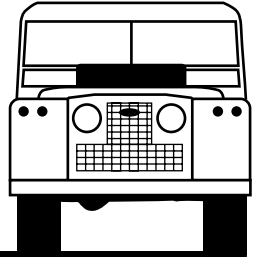


OTTAWA VALLEY LAND ROVERS



September 15, 2013

www.ovlr.ca

Volume XXX, Number 9



Do you know this parts hoarder? Can we get him/her help? What engine is that on the lower left?

**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 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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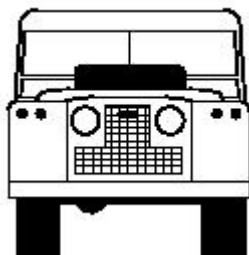
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OVL R Newsletter

ISSN 1203-8237

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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Newsletter Editor:

Terry King
This issue: Dixon Kenner

Newsletter Production Editor

This issue: Benjamin Smith (γδβγ)

Production Assistance:

Bruce Ricker

“In 1996 BMW engineers devised a test to determine if their cars were watertight. They shut a cat in the car overnight. If the cat died the sealing was deemed satisfactory. In similar tests at Land Rover all the cats escaped.” -Ray Wood

Greetings,

Now that Fall seems to have officially arrived, our thoughts begin to turn to all of the things that we did not get done in the Summer. Personally, the Editor has found that he seems to do his best work in the Winter, freezing under a portable, or Gatineau, garage, huddled near a propane powered radiant heater. Not a single bit of work has been done on the BGB since Spring. At least he has been working on his other project, the 80 inch down in New Jersey. Our production editor has been busy on the poor, suffering Dora, who now sports a Roverdrive from Rocky Mountain (formerly Wise Owl). A much heftier piece of metal than the original Fairey.

Last weekend demonstrated how complicated life can get for an enthusiast. Let alone other possibilities, The Equinox brought us Bronte Creek, a thousand plus British car show in Oakville Ontario; The British Invasion in Stowe Vermont; and Conclave, an alternative it seems for the Mid-Atlantic Rally that the Rover Owners of Virginia organizes, due to some leadership disputes that popped up in recent years.

Later in these pages there will be some further details on a pair of events. The first, the Cedar Hill Rally, which takes place in Pakenham, just west of Ottawa. A lovely event hosted by Andrew Jones, it features some light off-roading and, if weather permits, some RoverPolo. November brings another low-key event, Guy Fawkes in Cherry Valley, New York.

This issue we have a number of interesting articles from the usual suspects. On the subject of doing positive things for your vehicle, Dixon writes on some frustration at dealing with some “little Englanders” who seem to want to sell Land-Rover parts, but only on their terms.

On recent events, while there is nothing from visitors to either British Car Day in Bronte Creek, Oakville, Ontario, or the British Invasion in Stowe Vermont (which reportedly had 75 Land-Rovers present, up from 10 LRs two years ago), Dave Bobeck writes a short piece on the Conclave, an event near Washington DC. Finally, for those who like a little speed with their four by fours, Ben writes twice. Firstly on the most recent Scottish Comp Safari in the lowlands of Scotland. Secondly Ben writes about another RoverPolo match at his house. They also held a timed trial.

Finally, Greg Fitzgerald, in his debut article for the newsletter, writes on a special edition Range Rover, the CSK, or Spencer King edition and we reprint an article from July, 1955, from Meccano magazine on how to build your very own 80 or 86 inch land rover. Those who have worked on their Land Rover will understand the instant family resemblance and experience. Maybe this is why people fear to even open the hood/bonnet

anymore, a lack of instructive toys.

It has come to Newsletter Central’s attention that various members have been stockpiling Series Land-Rover chassis. We don’t know if this is a dastardly plan on their part to corner the market. Many are hoarding new, galvanized chassis. Others are greedily storing used ones. Sprinkled through this newsletter issue are spy photographs to incriminate these people. See if you can guess which chassis belongs to which club member. Most of the photos are recent ones. One, however, is from a few years back after a club member seasoned his new frame for a few years before finally installing it.

And finally, as some will have recalled from last year, the executive extended Terry’s vacation from newsletter editing from July & August to the end of the year. Subsequently, the membership extended that for this calendar year this temporary interlude that Ben Smith and I are providing Terry and Lynda will be coming to an end in December. Terry, (happily retired too!) has remained the editor and centre of attention for the newsletter while Ben and I have provided a bit of deja vu to older members who remembered the look and feel of the newsletters from 1994 to 2001.

All of this to say, we are looking for some members to not only write with their experiences with their various aluminium friends, and anything interesting that you may have learned that could be helpful to others, but to consider an engagement editing the longest running, monthly Land Rover newsletter in the Americas, Yes, North and South.



President's Message

Musing From the Throne Room, Part 18

by Andrew Jones

Hi folks

Welcome to the September newsletter. Hard to believe that September is almost over, and final preparations are under way to make ready for the 2013 Cedar Hill Classic, which, in a break from the established formula will include a Chukka or two of Rover-polo this year: That is assuming that our very own Rover-polo expert Dr. Goebels Kenner deigns to show up and participate; or more to the point, shows up and explains the rules, organizes the teams and umpires the event. See elsewhere in the NL for this year's event details.

Needless to say an intrepid party of OVLR stalwarts (Bruce R, Roy P, Peter G, Andrew F) and I headed out into the back 40 and did some trail clearing on Sunday morning. I'd like to say another huge "thank you" to B, R, P and A for taking the time to help get ready - it was very much appreciated.

Compared to the devastation we had to deal with last year - after the summer storms / microbursts, and the White Lake Tornado, there was relatively little to do and I can report that the primary trails (October Trail, and St Pats) are both clear and in good shape: But there is a long wet section on the October Trail - those who are with us in 2010 will recall that Kevin N and Stan got completely and utterly stuck and would still be there had it not been for Bruce R in Sedgwick and yours truly in my Series 1.....will history repeat itself? Cameras are at the ready...

The fabled Terry Trap is also "mildly-moist" and ready to ensnare unwary Plushies.

So far we have 13 confirmed participants, hopefully a few more will show up on the day.



Away from CHC preparation no further progress has been made on the 101: It's been in stasis since June, awaiting a fresh injection of time and enthusiasm to get it back together: As usual events have conspired to make it very tough to squeeze in a few hours in the garage. Hopefully the arrival of Fall will change things a little. I'd really like it to be running before the snow flies.

Elsewhere the LR3 has been easy to live with: It has hauled a lot of "stuff" around the locale recently, including a load of 165 12' fencing rails that due to their length exceeded the recommended tongue weight a little.... talk about under-steer.

Has anyone heard of a vehicle called the Bell Auren's? If not - go Google it. It is a sort of bespoke 2-seater "off-Roadster", based on a LWB LR frame, Rover v8 powered, engineered from LR Series panels and fittings. It looks amazing. There is a feature on it in the November issue of LR World.


Before I close a quick word on your Exec: All of whom have been scattered to the four winds throughout the summer. And all of whom are looking forward to a bit less hectic a schedule through the rest of the year. As Dr. Goebels Kenner so diligently and persistently keeps reminding me there are a number of administrative things that need to be done, including the re-incorporation of the club, and coercing someone to take over the editorship of the NL before the AGM. Anyone want to volunteer, to avert the risk of a newsletter blackout? We can perhaps find a few minutes to talk about this between Chukkas on Sunday. Hope to see you there


Cheers

Andrew



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

 Recently a few club members were alerted to the issue that Atlantic British had mis-ordered some chassis. They had to go ASAP at rock bottom prices. This caused three members to take a crowbar to their wallets and make a purchase. Then they needed to figure out how to get them home. Luckily Bill Fishel was coming out with a trailer from Ohio to New York, so he could be easily convinced to drop one off at Bill Maloney's in NJ and then for one Dixon Kenner [yes, Dixon!] at Ben Smith's in NJ. It was one long weekend for Bill F. as he made his pick up and deliveries.


 Bill Maloney writes about his adventure receiving his frame. The first issue was when I started pumping up the engine crane jack. It moved an inch and stopped... I let it down and pumped it up again and repeated several times to get the air out that I was hoping was in there but no change. Pulled the filler plug in case there was excess air pressure or vacuum and repeated the same and got the same. I was really sweating at that point. I remembered I bought some hydraulic fluid a couple of decades ago and hoped I still had it. Some frantic digging through shelves turned it up and I emptied the bottle into the jack cylinder. Thank God it worked and the piston could be pumped up all the way.

Next issue was when Bill Fishel arrived a little early and I heard him coming in while I was busy. Fortunately Bill deftly backed the trailer down the driveway rather than pulling down and trying to turn around down there.

Issue #3 was when I saw how high the load was - Pallet, frame, pallet, frame, pallet, frame, pallet... It was pretty darned high. No way I could reach a middle crossmember with the engine crane.


Issue #4 was me finding my chain was too short to reach the second crossmember, and realizing my D-rings were too big for the chain. I finally found bolts long enough to fit through two holes just below the front spring bushing holes and small enough to fit through the chain (reminder to get a bigger longer chain).


From here things went remarkably smoothly. I lifted one end up with the crane and Bill and his wife lifted the other end and started walking it back off the trailer. Of course I had to get them to stop and hold the Land Rover chassis in mid air so I could run and get my camera for some shots of them holding the other end of the frame up for me. We carefully walked and rolled the frame and the crane back and out from under the trailer and set it down on the driveway. Next we put it on a furniture dolly, rolled it into the garage.


 Al Richer recently decided that his long suffering, ex-RAF 80" project just wasn't going to happen. The


truck is a pile of parts. A post to the LRO email list and it was sold within 4 hours. But that deal fell through. Then entered a long list of tire kickers. Lots of talk, but no cash. A deadline loomed and Al despaired of selling. He even threatened <gasp> to take the entire pile of 80" parts to the tip and have them be recycled. The 80" rescue signal was raised. That's when team OVLJ jumped into action. The message was communicated to Ben Smith. He dropped Al a message. They talked and came to an agreeable price and removal timeline. Eric Zipkin volunteered to go fetch the parts from Al. Since Eric needs the parts more than Ben does, Eric will be storing them. On the agreed Sunday a "success" message was sent from Zippy Tow.




 A message was sent to Dave Lowe and the lads of Team Daphne to see how their fall of Land Rover exploits had gone. Silence. We at Newsletter Central don't believe that their Land Rovers are just resting in tall grass storage. They must be doing *something*, but are busy hiding the evidence.

 We keep hearing rumors that the Montreal branch of the club is actively hitting the trails each month. But do they send us an article? No. Do they send photos? Nope. What are they hiding? Lugnut material?

 Kevin Willey writes that he drove east to Saint John, NB to have a fun weekend off-roading with the local members of that group.

 What about *you* kind reader? We are sure that you are up to *something*. Drop Newsletter Central a note. Send us a photo from your phone. We'd be more than happy to share the news with the rest of the club. Did you break something? Did you fix something? Did you go off-roading? Or did you take a nice Sunday drive? If you send it, we will print it (within reason and about Land Rovers).

Some Non-OVLR News & Rumours

 A recent flurry of emails brought to attention that there has been an on-going shift in the Land-Rover parts supply situation in Canada. As many will recall, Ray Wood sold the parts side of Wise Owl to Rover Park Boys in Alberta. Land-Rover's corporate jihad against anyone using the term "Rover" resulted in them changing their name to Battle Brothers. Well, it seems that Mark has had some challenges and RPB/Battle Brothers is no longer dealing in the Land Rover parts business.

