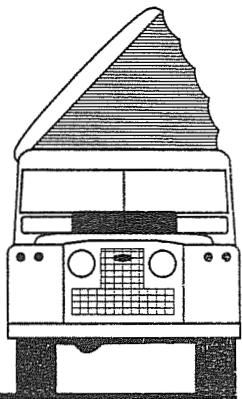


OTTAWA VALLEY LAND ROVERS



Volume XIII, Number 9

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





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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.

OVLR 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 OVLR Web site:

<http://www.ridgecrest.ca.us/OVLR/>

The Ottawa Valley Land Rovers Newsletter

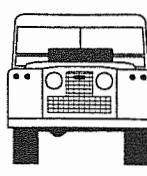
is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

Deadlines: Submissions to the OVLR 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 OVLR newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVLR newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLR, 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

September 16th Social at the Prescott

September 21 British Invasion VI in Stowe Vermont.

September 28th Annual Frame Oiler

Your chance to get all those rusty bits ready for the ravages of the winter salt. The location is the same as last year (the Hart's), the price is the same (\$25.00), the trailer may be there for food. For further details, give Roy Bailie a call at 523-5740 (h) or 831-3397 (w)

October 7th

Executive Meeting

Phone Jason Dowell (595-4593) for a location and time.

October 6-7

ROAV 3rd Mid-Atlantic Rally

See Non-OVLR News for details

October 13-14

BSROA Fall Heritage Rally

See Non-OVLR News for details

October 21st

Social at the Prescott

The OVLR Newsletter

Ottawa Valley Land Rovers Newsletter

September, 1996

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Cover: Roy Bailie in the beaver pond. photo: Spencer Norcross

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Treasurer: Janet Dowell (819 827-2932)

September 10, 1996

Greetings,

August saw a bunch of small informal gatherings, which precluded any OVLR events, so not big reports on what is going one. The next couple events that members may wish to consider are: The British Invasion in Stowe Vermont and the Annual Frame Oiler at the Hart's in Kanata.

The Frame Oiler will be taking place on Saturday, September 28th at the Hart's in Kanata. Starting time is 9am, but don't be surprised if there are already people there by then. If the back field at the Hart's is too wet, the location may be moved to the upper field, or to Kanata Collision. The cost remains the same as it has been for the past several years. \$25 includes lunch. I am informed by the event organiser, Roy, that the club trailer will be in attendance. Roy has also arranged for the rather large compressor, display ramps, etc. to be brought in so we can do a pair of Land Rovers at the same time. For those not familiar with this annual event, this is your opportunity to practice some do-it-yourself on your Land Rover and give it a nice coat of oil undercoating for the winter. A good idea, even if it is going to be sitting around.

What should you bring? Bring, or wear, clothes that you do not mind getting a bit oily. You are responsible for spraying your own vehicle, unless of course you can bribe someone else to do it for you. Bring a clean Land Rover. The oil sprayed on the frame will be more useful if it is in contact with rust and not caked on mud. Remember to clean out the inside of the frame while you are at it.

How to get there? Several ways. Take the 417 to March Road. Go north on March Road until you get to the Dunrobin turnoff (at the stop lights where March Road turns west and heads to Almonte). Turn right at the stop lights. Follow Dunrobin Road for approximately one mile. You will see Harwood Road on the right. The Hart's home is on the right shortly after you turn onto Harwood. Look for the OVLR sign.

If you want more information, give Roy Bailie a ring. He can be reached at 831-3397 during the day, 523-5740 by night

The British Invasion at Sotwe Vermont is a large static car show of some 500-600 British cars. Generally about 40 or so Land Rovers appear and make a nuisance of themselves, not really fitting in with the pristine Jags and Bentleys with owners polishing the inside of their tire treads (really!). Saturday is "show" day with probably 300-400 cars displayed next to the "polo" field - participant's choice judging and a concours d'elangance judged by blazer'd "pro's". A flea market and vendors surround the car show. A fairly extensive "car corral" with many different types of British cars for sale ranging from Hillmans to Jag's and even the odd Rolls Royce is also present. Sunday has the tail-gate picnic competition. New this year are English sheepdog and falconry demonstrations. A polo match will also be held. Stowe is located a little over an hour's drive east then north of Burlington. You can either take interstate 89 or local highway 2 towards Montpelier. Turn left at crossroad 100 and Stowe is about 15 minutes. Depending upon what direction you are coming from, your route may vary. If you come through New York state, the ferries across Lake Champlain are a nice touch (if the sun is out).

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

● Editor/Secretary type stuff: An interesting Executive Meeting for September. As a result of letters from Andrew Finlayson and David Meadows, members will find an inventory of club assets later in the newsletter. Some of these items are available on loan, some with a usage charge, others without. Financial statements will be available next month. Other news is that Mike has sold 1016 Normandy Crescent, so after thirteen years expect a change of address for the club in the near future. Again, thanks to the usual crew of Dale, Murray, Bruce, Andrew, and Bob for the last newsletter collation. We had tried for an outdoor stuffing, but mother nature intervened, hence some wobbly looking envelopes.

