

1016 NORMANDY CRES., OTTAWA, ONT., K2C 0L4

G'day eh:

March 10/92

FIRST THE HEADLINES: Robin's Ramblings has news on Lightweights and Land Rover parts swapping, there are 88 and 109 frames available, more news on the Maple Syrup Rally, we have highlights from LRO, TALR and some factory publications, pix of the North American 109 and lotsa other stuff.

Now the details: Alright, OK, so we got sucked into thinking Spring was just around the corner. So maybe the return of Winter weather is a little depressing. Who cares? The extra garage time means there's no excuse for not having the Old Dear in perfect condition...when the nice weather finally gets here. How's that for snow-bound optimism.

On the home front, plans for the Maple Syrup Rally call for us to meet Sunday, April 12 at the Westgate Shopping Centre, Marivale Road at Carling for a 9am SHARP departure. We'll travel to the Shawville area country home of Vern Fairhead to welcome the season with our first outdoor event, the annual eat-till-you-burst, face-stuffing maple syrup breakfast. Beginning around noon, Chef Harry will serve up the traditional feast of sausages, french toast, beans and hot coffee before we pack off for a little exploring and woodlore. We'll also be helping Vern gather maple sap, boil it down and can it. Cost is \$7 for adults, kiddles under 11, four bucks. Any questions, call Jason Dowell 798-0038.

The Spring newsletter from the Toronto Area Rover Club heralds its busy events season. While many of its activities are shared with us, they have a busy and varied series of events up Toronto way. Things like trail-blazing in Wingham, Ont., the Ancaster Fleamarket and British Sportscar Club, trips to Manitoulin Island and an off-road trip in Cambridge. If you're interested, why not subscribe to TARC. It lists lotsa "for sales and wanted" stuff too. Send \$15 to Toronto Area Rover Club, 148 Westminister Dr., Oakville, Ont., L6L 4H6. Speaking of the Toronto club, newsletter editor Marko Stafanovic has a plan to import frames from the British base in Alberta. He's offering 109 models for \$600, 88 lightweights for \$650 and lightweights with the bulkhead outriggers extended to fit the standard 88 body for \$750. All prices are FOB Toronto. Call Marko at (416) 825-8662.

Land Rover Owner magazine is in the clubhouse and the March edition features an article on some little-known truck bodies that never got into production. The Land Rover Story concentrates on the 80-inchers and OVLK/TARC stalwart Dave (aka Daphne) Lowe pesters the experts with mundane questions on yet another harebrained scheme. Remember the last one...the 88-cum-barbecue that self-destructed on 401 last year. Stay tuned. Our own "Mr Lugnut" might get a run for his money this year.

Speaking of Bates, when last we reported on the non-unevents coordinator, he had just returned from vacation in a rat-infested slum overlooking a toxic waste dump in Puerto Rico...but the plane fare was cheap. Well, the last of the lice have died, the body sores have healed and the twitching has almost stopped. He still smells a little funny but that's probably not unusual for someone who spent six days in a sewage lagoon. It didn't take him long to get back into shape. Whining about the need to do some "man stuff" at McD's garage, he was given what was thought to be the "unscrewupable" job of the year: Stick one end of the silicone tube into some heavy-duty battery connectors and squeeze. Next day, it took almost four hours to get the bearing grease out of the connectors. Bate's rationale: "All those stupid tubes look the same to me." Good thing we don't keep toothpaste in the garage.

FOR SALE...RUMOURS...HAPPENINGS...WANTED...FACTS...OTHER STUFF.....

*-Start collecting household articles for the annual garage sale. The phone committee will be calling sometime in April.

*-McD has returned from a visit to the West Coast and reports another vertical tour of the mountains with former OVL R prez, Neil "The Round" Brewer. Also spoke with the Hon. Harold Huggins and Oilleak editor Rhonda Wood. McD's now back at work replacing the upper bulkhead of his Series 1.

*-Joel Harris is selling bits from his 109/12-seater basket case.
~~(613) 993-0648~~

*-First notice to reserve the weekend of Aug. 1-2 (probably Friday to Monday) for the annual trek to visit friends at the Rovers North rally in Westford, Vermont.

*-Chris Haines of Syracuse, NY still hasn't sold his 1958 Series 1/109. The pickup model, originally used as a troop transport in Egypt, is right-hand-drive and in "pretty good shape", says Chris. Asking \$2,000 (315) 428-8821

*-And Bob Wood is STILL looking for a Series 111 windshield---the hardtop version . And of course, the endless search for a Series 2A grill.

*-The latest Canadian Series One Club newsletter is in the OVL R library. It's got a nifty article on the Series 1 Fire Engine. \$15 a year gets you six newsletters and info on where to find those hard-to-get bits. Call (705) 639-2518. Dave and Nancy.

