean would *you* like something shoved up your back passage without so much as a by your leave? I know I wouldn't. Even *with* a by your leave. She was noticeably more buoyant when driven away. Without a smoke test. As the guy said, "Are you bothered about the environmental test" My answer should have been "Bugger the bloody environment". What I actually said was "No". End of problem.

🚗 Where Land Rovers never die By Alastair Lawson (BBC News)

The north-eastern Indian hill area of Darjeeling is renowned throughout the world for the quality of its tea. But now Darjeeling is being noted for the quality of another of its enduring assets: a collection of Land Rovers driven by locals for the last 50 years.

Many of the vehicles have been used and abused for the last half-century without locals being aware of their value in the West. Experts say that some used as taxis could be worth in excess of \$38,000.

"Darjeeling is a Land Rover lover's dream," says expert Les Roberts. "Some of the long-wheel base models being driven around the streets of the town are series one vehicles manufactured in the UK in between 1956 and 1958.

"Only around 100 or so exist in Britain, and only around 500 worldwide. Of these only a few are in working order, which is why they would be worth so much money in the West." We did not realise our Land Rovers may well be valuable collectors' items Darjeeling Land Rover driver Suman Gorkha

Yet it seems the owners of the Darjeeling Land Rovers may be unaware just how valuable their vehicles may be. "We use them as taxis to earn a living," said driver Suman Gorkha. "Obviously we keep them well-maintained because they provide us with a living, but it has never occurred to us that outside of Darjeeling they could be worth a lot of money."

Experts say that the vehicles were exported to Darjeeling throughout the late 1950s. Mr. Roberts - who writes for Land Rover Monthly - says that they are not seen much in India apart from the hilly areas of the north-east.

Old foreign vehicles are a rare sight in India because of import restrictions imposed by successive governments in the

years following independence. Land Rovers were allowed to be imported because they were classified as commercial vehicles rather than cars. Mr. Roberts says that the explanation for their longevity is because they are well maintained by capable local mechanics. Many have new engines and some have been specially adapted to take fuels other than diesel and petrol.

"In India the consumer society culture is not so strong, so the vehicles are not discarded as soon as they break down as perhaps they would have been in the West," he said.

"Another important factor is the lack of road salt and agricultural chemicals which damages the bodywork of so many of the vehicles in the West.

"It is often said that 75% of Land Rovers manufactured are still on the road," Mr. Roberts said. "In India they are kept going by a combination of knife and fork mechanics using Land Rover spare parts - or pattern parts - which are copied and are therefore far cheaper.

🚗 LED replacement Light Assemblies (Not bulbs), for both Series and Defender styles have been developed. These lights are waterproof and designed for the rugged environment that the Land Rover can sometimes (hopefully) be found in. Go to www.roverantics.com for details.

🚗 Another reason to break out the black armbands. Land Rover has fallen to the bottom of the latest J.D. Power Vehicle Dependability Study with a reported average of 438 problems per 100 vehicles, a full 112 MORE problems than the next to worst brand, Saab."

http://money.cnn.com/2006/08/08/autos/jdpower_dependability/index.htm

🚗 Trivia from Andrew - I met a man today who said he was in Oman in the late 60's (perhaps was in the army) including 6 101's. He said the Arabs had a nickname for the 101, "devils' donkey" pronounced something like 'hamarr blees', because of all the vehicles they had, including other Landies and oil drilling trucks, they hated the 101.





🚗 A note from LRO Magazine - a new element we are adding to LRO.com very shortly. We're going to offer blogs so every owner can have their own bit of webspace to tell the stories of their Land Roving life. Clubs are welcome, too. And you are very welcome to link back to your own sites, clubs, friends' blogs etc. Please take a quick look at this link for more and please share it with your community if you think they might like it.

<http://www.youtube.com/watch?v=NeNp9omSp-s>

Regards, David Cushman

🚗 A note from British Columbia regarding the alternate parts in the Land Rover FAQ at www.lrfaq.org I'm John from Prince George B.C. I was looking over your web page, alternate part numbers. I own a 1972 series 3 88, I've owned this vehicle for 23 yrs it's my every day driver. What I did was replaced the original heater core with a high output heater core from a 1979 ford f100 with a 302, big difference in heat output. I'm sorry I don't have a parts number. I'm in the process of a complete frame off rebuild, just starting body work. Going smoothly no problems hope to be back on the road in the Spring.

🚗 It's been a while since we had anything on good old

Whitworth For a refresher, coarse are the same threads per inch, not fine!

SIZE	BSF	UNF/SAE
5/16	22	24
3/8	20	24
7/16	18	20
1/2	16	20

Now if you are using coarse threaded bolts then Whitworth and UNC are the same threads per inch except for 1/2". Mixing them is not the best thing to do. Of course, the wrenches needed are different.

SIZE	BSW	UNC
5/16	18	18
3/8	16	16
7/16	14	14
1/2	12	13

thread angle for BSF and BSW is 55-degrees

thread angle for UNC UNF/SAE is 60-degrees

Then there are those pesky CEI and BA scattered around on old Brit motorcycles just for fun. You spend a fortune in tap and die sets.

🚗 Ford bets farm on \$23bn loan deal

Bernard Simon, Toronto for the Australian

FORD Motor, the world's third-biggest car maker, plans to shore up dwindling cash reserves by offering almost all its US plants and other US automotive assets as security for an \$US18 billion (\$23 billion) loan package.

The secured borrowings, the first in Ford's recent history, are another sign of the tough challenge the Detroit-based car maker faces in turning around its troubled North American operations.

Credit rating agencies cut their ratings on Ford's unsecured debt, already deep in junk territory.

Moody's lowered the senior unsecured rating to Caa1 from B3.

Ford ran up a \$US5.2 billion loss in the third quarter, and bled \$US3.1 billion in cash.

It maintained its cash reserves at \$US23.6 billion, unchanged from three months earlier, by transferring \$US3 billion from an employee benefits fund.

Besides a sliding market share, Ford has been hit by consumers' shift from sport-utility vehicles and pick-up trucks to smaller vehicles.

Its F-Series truck, North America's top-selling vehicle and one of Ford's most profitable models, faces intensifying competition from new versions of General Motors' Chevrolet Silverado and the Toyota Tundra.

Moody's analyst Bruce Clark said Ford also faced potentially

large cash requirements over the next two years as a result of the restructuring, a new labour contract and the possibility of a slowdown in US vehicle sales.

Ford's 75,000 US blue-collar workers have until midnight next Monday to decide on early retirement and severance offers.

About a third are expected to accept, helping the company reach its target of eliminating 30,000 casual and 14,000 salaried jobs in North America.

JP Morgan analyst Himanshu Patel estimates next year's cash outflow at \$US5 billion.

Mr Patel said the loan package suggested Ford was bracing itself "for sizeable cash burn in 2007".

But lingering bankruptcy concerns "were likely to be notably reduced", he added.

Ford shares lost about 2.5 per cent in early trading on Monday.

Mr Patel interpreted the magnitude of the financing package as a sign that Ford was unlikely to put more assets up for sale, notably Jaguar, the Britain-based luxury car maker, and Ford Credit, its financing arm.

Ford aims to return to profit by 2009.

The loan package comprises an \$US8 billion five-year senior secured revolving facility that replaces an unsecured facility; a senior secured term loan of about \$US7 billion; and unsecured borrowings of about \$US3 billion.

The latter may include notes convertible into Ford shares.

A Ford spokeswoman declined to disclose the terms of the borrowings.

Citigroup, Goldman Sachs and JP Morgan are arranging the secured portions of the package.

