



Box 101, Winchester, Ont., K0C 2K0

G'day eh.

April/89

FLASH, NEWS, BULLETIN...Land Rover is returning to the Canadian market--and it could be as early as next year. That's the official word from Isu Regotcha at Land Rover Exports ltd in Solihull. In a letter to OVLR president Robin Craig, Mr Regotcha said the decision to return to the North American market is based on the continued popularity of the four-wheel drive trend and the growing strength of Range Rover sales in the US. We are attempting to get more information on the move and will let you know as soon as we hear anything.

By the time you get this, the annual maple sugar-athon at Vern and Linda Fairhead's will be sweet and sticky history. With pancakes, bacon, sausages and plenty of hot coffee to wash everything down, April 9 got spring activities off to a great start. The day is rapidly becoming the social event of the season up Shawville way where the Fairhead's farm lies nestled among the maples and hills of the upper Gatineaus. There was lots to see and do from Vern's mobile lumber mill to his steaming sugar shack, the stocked trout pond and the ever-present BOG that constantly beckons the overly-optimistic Land Rover owner. Lotsa pictures were taken so we'll have some good show and tell come slide night.

Speaking of show and tell, 17 members recently spent a sunny afternoon at the Dowell brothers' Manotick hideaway munching donuts and learning all about the complete Land Rover rebuild. After finishing work on an 88-military frame, springs and running gear from Bob Wood's supply, an engine rebuild, footwell kits and lots of paint, Jason invited members in to look at his handiwork. With a slide show to explain how things went together, Jason detailed the work and the costs to date. There's still the Series-III body and electrics to do but Jason expects his re-vitalized shortbox will be on the road by mid May.

The exec is gearing up for our garage sale Saturday, May 13. It's designed to raise money for club equipment and help offset the high cost of some events like the summer birthday party and Christmas gala. We need your contributions. Books, knick-knacks, old tools, furniture, skates, aunt Penelope's girdle, anything you can spare that might sell. We've already collected a couple of lamps, a stereo and a rug. If it's valuable, you set the price and we'll share the profit. We'll even pick up. The phone committee will be contacting you. Be generous. The next member in a panic who finds refuge in the club Porta-Potty could be you.

Editor McD is on the west coast for two weeks. He plans to meet with ALROC president Harold Huggins and friends at Roverlanders of BC while on the mainland then look up Ron Low and the Island Rovers during a short stint in Victoria. We'll have trip hilights in the next newsletter.

Unleaded gas and Land Rovers--a new life or a slow death? That's the question we've been asking everyone from Land Rover Ltd and Environment Canada to professional mechanics and backyard handymen. The answer---don't worry, be happy.

Our trusty Land Rover, with its 1930's technology and low rpms, might actually benefit when leaded fuel disappears from the market in December, 1990. An extensive study by the Transportation Systems Division of Environment Canada shows the greatest danger in using unleaded fuels in engines designed for leaded gas occurs when the machine is used for long periods at high speeds under heavy loads. Undoubtedly, there are places in the world where Land Rover does just that. In Canada today however, our favorite vehicle is usually awarded the leisurely pace of a senior citizen out for a Sunday Drive. Under these circumstances, switching to unleaded fuel is more likely to bring advantages than drawbacks. Without the harmful deposits left behind by leaded gas, spark plugs last longer, exhaust system corrosion is greatly reduced and, in many cases, the exhaust valves that are at the centre of concern in the debate, will actually operate more efficiently.

Lead was introduced into gasoline in the 1920's to raise its octane level and reduce pre-ignition as the air/fuel mixture is compressed in the cylinder. Pre-ignition, also called ping or knock, causes the mixture to explode before the ignition cycle is ready. When that happens, it's much like a madman taking a hammer to the pistons, valves and related engine parts. It's not good.

But there's another reason for leaded fuel. The oxide and sulphide deposits from leaded fuel form a cushion between the exhaust valve and the valve seat, thereby reducing wear. New refining processes and additives other than lead have dealt with the octane problem in today's engines but it's the loss of the valve cushion that has raised concerns among owners of lead-designed engines.

At highway speeds a Land Rover engine could be turning four thousand rpm. That means each exhaust valve is slamming into its seat two thousand times a minute. Ordinarily that shouldn't cause a problem. But under a heavy load, running at high speed for a long time, the heat buildup and pounding can cause tiny bits of the valve or seat to actually become welded together. When the valve opens, the weld is torn apart. It doesn't take long before the valve doesn't seat properly and hot gases start to blow past, further damaging the valve and seat.

