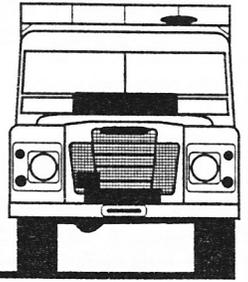
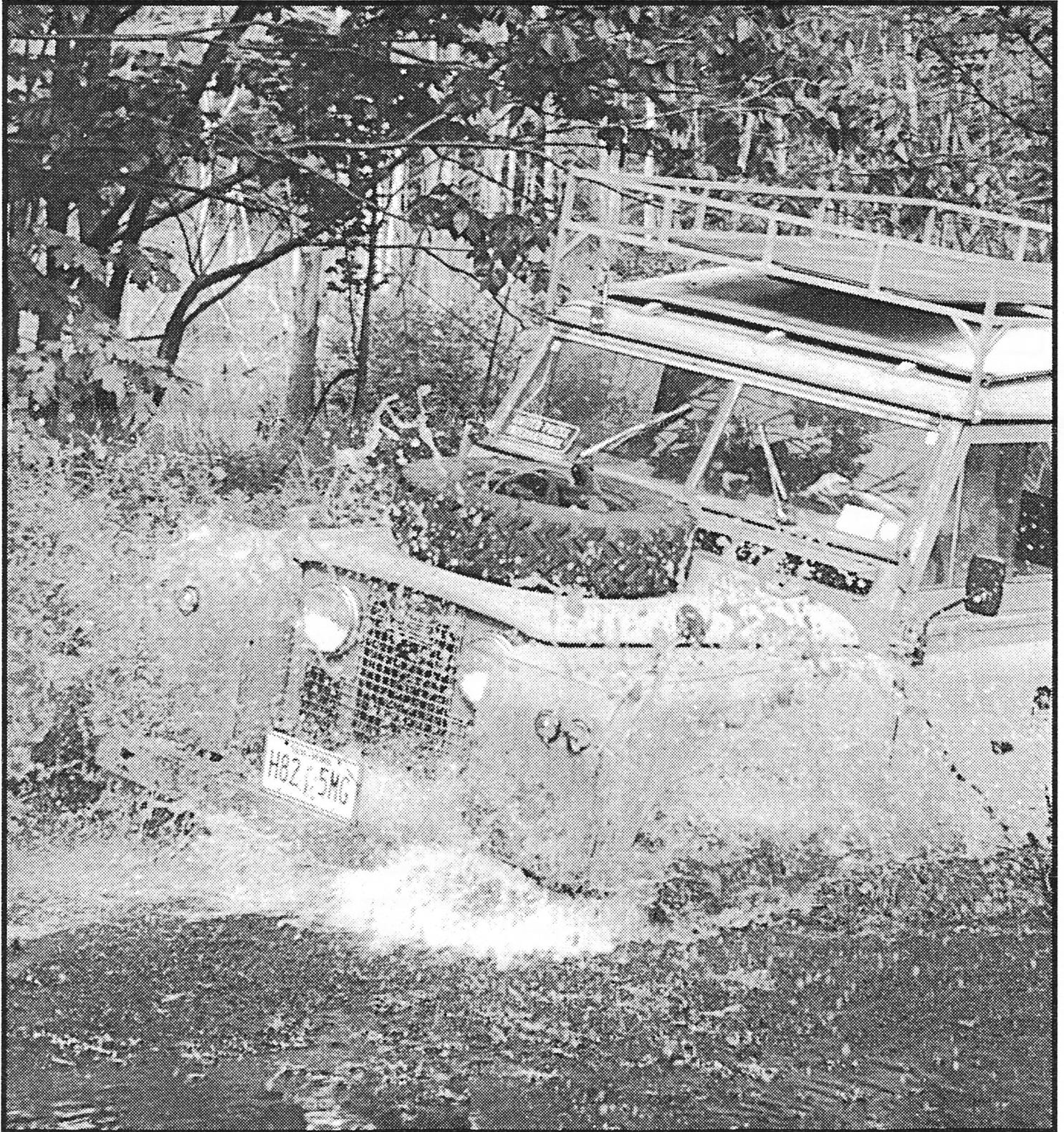


# OTTAWA VALLEY LAND ROVERS



1016 Normandy Crescent, Ottawa, Ontario, CANADA K2C 0L4

Volume XIII, Number 8





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## General Information

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

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 ranging from cedar swamp to rocky hill winching.

Membership: Those joining throughout the year pay a flat \$20 per year; membership expires one year from the last dues submission.

### Visit the OVL R Web site:

<http://www.ridgecrest.ca.us/OVL R/>

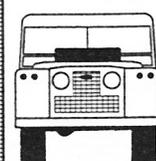
The Ottawa Valley Land Rovers Newsletter is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

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

Editorial Policy: The Editor of the OVL R newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVL R newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVL R, or its sponsors or advertisers. Where specific data regarding operation, safety, repairs, or legislation are concerned you are advised to obtain independent verification. The Club, officers, and contributors can accept no responsibility for the result of errors or omissions given in this newsletter or by any other means.

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Advertising Rates: Competitive with other North American Land Rover clubs. Available upon request.



# Upcoming Events

**August 5th Executive Meeting.** Phone Jason for a location.

**August 19th Social Gathering at the Prescott**

**August 17-18 Calabogie - Ompah (the Quins) medium/heavy off-road.** Similar to the Calabogie-Flower Station run, this journey is much more difficult. A two day event, leaving Friday evening from the Calabogie area and finishing on Sunday. Unlike than the Flower Station Route which is more of a pleasant green laning exercise, this route has an abundance of winching opportunities and exposed bedrock. Vehicles limited to 8. Scrutineering required. Kevin Haasper is organising this off-road. Contact Jason Dowell for more information.

**August Road Building Exercise Revisited.** As with the last exercise, participation is limited. This may take place at the same location with members pushing a road through the bush, using Land Rovers to winch out trees and drag them back to a glen for further attention. (Rescheduled to September due to flooding.)

**Labour Day Silver Lake Revisited**

**September 2nd Executive meeting.** Phone Jason for a location

**Mid September Calabogie - Flower Station light-medium off-road journey.** Possible event. For those not interested in a heavy off-road, but a pleasant drive through the wilderness, with er, one slightly muddy spot in the middle (possible bridge building exercise?).

**September 16th Social at the Prescott**

September 21 British Invasion VI in Stowe Vermont.

October 6-7 ROAV 3rd Mid-Atlantic Rally, central Virginia

October 13-14 BSROA Fall Heritage II Rally, western Massachussets

## The OVL R Newsletter

Ottawa Valley Land Rovers Newsletter  
August, 1996

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Other help: Bob Wood, Deisel Dale, Murray Jackson, Fred Joyce, Bruce Ricker, Andrew Finlayson, Sean McGuire.