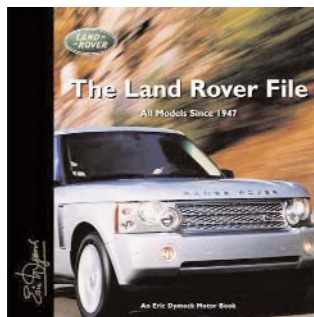
Moody's said that the loans would lift Ford's cash reserves to over \$US30 billion and add about \$US1 billion to its committed credit lines.

 The most comprehensive Land Rover book ever published goes on sale: *The Land Rover File*, by Eric Dymock has been released by Dove Publishing and is available now to buy online and through selected retailers, priced at £25.00.

The book includes, in one volume, everything there is to know about Land Rovers and Range Rovers, from the first prototypes of 1947, right up to the all-new Freelander 2 which goes on sale in December.

There are hundreds of books available on Land Rover, but none to date have the wealth of readily accessible, accurate and up-to-date information of the *Land Rover File*.

All of the company's five



model lines are described model by model, each one with a descriptive entry and specification, and there is a history of Land Rover's evolution as a company from stop-gap transport solution during wartime Britain to its position now as a company exporting vehicles to more than 140 countries around the world and with four best-sellers in its product range.

Also covered in detail by the *Land Rover File* is the significant array of military Land Rovers, 'knock-down' assembled models from overseas, fire engines, ambulances, emergency vehicles, cross-country off-roaders and safari adventurers manufactured by the company over the years.

The *Land Rover File* is an Eric Dymock Motor Book, the seventh in the 'File' series, with additional research by Land Rover experts James Taylor, Roger Crathorne, Graham Robson and Mike Gould. It includes hitherto unacknowledged and even secret prototypes (complete with colour photography where available), known only to Land Rover insiders, and is a good read as well as a comprehensive reference book.

£25.00, (£16.50 at www.amazon.co.uk) Hardcover, 368 pages, Dove Publishing (Nov 2006) Dimensions: 8.3 x 8.3 inches

🚗 Ford admits need to borrow \$18bn

Story from BBC NEWS

Struggling US carmaker Ford has seen its shares fall 4% after it unveiled plans to borrow \$18bn (£9.3bn).

The company said it needed the extra cash to help pay for its ongoing efforts to restructure its North American operations.

Analysts said the move highlighted Ford's worsening financial condition and the carmaker's already weak credit rating was cut even further.

Ford recently announced a 30-fold rise in quarterly losses to \$5.8bn (£3bn).

Collateral: The second-largest US carmaker, Ford is struggling against falling sales in its home market, a situation also affecting its main domestic rivals General Motors and Chrysler.

Ford admitted it was using its US plants as collateral for the latest loans.

It also said the extra money would help it address "near- and medium-term negative operating-related cash flow".

Ford said it hoped to have the financing secured before 31 December.

🚗 and our own Uncle Mike weighs in on Ford:

Whilst I have read that the Disco 3 is possibly the most competent off road vehicle ever, and that the Freelander 2 is very good (and I have no doubt that this is true) they are both, in my view, totally visually boring. The Disco is a disconnected design job, in that the rear side windows look like bolt on bad dies and don't look like they should be there.

As for the Freelander it simply looks Japanese.

Mind you the latest Defender is a mess. They have shoved a Ford diesel into it, which may be a good unit, but means that the bonnet has a bloody great lump in it. A Land Rover with a go faster bump?

Oh, and the scuttle vents have gone. Ross Floyd in LRM says that it pleases him, because they always leaked. Ayup meduck, ses I, Bloody Nora leaked everywhere BUT the vents. Effin Ada used to leak into the tub, but has now decided not to. I'm not asking her why. But the vents are watertight, at least up until now. Never tempt providence. If, however, the vents do, perchance, let t'watter in,

I merely have to take a crowbar to my wallet, ring up The Lads, and get them to send me two <gasp> NEW SEALS! There, aren't I clever? You can all shut up 'cos I know I am, despite what the DA says.

The new Defender, no, Land Rover, buggery this "Defender product" bullshit, looks stupid with that large blank panel under the windshield. And it's got Air Conditioning. In a Land Rover? A workhorse? Air con? If it can't keep water out it certainly can't keep air in. And come on people, how long will A/C work? Mind you, there may be a market niche here. Scuttle

see this months newsletter quote for an explanation:



vent kits for 90 and 110, come and buy!

The dashboard is apparently one piece and plastic. This, so they say, eliminates splitting. Well, well, well. These Ford people really *are* brainy aren't they? I bet the Armani suits (black, of course) are splitting with pride. Or burgers.

Now lads, sit ye down. Switch off the laptops, tek off the jackets, shut up, and listen to a fairy tale. Are you sitting comfortably? Tough, sunshine.

Once upon a time a vehicle were invented. It were called Land Rover. In the fullness of time it became a Series 2 Land Rover. (You may count on your fingers children, and no Thomas you may NOT go for a fag break because I can't and I've run out so you, my friend are going to give me one of yours. So SHUT UP)

It had a dashboard, this Series 2. It were in't middle lads. It didn't split.

It were made of metal. Now weren't that a good idea? Eh? Later on it became the Series 3. It 'ad a plastic dashboard, lads, it did an' all, bah gum. It didn't 'ave an ashtray Thomas, so stop moaning, I'll be with thee shortly. It didn't split either. So. Why in the seven hells did Ford have to reinvent the wheel?

To benefit Armani, that's why. And Ford.

🚗 Believe it or not, it's the 50th anniversary of the Britian to Singapore overland trip. The First Overland - Audiobook Edition, an audiobook version of this classic tale of Land Rover overlanding in 1955-1956, is narrated by the original members of the expedition who were in Singapore for the 50th anniversary of their arrival in 1956. The foreword was narrated by Sir David Attenborough. The press release follows.

Why not? After all, no-one had ever done it before. It would be one of the longest of all overland journeys, from the English Channel to Singapore. Several expeditions had already tried. Some had got as far as the deserts of Persia; a few had even reached the plains of India. But no-one had managed to go on from there: over the jungle-clad mountains of Assam and across northern Burma to Thailand and Malaya.

Over the last 3,000 miles, it seemed there were "just too many rivers and too few roads." But no-one really knew... In fact, their problems began much earlier than that. As mere undergraduates, they had no money, no cars, no nothing. But with a cool audacity, which was to become characteristic, they first coaxed the BBC to come up with film for a possible TV series. Then they gently "persuaded" Rovers to lend them two factory-fresh Land Rovers. A publisher was even sweet-talked into giving them an advance on a book. By the time they were ready to go, their sponsors (more than 80!) ranged from whiskey distillers to the makers of collapsible buckets.

In late 1955, they set off. Six months, six days and 18,000 miles later, two very weary Land Rovers rolled into Singapore to flash bulbs and champagne. Now, fifty years on, their best-selling book, First Overland, is republished with an introduction by Sir David Attenborough. After all, it was he who gave them that film.

On the 50th Anniversary of the Expedition, the 5 surviving members traveled once more to the Far East and recreated the last leg of their journey, covering the 350km from Kuala Lumpur to Singapore in glorious weather on March 4, 2006, and crossing to Singapore via the 2nd Link at Tuas and onwards to an evening of celebrations.

In the week that followed, Antony Barrington Brown ('BB'), Patrick Murphy and Tim Slessor spent a week narrating First Overland, first released in 1957 and a best-selling inspiration for young men in the 1950s with wanderlust. Sir David Attenborough recorded his foreword in his home in England. Initially, there was a suggestion that a professional voice actor with a youthful British accent narrate this audiobook edition, to approximate the Expedition members as they might have sounded 50 years ago. While this would have resulted a perfectly narrated audiobook, it would lack the 'I-was-there' flair and bravado that was characteristic of the 6 overlanders.

So, though all are in their 70s, the decision was made that it would be only right that the men who were part in this extraordinary journey be the ones to bring their words to life. For whatever it may occasionally lack in the precision of its delivery, First Overland more than rewards the listener with a heart-



felt telling of one of the greatest overland stories ever.