● Ever so often it is probably worthwhile to remind people of some of the other benefits members receive. The last one is a bit of a mind bender, but there it's correct:

- 10% discount on parts and service at Miniman in Stittsville, Ontario
- 10% discount on parts from Atlantic British Parts in Mechanicsville, NY
- Jobber price on goods from Bells Corners Machine Shop/Parts
- Jobber/industrial price on goods from Valley Hardware in Ottawa
- A 20% discount on parts at Four Wheel Drives (Blackburn South, Victoria, Australia)

● **OVLR Newsflash**, Today, Twins triumph, terrifically. (by Anonymous) It is with great pride & pleasure, that we at OVLR, announce to the membership, the birth of twins, to Jerry Dowell (one of the original six OVLR founders) & Janet Dowell (a recent OVLR convert) on this date. Mother & children reported well, the father is dumbfounded (not an unusual state of mind at the best of times)

At this time, the children's names have not been reported to this writer, sooo, not wishing the children to be known as "number one or number two" (the way many British navy types were, in every WW Two movie ever seen. See "The Bismark") Perhaps you, the reader, could assist them "Dowell" folk.

But, first a short history of the Clan!!! Jerry's father "Jim" is a Scotsman, born of the Highlands (See *Braveheart*) somewhere between the American Civil War (see "Red badge of courage") and W.W. One (See "Sargent York"). Apparently, Jusan, Jerry's mother, met Jim at a W.A.C. function, where Jim was serving bar wearing the regimental kilt. Jusan mistook Jim for a undeveloped lass and Jim aided this subterfuge for several hours before the truth came out. Sorry, that's all that can be said at this point.

Out of this unlikely meeting, Cupid's Arrow (knowing them Dowell boys, we suspect a sledgehammer) struck like a thunderbolt (see "Romeo & Juliet meet the Marx Brothers") and the two were wed (see "Father of the Bride"). Jusan, insisting that all Dowell offspring have an education, was coaching Jim, before they were married (see "The Helen Keller Story"), in the use of the Websters dictionary (see "English 101, circa 1950")... They had progressed as far as the "J"'s when the first child was born. Jim took this as a sign (see "the Crusades") and insisted all children born from this union must have a "J" in the first name. At the time, Jusan thought this was particular, but cute. Thus to this day, all of Dowell's are names, in order (Jimmy, Jennifer, Jeffrey, Jack, Jarry, Jason, Jane) (See "The seven little foy's"). This is the end of our press release (see "Front Page") but not the end. Unknown to OVLR, it has put up a prize, for a contest, also unknown, which might become the boys secret "OVLR" names. The Editor, unknowingly, will agree to publish some of the more clever entries and judges will be chosen to award the unknown prize to unknown winner. Now jemember, jis will be these Dowell boys only birth, so jet on board and become a part of their jegend. A clue to some "name" suggestions has been cleverly secreted in this article. Jay you in the newsletter. Unkown.

● A note from **Michel Bertrand**: It seems that he has done something bad in the past as the Girling Ghost is combining with LUCAS Inside to make his life a very interesting affair. Michel has been working on a friends 109 station wagon, one with the brake light switch in the pedel box. The original switch being toast, Michel ordered a new one, genuine Lucas of course. The switch arrived, was put in place, and what happened? The switch activated the brake lights when the pedal was untouched. Press down on the pedal and the brake lights promptly went out. Unlike Wade Zumbach, while sitting on the front steps, admiring the sunset, heard sounds like crickets, or sand being thrown, or something like that. Turning he noticed the tell-tale signs of a new harness shorting. Happily damage was minimal.

● From **Rick Grant**: VORIZO and I are back on this list after a month's absence during which we moved from Ottawa to Calgary. I swear that driving my wife's Golf across North America was a lot less wearing than the total 16 miles that VORIZO and I put in to, first; get delivered to the rail shippers in Ottawa. Despite having a year to get the beast into roadworthy shape it was only on the day before we had to leave Ottawa that I was able to get it through the roadsafety check in order that it could be licenced. Normally, an Ontario Safety Check is a pretty serious affair, although not nearly in the class as the British MOT. It becomes even more serious when you are trying to pass a 1959 SII that hasn't been roadworthy for perhaps eight years. Mightily did I toil for months getting the engine to run decently, installing seat belts, and fighting with an electrical system that defied for the longest time the best efforts of multimeters, schematics, reels of new wire and boxes of fuses. And then there were the brakes. But not to worry. By using the services of the local university's ancient languages department I was able to puzzle out some of the necessary procedures from the shop manual. "Proceed in a straightforward manner to remove" indeed. Much more valuable information came from back copies of the OVLR newsletter, (a must have), the OVLR Web pages, and of course I must say with affection, the Internet Land-Rover-Owner mailing-list.