*-Some Land Rover company publications also available at McD's: "Torque", the organ of the Rover Group, and "Land Rover News", published by the External Affairs division at Solihull, come several times a year.

*-Next OVL R meeting is Wed, April 1, 7p.m., Riverside Plaza Eatery. Hunt Club and Riverside.

That's all folks

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Events Co-ord Nancy Fuller
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*****see Maple Svrup map on back.*****

Robin's Rover Ramblings From Solihull and Beyond

So, my piece last month on a new production run of lightweights has stirred a few people up! First of all yes I made a mistake, the lightweights were produced into the 1980's and not the end of the 70's, thanks to Mark at Rovers North for that.

I called our super sleuth in the military Land Rover field, OVLR'S own Bob Morrison, and put him in the picture on the story. Well he put calls into various people at Land Rover and other companies and got some interesting reactions. At first people were really keen to help him as usual but then suddenly dried right up after further questioning. Not even the usual reply of " I cant talk about that".

So after alot of hard work by a number of people we are sure of a number of facts. 1. Craddocks were sold two Lightweights not bearing the Land Rover badge that were made from original parts. 2. Land Rover can not be in the dark when another company buys enough parts in one go to put together over 50 complete vehicles. 3. Britpart in the UK was the firm who assembled them. 4. Land Rover denies any knowledge of any production run outside the factory or inside for that matter. 5. Because these were made for export as the result of a backroom UK government deal any mention of this in any British publication would result in a "D notice" being issued and all the copies of that publication would have to be pulled from the shelves instantly. As no publisher wants to loose a months revenue we will not see this issue brought up in any of the UK 4 X 4 publications.

SHOULD ANYONE AT LAND ROVER OR ANY WHERE ELSE WISH TO DENY THIS STORY THEY HAVE ONLY TO CALL ME OR WRITE TO ME C/O OVLR.....

Anyone wanting to buy any used Land Rovers should contact Paul Socholotiuk in Toronto. Paul has a number of vehicles for sale and he can be reached on 1 416 366 3633 during the day or 284 7103 in the evening. Exactly what and for what price I'm not sure, but knowing Paul it will be interesting!

Also in Toronto is Daphne (David to his friends) Lowe, at the moment he is working on building up a 109". Not that unusual you may say, well it will be by the time he gets finished with it. This is going to be a V8 powered automatic gearboxed vehicle. David is going to use a modified transmission system from Ian Ashcroft in England.

On now to the military trailers, so far I have not any more interest in them and will be closing the file on this one really soon unless I get a response from some more of you.

Those of you attending the Maple Syrup rally be sure to bring your Land Rover with you, I'm putting together a piece for Land Rover Owner magazine on OVLR and will be using this event to round out my photos of the club, somebody suggested I try Neil Brewer a he is quite round, but I thought that was a cheap shot! Hi Neil!!!!!!

LAND ROVER PARTS INTERCHANGEABILITY (part 1)
ORIGINAL PIECE BY JOHN CRADDOCK IN JULY '87 ISSUE OF 4 X 4 MAGAZINE

ENGINES:- In this category I'm going to deal with four engine types and ignore the six cylinder petrol unit

2.25 litre petrol and diesel engines will fit into all series ones, providing Series 1 engine mounts are used, the radiator bottom hose is re-routed, and the gearbox bell housing from a S2 or S2A suffix is used. No other mods are required.

These engines will also fit into Land Rovers manufactured with six cylinder engines. But only with alot of work, ie brining forward the gearbox and transfer case using a bell housing from a four cylinder of the same vintage as the engine. Replacing the propshafts for units from a four cylinder vehicle. Also fitting and welding new engine mounts from a four cylinder to the chassis. And dont forget some re routing of that bottom radiator hose.

The old trusty V8 will fit into all Land Rovers as long as you use a suitable conversion kit, of which there are plenty. BUT this conversion involves bulkhead and chassis cutting and modification. Also the strain put on the the rear axle half shafts can be too much. If done properly and the follow effect from an upgraded engine taken into account in the conversion this can really provide a truly power Land Rover. Lastly VM diesel turbos will fit all Land Rovers but again need the suitable conversion kits.

GEARBOXES:- Land Rover gearboxes have in general proved to be less robust and well designed as later series have been introduced. The most recent series 1 versions are generally felt to be the best. Unilateral swapping here is not possible:-

1. Series 1 gearboxes fitted to vehicles made between 1948-53 can not be used for later vehicles.
2. Gearboxes from vehicles produced between 1954-64 will fit 1948-53 Land Rovers provided the latter bell housing is used.
3. Gearboxes made between 1958-71 are interchangeable when used with the 2.25 litre petrol or diesel engines.
4. Gearboxes fitted to six cylinder engined Land Rovers made between 1967-71 can be fitted into 1954-58 Series 1's without any modification or alternate bell housings.
5. Gearboxes fitted to Series 3 Land Rovers will fit any 2.25 litre engined vehicle made after 1958 up to 1984, as long as the clutch pipes and slave cylinders from a Series 3 are used.

