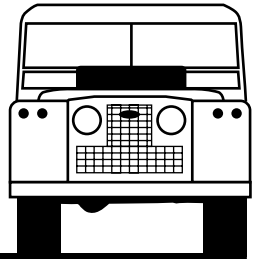


OTTAWA VALLEY LAND ROVERS



March 15, 2013

www.ovlr.ca

Volume XXX, Number 3



A Rover Polo team waits the starting gun, Bensfold 2012 (photo: Abraham Then)

**P.O. Box 478
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General Information

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

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

Membership: Canadians joining throughout the year pay \$50 CDN per year, Americans and others pay \$50 US per year (discounts available if you receive the newsletter by email). Membership is valid for one year.

Radio Frequencies

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

Online

<http://www.ovlr.ca>

<http://www.facebook.com/OttawaValleyLandRovers>

Land Rover FAQ: <http://www.lrfaq.org>

OVL R Forum

<http://www.ovlr.ca/phpBB3/index.php>

Newsletter Archive

<http://www.ovlr.ca/nl/OVL R.nl.freq.html>

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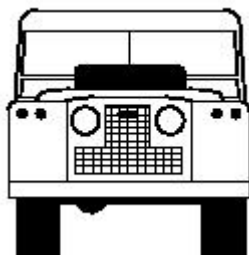
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OVL R Newsletter

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

Submissions: Articles and photographs may be submitted to the Editors, Terry King (terrycking@rogers.com) or Dixon Kenner (dkenner@gmail.com) or via post to the club address. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back. For the best reproduction of photos, use the highest resolution possible. Do not include photos in the text files.

Advertising Information: \$35 CDN for 1/4 page ad. Must run for minimum of three months. Free ad space is provided to members.

Deadlines: Submissions to the OVL R Newsletter must be received by the 5th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and attributable. Names may be withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

Editorial Policy: The Editor of the 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 director, 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 an independent verification. The Club, officers and contributors can accept no responsibilities for the result of errors or omissions given in this newsletter or by any other means.

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Terry King
This issue: Dixon Kenner

Newsletter Production Editor

This issue: Benjamin Smith

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Bruce Ricker

*"It was fun, we went fast, and then Quintin got stuck on a BIG rock" (but she didn't know why)
--Willow Riston, aged two and a half years old when asked if she had fun at the WinterRomp.*

Greetings¹,

Another month passes, the snow is still thick on the ground, and despite promises of the sun and Spring, the occasional extra dump of snow keeps many Rovers deeply buried in a snow drift somewhere. The most recent was rather difficult to get off the roof of the Dormie, now BGB Dome as the piles from such activities earlier this Winter has resulted in very well insulating snow banks that reach all the way to the roof level. So much for being in a sheltered area. Some advantages, some not. At least the winds stay away, unlike the Dome's cousin in Washington DC which is now on tarp number three since the Fall. Well, Sandy didn't help very much with the original. For some, the continuing snow pack provides a convenient excuse not to start on projects, a pair of 86" rovers springs to mind.

But, never mind about the past, but let us look to the future. The next event of interest will be the annual Maple Syrup Rally up at Vern's sugar bush near Shawville Quebec. A mere sixty miles, give or take a few, from Ottawa. Details can be found further into the newsletter, some of the activities, directions, and related information. As is traditional, we do not have a date for the Rally yet. That will be sent out via email to the membership when Vern has watched the undulating weather patterns and decided which will be the best weekend to have the Rally. Peter Gaby is the contact point if you have specific questions.

More events to be considered for the future, as time passes quickly, is the Tune-Up in May. Our esteemed President has been making noises about something non-plushie making it there, though this may just be a touch of Spring fever brought on by the recent challenge between Andrew and Frank. A second May event to start to consider, or percolate through the thought processes is Kevin & Terry's day trip, light off-road down the old colonialisation trail past some of the abandoned towns and villages of the Ottawa Valley. Further information on the history of the trail is later in this newsletter.

Finally, for those starting to plan their attendance at the thirtieth Birthday Party, a reminder, the Provincial Park website has camp sites available. Grab yours before you find yourself in the middle of a bunch of campers as opposed to Land Rover enthusiasts. Planning continues by the Executive at making this an interesting event.

Elsewhere in the newsletter we have an article on Rover Polo. Originating at one of the last of the big British Invasion's that OVLRL used to attend², RoverPolo proved to be an interesting, if odd addition to some club's event agenda, recently played at last year's Blacker than Night rally in central New Jersey and proposed, in snow, for the WinterRomp. The NJLR people had so much fun that they came back to Ben Smith's house in September for a second game. Convenient

that he had a stack of Ontario election signs. I wonder where *those* came from <cough>. Also within these pages are an update to the antics and activities under the Dome as the BGB gets refreshed, so to speak.

Conspicuously absent in this newsletter is an update from Alisdair's project. I also note that the last Bensfold Backlog posting was in the November issue. There are some items to report there as we had another 80" work weekend in the Bensfold barn in March. That will also have to wait for future issue.

Late breaking news to Newsletter Central is that Doc Dolan's 86", the one that that graced the pages the prior earlier newsletter, is moving south to the U.S. as another D90 plushie owner succumbs to the allure of the classic Land Rover. Since Dan Marcello doesn't have any off-street parking in Queens, we wonder where it will end up being stored. People are placing bets on Jarek Maras' house and on Ben Smith's tall tree storage. Of course the 86" still needs to be picked up and hauled down to the States. A trailer is being rebuilt by Jarek for this rescue mission. What could go wrong? Or our crack border agents could prevent this Land-Rover from being so cruelly wrested from Canada and hauled in chains to our southern friends. (you can all stop laughing now).

[What Dixon doesn't know is that Dan has owned and sold a RRC Hunter, currently has a Disco 1, has bought and sold a Series IIA 88" and rode an off-road motorcycle through the Gaspé Peninsula for 100s of miles. Not exactly plushie. -ed]

Notes:

1. For those that must know, the this is the second version of this page, computers being so wonderful, not...
2. The move to a park in downtown Stowe from the fields outside, which featured a RTV course, camping possibilities, and a much larger venue all contributed to the decline of the Rover participation.

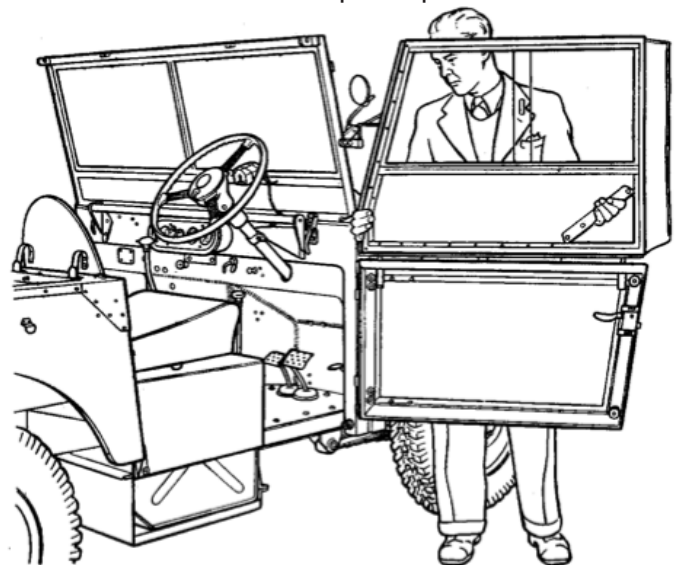


Fig. 36. Sidescreen fitting

President's Message

Musing From the Throne Room, Part 13

by Andrew Jones

March has been one of those month's in which I have spent more time outside Canada than in it, with work trips to Brazil and Italy and finally an escape south to Phoenix AZ with the family: The latter trip being a welcome change of pace / scene and quite a novelty to go somewhere I wanted to go, to do basically nothing, and none of it related to work.

In case you were wondering where all the new Range Rovers go in North America, I can confirm that most of them are here in the Phoenix area. I've never seen so many: The one common factor uniting them all - apart from being amazingly clean and usually driven by a desiccated, sun-dried baby-boomer, is that they all appear to be accessorized with shiny accoutrements to the limit of good taste - and some a good deal beyond ...But "Well Done" to Land Rover to have produced a product that has huge appeal to a very lucrative corner of the market here in the US.



in-situ....so needless to say the repair operations manual is getting well-thumbed these days: At the time of writing I have got both carbs off and hope to have the heads on the bench before mid- April.