🚗 Land Rover could build aluminum Range Rover:

Future Land Rovers could be considerably lighter than today's offerings if a plan to share some Jaguar technology goes forward. Jaguar succeeded in cutting hundreds of pounds from the new XJ and XK models by using rivet-bonded aluminum monocoques instead of traditional steel unibodies.

According to an inside source cited by WhatCar? magazine, an all-aluminum Land Rover could arrive for the 2010 model year. The Range Rover would be the first model to be constructed of the lightweight material, but the Discovery could follow. An aluminum Range Rover would weight about 1,100 pounds less than the existing model, the report said.

General Servicing: Repairs, Humour, Tales & Trivia

A Friday Story

Mike Rooth

Well it *is* MoT time. Or was.

Ada smokes, like me except er differently. Anyroadup I took her down to the testing station yesterday to get her a gin and tonic, AKA a fuel additive that might make her feel pampered, and make the exhaust cleaner. Now had I done that with Nora she would have instantly had a flat tyre, flat battery, or other debilitating illness, but Effing Ada is young yet and doesn't know these things.

I checked that most things worked, like lights and wipers etc, and left her to it overnight.

This morning, I took her round to get essential supplies. Money, and booze. Then we went on a nice country drive. This was to get the additive well round the engine but I hoped Ada would think it was just to see the country. Well, you don't tell them do you? You might, but I don't. Don't tell wimmin *anything*.

I blasted her round the countryside, and so doing the booze tipped over in the tub, but thankfully was not broken. I can hear the sighs of relief, so no need to phone. But thanks for the concern. The MoT station had apparently, booked me in for tomorrow. Big deal. Ada probably thought so too. Sucker.

Now we have this silly <gasp> environmental thing. They shove pipes up your motors exhaust to measure the results.

It is a bit like measuring a fart.

I heard Ada bellowing like a Cape Buffalo. She was angry. I could tell. Then suddenly there were people about the fart machine. Worried people. Ada had bust the fart machine. So she hit back, bless her. And she got her MoT. As the guy said "It's not your fault the machine broke". No it's not mine. Thanks Ada.

In the meantime the DA had to receive an old school friend of mine who I haven't seen for years, and Annette on her horse. The horse didn't do an awfully good job of grass mowing (our old late mare would have meant that grass cutting would have been a no no).

<Sigh> Cutting the grass tomorrow....

Effin Ada passed her MoT. No, no clapping please. (Silence) Oh well. In doing so she turned up on the wrong day (I'm *certain* he said Wednesday, not Thursday). Not only that, she managed to bust the Exhaust Gas Analyser. "Do you really *want* the environmental test?"

"Er...well...no actually"

"Fine, youve passed"

Good bloke that.

Trouble was, I had a problem finding the same place I used last year. As in, it wasn't there. After considerable thought, because I couldn't remember the name of the damned firm, I had (for me) an attack of intelligence and looked at the old MoT form. Bingo! Then I rang them up and found out where they were now.

Turns out that they had sold the old place to build houses on, and had an interest in the current place. Well done VJ! Planning permission and all. Ada and I are frequent flyers... err well...crawlers, (she IS after all, a diesel, albeit a five bearing diesel, equipped with Overdrive by Fairey), to the local Tesco. <sigh> You have never heard of Tesco. The third largest super-market chain in the world after the little shop on the corner. Your corner, not ours. You have bigger corners than us. However, our shop had to be bigger. But trade must not be lost. So they built the new shop *over* the old one. And carried on trading. What was a mediocre brick building is now an eyesore. With its guts exposed. Absolutely fascinating if you look up. A/C, electrics, the lot. *Much* more interesting than the shop. Thing is, that they had to drive everybody nuts with the pile driver.

No<sigh, again> NOT that sort. Oh really. I'm English.

The point is that the shop (I wont call it a store because it does not store anything. It has as many as four forty tonners waiting to unload at any one time.)

It was the piles that interested me. And no, I'm not that way..

If you want information on a building site, look at the rigger boots.

If they are clean, or even polished, forget it. That is *Management*.

They know nowt. They just *look* the part. What you want is a bloke with just scuffed rigger boots. A foreman. Bloke wot will get his hands mucky if he must, but has just left all that behind.

Anyroadup I asked a suitable lad.

"We have to drive piles down fifteen metres"

Oh right. Metres. Nasty French things.

When I got me head together and worked it out in fathoms, I realised what

had happened.

The shop was built on rubbish.

The site was originally a clay pit. Used for making bricks.

It was bought by a local contractor. He then decided to fill it in with gypsum waste.

“It’s inert” was stated.

It wasn’t. It stank, and gave off Hydrogen Sulphide. And everyone’s brass went black overnight and if you had silver.. But it is still down there, fermenting... Ada doesn’t mind. But I do, because they have taken out the vent system on the car park, and they have, I know, employed a consultant because the car park is now a nightmare.

But Ada is bigger than them. It’s hell in a supermarket....

Funny how things slot in (As the actress said to the Bishop). My daughter had been envying a seagrass chest (coffer) that is available from a local branch of a sort of catalogue store. The DA bought one (and guess who had to put it together) a while ago. It was decided, not I might add by me, that we should make her a present of one.

In this instance I didn’t object. Flat pack? Of *course* it is. Muggins again. So it became necessary to deliver said chest. Ada doesn’t mind carting furniture, I asked her, so we set off with for the short journey. Short? Well that’s how it started out. The DA tends to “organise”. “You take this and that and put it here and there, and I’ll take the dog.” Well, fine, but on arrival at the village shop she wanted to visit en route, it was discovered that a couple of bags had been “forgotten”. Whose fault? Guess.. Well done cowboy and have a ceegar. So back home goes Ada and self, while the DA and dog walked to daughters. As it happened I didn’t mind too much, as that shops game pie is a dream, and the pheasant and blackcurrant is even more so. Drool.

So the chest was delivered, and that should have been that, apart from a visit to the shop on the way back. Like ‘eck it was. Never, ever, trust a mother and daughter in cahoots. Ada and I suddenly found ourselves co-opted to a trip to a remote (ish) village to visit a shop, an example of which we had in town. This village has managed to avoid a rail link, bus service, and has done its level best to dispense with road access as well. Didn’t used to be so, but that is modern transport for you. I once had a girlfriend who lived there, an absolute cracker....but I digress.

Again.

Mind you she was. Oh shut up Rooth.

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. I *own* the slow lane... 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 mums 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?

Goodnight kids.



Brake Adjustment

By Bill Maloney

Okay, you've bought your new brake shoes and have installed them and for one reason or other it stops like crap. The shoes certainly need adjustment but first we must check a few other items:

Wheel Bearings - If the wheel bearings are way out of adjustment the wheel and drum can flop around a bit and do all sorts of nasty things when you hit the pedal. Jack up the wheel and try to shake it with your hands. If you can move it perceptibly you need to adjust the bearings. Remove the hub flange placing a catch pan to catch the gear oil. Bend down the edge of the lock washer and undo the outer locknut. I use a 2 3/32" hub socket I bought at a local auto parts store. It's a little looser than I'd like but it does the job well. Remove the lock washer and if you don't have a new one pound it flat with a hammer. Turn the inner nut in til it takes up the slack and back it off a little. Replace the washer and the outer lock nut and tighten it firmly. Then do your check again. The wheel should turn easily with very little perceptible play. It will take a few tries to get it right. Then bend down the lock washer on one side and bend it out on the other. Replace the hub flange.