Cover: Mike Loiodice crosses the beaver dam. photo: Spencer.

1016 Normandy Crescent, Ottawa, Ontario, CANADA K2C 0L4

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Secretary: Dixon Kenner (613 722-1336)  
 Treasurer: Janet Dowell (819 827-2932)

August 10, 1996

Greetings,

July has been a busy month for many people, though there have been no formal OVLR events. However, there was the 8th annual Downeast Rally in the Camden/Rockport area of coastal Maine. This event can be termed the "Billings of North America". While only 20% of the size of Billings, the sight of 180+, mostly Series Land Rovers gathered in one place is a rare sight in North America. How did OVLR do at the event? Well, one vehicle made it down from Ottawa (mine made it to the city limits). But a quick count in Maine revealed 23 OVLR vehicles, nine of which had been at the Birthday Party two weeks earlier.

As last year, the format was the same, an off-road course for Saturday, a static display and airshow at the Owls Head Transportation museum. Counts of vehicles showed that at one point there were 136 vehicles at the off-road day and 178 vehicles on the Museum grounds on Sunday. Dale's diesel was easy to find on Sunday. It was in the middle of the field with a 16' pole attached with 4'x8' Canadian flag atop. You couldn't miss it if you tried. For those who are used to seeing a gathering of ten Land Rovers and thinking that is a sight, you should make a pass by the Downeast Rally.

### How to Triumph (by anonymous)

It seems our culinary expertise has received rave notices from all over the world. Legendary stories of gastronomical delights prepared with a gusto, flair & elan that the kitchens of Europe would envy, or as Clive Law, Triumph Central, said "We need someone to feed our Triumph members on the Friday dogleg of the long weekend road rally. You gotta drive outta town, set up in time for guys 'n gals to chow down & then hit the bricks in an hour. Oh Yeah! Burgs and dogs is good..." This guy, an epicurean, ain't... So!

Mikey packed up Banquet Central (our kitchen trailer) and met Greg (my son) and moi, on the road. We motored out to the Y.I.G. foodstore in Bells Corners, where another Triumpher works. Billions of \$\$\$ worth of groceries were loaded into our tough, hardy, durable, British 4x4's for the long trek (30 miles) out to Carleton Place.

Apparently, Dixon said this little town is desperate for any kind of entertainment. As an example, the electrical power was off all over town, when we arrived. Now, I thought that was a strange way to keep citizenry at home, so they would be there for the rally tour. But don't underestimate the influence of a guy named Clive. Breakfast with candlelight wasn't quite what I planned for Greg (my son) & Moi & Mikey. He usually gets a tad ardent under that influence, however, we kept a sharp eye peeled for naught.

After breaky we motored over to the park & spent an appropriate amount of time musing on how the sunlight would grace our saintly features, & position, position, position. Finally, all decisions cast, we commenced setting up our three ring circus. When we were about three quarters done, Dave "Slithers" Smithers & Olga from the Volga, showed up, commenting on what a professional looking outfit this was and why in the hell we were setting up on the wrong side of the river. Well, you could have heard an elephant sigh, in silence, Holy Moley! Greg (my son) exclaimed. I gotta tell ya, we set a world's record, cramming all kinds of crap (oops, kooking stuff) into all three vehicles. it looked a tad like the old goldrush days with pots banging, sails flapping, things falling & some spirited discussion about which lunatic lost his map & didn't tell anyone for fear of recrimination (read McD).

We raced over to the alternative site & were looking pretty shipshape by the time the good old Clivemaster arrived, burgs & dogs on - drinks chilled in tubs - condiments artfully arranged by Greg (my son) - garbage bags everywhere & no sign of Dixon (*McD never gave me a map. Ed.*). Ever. We cooked about 164 hamburgs & about 100 hotdogs in about 1 1/2 hours, with very little left over.

The Triumphers & Triumphettes were very patient & appreciative of our efforts, even the late arrivals, cute couple. On behalf of McD, Bates, Greg (ym nos), David, Olga (who served every burg and dog, with grace and style & courtesy), let me finish up by saying **Don't ever give the secret map to McD, Again!**

## OTHER NEWS, REBUILDS/PROJECTS, LIES, RUMOURS, TRIVIA...

● Editor/Secretary type stuff: After the June single handed and simple minded effort of putting together the newsletter, July was back to Bob Wood's place where the usual collation crew of Bruce Ricker, Andrew Finlayson, Sean McGuire, Desperate Dale Desprey, Murray Jackson, Fred Joyce all helped to put the newsletter together. Two and a half years ago this was a simple task, there were only about 50 copies to be stuffed into regular sized envelopes. Now we are stuffing more than 200 copies into larger envelopes.

● For those keeping an eye on the newstand, the September issue of *Land Rover World* contains a five page article on this years Birthday Party. Jeff Meyers, the chap seen at the Birthday Party generally with two or three cameras around his neck and seemingly taking photos as if film was soon to be abandoned, has done up the largest article ever to appear in a magazine about the club. For those who missed the Birthday Party, there are photos of Andrew Finlayson in his 80" on the morning light off-road, Fred Joyce, Bates running the auction etc. For those interested in Birthday Party photos, Jeff Meyers has produced some rather nice black and white shots of the event, people and vehicles off-road etc. Contact Jeff Meyers at 109 Hollywood Avenue, Douglaston, NY, 11363 or at (718) 229-3053.

● An update from **Andrew Taylor**: "Just an up date on the rebuild. I have most of the parts refurbished, painted and sitting waiting to assemble. Just need to finish the rear box, new floor to be fixed down, some patch work on the inside seat base. I have removed all the galvanised parts and will have them redone. The frame has been painted. That was fun. I took the frame outside and used a wire brush to clean it up. Clouds of rust dust went everywhere. Whenever I turned the frame over, I could hear a rush of dirt inside the box section. The whole of the inside of the frame has been oiled, greased for years, now this goo was just falling about in the frame. I wanted to remove not all of it, but the rust flakes and dirt. *Brain Wave!* I will take the frame over to the oak tree in the garden, throw a rope over the branch and hoist the frame up the tree and do a complete shake down. Well, I got the frame hoisted up. What a sight this hunk of box section metal dangling from a tree (who said Land Rover frames don't grow on trees) I lightly tapped the frame and all the Goo, rusty flakes fell to the bottom. Then, in all my wisdom I wanted to flush the frame. So with the help of a friend (name withheld), armed with a hose pipe up a ladder, started to flush the frame. After about 5 minutes, and no water coming out of the bottom, I started to look around the base (rear crossmember area) and found the hole for the wiring blocked solid. I went into the garage and got a length of brazing wire, bent the end into a loop and shoved it into the hole. Twisting well, it was like as if I had just pulled the plug on the back of a septic tanker. I got covered in black, greasy sh\*t all to the amusement of the guy up the ladder. The frame is now down from the tree now and I have painted ¾ of it. A new rear crossmember to put in the near future. Maybe I should have waited until I have cut the old crossmember off to clean the frame! Anyway, until next time, all the best."