I've been contemplating fitting an Edelbrock 4-barrel carb to improve starting, performance and economy - as promoted by Bruce Ricker and Peter McGough, but the realities of the 101 engine set-up (24v alternator, and the gear-lever linkage) will likely mean I'll have to keep the Strombergs on account of not enough space to fit the Edelbrock. Ho Hum.

Away from the engine, again with help and support from Andrew F, I fitted new wheel bearings and seals on all four corners, and re fitted the hubs and brake drums, before giving both axles another coat of semi-gloss black. They are starting to look good.

In need of a change from working either under the truck or bent / contorted into Cirque du Soleil like positions, I turned my attention to the cab. The truck arrived with only one door-top - which was pretty rotten, so I ordered a pair of new ones from Jeremy Pinney at Rocky Mountain Products. They are made from Aluminum and come glazed and ready to fit: The overall quality of the product is excellent and they make a huge (positive) difference to the appearance. I'll keep them au naturel until I repaint the truck in its original in-service Luxembourg colours.

I also had the broken windscreen repaired - thanks to The Glass Shop in Ottawa - if you need a new screen, I can't recommend these guys highly enough: Quick and courteous service providing a good quality product at a reasonable price.

The last job I did before heading off to Rome was to re-fit the windscreen, together with the new roll-over bar and the tops of the door frames - one of which needed a lot of fettling to get straight. So after some judicious use of assorted washers to get various angles and gaps to line up (more or less right anyway), including adjusting / rehanging the doors, I have to admit I'm pleased with the result: Another step closer to having the truck "road-ready" for action this season.

As I type this, sipping another cool drink poolside at our Scottsdale mountain retreat, the sugaring season is upon us in Lanark County and with it will come the first event on the OVL R calendar - the Maple Syrup Rally: Date to be confirmed but once again graciously hosted by Vern and Linda Fairhead and organized by Peter Gaby.



Meanwhile back in Lanark County - Despite the travelling I did manage to make progress on the 101 this month. Having got the truck "trail ready" last year - it ran ok but not well, so once again I consulted Mr. Finlayson: He recommended a compression test, the results of which indicated that things are not as they should be - with all cylinders being below par, and 2 cylinders especially low: Radio trucks traditionally spent a lot of their time with engines idling to charge batteries while on deployment, so this and ten years of inactivity will have taken their toll.

So it was an easy decision to behead the engine to "refresh" the valve train and at Andrew's suggestion to contemplate a "ring job" from below with the block



Algonquin Land Claim Agreement-In-Principle

Important negotiations are underway in Eastern Ontario that should be of concern to anyone who uses crown land in Eastern Ontario. If you recreate on crown land, off-road, ATV, snowmobile, canoe, kayak, boat, hunt, fish, camp, geocache, hike, ski, snowshoe or cottage on or near crown lands you should get informed and ensure that your rights and your usage of crown land is documented and considered.

The governments of Ontario and Canada have been holding confidential meetings to address the Algonquin Land Claim. As part of the preliminary draft Agreement-In-Principle more than 117,500 acres of crown land will be granted to the Algonquin as private land, a further 30,000 acres will be turned into a new park, and thousands of acres may be cut off from public access. Trail organizations will need to negotiate for access to trails crossing settlement lands. Do not confuse this with conservation. The beneficiaries of the plan get virtually unlimited plant, fish and wildlife harvesting and mineral rights for the settlement lands.

There will be secondary effects caused by giving away crown land. The remaining crown land will feel more pressure from forestry. Tourism operators will be impacted. More recreational users and hunters and fishermen will be crowded on to less land and fewer lakes. The bottom line is nobody knows for sure how communities and recreation will be affected.

Off-roaders in Eastern Ontario may be directly impacted by loss of the crown land parcel around McNulty Lake that is crossed on entry to the Gorge trail. There is no other way into the trail without crossing private land. Roads to the Quinn trail are part of the land claim and it is not clear as yet whether road access to the trail will be cut-off. There may be other trails affected that have not yet been identified.

What You Can Do

There are public information sessions from March 6 to March 16. Please make an effort to attend a public information session, ask your questions, and let them know your concerns and how you use crown land.

1. Get informed by reading the links below. The Agreement-In-Principle is written in plain English and can be accessed in PDF format from the Aboriginal Affairs web site. The maps show what parcels will be transferred and each is identified with a number.
2. Request more information: identify the parcels that will impact your activities and go to the meetings and ask questions. The Ottawa meeting is this week: Wednesday March 6 from 3 pm to 8 pm. Kingston March 8 from 3 pm to 8 pm.
3. Call, email or write your representatives to express your concerns about access to public lands. There is a list of contact numbers, email addresses and mailing addresses on the web site at www.algonquinlandclaim.ca
4. Complete the OFAH survey on www.algonquinlandclaim.ca and send it to them to help identify the

different land uses that may be impacted by this agreement.

5. Tell your friends and neighbours. If they use crown land they may be directly affected or suffer from secondary effects.

General Questions to Ask

1. How will my access to crown land [location and activity] be impacted by this agreement?
2. Will more crown land be transferred and under what conditions?
3. What other groups have land claims that potentially impact this area?
4. What will government do to ensure that remaining crown land is managed sustainably? Will sustainability measures apply equally to the Algonquin? Will any remaining crown land be closed to public access to make up for the loss of crown land?
5. What is the impact on Forestry operations if the available crown land is reduced? Will more areas see harvest? This puts more pressure on recreation.
6. What consultation has been done to ensure that users of crown land have been considered? Why are only property owners and land use permit holders notified?

Questions for Off-Roaders


1. Will trails and access roads across land claim parcels that used to be crown land be closed?
2. Will I need to pay a fee or negotiate access to crown land?
3. Will I continue to be able to access the Gorge Trail (parcels #315_B, #129_R) ? Ask to see the "Descriptive plan" showing the survey, exact locations, and road allowances.
4. Can I still use Norcan Lake Rd. to access the Quinn trail (parcels #242, #241) ?
5. What is the area impacted by the parcel near Wabun Lake (Rusty Bat)? #315_Q
6. Can trails and crown land be isolated by these land transfers? Would it be possible to open another access to the lands in question? There are between 1200 and 5000 acres of additional crown land that are accessed via the Gorge trail for off-roading, hunting, fishing, ATVing, etc.

Link


Aboriginal Affairs Preliminary Draft Agreement-In-Principle and Maps: (read it!) <http://www.aboriginalaffairs.gov.on.ca/english/negotiate/algonquin/algonquin.asp>.





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

 Bill Fishell writes: My front axle locked up on my 1994 Disco 1. I'm guessing a bearing in the front diff gave out without too much warning. If you want to call ten feet warning. I got out of the Disco and was standing on the side of the road trying to figure out what to do when I turned my back...and I heard the van slam into it. The Disco is not road worthy anymore in its current condition. People in the van are ok for now. She will be in court shortly for no insurance.

I was able to get 225,000 plus miles on the Disco and the body chassis was rusting away. So a good run in the end. Now for the 109" conversion project!

 Ted Rose is reported to be working on his Morgan instead of his Land-Rover. You think getting parts for a Series are a piece of cake? Think Morgan were you can use a saw and file as a lot of it is made of wood!

 Harry Bligh is reported to be running about in a Smart car while the ex-Manotick 109 (former) wrecker is resting in the drive. Recently the chap who bought his blue 88 contacted the club to say he still had it.


 In the December issue of LRM magazine the Editor invited people to send in their opinions of the DC100. A number did. Ben Smith's letter was published in full in the April 2013 issue. Ben wrote:


"Over here in the US in Land Rover enthusiast circles there was great rejoicing when the news of the death of the DC-100 was broke. But then Mr. McGovern says that the new Defender will look nothing like the old Defender. I just shook my head. If VW can make the new Beetles look like the old Beetles, if BMW can make a new Mini that looks similar to the old mini (but much larger), if Jeep can continue to make Wranglers that look similar to the Willys Jeeps, then if Land Rover can't make a new Defender look similar to a Defender then it is a failure of imagination for Mr. McGovern's team. Yes new regulations make a meccano set of bulkhead bolted to ladder chassis with other bits and bobs strapped on no longer viable. But why can't Land Rover make a monocoque structure for the engine bay and front seat area with variable wheel bases and then bolt on a 2nd structure to make up all of the variations (e.g., a rear panel and tub to make a pickup, a 2nd row seating box with rear panel and tub to make a crew cab, a 2nd row seating plus enclosed rear to make station wagon). To this structure familiar shaped body panels could be attached--even out of aluminum. But no, failure of imagination."

