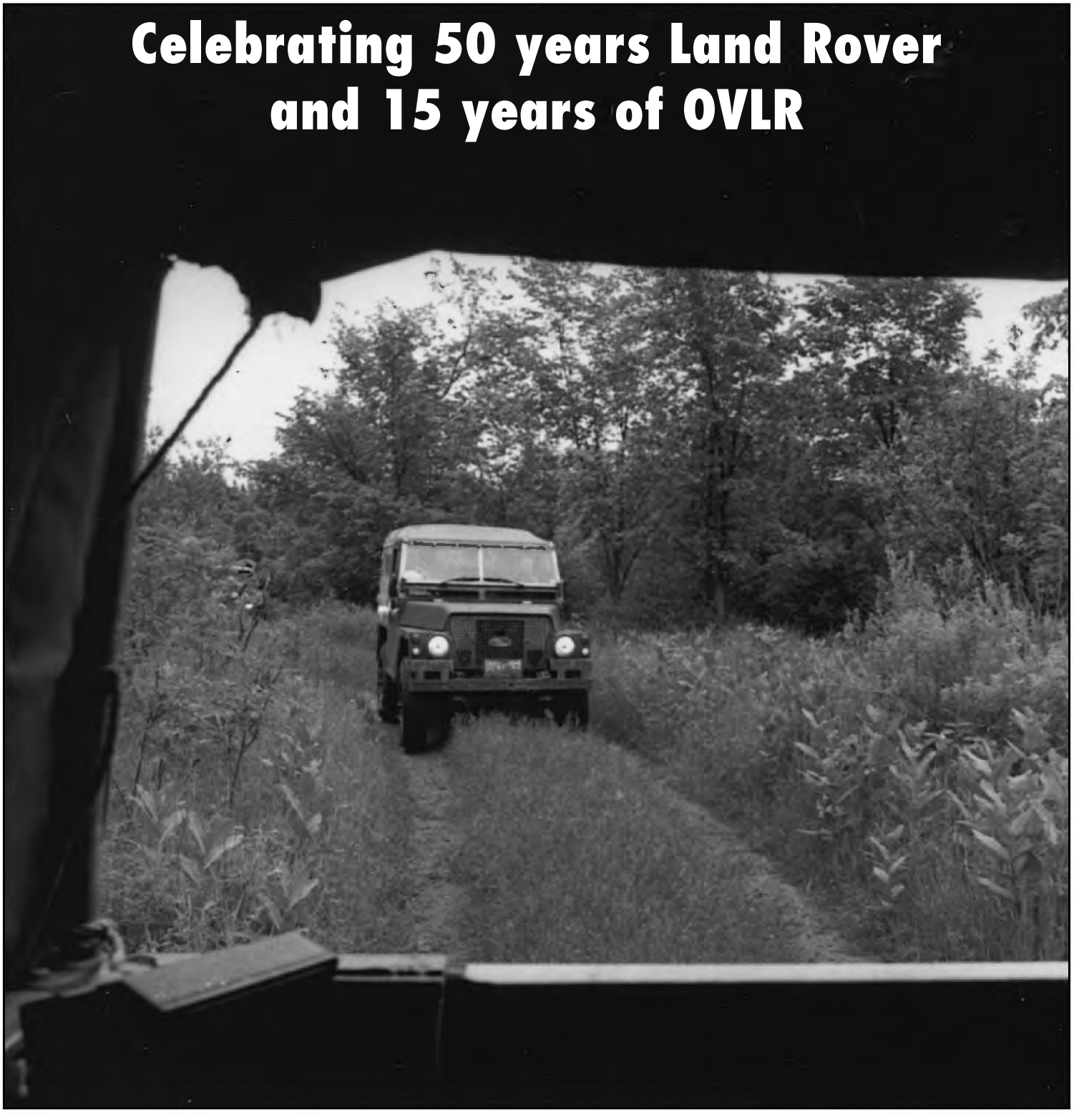
OTTAWA VALLEY LAND ROVERS

15 January 1998

Volume XV, Number 1

Celebrating 50 years Land Rover and 15 years of OVLR



OTTAWA VALLEY LAND ROVERS

PO Box 36055, 1318 Wellington Street,
Ottawa, Ontario, CANADA K1Y 4V3

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 $25 per year, membership expires one year from the last dues submission.

Visit the OVLR Web site:
`http://www.off-road.com/OVLR/`

The Ottawa Valley Land Rovers Newsletter

ISSN 1203-8237

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.

Copyright: Pursuant to the Berne Convention, no portion of the OVLR Newsletter may be reprinted without written permission of the editor. Copyright is held by the author of the article and the balance held by OVLR. Where permission is granted, citation must include month and year of the OVLR issue.

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

Upcoming Events

in the next month or so…

January 31	**Off-road event at the RMOC quarry.** Meet at the Mid-Town Brew Pub on Clyde at noon for the planning session. (between the quarry and Carling Avenue)
February 2	**Executive meeting.** Phone Bruce for the location
February 13	**3rd Annual Winter Romp** in Unity Maine (see Non-OVLR news for details)
February 16	**Social at the Prescott Hotel,**
February 21	**Off-road event** Contact Ted Rose for details.
March 2	**Executive meeting.** Phone Bruce for the location
March 16	**Social at the Prescott Hotel**

future events:

(Dates & times subject to change)

Mid March	**Spring Sodbury Sort-out,** Sodbury, UK
April	**11th Annual Maple Syrup Rally**
May	**6th Annual Tune-up,** MiniMan, Stittsville, Ontario
May 9-10	**Carlisle Import Car Show,** Carlisle, Pennsylvania
May 22-31	**ARC 50th Anniversary,** Eastnor Castle, England
May 31	**Oxford Mills, Ontario old car show**
June 14	**Richmond Car Show,** Richmond Ontario (eastern Ontario car club's annual get together)
June 19-21	**15th Birthday Party, Silver Lake, Ontario**
June 27-29	**Downeast Rally X,** Camden, Maine
June 27-29	**50th Anniversary Rally** - Series One Club, Stafford England
July 17-19	**LRO-Billing Aquadrome 50th Anniversary**
August 1-3	**North American 50th Anniversary Rally,** Cortland, New York - OVLR, ROAV, BSROA
September 18-19	**British Invasion,** Stowe, Vermont