● From **Mark Perry** in Manitoba: "Had a new book fall my way, a biography of late canoe guru Bill Mason, which has a 1963 photo of him posed manfully in front of his Land-Rover, canoe tied to the roof rack. (It looks like an SIIA 109 SW, with \*orange\* turn signals: darker than sidelight in photo anyway; and tropical roof) Book says he got it to emulate a fellow film-maker because he figured it looked like the sort of car a film-maker ought to drive. Too true. Shades of Armand and Osa Denis in Africa on *Untamed World*. Also says he used to sleep in it when he was working long days in Montreal for NFB. The book is *Fire in the Bones: Bill Mason and the Canadian Canoeing Tradition*, by James Raffan, published by HarperCollins. I wonder what became of his Land-Rover.

I also have an intake and exhaust manifold ass'y for SII with the upward angled exhaust for through-wing pipe, a transmission brake ass'y which also appear to be for SII (some parts different from mine) and, also I assume from SII, the older style coil-spring clutch housing and pressure plate, and clutch plate (9") which I probably don't need, as I'm guessing I have the 9.5" diaphragm-type (hoping, anyway, since I've never yet looked). I'd be happy to sell these to anyone wanting them. If you know of anyone let me know, or perhaps post this in next OVLR letter. Just got the recent one and enjoyed the Santana review. Also. I used the numbers from a previous newsletter to get some light parts from Roadster Factory in Pa., and they came, cheap, and genuine Lucas, not repro. Very slick operation. Quite pleased."

● **My Birthday Party Excuse (Bill Maloney, New Jersey)** "After reading Russel Dushin's lame excuse for not attending the OVLRL Birthday party in the July newsletter, I felt I should put fingers to keyboard and explain my own. In early May I began the process of changing the engine and transmission on my 88. The transmission was jumping out of 2nd on overrun, and the 3rd/4th synchro went GLANK when you shifted. The motor drank a quart every 250 miles, had a rattley timing chain, receding exhaust valve seats, and a growly bottom end when climbing hills at high rpms.

So over the past 3 years as money came available I rebuilt my spare transmission and engine. This time the synchro was replaced, and gears with worn engagement dogs were replaced, as well as all bearings. The rear main was replaced with a sealed American unit, which helps keep the lube in the main box and out of the transfer. The main box, transfer, and OD were all drilled, tapped, and fitted with breather nipples, a hose to be run up to the firewall.

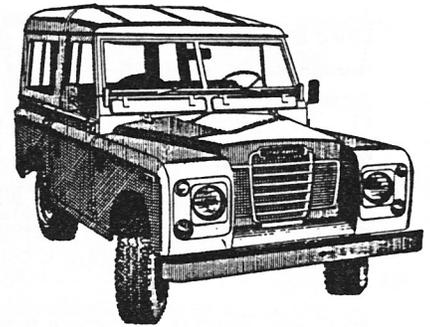
The engine was bored .020 over (just enough to clean up the imperfections), the crank ground .010 under, chrome rings were used, stellite exhaust valves, and hardened steel exhaust valve seats were installed. The cam was deemed reusable by the machine shop but the lifters were replaced as well as the rocker shaft (funny how the shafts seem to wear faster than the rocker bushes). Since I had the engine on a stand, I assembled the oil filter housing (with pressure sender) and filled it with oil, then with the engine turned on its side, bolted it into place, being careful not to spill the oil.

I removed all the bodywork forward of the firewall, cleaned and painted the frame (the least pleasant part of the whole job), replaced the clutch slave flex line, all lower forward brake lines, and all the seals in the steering box.

All went into place without any undue hassles. I squirted some ATF into each of the clinders and cranked the engine over with the plugs out to get oil pressure before starting it. It fired up very well, and soon water was gushing out of 2 hose fittings I had failed to tighten. It ran well although a bit warm, and then I decided to try engaging a few gears. No good. The clutch was frozen to the flywheel. Starting it in gear I ran it up and down the driveway. I dropped it into low range and continued. Up & down. Up & down. Then I realized I had the OD engaged. A flip of the lever and now I really had low range. Up & down some more, until it finally broke free. During this time, I was stabbing at the brakes, and afterwards I read an article in LRW that you should never do this to free a seized clutch. Oops!

Once I had it parked again, I gave the engine another look over to make sure all was well. Then I noticed something bubbling between the head & block at the front of the engine. Blown head gasket I thought. Great. A call to Charlie at RN provided the recommendation to retorque the head and keep an eye on it. After it cooled down I did, and noticed no more bubbling after that. A conversation with Rich Ziegler some time after that revealed that it was probably the oil I smeared over the copper head gasket finding its way out that was doing the bubbling.

Also, once I shut it down after the initial start up, I noticed a pool of oil growing underneath the bell housing. My first thought was I had somehow destroyed the rear crank seal, but it turned out to be coming from the rear cam cover. A new gasket and sealer cured that problem (I put it on with sealer only. I can't for the life of me remember why I didn't use the gasket). Another leak that appeared was from one of the tappet retaining screws. This I was real happy about after so very carefully safety wiring



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everything up. I have to admit, the aluminum (?) washers supplied did seem pretty hard.

Once the leaks were attended to it was time to get it on the road (this was the same weekend as the Birthday Party). It ran smoothly, although a bit tight and warm. Each time I drove it it seemed a little freer, and the idle speed was increasing and needed readjusting several times.

The end result is an engine and transmission combination that are so quiet, the loudest things are the exhaust and the OD (and all the squeaks & rattles I have no intention of doing anything about). There is definitely more power available. While certainly not neck snapping, I found I no longer had to shift in and out of OD when taking hills, and the mountains of Vermont were a delight.

So if your lump is a bit more worn than you would like (right Dixon?), I'd really recommend you build it yourself. You'll know it's been done right (or at least if it's not, you have nobody to blame but yourself), and you'll save more than a few bucks over having someone else do it."