"As for the market-size Mr. McGovern mentions world wide sales of 12,000 Defenders. In 2012 Chrysler sold 18,996 two and four door Jeep Wranglers into Canada and 141,669 in the US. Meanwhile Land Rover abandoned the US market for Defenders 15 years ago in late 1997. The numbers show a vast, untapped market.


Failure of imagination."

If only Land Rover would read this letter and take heed, but alas, likely not.


 Recent club discussions at the club social mentioned the NADA 6 cylinder engines. People either love them or swear at them. Only 811 were imported and over the years many have been recycled for steal. AW knows where one is and wonders if it is worth it.

 Russell Dushin writes about his long suffering Nigel: The head's been shaved, stellite seats are in, and all the rocker arm bushes have been replaced, but the once-thought salvageable valves weren't - at least I didn't have a full set between my two heads and it was suggested I source new. Kiwi rejected RN ("ProLine") intakes and three of the four exhausts - the one that was different was of higher quality and was also nitrated, and I was able to secure 3 more of them from RN. Didn't help that neither the intakes nor exhausts were matched sets and the keeper grooves were poorly and inconsistently cut (on all but the nitrated exhausts). He basically rejected them outright, but largely on the grounds he didn't trust them enough to put them in there. Presently awaiting custom intakes from some guy he knows who will make them up, and he'll cut them to size, cut the keeper grooves, machine and lap 'em. \$160 more in parts...

 It is reported that Andrew Watkins changed the disk and pads on his Holland & Holland RRC--all himself. Since then he has been expressing fascination about Series Land-Rovers.


 Dustin Bouchard writes on the club web forum stating that he has his Series III but finds that he has very little time, money or desire to get out in the garage to work on it. I had listed it previously but don't like the idea of selling it & being without a Land Rover (even if I don't get to drive my current one). I have recently been thinking that maybe owning a Discovery would be the better option for me, something newer that I can actually get some use out of instead of just repairing all the time.


Just wanted to hear from anyone who has had experience with Series vehicles & Discoveries as to what you think. Do you think that overall the cost of ownership of the discovery is cheaper? Or that a Discovery would be a better option for someone who maybe does not want to have to do as much major repair work?

 Registraton for the club web forum has been suspended. It used to be that we received 10 spammers per day registering for an account with 1 in 100 requests being a real person. In the las month this increased to 100/day. In one month there were 3800 such requests and none actual LR owners. Hence

registration was shut down. If anyone knows a person that would like to join the forum, please have them contact Dave Pell and he can set them up.


In general the forum has very few posts. It asks the question of if a forum is with the effort of maintaining it?


 If you recall the article on the Winter Romp, it was reported that Bruce Fowler's RRC was sick after the timing chain skipped a tooth. In the background of the Romp various people were assisting him to get his RRC running. Well it seems that it is not running well at all. Recently he has concluded that at least 2 of the lobes on his cam shaft have been worn down. Yet another weekend project for him.

 Rod Steele writes: I have found a Land and Range Rover parts dealer that has recently opened on the side of Highway 69, on the way to Toronto at the Britt Turn-off. There follows a number of photos I stopped and took of the stock of Rovers he has stored outside. There are more inside but I could not get decent photos.

Britt Motor Sales Inc. Tel #: 1-705-774-3224



 We notice that J-L has been quiet of late on his Quebec mountain retreat. At the end of this newsletter we see that he has posted a wanted list of 110 parts. Perhaps he finally has a Land Rover project a foot? Someone should go out and visit him with a camera and send photos back to newsletter central.

 Bill Calocchia writes on the LRO list: I'm at the point of making the 88" a going concern again. It is a home-market '63 RHD (headlamps mounted in the breakfast, not bug-eye - bronze green, like on the plaque :-)

At present the firewall / bulk head needs a bit of work, and none of the controls are in it. so I *could* with very few bits, change it from RHD to LHD, but should I ?

Twenty years ago, toll booths were a pain, but with EZpass, now the places I would more likely notice it are parking lots or drive-up ATMs, so that's not a serious consideration.

Of course, RHDs are less desirable in the market place (which isn't to say I intend to part with it.)

The only thing that would make the 88" seriously more comfortable to drive would be to do Jan's modification of moving the load-space bulkhead from the 88" position to the 109" position, though there are a whole bunch of things involved with doing that, and that mod is not as practical, nor perhaps possible in a RHD (due to the fuel filler assembly which would conflict with the driver's seat moving rearward.)

Without moving the loadspace bulkhead rearward, the biggest reason against changing, from a drivers' point of view, is that the RH footwell is wider than the LH one (due to the offset of the transmission tunnel to the left) making the LH position a bit more cramped, and even less comfortable.

So, I figured I'd put it out to the list and see what other reasons, pro-LHD (change) or pro-RHD (original) the general list could contribute to the arguments.

[the general consensus was to keep it as RHD. -ed]

Bill then laid down a challenge. "Good news is, I'm a couple steps ahead of Dixon and the BGB, as after not having given it much of any consideration lo these last 7 years (spare keeping air in the tyres and trying to keep the weather out) I stuck the handcrank in yesterday and the engine turned freely."

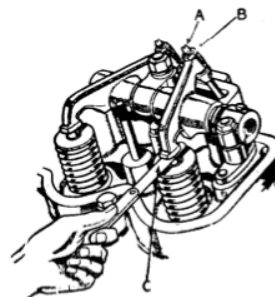


Fig. 12. Inlet tappet adjustment
A - Tappet adjusting screw B - Lock nut

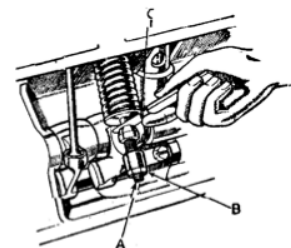


Fig. 13. Exhaust tappet adjustment
A - Tappet adjusting screw B - Lock nut C - Feeler gauge

Some Non-OVLR News & Rumours




 The photo is of Stuart Lewis-Evans and Tony Harris and dates from September 1953. They are lowering their Cooper 500 Formula 3 racing car from the roof of a Land Rover at the Crystal Palace race circuit. Lewis-Evans was a friend of Stirling Moss, and was managed by Bernie Ecclestone himself starting in 1957. The following year, his Vanwall crashed at the season-ending Moroccan Grand Prix. He died of his burns in the hospital six days later. Team boss Tony Vandervell never got over his death, and the Vanwall team was shut down in 1959.




Photo credit: Reg Speller/Fox Photos/Getty Images

 Kevin Kelly writes, last week I noticed one of my tenants backing out of the carport had a brake light out. I tapped on his window and he said, "I know the light is out, but I have not had time to bring it (late model Nissan SUV) in to the dealer". I popped the back popped the plastic door open, then pulled out the bulb holder and gave the kid the bulb and told him to bring it in to O'Reilly Auto Parts and tell them "I need bulb like this". He called me a day later and told me he got the new bulb and wanted to know if I could help him put it in. It is a sad day when a 21 year old male University of California, Davis (a school with an average high school GPA of 3.99) student knows so little about cars that he can't even imagine trying to change a burnt out bulb...

 This advert won in a challenge for the most honest car advertisement. #10 was a Ferrari with an engine fire with the caption "Ferrari, a burning passion for excellence".



 Last year we saw Tennessee Land Rover close up show when the owner retired, British Pacific was swallowed up by Atlantic British, and now it looks like D.A.P. Enterprises in Springfield, VT, (you know, the Springfield that won The Simpsons competition a number of years ago) is putting the business up for sale. They're a Land Rover parts & accessories supplier and garage supporting Series and newer models and have been in business since the 1970s. The general sales pitch is up on their homepage <<http://dap-inc.com/>>.

While I've only called them once looking for a specific part and didn't end up getting it through them, I personally hope they get snapped up and that whomever does so still supports Series Rovers, but I don't know anything about their business. It's at least a decent location with easy access to I-91 in southern Vermont near New Hampshire, but I don't know the demographics that well. Anyone looking for a new project?

A Fictional Letter From Land Rover To Its Fans

Hi, we're Land Rover. You might remember us as the hard ass SUV company that the Queen used to give accolades about, for it's rugged design and capability. You might also remember us for our abilities in the UK Service, as well as on hunting exhibitions the world over. Perhaps you'll remember that Princess Diana had one of our original Range Rovers.

Anyways, now times have changed, and the 21st century is here. Most recently, we have been softening our vehicles for the average consumer, and we here at LR, think that for the most part, people haven't complained. Profit shares are up, and for the first time in decades, reliability is on the rise. We even have praise from the worlds top motoring program; Top Gear.