The OVLR Newsletter

EDITOR:	Dixon Kenner (dkenner@emr.ca) (h) 613-722-1336 (w) 613-954-2276
DESIGN & LAYOUT:	Spencer Norcross
CONTRIBUTORS:	Ben Smith, Peter Scales, Dave Bobeck, Alan Richer
OTHER HELP:	Desparate Dale, Murray Jackson, Fred Joyce, Bruce Ricker, Bob Wood
OFFROAD COORDINATOR:	Ted Rose
OVLR MARSHAL:	Murray Jackson

"Put not thy faith in hydraulics, for rubber may pass away. Put then thy faith in honest steel and iron, for though it may judder and shake thy vehicle it may bring you to a safe stationary haven…"
– From the Gospel According to St. Girling:

PO Box 36055, 1318 Wellington Street, Ottawa, Ontario, CANADA K1Y 4V3

President:	Bruce Ricker	(613-592-6548)	Secretary:	Dave Meadows	(613 599-8746)
Vice-President:	Andrew Finlayson	(613-798-9211)	Treasurer:	Christine Rose	(613-823-3150)

Greetings;

The Annual General meeting has come and gone. Ted Rose reported that 1997 was a very successful year. There are more members and more events for the members than in past years. Bruce Ricker said his term this past year was a breeze. Finally the insurance monster has been beaten into submission and sorted out once and for all. OVLR is properly insured as a club at reasonable premiums. Some work was undertaken on the trailer, being an ongoing process as parts are improved or replaced. Future work remains brakes and replacements for the storage tubes under the trailer. Money has been allocated by the executive to attend to these items in the coming year. Bruce also thanked those who had come out to some of the work sessions on the trailer. There will be more.

Christine noted that she was observing more people volunteering to help out at events. This kind of help is appreciated a lot. She presented the financial statements (enclosed later in the newsletter). The Birthday Party remains the biggest moneymaker for the club, the Christmas Party the biggest money loser. The newsletter remains the largest single expense. With the rise in dues, insurance and some operational costs, dues are only to cover the basic operation of the club and the newsletter. The club also has about $2,400 worth of inventory, consisting of grille badges, pins, key fobs and clothing. The size of this was determined by price breaks on purchasing and that much of this inventory is now on hand for the Birthday party and will not need to be purchased later.

Dave Meadows reported that membership stood at 207 as of the AGM (details later in the newsletter). In response to member requests, membership cards and numbers are being issued (maybe with this newsletter) and in response to some other requests will looking into a flag for the club.

On the subject of the club by-laws, Bruce said the new Executive would be reviewing them to eliminate some of the more outrageous grammatical errors and generally clean them up. All changes will be presented to the membership via the newsletter with a hope of calling a special meeting of the membership at the Birthday Party. There will be no changes to the underlying nature of the by-laws.

Ted Rose is taking on the task of acting as the off-road co-ordinator for the coming year. He intends to have an event a month. He will be contacting the Ministry of Natural Resources and seeing if they would like some help cleaning up Marlborough or LaRose Forests. The MNR forests in eastern Ontario took a beating in last week's ice storm.

There was some discussion on the new Association of North American Rover Clubs (ANARC) which OVLR is a founding member of. ANARC will be organising the 50th Anniversary event at Greek Peak, New York on the first weekend in August this year. Andrew Finlayson will be Vice-President of ANARC and Dixon Kenner secretary. (Sandy Grice of the Virginia club is President).

Dixon gave a report on the newsletter. This past year, the newsletter added up to 168 pages of information, well ahead of any other club on the continent. Finally, since Fred Joyce was wearing his railroad engineers hat, he was briskly railroaded into being the club Auditor and Returning Officer for 1998.

Last month I forgot to mention several things. First, I omitted some from the list of parts suppliers that donated some goods for the auction at the Christmas Party. Eric Riston and MiniMan both donated some items for the auction. MiniMan, like Atlantic British and Rovers North has been donating items to help support the club for a number of years.

Secondly, why there were no voting ballots enclosed with the last newsletter. The answer is simple. All four positions were filled by acclamation. The new executive for 1998 is somewhat like last years. Bruce Ricker continues to do the chairs, so to speak, as he takes over from Ted Rose as President. Andrew Finlayson is taking over from Bruce as Vice President along with his chores as Merchandising Manager. Christine Rose will serve a third term as the Club Treasurer and David Meadows takes a second bow as the Club Secretary. . In non-Executive positions, Christine retains responsibility for clothing the club, Andrew for all other club trinkets and regalia. Murray Jackson remains as official club Marshal and I as newsletter Editor for a fifth year. Ted Rose takes on the position of Off-Road Co-ordinator.

Finally, a new contest. Inside you will find a crossword puzzle from Murray Jackson. This is the first in a series of crossword puzzles that we will be running this year. Atlantic British will be sponsoring this series of puzzles. They will offer three prizes for the most completed crosswords with correct answers. Details inside.

This Month's Cover:

Murray Jackson's *Lightweight.*
13th Birthday Party. Photo: Jeff Meyer

Other News, Rebuilds/Projects, Lies, Rumours, Trivia

A note from the Editor: The December newsletter managed to arrive on time, though Canada Post was being playful with a postal strike up here. No matter, Desperate Dale, Fred Joyce, Murray Jackson, Bruce Ricker, not Ted Rose, and Bob Wood gathered together in the Shrine of the Galvanised Land Rover to collate and stuff the newsletter. (I had already applied wallpaper, er, old postage from 1979 to the envelopes. You think inflation is bad, wait until next month when we go back another decade). Delivery has been interesting. Regina received it by New Year's Eve, Prince Edward Island, California et al by the Monday. Parts of Ottawa didn't get theirs until a week later than that. In another correction for the December newsletter, the Christmas song on page 11 was reprinted from the newsletter of the Land Rover Owners club of South Australia and submitted by Daryl Webb.

"What happened to the colour cover" has been heard from a number of people. The fact is that Spencer did create a colour cover for the newsletter. What derailed the process was the printer that we were considering doing the printing returned an estimated price of a little more than a thousand dollars for colour covers for just the members copies. This was deemed a little rich for the club treasury this year. However, we are considering one later in the year, possibly to coincide with the Birthday Party.