Hub Seals - Are they leaking? If oil is getting on the shoes the brakes will not work very well. If they are really saturated pull the shoes and replace them. Replace the hub seal races too if they are scored, and they probably will be. Use a drill bit that is almost the width of the race drilling 90 degrees from the axle. Be careful not to drill into the hub and when you are close to through take a chisel and split the race at the drill point. It will be easier than you'd expect. The race will now come off pretty easily. When you replace the race smear some silicone gasket sealer where the race meets the hub. Then you can either tap it in slowly all around, which is a pain but doable, or else before hand you take the race to a hardware store and have them cut a length of pipe a few inches longer than the stub axle and close to the diameter of the race - you will use this to drive the race back onto the stub axle. If gear oil has leaked onto the brake shoes clean them off thoroughly with brake parts cleaner, along with the drums. They may work OK but if they are really saturated you'll have to change them.

Wheel Cylinders - If they are leaking change them. You can clean off the shoes and drums but brake fluid seems to deteriorate the linings much more so than gear oil so you'd be better off replacing them unless it was only a quick dousing.

Brake Bleeding - You can buy all sorts of self bleeding brake tools to do this. Or you can get a length of hose that will fit tightly over the bleeder nipple, a jar, and a tall plastic bucket (or any other similarly sized object to put the jar on). Put the jar on the overturned bucket in the wheel well (wheel off)

making sure it is above the level of the brake cylinder. You may have to stack stuff underneath the jar to raise it up. This will keep any air bubbles from flowing back into the wheel cylinder. Fill up the master cylinder and open up the bleeder nipple with the hose on it going up and into the jar. Start with the closest wheel to the master cylinder. Pump it in long strokes filling the master cylinder up a few times to really flush it through. Check it every few pumps so that you don't empty the master cylinder and draw more air into the system. Continue with the other wheels.

OK, now you are ready to adjust the shoes. Turn off the radio and try to pick a quiet time or area as you'll need to be able to hear the shoes scraping against the drums. On the inside of each brake back plate is an adjustment bolt connected to a radial snail cam that contacts a post on the front brake shoe of that wheel (109s have one for each shoe on the front wheels). Turn the adjuster while turning the wheel. When it stops turning turn the adjuster a little more. If it stops hard, you're turning the wrong way! On mine most go clockwise but one goes counter clockwise (yes I have had the drum off and examined it). When you are turning it the right way, you'll reach a point where the wheel will stop and you will still be able to turn the adjuster with stiffening resistance and the feel of 2 or 3 more clicks until it is locked. With new shoes turn them in til they just start to drag. With used shoes turn them in til they drag and back off just til they are free. If the adjuster cams are really worn along with the shoes you may turn it til the post jumps off the cam and you have to turn it another 360. Replace the snail cam to cure this or do it again carefully, stopping a little before the post jumps off the edge.

Once you finish this you'll have a rock hard pedal and great brakes.

109 Front Brakes - As I mentioned the 109 has 20 adjusters on each wheel. They also have brake shoe steady posts. It is a bolt or screw with a lock washer that adjusts the sideways angle of the shoe in relation to the drum. If they are not adjusted properly the brakes will pull to one side. What you need is some sort of carpenter's "L". Turn it so the foot of the L is away from the wheel, then take another straight edge and clamp it on with a clamp or vise grips so it is in line with the foot of the L but sticks out only a few inches. You want to place this on the edge of the hub where the studs poke through then have the inside of the improvised foot against the outer edge of the shoe (right at the center of the shoe, at 9 or 3 O'clock). Pull the inner edge really close to the shoe and see if the shoe is square against the shoe, which should be in the same orientation as the inside of the drum. If you are not having problems this will probably be fine. But if you've addressed everything else and the brakes are still pulling to one side this could be the solution.

Rainy Middy

Ben Smith

Rain, rain, wind, cold, mud and rain is the short description of the Thirteenth Annual Mid-Atlantic Rally (MAR).

The Rover Owners Association of Virginia traditionally holds this rally the first weekend of October. Once again the event returned to Pearl's Pond on the James River of Virginia.

This year did not feature a hurricane, but a storm system sat on the region and dumped rain. By some accounts 4 inches of rain fell on Friday alone; by others 9 inches. Either way it made for a soggy event.

Officially the MAR starts Thursday at noon. A friend of my wife's grew up in the area, so they decided to visit Susan's parents for the weekend while I got to play with Land Rovers. Our schedule meant that we couldn't leave until Friday morning for the 8ish hour drive south. I had loaded Dora ('72 SIII 88) onto a trailer behind Christina's black '95 Disco 5 speed the night before. We were on the road by 5:30am on Friday under a light rain. I had some trepidation about the trip as last year on my way to the MAR I only made about 10 miles before an accident wrecked my '94 Disco 5 speed (the Black Watch) and Dora. That too was a wet rainy day.

Despite any apprehension the trip down to Virginia passed smoothly. Alternating spells of hard rain, light rain and clear provided varied driving experiences. Unlike the Series, the Disco provided a smooth, warm, dry ride. When we pulled into the rally site at 1:30 pm we quickly found the campsite of Dave Bobeck and his SII 109 Red Square. A good crowd was already camped in the field, but it seemed a little smaller than what I remembered in 2004 (a 400 Land Rover event). Since it wasn't raining too hard I immediately started setting up my next to Dave. Bruce Fowler and Eric Brouhard showed up in Eric's yellow D90. As soon as I had my stuff out of the Disco, Dora unloaded and the trailer parked, Christina and Susan headed out. The rest of us were itching to hit the trails. We had picked



up a Range Rover Classic who was off-roading for the first time.

Out of the main camp, down the eastern power line trail, up the first hill. The ruts were already deep and you needed a little bit of wellie to get up. On top we found the Fort Pitt LRG working on a dead LR that refused to start. By now the battery was flat. They were using a hand crank and got it going. After our hellos to Scooter and the others then proceeded down the next hill and up the following one. Next the trail turned into then into the upper field where the other half of the Land Rovers were camping.

Past the campers we set in on our first real trail. We went down a muddy hill, through a soupy muddy bottom and up a steep rutted trail. Eric, in lead, with a locked D90 with larger MTs tried and tried again. He'd get 30 or 40 feet up the hill and come to a tire spinning stop. The last time he got out of the rut and tried to the right of them. That didn't help. Out came the winch and he winched up the hill. Once he pulled a 1 foot diameter tree over and out of the ground. The second winch tree did the same. In the middle he almost rolled as the right rear tire went up on the side of a tree with his left tires in the



right rut. But he was up. Next up the Rangie tried. He made it about one car length past the mud quagmire in the bottom and stopped-bottomed out on his axles with the wheels spinning. The ruts were too deep and he couldn't go forward or back. While Eric and Bruce went along the trail to circle around behind us with the winch, I backed Dora up and out of the way on the hill. While we were waiting a lifted, locked, Disco SII with 38" XCLs showed up and offered to pull the Rangie out.



He quickly got them out and up the hill. However at the top he tried to reverse into a pullout and failed. What he did was drift sideways and wedged himself between the trees perpendicular to the pullout. The Rangie returned the favor and gave a tug on his rear end to get him out. Regrouping with Eric and Bruce we headed out to find another trail.