So, on the penultimate day of the move, I drove an unlicenced VORIZO to a nice little hole in a corner garage run by an old time mechanic who vaguely remembered servicing SII's. Despite all the work, I hadn't been able to bleed the brakes properly. Accordingly, I asked old Bob to see if he could set the brakes up before doing the Safety, which he did. "Oh right." he says, slapping his forehead. Whereupon he pulls out the official form and right then and there checks off all the little boxes to certify the beast as road worthy, as in safe enough to drive through crosswalks and past playgrounds, the local daycare, while other humans are around, etc. Not being a fool, I jumped straight into VORIZO, dashed off to the licencing bureau and slapped on the new plates.

But then came the fun bit, the drive across Ottawa to the freight yards. During this drive I learned that unlike some Series Owners I won't freeze to death when winter comes. The original owner had been Shell Oil in Northern Alberta. The company had installed two powerful heaters. Unfortunately, somewhere along the years the shutoff valves for the heaters have frozen open. The exhaust pipe also passes so closely to the footwell and transfers so much heat that I'm amazed my shoes didn't melt. This all became evident on one of those Ottawa days when the Humidex was somewhere on the bad side of 40 degrees Celsius. By the end of that 20 minute drive I had to take in two notches of my belt and wring out my clothes. Halfway along this little trek across the steaming Congo I decided to top up the tank, never having put more than a few litres at a time into it during the reconstruction phase. Only after gasoline started to seep into the soles of my shoes at the gas station did I realize that there is probably a loose fitting somewhere between the filling pipe and the tank. And then, once I got going, I happened to glance at the fuel guage and learned that there is yet one more thing to be put on the list for overhaul. The guage is either stuck, or it has died, at the 1/8 tank mark.

So now, let's skip forward a couple of weeks to our new house in Calgary. A house perched on the highest, steepest, hill in Christendom with a driveway so steep that the 88 Calgary Winter Olympics could have used it for the ski jumping venue. The phone rings and the freightforwarders inform me that the beast is ready for pick-up. With more forboding than I've felt since the time Revenue Canada called me in for a chat about my taxes I went out to the railyards clutching toolkit and litres of brake fluid. Subsequently, for the next eight miles through the twisted network of highspeed highways that Calgarians quaintly call "trails" I pumped brakes and sweated under the combined onslaught of out of control heaters, blasting unshielded engine heat and nervous tension until I reached the mountain range we live on. Oh, what a terrible feeling it is to creep down hillsides when you really have no more faith in your brakes than you do in your political leaders. Yet, it wasn't all irresponsibility. The emergency brake works superbly and I knew I could rely on it in a pinch, although it's a hell of a dive to the floor for the handle. As well, I know how to double clutch into first. Neither was necessary. In the end we sailed up the driveway and into the garage like a swallow soaring into its cliff edge nest.

But wouldn't you know it. Just as I'm standing next to beast in the garage, about to brag to my wife about the fine reliability of our endless restoration project, I hear a sudden loud hiss and about a litre of coolant splashes onto the floor. I didn't have the heart to crawl under and see whether a hose had gone or whether it was just overflow from the radiator. It can keep for another day. It's enough just to have the old girl safe in her home.

● A note from **Keith Elliot**: Found a very interesting road/cow path last night very close to my home. The significant other and myself went out for a little ride last night just before the rain started (usual pass time, looking for Rovers :)) we came upon a nice little dirt road and decided to follow it and see where we would come out. Well you gotta remember here that we were in my Datsun 300 which has the ground clearance of a snake. As we drove this little road it started to pour rain and the vegetation on either side of us started to slowly close up the path. Well as I am always ready to do stupid things decided that what the hell lets keep going :). One leg ran up to a communications

tower which if I would have had half a brain I would have just turned around at and went home but not I!!! I had to see where the other end went. It turned out that I had to pretty much back all the way out because of 1) the mud that we were sliding around in 2) the lack of space to turn around 3) my car bottoming out on the bump on the path :). Might be interesting sometime for someone or 2 to take a ride down and see where this really goes. I know the first place I will be next spring in the Rover!

● Dale's diesel is sporting a new look. With much elbow grease (a day or so of disassembly, followed by three solid days of sanding, followed by days of reassembly) and lots of help from Roy, the 88" now has a nice thick coat of proper bronze green paint. Speaking of paint, Ted Rose's 88" has returned to the original colours it came with. Gone are the dark grey, black, and blue bits that used to be showing. Russell Wilson's 88 aka the Pig, is soon to follow Spencer Norcross and Dave Bobeck and get a new frame. Russ's current frame is about ready to head towards the great frame heaven in the sky. We should know when this is accomplished as Russ has a great supply of Caterpillar yellow paint and intends to paint the frame that colour. Speaking of Dave Bobeck, he's created his monster. After several hours of fussing and trying different connections and swapping batteries and buying solenoids, he finally got his engine started again. After exactly four months (April 27th), the Green Car finally moved under its own power.

