

# TRANSFER BOX



VOLUME  
No. 19



ALROC (THE ASSOCIATION OF LAND ROVER OWNERS OF CANADA) is a Canadian-based non-profit association of Land Rover enthusiasts - be they owners, operators or occasional fellow travellers. Membership applications are invited from all such persons throughout the world at a cost of \$7.50 annually. Members receive Transfer Box and the annual Membership Directory, as well as other sundry mailings, are entitled to participate in person or by mail in the Annual Meeting, and may hold office in the Association. Through ALROC, members also have access to a considerable store of expertise and material useful for restoring and maintaining Land Rovers in North America.

Where local numbers permit, members are encouraged to form ALROC chapters, so that they might work on and enjoy their Land Rovers together. By offering members better support for vehicle restoration and maintenance, as well as more occasions for having fun with like-minded people, local chapters will inevitably serve to strengthen ALROC and to preserve our aging Land Rovers.

ALROC is presently headquartered in Ottawa. Elected officers are:

Mark Pankhurst, President  
Jerry Dowell, Vice-President  
Andy Graham, Membership Secretary

Officers appointed by the President are:

Bruce Ricker, ALROC Archivist  
Walt Saveland, Transfer Box Editor

The main reason that ALROC exists at all is:

Harold Huggins, Founding President

Technical advice is available to ALROC Members on a prompt basis through the mail or even by phone. It's free and it's not guaranteed, but it's usually good. Current technical consultant happens to be President Mark Pankhurst. If he does not have the answer, he will go after it for you and get back as quickly as possible. Questions and answers of general interest will be published in the subsequent issue of Transfer Box.

Correspondence with ALROC officers and with the Editor of Transfer Box is to be addressed to:

ALROC  
P.O. Box 5197  
Station "F"  
Ottawa, Ontario. K2C 3H4  
Attention:

To facilitate its expedition around the Ottawa Valley, fill in the blank after "Attention:" with one of the following:

President  
Secretary  
Technical Advice  
Advertising  
Transfer Box

Cheques and money orders covering membership or advertising fees should be made payable to The Association of Land Rovers Owners of Canada.

Transfer Box, the official publication of ALROC, is dedicated to helping and entertaining Land Rover enthusiasts across Canada and around the world. All manner of articles and comments having to do with Land Rovers are invited - including their history, their strengths and weaknesses, their acquisition and restoration, their

maintenance and modification, their adventures and misadventures. As local chapters spring up across Canada, Transfer Box will be reserving a page or two per issue for each chapter's news.

Material should be submitted in a legible, double-spaced format, preferably with plenty of illustrating snapshots and diagrams. The Editor reserves the right to correct grammar and spelling, to improve the clarity of expression, to double-check factual and technical matters and, generally, to edit. When material from other publications is cited or forwarded, full bibliographic information should be provided.

Transfer Box is not copyrighted and no compensation is offered for material published therein. Upon request, original snapshots and diagrams can be returned to contributors.

Aside from the Editor, the Transfer Box team includes:

Neil Brewer, Graphics  
Margo Carson, Word Processing  
Andrew Finlayson, Layouts  
David Smithers, Photography

The Editor is responsible for the routine management of each publication cycle. In turn, he reports to and consults on a monthly basis with a Publication Steering Committee, chaired by the President and comprising all ALROC officers and Transfer Box team members. The ALROC Archivist provides material of historical interest, and the Membership Secretary assures the production and distribution of each issue.

Publication dates are quarterly, falling on the 15th day of January, April, July and October. To assure publication in a given issue, material and advertisements must be received on the first day of the preceding month - the 1st of December, March, June and September, respectively. Where news items of special interest or Member's ads warrant, supplementary newsletters will be issued between issues of Transfer Box. Currently circulation exceeds 300 copies per issue. Back issues may be ordered from the Membership Secretary for the cost of reproduction.

Advertising in Transfer Box is available in both classified and layout forms. Non-commercial classified ads from ALROC members will be published in two consecutive issues unless otherwise requested. There is no charge to members in good standing. Commercial and non-Member classified ads are to be prepaid at a rate of 50 cents per 4-inch 12-pitch line per issue. The Editor reserves the right to stretch out obscure abbreviations. Half-page and full-page layouts are available at \$8.00 and \$15.00, respectively per issue. The preparation of relatively simple finished layouts from rough submissions is offered at no extra charge.

While apparently implausible advertising claims will be questioned prior to publication, the Transfer Box team and ALROC officers cannot be held responsible for published advertising claims. Prepaid ads booked for four consecutive issues will be accorded at 15% discount. Thus, one classified line costs \$1.85 for four issues, one half-page \$27.20, and one full-page \$51.00. Non-member contributors of paid advertising will receive a single copy of each issue in which their ad appears.

# ELECTIONS

## ELECTION OF OFFICERS FOR 1986 ALROC EXECUTIVE

### NOMINATION FORM

Paid up members in good standing may nominate other members for any or all of the following positions. Please confirm with the candidate that he/she will stand for office before sending this form to ALROC. Please include full identification (name, address, etc.) of all parties.

I wish to nominate:

For president: \_\_\_\_\_

Nominator: \_\_\_\_\_

Seconded: \_\_\_\_\_

Vice-President: \_\_\_\_\_

Nominator: \_\_\_\_\_

Seconded: \_\_\_\_\_

Secretary: \_\_\_\_\_

Nominator: \_\_\_\_\_

Seconded: \_\_\_\_\_

Treasurer: \_\_\_\_\_

Nominator: \_\_\_\_\_

Seconded: \_\_\_\_\_

Nominations must be received in writing by 18 February 1986

Send to: Secretary

ALROC

P.O. Box 5197

Station F

Ottawa K2C 3H4

# **WINCHMARKS**

by Walt Saveland,  
Outgoing Editor,  
TRANSFER BOX

When July rolls around, and you're still waiting for the April 15th Transfer Box, it's time for a change, and I'm part of that change! The Editor is accountable for deadlines, and another one is a little more than a week away at this writing. I have therefore submitted my resignation. With President Mark Pankhurst's help, however, a summer issue is being assembled from materials at hand. While not exactly the contents planned, I'm sure you will find it a good read. Other articles planned for July will have to be deferred to a later date.

In closing, I wish the very best to my successor. As for myself, I look forward to contributing to and enjoying many future issues of Transfer Box.

# **PRESIDENTS MESSAGE**

After the most recent developments and disappointments, I have decided to turn over "Transfer Box" to West Coast members. This group claims to be capable and punctual - obviously we in Ottawa have our failings. I certainly wish them the best of luck. While the content has received overwhelming approval from near and far, we have been continually criticised for production delays.

Members can address correspondence to Box 5197 as before and appropriate material will be forwarded to the new editor.

I'm sure all members will give the editor their full support. We'll all be looking forward to our next issue of Transfer Box!