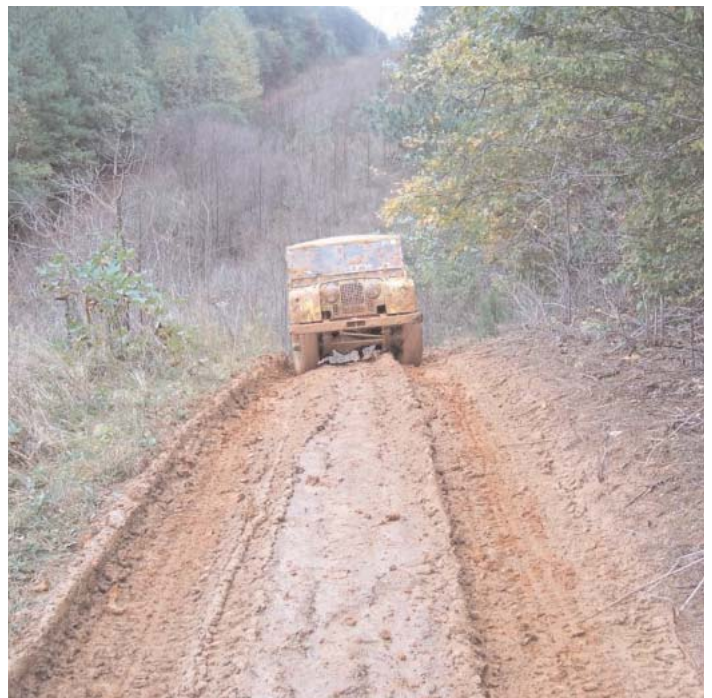
The island this year was off limits due to a recently planted crop, but rising waters soon blocked all access the ford anyway. We started out on the power line trail. Up the initial hill was no problem nor was the mud put at the top. However at the top of the first major downhill we were in line behind 2 Rovers. One at the top and one at the bottom winching its way up a muddy, rutted hill just like Eric had just winched. We thought about it and decided to head back to camp for a while. On my way up the main (graded) road to the rally HQ, Dora started misfiring. Just short of the main tent she died. Dave and I tried to get her running. WD-40 on the wires, etc. No luck. She's start, barely run on a few random cylinders and die. I tried running on those 50 feet at a time-but only made it a few hundred yards. Eventually she refused to start at all. A friendly Rover gave me a tow back to camp.

Q and Mike Malone had showed up by this point-a day late due to last minute vehicle work. Mike had purchased 1981 Range Rover 2 door. He got running and registered for the first time that week. Q, after staring the rebuild in May with a good start had seen the project slowed. Now yellow, he had worked all week to get the 80 running-barely. Lights were not hooked up. But she started and ran. He still had a few issues to sort out Saturday morning. Dixon showed up late Friday in his Toyota with a Salisbury axle in back for Dave. The extra mass in back made the ride down more interesting. Eric & Carlane Riston, Scott Preston and Jeff Berg were in attendance. Other notable OVLV members were Kevin Willey and Keven Neville.

Q, Mike and I started running the trails on Saturday, and despite large MTs on the Rangie, the big, rutted hill climbs were impossible. I spent parts of Saturday and some of Sunday working on Dora to figure out the problem. Various others helped or put in their \$0.02 worth. I opened up and cleaned out the Weber carb twice. No crud in it. The points were filed and reset. We did find that when I put red round top (old style) points into a flat top (new) distributor (field repair at BTN), that the points set screw is long enough to jam the vacuum advance plate below. When it was filed down to let things move properly we found another issue. At BTN the low tension wire from the coil to the points had melted with the points. It was replaced with what we had on hand which was thicker and less flexible. If the crimped end was moved in just the right way, the engine would die. So by this point I had a Rover that would start and idle, but would die when you hit the throttle or under load. We also took the distributor out and cleaned up the mechanism. I even checked the valve clearances (all ok). Still Dora would start (barely), but had no power and would die if you tried to move her.

Saturday afternoon and evening saw the continuations of the mass exodus. Most of the campers pulled up stakes and left for home. The rain had gotten to them. Some of the vendors did the same during the day on Saturday after they found their stands collapsed Saturday morning. But Saturday night maybe 20% of the Rovers were left. By now we could see all of the wrecked tents and gazebos that people had abandoned after Friday night's storm.

Sunday morning we grabbed FINSUP from Jeff Berg and swapped in his distributor for mine. All was well. At least now we had it isolated. My distributor was re-installed and a clip lead was sacrificed for a new coil to points low tension wire. Spenny





showed up to visit (in a Volvo) with little Abigail on her first Land Rover rallye. Jeff's spare points and condenser went in and Dora ran well! By now it was noon on Sunday. Even though we were supposed to load to go home, the trails beckoned.

A trail group of Eric's D90, Q's 80, Mike's Rangie, Dora, FINSUP and Red Square headed out for the River trail. We made it a few hundred yards when we found a Series IIA 88 coming the other way, blowing steam and then he stalled. He had a UK style personalized plate on front with "NIGEL" on it. Obviously he didn't know Nigel. The 88's issue is that he overheated and he didn't have an overflow tank. What made it worse is that the overflow metal tub on the radiator wasn't pointing to the side-it was pointing straight back along the engine towards his distributor. When his rad blew its steam he drownd everything. Then he tried and tried to get it started with no luck. We filled is radiator with cleanish river water, dried out the wires with WD-40 and, cleared out the flooded engine. The Rover started! We backed out to let him pass.

Back on the trail, Eric got through the first water hole. Q's 80



stalled in the middle of the water. This was about 100 feet beyond where we found Nigel. Q was pulled back, ignition dried and he tried again. And Q got stuck again. He was pulled back. Now the 80 refused to start. After a while of playing with it we decided enough was enough. We backed out yet again and pulled Q's 80 with us. It roll started just as it got to the trail head. By now it was 2pm; so much for a quick trail run. My group decided that it was time to load and go. Q and Mike decided the same. The others pressed on. From what I hear they found a group of Discos horrible stuck further on and got them unstuck. They eventually finished the trail by 6pm.

While we were loading it cleared up and the sun made brief appearances. The trip home was warm and sunny, but long. Road closures due to accidents delayed us until getting home at 0150.

I had a great time despite the rain. MAR '07 is on my schedule for next year. I hope to see more of you there too!



Land Rover fun

By Bill Maloney

I drove the 109 about 80 miles to Newton and back go biking the other Thursday and on the way back it started bucking at high rpms going up hill but it made it home. Yesterday I had a look at it and the fuel pump was barely pumping fuel. I dropped the sediment bowl and emptied it. There were just a few flecks but I cleaned them out and put it back together. Pumping it by hand it just wasn't drawing fuel up to the sediment bowl (the fuel filter is new). I disconnected the line at the carb and pumped some more but still no fuel coming up. I sucked it up by mouth and once the sediment bowl was filled it pumped but just barely.

I went in the back and pulled the access cover in the floor and the fuel gauge sender and low and behold there was a tiny piece of stick stuck in the end of the draw tube. I pulled the draw tube and cleared it then took one of Dixon's handy ex-wine buckets and drained the fuel coaxing a few bits of paint and stuff out the drain hole. After putting it all together I took it for a run and it was a lot better... until about 600 feet from home were it really started bucking. I got out and pumped it by hand and a little fuel was getting up to the carb, enough to start it but not enough to make it up the last hill. So I went home and pulled the gas tank off the lawn mower and brought it back. I hooked it up to the line to the carb and filled it up and drove it home. After disconnecting both lines from the pump and blowing them out I pumped it a bit. I could see that it wasn't pumping or sucking at all and it was making a clicking

sound. Off it came and when I pulled the diaphragm cover off I could see that one of the flapper valves had fallen out of its socket. I put it back in and staked it in place all around and put it back together and back in the truck. After that it's been working fine.

At the same time the truck has been starting to pull to the left again, even after replacing the leaky wheel cylinders, hub seals, and brake shoes. I checked the adjustment and they both seemed where they should be so I tightened up the left shoes just a little and took it for a ride, braking with one foot on the gas going downhill. When I stopped the RH wheel was hot but the LH wheel was barely warm. I pulled the LH wheel and drum and had a look at the shoes. The inside edges of each shoe showed contact with the drum but the outsides were still new. I took a t and checked the shoes and sure enough they were tilted out slightly. I loosened the adjusting posts and carefully turned them in til it looked like they were level, and then turned them in a little more. I figured they'd be able to adjust themselves to square against the drum that way, where if they were tilted out they had no way to tilt back. I replaced the drum and wheel and readjusted the shoes so they had a good solid contact with the drum and the wheel could be barely turned by hand. I wanted that side to bed in real quick. I took it for a drive and in just a few miles it was stopping real straight and with less pedal pressure. It felt good to actually accomplish something on the truck.



from David Makin: The Land Rover is a 1984 90 diesel manual trans, about 155,000 miles, right hand drive, recently imported from the UK. She really doesn't know what it is, other than having pleasant childhood memories of Land Rovers in Scotland. She wants \$6000 for it, certified two months ago. 51 North Shore Road, which is just north of Westport off Grady Road, 613 273 2128. It is currently in the Auto Trader; she says she can't afford to run two cars.