● We were going to put Ted Rose in here for a Lugnut nomination (Oh, so many have tried for years to catch him at anything), but what he did will have to wait until later in this paragraph. There is a better one that has been done, though I unfortunately have to protect the identity of the perpetrator. No matter, it will leak out, so to speak. Seems this chap was loading large objects into the back of his pick-up. Well, we know about what level the tailgate opens to when you get up close and, er, personal-like to it. Not only was this person close and personal with the tailgate, but he dropped a heavy object down on the tailgate and caught a rather sensitive bit of his anatomy in between said object and open tailgate. Witnesses described a "yelp", which gave the game away. Anyway, back to Ted. Seems at a recent event he needed to lock his hubs. One wouldn't co-operate, so out came a large hammer and screwdriver. Hub locked, or so we thought. Into a spot of mud and the gathered notice the front wheels are not moving. "Oh!" responds Ted, pulls out the aforementioned hammer and screwdriver and undoes the hub and goes to do it up again. Shortly thereafter, Ted has a brass ornament to put on his mantle piece.

● More bad people. Last year, many people remember Murray Jackson going on and on and on, about how he was going to bring his Lightweight down to the British Invasion in Stowe. Various people have offered to drive the vehicle down to Stowe for him, but he steadfastly refuses to take the vehicle off the little raised mounds that it sits on, complete with moat to keep nasty little crawlies away from it. Very sad, but an entertaining thing to view I understand.

● Steve Denis is no longer Roverless! He traded a Chevy pickup truck (that he bought at the auction) to Mike Onderkirk in Fulton, NY for a 109 P/U (which he sold to Mike last year) and an 88. The 88 is supposedly the best of the four that Mike bought from Atlantic British - probably a late IIa or a III. Roy Caldwell out in Montana has increased the club average with the addition of a 1967 109 RHD. Described as in good mechanical shape, but in need of some bodywork, Roy will be fixing it up in for his collection.

● By the way, Harry has broken his Land Rover again. I hear he went after a full length coat instead of the normal mitten and hat sized items. He lost his rear axle doing this, but has a full freezer.

NEW MEMBERS...

Four new members join our ranks this month.

- Richard Cross of Ottawa, Ontario
- Lise Martineau of Montreal, Quebec. Lise has a 109 station wagon and an 88 station wagon.
- Robert Bayes of Petawawa, Ontario
- Brian Cramer of Mount Laurel, New Jersey

OVLR Inventory for August, 1996. Submitted by Mike McDermott

Publications, Videos:

Land Rover Owner magazines
 Land Rover World magazines
 2 Warn Winch videos
 Book: Land Rovers in the Gulf
 Book: 4wd and the Land Rover
 Videos: Various, not enumerated. Includes a video of old Land Rover advertising, various Camel Trophy events, et cetera.

Club Trailer:

Permanent equipment includes:

- One deep cycle marine battery
- One 10 amp battery charger
- One trickle charger
- One AM/FM stereo
- Three speakers
- One CB transceiver (one 2 meter transceiver on loan from Mike McDermott)
- Antenna cables
- Electrical cables
- Several antennas
- 30' antenna mast
- Four swivel lamps and bulbs
- One spotlight
- One map light
- Assorted tools
- Three reflective vests
- Assorted ropes
- Trailer chassis and work counters stabilizers
- One first-aid kit
- Two double burner propane stoves
- Hoses and regulators (propane)
- Two wooden tables
- One Club sign
- Games
- Canopy posts (for canopy)
- Spars and guy ropes (for canopy)
- Bungies and ground pegs (for canopy)
- One portable toilet
- Two plastic shelters

Cooking equipment includes: Assorted pots, pans, and utensils, two steel griddles, two coffee pots, one teapot, plastic dishes and cups, metal eating utensils. There is also an assortment of plastic and paper plates and cups, eating utensils, toilet paper, paper towels, condiments and cleaning agents.

Tools:

Whitworth socket set
 Tie rod end separator
 Hub nut socket
 Clutch alignment tool
 Crank pulley sockets (1-5/8" and 1-3/8")

Equipment:

Tree protector strap (and carrying case)
 Tug-em strap
 The MAX axe set
 Shovel
 Plastic water jerry can
 2 x 10lb ABC fire extinguisher
 3 x 20lb propane cylinders
 Portable, Primus 2 burner propane camp stove
 Towbar with ball, safety chain and spare bumper mounting bolts. (Specifically designed to tow Land Rovers. Yearly top borrower wins the Towball award)
 22' x 16' canopy tarp
 12' x 14' travel tarp
 6 - 24 x 18 x 20 inch Tupperware tubs with tops
 1 pair steel work ramps
 Brake cylinder hone

Some of this equipment is available to be borrowed, other items are available for a small fee. (reprinted from the March 1994 newsletter, and earlier) Available equipment is:

<u>Item</u>	<u>Borrowed/cost</u>
Land Rover Owner magazines	yes
Land Rover World magazine	yes
Land Rovers in the Gulf	yes
4wd and the Land Rover	yes
Series III Shop manual	yes
Portable toilet (with shelter)	\$20
Tie rod end separator	yes
Hub nut socket	yes
Clutch alignment tool	yes
Crank pulley sockets	yes
Broken axle tool	yes
Primus 2 burner camp stove	\$5 + gas
Single burner propane stove	\$4 + gas
Steel work ramps	\$10
Towbar	\$5
Jack-all	yes ?
Set of heavy duty ground anchors	yes ?

SOME NON-OVLR NEWS AND RUMOURS...