But that's the worst scenario. Environment Canada's tests showed it only occurred in rare circumstances and usually in heavy duty equipment. After looking at the technical specifications for Land Rovers in Canada, one of the experts involved in the government tests said he would be surprised if the use of unleaded fuel had any harmful effects on our beloved vehicles.

If you're still concerned however, there are several things you can do. Fuel enhancers added to unleaded gas each time you tank up are already available in auto supply stores. If you're planning an engine rebuild in the near future you might want to have the valve seats induction hardened at an engine machine shop. A third method might be to purchase premium valves and seat inserts. The valves are available through some of our Land Rover suppliers but you'll still need a machine shop to install the inserts. The higher grade valves and seats bring the engine more into line with today's vehicles designed to operate on unleaded gas.

One other thing. You may have to fiddle with the timing a little if you find some pinging but that's not a major problem. After all, Land Rover has always been designed to run on just about anything you can get into the tank.

So that's the story. Our Land Rovers are safe and may actually benefit from unleaded gas. As far as their owners go, any action that reduces the million of tons of lead spewed into the air daily has gotta be good for us all.

...3

NEWS...VIEWS...STORIES...WANT ADS...TALL TALES...OUTRIGHT LIES...FOR SALE...GOSSIP...

*Them Dowell boys is a-gettin ready to unveil their rebuilt Series-1/86. Several years in the doing, the little darlin' was rolled out of the paint shop the other day and she's a beauty. Rumours of a champagne coming-out party abound.

*John's Military Surplus in Pembroke has a great deal on five-by-eight sheets of Ripstop nylon in army green. They go for \$5 each, have double stiched hems with grommets and can be zipped together.

*Remember the Roverlanders surprise from last month's newsletter? Well, forget it. It didn't arrive.

*Lucas electrics got you down? Local repair shops laughing at your pleas? Well take heart. Enter Vince Electric Service at 335 Catherine St., 230-0853. Yes there really is a guy named Vince and he really does like to work on Lucas stuff. And best of all, he's familiar with Land Rovers,

*McD has purchased front and rear sets of springs from Bob Wood's supply. They're the military lightweight version and McD plans to put them on his Series-1/86. His standard versions have faded badly since they were new five years ago.

*The pix of the neat 109 on the back page is from a data sheet obtained by prez Robin. It's for the Australian army and is powered by a four-cylinder Isuzu diesel engine delivering 66KW at 3200 rpm. Torque is measured at 245 Nm at 1900 rpm.

*George Charron is looking for an overdrive.(isn't everybody) George and son Greg have their little 88 all cleaned up and lookin' good.

*Al Pilgrim, also known as Bates the un-event co-ordinator, was allegedly helping out at Vern Fairhead's prior to the maple rally last week when he found himself on the list for Lugnut of the year again. It seems his task was to drop little pails by several hundred trees in Vern's maple forest in preparation to collecting the sweet nectar. Expecting a hearty 'job well done' from Vern, he was somewhat dismayed when the boss arrived, looked around, sighed deeply and said:'I meant just tap the maples Al, just the maples''. Anyone for popular syrup? Perhaps a little basswood sap? How about some white pine gum?

*Harry Blight is still looking for Series-111 front headlight panels. (Sorry, Harry's name is actually spelled Bligh but the other way seems more apropos somehow.)

*Attached is a little tune-up chart to help get the old girl running now that the nice weather is here. The specs are for the 2-1/4, four-banger, 88 and 109 because they're the most popular here. We have specs for all models so, if you need something that's not on the chart, call McD (224-8300) and he'll look it up.

*And here's an update for that page one news flash. Happy April Fools. Did you really believe 'Isu Regotcha'?Spell it: 'I sure gotcha'. Anyway it was prez' Robin's idea. He made me do it. What can you expect from a man who drives an Isuzu.

That's all for now.

Prez Robin 738-7880

Treas Lyne 774-2395

Editor McD 224-8300

VP Walt 770-4993

Sec Harry 774-2395

TRUCK, CARRYALL, LIGHTWEIGHT, SENIOR COMMANDER, FFR, WINCH, MC2 — LAND ROVER 110

TECHNICAL DESCRIPTION