However, where one vanishes, another springs to light. Three Brothers Classic Rovers is trading in the Series Land Rover parts out of Cambridge Ontario. Their website is <http://www.3brothersclassicrovers.com/> Their telephone number is 519-241-2510. Do note that while their business address is in Cambridge, Ontario, they actually have three shops in Ontario, one near Stratford, one in Grimsby, and one in Cambridge. Their shops are also their homes and any visit or pick-up of parts requires an appointment.

Another possible source of parts remains Britanica Restorations in Lennoxville Quebec. Their website is <http://www.britrest.com> and the email is britrest@britrest.com. Telephone is 1-802 323-1830.

 On August 22nd, Land Rover set forth the Range Rover Hybrid, on a grueling 9,950 mile/16,000km endurance expedition on the Silk Road. The expedition is also part of the Range Rover Hybrid's final testing phase before the model arrives in the Land Rover dealerships. The expedition left Solihull and was to travel overland for more than seven weeks through France, Belgium, Germany, Poland, Ukraine, Russia, Uzbekistan, Kyrgyzstan, China, Nepal and India ending in Mumbai on or about October 15.

The Range Rover Hybrids are being driven by the teams development engineers from Land Rover and specially invited media from 10 countries in Europe and other nations along the route. "A stunning combination of mountain passes, arid desert, high altitude, chaotic city streets, heat, humidity and wilderness will provide the perfect testing ground for our first hybrid," said John Edwards, Land Rover Global Brand Director.

The hybrid powertrain is combination of Land Rover's 3-litre SDV6 turbo diesel engine with a 35kW electric motor integrated with the 8-speed ZF automatic transmission. The complete output of the powertrain is 340PS and 700Nm torque, which a 0 to 62mph time in less than seven seconds, a strong mid-range rush and a top speed of 135mph. The powertrain completes a 26 percent reduction in CO2 emissions to 169g/km and records 44.1 mpg (that is UK gallon) on a combined cycle.

 Sept 8: Jaguar Land Rover says it's creating 1,700 new jobs and investing another £1.5bn into its factory

at Solihull to make new aluminum Jaguars. The firm will build a new plant on the site to make aluminium body panels and a final assembly line. JLR says the 1,700 jobs will create a further 24,000 jobs in the supply chain.

Yesterday it said it's bringing out a mid-sized saloon car in 2015. It will be the first car which will be built on an aluminium platform which can be used to make several different models. It's the first time the company will have a production line which can build several different models simultaneously, and allows it to go into high volume production.


In 2012 Jaguar Land Rover sold 357,773 cars. In the 12 months to March, this year, it had revenues of £15.8bn and profits of £1.675bn.

Since 2011 the company has created almost 11,000 new jobs.

Speaking about the announcement, Prime Minister David Cameron said:


"The creation of 1,700 new jobs from this £1.5bn investment by Jaguar Land Rover is fantastic news for Solihull and a huge vote of confidence in the UK. This investment will also deliver another 24,000 jobs in the supply chain - on top of the 1.3 million the private sector has already created since 2010. The day after the Chancellor tells the nation that Britain is turning a corner, what better evidence that our economy is recovering than this.

"Our motoring industry is world class - right out there at the front of the global race - and Jaguar Land Rover is a great example of that British excellence. One vehicle rolls off a production line somewhere in the UK every 20 seconds and the Government's Automotive Industrial Strategy will help to continue this success for years to come."

 On Sept 11th on autoblog.com Steven J. Ewing posted: "Considering what year it is, it almost seems weird to say that Land Rover has just introduced its very first production hybrid here at the 2013 Frankfurt Motor Show. After all, automakers have been getting into the gasoline-electric game for well over a decade now. Nevertheless, Landie's first hybrid vehicle is, of course, the flagship Range Rover, though this technology can also be had in the smaller Range Rover Sport, as well."

He also wrote "As of this writing, Land Rover only plans to offer the hybrid Range Rover models in overseas markets, though we're hopeful these vehicles will make their way to the US, what with impending CAFE requirements looming."

So Boo-hiss for Land Rover, another model, not for North America...yet

 Motoring Magazine in Australia reports: Land Rover's global sales are on the rise, driven to a significant degree by the Range Rover Evoque.

The small but fully-featured SUV is proving a lucrative newcomer for the off-road brand that has been in the business since 1948. According to Director of Programmes at Land Rover, expatriate Australian Murray Dietsch, Evoque sales have exceeded expectations.

"For the first 18 months we sold over 170,000. For us that's a reasonable success story..." he told Motoring.com.au at the Frankfurt motor show earlier in the week, fresh from the global unveiling of the Range Rover Hybrid.

The Evoque's commercial appeal contrasts with that of the company's Defender - a vehicle that can trace its direct line of descent from the original Series 1 Land Rover of 1948. Land Rover is head-down working on a replacement for the Defender, one that will meet new emissions and safety standards to be introduced throughout Europe by 2016.

An all-new model to replace one that sells around 20,000 units a year doesn't seem like money well spent, when that same money would achieve a lot more, such as updating the Evoque and developing new variants of the more modern design.

So has that proposition been raised within Land Rover?

"No, is the answer," Dietsch replies with nary a trace of horror. "There's no talk of 'let's cut our losses' or anything like that. Defender is something - albeit a product that's got some age to it - quintessentially a Land Rover. It's what Land Rover stands for."

But it's a commercial reality, isn't it? There would be better return on investment spending money otherwise earmarked for Defender on the much more modern Evoque.

"That is one of the quandaries that we face in this business..." Dietsch answers. "We don't intend to abandon Defender at all..."

"We think it's a product that Land Rover can't do without.

"Could you have a Land Rover company without having a Defender? That's the kind of navel-gazing we do often. The answer is 'no', we're definitely keen to come up with a successor - and we're working to achieve that."

It sounds like sentiment is in the driving seat, however, and particularly with Dietsch's admission that the Defender doesn't sell in all the 177 countries where Land Rover has a presence.

Unfortunately, furthermore, one of those countries where the Defender is not sold happens to be the USA - still one of the biggest markets in the world. That's part of the reason the Defender struggles to sell more than 20,000 units around the world each year.

"Volumes are relatively small and there are a lot of markets where we just don't sell Defender, and haven't sold Defender in for years... North America for instance," Dietsch admits.

"We wouldn't be building and selling it if there wasn't a market for them... Every time we think it's coming to the end of its life in its current form there's been a reprieve or something changes and we've been able to continue..."

"We've been selling Defenders around the 20,000-unit mark for probably the last five years now, but... at the end of 2015 we start to see some fairly significant legislative changes from an engine emissions perspective, but also from a crash perspective, that are going to prevent us from being able to sell it in the UK and Europe.

"And when you pull those larger volumes out, then it becomes probably a bit less [viable]."

So the new car is aimed at retaining the already borderline sales volumes in those regions where the Defender is already sold. Wouldn't it help if the new model could sell in all those 177 regional markets as well - including North America?

"Absolutely," Dietsch responds. "The reason why Defender does what it does - the way it does at the moment - is just because it is an aging product. Any new product, we would not want to limit ourselves from the 177 markets we sell into. We would be developing anything new without any restriction on where we want to sell it."

Combined domestic sales of the Falcon and Territory in Australia outnumber global sales of Defender, yet Ford is ceasing local manufacture in Australia while Land Rover perseveres with the Defender. Killing the Falcon name presents a case for dispatching icons once they're past their use-by date. So it's hard to escape the conviction that Land Rover is ignoring dog-eat-dog realities in the world of automotive business. Dietsch's reply does nothing to change that view.

"At a very senior level in the company, there is an overwhelming desire to have the Defender continue in some form in the future. And it's not just a view that's shared by one person; there's an enormous number of people in the company that want to see Defender continue."

Ultimately there's just one debating point that would help Land Rover over the line, and it's the final word from Dietsch. "We wouldn't be making the car if we weren't making money."



Upcoming Events

September 16th, 2013
233rd Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

October 6th, 2013
3rd Cedar Hill Classic & Rover Polo Tournament
Pakenham, ON
Organizer: Andrew Jones

October 21st, 2013
234th Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

December 2013
Annual Christmas Dinner
Where: Ottawa
Organizer: Club Executive

19th Mid-Atlantic Rally

When: Oct 3-6, 2013
Sponsor: ROAV
Website: www.roav.org
Size: 100+ Land Rovers
MAR returns after a 1 year hiatus. Mount Resort & Wheatland Farms, VA. Cabins and lodge rooms available. Additional off-roading on country fire roads.
Registration: <http://www.roav.org/Storez/product/prodID=1.html>



Fall Robisonia RTV

When: October 24-27, 2013
Where: Robesonia, PA
Sponsor: R.O.V.E.R.S.
Website: <http://www.roversclub.org/html/events.html>
Size: 20 to 30 Land Rovers
A traditional 10 stage ALRC RTV competition.



13th Guy Fawkes Rally

When: Nov 8-10, 2013
Where: East Springfield, NY
Sponsor: Howard Smith
Website: None
A more traditional laid back event at former OVL R member Howard's farm. His property has farm fields on different levels of a hillside with trails connecting them. Mug bog, hill climbs, RTV course. Saturday night is, of course, a large bonfire in memory of Guy.



4th Cedar Hill Classic

Hosted by OVL R president Andrew Jones at his place in Pakenham, this is a multi-faceted event. The first part is a trail clearing workday, a week or two beforehand to ensure that the trails are trimmed and cleared for two different rides in the country. The first is a fund raising horseback event to support Dominique J's cause, followed by an OVL R off-road at the height of the fall colours.

On the off-road day, there will be a hearty breakfast, one or two trail runs at the green-lane to medium level, followed by a BBQ and social in the late afternoon for those that can stay.

This fourth incarnation of the event offers amazing opportunities for the OVL R community. There is space for camping and direct access to trails either on their 400 acre farm or with connections to the Lanark Transmission that many of us have been on.

When

Sunday, October 6th (Therapeutic Rideathon is on Saturday the 5th)

Reservations/RSVP

OVL R needs to know how many people expect to be attending so the proper amount of food can be purchased. So, local and regional members with email will be kept abreast of planning and dates via email. If you are planning on coming, please send Terry King an email at tking@sympatico.ca.

Location:

967, 7th Concession South Road, Pakenham (off Cedar Hill Side Road) 1 Concession after Cedar Hill Berry Farm.

Event Agenda

- 08:30 - 10:00: Participants arrive & breakfast
 - Marshalling / event briefing--in tent
 - Hearty Breakfast--the famous CHC bacon butties and coffee
 - Through the far yard --got to go through the "Terry trap" and horse paddock areas, so need to move in groups to avoid potential escapees...
- 10--Start first event/activity
 - October trail to logging road and along logging road to hydro line
 - From hydro line work left to Bellamy Road and then circle back to Jones property along alternate trails
 - Time may permit a couple of runs or we could de-tour up to Mystery Lake....

Lunch

- Participants to bring own lunch - club trailer provides coffee at event start or the marshalling area

13:00 -17:00: Two choices:

First: St. Patrick's Trail

- No trail clearing needed this year.
- It should be passable by both large (Range Rover / Disco) and small (SWB Series) trucks without damage, beyond some mild pin-striping
- Those who opt not to run their vehicles around the

trail will be entertained by watching those who do, they can also assist in obstacle clearing and marshalling.