I've driven the car and crawled under it. Paintwork is fair to poor. Doors don't match and have decals "Defender 90". There are two damaged spots on the front wings, but not major. The frame is sound, I saw no evidence of hard use underneath. The diesel engine runs fine, had a small oil leak from the rocker box onto the inlet manifold. Otherwise engine bay is clean and original. Kenlowe radiator fan. Gearbox works well, interior sound but shows wear. I did not try the 4wd and I doubt she has either. It has two fold down jump seats in the back which appear virtually new.

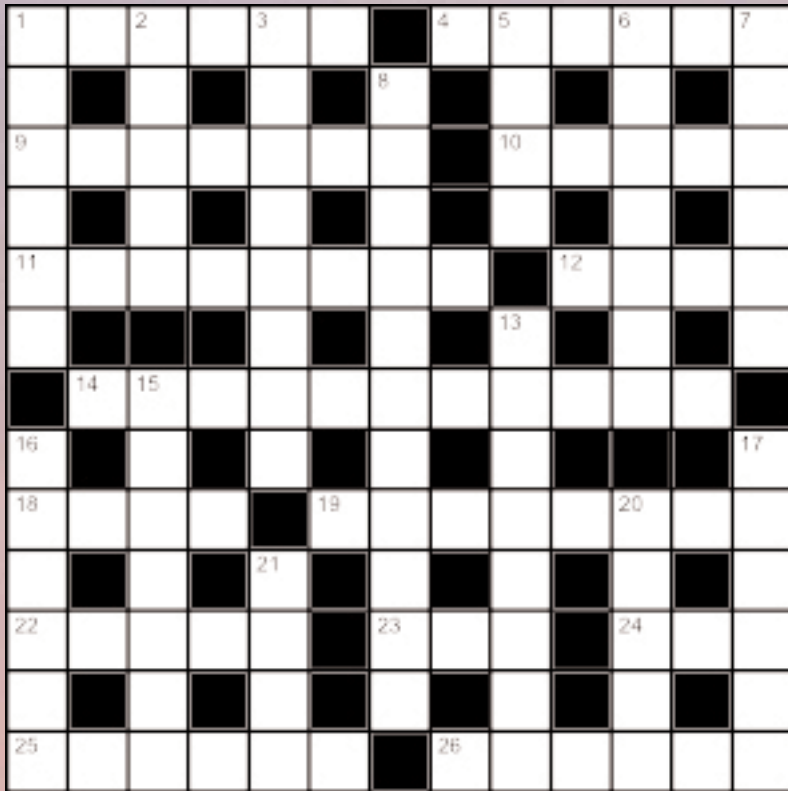
IIRC, this Land Rover was advertised earlier in the year by the previous owner at \$10k. I recall the advert and he said it has a rebuilt injection pump. The current owner has the shop manual, owner's manual, and a great file of bills for repairs done in the UK.

This seems to be a very sound vehicle and if it wasn't so dog slow I would have bought it. I'm sure it would be of interest to OVLV members at this price. The owner is a very nice, elderly, active lady but she can't afford to keep it and I really don't think she or the truck would do well in the winter.

At the very least this lady could benefit from a session with a Land Rover owner who can go through maintenance issues with her, and teach her how to use 4wd, check oil, and understand diesel glow plugs.

OVL R Crossword Puzzle

Murray Jackson



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Across

1. African adventure in a Land Rover
4. Off-road route indicators, often
9. Birthday Party leftovers
10. OVL R autumn event
11. Word preceding plant or line
12. Off-roading souvenir, sometimes
14. Term for a Lightweight model
18. Radio switch, sometimes
19. Accelerator, in other words
22. Certain thoroughfares
23. Tire-gauge abbr.
24. Colour of high-low range shifter knob
25. Obeys a triangular sign
26. Unexpected route revision

Down

1. Indicate a turn
2. Manual-transmission cutlery
3. AAA or CAA offerings
5. Canvas item on some L-Rs
6. Engine-incontinence inhibitor
7. Earle MacPherson's suspension units
8. Factory-franchised Land Rover vendors
13. Forward-motion lotion
15. Add air to a tire
16. Name on Series I-III overdrive unit
17. Across the pond, it's a wing
20. Power-boosting engine attachment, briefly
21. Adspeak's "previously enjoyed"

The Observer

Kelly Kilgour

As the Autumn OVLN newsletter is about to commence, I thought I was time I added a few comments of my own. One of the reasons is the appears to be a lack of female perspective in it as well as a more newbie lens to connect to those other members who are also vital to this club.

THE OBSERVER

While observing several seasons of listening to Dixon's Land Rover stories and a couple summers of seeing parts moving in and out, front to back (then front and then back) of the yard, I have been in amazement at the dedication, creative abilities, dirty clothes, and yet absolute enjoyment of this hobby. However, Being the one to watch in the comforts of the house and attending these events is a whole different experience. I will list five of my observations in the preparing for an event:

1. The 7 Day Energy: This is the period of time when those with Series vehicles tend to realize they need tend to their vehicles. The Series vehicles need to get running again as well as I know it is going to break this time but it keeps on going' problems need to get fix or it will break on the side of the road. I always smile when I hear Dixon commenting in the beginning of this seven day period that someone is trying to fix some dark cloudy smoke that suddenly has appeared, the wiring or the brakes. This is what I call the Problem Solving Phase' where people post questions of how do you?' or has anyone one ever had this problem with?' Ohh... and there is always one owner or another wondering: What's that dripping?' Although many of you are refining your vehicles, I am amazing with the amount of dialogue via phone and email to pool resources, expertise and support in this short period of time.

The two to three days prior to rally departure is the Quiet Time Phase WELL, at least for conversation. This time is spent getting the knuckles dirty, bruised and cut, tools sprawled around seen by tired eyes and several empty beers to numb the long hours and pain of this work. The pressure is on to get this vehicle ready or we won't be able to attend the event' syndrome is feared. This is also the time when I hear Dixon say



Abigail completely enjoyed her first Rover rally, but it's a REALLY, REALLY good thing Mom wasn't there to see it.

Nobody has emailed. That's odd! My response always is isn't it obvious? They are all under their vehicles. What are doing about yours? The final day of departure is the actual test of who will make it on time, extremely late or not at all!

2. Varying Personalities: Just walking past the tents and vehicles, one can observe each Land Rover owner's personality. From the more comfortable Range Rovers to the traditional Series, everyone has their preference for style, colour and gadgets. From the Orange 110 to multiple British Racing Green Series III, you can go from never going to lose you' to complete camouflage for your followers. Each owner transforms his/her vehicle to express his/her tastes and needs. This is clearly displayed from Dave Bobeck's Red Square, Jeff Berg's Fins Up & Dale Desprey, all wires exposed, Gin Place. I wonder how Dixon's Dormobile will transform with my touch (or will it ever get out of the driveway??) and how the Rose's metamorphoses as Mathew and Erica's hours of driving experience grow?