● Terminology: *Nigel's Disease*: As in: 'Now you've done it. You've invoked "Nigel's Disease". No sooner does somebody mention that "my idle stepper motor has gone frotzo..." than there is a rash of stepper motor failures net-wide. Soon followed by *Shipfitters Disease*: where by fixing said stepper motor you notice that the wires leading to it are a bit frazzled, so you replace them. Replacing them you notice the rest of the harness isn't that great so you replace that, and on, and on, until you have done a complete restoration. Dale's restoration all got started when he change a lightbulb by mistake... See what happens...

● From Mike Rooth: What with Land Rover re-writing history, so that suddenly I appear, according to them, to be driving a Defender" product, I cast my eyes upon one of the two L-R publicity posters on my office wall. (Apart from anything else they effectively hide the Blu Tac and nail holes put there by previous occupants). The "Defender" poster shows all three models parked on a fell somewhere. (Pub No LRD903). Under the picture are the usual "By appointment" thingys. It would seem that Land Rover do not dare to tamper with history where the Royal Family are concerned. They read:-

By Appointment To H.M.The Queen
Manufacturers of Rover Cars, Land Rovers and Range Rovers

By Appointment To HRH The Duke of Edinburgh
Manufacturers of Land Rovers and Range Rovers

By Appointment To HM Queen Elizabeth The Queen Mother
Manufacturers of Land Rovers

By Appointment To HRH The Prince of Wales
Manufacturers of Land Rovers and Range Rovers

No mention of this "Defender" thingy at all! Does one therefore assume that the Royal Family are driving something entirely different to the rest of us poor mortals?

● Trivia: Want to hear a great LR (leaf springs!) period piece?? Try Paul McCartney's *HELEN WHEELS*. I believe this was on the '70s album *Band on the Run*. Helen was/is the name of his series Land Rover - the refrain mentions Helen.... Hell-on wheels...

● From *Der Speigel*: Porsche will be building and selling a 4WD SUV in the US: Based on the Mercedes AAV

chassis & drivetrain, but with a design of their own, and of course with a newly designed Porsche engine. Mercedes will lease part of their US-based production plant in Alabama to Porsche who will be building this car directly in (and mainly for) the North American Market. Production is to start in late 1998. The price? Projected to be quite a bit higher than that of a top-range Mercedes G-Wagon. On the other hand, *Autoweek* magazine said that it will have a V8 rated at 345 hp, it will not be targeted to the U.S. in its first years and the price was quoted as 50k-55k.

● Came across this the other day. Does it suggest anything about British engineering? In a recent issue of "Meat and Poultry" magazine, editors quoted from "Feathers," the publication of the California Poultry Industry Federation, telling this story: It seems the US Federal Aviation Administration has a unique device for testing the strength of windshields on airplanes. The device is a gun that launches a dead chicken at a plane's windshield at approximately the speed at which the plane flies. The theory is that if the windshield doesn't crack from the carcass impact, it'll survive a real collision with a bird during flight. The British were very interested in this device and wanted to test a windshield on a brand-new speedy locomotive they've been developing. They borrowed the FAA's chicken launcher, loaded the chicken, and fired. The ballistic chicken shattered the windshield, went through the engineer's chair, broke an instrument panel, and embedded itself in the back wall of the engine cab. The British were stunned and asked the FAA to check the test to see whether everything had been done correctly. The FAA reviewed the test thoroughly and had one recommendation: "Use a thawed chicken."

● For sale: pair of 109 frames. How's 500 CND (about 375 US) for a 1982 civi frame in exelent condition sound? Not what you want? How about a 70s military frame that has been galvanized for 750 CND (about 563 US)? The frames are in Calgary Alberta so you can figure out the shipping to wherever you may be. We also have two 2.25L 5main br blocks to flog (used and stripped) (come with cranks, cams, etc...). I think 500 CND each is a good price but as with the frames we'd like them moved out so offer away.
Andrew Howton (604) 425-0598

GENERAL SERVICING, Humour, Tall Tales, Humour, Trivia, & general rambling**Nora's Day Out, A Friday Story by Mike Rooth**