A Contest: After last years experiments with crossword puzzles designed to test your knowledge of Land Rovers, the UK, British cars and general OVLR and related trivia as assessment was made on how the puzzles were received and how much all of you really knew. Basically, a smart lots you were. So, in this issue of the newsletter is the first installment in a series of puzzles by our (published!) crossword puzzle expert Murray Jackson. This is an easy one, but they are going to get much harder.). A tentative publication schedule is January, April, July and October. Why? Well, Atlantic British will be sponsoring a year long contest. They are offering prizes for first, second and third place. Not your normal run of the mill prizes, but ones that are slightly more significant (read valuable, useful etc., a good reason not to help your friends with their efforts etc.). The prizes will go to the OVLR members who score the highest correct answers. Scoring will be simple. A crossword puzzle has so many questions. This month's has thirty one. If you get the whole thing correct, you get thirty one points. The next crossword will be larger and have more questions etc. Whoever gets the highest total number of correct answers for all puzzles at the end of the year wins. Simple eh… To be eligible, you must send your completed puzzle to the club address, addressed to "Crossword Puzzle". It will be scored and recorded. The correct answers will be published with the next crossword puzzle in the newsletter, so you MUST mail it in as soon as possible (this way you get to track how you are doing, so keep a copy of your submission). If we see a postmark after we publish the answers, it will be discarded. Winners will be announced at the Christmas Party. You must be a member of OVLR to take part in the contest. Only Murray and Dixon are ineligible to compete. If you have any questions, contact Dixon Kenner.

Some people have asked for the contents of the feelie meelie boxes at the Christmas Party. They were -

Easy - gearshift knob (I/IIA), parking light lens (II/IIA), grille badge, rotor (ignition), wheel nut.
Medium - door striker, rocker arm, shock bushing, hub lock plate, axle bump stop.
Expert - seat box catch, oil pump gear (aluminum), steering relay shaft, seat belt anchor, bracket for speedometer.
Seelie Meelie - oil pump gear (steel, II), centre piece of a tracta joint (SI 80), door catch shim plate, screw for wiper motor handle (II/IIA)

More housecleaning of past questions people have filed for eventual research. A couple people have asked for a list of past award recipients -

The LugNut:

1984: Walt Saveland	1991: Dale Desprey
1985: Alan Pilgrim	1992: Fred Joyce
1986: Fred Barrett	1993: Jerry Dowell
1987: Bob Wood	1994: Harry Bligh
1988: John Wooton	1995: Dixon Kenner
1989: Alan Pilgrim	1996: Spencer Norcross
1990: Tom Tollefson	1997: Dixon Kenner

I would note that looking through past newsletters, there have been some rather interesting runners-up for this award. It seems few are beyond its clutches (though Ted Rose seems to be Mr. TeflonMan when it comes to this category)

The TowBall Award:

1988: Andy Graham	1993: Doc Watson
1989: Tom & Derrick Hammond	1994: Dixon Kenner
1990: Tom & Derrick Hammond	1995: Michel Bertrand
1991: Fred Joyce	1996: Eric Zipkin
1992: Roy Bailie	1997: Roy Bailie

At last, I would note that the Financial Statement found within this newsletter is something that is pretty unique for a club. Only one other club (ROAV) on this continent prints financial information.

The December social was an well-attended affair. We found out that the Canadian Army is finally selling off its little (and horrible) Iltis Jeep replacements and the rest of us had a wonderful time putting back some pints and discussing the results of the Christmas Party.

Unfortunately, I have always maintained that I will print most everything I receive. The following missive from Dale is a case in point. Normally, I would ignore such outright lies, innuendo, and basic covering his own sordid trail of misdeeds through this effort at misdirection. These allegations carry further weight, knowing full well that Ted Rose closely assisted him in the construction of this fabrication. He even ignores such luminaries on the runners up list, such as Dave Lowe or Dave Stauffer (ask him about a 109 tropical roof, an interstate and basic airfoil designs!). Oh well, here is the sorry submission - The 1997 OVLR LugNut Award by Dale Desprey (and Ted Rose)

Dixon has been very coy about his receipt of this most prestigious award. So we will let the facts speak for themselves.

Dixon has been very coy about his receipt of this most prestigious award. So we will let the facts speak for themselves. And they speak volumes! Dixon, in the true spirit of the LugNut Award, with help from his Big Green Beastie show their worthiness. On the way back from the recent Marlborough Forest event, it is alleged that the convoy pulled over to the side of the road when some of the participants noticed that one of Dixon's wheels had developed a nasty wobble. A preliminary check with a tire wrench confirmed that it was not just one wheel was loose, but all of them were. Wheel nuts where tightened, at least where they had the luxury of having studs. Disaster adverted. His defense was that he knew that his wheels were coming loose, but the problem had not become critical enough to warrant his attention. Explains a lot, doesn't it.

After complaining for years about the brakes on the 109, or at least the lack of them, Dixon is forced to do something about it. The resounding criticism of friends who watch with horror as his brake pedal hits the floor, seemingly with no effect, then repeatedly pumped until it has, pushes Dixon to action. With new parts in hand, some of them his, Dixon goes to work. On a beer. Parts are miraculously installed, through no fault of Dixon's. Still no improvement. Brakes are bled. Brakes are no better. Dixon concludes that my outrageously expensive brake bleeder is "a piece of shit". Someone suggests bench bleeding the master. Off comes the top cover of the brake pedal bracket. Lo and behold, the nuts were loose on the shaft and had moved to the ends, allowing maximum travel independent of pressing the brake pedal.

The even more damning of the fiasco is that once the nuts were tightened, Dixon refused, firstly, that the loose nuts were the cause of his brake problem that spans years, and secondly that the repair made much of a difference. Eventually, he begrudgingly acknowledged that this could be a contributing factor in his litany of problems.

The Little Earth Pig, his 88, needs the brake work. Once again, we bleed the brakes with my brake bleeder. Once again is has no measurable effect. More derogatory comments about the bleeder. Two days later Dixon announces that adjusting the brake shoes solved the problem.

The article in the November Newsletter which relates to the incorrect spark plug wiring on his Little Earth Pig strangely left out the fact that the last person to change the spark plug wires was in fact, Dixon. These were wires, of course, from some other manufacture than Land Rover, as they were all far too long. Once the correct ones appeared from his stores, it was easier to see which wire went where.