All transfer cases are interchangeable except for the type fitted to the 109" 1 ton land Rover.

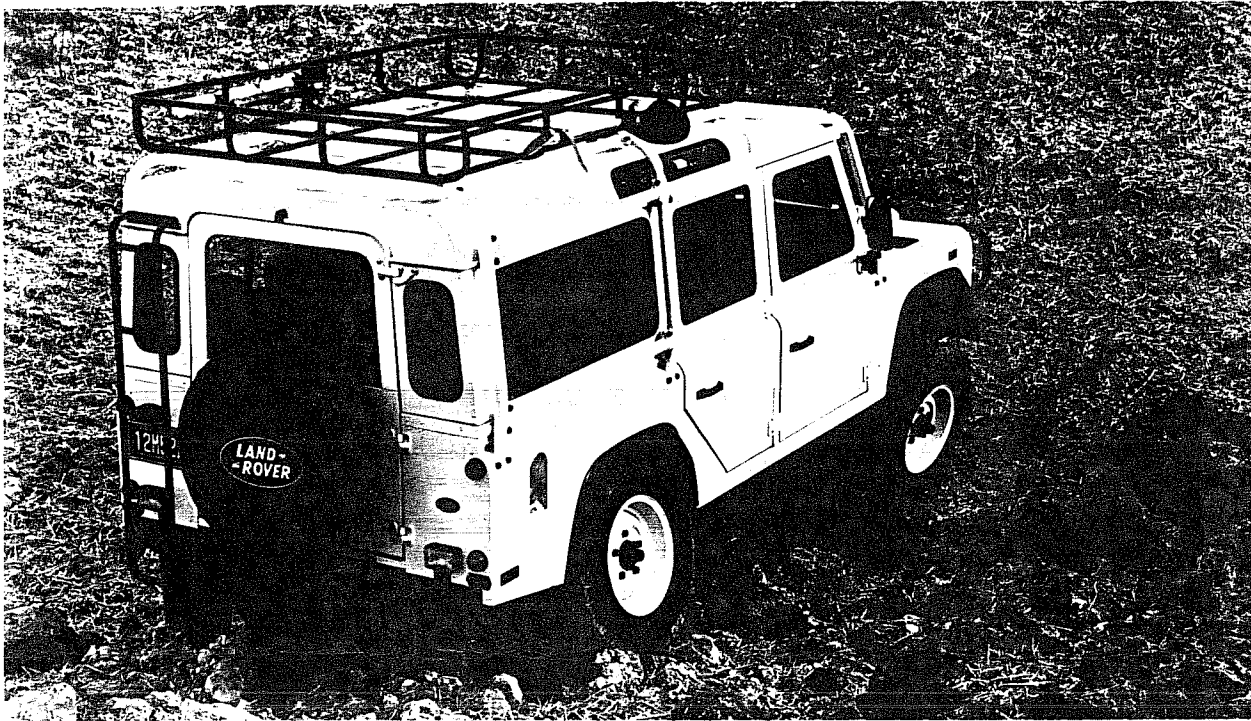
So until next month, I'm outa here.....Robin Craig 613 738-7880

*. WITH APOLOGIES TO KEVIN BUNTON. (Hrk hsk)

--- Ed,

NEWFIE MEDICAL TERMINOLOGY

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| ARTERY | THE STUDY OF FINE PAINTINGS |
| BARIUM | WHAT YOU DO WHEN C.P.R. FAILS |
| CESAREAN SECTION | A DISTRICT IN ROME |
| COLIC | A SHEEP DOG |
| COMA | A PUNCTUATION MARK |
| CONGENITAL | FRIENDLY |
| DILATE | TO LIVE LONGER |
| FESTER | QUICKER |
| G.I. SERIES | BASEBALL GAME BETWEEN TEAMS OF SOLDIERS |
| GRIPPE | A SUITCASE |
| HANGNAIL | A COATHOOK |
| MEDICAL STAFF | A DOCTOR'S CANE |
| MINOR OPERATION | A COAL DIGGER |
| MORBID | A HIGHER OFFER |
| NITRATE | LOWER THAN DAY RATE |
| NODE | WAS AWARE OF |
| ORGANIC | MUSICAL |
| OUTPATIENT | A PATIENT WHO HAS FAINTED |
| POSTOPERATIVE | A LETTER CARRIER |
| PROTIEN | IN FAVOR OF YOUNG PEOPLE |
| SECRETION | HIDING SOMETHING |
| SEROLOGY | STUDY OF ENGLISH NIGHTHOOD |
| TABLET | A SMALL TABLE |
| TUMOR | AN EXTRA PAIR |
| URINE | OPPOSITE OF YOU'RE OUT |
| VARICOSE VEINS | VEINS THAT ARE VERY CLOSE |



NORTH
AMERICAN

'109"

NOTE EXTENSIVE
ROLL CAGE

(IF YOU CAN
SEE IT.)