● As it stands with **Dave Bobeck's** restoration project: "I have the engine back in, and the gearbox is stripped down. The tally of replacement parts is: 1st gear, 2nd gear, Reverse slider, Layshaft Cluster, 1st and 2nd Synchronizers, 3rd and 4th, synchro, all bearings and seals. Total about 700 bucks, not bad as long as I get it put back right... Should beef up the RN restoration credit a tad. I decided to pay RN prices, the only other vendor I would trust is BP. But they were only a few \$\$ cheaper and not Genuine LR. I ran the brake lines for the front wheels and the main line to the rear. I have no idea how these "really" go and they seem to always be either too long or too short. Not a fun job, that's probably why I put it off for so long. I need to get the proper clips since I let DAP con me into buying the plastic type that are meant to hold the line away from the chassis. They don't work properly in that application as they seem too easy to pull out.

I also started to rebuild the rear tub, I've got the new floor set into it, all I need is a pop-riveter (thought I had one). For the lengthwise stiffeners, I got 1/8" wall 3/4" square aluminum tube from McMaster-Carr, about 10 dollars for a 6 foot section. The crossmembers I got from RN and had them painted with Tnemec here at work. Nice stuff that Tnemec... A little bit of soldering and then it should be ready to go back on the frame.

### NEW MEMBERS...

OVLRL welcomes ten new members who joined this month.

- **Barry Enis** of Sherman Conn.
- **Jeff Aronson** of Vinalhaven, Maine. Jeff will be known to many people as the editor of the Rovers North Newsletter and for journeying about between events in his Land Rover, QE1.
- **Denis Nault** of N. Eastham, Mass with an 88".
- **Scott Preston** of West Barnstable, Mass
- **Jeff Sasso** of Killingsworth, Ct
- **Christopher Laws** of South Denis, Mass with a 109" pick-up.
- **William Jarvis Rice** of Ft. Drum New York
- **David Depasque** of Fayetteville, Pennsylvania. David has a number of Land Rovers, including a Series IIA Marshalls ambulance.
- One that deserves special mention is **Dave Stauffer**. Seems he comes up to eastern Ontario on a regular basis. In fact, at the Downeast Rally said that he had heard we had a Rally last weekend and that it was too bad because he was up there two weekends ago. He then went on, in front of witnesses about how he could smell a Land Rover at 50 miles. Where was Dave? At Sharbot Lake, about five miles away from the Birthday Party, on the same weekend.
- **Matt Bayes** of Barto, Pennsylvania

### Letters to the Editor:

*Dear Dixon,*

A request for the O.V.L.R. newsletter. How about printing out in each issue the bank balance of O.V.L.R. showing profits, disbursements and money owing (if any). It seems to me with O.V.L.R. membership getting so large, now we should have a healthy bank account.

Regards, Andrew Finlayson

PS. I'd like to see a list of club assets in the newsletter. Like tools, etc. that we have so that we know what is available to us and their location so we know how to get hold of them. Thanks.

*Dear Editor,*

I received a call recently from a friend who said he had to get rid of an old Land Rover. It had been kept for years for someone else, but now the city was giving him 30 days to get rid of it. He also sent videos to others and was waiting for a reply from them.

I had heard of Land Rover, had seen a few, but never been really near one. But there was a mystique about this that I couldn't shake. A fishing friend told me he had owned one - it was great & he was always pulling out Jimmy's and Bronco's until he rolled it and that was the end of it. But I didn't know a thing about these things. So I called the local Land Rover dealership. I think it was Ted Rose, who gave me some words of encouragement and as luck would have it, mentioned that the local group (OVLRL) were "meeting tonight at the Prescott".

I figured I was on the right track. I had crossed Dow's Lake on the ice 25 years ago to go to the Prescott. Any group meeting at that venerable institution must be reputable. Getting there, I asked about 10 groups whether they were the Land Rover club. One said "No, but I wish we were - Did you see that one parked outside" - I hadn't (Dixon's was parked around the corner). The last group I asked, kind of looked at me & someone said "Yup". When I asked them for some thoughts, I wasn't prepared for the help I got. Dale Desprey and Andrew Finlayson offered words of encouragement. "Well it sounds like such and such a year - This is what you need to look for" Although I am a dolt when it comes to vehicles, I felt much more confident. Shortly Dixon Kenner provided me with a newsletter and guide.

How I could get it here - it is 200 miles from here - "Ahhh -

speaking to Fred Joyce" was the reply. Although Fred looked somewhat like Merlin, he was a lot friendlier & a few weeks later one morning at 5am we were leaving Fred's place to go get this Land Rover & thank god for Fred - The problems that came up were solved in no time. But the trip is not remembered for the problems (steering too stiff & it wouldn't track) but for the hours talking with Fred & 12 hours later we were in rush hour traffic and pulling this Land Rover to its new temporary home. (I hadn't worked up the nerve to tell my wife and had to find another place to store it)

So now I am working on the ugly duckling. With lots of help from the club. I could never have completed this without this help - for which I am greatly appreciative. The OVLRL is really something special. The newsletters are pillars that build up one's confidence on this new journey - not because you know it all - but you know that more and more information keeps coming - and who to contact (and more of course - I picked up a beaver trap recently to send to my Uncle with beaver troubles - & enclosed a copy of Harry's article on how to cook beaver steak - from the OVLRL Newsletter!) I appreciate your help and am delighted to be a member,

Keep it up, Barry Hunt

*Hi;*

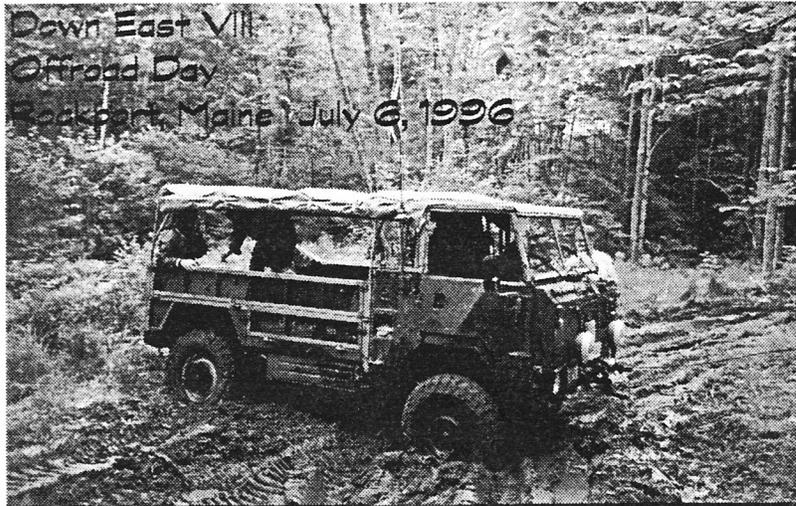
Once again had a great time at the Birthday Party. Thank you for having us. The four wheelin was great, enjoyed everyone's hospitality, made some new friends, got some new ideas and a lot of useful information. Guess you can't ask for anything more.