Second: Rover Polo

- This will need supervision from Mr. Kenner both to set up the pitch and to a) explain the rules, and b) referee
- Should be fun though....
- Teams should bring their own mallets, and Mr. Kenner should provide the LR Service Manager's head, inflated bladder, or whatever is used as the ball.

Evening: Hot supper courtesy of Dominique, followed by ritual burning of things at the fire pit

Directions

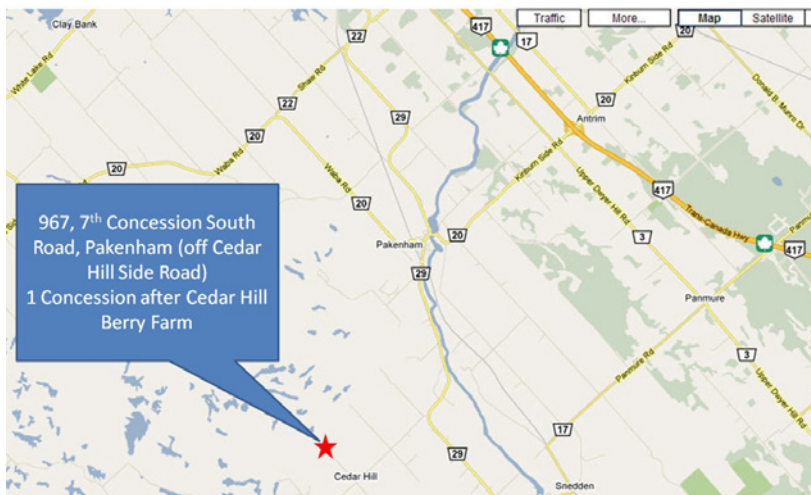
From Ottawa: Travel time approx 50 minutes

- Take 417 West and take exit #169 signposted Pakenham and Kinburn (hwy 20)
- At the end of the off ramp turn left onto Kinburn Side Road - heading towards Pakenham
- Cross the 5-span stone bridge in Pakenham and at the T-junction turn Left onto (Hwy 29)
- Drive through the village, under railway bridge and past the golf club
- After approx 6km (3.5 miles) look for signs for Cedar Hill Side Road
- Turn right onto Cedar Hill side Road
- After approx 4km (2 miles) turn right at the white church onto 7th Concession Rd (South) - note sign for dead-end / no exit
- #967 is on the left at the end of the road (mailbox marked Jones)
- Drive over the bridge, up the hill, and past the house to the meeting point on the back field.

From Almonte: Travel time approx 20 minutes

- Take hwy 29 towards Arnprior
- After approx 25km (15 miles) look for signs for Cedar Hill Side Road
- Turn left onto Cedar Hill Side Road
- After approx 4km (2 miles) turn right at the white church onto 7th Concession Rd (South) - note sign for dead-end / no exit
- #967 is on the left at the end of the road (mailbox marked Jones)
- Drive over the bridge, up the hill, and past the house to the meeting point on the back field.

Cedar Hill Classic - Event location



13th Guy Fawkes Rally

November 5th will be the 408th anniversary of Guy Fawkes attempt to blow up Parliament, and the week-end after (**November 8, 9, 10**) will see the 13th Guy Fawkes Rally at Howard and Martie Smith's place in upstate New York. The Guy Fawkes Rally is a traditional Land Rover bash, with friendly faces, varied trails and a great atmosphere. Generally, the last Land-Rover event of the year in the northeast for many before the Christmas season is upon us.

The rally generally starts Friday and goes through to Sunday, though if you are self employed and want to help, Thursday is perfectly acceptable too. There will be work in progress, a tentish thing to go up, wood to saw and stack for the small welcoming fire pits. Scouting new trails is always fun and generally getting "Jiggy with it". Collecting firewood, dropping dead trees et cetera. Lunch and dinner are whatever people bring and toss together. Marmite is not compulsory.

Saturday is the main day. Breakfast at KC Diner at the end of the road. It opens at eight. After that, back to the farm for the day's antics. Children are encouraged to help Howard make the annual "Guy" after breakfast.

Activities include a spot of off-roading on the hundred acre property. There are some tricky bits requiring some skill to navigate (the ravine for example is always a challenge in navigation) to pure mud slogging (upper terraced field) with all the fun and games of the myriad trails connecting the three levels of fields.

Traditionally, though not every year, there is an RTV held. Unlike some RTVs like the one at the OVL R Birthday Party, or Blacker than Night, marked trees serve as canes. Of course, gathering wood for the bonfire is an opportunity to see how much wood you can pull out. Some of the trees dragged down have been impressive. The bonfire on Saturday evening which is guaranteed to take out any chill. Howard considers it a matter of pride to have a lovely, large, bonfire that will generally smolder for days after the event.

Though it started off as a 101 event, it has evolved into a more traditional, small scale Land Rover event attracting many of the "usual suspects" over time. Attendees have included Rovers & people from Ontario, New Jersey, Pennsylvania, even as far south as Maryland and Washington DC. Ottawa Valley Land Rovers, the New Jersey Land Rover club, and the Ex-military Land Rover Association are usually well represented. Lots of camping space available in the lower field for those willing to risk the possibility of snow, or a pair of motels down the road on highway 20. Further details and invitation can be obtained from Howard Smith at wrecker101fc@aol.com

Frame Hoarders

Below are frames of 5 club members that are in addition to the two others in this issue. The person at the bottom is quite guilty of being a hoarder. We are told

that there are two damaged frames that did not make the stack. For bonus points, identify each frame in the stack. Two other members frames are also in this issue.



General Servicing: Repairs, Humour, Tales & Trivia

The Range Rover CSK: Tribute to the King

by Greg Fitzgerald

The 2-door Range Rover is synonymous with the beginnings of the Range Rover line. It conjures images of the Velar prototypes, or of the British Trans-Americas Expedition slogging their way through the Darien Gap. Two-door trucks in Canada and the United States are all privately imported, many by owners who took advantage of gray market laws to bring them here before Land Rover North America was formed in 1987. However, the 2-door RRC was manufactured elsewhere until 1994. And there was one very special version created by the Special Vehicles team at Solihull: The 1991 Range Rover CSK.

A tribute to Charles Spencer "Spen" King, the late Rover Group designer of the Range Rover's iconic shape, the CSK was designed as the sportiest of the Range Rover Classics. Drawing on the then-groundbreaking addition of swaybars to the Range Rover, the 200-truck run drew from the Vogue and County parts bins to create a 2-door Rangie more luxurious than any that came before it. Each of the 200 trucks was equipped with the 3.9-litre Rover V8, tied to either a manual or automatic transmission. Each truck was finished in Beluga Black, with chrome bumpers, driving lights on the front bumper and 5-spoke alloy wheels. On the front wings and the tailgate, a special decal with Spen King's initials denoted that this was the CSK edition.

The CSK was designed more with the road in mind than the trail, as evidenced by the swaybars, V8 as opposed to 200tdi, and stiffer shock absorbers. Of course, a Range Rover is still a Range Rover, and there is nothing to say that a CSK is any less capable than any other high-spec 1991 Classic.

The 200 CSK editions today hold a slightly stronger value in the UK market than the regular Classics of the same age. According to the registry at www.rangerovercsk.com, prices have ranged across the spectrum. Rough vehicles are worth only a few thousand pounds, in the same area as a standard Classic. However, there are some more valuable; the assessment at £17,500 for CSK #1, or the 2006 sale of #55 in Australia for AU\$29,900. One vehicle which is priceless is #200, originally Spen King's own vehicle, which sometimes shows up at the Gaydon Land Rover Show.

With its sporty character and 2-door body, the CSK could perhaps be considered a predecessor to the Evoque or Range Rover Sport. In fact, CSK #1 was part of the promotional display at the UK launch of the original Range Rover Sport in 2005.

Today, these rare beasts are spread around the world... but the registry shows no vehicles in Canada or the United States. The 1991 model year trucks clear the



Canadian 15-year rule, and will clear the United States' draconian 25-year requirement in 2016. It is possible to have the finest 2-door Range Rover ever built in your fleet in North America...though perhaps it's not the vehicle to take on the Heavy Off-Road!

Specification:

- 3.9 L V8 with special chip and 185bhp
- Automatic or manual gearbox
- Maximum speed: 114 mph (fastest production RRC)
- New anti-roll suspension
- ABS brakes
- American Walnut on fascia-rail, centre console and door inserts
- Beige leather seats
- Standard equipment included six speaker stereo, A/C, central-locking, electric sun roof, electric windows and heated door mirrors
- 12 disk CD changer or cellular phone optional
- Owners pack in a cardboard box including black wooden box with an etched metal plate, certificate of authenticity, sales folder, special sales brochure, and a thank you note signed by Mr. King himself.
- £28,995 (manual) or £30,319.32 (automatic)

CSK



Greg Playing RoverPolo, but not in a CSK

2nd Conclave

By Dave Bobeck

I attended the 2013 Conclave Event at the Cove Campground in Gore, VA. Attendance was down a bit this year to about 70 trucks which made for a nice sized event. I arrived late Friday night after working on my truck all day. I had to rewire all the gauges, replace the dash panel, figure out why it has been stuck in diff lock for 2 years, and fix a leaking radiator hose. And pack up a bunch of parts that I sold in the preceding weeks to deliver to their new owners.

I did a few trails Saturday with Raub Robinson from Florida who took the Auto Train up for the event. Raub has a LHD 2.5 NA Ex MOD 110 with the Tithonus upgrade kit on it. This was a project by the MOD to bring some of the older fleet up to more modern standards. The kit consists of a Safety Devices full length roll cage that is very stout and works with a soft top or a special blind-side, one piece GRP roof which is what Raub has. They also got Exmoor Trim civilian style 90/110 seats and the exmoor soundproofing kit that covers the floor and seatbox. Also a nice pair of unique folding rear jump seats with outlast fabric covers and a totally different design than the civvy jumpseats. Raub put a Detroit locker in the rear and cut some window openings in the sides of the hardtop. It's a really cool and capable rig that with a Tdi and some rain gutters would really be hard to beat.

Trails at the Conclave vary from medium to very hard. Loose boulders, rock crawling and mud give challenging trails for everyone.

Most of the usual suspects were there including a few faces from the past, Dave Stauffer and Dave Depasque. While I was there I also picked up a new rear x member for my 90 and a very nice stainless steel rear tank for Red Square. I traded some stuff to Robert Davis for it, he had it made in the UK back in the late 90's and never used it. It is really quite nicely done and faithful to the original design.

Saturday evening there was a raffle and an auction with some nice items like an Ironman Fridge and a Warn 8k lb winch. Saturday dinner was included in the event cost and was a nice assortment of BBQ stuff and rather tasty.

It was a fun event and less than 2 hours from home. I will definitely go back if they do it again next year.

Rover Polo/Timed Trial

By Benjamin Smith

Another round of Roverpolo was played at Bensfold on a recent September weekend. A formerly-local LR owner who had moved to Florida and missed the game at BTN was back in town for the weekend. He liked Roverpolo, so we rounded up the locals and scheduled a potluck dinner. Atlantic British Parts (ABP) heard about the game and donated some prizes.