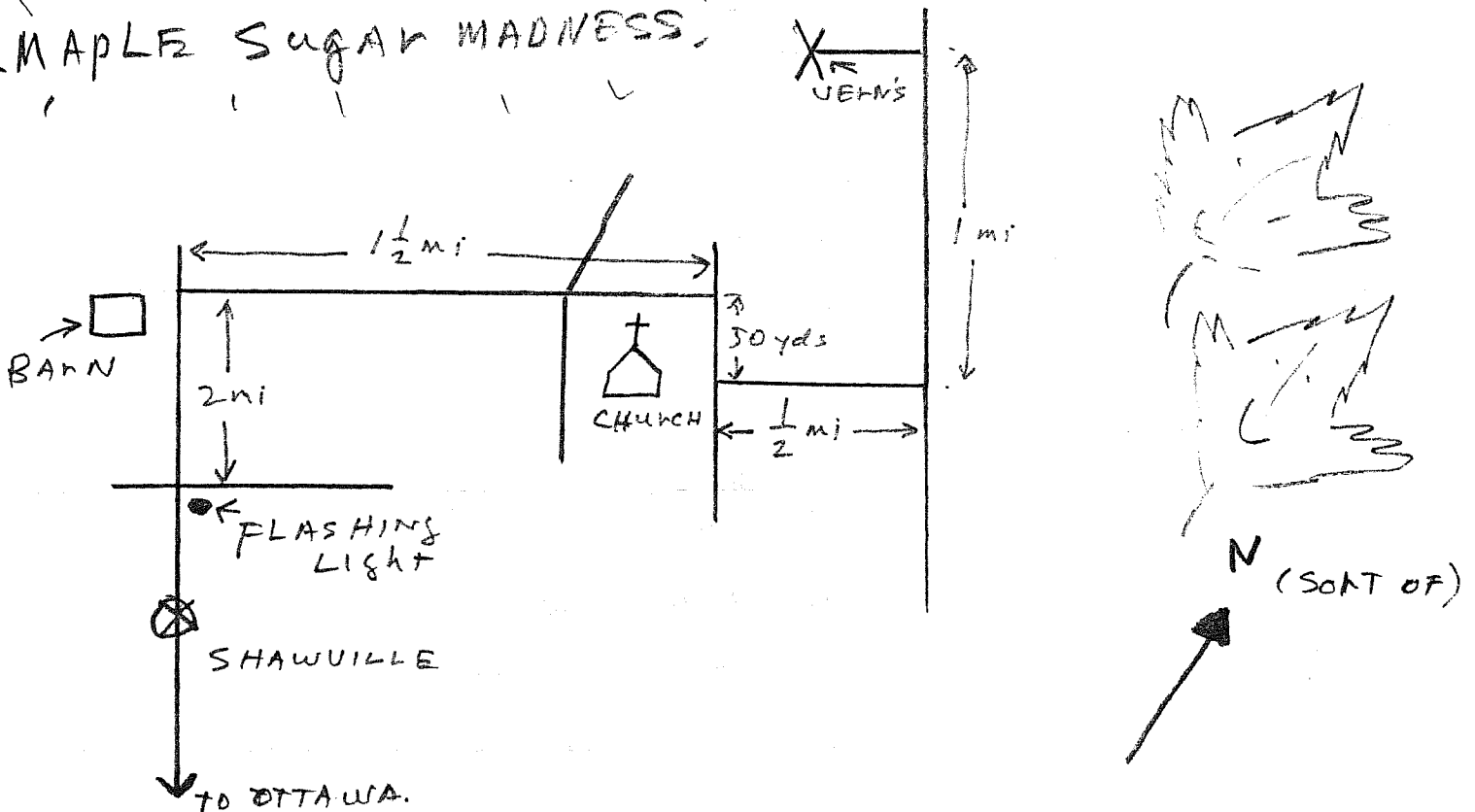
Bully for the Toronto Range Rover dealership on Bay St.

I love this dealership's "buy something" ad.

The copy reads: "Our preference of course would be that you buy a Range Rover. But if that's not in the cards, buy a microwave. A basset hound. Theatre tickets. A Tootsie Roll. Something. Because if we all wait for the recession to be officially declared over to start spending again, the problem will simply keep feeding on itself. As for us, we're making a start. We bought this ad."

Francis is the editor of the *Financial Post*

MAPLE SUGAR MADNESS



* DISTANCES IN MILES