I talked to someone about putting a Mercedes diesel in my Rover, but failed to get his address. If anyone remembers conversing with me about this please drop me a line. Spenny surprised me with a colour slide of my Rover going through the water. I'm having it blown up a little for my scrapbook.

The other thing I forgot to put the water plug back in the bell housing. Maybe its causing my clutch judder, then maybe it just washed out some of the oil. I should have put some grease remover in first, then maybe the clutch would have come out cleaner, who knows. Owning a Rover is an adventure to be sure!

See Ya!! Phil and Linda Tusinski

Down East VIII  
Offroad Day  
Rockport, Maine July 6, 1996



**LAND ROVER** No hill too steep!  
No ditch too deep!

No DASH & TACKY!



Down East VIII  
Owls Head Transportation Museum  
Owls Head, Maine July 7, 1996



### SOME NON-OVLR NEWS AND RUMOURS...

● More Land Rover suppliers join the Internet. Atlantic British (Mechanicsville, NY) has just put up a web site. It can be found at <http://www.roverparts.com>. *British Pacific* of Burbank California has just put up the beginnings of a World Wide Web site. The site can be found at: <http://britishpacific.com>. For other supplier sites, the Rovers North site continues to be the best supplier site on the Internet adding pages to help you identify Land Rovers (using Myles Murphy's drawings) and linking to the OVLR pages for all the dirty details as well as a form of a bulletin board system for people to ask questions.

Looking to buy a Land Rover? There are some good sites to look for Land Rovers, Discoverys, Range Rovers including:

<http://www.billwood.com/lr/>  
<http://www.roversnorth.com/>  
<http://www.kingsford-smith.co.uk/MG/rover/market.html>

● The ROAV Mid-Atlantic Land-Rover Rally is to be held the weekend of October 4-6 at Penlan Farm in Buckingham County, Virginia. Buckingham is the geographic center of Virginia, and the site is about seven miles south of the US Rt. 15 bridge over the James River. We are expecting 150+ Rovers.

There will be the usual fun and games plus a few surprises. We have built a trials course on-site for the "Aluminium Man Triathlon". Though there is plenty of room for camping, if you must have a roof over your head, inns and B&B places are within about 15 miles. There will be catered meals Saturday night and Sunday morning. Mind you, the site is out in the \*sticks\* - stores and supplies are a dozen miles away.

Lots of prizes and give-aways. Dash plaques, T-shirts, a teeter-totter, blindfold obstacle course, feely-meely box, silent auction. Check out Feb's LRW for photos of last year's event or call up Jeff Berg's article on the RoverWeb.

● BSROA has planned the Fall Heritage Rally for the Columbus Day weekend in the beautiful Berkshires in Massachusetts for OCTOBER 11-13. Highlights for this year will include: - Midnight Madness Run - a nifty trail ride at NIGHT! A real reason to use those extra Hellas and Piaas that never get used! - Trials course - Scenic off-road drive with lunch stop/barbeque - Raffle and awards - Pig roast. Contact Jim Pappas at BSROA, POB 342, North Scituate, MA 02060. Or ring us on 617-545-4743.

● Dear All, especially you off roaders... Start getting you and your Rovers in shape!!!! A new event hosted this fall by ECR is on the horizon. Unlike the July 4th Off Road Day, this one will be a little different... An Off Road competition, for Rover products only. It will encompass driving skill, vehicle set up, intelligence, etc. Not just a go fast deal, a real challenge. We are still working out the details, but the site is all set, and we will be looking for competitors soon. When: to be determined, but won't conflict with other Rover functions. Where: Western Maine, near the NH border. Who: competitors will be those serious about off roading, and willing to prove in various classes that they are the best, or are willing to compete with the best. Spectators as always are welcome. Why: because everyone at ECR is sick and twisted and just can't leave well enough alone.

An entry fee for the competitors will cover camp lodging, vehicle entry, food during the event, etc. No charge for spectators. The number of Rovers will be limited, and a few basic rules will apply, other than that it will be up to your skill, Rover's capability, and luck to win the challenge.

Did I mention that winners will win prizes to be determined \*not just trophies\* looks like cash, and or off road Rover equipment, as well as knowing, for at least a year, you will be known as the best.

More information will be leaked out as we iron out the details... Now for your part... If you belong to a Land Rover club, we will be asking for your help, and your best! Still working this out, but we'd like to compete, not only Rover and its team against other Rovers and teams, but club team against club team. If you or your club are interested let me know. See ya, Off Road! Mike Smith, East Coast Rover Co.

● From Ben Smith in conversation with an LRNA source: 1997 Defenders: There will be 600 Station Wagons, then 1500 Rag Tops, then 400 Station Wagons. Production for first Station Wagons are scheduled between September and November. First units arrive in the USA in November/December. They will have the 4.0L OBDII engine. No airbags. Since LR had the dual airbags on the Disco they got "safety credits" from the US Gov't, hence the lack of airbags. Production of Ragtops starts in December. Last Station Wagons made in June. Price, around \$39,000 US (Cdn\$53,500).

Regarding the XD Discos, the Dealers get them 4 Jan. 100 made so one per dealer. They will come in AA Yellow, not Camel mustard. V8 lump under the hood. The cost to certify an engine in the USA is about \$3 million, so

the Tdi has not been done.

When asked about South African Defender production, she didn't know. Regarding the CB-40; No plans to ever import to USA. LRNA is giving dealers a book on published articles. About 1 inch thick is the claim. LRNA stated that the "Range Rover Classic is only LR vehicle to go out of production". Ben pointed out the SIIA FC, SIIB FC, 101 FC etc. She had not heard of any of them.

The reason for the automatic in the D90 is that it is easier to engineer an automatic to meet the emissions standards. Reading between the lines, it is possible that they were unable to get the standard transmission through so they fell back to the auto tranny.

● Running short of spare head gaskets? The old one not burned through? They can be reclaimed in a pinch by several methods. Play a propane torch over them or put in the oven at 450f for an hour or so. Makes them nice and malleable. Don't forget to drop into cold water. Does a much better job at annealing.

● From Stephen Brown on the Land-Rover Owner mailing-list: "Just got a bee in (under) my bonnet a month or so ago and decided to build an electronic ignition system for my 1963 IIA 88 with 77k + n\*100k miles on the clock. The previous owner had already converted the vehicle to negative earth some years ago. I happened upon a 1976 *Radio-Electronics* magazine article (The article is called "Build this solid state ignition system for your car" by Dick Page, *Radio-Electronics*, May 1976, pages 47,48,49,85.) describing an interesting circuit -- a four transistor system, which converts the points to a low current switch used to trigger a power transistor which does the work. I built one for about \$60-70 in parts -- could be quite a bit cheaper (\$40 ??) in quantities of 10. The advantages are: 1. the old point, condenser system remains in the vehicle unmodified and is available as a backup at the flick of a switch. 2. Points can last 20k miles or much more without fussing. 3. simple 3-wire installation: replace the single wire running from the points to the coil by two wires running to the ignition system, and add a 12 volt power supply wire from the ignition switch to the new box. 4. the spark width (duration) is controlled by the electronics, and triggered only by the points opening (closing has no effect) -- point gap is not critical, only distributor timing matters (unless you want to revert to the old system in an emergency). The spark is long-duration at low speeds allowing more complete combustion. The spark is somewhat shorter at high speeds allowing ample time for the coil to reenergize -- giving more constant spark amplitude (voltage) at all speeds.