## VICE · PRESIDENTS MESSAGE

The Association has seen some changes since the last Transfer Box arrived at your door. The Vice President has accepted responsibility for the publishing of the magazine and will see to it that you, as members, get the copies you expect. We will need your help to keep the magazine current with your events. If therefore, you have any pictures that include your Land Rover send them. If you are willing to express yourself in words about the event then put down, in your own writing, the events the picture supports. We'll print them.

There will be an election in the new year. You may want to change the Executive. If you do support our elective process indicate that. We are working to bring you closer together through the magazine of the association.

Yours in Land Rovers

Ron

ALRO C  
CREST

\$ 4.00 EACH



## **WORKING TO GET REGULAR.....**

Hi there.

To get the traction firmly under us, that is get the rubber on the road, has taken its toll. We are committed to putting out four (4) T B's in the year. We have struggled with the how and where- with - all. But as you have noted, this is the 4th.

With in these pages, you may find some little tidbit that will be useful to you. You find a bit one of your friends could use. Oohrr (as Charlie Callas used to say) you may have a good conversation piece. Be that as it may, you now have in your mit the last this year.

You have wondered as we have where the next issue would start ... get filled out ... be mailed from. Please note theatrically, it matters not from whence it cometh. Its here to be enjoyed, perused, protected, shared with those who understand Land Rover or who wish they did.

We don't need excuses, we need performance.

Herein find some fun ...

some news ...

some technirooni ...

some gossip ...

some lies ... but mainly the joy of owning, being under, around, on top of, next to; Land Rovers.

Special thanks to the Island Rovers and others who contributed in any way to the production of the magazine ... TRANSFER BOX.

# ELECTIONS

## ELECTION OF OFFICERS FOR 1986 ALROC EXECUTIVE

### NOMINATION FORM

Paid up members in good standing may nominate other members for any or all of the following positions. Please confirm with the candidate that he/she will stand for office before sending this form to ALROC. Please include full identification (name, address, etc.) of all parties.

I wish to nominate:

For president: \_\_\_\_\_

Nominator: \_\_\_\_\_

Seconded: \_\_\_\_\_

Vice-President: \_\_\_\_\_

Nominator: \_\_\_\_\_

Seconded: \_\_\_\_\_

Secretary: \_\_\_\_\_

Nominator: \_\_\_\_\_

Seconded: \_\_\_\_\_

Treasurer: \_\_\_\_\_

Nominator: \_\_\_\_\_

Seconded: \_\_\_\_\_

Nominations must be received in writing by 18 February 1986

Send to: Secretary  
ALROC  
P.O. Box 5197  
Station F  
Ottawa K2C 3H4

# **ANNUAL MEETING**

With winter upon us, it's time to start thinking about ALROC elections. The offices of President, Vice-President, Treasurer and Secretary will have to be filled at the annual meeting, scheduled for March 17, 1986 in Ottawa.

In order to give all ALROC members an opportunity to run for office and vote, the executive is calling for nominations with this issue of Transfer Box.

To run for office, you must be a member in good standing with your 1985 dues paid in full. Your nomination must be accompanied by the names of those sponsoring members nominating and seconding you for the position. Your sponsors must also be members in good standing.

All nominations must be received in writing by 13 February, 1986.

The names of those nominated for office will be published in a special mailing the last week of February.

Members have until 10 March 1986 to send in their votes. The written votes will be counted with those received from members attending the annual meeting. Results will be published in the following Transfer Box.

Remember .... Nominations must be received in writing by 13 February 1986. Deadlines for votes received by mail is 10 March 1986. (members nominating someone for office should ensure that person will stand for office before his/her name is placed in nomination)

Address all nominations to :     The Secretary,  
ALROC, Box 5197, Station F  
Ottawa, Ontario  
K2C 3H4



# FLIPFRONT

By Mike McDermott

Ottawa Valley President

Fed up with lying in the mud trying to get the oil filter off? Getting tired hanging by your toes from the fender struggling with the starter? Worried about adjusting your master cylinders but you just can't face removing the fenders ... again? There IS a better way. A weekend's work can give you a neat system where the entire front body of the Land Rover swings out of the way to reveal unhindered access to all those nasty little bits that have been hiding away for years.

The approach is simple ... mount the rad separately to the frame, bolt the bonnet, fenders and grille panel together and use the existing bonnet hinges to swing the whole assembly up and out of the way. For really severe engine work, you simply unplug the electrics to the front and slide the entire assembly off the hinges ... takes 10 seconds. The system has been used for years on large commercial vehicles, sports cars and competition machines ... things that require a lot of maintenance ... like most Land Rovers.

First thing to do is stand around and think a little. What's going to have to come off the front body work to make the plan a success? The bottle for the windshield washer has to go, or it'll be a wet head for the first person who lifts the new assembly.

And you can't mount your spare on the bonnet anymore -- unless you're an Olympic weight lifter. That done, take out a piece of chalk and scribe some marks on several places for later references ... like where the rad meets the front cross member, where the grille panel meets the rad and the frame. Then take everything off ... bonnet, fenders, grille panel and rad.

On Series II and later you'll have to rework the sill panels under the fenders a little. If left stock, the fender will bind as it moves up and down. Best to cut the sill flush with the bulkhead and fasten the front part directly to the bottom of the fender. Members who use their LR in the rough a lot often remove the sills completely because they're strictly a cosmetic item and susceptible to bashing from the high ground.

Next, take two lengths of 1/16 angle iron, 1-½ wide by 20 inches long and match them to the mounting holes on the rad frame, where it was bolted to the grille panel. Ensure the top of the iron is flush with the top of the rad frame. Drill 1/4 - inch holes and countersink them from the outside (fig. 1). Then bolt the iron to the rad frame using countersunk screws so the surface between the grille panel and the angle iron is flush.

That done, place the rad with the angle iron attached where it sat originally on the front cross member. Remember to check you scribe marks and ensure the rad is centered, straight and level. Tack weld the iron up-rights where they meet the rear of the front cross member and put the grille panel back in place to see if everything is where it's supposed to be.

Remove the rad and complete welding the up-rights into position. Then, run a 3/4 - inch piece of angle iron from the top of the rad support on the driver's side to the bulkhead support above the steering box to provide stability. A rod to support the assembly in the open position is also fastened to the top of the rad support and contacts the bonnet. In the closed position it can be tucked into a bracket on the dash bulkhead.

Bolt the fenders, bonnet and grille together and slip the assembly into place on the bonnet hinges. Late models with plastic inserts in the hinges may have to be reinforced to carry the added weight. If you did everything right, the assembly should drop right into place, the grille panel fitting into position flush against the rad supports.

Tapered brass pins in the rear edge of the fenders where the bolts used to go will help the fenders find their rightful home on the bulkhead. You can make your own from brass, 5/16 bolts. Leave a few threads near the head to get a "thinned" nut onto the taper the rest to a point.