Its not often Bloody Nora gets invited to a party, so when she *did* I accepted, even though the invitation demanded she be a traffic jam. She's good at that all on her own and moving, but static and with other Land Rovers, she's unsurpassed. Or unpassable at any rate. It all came about when I responded to an advert in the local library to join the LOADERS scheme. This stands for Leicestershire Owners And Drivers Emergency Response Scheme. Following the snows of 1990 the county police found themselves short of vehicles that could get about and perform urgent tasks, so appealed for 4X4 owners to come forward and help. Since I had no power at the time (the overhead lines were down) and no batteries for the radio I only found out about this later. Rumour has it that after this particular emergency a list of 4X4 owners was drawn up, but was limited to those local worthies with posh motors. It must have occurred to the County Council that posh motors weren't likely to turn out in conditions likely to bend them, so they advertised for volunteers in the libraries. The invitation came by post about a month ago. It seems that within the depths of County Hall plans were being hatched. There was to be A Disaster. (Well you *did* want another one Kenner). Said Disaster was to involve A Significant Number of Stationery Vehicles. Did Nora want to come? Well, you know me. Loafing around is what I'm good at. Loafing around and drinking is better, but we can't have everything, now can we? The nice man at the council offices was curiously reticent about the location of The Disaster, but insisted it was a fun day out for all the family, bring Granny as well. Where? Ah, well, um, well, you see that would be telling... He was happier with a radius from where I was, so I agreed to go, and awaited the next development. Which arrived. Also by post. *Not* such a fun day out for all the family, and *don't* bring Granny this time, and can we have the name(s) of your passenger(s). Downhill, this was going. Final details arrived three days before the event. To be held at the Motor Industry Research Association test track. NO cameras. NO kids (thank heavens). The DA and I set off in Nora armed with food, a road atlas, and bags of faith in our timely arrival. And in the process found out why elderly Land Rovers aren't fast, never were, and never had to be. The route lay through country lanes barely wide enough for a Land Rover anyway, and which undulated not only horizontally but vertically, sometimes both at the same time. Even Nora was virtually at tickover in top most of the time. In fact we got on more quickly than lesser beings in lesser vehicles. What's more two

miracles happened! We got there, and on time! The gatekeeper was pleased to see us. "Sod me! There's hundreds of them!" Nora cracked some black smoke into his little shed. Now the test track in use is basically a length of what we over here call "Dual Carriageway" ie a two lane road. Two lanes in *each* direction. At either end was a loop so you kept going and ended up coming back down the other lane. Clever. Oh yes, but there's a snag. The loop is *banked*. Steeply. *Very* steeply. The DA had her eyes shut. I had one eye open. Nora didn't seem to mind.

The disaster was all that even a bloodthirsty Kenner could have wished for. Crumpled cars abounded, trucks with the tyres torn off, bodies all *over* the place, and Land Rovers and cars parked willy nilly in between. Nora was placed with friends (we ignored the Ford Maverick just behind) just astern of a rather nice 109" SW, and a Range Rover, with an immaculate 88" SW in front of that. What *we* thought was that we had to sit in the vehicles and imitate dummies. Well, yes, unkind people *have* sometimes said I'm good at that, too. I take no notice. Sour grapes, must be. However, the presence of a brand new Jag on the adjacent high speed test track soon put paid to sitting in vehicles. That car was *moving*. A kind gentleman in a funny hat and a coat labelled "paramedic" (strange, I saw no aircraft) came and asked us if we were all right. The DA, looking somewhat nonplussed by this, said yes, thank you for asking. I, having seen him looking underneath Nora, was rather worried that she'd disgraced herself and dumped 90wt all over the road. Until the penny dropped. Then a copper turned up and asked the same thing. He seemed a bit taken aback because the DA was doing the crossword, and I was tucking into a chicken leg at the time. So I offered him a sandwich. I don't think this is how typical disaster victims are supposed to behave. He said he'd be back, but I never saw him again. Funny people. Of course by now, the area was swarming with firemen, ambulance people, and coppers. And we were told we could get out and ask questions. Great. Every time you got near a bit of interesting action, some copper would come his "Move on please, folks, move on" act. Aren't they *young*? We were eventually encouraged to give them a hard time. "Oooh good!" says the DA "The only time in my life I've ever been able to answer back to a copper and not get arrested". It must be Land Rover owners in general, but the group of us gave them such a hard time they ended up (unfairly, in my opinion) deciding that the Gas Tanker in front was now, miraculously, safe, when two minutes

previously the fire people had said it wasnt, that the van behind wasnt really leaking brown smelly stuff which was toxic(this was a nice touch dreamed up by one of our group. He maintained the thing was full of BS, but *I* didnt think

that was toxic) and that they could now clear our bit of the tailback. Actually I think that the decision was taken when the bloke behind lost his wife. Deliberately. Carrying realism a bit *too* far. He got arrested. Then escaped. Enjoy it? Oh yes, all three of us.

Instrument Refurbishment by Bill Maloney

Shortly after I got my IIA 88 I was on my way up to the last Rovers North rally and the needle on the speedometer, which had been swinging widely about the dial, suddenly went BOING and landed at the bottom of the glass. Oh well, I wasn't planning on breaking any speed limits anyway. When I arrived, RoversNorth just happened to have a special on metric Speedometers for 88s, so I paid my money, and installed my speedo, which has worked just fine for the past few years.

As time went on and more and more folks talked about the wonderful benefits of going to 16" wheels, I began to contemplate \$\$\$ involved: Wheels... Tires... Speedometer... Ouch!

Last fall a company in NY state was recommended for rebuilding Smiths & Lucas instruments. I gave them a call (Nissonger) and spoke to Bob, and yes he could rebuild my speedometer, And even recalibrate it to close to 16" specs.

