

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

10 January, 1994

Greetings;

Another Annual General Meeting has come and gone: three new executive members take their chairs, and the OVL R votes to incorporate.

First, the election results:

Yves Fortin	is back again as President
Ted Rose	is the new Vice President
Andy Graham	is the new Treasurer
Murray Jackson	is the new Secretary

Incorporation: The vote on whether or not to incorporate OVL R was unanimously in favour. OVL R will be incorporating in the near future. Presentations were made by Dave Meadows and Michel Bertrand on the costs and options available in incorporating as either a provincial or a Federal corporation. More investigative work shall be undertaken, with a recommendation being presented to the executive for action. OVL R will have to get permission from Land Rover of North America to use the term "Land Rover" in our name, and it is hoped that they will accede to our request.

Finances: The club is in good financial shape, with money in the bank. As the Club trailer has reached a stage where is usable, though still incomplete, it was suggested that the final push to complete the trailer be delayed, allowing the monies currently in the bank to be used for the incorporation of OVL R. A copy of the balance sheet for 1993 is available from the Treasurer if you desire a copy.

Future Events: There was discussion on the various events that the club has run in the past, and what events should be undertaken in the coming year. The success of last year's Engine Tune-up, and the club breakfast has resulted in an interest to undertake both of these events again. A tentative schedule of events:

- Maple Syrup Rally
- Engine Tune-up
- Birthday Party
- Breakfast
- Frame oiler
- Christmas Party
- Various off-road events

If anyone has any further suggestions, or wishes to participate in the organisation of these events, please contact a member of the executive.

Some discussion arose about the format of past Executive meetings. While some view them as a social occasion to meet other members and discuss general issues, others see the gathering as one where business and discussion should take place with a minimum of social banter, at least until the meeting is finished. In light of this an experiment has been proposed. There will be a regular Executive meeting to conduct Club business, and later in the month, there will be a second gathering for socialising, and give the Executive the chance to explain issues and gather feedback from the general

membership. Executive meetings will be held on the first Monday of every month. The first shall be at my residence at 27 Kelvin Crescent in Nepean. There will be a general gathering held on the third Monday of the month. The social gathering will be held at the Royal Oak on March Road (Mews Plaza near the traffic lights for Teron Road) starting at 7pm.

NEW MEMBERS:

Joe Pertic, a wannabe Land Rover owner joined at the AGM.

OTHER NEWS, REBUILDS/PROJECTS, EVENTS...

Michel Bertrand's 1962 109 Pick-up, aka Rudolph entered the frozen tundra under its own steam on Thursday, January 6th. After nearly a year of restoration work, Michel has brought the first OVL R restored Land Rover of the year to life.

Dave Meadow's 88 nears completion. The boat load of parts have been applied, the rear box, bulkhead, engine/gearbox are all back in. An impressive sight. A bit of wiring leisure done in the garage, a little paint later this winter and it will be ready for the road, or mud...

Jerry Dowell and Roy Bailey are planning an overnight/offroad event up near Ladysmith in Quebec (about a three hour drive from Ottawa). It is currently proposed that it will be a "drive" down a logging road, an overnight camping venture, and completion of the trail the subsequent day. The current projected date for this venture is the weekend of May 14th. Contact either Jerry or Roy for further details.

George Kearney (not yet an OVL R member, but give it time) has finished stripping a 109 pick-up. The frame is now like new, bulkhead in place, axles, et cetera. More news as this rebuild project continues.

For the not necessarily faint at heart, the InterNet Land-Rover mailing-list continues to grow. As of this date seven OVL R members have taken the plunge into the electronic world and plugged into other Land Rover enthusiasts from around North America, Australia, and the United Kingdom. From time to time, excerpts of the more interesting messages will be reprinted in the newsletter. For non-local Ottawa dialing area OVL R members with access to Compuserve, Genie, or the InterNet, you can be added to the mailing-list by sending a mail message to land-rover-owner-request@stratus.com. Local OVL R members can access the mailing list by dialing my system at 723-6115. Beware, as in the words of one OVL R member, Dale Desprey, "It is addictive..."

The miscellaneous part number for the month is for a block heater for the 2.25l engine. At approximately \$25 they can be obtained at Canadian Tire. The Canadian Tire brand heater is actually a Tremco, so the sometime questionable quality generally found at Canadian Tire will not be a problem. The Tremco part number is 2200015. A useful addition if the leaking oil precludes the use of propane torches to heat up the block in the middle of January or February. For those who wish to know where it would hide, the block heater installs slightly below the rear exhaust port. Be warned, removing an old block heater or the plug may not be for the faint of heart. They can really be wedged in there.

FOR SALE:

A lean month for parts and vehicles for sale. If you have any Land Rover items that you wish to sell, drop a note to the club address above, or leave a message at one of my phone numbers below.