Finally, on the subject of awards, one of our many spies send in this report on our own Alan Richer - "Al, that King of veneer, arrived here about 9:30 this am after leaving his humble and ice covered abode at the witching hour… not bad for a 109… HOWEVER… it appears that the 109, having suffered the ravages of Lemon Pledge is now "morphing" into the Range Rover Al so dearly wants… the long suffering landie is now sporting a rangie grille! Yes, it's true and we have photos! While Al was attempting to hide the styling faux pas, our trusty lens found another shocking development. Hanging above the walnut dash for all the world to see… FUZZY DICE!? Oh ! Where will it all end!? Is our man Al so smitten with the Dorktari Award that he will go to any means to retain it and call it his own? Perhaps a lifetime achievement award for the tackiest rover will quench his thirst for the truly tasteless… but then again, maybe not…"

50th Anniversary - In April of 1948, a new vehicle was introduced, one that would soon become known as the world's most versatile vehicle as well as the workhorse of the world. In the intervening half century, there have been a number of records and remarkable firsts: The first vehicles to drive to South America, the first vehicles to make an unsupported west to east crossing of the Sahara, altitude records in the Andes, depth records in South African diamond mines. It has been suggested that the first motor vehicle to be seen by a third of the people living on earth was a Land-Rover.

To celebrate the 50th anniversary of Land-Rover in North America, the three largest, oldest and most active clubs on the continent are joining forces to sponsor the event of the year. To be held on the weekend of July 31st, August 1 & 2 at the Greek Peak ski area near Cortland New York - that's the Finger Lakes area - the site is midway between the sponsors: the Ottawa Valley Land Rovers, the Bay State Rover Owners Association and the Rover Owners of Virginia. At the present time, plans are still in the works, but expect all of the major parts suppliers to be in attendance. Also expect some major awards and prizes. There will be a separate mailing later in the year.

Because this event is expected to be the largest event ever in North America - by a factor of two or three - we need infrastructure to stage the event, hence the selection of a ski area, with a base lodge for gatherings and a kitchen for meals and the Saturday banquet. Greek Peak has a wide variety of lodging options, ranging from condominiums to inns, motels and cabins. Camping will also be available on site. Dinner will be avail-

able Friday evening with a banquet planned for Saturday night; breakfast will be available each morning.

This will be the first event officially sponsored by the Association of North American Rover Clubs or ANARC. Though at present ANARC consists only of the above mentioned clubs, it is hoped that the organisation will grow to become the principle Rover society in the Americas, somewhat after the fashion of the Association of Rover Clubs (ARC) in the United Kingdom. In addition to sponsoring events such as the 50th, one of the primary concerns for ANARC will be the matter of insurance, which unfortunately, has become a necessary evil for all clubs. It is hoped that the combined bargaining power of a national organisation will result in lower costs for member clubs. To become a member, clubs will have several prerequisites, including publishing a regular newsletter, hosting events, incorporation (which itself requires the annual election of officers) and the disclosure of finances. ANARC will only have recognised clubs as members. Individuals will not be eligible to be a member of ANARC.

The new Atlantic British Catalogue has an interesting photo on the back page. A shot of people going through all the free parts that ABP put out for people to take for free. The photo has Alan Richer, Mike Loiodice, Dixon Kenner, Steve Denis and Scott Herring going through two pallets of used doors. Apparently there have been some amusing comments about the photo and how a random shot managed to catch a bunch of OVLR members in a feeding frenzy. It says a lot about some perceived perceptions about our membership!

In promised news, Dale's Gin Palace nearly failed him again. December saw the alternator belt fray, temporarily leaving him without a charging system. In other Desperate news, Dale has sold his diesel (Gin Palace tow vehicle) Hogarth. It seems a chap phoned from Alaska, got a description, hopped on a plane to Ottawa, looked over the 88, pronounced it good and drove it back to Kodiak Island.

News from Eric Zipkin - "Just took "delivery" of my new Land Rover: Late 1950 U.S. Spec. 80" not fully operational but surface rust only! LHD, 1.6 engine most of the bits there. Chassis number 16135963 (mean anything to anyone?)

A note from Bill Rice in Bosnia - How's life in the frozen north? Bosnia was frozen for a couple days, but it's warmed back up now to about 50 or 60 in the daytime. I'll be coming back in January. Leaving here on the 5th, so I'll probably be back by the 9th or so. Mike Johnson has made a good bit of progress on my Rover, now named Mrs. Merdle, in the short while I've been gone. Has applied POR-15 to the whole chassis, scraped away 33 years of caulk and epoxy from the top and bottom of my windshield and put new seals in there, replaced a defunct wiper motor w/ the one I bought at the British Invasion but never got around to installing, and used stainless steel hardware to put everything back together. Now if I can only figure out why the brand new carburetor (put on the day I dropped her off with Mike) runs terribly and requires extensive use of the choke to keep her from bouncing embarrassingly upon beginning movement, I'll be good to go.

From Mike Loiodice - "Well. I didn't get a GPS for Christmas.. but little brother comes up with the weirdest things.. Last year it was the "official" Land-Rover Aux. Heating Kit - consisting of two cans of Sterno. This year it was the Land-Rover "I forgot to put the windscreen up / Clean the windscreen off" Emergency Kit. It this kit there is an insulated ski mask (I forgot to put the windscreen up), a windshield squeegee/sponge/spray cleaner thingee (Clean the windscreen off) and two bottles of Bass Pale Ale. Also instructions, which read: "Caution should be used. DO NOT drink contents until every other effort has been made to figure out what to do with them first. DO NOT confuse items in this kit as personal injury may result! As with any limey product, DO NOT break into the Bass to read these instructions until other limey lovers are present." My little brother.. Bless his heart…

A short missive from Al (Dorktari) Richer - "Not been a lot going on, so I've been keeping my usual low profile… Damned 109's been a PITA recently - the valve cover (with 2 new gaskets) has been pumping oil all over the engine - I finally got so sick of the 200 mi/qt blow-by that I took the cover off, adjusted the valves, and blue goo'ed the damn thing in place. That'll fix it. Then, the old boy's been "not quite right" in the power and such since I put the replacement head on. Plugs are nice and white, but it just wasn't running right at higher RPM. Found out why - the ground lead to the distributor base went South - and took the Pertronix Ignitor with it. Miserable thing - now I have to finagle a replacement out of Pertronix. Meanwhile I'm back on the old points - and to tell you how bad it was running, I'm getting much better off-the-line power out of the points than I was with the electronics. Gak. Oh, well - all's well that ends well, I guess."

OVLR in the News:

Trivia for those members who have been following the saga of Tish and Eric "Zippy" Zipkin. The January Land Rover World arrived in the mail and when you turn to the index; lo and behold there is a shot of Zippy in a rather warm embrace with Tish! A yellow star below his belt indicates to go to page 12. There in the World section is a piece that covers a letter she wrote to LRW regarding her relationship with Zippy. Later in the same issue, Land Rover World reviews the past year. For July they have a picture of Bruce Ricker taking Sedgewick through the beaver dam at the Birthday party, and describe the Birthday Party and Downeast Rallies as must attend events in North America.