Since it was about half the cost of a new one, I decided to go for it. It came back a week later and looked very nice, and once installed, performed very well (and the needle stopped wavering after I tightened up the speedo cable knurled nut). As I don't have the tires yet (did get the wheels though), I haven't been able to verify its accuracy (I'm still running 15's). But from its outward appearance and the care that went into the packing of the instrument, I think it will probably be in better shape than one new from the factory (at least from the Lucas factory). If you are interested below are some refurbishment prices (US\$): Speedometer \$100; Small Single Gauge \$75 (Volt, oil, etc.); Dual Guage, large or small \$100 (Temp/oil, etc). Add a few bucks for shipping. You can contact Bob at:

Nissonger
570 Mammaroneck Rd.
Mammaroneck, NY 10543
914-381-1952

Danger, Will Robinson! Take cover, Dr. Smith! by Bill Yerazunis

Warning on Silicone Sealant on electrical connectors! Don't use regular silicone rubber "Tub Caulk" sealant on or near electrical connections!

The problem is this: common silicone rubber sealants use acetic acid as an inhibitor- the catalyst that hardens the rubber works only in the presence of trace amounts of water. To keep the rubber from hardening in the tube, the manufacturers add a small amount of anhydrous acetic acid to the rubber premix. The a.a.a. absorbs water "permanently" and keeps the goo in the tube from turning solid. It isn't a _large_ amount of acetic acid, just enough to make the shelf-life of the rubber reasonable for sale.

Now, when you squeeze the rubber out of the tube, the anhydrous acetic does two things- it saturates with water, and it evaporates out of the rubber. This is what causes the "vinegar" smell of silicone caulk. As soon as the acetic acid is "used up" by evaporation or water absorption, the sealant's premixed catalyst hardens the rubber.

The problem is this- the "vinegar" is actually MUCH stronger

than regular vinegar- it will catalyze corrosion of copper! I've seen copper wires corroded right through in less than 6 months after I "potted" them in silicone tub caulk.

Note that you don't even have to apply the silicone directly to the wire- the acetic acid vapors will build up in any enclosed area (like a taillight housing, ferinstance). So, don't use silicone to repair that leaky taillight, unless you want to replace the socket come inspection time.

A much better potting compound is hot glue. Warm the wires up as hot as you dare - a hair dryer on high is perfect. Then glop on hot glue from a hot glue gun- two or three coats is good. Hot glue is polyethylene based, waterproof, and doesn't emit anything that corrodes copper. And you can remove it just by getting it hot.

The only downside to hot glue potting is that hot glue softens at 130F, and so should not be used where that temperature will be exceeded, such as on lamp assemblies or under the hood.

For elevated temperature installations, clear epoxy is good. Epoxy will stay hard at temperature if it's allowed to cure at that temperature (has to do with the crosslinking, I understand). So, turn the lamp on, apply the clear epoxy (not the kind with steel filings in it!) and leave the lamp on till the epoxy is hard thru and thru.

Another handy material to use is silicone mastic tape, available at Radio Shack. This is a NON-hardening material that doesn't emit the corrosive acetic acid; it's sticky and pliable, like silly putty on a bad day. It's safe for direct application to copper parts. If you have to repair the connection, just peel the mastic tape off, make the repair, and reapply the same tape over again, so it's a good field-expedient repair.

There are also "electronics-safe" silicone rubber potting compounds, they don't use acetic acid as an inhibitor.

They're also somewhat more expensive and are often "two-part"- you mix A and B and then apply. The advantage over epoxy is that the silicone remains flexible AND it also is heat resistant (typically to at least 400F).

Last of all, there are urethanes. Aqua-seal is one of the handiest I know of. You can either apply it straight from the tube (viscous, 24 hours to cure), or mix it with an acetone-based accellerator/adhesion agent and then it cures in 2-4 hours. Once cured, it's inert and VERY abrasion resistant. It is also very "peel" resistant- unlike silicones, which seem to be easy to peel off, this stuff sticks like a fresh booger. It seems inert to copper but I haven't run long-term tests yet. It's not as heat resistant as silicone, and it costs \$\$\$ (figure \$6.00 for a tube of stuff about the size of a sample tube of toothpaste. Fortunately, a little goes a long way.)

Cleaning Up your Frame by Alan Richer

You'll get filthy.
You'll get a backache.
You'll eat more crud than you ever thought feasible.
You won't enjoy this job.

Don't get me wrong - there are few things I've enjoyed doing less on my Rover than rust-coating and preserving my chassis, but it is a job that needs to be done on most of these British beasts. The chassis more than any other part of the vehicle determines the Rover's lifespan, so care with this can mean the difference between a nice Rover and a parts special.

The major objective here is to deal with the external corrosion on the chassis, and then to paint it so that maintenance and upkeep of this vital bit becomes simpler in the future.

I took this as a 3-part job:

- 1). Clean off all of the dirt, grease, crud and such that the chassis had picked up in its travels.
- 2). Coat the clean but rusty metal with a rust reforming chemical, and
- 3). Paint the resulting cleaned metal to inhibit further damage.

You'll notice that I'm not mentioning the inside of the chassis - that's an entirely separate problem that needs to be addressed with a sprayable coating - I've not done this myself yet, but that's next on the list.

Materials: The materials needed for this job, with one exception, are available at your local hardware shop or home center.