Unfortunately however, we have decided to graft on the look of Posh Spice's eye makeup, to every one of our cars headlamps. You see, Posh Spice help to design the Evoque, as well as the concept it was based on, and we are avid fans of her as well (Her boobs are big, what can we say?). For that very reason, and because everyone likes big boobs and fake eye lashes, we have decided to soften the visual side of LR as well, by fitting smooth contoured lines to all the front ends of our product line.

We feel that this will make buyers want to buy our cars even more, because now, not only will they be in style visually, but also reliably and publicly, through the endorsement deal with... you guessed it... Posh Spice.


But don't fret, we're still capable off road, and we're still incredibly luxurious within. The only thing you need to know now, is that we have lost our rugged good looks, and traded them, in favor of some ugly eye

shadow and some overdone useless fender vents (which we might add, worked on the older LR's).


Hope you enjoy the new Land Rover, and pick us up a bottle of Krug Clos d'Ambonnay on the way from your L.A. Single Mothers book club please. Thank you.

This post was written by reader TokyoBayAqualine when we found leaked pictures of the upcoming 2014 Range Rover Sport.

Original post: <http://jalopnik.com/a-fictional-letter-from-land-rover-to-its-fans-453576117>


 A new Land-Rover magazine will be coming out soon dedicated to all Land-Rovers up to 1989. It will be called "Classic Land Rover" and the website will be classiclandrover.com. The editor is John Carroll who was editor of Land Rover World for many years. The first issue is due on newstands in the UK on May 1, 2013. If you want notification of how to buy the first issue or how to subscribe when that option become available send email to martin.steele@keypublishing.com. The full press pack is at the link below:

<http://key.aero/central/mediapacks/CLR%20media%20pack%20LR.pdf>

 Land Rover sold 22,260 vehicles in February, down slightly when compared to February 2012, reflecting the Chinese New Year holiday period.

It saw increased sales of Freelander (up 26%) and Range Rover (up 46%).

For the first two months of the year, Land Rover sold 51,378 vehicles (up 15%) with notable performances in USA, Germany, South Africa and Middle Eastern & North African Importers.

 The Wing song "Helen Wheels" was supposedly named after a Land-Rover owned by Paul and Linda McCartney named "Hell on Wheels". Inquiring minds in the Series One club have pondered if they could find a photo of this inspiring vehicle.



They found 3 photos on the web. Two are of a 86" and one of a SIIA 88". They are reproduced above and left.

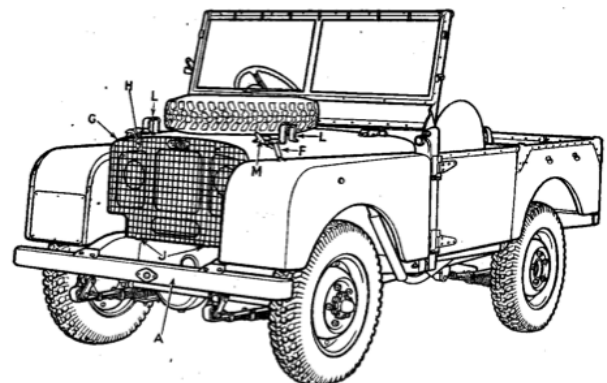


Fig. 1. (Three-quarter front view).

Upcoming Events

March 18th, 2013
229th Monthly Social
 Prescott Hotel (Beach & Preston Streets in Ottawa)

April 2013
26th Maple Syrup Rally
 Where: Shawville, Quebec
 Organizer: Peter Gaby
 Date still TBD--watch the website

April 15th, 2013
230th Monthly Social
 Prescott Hotel (Beach & Preston Streets in Ottawa)

May 4th 2013
Opeongo Colonization Trail
 West of Ottawa Up towards Barrie's Bay
 Organiser: Kevin Newell & Terry King

Mid May 2013
Spring Tune Up
 Locally in Ottawa
 Organizers: Andrew Finlayson

May 20th, 2013
230th Monthly Social
 Prescott Hotel (Beach & Preston Streets in Ottawa)

June 20-23, 2013
30th OVL R Birthday Party
 Silver Lake, ON

August 2013
OVL R International Rover Polo Tournament
 Pakenham, ON

30th OVL R Birthday Party

The big event for the club is only a few short months away. Dust off memories of trails like the "Light" off-road, the Heavy Off-Road on the hydro line, Bolton Creek and Ernie's land. The RTV competition. A great BBQ dinner Saturday night. Then the entertainment of the Sunday auction where the auctioneers attempt to channel Bate's auction style, "This item is one of a kind..."

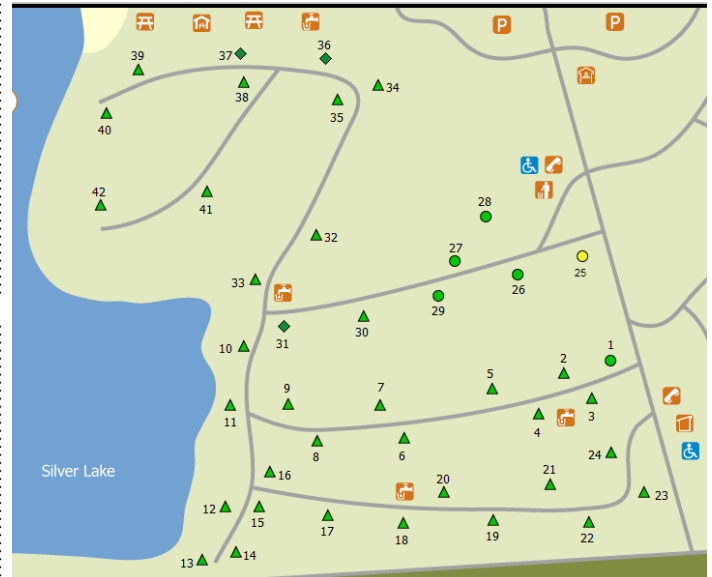
Now is the time to plan ahead and register your campsite at Silver Lake Provincial Park Real toilets and showers. Swimming and playground available. Members typically concentrate in the Dawson Campground (see map below) with the "party" site being #40.

<https://reservations.ontarioparks.com/SilverLake?Map>

Put the weekend of June 22 to 23 on your calendar. Book the Friday the 21st off from work. Dust the cobwebs off your Land-Rover and do your Spring tune up. Plan to head out to the Deacon's place near Maberly.



Series 1 80" on the RTV course, 2006



10th South Central Area Rover Rally (SCARR)

April 17-21, Barnwell Mountain, Gilmore, TX
 Sponsor: Texas Rovers
 Website: <http://www.scarr2013.texasrovers.org>



Size: 100 Land Rovers
 Organized trail runs, scavenger hunts, and obstacle courses for participants to try out their vehicle's prowess. The final evening consists of a catered BBQ dinner and a raffle. Everything from shirts and hats to entire lift kits are raffled off before the night is over.

19th Mendo Recce Not-A-Rallye

April 27-29, Cedar Camp, Mendocino Nat'l Forest, CA
 Sponsor: mendo_recce email list
 Website: None



Size: 30 Land Rovers
 An unorganized, bring-your-own-everything event. Pot luck dinner Saturday night. Drive whichever trails meet your fancy. Spectacular views.

26th Maple Syrup Rally

That time of year is nearly upon us, when the snow begins to recede up here and the landscape begins to resemble something other than tundra. For the past twenty-six years, members of OVLR have been celebrating the coming of Spring with a gathering at Vernon Fairhead's sugarbush in Shawville, Quebec during the maple sap run. The event offers people an excuse to get their Land Rover out from under a snow bank and blow out the cobwebs. The actual date for the MSR is a Sunday, but it varies due to actual sap run.



Activities:

- Winter camping for the hearty
- Gathering sap from the sugar bush and stoking fires under evaporators
- Brunch of french toast, sausage and baked beans with fresh maple syrup
- Driving snowy trails and lanes
- Maple syrup for sale (while supplies last)
- Members are also welcome to come up on Saturday and help with sap gathering and maple syrup production

A convoy of vehicles leaving from the Westgate Shopping Centre at 8:30 am. (Corner of Carling Avenue and Merivale). If you know your way and are coming up on the Saturday, we are looking for a convoy leader. Contact Terry King or Peter Gaby.