1961 Land Rover Series II 109" Pickup Needs work, asking: \$3500 obo New: valves, seats (hardened) planed 1/8", rings, Weber progressive 2-barrel, locking hubs, rebuilt all hydraulics, seals. Needs: Transmission work (3rd, 4th not working) Minor electrical problems not sorted out, Wind screen wiper motors. Contact: Mark Moore, 325 Broadway, Boulder CO or: moore@fsl.noaa.gov (InterNet)

THE LAND ROVER FREQUENTLY ASKED QUESTIONS (FAQ)

Over the next several months, the Land Rover FAQ from the InterNet will be published here part by part. While some sections will contain fairly dry technical information, it may be information that some members have never seen before, or have not had access to. This FAQ had been written by Ted Rose and myself, based on an original text file by TerriAnn Wakeman of California. Numerous other individuals on the mailing-list have supplied comments and suggestions. Comments and corrections are welcome.

LAND ROVER FAQ

last modified: January 4, 1993

archive site: /pub/sol/landrover.faq @ hoosier.cs.utah.edu

Original file: /pub/sol/landrover.ascii @ hoosier.cs.utah.edu
by Teriann Wakeman <twakeman@apple.com>

modified by: Dixon Kenner <dixon@fourfold.ocunix.on.ca>
Ted Rose <tr@fourfold.ocunix.on.ca>

=====

CONTENTS:

1. What is a Land Rover?
2. What Land Rovers were imported to North America?
 - Series I
 - Series II & IIA
 - Series III
3. Engines
 - Petrol (4 cylinder)
 - Diesel
 - Petrol (6 cylinder)
4. General Maintenance
5. Things to look for when shopping for a Land Rover
 - Checking under the Land Rover
 - Starting the engine
 - Test driving
 - Land Rover extras
 - Value
6. Specifications
 - General
 - Capacities (fluids)
7. Chassis numbering
8. Magazines & publications
9. Clubs
10. Parts
 - USA & Canada
 - Great Britain

Part One: Introduction: What is a Land Rover

Land Rovers are true classic roadsters with a removable hard top (or soft top) and removable metal side curtains. Land Rovers have an aluminum body with a steel frame, bulkhead/firewall and front (holds radiator). The tops are bolted on. The front doors have side curtains that unbolt. Full metal tops, pickup metal tops and canvas tops are available. The engine, while underpowered, has been described by pro mechanics as seriously overbuilt. The car was meant to survive the charge of a adult bull rhino and be field-stripped in the jungle with essentially a screwdriver and a crescent wrench.

Land Rovers have more charisma in its lug nuts than most cars have in their whole body. They are not very fast, don't have all the comforts for a city new car driver and they are noisy inside. If you get one, you will have to deal with people going ga-ga over it in parking lots, frequent honks from strangers and people staring at your car as they drive past. You also have to deal with people who think it is a Japanese imitation Land Cruiser. Not to worry, owning this khaki coloured monster generates fierce loyalty and enthusiasm among the converted.

INTERESTING EXCERPTS FROM THE LAND-ROVER MAILING-LIST

Subject: British Police Lose to Range Rover
Message-ID: fourfold.lro <land-rover-owner mailing-list>
Date: Thu, 2 Dec 1993 14:17:39 -0500

Blues Brothers, UK style ...

I don't know if anyone read a story in their Saturday morning tabloid about a 3 hour chase around High Wycombe and surrounding towns which resulted in 9 [NINE!] police cars being totalled by three joyriders in a Range Rover. What was printed in the papers was pretty astonishing (for many reasons); however,

it's not quite the full and unexpurgated story.

I live in Wycombe, and about 0200 on Friday morning I was woken up by a jellywopper hovering low over my house and waving a searchlight about in my general direction; obviously the police, and it worried me enough that I went and dug out my old FM airband radio to see if I might discover what kind of gun toting psycho they were looking for in close proximity to my front garden. As a result, I listened into the whole incident in it's un-glossed form; the police don't come out of it smelling of roses.

The lunatic driving the Range Rover was obviously an excellent driver; bloody good job, too, because if he hadn't been he would surely have been through the side of someone's house, the speeds he was being chased at. As it was, the only thing he hit all night were police vehicles, all of them deliberately. After three hours every high-speed traffic jam sandwich for miles around, including the local armed response vehicle, was a pile of twisted metal. The police were reduced to following in their bottom-of-range Astra panda cars, or more accurately hiding from the Range Rover which had gone from pursued to pursuer; I heard one car calling in an asking if it was safe for him to drive up the A40. As soon as the helicopter ran out of juice, they lost the Range Rover...

The Metropolitan plod come out of this really well (not); they wouldn't lend Thames Valley another helicopter to continue the pursuit. At no time during those three hours did they apparently think of calling up Range Rovers, or Landy Discoveries from adjacent areas to ram or box in the Range Rover; instead they just aimlessly chased it around the area at breakneck speed. If they couldn't catch it, why on earth were they chasing it and risking their, the thieves, and many other peoples lives in the process?

Anyway, the newspapers DIDN'T mention that not all of the police vehicles were trashed by hitting the Range Rover; at least two of them hit each other in severely embarrassing circumstances, and a third very expensive traffic car, provided like the others by the polltax payers of this fair county, disappeared down a bunker on the 18th fairway at Flackwell Heath Golf Course while pursuing the Range Rover thereupon.

