BOX 101 WINCHESTER, ONTARIO, KOC 2KO

G'Day eh:

Aug. 10/89

NEWS FLASH...There's a new Land Rover on the horizon. It's called the Discovery and will be unveiled next month at the Frankfurt Motor Show. Designed to compete head-on with Japanese yuppie 4X4s, the new vehicle will go on sale in England end of the year. It's all speculation but insiders believe our beloved Land Rover will return to its original and cherished role as a utilitarian workhorse while the Range Rover will be upgraded toward the very rich. For more details see page 4.

The executive has instigated a \$5 user fee for all club-owned tools and equipment to cover maintenance and replacement costs. The towbar, one of the club's oft-borrowed pieces of equipment, has needed bolts replaced several times after members damaged or lost existing ones. Safety chains have gone missing and the two-inch tow ball needs to be replaced. As a reminder, here's a list of some of the equipment available for members' use: Clutch alignment tool, half-inch-drive sockets for wheel bearing nuts and crankshaft pully dogbolts, valve spring compressors, Whitworth sockets, vehicle recovery straps and workshop manuals. Call McD at 224-8300 and bring your \$5 fee.

The mid-July Land Rover rally at Mechanicville, NY home of Atlantic British Ltd., was attended by a small but vital contingent from OVLR. Jason Dowell and Al (Bates) Pilgrim rocketed down for the three-day event in Al's Bronco and were joined by "Doc" Watson from Wingham and Tom Tollefson from Toronto in their Land Rovers. George Charron and family arrived in the motor home with their 88 in tow. Friend John Cranfield was there from Nova Scotia. John Morrison, owner of Vermont Rovers in Cambridge, VT, was there with his neat 107 station wagon and two friends named Bucket Bob and Wild somebody.

The Ottawa lads pulled in Friday night-thanks to the rocket Bronco-quickly found the beer tent and got down to heavy socializing. Saturday began with coffee and donuts, a technical session and off-road trip. Al and Jason however had opted for a more laid-back day and settled into the beer tent again to watch a National Geographic video about Dianne Fossey and her apes. The Gods must be Crazy, which has become the official Land Rover gathering movie, was also shown but by then the boys had faded off to dreamland.

Owners Steve and Dick kept the parts shop open and oversaw the hotdog and hamburger lunches and chicken barbecue. Unofficial turnout was about 50 Land Rovers and 100 people. Major plus--most people were camped right on site which helped in socializinmg and campfire visiting. Major drawback--no running water or power. (But then, that's what camping is all about, eh) Sunday, it was load up and start for home for most. Al and Jason headed for Jefferson, VT, for the night before visiting Mark Letorney's Rovers North the next day. HOT TIP---John Morrison has an 8,000 pound electric with LR mounting for \$500 US. Phone him now. 802-644-2128.

A couple weeks later, some of the lads found themselves up Pakenham way--up to their collective yings in mulch, that is. The Dowell brothers, Neil, Al, McD, Fried Price and Murray Jackson started off innocently enough. It was an invite for a swim and a little light off-roading from local Series-l owner Mike Dolan. It went bad right from the start. The Dowell brothers--also known as the Bowel drothers--needed gas so, nauturally, Gerry went to one station and Jason to another. After we found each other again, it was off to Almonte and buy beer --where the Dowells again each chose a different outlet. Fortunately, Neil and McD were in radio contact and, with one of them attached to each of the Dowells, the group managed to get back together and complete the journey. But not without incident

Jason's mint, just rebuilt, Series 1/86 was on its maiden voyage and had a few bugs still residing in it. The first was the electical fuel pump which, after several threats that brought the convoy to a halt, finally called it quits. Neil's spare electric pump saved the day and they were off. Once at Dolan's, Bates removed his bonnet/fenders/facia combination in an effort to track down an engine overheating problem and charged into the bush naked. Every time he hit water or mud, the bush, other vehicles and people got a bath. It made great pix...but failed to cast any light on the overheating problem. Some suggested the only overheating was in Bates' brain.

Murray opted to leave his "sparkling" military lightweight on dry land and joined Fred in what --Dolan assured us--would be a light romp in the forest. He lied. Right from the initial ker-splat, it was goup over the floorboards. With Bates, McD and Fred sharing the winching duties, the little band managed to get through in about four hours. But not without casualties. Dolan's Series-l lost a muffler, brakes and all ability to start on its own. Fred caught a branch in the eye and Neil whacked himself in the forehead with a wrench. (probably for going in the first place) Both Neil and Fred have recovered.

But the adventure was not yet over. While Murray drove Fred to hospital and an eye check, the little caravan—free of the mud thanks to a shallow quarry pond—struck out for home with Neil pulling Fred's 88 via the club towbar. Several miles down the road, Bates' electric fuel pump packed it in and McD pulled off to offer his spare one. Jason's generator had quit earlier in the day and, concerned about approaching nightfall, the Dowells and Neil decided to press on. It didn't take long before Jason's borrowed fuel pump also coughed and died. Gerry pulled off to assist his brother. Neil, now alone but for the reflection of Fred's 88 in the rear view mirror, pressed bravely onward. Several hours later, everyone was back home, tired and dirty but planning another assault later this summer.

Congrats to Newfoundland OVLR member Kevin Burton and the lovely Deborah on their wedding..her first, his 16th. Bates and Loretta flew in early this month for the ceremony and report the bride was beautiful as usual. The groom's brothers, Bernie and Michael, were ugly as usual but nevertheless resplendent in blue tuxedos. Kevin--can you believe it--wore white

Jocelyn Mainville is riding around in her newly-licenced 88 after more than 60 hours "good deed" efforts by several club members. After work on the engine, electrics, clutch and frame, she passed the test with a promise to replace a seized ball joint SAP.