From the Gearbox, the newsletter of the Rover Owners of Virginia on the Mid-Atlantic Rally -"Friday was pretty much low-key, with Rovers of all description rolling in throughout the day. Though it was a rather warm evening, the one keg tapped that night was drained rather quickly. Only later it was discovered that the contingent from Ottawa Valley were sending over sappers armed with 5 litre jerry cans (French made, stamped "vin") to "Liberate" batches of the Legend brown ale"

OVLR 1997 Operations (P&L) Statement

31 December 1996 through 13 January 1998

INCOME	
EVENTS (INC):	
Birthday Party	2,771.29
Frame Oiler	270.00
Maple Syrup	314.00
Xmas Party	
Auctions	162.50
Tickets	750.00
Total Xmas Party	912.50
Total Events	4,267.79
GENERAL (INC.):	
Equipment rentals	5.00
Interest	28.91
Member fees	6,199.27
Misc.	91.98
Total General (Inc.)	6,325.16
Merchandise (Inc)	4,218.94
Newsletter (Inc)	307.28
Income - Other	2,478.92
TOTAL Income	17,598.09

EXPENSES	
EVENTS (EXP):	
Birthday Party	1,628.34
Frame Oiler	131.99
Maple Syrup	285.60
Xmas Party:	
Awards	162.79
Catering	1,144.20
Hall Rental	75.00
Misc.	329.00
Total Xmas Party	1,710.99
Total Events	3,756.92
GENERAL (EXP)	
Bank Charges	104.41
Insurance	540.00
Misc.	254.05
Postal Charges	74.90
Registration	30.00
Returned items	27.50
Total General (exp)	1,030.86
MERCHANDISE (EXP)	
Clothing	3,296.15
Grille Badges	965.41
Key Fobs	361.05
Lapel Pins	660.36
Misc.	45.15
Postage	49.69
Total Merchandise	5,377.81
NEWSLETTER (EXP)	
Postage	2,252.87
Printing	2,470.81
Stationary	243.04
Total Newsletter	4,966.37
TRAILER (EXP)	
Mileage	20.00
Misc.	46.00
Repairs	172.31
Total Trailer	238.31
TOTAL Expenses	15,370.27
Total Income/Expenses	2,227.82

OVLR Inc. Balance Sheet as of 12/1/98

ASSETS	
Cash and Bank Accounts	
Canada Trust	2,423.75
Money Market	0.00
Petty Cash	0.00
Total Cash and Bank Accounts	2,423.75
Other Assets	
Accts receivable	0.00
Merchandise	2,356.00
Tools & Equipment	500.00
Trailer	5,161.25
Total Other Assets	8,017.25
TOTAL ASSETS	10,441.00
LIABILITIES & EQUITY	
LIABILITIES	0.00
EQUITY	10,441.00
TOTAL LIABILITY & EQUITIES	10,441.00

Some Non-OVLR News & Rumours

Land Rover Canada Press Release: Pascal Masmaque named Managing Director, Land Rover Canada

Land Rover North America, Inc. has announced the appointment of Pascal Mismaque as Managing Director of its subsidiary, Land Rover Canada Inc. He is based in the company's Mississauga, Ontario headquarters.

Charles R. Hughes, president, LRNA, said, "We are pleased to welcome Pascal, who brings with him extensive experience with Rover France. He has total understanding of Land Rover's corporate culture and its products, heritage and long-term goals. We look forward to his leadership of our expanding network of Canadian retail outlets, which has grown to 17 since the establishment of Land Rover Canada in 1990." Through the first ten months of 1997, sales in Canada are up 19% over the same period in 1996.

Mr. Mismaque, 40, most recently served as Commercial Director of Rover France since October 1994, with full responsibility for dealer development, sales, fleet sales and commercial training in the 40,000 unit per year company. Prior to that, he had served as Sales Director. Earlier experience within the automotive arena was gained at Fiat Auto France and Ford France.

Born and raised in France, Mr. Mismaque holds an engineering degree from the Saint-Cyr Special Military School and completed post graduate studies in marketing at the Lyon Business School. He and his wife, Nathalie, and their four children have relocated to the Toronto area.

Newsletter received in since December: The Review, Land Rover Owners Club of Victoria Inc. (September 1997); The Gearbox, The Rover Owners of Virginia Ltd. (Winter edition 1998), The newsletter of the Toronto Area Rover Club (December 1997), and the newsletter of the Northern California Rover Club (November/December 1997)

In the category of potential OVLR members, check this forwarded news out from Australia - "I was on one of many four wheel drive escapades in my Land Rover. After winching a mate's Toyota out of a mud bog I hooked the winch cable over my bullbar onto my roof rack in anticipation of the next bog. I then drove off without disengaging the PTO and yes, winched my roof rack off of the Landy and destroyed the rollbars and roof in the process." B. Hallett is the guilty chap.

Model news from Bill Leacock - "Came across a new Hot Wheels Range Rover on my Christmas sales penance tour with the wife. It is a purple coloured 4 door with Vroom on the roof and Screeeech on the sides It is # 3 of 4 in the Biff Bam Boom Series. (88 cents US) Also in my Christmas stocking was a Matchbox set of 5 entitled Land Sea and Air in which there is a red D90 County with yellow interior and Bull Bar with the logo RED VALLEY CAMP on the door.US$4.99.

From Soldier Magazine, without permission; "Good news from Beverly, Yorkshire, where the Museum of Military Transport has been saved. It went into provisional liquidation a year ago with "insurmountable financial problems" but has been revived by "community spirit". Former Household Cavalry driver Alan Bushell, co-founder of a £10m-a-year timber business and an avid collector of military vehicles, is the knight in shining armour. Curator Wally Dugan will continue to run the museum, working closely with Bushell's Baltic Pine Timber Corporation Ltd."

A note from Ben Smith - "One of my housemates' Jan. 1998 Car and Driver was delivered today. There was a short blurb of on the Camel Trophy with a photo of a Freelander and a D110 in the background. "CAMEL TROPHY GETS NEW HORSE: As expected, the new Freelander will be the official Land Rover vehicle for the Camel Trophy competition in 1998. The event takes place in Tierra del Fuego, Argentina. Each of the national teams taking part will use Freelanders but will be supported by a Defender 110." So let me get this straight, each Freelander needs a D110 as it's own support vehicle? So, like, the Freelander will be freeloading off of the D110, right? Hmmm, they are going to need a bunch of D110 drivers. Now where do I sign up to do that. Oh, and a minor nit pick. The photographed Freelander with "Camel Trophy" on it, has a little A-Bar in front and no visible winch. The D110 behind it has a full brush bar and winch.