3. Getting Ready: What To Pack? Now the experienced OVLN member knows each event, what is needed and what is a waste of space, BUT when a newbie' attends. this is a trial and error lesson over a course of many events. I have lost count the number of times I have inquired: What to bring? How cold? How wet? and even what about taking food (there is never any worries about alcohol that is an obvious: Yes!)? I have marveled over how other's pack (Christine Rose, Bill Maloney & Chris O'Hara) and I made some mental notes of some excellent ideas. One such great idea is the use of a portable plastic organizer drawer and putting all your necessary items for each rally in it. This includes flashlights, bug repellent, rain gear, sunscreen, spare blanket and first aid kit (note: I did not say beer here!). When a rally occurs, this portable drawer can already be in the vehicle or placed in the back for quick transporting for the next event.

Some additional great ideas are:

- Always bring a cooler with lots of ice, beer and water.
- A spare towel is useful for any chance to shower off the dirt or doing The Bill O'Hara' dip in the lake to cool down.
- Entertainment - While off roading, bring some music (CD or Ipod that is if you can hear it!) and/or an enjoyable book for those long (quiet) stops when someone's vehicle has quit.
- The final and most obvious: Bring your toolbox, ropes, chains, flashlight, shovel and saw for those completely stuck moments like Jeff Meyer's Jeep one night.

4. Camaraderie: The number one thing I am amazed about is the camaraderie you give each other within this clubs and to those in other clubs. How many heads can one bonnet take at one time? There are times when I have seen a minimum of 10 and still no one knows what to do!

The spirit of sharing parts, showing each other their most



recent work completed and helping each other on a dead' part along with the time to catch up with each other is wonderful. Additionally to the hands-on aspect, I must add that I have never met so many friendly, fun and kind people. It is an absolute pleasure to get to know each of you.

5. The Food & Decoration: As I was assisting Christina set up the Barn for the evening social dinner at BTN, we discussed

how to clean up the vehicle parts', set up table clothes to prepare for dinner. We both acknowledged what if we cleaned up the tables too much all we would hear is where is my screwdriver? Who moved my part? Was it worth our time to beautify' the tables? Would anyone really notice if we did? NO! If anything, everyone is much happier to grab a burger or a slice a cake amongst their newly oiled part and then place their plate and beer on the vehicle's wing. So if everyone is happier, could setting up an event be any simpler and enjoyable than this? I will acknowledge much gratitude to each of the persons who have organized the events and prepared the food at each rally for their time and energy which we all savor!

Although I was too ill to attend the drenching MAR event, I am looking forward to seeing you all at the next colder rallies'. Although I have heard there has been some persuading actions (such as Bruce keeping a Series part for Dixon instead of Dave) to attract Dixon to attend the Winter Romp, I will have to be a bit more persuaded to become Bruce Fowler's ally on this venture as I contemplate what additional packing I will have to endure to prepare for this occasion!

Some brake fluid discussion

Steve Walls

“Water absorption and corrosion The big bugaboo with DOT 3-4 fluids always cited by silicone fluid advocates is water absorption. DOT 3-4 glycol based fluids, just like ethylene glycol antifreezes, are readily miscible with water. Long term brake system water content tends to reach a maximum of about 3%, which is readily handled by the corrosion inhibitors in the brake fluid formulation. Since the inhibitors are gradually depleted as they do their job, glycol brake fluid, just like anti-freeze, needs to be changed periodically. Follow BMW's recommendations. DOT 5 fluids, not being water miscible, must rely on the silicone (with some corrosion inhibitors) as a barrier film to control corrosion. Water is not absorbed by silicone as in the case of DOT 3-4 fluids, and will remain as a separate globule sinking to the lowest point in the brake system, since it is more dense.

Fluid boiling point DOT 4 glycol based fluid has a higher boiling point (446F) than DOT 3 (401F), and both fluids will exhibit a reduced boiling point as water content increases. DOT 5 in its pure state offers a higher boiling point (500F) however if water got into the system, and a big globule found its way into a caliper, the water would start to boil at 212F causing a vapor lock condition [possible brake failure -ed.]. By contrast, DOT 3 fluid with 3% water content would still exhibit a boiling point of 300F.

Silicone fluids also exhibit a 3 times greater propensity to dissolve air and other gasses which can lead to a “spongy pedal” and reduced braking at high altitudes.

DOT 3 and DOT 4 fluids are mutually compatible, the major disadvantage of such a mix being a lowered boiling point. In an emergency, it'll do. Silicone fluid will not mix, but will float on top. From a lubricity standpoint, neither fluids are outstanding, though silicones will exhibit a more stable viscosity index in extreme temperatures, which is why the US Army likes silicone fluids. Since few of us ride at temperatures very much below freezing, let alone at 40 below zero, silicone's low temperature advantage won't be apparent. Neither fluids will reduce stopping distances.

With the advent of ABS systems, the limitations of existing brake fluids have been recognized and the brake fluid manufacturers have been working on formulations with enhanced properties. However, the chosen direction has not been silicone. The only major user of silicone is the US Army. It has recently asked the SAE about a procedure for converting from silicon back to DOT 3-4. If they ever decide to switch, silicone brake fluid will go the way of leaded gas.”

Steve Walls is former engineering supervisor at an automotive brake system supplier)

It was the best of times...

Alan Richer

It was the worst of times. Don't ever try and move a Rover with locked wheels. ESPECIALLY, don't try and put a Safari top on the top of a Station Wagon on a trailer.

So, in response to my offer on the Series 1 Mike O'Leary came back with a counteroffer - 3 Rovers instead. These were the Series 1, the 88 with the tree growing between the wing and bumper, and the zebra-painted 109 pickup.

I was in a quandary. I knew that I could move the pickup to C. Cataldo, but the 88 was nearly useless. Conversations with Ben and his desire for some station wagon parts made me make a counteroffer - the best of the 109 Station Wagons instead of the 88.

This was accepted last week, and the waiting began. Ben, CC and I made arrangements to meet in Keene yesterday 3 Rovers to move and 2 trailers to do it with. Logistically a PITA but not impossible.

First things first we used my Rangie to drag the 109 pickup out of the spot it had lain so many years and roll it down the hill to where the trailer awaited. This was then loaded up and a fond farewell waved as it headed back for New Jersey.

Next was the 80-inch's turn. The front tyres held air, so they were pumped up with CO₂ and a towrope attached to drag it out from under the tree where it had lain for so many years (at least as far back as 1992 as we have documented, undoubtedly longer I'm sure).

With a jack and plenty of elbow grease the rear tyres were changed for good rubber Ben brought along. Passenger rear went on, then the bolts undone for the drivers rear..

BANG!

Never, ever do that to an old man...

The left front tyre with nearly no warning exploded. Everyone else had backed away to safety, but I was safe on the other side and there was no time to warn me anyway.

After changing my shorts we got all 4 tyres changed and the Rover rolled up onto the trailer still clutching the greenery that had grown in its interior over the years. Tying down ensued and we were off for Chelmsford.

We made it in good form, and the Series 1 was rolled off the

trailer back behind my fence to the immense relief of the neighbours. Lunch was had, and then Ben and I rolled back for Keene to load the station wagon and get him out of town back to NJ - and me back home.

The last Rover was more trouble than the other two put together. Its front driver's wheel had locked, forcing us to drag its complaining arse up onto the trailer with Ben's electric winch. We ended up getting it the last few feet into position by putting a jack under the wheel and simply dragging it forward, toppling the jack as necessary.

Along with the Rover, a set of parts I had was headed south - the safari roof and station wagon side panels were going away to a new owner.

It took three of us to get the roof up on top of the Station Wagon and strapped down - with the side panels and the SW door going inside and onto the back of Ben's wagon respectively (his SW not having a rear door).

We finally accomplished this; Ben got the trailer out to the lot yard, at which point he discovered why one of his tyres had been losing air - a large nail through the tread.

SO, out came the jack from Cheshire, up went the trailer and the tyre was swapped - not as fast as a pit crew would have, but pretty-well in any case.

At this point Ben and I parted company - he to his drive into Vermont and then home down 91 and mine to meander the backroads of New Hampshire back to Chelmsford and home.