Since there were actual prizes involved, we drew straws for team captains and then picked drivers for the teams. On one side we had Cristina Calado in a RR L322 with Greg Fitzgerald on broom, Ben Smith in his SIII 88" with Christina Albrecht on broom and John O'Mara in a Disco 1 with his wife Irene. On the other side was Jarek Maras in his topless SIII 88" with Dan Marcello on broom (though they swapped roles), George Miniotos in his RRC with Carl Kofler (and kids) on broom, and Will Skidmore in Ben Smith's Disco 1 with Katie Vince on broom. Abraham Then (the visitor) was the referee.



Since most people had played before the game was fast paced. Soon it was 1-0, then 1-1, then 2-1. At some point Lisa Then swapped in on broom for Christina. Rohan DeSilva showed up with his family as did Paula Kofler with a Disco 1 back from an errand. We bumped up to 4 trucks per team by adding Greg in his RRC and Paul and George's Disco 1. Throughout the game there was a general shuffling of broomer in various cars. For example Christina A. got in with Cristina C. Even Quintin Aspin swapped into Jarek's 88" to play. Ben swapped out his 88" to let some other truck play. Confused yet?

Play continued. Lots of shots on goal that just missed. Jarek tried a new strategy of zigzagging that when it



works is not defeatable and was determined to be an unfair advantage. Christina claims that the L322 is an amazing Roverpolo truck. It sucks the ball under and then kicks it out for you to play. We suspect the rising and lowering from the air suspension is involved somehow. The score soon became 3-1. 10 minutes remaining was announced. Another goal. 4-1 was the final score. If there was a MVP it would have been Christina Albrecht with 3 goals and many shots on goal. Do we need to have a handicap for our broomers?

After dinner awards were given out. Abe got an ABP gift certificate for being the referee. Each driver (other than Ben) also got a gift certificate. The 4 winning drivers also received a Land Rover scarf and Land Rover toque to give out to their broomers.

Between the end of Roverpolo and dinner I wanted to try out a Timed Trial. I had set out two 270 meter RTV sections in the woods. We gathered the Land Rovers for the first one. 5,4,3,2,1, Go!!!! Each Land Rover launched forth. Drivers soon learned that taking the tricky direct route was not a winning solution. Any mistake meant a large chunk of lost time. Hitting trees and stopping was bad too. Dirt piles are slow, but you made back time on straight aways. V8s beat 2.25L petrols every time on those straights. In the end we had 10 drivers try the first section with two doing it twice. Using ALRC rules the nominal maximum time was 1:21. Only 3 drivers beat that time. The times were:

0:57 George Miniotos in a RRC: (1st run was 1:37)
 1:02 Ben Smith in SIII 88”
 1:05 Jarek in SIII 88” (1st run was 1:37)
 1:23 Lisa in RRC
 1:45 John O’Mara in Disco1
 2:00 Rohan DeSilva in SIII 109 SW (1st run was 4:01)
 2:12 Greg F in RRC (30 second penalty for missing a gate)
 2:16 Dan Marcello in Jarek’s 88”
 2:35 Will Skidmore in SIII 109” SW
 4:01 Carl Kofler in Disco 1

Prizes were given out. George, Will and Carl got Camel Trophy prints for top and bottom scortes. Ben , Dan and Jarek got “Lucas Quality Inspector” baseball hats. Everyone said that they enjoyed the Timed Trial and we need to do that again.

Many thanks to Eric Riston and Atlantic British for donating prizes!!



RoverPolo Condensed Rules

- You need at least 3 trucks per team with a driver and broomer in each and a referee.
- The field is any size that you want. We have been playing with 70m x 35m with a 5m goal on each end
- Markers: corners, midfield and goals--old political signs, are a convenient, free, renewable resource
- Brooms are only modified using duct tape—wooden handled are best as hollow handles break and are sharp
- The ball is an under inflated basket ball
- Enter the field through your goal markers
- Trucks stay in 1st gear-low range, forward gear, from when they enter the field until they have finished playing the ball (aka while “on ball”)
- Once “off ball” turn left and exit the field from the side at any gear that you want and return to your side of the field
- Only one truck per team on the field “on ball” at a time
- When “on ball” you may stop for no more than 10 seconds or you are done must exit the field
- **Don’t** hit any other car (-1 point), hit another player, grab the other team’s broom, have more than 2 broomers, block cars, or swap the ball to the drivers side and broom from there
- At the halfway point teams should switch and play in the other direction
- Time of game is up to those playing though generally an hour or two is good
- Have fun
- Don’t take it too seriously

ALRC Timed Trial

A timed trial is a RTV against the clock with formal rules setup by the ALRC. The gates are set up wide enough and with easy turns so that any slow driver would have no issue making the gates. Each section is no longer than 320 meters long. Drivers generally get to drive each section 3 times and keep their best score. Minimum time is an average of 22 mph, which is 10 m/sec. No one will be this fast. Maximum time is 3x minimum time. For the longest course of 320 meters this means time range is from 32 seconds to 1:36. If one is faster than 32 seconds in this example they get 32 seconds. If one is longer than 1:36 in this example, they bogie and get the max time of 1:36. If one misses a gate they get the bogie time. Just like an RTV the gates are run in order from 12 to 1. In ALRC rules cars must have roll cages and drivers helmets and seatbelts.

Generally if you make an error and stop or have to back up, you are at the bogie time. Even though the gates are wider and turns easier, people screw up because they are against the clock. Winner is the one with the shortest time when all sections times are added up.

In this test timed trial there was no maximum time and as such we had a 30 seconds penalty for missing a gate (in ALRC that would be a bogie).

Trying to Buy From Land Rover Fasteners in England

By Dixon Kenner

This is possibly an article that I could have written a year ago after trying to deal with LR Fasteners in England. But, I didn't, and I then went and tried to spend money with them a second time. This time, it deserved to be written up.

For background, as many a reader will be aware, I am slowly rebuilding a 1952 80" down at Bensfold, Ben Smith's Land-Rover haven in central New Jersey. A Land-Rover of that vintage uses a lot of fasteners that are Whitworth threads¹. In fact, nearly everything is Whitworth. This makes for a challenge with rebuilding one of these things. Suffice it to say, many of the generic fasteners will not be Whitworth, but SAE so they are consistent with the rest of my IIA fleet.

Finding Whitworth can be challenging. Just look for spanners or sockets, let alone taps and dies at the local Canadian Tire or Home Hardware. However, there seemed to be a solution. A company in England called LR Fasteners. They bill themselves as the source for all things fastener related for the Series Land-Rovers, particularly Series Ones, and even better, Series One eighty inch Land-Rovers. Looking at their web site, for under five hundred (500) pounds, you can buy every fastener you will need for your rebuild, or so they claim.

Sounds wonderful eh? Well, it is one of those frustrating things where you can look, but can't touch. Last year, almost to the day, I sent off a list of items that I needed from LR Fasteners. Mostly engine related at the time as that was one of the focus of attention. After several emails back and forth, that dreaded moment comes when you have to pay.

LR Fasteners does not do Mastercard, Visa, or Amex. In fact they don't do credit cards at all (remind me to check when the modern credit card were invented... Ok, I actually know. Even know where, New York City, and why, a businessman forgot his wallet when out to dinner with friends.). Suffice it to say, the 80" pre-dates credit cards... Makes sense? No, but neither does dealing with LR Fasteners.

So, is LR Fasteners hip enough to do Paypal? Well, that would be a hip <ROFL>, or "rolling on the floor laughing" for the less than Internet savvy. Err, No. LR Fasteners themselves do not want to do anything. They want you to transfer money from your account to theirs. Not preferably in British pounds, but in only pounds sterling.

Now, trying to deal with the United States and their state based banking system is challenging enough. Try that with across the pond. To do such a direct transfer, even with transit numbers and account numbers proved to be beyond the ability of the banks here based upon what LR Fasteners wanted.

I even went to LR Fastener's own bank, HSBC, on Queen Street in downtown Ottawa and they couldn't



manage the direct deposit LR Fasteners demanded to their own branch! I suggested exchanging Canadian dollars for British pounds and handing them the correct cash for them to send over. Nope. Could not do it. Alternatives that were suggested were not permissible by our esteemed vendor².

In fact, it gets better. I felt as if Franz Kafka had gone into banking. There are electronic transfer fees involved in the transaction for money coming from overseas into the local HSBC. Now, how much might these fees be as they have to be paid by the buyer? I asked LR Fasteners if they knew. No. Could they find out? No. Did HSBC in Ottawa know? No. The advice from HSBC and LR Fasteners? Send an extra ten or twenty pounds to LR Fasteners' account to cover these fees. Ahhh, but you can't exactly do that can you? I feel that HSBC might have been a sponsor of the movie Brazil...

So, despite my best efforts, I gave up on LR Fasteners. Either they don't believe in electronic funds, the concept of credit cards, or just refuses to pay a percentage to the credit card companies is unknown. Anyway, I pursued this because of a fascination with this whole process. I am a bureaucrat as you all might know.

¹ To be clear Whitworth threads consist of British Standard Whitworth (which is course), British Standard Fine (BSF), and British Standard Cycle. BSF was not invented by Mr. Whitworth. Land-Rovers use BSW and BSF.

² Yes, their website does have a tab for payment and does mention cheques. However, if you pay by cheque, they will not release your goods until your cheque clears. When it might clear is conjecture. So, exchange rates come into play. Since the Pound goes both up and down, if when your cheque clears it happens to be less on that day, LR Fasteners wants another cheque. Their advice? Send too much to ensure it clears, no refunds or credits possible.

So, with this avenue closed off, I telephoned Dunsfold Land-Rovers, in a more worldly part of England, gave a lengthy list of parts, gave my credit card number, and the parts were in the mail the very next day. In fact, rather than one hundred and ten pounds (£110) from LR Fasteners, it cost thirty eight pounds (£38) from Dunsfold. What could have been guaranteed business for the former, was tossed aside because they are too parochial to understand the challenges of overseas customers, too lazy to get a credit card account.

Fast forward a year. I am in need of a pair of spring bolts for the front of the rear spring where it connects to the chassis, as well as a few other parts for reassembling the suspension. I telephoned Dunsfold, but sadly, they were out of them.

But, Ben Smith has a business trip to England, with a side trip to the north to a Comp Safari in Scotland (reference this issue). His drive north from London, via Gaydon to Scotland might take him near Bolton. And, England isn't that big. Eighteen and a quarter of them fit into Ontario. Driving from London to Edinburgh is 405 miles in six hours and forty five minutes. Driving from Kirkwood Manor to Bensfold in New Jersey is 420 miles and six hours and twenty minutes.

So, the email from last September was dug out, and an email was sent to LR Fasteners stating that Ben would be in England on this particular week and better yet, his trip north would take him within four miles of LR Fasteners' address. Would it be possible, for him to come with cash in hand, exact change no less, and here was the list of items that we needed? They answered in a affirmative and focused on exact details wanting to get down to engine numbers. Several more emails ensured, back and forth, getting the list of parts down to exactly what was needed and that they had everything in stock. Seemed like some progress was going to be made, and the subsequent weekend could see some further progress.

Sadly, this was not to be. It seems that not only is LR Fasteners very shy about dealing with electronic means of transferring cash, it seems that they can't handle the real thing either. That, or they are exceedingly shy and do not wish anyone to see their corporate headquarters located in a lovely suburb of Bolton³.