Aluminum fender inserts mounted between the inner and outer fenders help guide the pins home and keep wheel spit around the heater motor, clutch and brake master cylinders to a minimum. Existing splash guards may have to be removed because they would hamper the assembly movement. The whole thing is held at the front with heavy-duty latches fastened to the bottom of the grille panel and the front cross-member. Place a thin bumper material between the cross member and the bottom of the grille to prevent wear and allow "spring" for the latches.

Multi-contact plugs can be used to connect the lights and other electronics and make it fast and easy when you want to take the whole assembly off. Total cost is under \$20 for the steel and aluminum. Added weight of the fenders and grille on the hinges is about 45 pounds. And all the work will make sense the first time you have to change a starter in January.



extra decals \$2.00

# **GLENORA'S TOUGHEST CAR TEST**

Al Sigurdson

(a response to "Australia's Toughest car Test")

Where, we ask you, can one test a Land Rover adequately near the Premier of Alberta's residence? We thought we'd do it properly; packed Sigurdson off to the quiet residential streets of Glenora to see what these nasty little waggons are doing in Alberta's easiest going.

This can not be fairly called a test of a Land Rover - yet it was one occasion when an eight day Seth Thomas, a Monthly daytimer, or even a Five Year Planner could be left at home. It is a practical test. We obtained permission from our local insurance authority and the Motor Vehicles Department which, so we were told, could grant special permits for testing vehicles in Glenora, right across the street from the Premier's residence. The "special permit" in fact turned out to be a set of steel like numbered plates which, we were told, had to be bolted to the front and rear of the vehicle at all times. Failure to do so could result in serious financial injury. We arrived at the parking pad to find two Land Rovers neatly lined up in military fashion.

RANDOM CHOICE ...

The vehicle was to be obtained from the Cardigan Rover stable of four cars, half of them Land Rovers. For purposes of this test we selected a 1969 model 109 attractively painted in olive drab and tan in a combination of brush and spray applications forming a rather unusual and modern random pattern. This one, they told me had belonged to a group of British gentlemen at Suffield, Alberta and had been used, barring breakdowns, for seven days every week. Its speedo did not read anything as it was not equipped with such a luxury. In fact, it was not equipped with a fuel guage, nor oil temperature, nor water temperature, or anything. According to rumour, it had been serviced just three years before our visit.

Outwardly, it appeared similar to any Rover that might be seen abandoned on an Iraqi desert, or used for long range light artillery practice at Wainwright, Alberta. It had standard British Goodyear "pavement hummers", a canvas top with no backflap, while its spare wheel (sans tire) was mounted in its conventional position, i.e., in a tool shed under lock and key.

However, closer examination showed a few deficiencies, parts which had been removed in compliance with standard military practice of stripping anything easily strippable that might be in working order, or that had a better than even money chance to be made to work.

Inside the cabin, there were also a few things missing, most notably the entire dashboard, but not of any less importance, the seats. "Daktari Wagon" was printed in a neat scrawl on the top frame of the windscreen.

After having put gas in the least dirty tank, primed the pump, hooked up jumpers to a nearby Volkswagen battery, and with liberal applications of oil and ether, and locating the appropriate wires to activate the ignition and engage the starting motor, the motor fired instantly. On perhaps the eighteenth instance, it actually remained running although the entire choke cable assembly had been removed and a screwdriver had to be engaged to hold the carburettor in a suitable position. Had it been summer and mosquito season, the surrounding inhabitants might have appreciated the monstrous clouds of black soot enveloping the community, capable of killing anything short of small animals.

We edged the vehicle out into the paved alley as laundry hastily disappeared from nearby lines and cars were shifted into garages or to far-away places. Our first run was around the block and although the temperature was hovering around the freezing level, the Rover spluttered along steadily at 2 to 3 mph (estimated). Not wishing to show favoritism we returned in the alley from the opposite direction in order to blacken the white fences on BOTH sides.

#### DEAD LEVEL ...

Once we had reached the 134th Street end of the alley we swung to the left in what almost appeared to be a 90 degree turn. There was nothing but curbs, trees, hedges and parked cars to check the vehicle should it get out of control! The longest straight on this road was a little over 200 yards long, well, ... at least in the particular route we took around the block anyway.

#### HEAVY TRAFFIC ...

Our route took us North on 134th Street to 103rd Avenue, West on 103rd Avenue to 135th Street and South on 135th Street to the alley. On 103rd Avenue we encountered an oncoming vehicle. Although this Avenue was devoid of any parked cars and even from our Right Hand Drive vantage point, there appeared to be ample room to pass (most Edmonton Streets are designed specifically in this manner) the operator of the oncoming vehicle deemed it necessary to scuff the tires of his new Oldsmobile 98 Regency Brougham along the far curb leaving a mere fifteen feet clearance between us as we passed.

## BITUMEN ....

Next I decided to aim the Land Rover West along busy 102nd Avenue from 135th Street to 137th Street, a distance of two blocks (return trip of five!). Here, I found that the Rover behaved in much the same manner as any Morgan Plus Four except not quite as quiet nor as smooth riding. The all-canvas top with its back flap missing was draughty to the point of reaching hurricane velocities and the absence of noticable rattles could only be attributed to the ear-splitting wail of the Goodyears.

We would have tested the Rover's built in heater except that it was never built in. But neither a heater nor a demister would have been of any value with the gale blowing through the canvas.

Our final gambit included a 90 degree turn from 102nd Avenue onto 137th Street at which point our roaring Rover dropped dead. As we coasted to the side of the street the sudden silence was deafening. Efforts to restart proved futile. Changing ignition wires didn't help. Ether wouldn't be even recognized. We unhooked the shorted ignition wires from the "dash" and slogged the entire two blocks back to the garage where we stoked up the remaining fifty percent of the Rovers and with the aid of a misfitted towbar dragged the dead-tired "Daktari Wagon", kicking and screaming back to the confines of the garage, where frustratingly enough, it will start instantly, idle smoothly, and emit nothing but an occasional faint white puff from the exhaust.

## TECHNICAL DETAILS ...

MAKE: Two-door model 109 Land Rover - 20-30 passangers piled horizontally, eighteen vertically, fitted with an all canvas hood. Test Vehicle from the "Cardigan Rover & Company", arranged through the courtesy of Al Sigurdson, an obviously-soon-to-be Glenora social misfit.

PRICE and AVAILABILITY: depends upon how many the Brits wreck in Suffield but basicly between \$900. and \$3600 depending upon state of disrepair and vendor's mental condition. Available when you are.

ENGINE: 4 cyl; compression excellent; electrics by Joseph "Prince of Darkness" Lucas (it must be the altitude in Edmonton); Carburettor, single Zenith. Capacities: far far more than a single human can tolerate on the average winter's day.

# ISLAND ROVERS EVENTS

1 July 1985, Six Mile Pub, Victoria, B.C.

Eight in the morning came a beautiful day break for the 8 Land Rover owners who turned up to the promise of an odyssey. We were a motley crew of family and friends. Only two actual family groups attended, with kids.