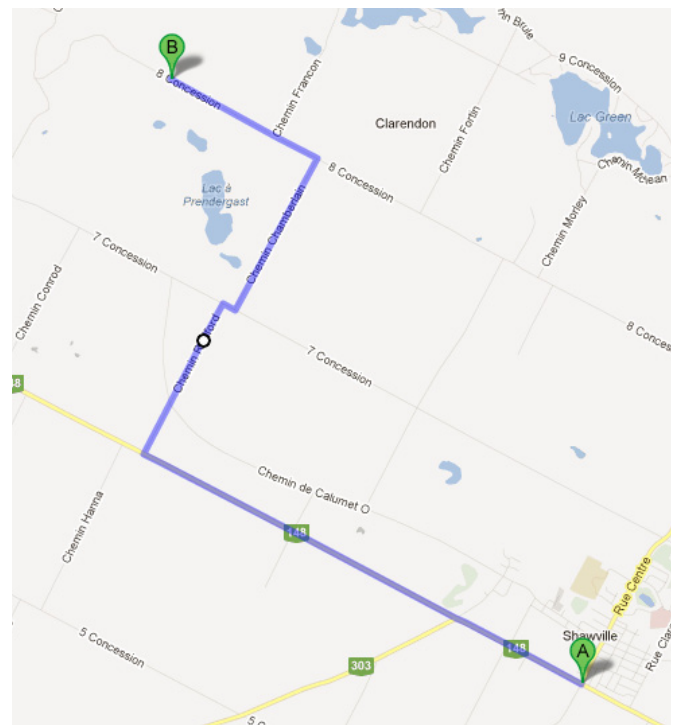


Details:

- The cost of the rally is \$5 dollars per person with children under three free.
- RSVP to Peter Gaby (gaby@rogers.com).
- For winter camping please contact Vernon at either antiquebikeguy@yahoo.ca or (819) 647-5544
- Per insurance requirements driving off-road trails requires you OVLR membership and a valid driver's licence.

Directions:

- Cross the Champlain Bridge (Island Drive) over the Ottawa River
- Go straight to the second set of lights where the road ends at a "T" and make a left
- Follow the upper road (Highway #148) 6.6 km to Aylmer to a set of lights at the park
- Make a right and continue on Highway 148
- Follow Highway 148 out of Aylmer
- Continue 63km to Shawville
- 1.4 km out of town is a flashing light (Highway 303)
- 3.5 km after the flashing light make a right. Look for a side road on the right marked with a small green sign "Radford". There are 2 barns on the left.
- Go straight 1.7 km until the road ends
- Turn right, go 140 meters and then make an immediate left
- Go 1.7 km and take the first left at the next concession road
- Vernon's farm is 1.7 km down the road on the left



Maps:

Shawville (and Vernon's farm) appear on the very leftmost portion of the Canadian Topographical Map 31-F/9. For some of the trails map sheet 31-F/10 is handy.

(Photos 2002 Maple Syrup Rally)



Top row, 2nd row middle and right: MORE Labour Day 2004: Winning team, Bill Cameron in the Barfani Cheetah, Craig Bachman in his 88, Matthias Eisengruber and John McKelvey in 80", Peter Knowles in Captain Flint (photos Niall Forbes)
Rest of page: BTN 2012: George's 109, Helen in 88", Fretra battles Christina, Helen battles Katie, Christina mallets, Mike Loiodice, Fretra mallets while Rohan pilot's his 109, a score, Christina holds her broom high. (Photos Dixon Kenner)

Through the Ages



Top five: NJLR Rover Polo Day 2012: LR3 vs Disco 1, Rohan hangs out of John O'Mara's 88", Jarek Maras with broom in his 88", Lisa battles Christina, RRC vs P38A. (Photos Abraham Then). **Bottom:** Évènement Pierre-Gauthier 2010 near Sainte Thecle, QC: Rovers on the lake bed, setting up goals, Erma and Steven Wuhr. Gilbert Doyle looks, Bruce & the signal cannon, 109 vs. RRC, a spectator sport, (Photos Francis Groleau, Gilbert Doyle, Jean-Noel and Eve-Marie Kirouac)

General Servicing: Repairs, Humour, Tales & Trivia

Rover Polo

by Benjamin Smith, Niall Forbes & Bruce Fowler

Rover polo is a game played between teams of Land Rover owners similar to the equine sport of polo with the intent to move a ball down the field and into a goal using a mallet from a mobile platform. Some hockey rules have been added for safety and to minimize contact.

It all started in 1999 or 2000 when Chris Francis, an organizer for the Stowe British Invasion sawing a television advertisement stating that only some Japanese vehicle could play polo. That was a challenge. That year the sport of RoverPolo was introduced to the Invasion. Since there were so many trucks it was mostly an exercise of drive on field, wack the ball once and drive off. Rules were sparse. People enjoyed it. A web site was created. But then in 2002 Land Rovers abandoned the Invasion.

The torch was next carried by members of the Maritime Organization of Rover Enthusiasts and Land Rover owners from Quebec. It is known that a game was played at the Labour Day Rally in Annapolis Royal in 2003. There is great video footage of François Kirouac as the passenger in Thomas Bujis' Discovery yelling at the top of his lungs at every opponent as they battled for control of the ball. Another game was played at Labor Day 2004 in Woodville at the Foote family farm. Craig and Michelle Bachman's two boys were riding in the back of the 88 and had secretly filled their Super Soaker water guns before the game. When they were next to an opponent fighting for the ball, the rear window suddenly slid open and two huge streams of water shot out at the opposing player. A few other games may have been played by MORE. Bruce Fowler and Mattias Eisenmenger sat down one night and wrote out formal rules. A game was also played at the 2010 Pierre Gauthier Event at the behest of François. In 2002 there had been threats of playing at the Winter Romp, but it did not materialize.

More recently Rover Polo has been played in 2011 and 2012 at Blacker Than Night at my house. It was so well received that we had a RoverPolo day last fall with the NJLR group again at my house.

The rules of RoverPolo are as follows:

- The field shall be 100 meters by 35 meters with a 5 meter goal placed centrally at each end of the field (e.g., 15 meters, goal post, 5 meters, goal post, 15 meters) with markings made for corners, goals and mid field point on the sidelines (political signs from prior elections are very useful for this and you don't care when you run them over).
- The minimum team size is 3 Land Rovers per team.

- Each vehicle shall have a Driver and a Malleeter.
- The Malleeter must be on the opposite side of the vehicle as the driver—both shall be in the front seat.
- Drivers and Malleeters must stay in the Land Rover at all times.
- The ball is a under inflated basketball.
- The mallets are common sweep brooms that may be shaped using duct tape--no stiffeners or inserts; the only modifications are using duct tape.
- LR's may only move in a forward direction on the field and in 1st gear low range whilst they are "in play"
- Play begins with a referee placing a ball in the center of the field and signaling the players to begin--one Land Rover from each team enters the field and approaches the ball. (Some clubs prefer to us potato cannons as the signaling device)
- Only one Land Rover from each team may be on the field at given time with the ability to directly engage the ball.
- Players are to directly engage the ball, striking the ball only with the mallet.
- If a LR moves past the ball such that the Malleeter can no longer strike the ball, the LR must leave the field and return outside of the field to the Land Rover's team's field end edge to await their turn.
- If a LR comes to a stop on the field for more than 10 consecutive seconds for any reason it is then out of play and must immediately leave the field. The referee may signal this with a whistle.



Photo: BTN August 2012, Dixon Kenner

- The LR leaving play must head directly towards the nearest field edge and may not influence the game in any way while on the field.
- Whilst leaving the field and returning to their team's field end, LRs may use gears other than 1st gear.
- At the end of the field Land Rovers wait to enter the field in the order that they returned.
- Once it is obvious that a LR has disengaged and headed for the edge of the field to exit play, then the next vehicle of the team may enter the field to engage the ball (1st gear low box only!)



Photo: BTN August 2012 Bruce F and Mike L charge in reverse, Dixon Kenner

- Play shall be in 4 “chukkers” of 8 minutes each.
- At the end of each chukker play ends and teams switch ends of the field. Play recommences after a short break with the referee placing the ball in the center of the field.
- If the ball leaves the field via the sidelines, then both vehicles exit and the referee places the ball in the center of the field at the same downfield location as where it exited the sidelines for the next two LRs to engage. • If the ball leaves the field at one end or the other without scoring, then both LRs exist and the referee places the ball on the midline of the field halfway between midfield and the nearest goal for the next two Land Rovers to engage.
- If Land Rover successfully sends the ball through the goal posts, they shall score a goal of one point.
- Upon scoring both LRs exit and the referee places the ball in the center of the field for the next two LRs to engage.
- If a mallet is dropped, the referee will signal a time out for the player to safely retrieve the mallet.
- If one Land Rover strikes another Land Rover, the striker's team shall lose one point.
- If the Malleeteer strikes a member of the other team or the other team's Land Rover with their mallet, the striker's team shall lose one point.