When all was said and done, they got rather upset and rude when I mentioned that Ben would be stopping by the next day to pick up the order. In fact, they were only willing to deal with Royal Mail or other courier services (Ben doesn't count it seems) and not even deign to meet him at a local pub, market, street corner to make the human transaction of cold Whitworth steel for cold British pounds.

What can I conclude? I feel that if you ever want the feeling of dealing with the "Little Englanders", LR Fasteners is the place to start. They bring home that famous, apocryphal headline "Fog in Channel, Continent Cut Off"⁴. If you don't, and you have an eighty inch, Dunsfold⁴ is the place to start. Helpful, responsive, they understand the Dominions and those people

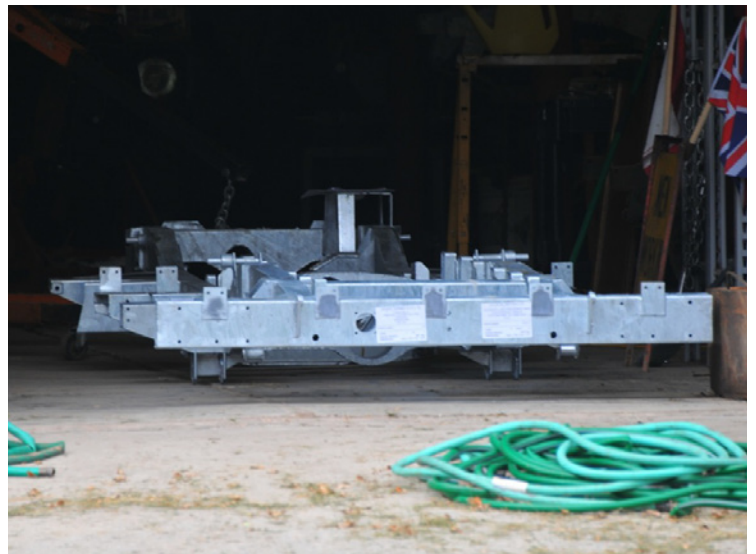
to the south of Canada, and best yet, they understand that modern American invention, the credit card!

² If you happen to be in the neighbourhood and want to say hello, maps.google.com is a good place to start at finding your way to 32 Laburnum Park. In fact the lovely suburban dwelling can easily be seen in Street-View.



³ I say apocryphal simply that when I went to look for a reference, I found both the Times and the Daily Mirror cited, and dates that ranged from 1930 to the early 1940's. Further research turned up that the quote is assigned to 1930s, 1920s, 1910, 1902, 1963, 1880s, 1870s, Victoria's time, mid 19th century. Newspapers include the Times, Daily Mirror, Daily Express, The Thunderer, Financial Times, Daily Telegraph, a finally a signal sent from a frigate.

⁴ <http://www.dunsfold.com>



Racing Land Rovers in Scotland

by Benjamin Smith

Work took me to Scotland and with minor timing alignments I was able to schedule my time to correspond to a Land Rover event. The Scottish Land Rover Owners Club, jointly with the Scottish Hillrally Club, puts on a cross country championship at six locations across Scotland throughout the year. Event #5 was on a hilly farm just outside of the town of Bathgate on an unnamed hilltop next to Cairnpapple Hill. It was a two-day event with drivers needing to put in 7 laps each weekend day.

I showed up on Saturday to find a glorious day with unlimited visibility. From our hill top you could see the hills in the Trossachs 60 miles to the northwest. To the east Arthur's Seat was visible as was the North Berwick Law 40 miles away. I started chatting with the various drivers that I knew and didn't know. There were 14 competing cars. One or two came from Ireland. One or two came up from England (Yorkshire I think). Plus a bunch of local members of the clubs. Ian Stuart of the LRO email list soon showed up. He ran this comp series for 6 or 8 years before stepping back last year. He is a friend who was my gateway to the club. Soon Sharon Scott, the Clerk of the Course, was there and I volunteered to help out. I was soon out pounding in stakes and stapling arrows to finish the course. Eck had been there all week setting it up. As Sharon was short on marshals I was put in the finish caravan to keep time.

Setting up of the comp course was professionally done. Each major corner was numbered and marshals were sent out beforehand to each corner to keep an eye out. The oldest marshal was 87 years young driving his Disco 1!! Once marshals were out the radio controller came on air and verified radio contact with each one. "Low-box 22 alpha do you read" "Loud and clear" "Thank you" And so on. Pilot Sharon (Clerk) was checked. Then the start line and the finish line. Then "Control to Pilot Sharon the marshals are in position and course is ready". "Start them on the next minute." "Course is live." Each racer would come up to the start line. A light system would show them 15 seconds (red light) 10 seconds (red and yellow—which has 5 sub lights), 5 seconds (red goes out), 4,3,2,1 (each has a sub yellow go out) and the car is off! "Start to Control, Car



Stu and Car #6 being scrutineered

Competitive Safari

A comp is a Land Rover race organized by an ALRC (Association of Land Rover Clubs) member club. Federation internationale de l'automobile (FIA) is an international motor sport association. FIA has delegated the sole authority to regulate motor sports in the UK to the Motor Sport Authority (MSA). ALRC is in turn an authorized racing body under MSA. MSA rules are in compliance with FIA rules and ALRC rules are in compliance with MSA rules. A person's ALRC member club membership card doubles as one's racing license. All of the Land Rover competitions in the UK (RTV, CCV, Comp Safari, Timed Trial, Hill Rally, Winch Challenge) are regulated by ALRC and MSA. MSA issues the permit for the race to the Clerk of the Course and permitted events are insured via the MSA.

In Canada (and even more so in the U.S.) the idea that some French company can regulate all auto racing is laughable. Yes there a FIA delegated organization in Canada (Autorite sportive nationale du Canada) and the U.S. (FIA Automobile Competition Committee for the United States), but there are also many other organizations. The Baja 1000 is not FIA regulated. If one wants to start a new race or racing series one just stands up a company, gets insurance and you are off to the races. There are 8 member clubs in ACCUS, but there are some 30 to 40 racing groups/companies in the US. Based on my searches neither FIA group for Canada or the US covers cross-country racing like MSA and ALRC.

Originally a club ran an RTV on Saturday and then on Sunday linked up all of the RTV sections and ran them all together as a lap and called it a comp. People did many laps to get the best times. Back then people competed with 2.25 petrol engines in leaf sprung vehicles. That was 30 or more years ago. Now they are competing with either chopped Disco frames with 88" wheelbase, either a 4.6 V8 or Tdi engine, roll cage, built bulkhead, and a body that looks vague like a Land-Rover Series/Defender. Others have space frames. Leafers or 2.25 petrols are just too slow to be competitive.

A comp is a closed course. Drivers leave the service area approach the start line and each is started on the minute mark one per minute if there is a queue. Each lap is clearly marked with canes and orange arrows telling one to go straight, 45 left, 90 left, 135 left or the same to the right. At Bathgate the lap was 3.2 miles long. At the end of the lap the time is recorded as the driver crosses the finish lap time. The driver then has a 100m area to a stop and then slowly return to the service area. The driver may immediately proceed to the start line for another lap, rest, or fix their car. Most people come with support crews (friends). Minimum lap time is an average of 30 mph—if you go faster you get the 30 mph time. For Bathgate this time was about 6 min 30 seconds. Maximum, or bogie, time is triple minimum time or 19 min 30 seconds. Any slower, or if you can't finish the lap, you get bogie time. Any laps that you don't complete is bogie time. Winner is shortest total time.



A view of part of the service area with club caravan before being moved to the finish line.

22 out at 13:03". We'd hear that and both write it down on paper and log it in the spread sheet. There was no radio chatter. Each transmission was relevant. When a car came in, both Ian and I would trigger the finish in a rally computer and key in the car number. We'd both also write it down on paper (cross checking from time to time) and log it in the spread sheet. One of us would radio "Finish to Control, car 22 clear of course." Which cars were live on-course and which were off-course was tracked at all times.

The day progressed. The Irish lads blew a gearbox and retired. Someone else blew a gearbox and retired. Robert Scott blew a diff and that ended his day. Others kept on racing and finishing. Ann McCandlish came around at turn and rolled....passenger-side...roof.... driver's side. And came to a rest. The course was shut down and she was towed out. Her car "Smurf" checked out by her support team. The roof was removed. Smurf was re-scrutineered and she was back racing an hour later. Another buggie lost the entire front bonnet/wing section. At the finish line I had the view of a the competitors coming off a long fast straight into an uphill to a hard right. They would throw dirt and slow. Then they headed off to another hard left over to a 180 to the left in a cloud of thrown dirt and grass and 100meter dash to the finish.

Towards the end of the day I wasn't needed as much as it was all slowing down. I still hadn't experienced a comp lap. Sharon took me over Robert Agnew who has showed up late and didn't have a co-driver. "Could you take Ben around for a lap? He's come all the way from America and hasn't done this before." "Got a helmet?" "Yes" (Another friend, Alex Scott, who was on the start line had brought his for me...just in case.) "OK". Robert has a Boler Tomcat. I climbed into the left seat. It is a racing seat so I had to wedge my hips into the bucket. Then it was adjusting the 5 point harness to be tight all around. Now that I can't move I put on the helmet and synched down the chin strap. What do I do with my arms? Robert suggested crossing them and holding onto the shoulder belts. Ok. Ready to go I closed the door and bulked the window webbing. We ambled over to the start line and signaled that we were ready. At 15 seconds the red came on. Then

Red+Yellow lights (4.6 engine revs up), Yellow (rev), 4, 3 (rev), 2, 1(rev), 0.....and the car kicked me in the tail end as we rocketed forward. How to explain the next 9 minutes? Robert seemed to be in 3rd or 4th high range the whole time with occasional dabbles into 2nd for sharp bits. Rocketing across the flats with bumps that slammed the rear axle into the bump stops. Last minute breaking, into the bump, bouncing off things and rocketing off again. Have you ever driven across a cow pasture at 60 mph? Bouncy. Bumpy. Robert coolly took every turn in stride. A few times I bounced my helmet off of the roll cage. Up, down, drift to the left, drift to the right. Slow a bit, up the steep, two-car-length incline, then accelerate away. Bounce into the hole, and climb out. I don't think that we ever were fully airborne, but photos show that others were. The course took forever, but was over in a heartbeat. "How was that?" "Amazing!" "Up for another?" "You bet!" So we drove right from the exit to the start line. And did it again. Back in service we poured in more gas and went out for my lap 3 (and his last lap). He did his best times with me in the car, but I was no more useful than a sack of potatoes. Though this was billed as night racing everyone got their laps in by dark. "Control that was the last car in. Course is clear." "Thank you. Marshals you can stand down and come in."



Ann McCandlish's "Smurf" on right in service

The wind started coming up as people drifted away. I stuck around the campfires to chat with various drivers. It got cold fast. Then it was off to bed in a hotel in town.