In the process of picture takings and chatting about the trip, C.B. radios, tires, spoke wheels, origins, past trips and all, it was noted theatrically that adjacent to the pub was a man chamoising a 49 Rover Salon, free wheeling trans, six cylinders (close to NADA) etc. He accepted an invitation to park his car ceremoniously between our Land Rovers for a family portrait. A nice way to start the day.

When the group got underway it was noted that we had, aside from several LRs represented, the executives of both ALROC chapters represented in the group. The travel was slow to the East Sooke park at the old AAYLARRD FARM. We had a view to the sea and Olympic Range as we wormed our way along the coast. At the park we made adjustments to C.B.s and snack boxes and went off to Sooke. In Sooke we lingered at the Sooke Corner Store for a cold pop to wash out the dust.

Sooke, the early settlement on the coast, offers fishing charters, farming land and forestry related services. Some group members were able to peruse a '62 '88' pickup on a car lot there.

Families settled and group underway again to look for a member of Island Rovers, thought to be camping at the River Jordan, in Jordan River. It turned out to be a rumour. He was not in sight but we saw what was left of the Jordan River Hotel that burned to the ground the day after we were there last year. (arson suspected but not proved).

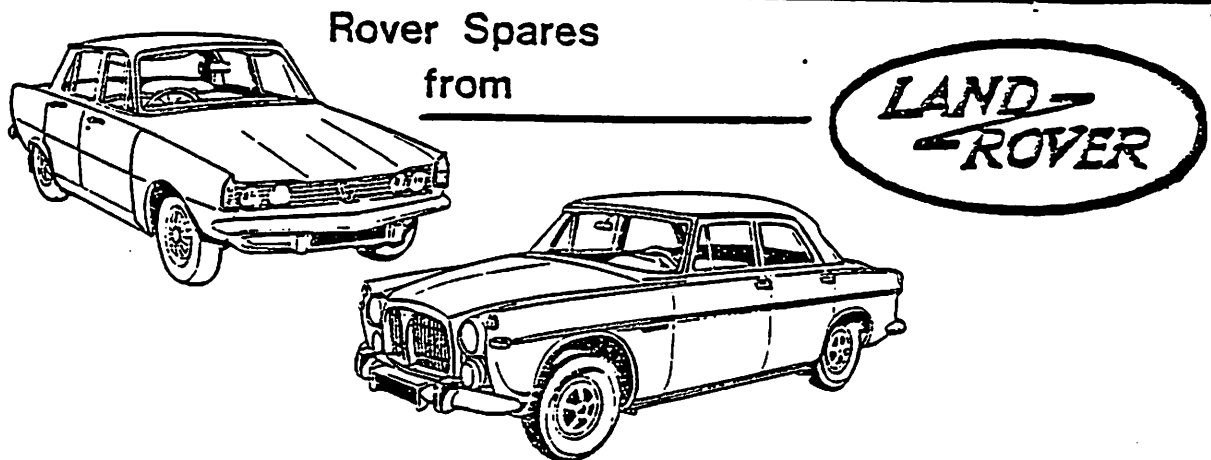
Once out of Jordan River we began the trip to Port Renfrew. We would see some gravel road as we got near to this fishing village at the edge of the forest. A last stop for cold items to be used as lunch were purchased at the General Store/Post Office/Liquor Store, amid the grounings of the store owner who could not be open since it was a statutory holiday.

Botanical Beach, lies at the end of the definate 3, 4 X 4 required, some skill required trail. We were at the beach for lunch. It was interesting to see the looks on the faces of those who need to make the trek on foot since they were bound by 2 X 4. The kids were able to find life in the tidal pools, whilst the adults bragged and lied about their respective transport. It really is beautiful to look out at the water to see a self dumping logging barge pass a Canadian Forces vessel on Canada Day in B.C.

The road now became much more country, turning to gravel, with its attendant dust. We travelled through some spectacular scenery as we climbed back through the hills towards Cowichan Lake. Now the stops were less frequent, the travellers a bit wearied by the clouds of white powder in the air.

At the junction with the main road, a Detroit 4 X 4 thanked us for leading them to Port Renfrew. Somewhat astonished we assured them that we had not led them anywhere and that they were now miles in the opposite direction. Oh well, they said, how do we get to Victoria, without going off the pavement, we don't like those horrible roads. '85 Jimmy downsize too. Oh well, there really is no accounting for taste.

It was determined that we would swim in the lake to cool off. We went to the lake and some of our group went to visit relatives, others went back to Victoria, still others went to swim. It was a great day. We had seen for ourselves, that LR is as comfortable with hubs locked in as with pavement under foot. Next Year (86) we'll do it again, too.



## ABC EQUIPMENT

THE GREEN, CLAYTON, DONCASTER, ENGLAND.

ENGLAND (0977) 43103

FOR SPARES TRY BUYING DIRECT FROM UK.

ROVER OWNER SELLING ROVER SPARES

Land Rover & Rover spares, a comprehensive range of original and replacement parts at English prices. Books, Manuals, Tee Shirts, Truckers Caps, Belts, Gear Shift Knobs, etc.

Please send 2 International reply coupons for our list.

# OTTAWA VALLEY EVENTS

When last ALROC readers saw these pages, the Ottawa Valley Land Rovers were preparing for their annual spring trip into the bogs surrounding the nation's capital.

It was billed as a toughie and a mid-trip deluge, which put the lie to the weatherman's promise of sunny skies, turned much of the trail into fender-deep sludge. In spite of 16-inch lug tires and a bevy of four-ton winches, one mudhole held us captive for more than six hours. We rented a video camera for the three-day expedition and the footage will add to our already-large slide and movie library.

In June the club celebrated its first anniversary as an ALROC chapter with a fun day at a nearby farm. Members competed for prizes in the annual Harold Huggins Ralleye, in honor of ALROC's founder, and generally made fools of themselves trying to negotiate a slalom course while blindfolded before tucking in to a mess of barbecued ribs.

July and August were spent working on several rebuild projects, stripping a Land Rover for club parts and enjoying the summer.

Labor Day saw us once again in the bush in the second of our annual off-road trips. This time it was billed as a "light" weekend and the five LRs spent days discovering new roads and nights around the campfire.

As Transfer Box goes to press, OVLR is gearing up for its annual tune-up and frame oiling day. Using high-pressure equipment we coat members frames -- inside and out -- with a thick gooey coating of oil to help ward off the devil rust. Members can also get help tuning their LRs for winter's onslaught.

We're also planning a road trip to Vermont state Thanksgiving weekend and a stop at Rovers North, another company that supplies Land Rover parts to North America. They have - new 90 and 110-inch Land Rovers on site and members are anxious to actually touch a Land Rover that's less than 11 years old. It should be quite a feeling.

To help stave off winter's chills, OVLR will hold several "educational nights" indoors. We're inviting experts on auto insurance, customs and importing, maps and navigation and a St. John's Ambulance course.

Membership in the Ottawa chapter has grown to 52 and that's enabled the club to expand its services.