I've been driving it for a week now with this modified system. The thing starts up first thing, I've found noticeably higher power at very low speeds (lugging along at 5-10 mph in 2nd

gear -- no more pinging!), it has more power going up hills, seems to accelerate a bit faster, and the engine runs smoother than before. THEN, I replaced my worn-out points and adjusted the timing! I've finally got a hint of what a new engine feels like.

I bread-boarded the thing and used all automotive-spec (wide temperature range) components. A printed circuit board would have been easier to use. I was thinking that if there was sufficient interest, I'd design a PC board and put together a kit -- appealing to the tinkerer/mechanic in all of us. A positive earth vehicle would require some circuit re-design I think."

● From David Place in Manitoba: "I found a spot on the internet you might want to mention in the OVLRL. It is <http://www.edmunds.com>. At this site you can find out everything you wanted to know about every vehicle in the world, even Hummers. You can get prices for used Land Rovers to 1987 forward for example. It has lots of buyer tips etc. Some might like to browse there for info."

● Discovery Rentals: At AVIS at Washington Dulles Airport, they have about 12-15 LR Discoverys available to rent. They typically rent for \$50-80/day or \$250-350/week.

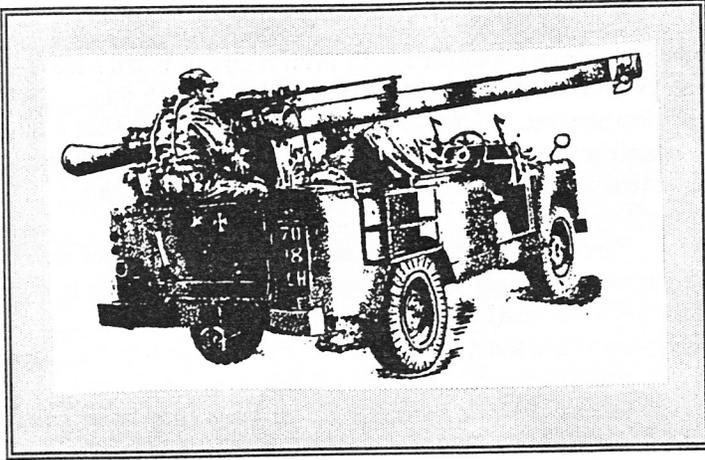
● Newsletters received this month:

- *Solihull Society* (Colorado, USA) July/August newsletter
- Summer issue of the Blue Ridge Land Rover Club (West Virginia) newsletter *The Torque Reporter!*
- Summer 1996 issue of *ARC Runes* (England)
- Summer issue of the R.O.V.E.R.S. (Pennsylvania) newsletter *the Fairlead*
- April and May 1996 issues of the Land Rover Owner Club of Victoria (Australia) *Review*
- July issue of *Land Rover Owner*

All of these can be seen at the Social at the Prescott or borrowed if you give the editor a ring

● The new (August) issue of the British magazine "*Car*" (red Lotus Elise on the cover) says that LR is pushing back the release date of the CB40 due to a drastic drop in Discovery sales. Apparently they are afraid that the newer cheaper model may cause Disco sales to fall further. Also, the other day, a copy of a newspaper called "*Automobile*" had a table listing number of trips to the dealer for repairs per 100 vehicles for cars and trucks by manufacturer. In the truck table, Toyota was the best with 80 and Land Rover was the worst by far at 187. Even the 80/100 for Toyota is alarming. It means that even of the best rated, almost one of every truck sold goes back to the dealer for a problem. Finally, in *Car*, there is a 6-page ad for LR. There are good views of the new style stepped Disco roof rack.

### GENERAL SERVICE by Robin Craig



I was really pleased to see that so many other people had an appreciation of the smaller Land Rovers, when I displayed my collection at the OVL R Birthday party at Silver Lake. I was not present on Sunday for the traditional auction in aid of club funds, but I hope those of you bid on the toys donated by Andy Graham and myself will have fun with them. The display was made possible, somewhat ironically, by the assistance of Jim Mills from Capital Hummer who kindly loaned the tables.

Land Rover have just scored another big sale of vehicles, this time to the Angolan Police. For some reason the factory was not screaming this sale from the roof tops. As for the progress of the hoped Canadian sale of Land Rover products my news is not so good.

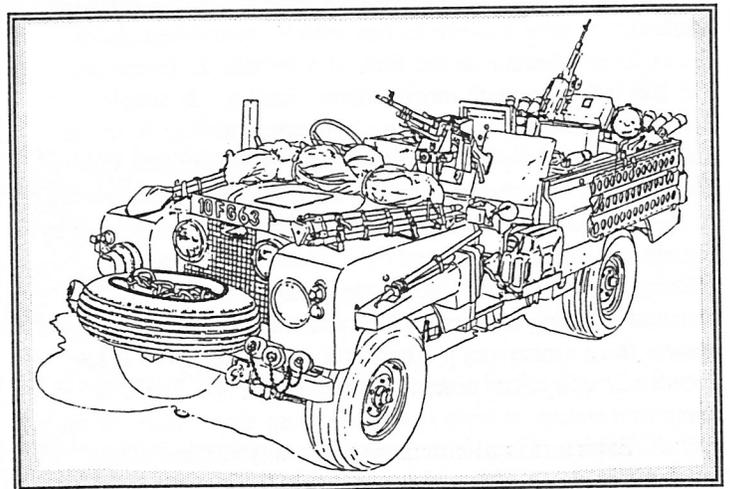
In case you had forgotten, the Canadian Forces will be replacing their aging Iltis vehicle fleet in the near future. From my sources in the program I understand that the four main contenders do not include Land Rover. In the end it will most likely be a smaller version of the LSVW that will win the contract as it will have parts commonality across the fleet. In addition it will have the desired and dreaded Canadian content required. While a Defender product, in my opinion, would be superior, the military never gets what it wants as the politicians always have their say too.