News on the next British Invasion in Stowe, Vermont. While the organisers are loath to communicate with the great-unwashed Land Rover clubs, they are freer with information to our British Invasion rivals, the Mainly Mini club in Montreal. They inform the Mini owners that there will be no more on the spot registration. You must pre-register by September 1, 1998. There will be no exceptions. Here is an excerpt from the letter to Mainly Mini: "Next year we are planning to make a few changes. The most significant being that we will become a "pre-registered only!" show. This year we pre-registered over 500 cars and then registered another 130 at the show field… By shifting to a pre-registered only show we can plan the field layout better, move registered cars through registration at great speed, provide each registrant with a Meet Gift and a Goodie bag, which eliminates some of the issues that arise. With a cut-off date of September 1st, we could actually send out confirmations that include a vehicle pass that would provide registrants with access to the show field area, while all others would be directed to guest parking. While I suspect that this will make us unpopular with the last minute travellers, it will do a lot for those who have pre-registered all along. It is also likely that we will raise the cost of registration by US$5.00 or US$10.00 to cover expenses, improve awards and meet gift quality. Another option is to go with less

costly meet gifts and keep the cost the came, or we could drop the meet gift entirely". So much for the Land Rovers which are shunted to the other side of a barb wire fence and generally considered the black sheep of the family that must be put up with. Considering in past years the majority of Land Rovers were not pre-registered (anyone want to trust Canada Post here?), one wonders. However, we do put on a good show for the other British car cousins, so this should bother us if we are prepared!

1998 Winter Romp Info:

Friday, February 13-15, 1998

Events include: Late Night Off -Roading in the Maine Woods, a Non-Damaging Scavenger Hunt, BBQ Lunch & Trials Course, and a Trek to top of Harris Mountain

Equipment List: 1) A sense of Humor! 2) Clothing: Conditions might be cold and wet - probably both. Please dress appropriately! Prepare for the worst so you will be comfortable. 3) Tools: Flat shovel, tow strap, 1st aid kit, spare tire, map, compass, full size blanket & tool kit.

Accommodations: Inexpensive motels, B&Bs, and winter camping are available near by. For housing information contact Bruce Fowler at (207)453-5074 or e-mail Joy Lynne Foss at joyful@uninets.net

Directions: From I-95: Take Exit 35 (Fairfield, Unity College). Follow Route 139 to Unity (approx. 17 miles). School Street Variety is on the left. From Route 1: At Belfast, take Route 137 to Route 220. Take a right at the intersection at Hilltop Variety and follow Route 220 to Unity. At Unity Center, take a right onto School Street (Route 139). School Street Variety is one mile on the right.

Have a Chevy S-10? Wish it was more like a Land Rover? Well, fear not. Galaxy Motorsports has a fibreglass kits that "transforms the blocky stock front styling into something out of 1950's England. Never fear, we are on this one and have ordered up all the literature for your edification in a future newsletter!

From the Microsoft/NBC Website on the current Detroit Motor show: "Land Rover Unveils 1948 Land Rover - Celebrating 50 years of Land Rover, the British builder of sport utilities turned the clock back to 1948, where it all began. Maurice and Spencer Wilks, managing director and chief engineer of the Rover Company in the late 1940s welcomed the gathered journalists to the 1948 Amsterdam Motor Show. With a dozen members of the 1948 press outfitted with classic press hats and antique photographic equipment looking on, the two gentlemen unveiled the all-new 1948 Rover vehicle to commemorate the company's 50 years in business. They went on to explain how this new vehicle could be used by farmers and people who live in rural areas. At the time, there really wasn't any competition to this vehicle as it was the first four-wheel-drive vehicle of its type. After the unveiling, the large video screen displayed newsreel-type footage of the history of Land Rover, going from the first version to the current model year. Charles Hughes, President of Land Rover North America, then took the stage for the requisite discussion of sales figures. 1997 was a record year for of sales in North America, helped by a record 23,826 vehicles sold in the United States. This made 1997 the sixth record year in a row. With a word about the future of Land Rover, Dr. Walter Hasselkus, chairman and chief executive of the Rover Group, claimed that "products under development will become benchmarks in each of their segments." He also stated that the five year period beginning in 1999 will see a revision of the entire Land Rover model lineup. "

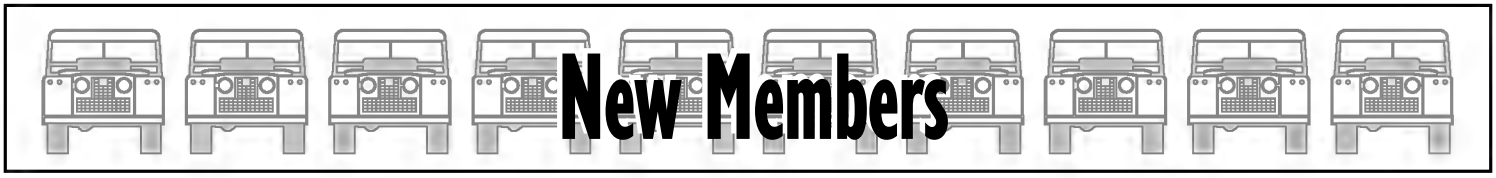
The 102nd Use For a Land Rover - Two Held As Customs Seize £32m Cocaine Haul. Two men are being questioned after Customs men smashed a plot to bring cocaine with a street value of £32 million into Britain through the Channel Tunnel. Customs and Excise believe the haul is one of the biggest destined for the tunnel to be intercepted. The men were stopped at Coquelles near Calais as they passed through Customs checks before they were due to board Le Shuttle car train. Their Land Rover was searched and a haul of 160 kilos of cocaine was found in the wheels. The men, one from Cleckheaton and the other from Dewsbury, both West Yorkshire, have been taken to Leeds for further questioning. Frank Ferguson, Senior Investigation Officer with the Customs and Excise national investigation service, said the method of concealing the drugs in the Land Rover had been very unusual. "Drugs have been hidden in wheels before, but they are usually in the spare wheels," he said. "In this case the cocaine was concealed in the four wheels of the vehicle, with 40 kilos in each wheel." Incisions had been made in the hubs, and the vehicle was robust enough to still look normal and drive properly. The Channel Tunnel was becoming a popular route for smugglers, who enjoyed the "safety in numbers" factor, Mr Ferguson added. "Our investigations are continuing and we are hoping to capture others in connection with this incident."