We now keep a stock of oil seals, brake lines, ball joints, ignition parts and half shafts for quick service to members. We're building a towbar and have purchased several specialized LR tools. We organized a rebuild program earlier this year and several members have benefited from the volunteered skills of others. Plans are underway to organize a bulk purchase of hard-to-get parts directly from England.





-The 4 X 4 for all reasons-

If you own a Landrover you  
need to get to know

## Maritime Land-Rover Centre

better.

- We stock all the parts you need at competitive prices
- We ship same day by the carrier of your choice
- We have a selection of good , used machines for sale
- We service
- We know Landrovers

Visit **Brian Dyer** at **840 Bedford Highway** **Bedford** **Nova Scotia**

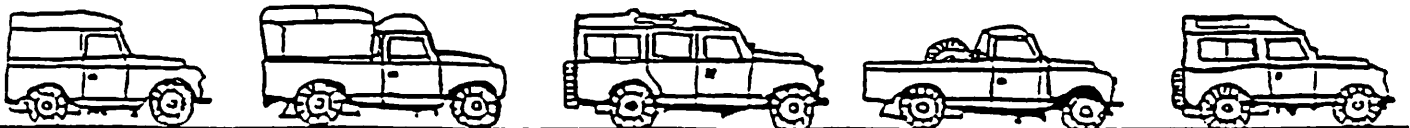
---

Mail to : P O Box 64

Bedford N.S.

Phone : (902)-835-8955

You & your Landrover are always welcome



# KEEPING A 107

BY Al Pilgrim

Ottawa Valley Events Co-Ordinator

Looking back, it all started so innocently. She was sitting in the yard, surrounded by all kinds of flora and fauna. I could have passed by, but I thought I heard a plaintiff, muted whimper. My God, but she was sad looking. Once a steady, resolute, formidable companion. Why, she had even had some good lines in her time.

Some up-tight suburbanite in the neighbouring laneway looked me over with almost obscene anticipation, asking "Are you from the junkyard? Are they finally having that heap carted away?" Full of trepidation I made my way up her own laneway, only to find a kindly elfin fellow puttering in the garage where, by all rights, she should have been sheltered.

Micky McDimple they call him, McD for short, and he and I became fast friends on the spot. But she was not coming in out of the rain just yet. Feeling like her saviour, I wrangled a deal to build a fence around her. At least that would shelter us from the pitiless stares of the neighbour. I felt so sanctimonious, but she never so much as winked a signal that she had heard.

At least I could visit her. It didn't get out of hand right away. First I cleaned her up, got rid of her old things. Started buying her an occasional little something.

You know, like for a hope chest. Maybe when she felt better about herself, she'd appreciate these things.

Funny thing, soon as I started talking about her, friends would offer advice on what I should and shouldn't buy her. A new this, an altered that. Lord, before I knew it, I was co-ordinating things. If she had this, she certainly had to have one of these, some new this, two of those, a complete set, something to travel with, a little color, a little light.

It was frightening. What had started so innocently was running away with itself. I had no control. Decisions were made. I was locked in. Then the bills started to mount. \$1,000, \$2,000, \$3,000. Good grief, what's gone wrong here? I couldn't stop it. I started sending away for things in a catalogue. First I ran through my charge cards, then my bank account, then I had to borrow to pay off both. Oh, God, stop me before I buy again.

They say you only get hit by the thunderbolt once in your life. One day I woke up and there she was. New tires, hand-made foot-wells, hinged one-piece fenders and hood, stainless steel everywhere. New 10-gauge gas tank behind the centre cross member, complete new wiring with eight fused circuits. Rebuilt engine, transmission and transfer case, new rad core. Split charge, dual 11-volt electrics, PTO winch, re-arched springs.

Five thousand dollars of the most beautiful 1957-107 ever rebuilt. Painstakingly, labouriously, with new innovations, modifications, lovingly restored. The grand old queen of British Leyland. Not even the Prince of Darkness can ever hold her back. She lives, again.

### SCIEMA TECHNICAL SERVICES LTD.

UNIT 2-2900 SIMPSON ROAD, RICHMOND, B.C. V6X 2P9  
(604) 270-4605

#### THE IDEAL ENGINE SWAP

Get smooth reliable V6 power by installing a Ford V6, 2.8 litre engine in your Land Rover. Conversion kit adapts V6 engine onto Land Rover gearbox using original flywheel, clutch, starter motor, generator and radiator. Installation requires only hand tools and an engine hoist. No welding, machining, fabricating or body modifications required. Complete kit includes flywheel adapter, modified LR clutch housing (exchange), engine mounts, exhaust system, generator adapter, accelerator linkage adapter, complete instructions. Complete kit price is \$650. Partial kits may be purchased at lower cost.

For Guaranteed Same Day  
Shipping Rely On:

ATLANTIC BRITISH  
PARTS  
OF CANADA, LTD.

We Presently Ship Daily to  
Customers All Across Canada

Phone & Mail Order Allows Fast, Friendly Service  
at Low, Low Prices.

Now: MGB, Parts (New)  
By Moss Motors.

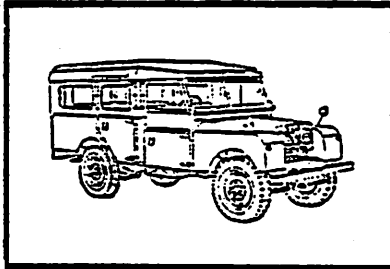
Atlantic British Parts of Canada,  
157 Lewis Street,  
Box 1068,  
Waterloo, Quebec. JOE 2N0  
Phone: 1-514-539-2669

---

---

**Campart** DISTRIBUTORS LTD.

---



- The largest stockist of Land Rover parts in Canada
- Series I, II & III
- Guaranteed lowest prices in North America (we invite comparison!)
- We specialize in parts for British, Swedish, French & Italian autos
- We cater to Rover car owners also

We are enthusiasts who have been involved with Land Rovers since 1948

Telex, phone or write to:

CAMPART DISTRIBUTORS LTD.  
221 - 41st Avenue N.E.  
Calgary, Alberta  
T2E 2N4

Telephone: (403) 276-2211

Telex: 038-24553

Immediate shipping

## **B.C. DAY IN THE SWAMP**

It's a beautiful sunny day and the word was out. Be at Ron Low's about 10:00 a.m., there will be something to do in the back 40. Due to the extreme fire hazzard, the boonies were closed.

We arrived a little after everyone else so it was a matter of stopping in Ron's yard and straining an ear for a screaming L.R. engine or heaven forbid, some cursing. After following what appeared to be a freshly made trail through some tall grass and a small wooded area, we emerged in a clearing and there they were, a beautiful gathering of Land Rovers. To me there is something beautiful about L.R.'s no matter what shape they are in they always give the impression of - let me at it, I'll give it a darn good try. Just beyond, the rest of the Island Rovers were pondering the first mud hole figuring their best angle of attack. Alright who's going to be first, don't everybody speak at once.