- The winner is the team at the end with the most points—or the team with the least negative score if more penalties have been accrued than goals scored.

Sometimes the players have a mixed batch of LHD and RHD vehicles. In order to include everyone some changes have been made to the rules:

- Teams shall be built entirely with RHD or LHD vehicles.
- When RHD vehicles play LHD vehicles one team shall start off going forward and the other in reverse gear
- When exiting play, a vehicle in reverse may select a forward gear to clear the field and get back to their field end.
- At the end of the chukker, when the teams change field ends, they also change direction, so that each team gets equal number of chukkers going forward and equal in reverse.



NJLR RoverPolo game, fall 2012, Abraham Then

If there are not enough vehicles to make up a full RHD team, then figure out an appropriate rule that everyone can live with.

This is a living sport. Go play it. If no one plays it will fall into the dustbin of history.

OVLR is throwing down the gauntlet and challenging all clubs to the first International Rover Polo Tournament to be played in Ontario near Ottawa in August 2013.

Details to be published in a future newsletter.

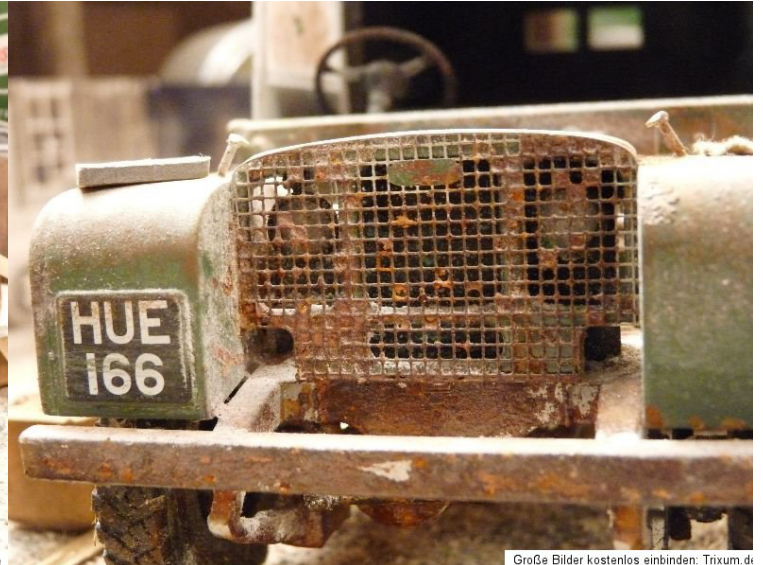
Barn Find?

By the time that you read this article this fabulous eBay item will have been sold. Is it really HUE 166? No, it is a model that someone in Germany put into a diorama and "aged". Details include An oily rag, old cardboard boxes, newspaper, weathered boards, an old oil drum, a box of spark plugs, a shop manual and lots of leaves

are reflected in and around the model. If you didn't know that it was 1:18 scale from the photos you could almost think that it is real. The Buy-It-Now price was almost \$190 plus 42 Euros for shipping. The model and photos are © by M-Art Modellkunst-Manufaktur. The modeler has similar dioramas for non Land-Rovers.



Große Bilder kostenlos einbinden: Trixum.de



Große Bilder kostenlos einbinden: Trixum.de



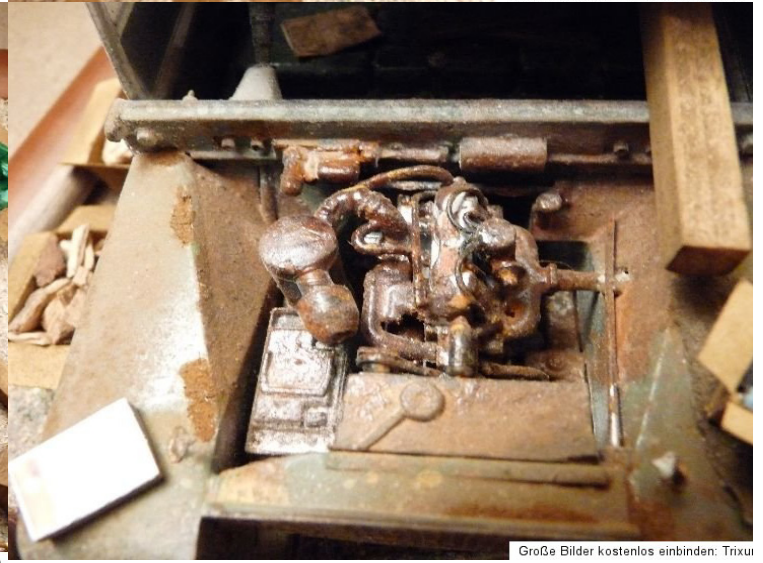
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The Ottawa and Openongo Road

Compiled from the web by Dixon Kenner

Location: Opeongo Lake - Renfrew
Length: 106 km (66 mi)
Built: 1854-1865

The Ottawa and Opeongo Road (also known as Opeongo Line) was one of the initial colonization roads surveyed by William Bell in 1847. It was constructed westward from Renfrew beginning in 1854, reaching as far as the Hastings Road in Whitney by 1865; thereafter the survey line continued to Opeongo Lake. Today, Highway 60 follows the old road between Algonquin Park and east of Barry's Bay. At that point, the road branches out to the southeast, following portions of Renfrew County Road 66, 512 and 64. Approximately 5 kilometres (3.1 mi) west of Dacre, it encounters Highway 41. From there to Renfrew, Highway 132 follows the old road. [12] Several songs have been written about the Opeongo Line, one of the most recent by Canadian singer-songwriter Terry McLeish. His song, "The Opeongo Line", has been included in several musicals and in a tourist CD production of this historic road.

http://www.ottawavalley.travel/Valley_Explore/Drive/Driving_Tour_Guide/The_Historic_Opeongo_Line.html

Foymount is where there is an abandoned army base established for the Pinetree Line during the old War.

RCAF Station Foymount was opened in 1952 as part of the Pinetree Line of NORAD radar stations. The radar itself was situated at the top of a 523 metre hill, one of the highest points in southern Ontario. The main lodger unit was No. 32 Aircraft Control and Warning Squadron, later renamed No. 32 Radar Squadron when the Semi Automatic Ground Environment system was implemented in 1961.

In 1967, RCAF Station Foymount was renamed CFS Foymount with the unification of the Canadian Forces. A few years later, the base was declared redundant; radars at CFS Falconbridge and CFS Lac St. Denis were deemed sufficiently powerful to monitor Foymount's coverage area. The station was closed in 1974 and sold to private interests. Some of the residential and service buildings at the base are still in use.

Ghost towns - <http://www.ontarioabandonedplaces.com/upload/wiki.asp?entry=855>

The main reason the Opeongo Colonization Road's villages failed was due to two simple factors: a) the terrain was unsuited for lengthy farming, which was the case for almost all of the Canadian Shield, and b) the Booth Railway was built north of its settlements. Villages like Killaloe, Wilno, Barry's Bay, Madawaska and Whitney, all to the north, had stops on the Booth Railway. They all survive and thrive to this day. Settlements on the Opeongo Rd. were not so lucky.

Ghost towns along the Opeongo Colonization Road from east to west:

Ferguslea- 1st known as "Opeongo", Thomas Culhane opened his hotel here. By the 1880's the K and P Railway came to the village causing growth. Its postmaster was Robert Reid in 1892 and he changed the name to "Ferguslea". Just east of here the town of Renfrew boomed as the Bonnechere River produced a lot of power. The K and P tracks were lifted in the 1960's. Ferguslea was left behind to wither.

Esmonde- One of the few fertile areas on the road was found here. When the farmers finally gave up as the soils became depleted the village dwindled to nothing. Only a beautiful, large, rock church, a school, and log buildings remain.

Newfoundout- Already has its own write-up. Check out "Newfoundout (ghost towns) " to see all the awesome pioneer log cabins still standing up on the mountain...

Clontarf- Located between 2 mountains, it had a church, store, hotels, and farms. Some of the log farms remain as well as the church (built 1850). Near here sit the legendary Raycroft and Plaus Hotels (now private homes). Its original name was Sebastopol and there is a museum here now beside a ball diamond and outdoor rink with old photos from times gone by.

Vanbrugh- Already has its own write-up...

Foymount- The highest settlement above sea level in Southern Ontario was the base for a distant early warning radar base against the former Soviet Union. Many abandoned condo-like apartment buildings remain.