Sunday the weather was completely different. Rain. Wind. Strong wind. The kind of wind that blew over one of the port-a-potties in the night. The kind of wind that you had to lean into to walk. The kind of wind that if you only zipped up your rain coat it forced the water through the zipper. Alex Scott commented with a grin, "We are not experiencing weather, we are being force fed it." The course was shortened to 2 miles and only 5 laps to be done so that people were not as miserable. Since Sharon was dreadfully short of help

ALRC

In years gone past (ok the late 1980s and early 1990s) OVLRC was a member of the then ARC (back when there were Rover Car clubs in the Association of Rover Clubs). The 1987 ARC Handbook lists ALROC, Rover-Landers, Island Rovers and Edmonton as being members. In the US member clubs were:

LROA

Land Rover Annual Picnic Club (MN)

Mid Atlantic Rover Owners (MD)

Rover Owners Association of Michigan

Rover Owners & Enthusiasts Registry (NJ)

South West America Land Rover Association (NM)

West Coast Land Rover Owner Group (CA)

Rover Owners Club (CA)

All US clubs but the picnic club have since folded.

By now most non-UK clubs have dropped out with only the Pacific Coast Rover Club as the sole North American ALRC club according to the 2013 handbook.

Luckily I am also a member of the 101FCC&R club, which is an ALRC club, and hence can join in on ALRC events.

I stayed in the finish caravan the whole time. We had the racing wrapped up by 1pm. Everyone pitched in breaking down the course and packing the club caravan. The winner of the weekend got the cup to hold until next year. As part of the entry, in addition to cash, each driver had to donate two prizes for the marshals. Usually a box of chocolates or bottle of wine. I came away with a bottle.

Mark Deamer attends events and posts photos on Facebook. Here are some photos:

https://www.facebook.com/mark.deamer.3/media_set?set=a.499538606803214.1073741856.100002412385994&type=1 (or <http://tinyurl.com/le8z2dc>)

That was an amazing amount of fun! Why can't we set up a similar racing series here? That was the most fun that I had with my clothes on.



Mark Deamer

A photo of Ben in Robert's Agnew's car #22 after snapping a 90 degree left turn. Photo © Mark Deamer.

Ada's Disgrace

By Mike Rooth

The DA [*Domestic Authority aka the wife -ed*] goes into town shopping most mornings, probably to get out of my way. She buys the paper. However if it is inclement weather (ie pissing it down) Ada and I have to get the paper from the local filling station where Ada is also now a customer for "Heavy Fuel Oil" and feels much better for it.

Now Adas brakes have always been bloody awful in terms of stopping power, but they have also pulled from side to side. One day one way one day tother way. A habit put down to 'elf-n-safety nanas with none asbestos linings. But this time all the pull seemed to be to the nearside. (That is to the left in the proper motoring world). YMMV.

So I went to the filling station for the paper. And came out. And poor Ada had wet herself. She sat there with

brake fluid down her right trouser leg. Embarrassed. So I pretended not to notice and went home. The master cykinder was a little short of fluid so I topped it up with DOT4. And she hasn't done it again! Well, really I should think not!

So a list of her needs has been drawn up because I think she deserves it. She clearly thinks so. Therefore items, these need doing:

- Brakes sorted
- Clutch slave cyl replaced
- Exhaust centre bracket welded back to chassis
- Small hole in bulkhead patched to replace the bit of 10 yr old gaffer tape covering it now. (Yes really!)
- Oil and filter change
- MoT

What more can she expect? After all I *did* polish her two weeks ago.....Aaargh. A confidence too much.

New Meccano Model

Land Rover and Trailer

OUTFIT No. 7 contains all the parts required to build the Land Rover and Trailer shown in Fig. 1 on this page. To make the chassis of the Land Rover bolt two $2\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strips between the ends of two $12\frac{1}{2}''$ Angle Girders. At the rear end attach a Large Fork Piece by a $\frac{1}{2}''$ Bolt to form the coupling for the trailer, and to the front bolt two Double Brackets. Use the bolts holding the Double Brackets to fix also two Fishplates 1. These will be used later to attach the body to the

and a $\frac{1}{2}''$ Reversed Angle Bracket bolted to the chassis, and with three Washers space the Collar from the lug of the Reversed Angle Bracket. On the lower ends of the $1\frac{1}{2}''$ Rods fix Cranks, and connect them with a $3\frac{1}{2}''$ Strip attached by lock-nutted bolts.

For the steering column mount a $3\frac{1}{2}''$ Rod in two made-up brackets formed as indicated at 5 and 6 (Fig. 2). The bracket 5 consists of a $\frac{1}{2}''$ Reversed Angle Bracket and an Obtuse Angle Bracket, and bracket 6 is made from a $\frac{1}{2}''$ Reversed Angle Bracket and an Angle Bracket. A Cord Anchoring Spring is used to hold the Rod in place and on it is placed a Worm to engage a $\frac{1}{2}''$ Pinion 7. Fix the Pinion 7 on a $1\frac{1}{2}''$ Rod mounted in a Double Bracket bolted to the chassis, and place on the Rod also a Bush Wheel with a Fishplate

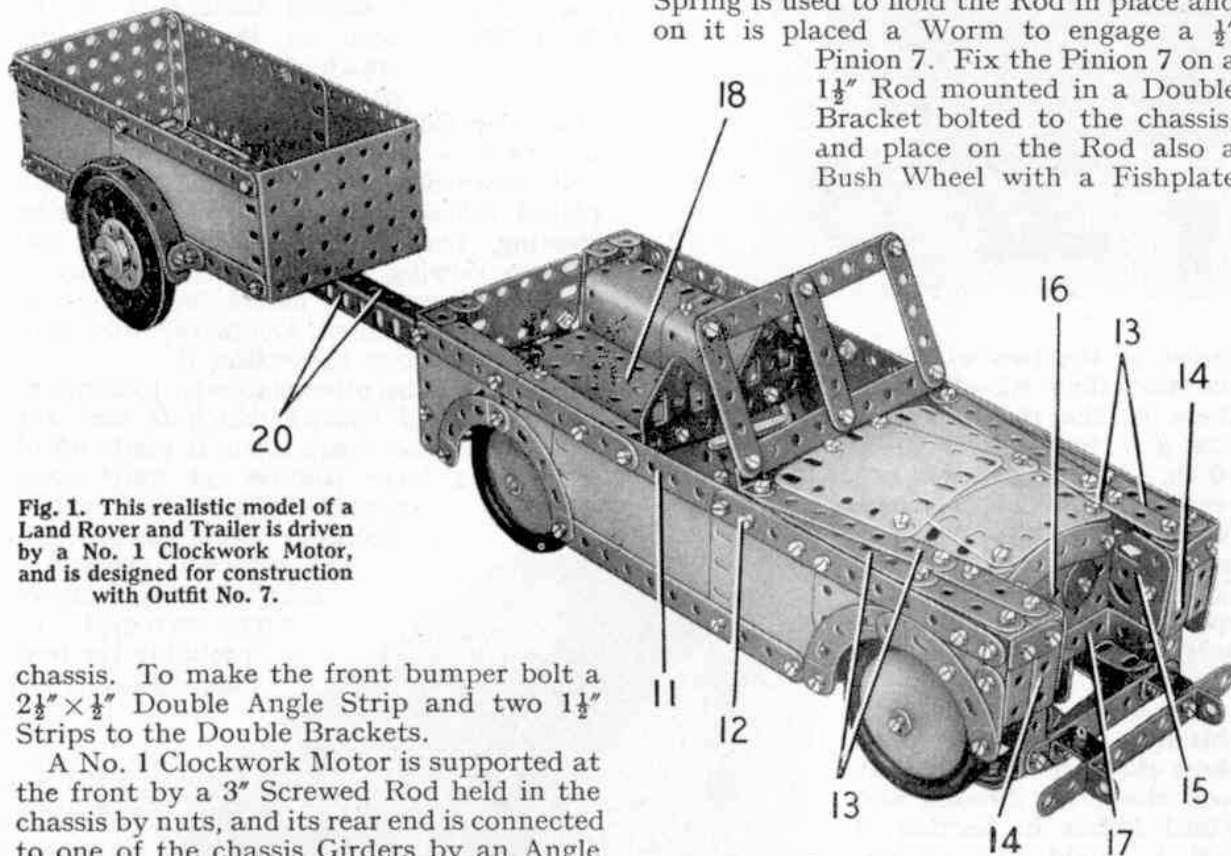


Fig. 1. This realistic model of a Land Rover and Trailer is driven by a No. 1 Clockwork Motor, and is designed for construction with Outfit No. 7.

chassis. To make the front bumper bolt a $2\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strip and two $1\frac{1}{2}''$ Strips to the Double Brackets.

A No. 1 Clockwork Motor is supported at the front by a 3" Screwed Rod held in the chassis by nuts, and its rear end is connected to one of the chassis Girders by an Angle Bracket. Fix a $\frac{1}{2}''$ Pulley on the Motor driving shaft and connect it by a 10" light Driving Band to a 1" Pulley on a $3\frac{1}{2}''$ Rod 2. A $\frac{1}{2}''$ Pinion on this Rod is used to drive a 57-tooth Gear 3 on the rear axle, for which you should use a $4\frac{1}{2}''$ Rod and fix it in position with a Collar. Extend the brake and reverse levers of the Motor by 1" and 2" Rods respectively held in Rod and Strip Connectors.

Each of the front wheels is free to turn on a $\frac{3}{4}''$ Bolt screwed into a Collar 4 fixed on a $1\frac{1}{2}''$ Rod. Support this Rod in a Fishplate

bolted to it. Fix a bolt in the Fishplate by means of a nut and then screw on the bolt a Collar 8. Now push a Threaded Pin through one end of a $2\frac{1}{2}''$ Strip 9 and fix it in the Collar 8. Pass a bolt through the other end of Strip 9 and screw it into a Collar on a Pivot Bolt. Then screw the Pivot Bolt into a Collar 10.

To form each side of the body overlap a $5\frac{1}{2}'' \times 2\frac{1}{2}''$ and a $2\frac{1}{2}'' \times 2\frac{1}{2}''$ Flexible Plate four holes. Strengthen the lower edges of these Plates with a $5\frac{1}{2}''$ Strip and the upper