These include:

- Safety goggles - you'll want them for this job, as things will be falling on you as you clean, as well as paint, rust reformer and so forth as you preserve the cleaned chassis.
- Very old clothes - I ended up tossing out the jeans and T-shirt I wore while doing this - they were too filthy to wash.
- A large piece of plywood or cardboard to lay on underneath the car
- Disposable painter's hat - Ever try to get paint out of your hair? You don't want to. Cut the brim off this or not as suits you for undercar work - I did.
- Wire brushes - I used a brass grill-cleaning brush for the open areas, and a narrow steel wirebrush for the tight spots. You don't need expensive ones - I think I paid \$1.99 for each of them, and I didn't wear them out.
- Paint scraper - this is to remove the accumulated crud from the areas of the chassis that accumulate such things (behind the fuel tank, for example). Two of these, one wide and one narrow, are right for the job.
- Paint brush(es) - Don't use good ones for this job, buy the disposables and just dump them. The nooks and crannies of the outriggers and such ruin the shape of a brush.
- Paint - I used a good waterbase polyurethane paint for mine. It's easy to clean up, fairly tough and easy to apply.

The last item isn't really a hardware-store item, but can be had without too much searching. As a rust converter I used a

chemical preparation called Extend, manufactured by the Loctite Corporation. It's a chemical compound that converts rust to a stable black primer, thus inhibiting further corrosion. It's not stable under ultraviolet light and needs to be overcoated for best protection, but as we're going to paint over it anyway this is not a problem.

This stuff is NOT cheap, but it works well. I'd seen it in hardware stores for 8-10 dollars a pint - way too expensive for a whole chassis. However, for folks with access to a Sherwin-Williams paint store (all over the US and I believe Canada), they sell this same material in gallon industrial packages for \$55-60/gallon. As I only used 2 quarts on my 109 (and I was lavish with it), 2 Roverites could get together and split a gallon, reducing the price even further.

I wish I could offer advice on preparations available in Europe and elsewhere, but I don't know of them. Barring the availability of this, I'd probably go with a good red-lead primer or some other anticorrosion paint, then paint over that with a finish coat.

1. Cleaning the chassis and preparing it for coating

Here's the truly filthy bit. To prepare the chassis for rust inhibiting and painting, we need to clean it. The best way to do this is just to go for it, being methodical about where you begin so you'll get it all.

First, go down to your local self-service car wash with a pocketful of quarters and give the chassis a thorough soaking with degreaser (engine cleaner), followed by a soak and a thorough rinse. Pay attention to the areas above the outriggers on both sides, the crossmembers, the insides of the frame by the engine compartment and all of the nooks and crannies where mud collects, like the inside of the rear crossmember. Do as thorough a job as you can here, because anything you don't get here you have to go after by hand.

When you get home, let the underside dry, then get on your grubby clothes and safety goggles and prepare for some work. Put your cardboard down on the ground, and starting at the rear, systematically attack the chassis with the wirebrushes and scrapers. Your intent here is to remove all the hardened dirt the power wash wouldn't touch, leaving clean metal behind. You won't be able to get everywhere, but do the best you can with it.

In doing this you will inevitably turn up areas that need repair. Do yourself a favor and hit them now, if you can. I found 4 or 5 spots that needed some patching on my car and replaced the steel with 12-gauge metal, fitted to shape and MIG-welded into place, then ground to proper fit. Can't even see 'em, now....<grin>.

Once the cleaning is done, take the car back to the car wash and power wash it again. This way, it'll remove all the little loosened bits and give you the best surface you can get. Let it dry overnight, if you can, before proceeding to the next phase.

2. Applying the rust conversion coating

The conversion coating I used (Loctite Extend) is a latex-based chemical that looks a lot like heavy cream. It's applied straight from the package, painting it on with a brush. After a minute or two, you'll see the rust underneath the white emulsion turning black as it's converted to a stable form, then in an hour or so the coating will be completely black, having turned the rust into a nice paintable primer surface.

There are no real tricks to applying the coating. I just basically slopped it on with a brush, being very careful to get it into all of the nooks and crannies of the spring hangers, outriggers and so on. The coating is not really amenable to spraying, unfortunately - it would have made application easier. Just go at it with a brush, making sure to wear eye protection - there's some serious chemistry in this mix.

Once this dries, get out your MagLite and have a good look around underneath. Inevitably you'll find places you missed, as I did. Touch these up and give the whole mess at least a half-day to dry hard.

3. Painting.

There's no trick to painting a Land-Rover chassis - it's just grunt work and patience. I applied a coat of water-base matt polyurethane paint over the rust conversion coating, both to protect the coating from UV and as a further barrier to rust. Just be patient and make sure you work the paint into all the cracks and crevices, and you'll have a job to be proud of.

In conclusion, maintenance of this type may be distasteful but it's the way to get maximum life out of the steel parts of your aluminum friend. After off-roading, make sure you clean the undercarriage to remove all the mud, and if you see scrapes or the like, clean them and touch them up. It's easy to keep things in top condition once you get them there to begin with.

With this kind of care, you and your Rover will be spending many more miles together.