Wouldn't you know, the first one is the smallest, a great looking '52 with the canvas hood off and the windscreen down. Stand back, Ron's at the wheel and four of his offspring are holding the rear wheels on the ground. An awesome roar, kids yelling, mud flying. They made it, easy eh! OK let me at it, I can go through there with no trouble and we all did, no trouble. Over a small rise and we're looking down at the killer. Six foot tall swamp grass and cattails. A thick covering of watercress, very picturesque.

Ron is first in line so you might as well go for it and the little lightweight '80 makes it on top of the watercress! Steve Bradshaw's next in line with his multi coloured '109. Here goes nothing guys. Squish - girgle and the water is running past the rear crossmember. Find something solid to attach my winch cable to. Robin Stringer is going to see how far he can sink in his aging 88. He sank quicker than the 109. Well, everyone can see a Capstan winch in action. Use Steve's 109 as a ground anchor and on't get my rope muddy. Hey! how come I'm not moving. Steve's 109 is getting closer, better tie his off to that tree over there. O.K. who's next? What do you mean you just waxed it and don't want to get it dirty. Bunch of chickens. Hey guys, now that you're all smiling, the only way out is back the way we came. OH NO! Maybe this mud is good for your skin. A good morning workout for man and vehicle, also good fun.

Back up in Ron's yard, much to our surprise, Ron's wife has a buffet in the kitchen and you better get in there before the kids do or you'll go hungry. An afternoon of tearing apart alterators, transmissions and the usual bull. As the stomach says it's time to think of leaving for dinner, out comes Susan Low with Chinese food. Great stuff! When we finally do leave it's been a great day thanks to Ron and Susan and the rest of the Island Rovers. R. Stringer

## **OUT TO PASTURE (Act 1, Scene 3)**

Peter and Barb are busy packing for their trip. Peter has just managed to convince her that there really isn't any need to take the kitchen sink.

"You know, Peter, that this will be the first Christmas in 3 years that we haven't gone out on a tree-hunting expedition?"

'don't remind me. Just keep thinking of all those sandy beaches and sunburns we're bound to catch'

"I know ... I just can't help the few pangs of pain trying to imagine life without the trucks. We've all been through so much together; it just doesn't feel right."

'well don't get too carried away - it's not like we're selling them or anything - they're just temporarily off the road. - till we can scrape up enough for the insurance - after our holiday'

"yeah, I guess I'm taking this all too seriously. It's just that when I think of holidays I still think of the four of us, fighting the elements and all through Mexico ... remember the Bonampak expedition? What a trip that one was!"

'if you think getting stuck in mudholes was fun ...'

"it wasn't getting stuck, believe me - it was just the mood of the whole thing ... remember? We'd gotten up so early in the morning, all excited because everyone else had to fly in, and we would be one of the very few who'd make it by road. And the look on the bartender's face when he saw the trucks; it's always fun to see the reactions of men seeing women driving trucks, but this one was absolutely priceless! He really didn't know how to react!"

'so like the fools we really were, off we went. If it wasn't a matter of keeping face, I would've turned back the minute those kids with the machine guns stopped us, but as it was, what else could we do but carry on?'

"into the chicken town!"

'I still have visions of that. All these people lined up by the road waiting for anything to take them away - I'm not even sure if they cared where they end up, so long as they get away. All of their worldly possessions wrapped up in a sheet, including the chickens.'

It so happens that at that very moment, out in the yard, Basia and Fargon are also recalling that very incident ...

B - so there we were. Barb and Pete playing the ever benevolent Canadian tourist.

"You want a weeeench?? Well of course the locals loved it. But the net result was both of their trucks still stuck in the mud, and myself as well. Was most embarrassing .. well, I guess it all worked out in the end.

F - yeah, I managed to drive through it all and still tow you out of it before the winch killed the battery. Boy, were they impressed with the crank! Bet you they never saw one before, and never will again. Pity - they sure could use it.

B - so 8 hours and 4 mudholes later, we finally arrived at the end of the road, which ended in the river about 2 k from the ruins. Two mud huts and 4 kids who literally crawled all over, under and through us and no way out. I was sure that Barb was ready to cry. All this work, and no ruins to see ... and to make matters worse, your clutch packed it in, it was getting near dusk, and we had all those mudholes to go back through ... yes, I wouldn't have blamed her if she did start crying.

F - and back we headed - Peter setting a very fast pace trying to get back before dark. But then you started acting up every couple of miles.

B - you know how I hate getting wet!!

F - yeah, but it was pitch dark before we got to the first mudhole, and there were 3 pickups ahead of us slowing us down as well. And what a sight when we got there ... Peter whistled into the darkness knowing that the driver of the truck we had tried to winch out would be there, and suddenly all these headlights started getting turned on ... what a sight! There were now 6 trucks stuck at strange angles all over the hole!

B - and all so close to each other there wasn't any room to get through. I was convinced we'd have to stay till morning. But you know how Peter gets when he puts his mind to something. He and the truck driver went wading through the knee-high mud with the kerosene lamp trying to find a way round. I tell you, I wasn't keen on the only plan they could come up with. Through the centre of the mudhole, then over sharp left, where there was perhaps 8 feet between the trees and the box of a truck. Of course there was quite a slope, and incredibly slippery.

F - so you and Barb went in, Peter waling ahead of you with the lamp. All was going well until you started to slide into the other truck ... I held my breath, and admit now that you and Barb really impressed me with that tricky 23-point turn that finally got you to the other side.

B - I really didn't want to get stuck there again. And so long as you're being so generous with the compliments, you didn't do too badly yourself. You and Peter just went barrelling through there, throwing gallons of mud 10 feet in the air, so fast that Barb had to jump out of the way.

F - well we figured that you might have chopped up the slope a bit, and that speed was our only way through. What we hadn't planned was the Mexican in the pickup, upset that a 'gringa' had driven through, followed hot on our trail.



B - if only you could've seen Barb! There she was knee-deep in mud, backed into the box of the other truck - when the pickup hit the slope his box started to slide towards her. Realizing that she was about to be crushed between the two, she did what any sensible person would - she screamed!

F - you women! and what does screaming accomplish?

B - well in this case, the pickup driver heard, hit the brakes, and promptly sank into the mud. Some small satisfaction for almost losing your legs. I certainly don't blame her for not offering to help him get out.

F - I'm not sure I understand you females. Especially a few miles later when you stopped in the middle of the road and refused to move.

B - well I was wet, cold, and very tired. Besides, had I known that you three were just going to leave me there! You know the horror stories about leaving a vehicle in Mexico!

F - face it, we were all wet, cold, and tired. What we didn't need was one of your temperamental fits. Anyway, we did come back for you the next morning. And more important, the lesson was worthwhile as you haven't tried that trick again.

B - if you're going to start preaching again, I'm going to sleep.