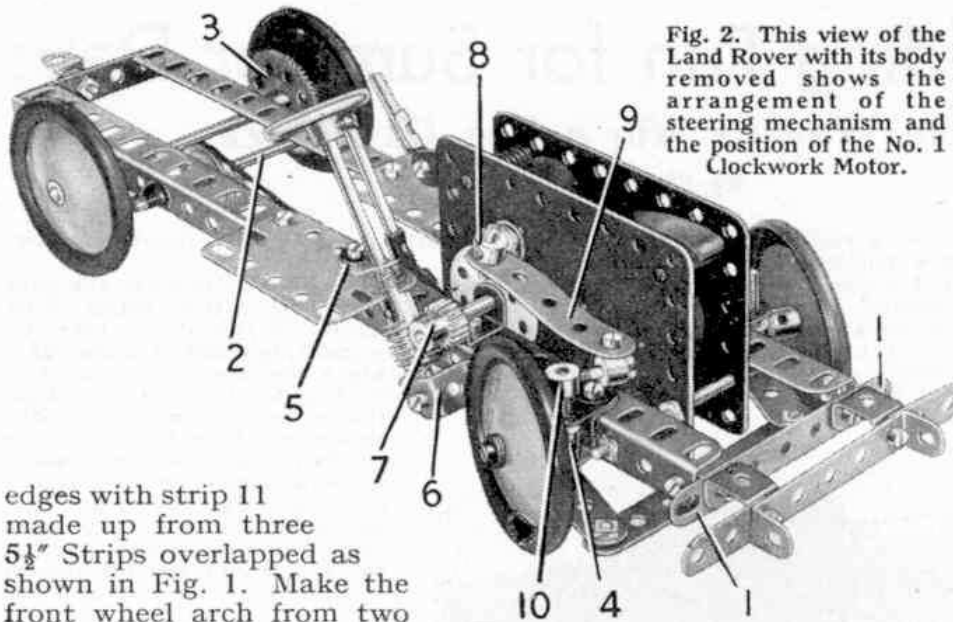


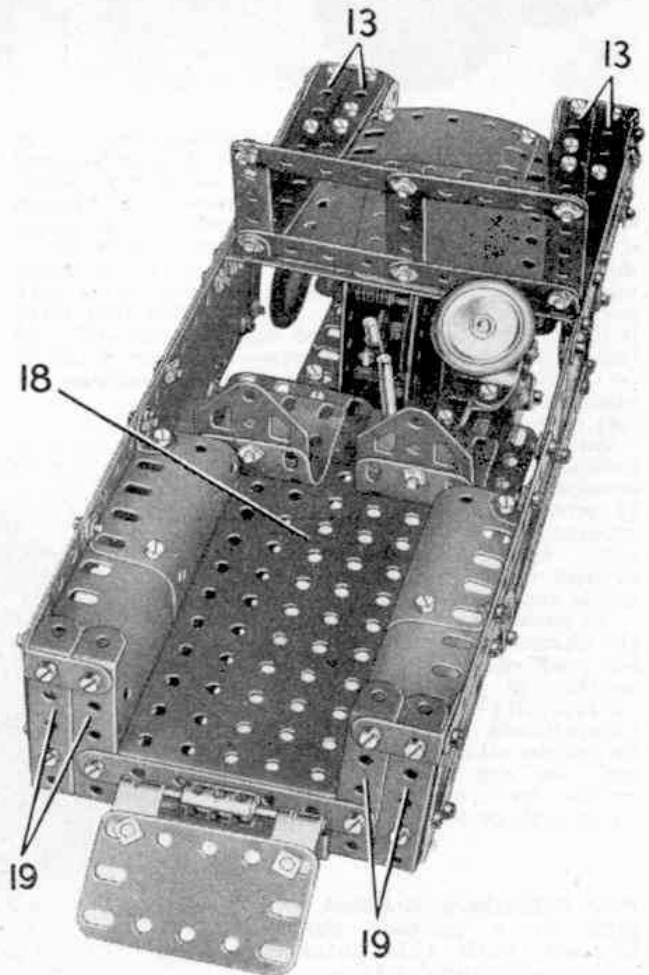
Fig. 2. This view of the Land Rover with its body removed shows the arrangement of the steering mechanism and the position of the No. 1 Clockwork Motor.

edges with strip 11 made up from three $5\frac{1}{2}$ " Strips overlapped as shown in Fig. 1. Make the front wheel arch from two $2\frac{1}{2}$ " Stepped Curved Strips. The plating above it consists of two $2\frac{1}{2}$ " \times $1\frac{1}{2}$ " Triangular Flexible Plates. For the rear wheel arch also you should use two $2\frac{1}{2}$ " Stepped Curved Strips, but in this case the plating is formed by a $2\frac{1}{2}$ " \times 2 " and a $2\frac{1}{2}$ " \times $2\frac{1}{2}$ " Triangular Flexible Plate.

You should now connect the sides of the body at the centre with a strip made from two 3" Strips overlapped three holes. Attach this to Angle Brackets held by a bolt 12 on each side, and use the bolt that connects the strip and the Angle Brackets to support also two made-up strips 13. Make each of these from a $3\frac{1}{2}$ " and a $2\frac{1}{2}$ " Strip, and at the front end of the outer one fix a $1\frac{1}{2}$ " \times $\frac{1}{2}$ " Double Angle Strip. At the front end of the inner strip 13 fix a $2\frac{1}{2}$ " \times $\frac{1}{2}$ " Double Angle Strip 14. Now connect the two Double Angle Strips on each side with a 1" \times 1" Angle Bracket, and bolt the latter to the front end of strip 11. Fix a Trunnion to each of the Double Angle Strips 14 and to it bolt a Flat Trunnion 15.

The radiator is a $2\frac{1}{2}$ " \times $1\frac{1}{2}$ " Flanged Plate 16 and you should connect it by Angle Brackets to the inner pair of strips 13. Bolt a $2\frac{1}{2}$ " Curved Strip along the upper edge of the Flanged Plate, and to the lower edge attach a $2\frac{1}{2}$ " \times 1" Double Angle Strip 17 by means of a Fishplate. Make the top of the bonnet by curving slightly four $2\frac{1}{2}$ " \times $2\frac{1}{2}$ " Flexible Plates and arrange them as shown. They should be connected to the radiator by Angle Brackets and attached by $\frac{3}{8}$ " Bolts to the strip across the centre of the body.

Fig. 3. A semi-plan view of the Land Rover, showing interior details of the body and the assembly of the hinged tailboard.



Space the Plates from the strip by three Washers on each of the Bolts.

For the boxes over the rear wheels use an opened-out U-section Curved Plate and a bent $1\frac{1}{8}$ " radius Curved Plate bolted together. Attach each box to the side of the body by means of an Angle Bracket, and bolt it also to a $5\frac{1}{2}$ " \times $2\frac{1}{2}$ " Flanged Plate 18 that forms part of the floor. Now join two $2\frac{1}{2}$ " \times $\frac{1}{2}$ " Double Angle Strips 19 on each side by a Fishplate and one arm of a 1" \times 1" Angle

Bracket. Use the other arm of the 1" \times 1" Angle Bracket and a $\frac{1}{2}$ " \times $\frac{1}{2}$ " Angle Bracket to attach the Double Angle Strips 19 to the side of the body. Bolt the inner one of each pair of Double Angle (Continued on page 342)

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New Meccano Model—(Continued from page 327)

Strips 19 to a $3\frac{1}{2}$ " Strip fixed to the end flange of the Flanged Plate 18.

To curved $2\frac{1}{2}$ " \times $1\frac{1}{2}$ " Flexible Plates attached to the Flanged Plate 18 bolt Flat Trunnions to form the seats, and for the hinged tailboard use a $2\frac{1}{2}$ " \times $1\frac{1}{2}$ " Flexible Plate fitted with two Right Angle Rod and Strip Connectors. Pass the Right Angle Rod and Strip Connectors over a 2" Rod held in a Coupling screwed on a bolt passed through the end flange of Plate 18. Place two Washers on the bolt.

For the sides of the trailer $5\frac{1}{2}$ " \times $2\frac{1}{2}$ " and $4\frac{1}{2}$ " \times $2\frac{1}{2}$ " Flexible Plates edged by $5\frac{1}{2}$ " Strips should be used, and for the ends $3\frac{1}{2}$ " \times $2\frac{1}{2}$ " Flanged Plates. Arrange two $12\frac{1}{2}$ " Angle Girders 20 to form a channel girder and bolt them to $3\frac{1}{2}$ " \times $\frac{1}{2}$ " Double Angle Strips fixed between the sides. Make the floor from six $5\frac{1}{2}$ " \times $1\frac{1}{2}$ " Flexible Plates.

A 4" and a $1\frac{1}{2}$ " Rod joined by a Rod Connector are used to form the wheel axle, and the wheels must be free to turn on it. Support the axle in Semi-Circular Plates bolted to the sides, and fix the wheels on it by means of $\frac{3}{4}$ " Flanged Wheels.

Now arrange a $5\frac{1}{2}$ " Strip so that it overhangs the front ends of the Girders 20 by one clear hole. Fix a Threaded Pin in this Strip and use it to couple the trailer to the Land Rover.

The parts you will require to build the Land Rover and Trailer are as follows: 17 of No. 2; 6 of No. 3; 2 of No. 4; 12 of No. 5; 4 of No. 6a; 4 of No. 8; 10 of No. 10; 3 of No. 11; 18 of No. 12; 4 of No. 12a; 1 of No. 12c; 1 of No. 15a; 1 of No. 15b; 2 of No. 16; 2 of No. 17; 4 of No. 18a; 1 of No. 18b; 2 of No. 19b; 2 of No. 20b; 2 of No. 22; 1 of No. 23a; 1 of No. 24; 2 of No. 24a; 2 of No. 26; 1 of No. 27a; 1 of No. 32; 171 of No. 37a; 160 of No. 37b; 27 of No. 38; 2 of No. 38d; 1 of No. 46; 2 of No. 48; 9 of No. 48a; 2 of No. 48b; 1 of No. 51; 1 of No. 52; 2 of No. 53; 6 of No. 59; 2 of No. 62; 1 of No. 63; 1 of No. 80c; 1 of No. 90; 8 of No. 90a; 2 of No. 111; 1 of No. 111a; 3 of No. 111c; 2 of No. 115; 1 of No. 116; 4 of No. 125; 2 of No. 126; 4 of No. 126a; 1 of No. 147b; 1 of No. 155; 1 of No. 176; 1 of No. 186b; 4 of No. 187; 6 of No. 188; 6 of No. 189; 6 of No. 190; 2 of No. 191; 4 of No. 192; 2 of No. 199; 2 of No. 200; 2 of No. 212; 2 of No. 212a; 1 of No. 213; 2 of No. 214; 4 of No. 215; 4 of No. 221; 2 of No. 222; 2 of No. 223; 1 No. 1 Clockwork Motor.

In the category of "what is that?" we found this on FaceBook. All that we know is: "For sale, four hundred pounds, near Dulverton, England. Please contact George Jonnie Dewey on Facebook."



SPECIFICATION

STD/RU/11/65

CHASSIS. The basis of this unit is the 109" LWB Land Rover chassis/cab, painted fire engine red to maker's standard specification but to include the following special accessories: Heavy duty towing pintle, extra driving mirror, spare wheel carrier on bonnet, rubber pads for clutch and brake pedals, extra windscreen wiper, flasher equipment, heavy duty rear springs with shock absorbers front and rear, dummy socket and flasher plug, trailer socket plug and lead, oil cooler, centre power take-off, water thermometer and oil pressure gauge. For export specification *only*, tropical roof and dry charged battery.

BODYWORK. The rear body is a separate jig-built unit using an all welded steel frame structure bolted to chassis frame. Panelling is in light alloy sheet, with decking and rear end panelling light alloy chequer plate or similar. Two lockers each side, with doors framed and panelled in light alloy for strength and lightness, and fitted with chromium plated external hinges and recessed door handle units, provide good stowage space.

The electrical switchboard is housed in a locker at the rear. Robust tubular frames are fitted to carry the ladder galleys and fixed tripod stands for 17" floodlights. The high pressure dry powder hoses are stowed in open sided lockers, one either side, on top of the rear body. Quick release straps are used to secure the ladder, high pressure hose and dry powder cylinders.

ELECTRICAL. The standard vehicle electrical system and battery is provided. All lockers have internal lights with a panel light in the switchboard locker and if required, a Bray engine heater with plug and socket is provided.

EMERGENCY EQUIPMENT GENERATOR. A 5 K.V.A. Generator is mounted centrally to the rear of the driver's cab on a sturdy cross member driven from the power take-off flange of the transfer box. The voltage is 110 volts single phase 50 cycles A.C. The generator is compound wound and screen protected, centre tapped at 55 volts to earth, fully shrouded and completely safe for operation in wet weather conditions. It is encased in a drip-proof casing provided with ventilating ports and is generally constructed and mounted to exclude moisture. The machine is self-exciting and self-regulating and the special armature windings automatically maintain the voltage output constant to within $2\frac{1}{2}\%$ at unity power factor without the aid of a separate automatic voltage regulator. The generator output capacity is sufficient to operate one electric fuselage cutting saw (or two if required) and two 500 watt floodlights.