Brudenell- Located at the Opeongo/Peterson Rd. junction, in 1881, it was lined with 3 hotels. Each had a tavern to quench the lumbermen's thirst. There were 3 stores, 2 blacksmiths, a sawmill, a carpenter, a church, a hall, a school and a pop. of 200. Daily stage coaches were run to Combermere. The Costello's took over the hotel known for miles around for its women, gambling, booze and sins. In 1893, Booth's railway was extended to the north and all the towns on the Opeongo Rd. went bust. Costello's Hotel and a store, etc. remain, though abandoned.

Hopefield- Had a sawmill and a hotel. Today, the "stopping place" (aka- the hotel) is now a home.

OVLR is hosting a trip down this road on Saturday May 4th. There will be a camping option Saturday night if there is interest.

Living with a Series 3 in Africa in mid 70s

by Rod Steele

This is a short story about living with a Land Rover as your only vehicle. Where you might ask would you avoid any vehicle comfort? In Botswana, in Africa, in the 70's is the answer. Why? Simple, there were no roads to speak of, and the weather reeked havoc on the dirt trails and dirt tracks.



typical first step of hunting for firewood, for the weekend cook fire.

The only common car that could endure the roads at that time were the small Japanese makes, Toyota Carolla for example, and the very high lifted Peugeot '04 series. Other than the exceptions, the LR was the correct tool for the task.

My father worked in the mines in Selebi-Phikwe from 1975 to 1980, and hence the stint living in Botswana, after which we spent a spell back in Canada, around Oakville. At that time you bought your vehicles in neighbouring Zimbabwe to the east or neighbouring South Africa to the south. Each country border was a minimum 8 hour drive on dirt tracks. The latest available Land Rover was the series 3. In country you saw the whole spectrum of Rovers prior to the series 3, all going strong, rust was not an issue, all on their umpteenth rebuild, all daily drivers, crossing Africa in all directions along dirt tracks.



Next time you are in the middle of the river crossing at the OVLV birthday bash, open the front doors, let the water flow through, and you will be back in Botswana when we were crossing the border

Shopping sprees you headed either east or south, and after 8 hours, and crossing borders, enjoyed the smooth asphalt highways, and suddenly became conscious of the fact that your latest LR III was the slowest vehicle on the road. On dirt trails in country, if you managed an average speed on the trails of 80 km/hr, you were doing well, you were shortening the life of your Rover, and you were trying to hold all the bones of your body together through the vibration across the corrugated surface of the roads, while chocking through the dust. Travelling these long distances was the only times you chose to clock these speeds, most of the time you idled along happily at 50 to 60 km/hr, slowing regularly to 30 or 40 km/hr.

into South Africa, during the rainy season, on our way to a shopping trip. You had to open the doors to reduce the resistance of the Rover to the sideways force of the fast flowing river, to prevent a push over. So yes you guessed it, the river crossing meant driving down through the raw river bed, there was an effort to call it a crossing, a very shallow cement pad across the otherwise loose sand, with a couple of metal rebar pointing up, so that while the pad is under 4 to 6 feet of water, you could aim between the poles and avoid burying your axles in sand.

Early on my Father built a large roof rack for our Rover (white in the photo), but the vibration from the roads quickly demolished it. As you can see in the photo, we had a white series 3 from South Africa, with the fiberglass roof. The white made a huge difference on the internal heat. Our friends with the brown rover had an older safari top. The photo is typical of a weekend, taking off into the bush, off the trails, looking for ancient ruins, enjoying the wild. In the photo you see the

The final note of this sort story, is a reference to the few modifications Dad made to the Rover in those 5 years. I mentioned the short lived roof rack already. To prevent carrying jerry cans, Dad modified a full size fuel tank from another truck to fit across the bench behind the front seats, fixed it in place, and piped through the floor into the fuel line from our own tank. Under the spare tank was a simple spigot you opened or closed. You had to keep an eye on the fuel levels because of course when you opened the spigot the fuel gauge showed a strange value. It was well done, the tank was pressure tested, and we never smelt vapour in the truck. A temporary mod was the placing of a 1 inch thick sheet of plywood across the top of the benches in the back, on which the kids (us), made a bed and entertained ourselves during the long shopping trips. This provided a large storage space underneath for our other supplies for the trip.

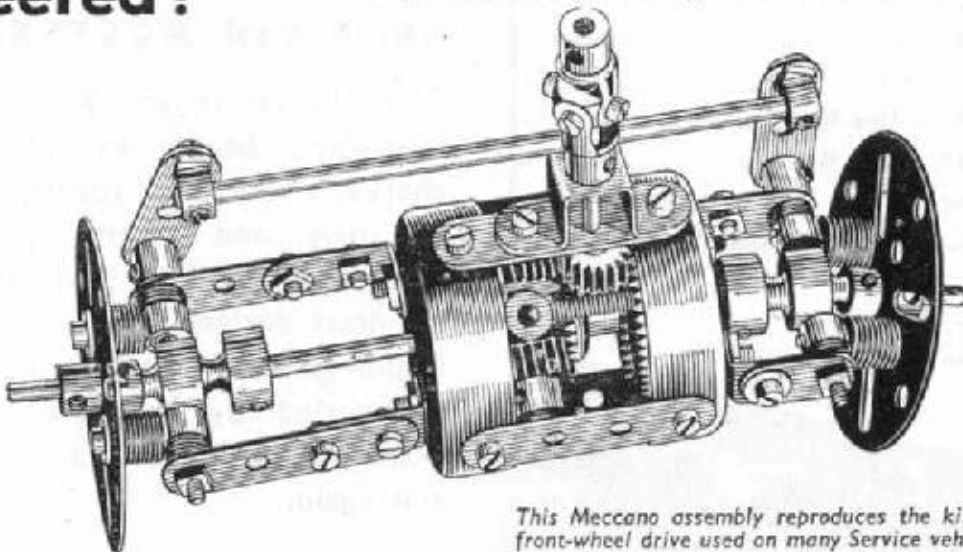




How are the front wheels driven and steered?

Four-wheel and front-wheel drives are more complicated than normal rear drive because universal joints have to be fitted in the front axles to allow the wheels to be steered. But it does not seem complicated to Meccano Boys. A front-wheel drive unit is only one of hundreds of working models containing ingenious mechanisms that can be built with Meccano.

Ask any Meccano dealer for the new coloured folder about the Meccano hobby, or write to Meccano Ltd.



This Meccano assembly reproduces the kind of front-wheel drive used on many Service vehicles.

MECCANO

MECCANO LTD.

BINNS ROAD

LIVERPOOL 13

Under the Dome with the BGB, part 1

by Dixon Kenner

When I last wrote, the Dormobile project had for all intensive purposes come to a close. RoverNights, as the alternating Tuesday evenings between Kirkwood Manor and Alastair's new abode, a mere eighteen minute walk away, are called is an opportunity to leapfrog essentially the same set of tasks. As some might know, the BGB is somewhat challenged on the compression side of things. A cracked block, patched with JB Weld in the mid 1990s, has eaten the occasional head gasket, and again was due for a replacement after the Birthday Party last year. Readers from last month's issue would see too that Alastair's 88" was due for an engine replacement. So, we decided to alternate an evening on the BGB, then an evening on the 88". This covers several RoverNights through January and February.



The next RoverNight was an evening to remember. This evening we would see our beer freezing in the cans, despite the dual radiant heater having both burners on full. Simply put, it was bloody cold. -24c outside. Put the beer down and when you came back to it, it was turning to slush inside. Beers stored on the garage door, above where the heater was to try and warm them a bit. This particular evening, the exhaust came off. Years ago I had replaced the small, fine threaded Rover studs with much larger, course threaded, GM studs with large brass nuts. The worry of stripping the fine threaded Rover studs when fighting with the exhaust tends to go away. A recommendation from our past Land-Rover expert, Bob Wood.

From there, it was a quick task to take the manifolds off and deposit them into the BGB with carb in situ. All of the bolts were put back into the head to make re-use a lot easier. Next, the water pump came off, the bolts going into a ziploc bag and stuffed into the hose. The generator, recently off last Winter, was off and away into the back of the BGB as was the distributor and into a box. Cleaning off the head, now it was possible to remove the valve cover, head bolts, take off the valve train off, into garage, keeping the push rods kept in order.