## **A LIFETIME OF L · R s**

by Jim Pappas, Massachusetts  
(from Roverreport #17, May 1984)

My association with the Rover marque began at an early age, as a youngster living in deepest dark. Stationed in Ethiopia with my family, I was favorably impressed with my father's 1955 Series I Landy; replete with wing-mounted spade, light cages, pto winch, and faded grey paint. Many a pleasant week-end was spent lost in the wilds hunting Thompson's gazelle and boar. Returning to the city with a boar strapped across the bonnet was a sight I never forgot. When I drove past the clean but lonely looking '66 Series IIA Landy in the used car lot in Silver Spring, Maryland, it was ten years after! The feeling was still there. As a starving college student, I fed my parents a really smooth line about the "good old days" in deepest dark, and I was driving "old faithful II" home the next day. She was 40,000 miles young, had a tropical roof and the individual jumpseats in the rear.

From the period 1972 - 1978, I put another 60,000 miles on her to turn the odometer over. Shortly after this on a dark, rainy night, I turned the vehicle over twice. After five hour's winching, we drove the battered Landy home. Having removed crumpled wings, I decided to transform the Landy into something with a bit more will-power under the bonnet. I installed a Ford 5-litre V8 into the bay with a shoe-horn, much elbow grease, Miller High Life and several new words added to the King's English.

In the period 1978 - present, I have put 50,000 miles on the "V8--88", and with the exception of a new carburetor just installed, I have had no mechanical breakages, NO BROKEN AXLES. I have smoked the tires on rare occasions, in overdrive, buried the speedo needle (I don't do this too often), and in general created a much more flexible powerplant for the Landy. I average 15 mpg highway which is what I used to get with the old motor straining at 45-50 mph.

In 1980, I acquired the next segment of my Rover fleet; a 1967 109 Land Rover with 6-cylinder and ubiquitous heated windscreen. After wasting the money replacing engine bearings and listening to them self-destruct in 15 minutes, I knew that this was not the way to go. Another trip to the wrecking yard and operation V8 Mk.2 was underway. This installation was much eased by the 6-cylinder firewall in the Landy, and the final result was much prettier as well. Not having to relocate the radiator was preeminent in this aspect. Slapping in the Fairey overdrive completed the package, and it too has proved to be without mechanical fault since installation. I heartily recommend this swap to anyone.

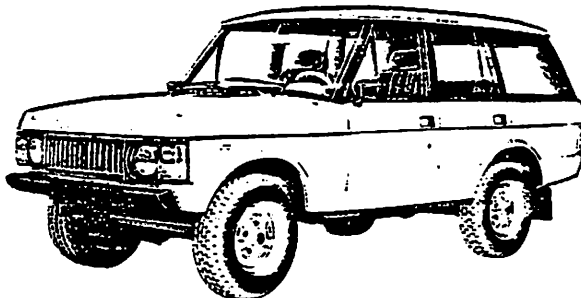
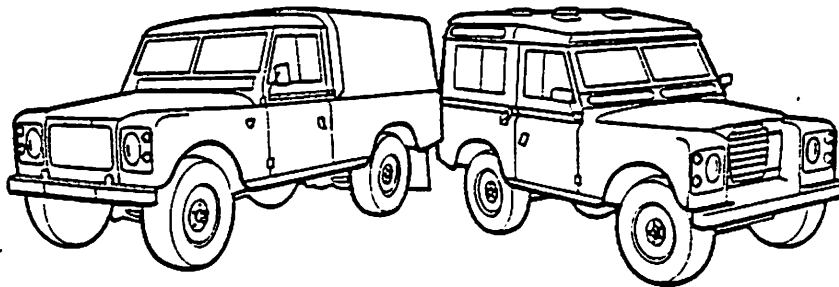
I know that some so-called "purists" out there are probably cringing by now, but then creating what is unquestionably a more durable and flexible powerplant for the Landy without external visual changes is certainly a trade-off resulting in a net-plus. All this without ludicrous attempts to "turbo-charge" the 2½ - litre, an engine which was designed from its inception to power a "workhorse" and not a street-machine or a highway cruiser. The flexibility and smooth power delivery of the V8 in conjunction with the overdrive makes me wonder why Rover hasn't done the same? They have; the 110!!

My present Land Rover commitment is the continuing restoration of 109 with a new interior and paint due this year. My 88 will soon be fitted with a Salisbury rear and Detroit-locker no-spin traction adding device. It is also fitted with SSB cb radio, 120-watt fm/casset-e unit, comprehensive instrumentation, custom seating, spoker wheels with 10R X 15 radials, sun visor, full lamp guards, overriders with Fairey heavy-duty front bumper, gaiter kit, power antenna, rear heater, roll bar, and center tool tray. In addition, a one-piece, tinted windscreen will be fitted soon. A new interior will be installed to complete this vehicle.

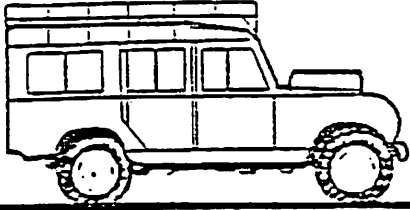
My wife and I enjoyed a brief holiday in London last year, and while she was busy photographing the Tower, the Changing of the Guard, etc., I was rooting out all manner of Rovers wherever they might be found, and committing their images to my Canon. We hired a P10 saloon with 2.6 engine for the week from ROVERHIRE in London. Their rates are grotesquely exorbitant (\$600 for the week) but the normal driving agencies did not carry Rover products. They even had Range Rover, but I was afraid to inquire as to the rates!

While my wife spent a day getting lost in Harrod's, I capitalized on an opportunity to visit Land Rover Ltd., in Solihull. My thanks to Mr. Leslie Geary for providing me with not only a tour of the factory, but a rousing test drive in a brand-new Land Rover 110 over the engineer's test course. Why can't we have these vehicles here??? Please!! My proddings concerning the future of Land Rover in the U.S. were met with polite yet tremendously vague quips about Range Rover in New England, Canada, etc., etc. Don't blow it again, Rover!

Seize upon an opportunity when it presents itself. Now is the time to introduce the 110 to the U.S. market, and to reintroduce the Land Rover 88 in this new era of downsized Bronco, Blazers, Cherokees, Troopers, and the like! Don't repeat "the dark times" once again. If you are serious, then commit. We, the dwindling Roverphiles you cast off for dead, are your staunchest supporters and best free advertising you every had!



# R O V E R S <sup>25</sup> N O R T H



## Land Rover Specialists

---

---

Rt. 128 Westford, Vermont 05494 USA 802-879-0032

Rovers North is in its fifth year of providing parts and service to Land Rover owners throughout North America.

Our inventory is complete, and our parts people are knowledgeable. We purchase parts directly from Great Britain, with no middlemen. Our parts and accessories are first rate.

Everyone at Rovers North drives and maintains at least one Land Rover. We will be glad to answer any of your Land Rover questions, free of charge.