Some LRNA sales figures

	Dec '97	Total 1997	Total (87-97)
Range Rover Classic	0	0	34,014
Range Rover 4.0/4.6	925	6,621	17,849
Defender	98	2501	6,463
Discovery	1,503	14,703	48,259
Total	2,526	23,825	106,585

Rumours from the Sydney Morning Herald (Oz) "Is BMW on the block By Gavin Green - For a price tipped to be about $14 billion, BMW may be for sale. The secretive Quandt family, which owns the Bavarian car maker, is said to be preparing to sell it either to Toyota or Chrysler. The Quandts are apparently keen to divest themselves of BMW, following heavy losses from the aero-engine business and upcoming trouble for European car-makers. With the maker's stocks riding high, now would be a good time to sell. Chrysler is the favoured suitor. It already has a joint venture with BMW, building engines in Brazil. Sighting of Chrysler executives around BMW-owned Rover factories in Britain lately initially were interpreted as a possible sell-off, by BMW, of the Rover small-car business, but

rumours persist that the sell-off is much bigger than that. Many American analysts still expect Chrysler to control Rover - regardless of whether there is a broader deal that includes BMW. Chrysler's big ambitions in Europe are not being fulfilled by importing US models such as the Neon. Five years ago, Chrysler discussed with Rover the possibility of building Grand Cherokees and Voyager MPVs in Rover's Midlands plants. It finally settled on an Austrian plant, in Graz. There is also evidence that BMW is becoming increasingly disillusioned with Rover, which continues to lose money and which, within BMW, is being seen as a rebellious satellite. German sources insist that the Quandt family is equally disillusioned about Rover - but its favoured plan is to sell the whole set-up, BMW included." Later rumours put this off as BMW awaits signs to see if the Freelander will be a success, with Toyota the preferred buyer. If not…



Three members this month:

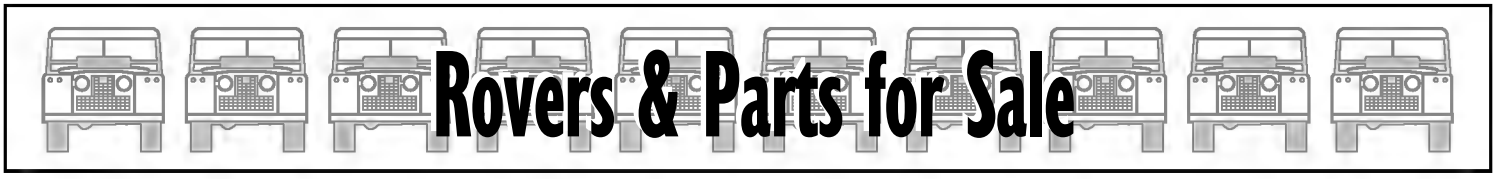
J. Wood of Kinburn Ontario with a Series III military 109. Mr. Wood's 109 has traveled about the world, being located in Trinidad before arriving in Ottawa.

Braman Wing of Ithaca New York with a 1966 Series IIA 88"

John Green of Corbyville, Ontario with a 1955 Series I 88"

OVLR Membership Statistics as of 1 January 1998

	Voting	Non Voting	Honourary	Sustaining	Total
Canadian Members	54	52	1	2	109
USA Members		90		1	91
International Members		5			5
Total Membership					205



1963 Amphibious, air transportable, one-ton Land-Rover (APGP) as written in Land Rover Owner International magazine Summer 1996 issue "Bouy Wonder". Extensive restorative work undertaken. Earliest known APGP in existence (prototype #3) and only one ever in North America. US$17,000 obo. Contact Cameron Duff (613) 269-4125

1968 Dormobile 109 5 door. Fully restored, completely disassembled and refitted. Straight and clean. Too many parts to list. Full interior and new canvas pop-top, better than new, sleeps 4. Upgrades include Salisbury diff, PB, Kodiak heater, Series III transmission, Hi-ratio transfer case (32% increase in high range) from Ashcroft in the UK, 3B Toyota diesel 3.4l conversion (90 hp, 160 ft lb. torque), 5 new Yokohama 235x85x16 radials on wide offset rims, Sony detachable AM/FM cassette (no stove or sink) US$12,000. Contact Cameron Duff (613) 269-4125

Roy Caldwell has returned from 8 ½ months in Bosnia, and is cleaning out his stable…

All three rovers are in Helena, MT. Call Roy at 406-442-1804 after about 6 PM mountain time to talk. For somebody really interested Roy can do stills and/or a video of any or all three.

64 Series IIA, North American top with tail gate, Seamist Green top and bottom, solid frame, strong engine, Fairey overdrive, old style Warn hubs, new 15" tires, good seats, is a daily driver. US$5,000

71 Series IIA, Pick-up cab, Limestone, bit of rust on frame, straight body, strong engine, Toro overdrive, old style Warn hubs, roll bar, new 16" tires, daily driver, US$6,500.

69 Series IIA, early year Bugeye, Station Wagon, Limestone over Seamist Green, Deluxe but worn interior, new Mile Marker hubs, good frame and body, some normal wear and tear on the body, rebuilt 2.25 engine, daily driver, US$6,500.

CROSSWORD HERE

thanks murray!

General Servicing: Repairs, Humour, Tales & Trivia

SCOT: Stupid Current Owner Trick

by Ben Smith.

Dora's waterpump after 6 years of service and 91,000 miles started to die a few weeks ago on a trip to Mendocino National Forest. The waterpump started to growl. In the field I shook the fan and determined that the bushing was going. So I finished the trip, got home and took Dora off the road.

A new water pump (and rebuild kit) was ordered. They arrived and I started in this evening. The pump came off without any problems. Last time I did this I was at school and had access to a 10 ton press. No longer. So I set out to see if I could pull the impeller off and see how badly the bushing was worn. My vice wouldn't open big enough. So, I thought to myself, how about a gear puller. All started well until I heard a SNAP!. Those impellers are not as strong as one might think… I think the rebuild kit (on back order) contains a new impeller. Or at least I hope so. I decided to quite before I broke something else. I'll fit the new waterpump tomorrow.

I was doing various maintenance items on Dora tonight (new oil, filter, topping off fluids, etc.). I drove her around the block to make sure the hoses weren't leaking after fitting the new water pump. When I got back I noticed a drip from the radiator drain plug. So I figured that I must not have tightened it enough. I tried to tighten it and was rewarded with a "snap" and then a stream of water and anti-freeze. The fitting that the drain plug screws into had come loose.