The first Rover-Night of the year under the dome, Alastair, and another volunteer, Jon Watson came by to assist. The success indicator for the evening was to simply expose the engine of its surroundings. Thus bonnet came

off, then wings, followed by the breakfast. All was not easy though. It had been fifteen plus years since it had last come apart to this extent. The front wings used three 7/16" rivnuts on top of the wings. All spun. Grinder with cutting wheel had to come out and the heads chopped off. The wings subsequently came off, but were miserable. No cheap Chinese hardware that would have broken. The wiring harness disconnected and removed and the breakfast came off after a bit of a struggle. Obviously I had been under the vehicle when I installed the lower hose as the jubilee clip faces downwards. Oh, and the hose anealed itself to the water pump. RoverNight #1 done.





The head came off, revealing some interesting observations. Decent burn through in the gasket, but no where near as bad as Gasket under Glass as some had been implying. Took some photos to sent them off to the naysayers. It was very possible that towards the end, the BGB moved from being a two

cylinder (#1 & 4 working, #2 & 3 joined) to a one, given how badly oil fouled the #4 spark plug was.

The third RoverNight under the Dome was another cold one, though nowhere nearly as bad as the previous. (I note, Alastair's propane heater ran out the previous week... Plan <cough>ning) More engine bits came off,



the fuel pump off and disconnected. The starter off. Spin-on oil filler off. The floors and gearbox cover out. (Some nuts and bolts needed the application of a piece of pipe to help persuade. Sometimes the original hardware with clips as envisioned by Rover might be better than nuts and bolts). The dozen nuts, and in most of the cases, associated studs came out that held the gearbox to the engine. Working under the BGB, upon a lovely frozen surface of meltwater from the snow

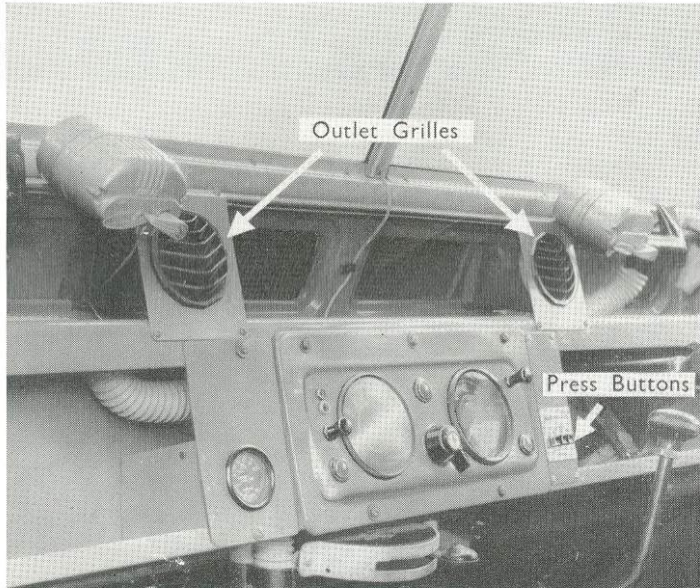
surrounding the Dome was an added treat. Finally, using a floor jack to decouple the engine from the gearbox, the two came apart and the evening ended. Further progress was impossible as the engine crane is so solidly coupled with the driveway and snow bank.



The final RoverNight to recount was the end of February. By this time, on a warmer day, the engine crane had been extracted from the ice and snow. Disassembled, it slid as if on rails across the top of the frozen lake underlying the Dome and BGB. This evening the engine crane put together, the chain bolted onto the short block, and the engine came out without any real problems. Depositing it was a challenge given the space in front of the engine is limited. Adding to the limited space was a tots of differentials frozen into the ice. The tote had cracked, so water had totten in. So, dropping the engine down and pushing it under the front bumper, we had to move the diffs out the way. Took some chipping of ice and destruction of the plastic tote. Eventually the engine landed where the tote was and the crane was disassembled and the evening came to an end as the second propane cylinder emptied and the heater sputtered cold.



SPECIFICATION



SPECIFICATION

Operation—press button.
Compressor—twin cylinder reciprocating.
Compressor clutch—electro magnetic.
Compressor drive—V-belt from engine pulley.
Refrigerant—Freon 12.

PRESS BUTTON OPERATION

Four press buttons, conveniently located on the dashboard, provide for selection of 'OFF', 'LOW', 'MEDIUM' or 'HIGH'. The system automatically does the rest.

CONTROLLED DISTRIBUTION

Adjustable outlet louvres enable air distribution to be varied to suit individual passengers.

COMPACT INSTALLATION

The system fits neatly into the engine bay and does not interfere with any of the normal vehicle maintenance operations including removal of the cylinder head for de-carbonising etc.

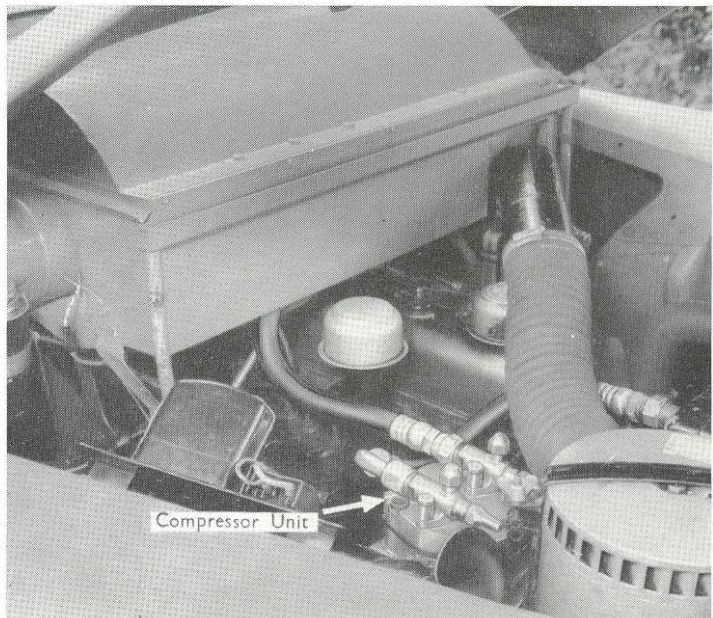
'ALL MODEL' SUITABILITY

The system can be easily installed in any Land-Rover with normal controls and body type (Special Conversions are excepted). Installations suitable for the diesel engine and forward control Land-Rover are under investigation.

LITTLE ATTENTION NEEDED

Little attention is needed to keep the system working at peak efficiency. Routine 3-monthly checks fit easily into normal maintenance schedules, at only slight extra cost. Normal air conditioning systems are covered by the following patents:—**Great Britain 861722 France 1228609 Italy 607415 Spain 247471 West Germany N.9889** Other patents pending.

The Rover Company Limited is not responsible for the manufacture of approved equipment and/or bodywork, although they have closely examined specification and design. Matters concerning Sales (including Shipping, Delivery, etc.) Service or Warranty Claims are the responsibility of the manufacturer (whose name and address is given on this leaflet) or his agent. In cases of difficulty concerning approved equipment, the Special Projects Section of the Land-Rover Engineering Department is available to offer advice.



LAND-ROVER EXTRAS REQUIRED—NIL

Rovers & Parts for Sale

Wanted 110 parts:

I need a few brackets off of a 90 or 110 chassis, mainly the brackets at the front of the chassis that support the radiator and the wings (the bent flat plate bits and the tubing type bits). If anyone has a damaged or rusted through chassis that has these bits, please let me know! I would take the bits off or snag the first 1/8 or 1/4 of the chassis.

Jean-Leon Morin (morinjl(at)belldot net)

Wanted Series III windscreen:

With or without glass. Contact Alisdair Sinclair.

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FREE add space to members
Send information and/or photo to the editors

Ads run for one month--please notify the editors each month to extend



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Fenders for a late SIIA or SIII, good condition, green
\$250 for each pair.

107/109 middle bulkhead. Could also use on a 86/88 to make a "trayback". Very good condition. \$120.00

Tubs and bonnet also available.

Contact Keith via the forum or directly if you contact information.

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NORMALAIR AIR CONDITIONING

As approved by the Rover
Co. Ltd. for use with the



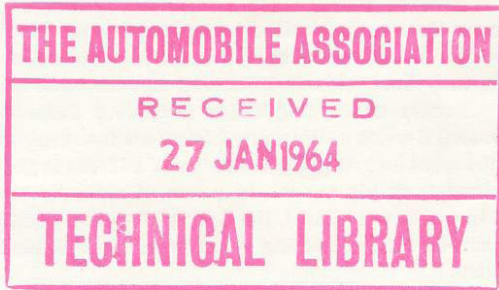
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at the FLICK OF A SWITCH !
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