2007 Land Rover LR2 / Freelander 2 revealed

found on the web-leftlanenews.com

The fourth new model from Land Rover in just four years, LR2 joins the Range Rover (2002), Land Rover LR3 (2004) and Range Rover Sport (2005). "LR2 combines the advantages of a premium sedan – such as polished ride, accomplished performance, an attractive cabin and ease-of-use – with the attributes of a robust SUV, including go-anywhere ability, toughness, stadium seating, cabin versatility and spaciousness," says Phil Popham, Land Rover's managing director. "We believe that no other compact SUV gets closer to blending these best-of-both-worlds abilities."

Technical highlights of the LR2 include a brand-new 3.2-liter inline-six engine featuring advanced technologies to deliver an outstanding combination of performance and economy.

The 230bhp i6 engine provides 0-60 mph acceleration in 8.4 seconds (0-100 km/h in 8.9 seconds). The engine is matched to a new six-speed automatic transmission, with Land Rover's CommandShift offering manual sequential gear changes when required. There is also a driver-selectable sport mode, for livelier performance.

Inline-six cylinder engine configurations are ideal for delivering smoothness, and the very compact new unit in LR2 is small enough to mount transversely. The benefits of transverse fitment include improved interior packaging and safety performance.

The interior package of LR2 has generous head, shoulder and legroom, in both the front and rear. Large glass areas emphasize the spacious feel and complement the elevated 'command driving' position – a Land Rover hallmark – and 'stadium seating', where rear passengers sit slightly higher than front occupants, for a clearer view of the world outside. Cargo space is also among the best in class: 59 cu. ft. (1670 liters) with the rear seats folded and 26.5 cu. ft. (755 liters) with the rear seats up.

The exterior and interior design of LR2 is completely fresh, integrating the company's unique design language with a form that is instantly recognizable as the latest Land Rover.

"We purposely kept strong Land Rover design cues, such as the clamshell bonnet, stepped roof and the basic form," says Land Rover design director Geoff Upex. "The overall look is new and contemporary. The design is chiseled, geometric and simple – it looks like it's hewn from the solid. We have kept a close design relationship with the LR3 and Range Rover Sport, but interpreted the design language to suit the requirements of customers for a more compact SUV."

The body is a five-door monocoque structure, with a high level of torsional rigidity which benefits refinement, comfort and handling on-road as well as ensuring the vehicle is fit for serious off-road use. The suspension is fully independent and uses the most modern stability control systems, including Roll



Stability Control (RSC), a sophisticated technology that helps mitigate the risk of roll-over even in extreme conditions.

LR2 is packed with new technologies to improve both on-road and off-road performance. Land Rover's unique Terrain Response is standard, making off-road use easier. Other interesting technologies include a new intelligent permanent all-wheel-drive system for superior traction and better on-road fuel economy, and the patented Gradient Release Control, which improves driver confidence and control when releasing the brakes on steep and slippery slopes.

Other features and options include: keyless starter button, bi-xenon headlamps, adaptive front lighting, rain-sensing windshield wipers and rear park distance control. A standard two-part panoramic sunroof increases the cabin's airiness; air-conditioning also comes standard and a full-color touch-screen DVD satellite navigation system is optional. A choice of top-level audio systems includes 12-speaker Dolby Pro Logic II 7.1 Surround Sound with fiber-optic interconnects. An auxiliary audio connection (for MP3 players) is standard.

Designed and engineered by Land Rover at Gaydon, near Warwick, England, LR2 is built at the Halewood plant in Liverpool, where outstanding build quality has been acknowledged with a JD Power European Plant Quality Gold Award in 2005.



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Sweedys night out

Mike Rooth

Harumppph!

The Great Eastern Railway served East Anglia, hauling vast loads of vegetables etc, including Swedes.

Not, I hasten to add illegal Scandinavians, but a humble (and horrible) root crop. It therefore became known to railwaymen as The Sweedy. There.

You all wanted to know that, and it might even turn up as a crossword clue, which only you know. The company disappeared in 1921 when our railways were “grouped”, into four large companies. I had long liked the traditional English Tank Engine. Not popular anywhere else in the world, they were a neat and pretty design, and, I thought, would make an elegant little miniature in 3/4” scale.

The Great Eastern had developed, under the Chief Mechanical Engineer one Matthew Holden, a particularly nice loco, an 0-6-0, for pulling commuters out of London, on trains known as “Jazz Trains” due to the eminently sensible idea of painting 1st, 2nd, and 3rd class carriage doors different colours, so that the punters could cram themselves in to the compartments they had paid for quickly. They had probably paid slowly, but got in quickly. I had, (and still have, somewhere) a drawing for a Gauge 1 (1 3/4” gauge) version, which, doubled up makes 3 1/2” gauge.

It took me all of ten minutes to work that out because my calculator was on the blink. Problem, right at the start. Such tank engines had both cylinders between the frames, and the steam chest was between the cylinders. Right. This layout can be reproduced in a 5” gauge model, and, indeed, I had seen a drawing for a 3 1/2” gauge cylinder set, but with my big hammer ability I knew that it was a non starter. Shame, annit? So after some thought, (and some booze) I opted for the idea of fitting it with just one cylinder.

One can put the steam chest over or under the cylinders, but in this case above the cylinders puts the steam chest in the smokebox, possible, but nearly *impossible* to make the smokebox airtight, or underneath, which means it hangs down like a cows udder. An ugly cows udder. Incidentally, it was not unknown for a fitter to get stuck in the valve gear of this sort of loco. Which meant that the motion work had to be dismantled to get him out. It wasn't that they were bothered overmuch about the fitter, but at length he would start to smell. Well, we couldn't have that, now could we?

The rolling chassis was exhibited at the club exhibition, running on air. It ran, but erratically. Duh! Yours truly had set the valve gear about 60 deg out of true. Steam engines are *very* forgiving. Now you cant do this with a Land Rover, but with a steam engine you can. Particularly a little ‘un. You undo the big end. You set the crank axle at a dead centre. You take the eccentric strap off the sheave and loosen the sheave. Then holding the front of the strap onto the sheave, with the piston

at the appropriate centre, with air in the cylinder, you rotate the sheave until the piston snaps in. Bingo! Do the same with the reverse and you are home and dry. Well, its a good theory. And it worked. There are two things that Model Engineers dislike. Boiler making and painting. The boiler was made. Draw a veil over that. The loco was finished. Now there are two painting methods. One is that you finish the whole thing, take it apart and paint it. You have to be joking! The other is paint it as you go along.

OK you might knock it about a bit but if you are careful, it works. The Great Eastern livery was Ultramarine Blue, lined out with red. Use the old fashioned draughtsman's pens for the lining. Your Rover will look great. I named it Sweedy. But it never performed well. It ate coal, and water and was a bit of a slug. She looked well, but never performed as well as she looked. A fish and chip supper meet was one of the most popular meetings the club had. Basically we took our locos to the club, played trains (our words) and ate fish and chips. Americans can work this out. Look it up guys. Basically some of us went out to the local chippy and brought back cod and chips which we all ate with oily fingers.

The DA was there as was my daughter and her friend. When you paint a Loco, it is difficult to muck it about. Sweedy spent Xmas with holly in her chimney, and it was difficult to steam her. Might muck up the paint. There is always someone who hogs the track. This was a bloke who bought his loco. No complaints. but Sweedy was last on.

I had been stoking her for a while. Lots of coal. It was nearly dark, and Sweedy took off. Turns out she was a spark chucker. It is amazing that you are only doing about five miles a hour and it feels like fifty. What was actually wrong was I had too small a firing shovel. Sweedy had stood on the sidings too long. And, she is a spark thrower. Rips off the top of the fire. And she is still here. I pate her chimney every night. And she has steamed up and down my 100 ft track at home.





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