Rovers North is open 7 to 5 week days and 7 to 12 on Saturdays. We encourage you to phone in your orders during business hours. Visa and MasterCard accepted.

You can also order by mail with the forms included with our catalogue. All orders in the US are shipped UPS COD unless another way is better for you.

Whether ordering by phone or mail, it is important to provide basic identifying information about your Land Rover: YEAR, MODEL, BODY STYLE AND ENGINE TYPE.

**SATISFACTION GUARANTEED:** You may return any new parts--if accompanied by a receipt--for a complete refund.

Military Land Rovers are set apart from civilian ones by their unique heavy-duty chassis. These vehicles are easily identified by their bumper overriders and their tall suspensions.

Rovers North selects only those vehicles in very good to excellent condition. Rigorously maintained by the British Army, these Land Rovers are in fine running order. They are sold to you fully serviced, with heaters and defrosters.

Basic prices with full-length canvas top: 88 @ \$4,900  
109 @ \$5,400

Additional outfitting is available. Please check our vehicle list for military Land Rovers now in stock.





# General Bearing Service Ltd./Ltee.

1st Quality

**LAND ROVER Compatible**

**- BEARINGS**

**- OIL SEALS**

**- UNIVERSAL JOINTS**

## Locations

OTTAWA K2P 2B7 (Head Office): 490 KENT STREET (613)238-8100	TROIS-RIVIERES G9A 4T7: 1779 ST-PHILLIPE (819)378-2856
HAWKESBURY K6A 1X2: 211 WILLIAM STREET (613)632-9914.	GATINEAU J8P 3W1: 555C BOUL. MALONEY (819)643-2128
MONTREAL H3C 1K7 (WEST): 1326 NOTRE-DAME WEST (514)937-7423	DRUMMONDVILLE J2B 6K1: 145 RUE DES FORGES (819)472-3557
MONTREAL H1W 1J7 (EAST): 5759 HOCHELAGA (514)254-6038	ST-JEROME J7Z 5C8: 789 RUE ST-GEORGES (514)436-4107
MONTREAL H1P 1W7 (NORTH): 6879 JARRY EST (514)326-0471	LAVAL H7M 2Y5: 1918 DES LAURENTIDES (514)688-5330
LONGEUIL J4K 1V3: 806 BOUL. STE-FOY (514)521-6220	QUEBEC G1K 6B3: 473 DORCHESTER SUD (418)529-9088
GRANBY J2G 6W5: 70 ST-ANTIONE SUD (514)375-1187	SHERBROOKE J1H 5C9: 137 WELLINGTON SUD (819)567-4701
JOLIETTE J6E 3M5: 595 DE LANAUDIÈRE (514)588-5821	PETERBOROUGH K9J 1Y3: 116 LANDSDOWNE WEST (705)742-3438

# WINTER SAFARI

by Ron & Bernie Mowry

After a long cold winter and at the point where cabin fever usually sets in here in the Northeast, several of the local hardcore Land Rover owners agreed to participate in a trial cross-country safari. Fortunately we had a week of unseasonably warm (above freezing) weather with rain on several days which decreased the amount of snow cover to below differential height without melting out the frost and giving us an early "MUD" season. The main prerequisite used to form this core group and to keep numbers down to get the feel for this type of outing was to invite Land Rover owners that had been to our home previously. I have to tell you that that is a chore almost equal to any leg of our safari as I depend on our Land Rovers to get us in and out of our unimproved path up "Mowry's Mountain", our starting point.

We woke up to another warm day with a thick fog from the previous rain and melted snow, and after delivering the kids to their baby sitter and loading the provisions and equipment into the "Beastie" the participants began to arrive. After a short wait, some coffee and conversations, we left and migrated down the mountain to await two tardy "88" pickups from Portland Maine that had been delayed by the thick fog. After a short wait the latecomers pulled in amidst cheers. We immediately closed in to inspect these highly modified cousins to our own rigs.

We then hastily hopped into our units and convoyed through the countryside of West Lebanon, Maine to Milton NH and up Route 16 to Union NH and Sanbornville where we grouped in front of Poor Peoples Pub and met up with our trailbreaker Gary Gosselin and his 1969 "88". More discussions and comparisons of notes and trucks followed. At this point the Mudrunners from Portland both owned by Mike Capozza, and one piloted by Garth Adams whose own Rover is three-quarters of the way to being reincarnated in its original condition, had to head back to Portland. We departed town with our group of 4 Rovers with Gary Gosselin and company leading, followed by Larry Davis and his wife Linda in his NATO "88", John Schaaf and his family in his Military lightweight "88" with rag top and yours truly in our 1971 Limestone "88". The weather was getting unseasonably warmer and warmer and the temperature must have approached the mid 50's as we started for Brookfield NH winding our way up the black surface till we reached Tumble Down Dick Road. Much to our delight the conditions of the trail were as perfect as the

temperature. There was ample snow to deflect the trucks around in the ruts with interesting patches of ice, places where the streams cut across forming "V" notches for us to nose into and drag our hitches on. Where the water would run down the road and cut gashes to grab our wheels the frost had not yet allowed the soil to turn to goop, and even where log skidders had been at work the frost was still holding the impending goo together.

We made our first trail stop at Tumble Down Dick Mountain and hiked to the top where the sun made a quick 60 second appearance as we gazed down at the thick fog and occasional clearings in it below. Hiking back down and on with the voyage we turned onto Copple Crown Road where the snow got a little deeper and the texture changed. Trailbreaking got tougher: after a reduction in tire air pressure in the lead truck it smoothed out but when I reduced my pressure the combination didn't work and it went from good to poor and on my wife who was piloting at the time. I didn't load my air tank so chains were fitted to the front, voila, we were again on the trail, finally free from the fierce lightweight that could crowd us as we trashed. On and on we went till the dirt road ran out, off with the chains and across a little tar to some muddy camp roads around Merrymeeting Lake in New Durham NH. We proceeded down to an open stream below the State fish hatchery, (and to think, not a fishing pole in sight). Well, we had our cookout and discussed possibilities for our next tour de force.

We then went through Farmington to Union and onto a snow-covered rut-strewn old abandoned stagecoach trail that looked very much like something at Solihull to test suspensions for alternating side to side bumps and dips. Down through the woods to the tar and back to Sanbornville where we parted company chattering something that always ended in ... and there's this place I know at so in so and you get there this way or that way .....

## **MEMBER'S ADS**

WANTED - A good Detroit locker-type posi-trac for a 1963 SWB Land Rover  
Contact: John Nesbitt, 2405 2nd St. N., Cranbrook, B.C., 489-3955.

FOR SALE - Land Rover 1965, 109", 4 cyl., Gas, 42,000 Miles, New 7.50x16  
Tires, runs very well, everything in excellent condition, frame lightly  
rusted, Model 3-Doors. Asking \$3,500. This Land Rover is like new.  
Contact: Laurent Bouchard, 37 Labelle, Beauport, Quebec G1E 5R1  
(418) 667-2304