Yves Fortin's 2-A continues its ground-up rebuild at McD's. The frame is done with a boxed rear section, crossmember and new outriggers all around. New engine and transmission crossmembers are set to go on then it's footwells for both sides. Still to come: replacing the rear engine oil seal and exorcising the Lucas electrics.

- GOSSIP...TRUTH...TALL TALES...NEWS...RUMOURS...FOR SALE...WANT ADS...WHATEVER
- *-Jason Dowell closing in on the footwells of his Series-3/88. Jason has put a military lightweight frame under his old friend and hopes to be ready before the snow flies.
- *-Bill King. stalwart Overseas Liaison Officer for the Association of Rover Clubs, Inc., the England-based organization that binds us all together, has stepped down. His replacement is John Jones.
- *-Richard Owen is halfway through his 109 restoration. We know he's halfway through because he has turned the thing around in his garage so he must be finished with the front end. It's powered by a rocket Volvo.
- *-Yves Fortin has been nominated for the cherished Lugnut of the year award for spraying himself in the face while examining an aerosol can of lubricant.
- *-Murray Jackson, with a little help from friend Fred, is installing an overdrive in his lightweight.
- *-Reports are that club secretary Harry Bligh has been seen careening around the countryside in his Series 2A/109 pickup after several years in the rebuilding. Next on the agenda--the 88 for treasurer Lyne
- *-Derrick Hammond is the owner of a 2A/88 "wrecker". He's towbar-ing it home and still needs a frame, springs and firewall.

That's all for now. President Robin contributed the following items on modelling (he, Andy Graham and OVLR get honerable mention in one) and the new Land Rover.

Regards: McD 224-8300

PS. Rumour has it Kevin Burton is honeymooning in the area. If you see him, tell him Al lives at 1919 St Laurent Blvd (731-6616) and would love to have him as a guest for a month or so...

Worldwide collectors

LITTLE did I know what I was letting myself in for when I started writing about modelling Land Rovers. I didn't realise just how many likeminded nutters there were out there!

I think Robin Craig of Ottawa Valley Land Rovers was first to put pen to paper. As well as being President of OVLR, he is an avid Land Rover modeller and diecast Land Rover collector with a fleet of nearly 150 vehicles of all wheelbases and series. The shelves of Robin's display case are so full that it is difficult to count exactly how many miniature Land Rovers there are.

Some of the models must be almost as old as the real thing, but most are in near perfect and the transfer as a rule of the vanishes in the value of the vanishes in the value of the value

Robin and fellow Ottawa Valley member Andy Graham are desperate to contact other serious model collectors both in the UK and other countries with a view to exchanging models unavailable in each others country. For example ERTK Canada do not import the Land Rover models in the range on the assumption that they will only appeal to the British market and Majorette models available in Canada can not be readily obtained in the UK. Interested readers can contact them via Ottawa Valley Land Rovers, 2821 H Baycrest Dr, Ottawa, Ontario, KIV 7P6, Canada.

Formed about 6 years ago by some local members of the Association of Land Rover Owners of Canada, OVLR have a membership of about 45 and produce their own monthly newsletter. The club aims to keep members in contact and help them keep their vehicles on the road against the odds of age and road-salt which attacks the chassis. They are always ready to welcome new members and have a wealth of experience in keeping pre-1973 vehicles in the road, expecially in severe cold measure. Contact them the Road of Long at the

in September this year and

Lind Rover since the Range Rover was numbled in 1970 giving the company a third product to add to the range of Land Rovers and ery is the first brand new vehicle from

Range Rovers, Discovery is, a company statement explaint, "affired at the personal transport section the four-wheel drive market to compare head on with products from

the other official information is available at

There is speculation about a totally new range of engines currently being called Genini, but there is no official comment on this. the present time, but a company spokesman has confirmed that the Discovery "will not be smaller than a Range Raver". That wage sty overall length and width dimensions similar to for an initial period, V8 and turbo diesel engines.

> No prices have yet been quoted and these will not be fixed until the last moment to ensure competitivement. The company do any privately however, that the Discovery should be seen as so expect polices to be similar a direct competitor to the Mitsubishi Shogun,

Comments

knowlding comments about the Discovery Although I have to admit to being underwhelmed by the choice of name, I am beginning to think more and were highly of I anticipate hearing and reading a stream of

Judging, it has be be said, from the evidence of a single photograph, the Discovery's Range Raver herlage is inescapably obvious and there are a few other points worth considering

langes, yet will fall below the snobby, up-market

appeal of the Range Rower.

I suspect that if you asked any keen 4×4
enthusiast to describe his perfect vehicle it
could be one that can perform like a Land
i over off road, have the suspension. ransmission and performance of a Range Rover and the interner comforts of the best of the

What was the design brief? I would guess that and Bover set out to achieve a vehicle that will prove more acceptable to the 4×4 lefaure tranker than the heavy-duty Mirey and One Ten

adequate leg space for rear passengers

like to talk about these things is that the Range Royer will continue to move further up trarket while the Land Royer will become, once again

On specific points it's clear from the photo that a four door (or will they call it a five door) version cannot be for behind. The rear door is obviously one piece and side-hinged—mountthere may be two sideways facing, flap down space saver and books great It appears that the utilitatian workhorse that it was first designed to be. This means, of course, goodbye to the County spide leaving the Land flower range to consist of Ninety pickup and hardrop. One Ten pickup, hardrop, station wegon and high capacity pickup and One Two Seven special build vehicles.

The County name will continue, however, as the Bange Rover County is already available in the States as a super hustry version with enhanced interlor trim, The Land Rover County is unknown in America, so we can expect to see the Range Rover County replace the Bange Rover SE in Britain orace the County name becomes available, prabably for the 1950 model.