What really concerns me, though, is the police justification for the whole incident. The car sped through a speed trap in Wycombe; fair enough, I wasn't listening to the chase then. The police also allege, in the paper, that 'The three occupants of the car could be seen taking drugs while they were driving along'. I presume that this is designed to lend weight to the police argument that apprehending these people was worth the risk to life and limb, not to mention the entire new vehicle budget for Buckinghamshire this year and next. But all I can say to that is 'B*ll*cks!' The police couldn't even see their faces well enough to describe them, let alone 'see them taking drugs'. Unless they were shooting up with their arms out the window, I don't know how they could have. A Range Rover is four feet above a cop car anyway, so they'd have a job seeing anything going on inside, and the way this guy was driving, it was very unlikely he was on anything except, just conceivably, speed.

Besides, I was listening to the whole thing and I didn't hear drugs mentioned once in all of the commentary or discussion from the police in the two hours I was listening. My conclusion: They're making that bit up. Inspires confidence doesn't it?

You couldn't have made a film about this; this is High Wycombe, not Hazzard County. What exactly do we pay our police for? Is it enough that they risk their lives, as they clearly were here, or do we require that they do it competently, and to a purpose, and cost effectively, without risking our lives as well? Or perhaps it is that they behave like the Keystone Kops, as they did on Friday morning... And what, dear reader, would have happened if any really significant crime had been committed in Bucks on Friday morning, while the ARV, and most of the other Police Cars were gaily sticking out of the scenery in and around the High Wycombe area?

The final result of this sorry debacle, of course, is that the driver of the Range Rover is going to be a real hero among his friends. After all, Smokey and the Bandit has nothing on him... even I can't help but have a sneaking admiration for the little toe rag, so his peer group will have no trouble. We will now be invaded by hoardes of his pals, probably less able than him, all keen to be a hero like him. People will be injured, or even die as a result of all this. No doubt the police will then bleat about how they need more resources and more powers and more this and more that... how about new commanders, new training, new objectives and new brains?

From: Bruce Harding <Bruce_Harding@ccm.hf.intel.com>
Newsgroups: fourfold.lro
Subject: Window Channel Replacement

I'm about to replace the window channels on my 88" LR. The PO had purchased all the window channels but not installed them. I'm tired of looking at the moss that's growing in them. It appears that to get the front channels out you need to drill out the 2 rivets that hold the window lock in place. Are all the channels screwed in? The only holes I see on the new channels for screws is the channels that go in the back side window. Any hints or advice is welcome.

Thanks,
Bruce_Harding@ccm.hf.intel.com 1970 88" Series IIa

From: Mike Rooth <M.J.Rooth@lut.ac.uk>
Newsgroups: fourfold.lro
Subject: Window Channels

Bruce,

I came up against this job about a year or so ago,so here goes. Incidenatally,my 88" is a hardtop, not a Station Wagon, so back windows are a mystery to me, I haven't got any....yet! Drillout the window locks. I reckon you *could* just manage without, but it probably isnt worth it.

Do ONE SIDE AT A TIME. Important, this, because you have then got the other side for reference. Also, dont rush it. Allow plenty of time, and no distractions. Forgive me for stating the obvious,but it *is* a fiddly job, and the next stage depends on the last,so to speak.

The channels are held in by small self tapping countersunk screws. Scrape off the crap in the old channels until you find them, and try to get one out intact so you can go and get some new ones. You will be very lucky to get them all out complete and suitable for re-use.I would recommend slot headed screws, not phillips or posidrive. Within reason, the smaller the better. Must be C/S head to clear the glass, when screwed into the new channel. Take off the alloy glazing strip at the front of the fixed glass.

Remove the top old channel. You will probably have to drill out the screws,or knock the heads off, or something. You should now be able to remove the glass,and with luck, get the other channels out in suitable condition to use to measure the new stuff for length. This is assuming your new stuff is in one long strip. If already cut to length, well and good.Be careful when removing the aluminium spacer strips, they have to go back in. Mark them "top" "bottom" etc as you get them out, with pencil or whatever, for reference.

You need two drill bits,one tapping,one clearance for the self tappers. Start by replacing the fixed glass, going through the new channel and door with the tapping size drill, removing the channel and opening out the small hole in it with the clearance size. Bed each piece of channel in sealant, clear if possible,and screw the screws right down so they clear the glass. I didn't use sealant and wish now that I had!

Don't forget the alloy packing strips,they should be in place as you drill through the new channel, and will have to have their holes opened out like the channel. Finish off with the vertical rear piece, the sliding window shuts into this bit,and its easier to get a snug fit if you do it last. If in doubt, refer to the other side. Hope this helps a bit. Best of luck, and draught free motoring!

Cheers
Mike Rooth ('70 11A 88")

Regards from the Newsletter editor:

Dixon Kenner (613) 723-6718 (h)
(613) 951-3232 (w)
dixon@fourfold.ocunix.on.ca