It is interesting to see how much more attention we in North America in general are getting from our friends at both Land Rover Owner and Land Rover World magazines. In case you were unaware both had representatives at the OVL R birthday party, should be good reading to compare the two reports! Bob Morrison, Land Rover Owners military man has made

two trips this side of the pond this year, the last was to the Owls Head event in Maine. Yet again I was thwarted in getting down to meet him. Funnily he and I have been friends for a good eight years now but have never met, oh well, perhaps another day.

I found it fascinating to talk to Les Parker, who is the newest staff member of Rovers North. He was up at the Birthday party along with Charlie Haigh. Les is a veritable walking encyclopedia of techno specs. He was employed by Peter Hobson ( Louth ) in the UK for a number of years, and by all accounts is no slouch with a spanner either. The significance is that Hobsons were the official dismantlers of Land Rovers experimental vehicles for a good number of years. It was a real treat to hear about some of the combinations that have been tried on the newer vehicles, such as Range Rover and Discovery. From what he spoke about there is alot that will go untold for a good number of years as he is bound by confidentiality not to speak about some the most interesting military "funnies" that passed through the yard. Well someday, perhaps!

Jim Pappas, a long time Land Rover enthusiast, based in the US, has become the proud owner of an original Pink Panther series 2a Special Air Service Regiment patrol vehicle. While most famous for their pink desert camouflage colour they were used in other theatres of operation and were repainted, a little known fact.



When Jim's vehicle arrives in the States later this year it will not be the first time that a Pink Panther has been to these shores. In the 1970's during an exercise at the British Army

Training Unit Suffield, Alberta, at least one Pink panther was photographed in its original colour of bronze green, which was the delivery colour as a point of interest.

A couple of years ago I had a problem with the loss of a number of original slides connected to an issue of the Aluminum Work Horse magazine that was published in the United States. After the article was printed the slides never returned to me. At the time I was doing alot of collaboration with Myles Murphy. As you can imagine, the loss of some one of a kind slides was of great distress to me, I hunted for the slides high and low to no avail. In the end I put the blame for the loss at Myles's feet. Over the passage of time I have come to the realisation that in fact Myles had no part in the loss of the slides and in fact I believe, as Myles did at the time, it was a third party who was to blame. I wish to publicly apologise to Myles for this unsubstantiated accusation and trust all who read this can understand the circumstances involved. Sorry Myles.

For the moment, at least, which could be quite a while, this will be the last of my "General Service" columns for the OVLRL newsletter. I am going to be pursuing other interests for a while. When the occasion and time allow this column will reappear, as many of you will know I have other interests and priorities that take precedence. In addition I have no intention of being embroiled in any more personality clashes and power struggles which seem to run rampant in clubs like this. In the meantime I would like to wish Dixon all the best with his valiant work of singlehandedly putting out a great newsletter which has made this club so much bigger and better over the last number of years. Anyone who have ever run a newsletter, as I have, can appreciate how much work is involved, with so many offering advice yet unwilling to produce on a regular basis. I would also like to thank Dixon for letting me have the space to express my opinions and let you all see another side of the product that we know as the Land Rover.

Catch you all later..... Robin

## GENERAL SERVICING, Humour, Tall Tales, Humour, Trivia, & general rambling

### A Friday Story by Mike Rooth

Its all *your* fault, Kenner. If you hadn't wanted another disaster, this would never have happened.

The DA wanted me to drop her off in town, on my way to work, yesterday. It isn't, actually, but one doesn't argue, on these occasions, does one? Nora however had other ideas. Lovely morning, birds singing, sun shining, why should she move, just to stand on a boring car park all day? I got in, fifteen seconds on heater, engage starter, which turned the engine in its usual sluggish manner, then slowed... and slowed... and chuffed to a stop.

Rule one: Do NOT panic. Look for cigarettes, sit back, and listen to the dicky birds. Noisy little sods.

Try again. Clunk. No joy there. Get out, find hammer, clout starter. Hard. *Very* hard. Clunk. Nothing. <Sigh>. Dispatch DA to town on shanks pony. Cogitate.

Item: Engine fails to commence (Gloom).  
Item: Chance to wear brand new overalls (Brighten up).  
Item: Didn't feel like going to work anyway (Quite perky).

Action: Find Starting Handle, insert in engine, turn engine by hand, grunt, turn engine further, gasp, replace

Starting Handle from whence it came, being certain that engine hasn't siezed.

Action: Put on new overalls (Thanks Bill)

Action: Put Kettle on.

Action: Ring up local non-franchised parts blokes to enquire price and availability of recon starter motor...er... *how* much??? Plus VAT?

Action: PANIC!!!! Seventy-one pounds fifty plus VAT, exchange??? Not on your bearded Nelly sunshine.

Action: Sit down, and drink coffee, whilst recovering. (This takes several minutes. These people were asking for *real money*)

Action: Take Ibuprofen. More to dispel the after effects of the previous evening than to assist with severe shock, but what the hell, *any* effect is welcome.

At this point it dawns that removal of the starter motor is essential, whereupon the bonnet has to come off, whereupon I promptly drop washers, split pins etc. Ah well, easy come easy go, I suppose. The main problem with removing the starter turns out to be remembering exactly what path the thing has to take to get it out of the engine bay once undone. An operation complicated by, a) The early(ish) hour, and b) Forgetting the earth strap. This isn't one of your wimpy petrol starters, you know, its a proper man's starter for the diesel. Weighs a bloody ton, it does. However, once out, we

can remove to the garden seat, in the sun, for a leisurely smoke, and a little furkle about in the bowels of the thing. Remove the dust cap on the end..... aaaaAAAARRRGH! Showers of pretty copper dust all over my nice clean overalls. (The DA wants to know whether the gift includes a laundry service, Bill).

Deep Gloom. Two of the four brushes appear to be wandering about inside the guts of the thing, restrained only by their leads. Remove brush carrier/end bearing plate, to reveal true horror of situation. It appears that the two earth brushes have been having an arcing contest, which, one suspects, one of them lost a fair while ago, and fell off the end plate, the other following suit that morning. The upside (if indeed that's what it was) being that the commutator is relatively undamaged, and the field brushes equally relatively unworn. Which leaves me with options. Not many, but present nonetheless.

- 1) Remove and rebuild, using whatever I have lying around. Cost: Nil.
- 2) Try and buy new endplate with brushes attached. Cost: Not a lot.
- 3) Take out new mortgage, and buy recon starter. Cost: We won't go into *that* again.

Well, of course we've all got stuff lying about haven't we? All of it extremely useful. But *not* useful for the current job, whatever that may be. Scratch option one.