SPEED CONTROL UNIT. The speed of the generator is automatically controlled by a governor driven from the power take-off. This varies the throttle opening to compensate for fluctuating loads on the generator supply.

MAIN SWITCHBOARD. The generator output is controlled through a switchboard, mounted in a locker at the rear. It contains the main switch, independent switches with easily removable cartridge type fuses, ammeter, and a hooded electric light with independent switch for night operation.

FUSELAGE CUTTING SAW. One fuselage electrically operated cutting saw is supplied, of approved design, enclosed in a robust aluminium casing fitted with a removable 12" diameter saw blade protected on the underside by a retractable metal hood, and operated with a trigger switch at the saw handle. The saw is connected to the main switchboard by 100ft of heavy duty rubber covered flexible cable mounted on a cable reel with slip-ring contacts which enable the saw to be operated at any distance up to 100ft from the vehicle. The cable reel is fitted with a removable

cranked handle for rewinding the cable on the reel. The saw is supplied with two 12" diameter saw blades, a spare armature and field, blade removal spanner, blade locking pin, spare brushes and servicing sheet.

FLOODLIGHTS. Two 17" 500 watt Francis floodlights with mirror reflectors, are mounted behind the cab as shown on anti-vibration mountings. The floodlights may be operated in situ on swivel mountings or may be removed for remote operation through 50ft of extension cable and metal tripods which are provided. The floodlights are powered from the 5 K.V.A. generator with independent switches on the main switchboard. 3 spare bulbs are supplied with the floodlights.

DRY POWDER EXTINGUISHERS. Two 150 lb. dry powder extinguishers are mounted vertically, the lower ends in sleeves, and the tops held by quick release straps. Each cylinder has its own Nitrogen expellant cylinder attached externally by quick release brackets and 50ft of $\frac{3}{4}$ " bore high pressure hose with multi-control discharge nozzle.

1. Off
2. Spray
3. Jet
4. Spray and jet combined.

Each extinguisher is fully charged with dry powder, having a screwed brass filling cap which incorporates a safety valve and device to prevent overfilling.

Performance for each extinguisher as follows:

Spray — range 25ft	duration 1 min. 10 secs.
Jet — range 45ft	duration 1 min.

Spray/jet combined — range 25/40ft duration 45 secs.

The discharge hose is stowed in coiled fashion in open type containers on top of each side locker assembly and is attached to the extinguishers complete with discharge nozzles.

FINISH. Workmanship and materials are to a high standard. Full paint finish or stucco alloy non-scratch rear body and painted cab to customer's requirements. (Signwriting applied at extra charge to specific requirements).

ACCESSORIES. In addition to the standard road lighting and driving equipment supplied with the chassis, the following form part of the basic specification:

Chromium plated electric siren with centre flashing light with control switch in cab.

Red flashing beacon light fitted to cab roof.

1 chromium plated spotlight mounted on nearside windscreen pillar on swivel mounting.

1 quart C.T.C. extinguisher (carried on bracket on front mud-guard).

OPTIONAL EXTRAS. The Land Rover front mounted bollard type of Capstan winch, can be supplied, mounted immediately behind the front bumper designed to give 2,500 lbs. maximum pull. The winch is powered from the chassis engine at an engine speed of 600 r.p.m. the rope speed is approximately 13ft per minute. Ample stowage accommodation is provided on the vehicle for a wide range of first aid rescue equipment, a suggested list can be offered at current prices or quoted against individual requirements on request.

APPROX. SHIPPING SPECIFICATION

Weight and dimensions overall:

Weight 2 tons 3 cwt. (2183 kilograms)

Length 15ft. (4 metres 58 cms.)

Width 5ft 4ins. (1 metre 63 cms.)

Height 6ft. (with ladder removed) (1 metre 83 cms.)

"The Rover Company Limited is not responsible for the manufacture of approved equipment and/or bodywork, although they have closely examined the 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.

This conversion is supplied complete. Any further information should be obtained from the manufacturer who reserves the right to alter this specification without prior notice.

Rovers & Parts for Sale

For Sale: 1998 Alpine White Discovery 1 \$1500

- Approximately 220,000 km and sold "As Is"
- Owned from new and well maintained.
- Oil sprayed annually. The chassis, firewall and all doors are perfect and solid. Minor rust starting above the windshield and driver side rear wheel well (not visible when rear doors closed). Interior is clean.
- Engine is in great shape and has many miles to go! Drive clean tests have always passed with flying colours.
- Starter failed recently. Other known issues are the AC, Cruise Control and rear wiper which do not work. It was my winter car so I never bothered to fix these other issues.
- Comes with a spare set of catalytic converters and O2 sensors. I had them ready in case it was needed for emissions tests. The vehicle has always passed the drive clean test with flying colours so this is still in my garage.
- Tires are still fairly young and would be good for about another two years. Brakes and disks are all fairly new (less than 2 years old).

Contact: Christian Szpilfogel christian@szpilfogel.com

Free: Series Parts

Free for club members: Series vehicle fuel tank, Oil Bath air filter from a Series II, and hard top sides for a Series vehicle with sliding windows (nominally 88" but it may work on a station wagon)

Contract: Christian Szpilfogel

For Sale: 1970 Series IIA 88" \$4500

In storage since 80's....runs beautifully but don't stop worth a damn....Needs a right fender and a hobbiest. Some rust--not terrible--poor tires OR sell me a fender and I will continue the rebirthing process.
10489 Kerrs Ridge Road,
Mountain, ON, K0E 1S0



<http://ottawa.kijiji.ca/c-cars-vehicles-classic-cars-LANDROVER-Series-3-CLASSIC-W0QQAdIdZ523039465>

For Sale: Three Series SWB and parts

1957 Series I, 88" Station Wagon for restoration, very original and complete, body in excellent original condition, engine turns over, bulkhead/chassis rotten.
1968 Series IIA 88" Station Wagon, running when parked indoors but body poor and frame rotten: good for parts
1973 Series III 88" Station Wagon, Fairey OD, running when parked indoors, body has minor dents and standard rot in rear side panels. Bulkhead and chassis bad. Many spare parts including wheels, fenders, doors, bonnets/hoods (NO tailgates), IIA rear tub, SII 109 SW tub

and gas tank and side/rear corner window panels, front axle and many smaller parts.

Location: Manotick, ON K4M 1B4

<http://ottawa.kijiji.ca/c-cars-vehicles-classic-cars-Land-Rover-Series-I-II-III-Vehicles-and-Parts-W0QQAdIdZ521264927>

For Sale: 1966 SIIA 109" SW \$20,000

Engine: Volvo B30A 3.0L in-line six cylinder

Transmission: Four speed manual with Hi/Lo range. Fairey overdrive. Locking front hubs.



This vehicle was extensively restored during the early 1990s and converted to a camper with many additional features added, such as a dual electrical system. The engine was re-bored and fitted with new oversized pistons and new bearings. It is equipped with a Warn 9000lb winch. A roof rack is available with storage bins.

The original equipment that was removed during the conversion, such as rear seats, are available if conversion back to the original configuration is desired.

Location: Ottawa, ON K1H 5M9

<http://ottawa.kijiji.ca/c-cars-vehicles-classic-cars-Landrover-Series-IIA-Station-Wagon-1966-W0QQAdIdZ522678815>



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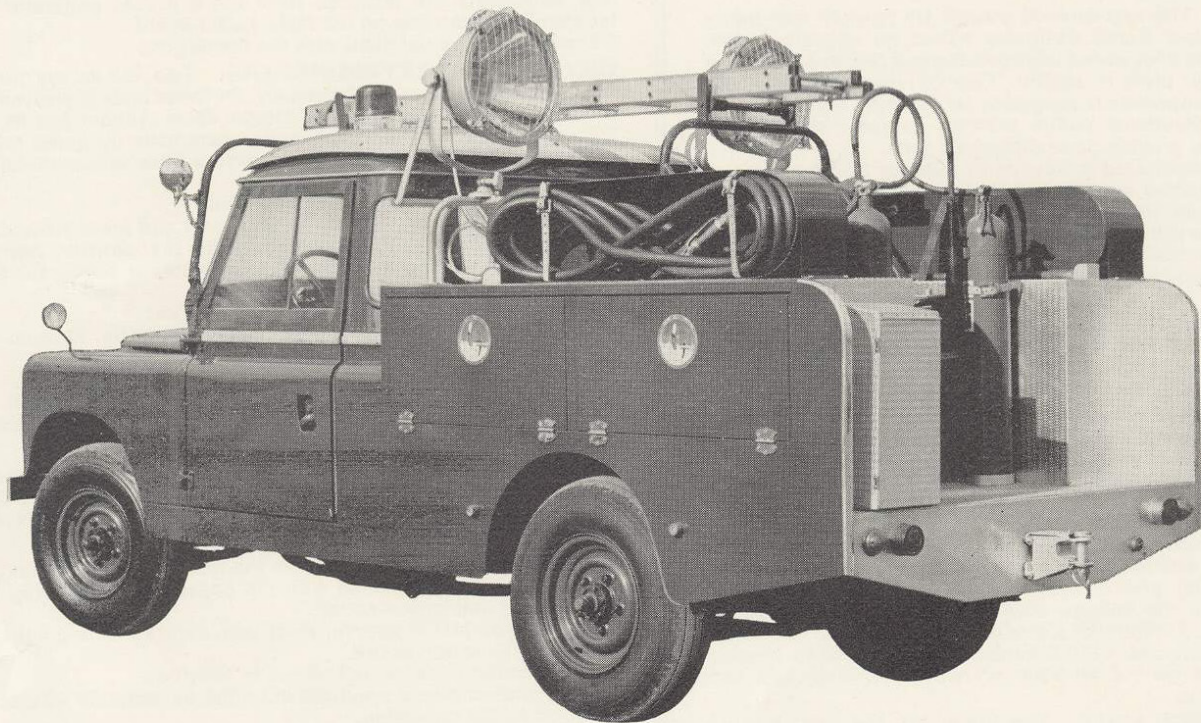
FIREFLY

AIRFIELD RESCUE
APPLIANCE

STD/RU/11/65



APPROVED BY THE ROVER COMPANY LIMITED



GENERAL DESCRIPTION

This Land Rover Emergency Rescue vehicle has been developed for airfield use and offers a compact unit with built-in generator supplying a 12" high speed saw and two floodlights, 2 x 150 lb. dry powder units with lockers for a wide range of breaking-in equipment to customer's individual requirement and in its basic form offers:

A built-in 5 K.V.A. generator installation.

A 12" airfield rescue saw.

Two 500 watt floodlights.

Two 150 lb. dry powder units, each with 50ft high pressure hose and discharge nozzle.

Two lockers each side for loose equipment.

Stowage for 14ft light alloy extension ladder on tubular steel gallows.

Additional stowage space is available on the body decking for crowbars, shovels, etc.

HCB-ANGUS LTD

HEAD OFFICE AND WORKS

TOTTON · SOUTHAMPTON

Phone - TOTTON 3641 (3 lines)

Telegrams - HACABO, TOTTON

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