Two sounds a little more likely, though. Ring up local Auto Electrical Place and enquire as to availability of end plate for

Lucas M45G pre-engaged starter. Listen to sharp intake of breath at other end. "Give me fifteen minutes and I'll see what I can find". Better. Just. In the meantime, the rivets holding, or rather which *used* to hold the brush carriers on have to be drilled out, revealing in the process, that they are aluminium. I *had* expected steel. Stupid person. Oh joy! That nice man at the Auto Electricians says he may have what I want if I would like to go along and look. The Beer Money begins to look a little safer.

Coerce daughter into providing transport. Not a problem, she *loves* that little Austin Metro, can't think why, I view it with deep suspicion. Oh, dear. The man is holding the wrong endplate, from the older M45G starter, but looks at mine thoughtfully, grunts, and wanders off to fish in a bin, coming out with two new brushes, complete with predrilled attachment plates. "Try these, look the holes line up perfectly". "Which leaves", says I, "The small matter of the rivets". Music to mine ears: "Use BA bolts, I do". Now those I *do* have plenty of. How much? Five quid. Beer Money saved! Departs singing into sunset. It also turns out that this is a frequent problem with starter motors these days, whatever the make. So the brush carriers were recovered, the whole gubbins bolted up with 4BA stainless nuts and bolts, with locking washers under the nuts, a little light oil applied to the Oilite bearing bush, which was as dry as a Yorkshire reservoir after a day without rain, the whole thing put back together, and replaced in Nora's engine bay. Fingers crossed, switch on, wheeeeeee! That starter, bought as a recon unit four years ago, turned the engine at that speed for a week from new. Then it slowed down. So one brush had already fallen off, and it went for four years on three. Action: Spend Beer Money.

### Land Rover, Range Rover and the London Taxi

Under the category of Land Rover trivia, did you know that Land Rover's 2.25l diesel engine was used in the London Taxi?

The familiar London taxi, the Austin FX4, debuted in 1959 to replace the aging FX3. When introduced, the FX4 carried over the FX3's petrol and diesel engines. In 1981, a number of refinements were incorporated into the FX4; the most significant was the adoption of the 2.25l Land Rover diesel, thus the "R" in the new FX4R designation. London's "mushers" (owner-operators of London taxis) found the Land Rover diesel smooth and quiet compared to its Austin predecessor. One reviewer noted that, at idle, the Austin diesel sounded like a suitcase full of nails while the Land

Rover unit sounded like a small bag full of tacks.

More trivia. At one point, a successor to the FX4 was designed and developed using the Range Rover platform and the Land Rover diesel. Photos of the prototype show a very Range Roverish profile although only the front doors, rear lights, tailgate and dashboard were the same as the Range Rover. This project failed but the FX4 has survived and is still produced.

Murray Jackson  
Member - London Vintage Taxi Association and Ottawa Valley Land Rovers

### Speedometer Fun by Bill Maloney

Recently I installed my newly Nisonger rebuilt speedometer in my IIA 88. The first thing I noticed was that the indicator wavered... alot. 5-8 mph, depending on the speed. I hoped that it was just a case of the lubricants needing to work their way around the inner workings of the case, so I just kept an eye on it. I knew that the preload on the transfer case output bearing was set correctly and that the flange nut was tight. Also, the speedometer cable was in good shape and routed far enough from the exhaust system so that heat would not be a problem.

After travelling from New Jersey to Owl's Head Maine, down to New Hampshire, over to Vermont, then home, it was still

wavering. I was putting off removing it (as if it's a big deal) when the directional signal flasher gave up the ghost. So off with the instrument panel to replace the flasher. Next I unscrewed the speedometer cable and found that the knurled retaining nut was quite loose. I wondered if the looseness might have anything to do with the wavering of the needle. So I screwed it back in all the way and reassembled the instrument panel. I took it for a drive and was astonished that the speedometer needle was now rock solid at all speeds, no wavering at all. Another case of user error.

### Yet another way to Pressure Bleed, by Alan Richer

When I was dealing with the spongy disaster I had for brakes on my 109, I ran across a quick way to rig a pressure bleed that actually worked pretty well (with an extra tip for the homebrewers among us). To adapt to the cylinder I used a small section of an old bicycle inner tube with the valve stem attached. I attached it to the top of the reservoir using a hose clamp - a bit inconvenient but not too bad for the price. I then removed the valve core and pushed a piece of vinyl tubing over that, using the tubing to connect to my pressure supply. If it got too high-pressured, the tubing would have slipped off

the valve stem, easing the problem.

For a pressure source I used my CO2 bottle from my homebrew kegging setup. It was easy to fit the tubing to it and set it to 10PSI. For the non-brewers (or welders) among us, a bicycle pump and cooperative child can be used as a pressure source also, or inflate an old inner tube with said bicycle pump and use it as a pressure reservoir.

Just a thought.....

### Steering adjustment by David Place

Doing an alignment job on a Series vehicle is very easy. Take a piece of wood or similar material and put a nail sticking out at right angles to the piece at one end. It has to be long enough to go from the centre line of your wheels to the opposite side tire. Measure the back of the tires and put another nail in the wood so it too touches the centre of the other wheel. Now go to the front of the tires and adjust the toe-in for just a bit smaller than the rear. This is close enough for the speeds we travel and it costs nothing. If you want the

exact spacing, is in the shop manual. I often check it this way. I think in the garage the correct name for a commercial rod like this is a trammel rod. The only difference is the "nails" are movable with a thumb screw etc. but it does the same thing. A 1/4" toe-in sticks in my mind. This should be fine. There is no caster or camber to set. This is done by the swivel pins and is not adjustable. The only other adjustment is the stop bolt so your tires don't rub on the frame.

### From the Anti-FAQ

Q3. Is a Land Rover any kind of a babe magnet?

A: Depends upon the babe in question and the Rover. Your best bet is to get at least one of each of the following:  
 1. *SI 80* (or even better a prototype): for the babes who like antiques and functionality.  
 2. *SII/IIA 88*: this model with "character dents" (I really don't want to know what caused the dents--some form of victory marks I'll bet ;) has been known to attract movie and Broadway stars.  
 3. *Range Rover Classic*: for the trendy (Valley Girl/American Princess) babes.  
 4. *US D90*: for the really trendy babes who are into the latest thing

(don't worry, the D90 won't rust out before she's onto the next trend)  
 5. *SIII Doormobile*: for the folksy babe who misses the VW minibuses  
 You may want to invest in tie-dye clothing.  
 6. *SIII 109 PU*: to attract southern babes (don't forget the gun rack)  
 7. *SIIA soft top 4 door* (sans top, sans back seat, with mattress in back, painted glossy white): to attract the bimbo babes who think that it's a convertible with a large rumble seat.  
 8. *101 Military Ambulance*, painted something other than Olive Drab (candy apple red would be good), so that you can transport the babe's luggage once you attract her. [BAS]