I pulled the radiator this morning and dropped it off to get reconditioned on my way to work. I got it back this evening all nice with a fresh coat of paint and a drain that held pressure. In the process I learned that the radiator had been 35% restricted. But all is well now. It's in Dora and she's all back together and running.

Sodbury Sort-Out

by Peter Scales

In which two Canadian Air Force captains visit Britain's largest annual Land Rover jumble sale, to enjoy the sunny weather and the brotherhood of Birmabrite.

Rob Burns and I flew from Trenton (the largest C-130 Hercules airbase in Canada) to Lyneham (the only C-130 base in the United Kingdom) in late October, to do some flying with our Royal Air Force comrades. After an all-night flight in a roaring Herc, crew rest is required; for most of the Canadians, this meant a day off at the hotel in Swindon, Wiltshire, or a train trip to London to see the sights. But Rob (TR-6, Spitfire) and I (TR-7, Series II) had other plans! Off to the Sodbury Sort-Out!

Three weeks before, I posted a note on two Land Rover discussion groups on the Internet. I wrote that I'd be in Lyneham for such-and-such dates, and in St Andrews, Scotland, for these dates, and was there anything going on then in Land Rover Land? In response, several list members e-mailed that either (a) they had Series II parts to sell me, or (b) that I should try to get to Sodbury on October 25th. There is a lesson here for those of you are on the Net: If you are not already on an e-mail discussion group for your particular marque, get on board! There are rafts of information and help out there on the Internet Sea, and every day I read postings from

Dale gives Dixon a bit of non-LR driving instruction.
Photo: Ted Rose

people who need help or who are offering advice or who are buying and selling. Very helpful.

So, to Sodbury. Before leaving Canada, I dialed a British phone number which I'd been given. The fellow answered "Old Sodbury, this is the sod himself!" Told him I was coming, and he politely told me that "foreigners" don't have to pay admission.

From our hotel in Swindon, Rob and I took a taxi to the ancient village of Old Sodbury. Our driver, a new arrival from France, didn't know exactly where we were going. I had told him to head west on the M4, and to look for signs. Soon, we caught up with a LINE of Land Rovers, many of them towing trailers stacked with Landy parts! That was our sign.

I'm guessing there were 300 vendors. In a rare fit, I was speechless. Everything I had on my tightly-grasped shopping list was there, labelled with prices written on white tape. I was a kid in a candy store. Within a few hours, alternately gawking at all the Solihull-built trucks or haggling on prices, my shopping was largely done: Four leaf springs (20 kg each), a rear crossmember with extensions (30 kg), handfuls of rubber bushings, taillights, special bolts, a Series II T-shirt. I had foolishly spent our return taxi fare, and we couldn't possibly carry all this stuff!! Now what?

As we stood in the long line at the only food vendor, we hatched a plan. I made a sign, on a piece of scrap cardboard. "Need a ride to Swindon. Two Canadians, plus parts." Rob taped the sign to my back. Would it work?

In five minutes, a partsman from T. H. White in Wootton Basset, the Land Rover dealership nearest to RAF Lyneham, offered us a ride. Best of all, he had a big trailer for all my parts! As the Sort-Out was winding down, Rob and I consolidated my pieces into one pile. Minutes later, we were riding in the back of brand-new Land Rover County. And what do you think impressed me most about this truck, which is essentially the same as a mid-1950's 109" Series II? That we were able to carry on a conversation, even on the highway! This thing even had a radio! Every other Landy I'd been in was so loud that conversation ceases at 20 mph.

This story is getting a bit long, so I'll wrap up quickly. The fellows at T. H. White kindly held on to my parts until the day before I flew home. The driver of our crewbus didn't even flinch when I asked him to pull into White's so I could pick up 120 kg of LR parts. And best of all, the Canadian groundcrew were very patient in loading all of my parts onto our Hercules. On arrival in Trenton, the Customs agent looked me over and must have felt sorry for someone who needs to fly to England to buy car parts, and she let me go.

101 Ambulance
Photo: from the collection of Robin Craig

I was home, and the Sodbury Sort-Out adventure was over. Until March 1998, when the Old Sod is holding his next Sort-Out!

NB: If you go, take cash, photos or diagrams of what you need (or at least a list of measurements), masking tape and an indelible marker (for labelling your purchases with your name, so you can continue to walk around unencumbered), and pack a light lunch. And have a plan for getting your treasures back to Canada!

An Update

by Dave Bobeck

Just to keep everybody up to date, I have also in the last few weeks:

Replaced the front bearing in the alternator. Real bastard of a job. Put the thing back together in the wrong order, oops, couldn't get it apart again; bought $50 "late-night auto" gear puller. All is well and quiet in that area…so far.

Following the advice of some cat on the main Land Rover mailing-list, I pulled the motor out of the Smiths heater, in order to have a look at the bearings in it to see why it sounded like a squirrel was being executed by the fan every time I turned the thing on from cold. It would go away after a minute, but the looks from cars parked on that side at a stoplight, or in traffic, were priceless. One woman started looking around inside HER car to see what was causing the racket…then it stopped. Must've left her bothered all day…anyway, I do not advise disassembling these units. Take the fan off if you can, pull the end cap, and squirt some oil in between the shaft and bushings. I got mine back together but I'm skeptical of how long its going to last. Details available if anybody's that strapped for entertainment. The noise IS gone however, and it seems to blow a little harder.

Bodged/repaired the starter cable which had been well and truly toasted by the exhaust manifold

Put the spare back where it belongs.

Replaced the PO installed battery hold-down, which had gone

the way of so much green powder, with the original heavy steel thingy, greased the terminals to keep old man fuzzy away.

Had the guys at Craven Tire (I swear that's the real name) fix the various leaks and re-balance and rotate everything. I love making those guys earn their pay. I didn't spend 700 clams for a set of tires to NOT take advantage of that lifetime rotation deal.

Filled the tranny and OD. Its amazing how much oil ends up on the frame, yet it really doesn't take that much to top everything off.

Getting tired of semi-solutions, need to resolve the following issues:

1. BIG holes in rear tubby. Have early IIA tub to swap in, but- Needs paint, needs holes cut for reverse lights, side lights. needs door seals swapped over or new, needs some kind of repair to x-member mounting holes. Problems foreseen with this? cutting the holes for the reverse lights. they don't work that well anyway, there must be a better way. Side lights. These also don't work very well, and usually just make it easier to hit trees, since they make the truck about an inch wider. I don't really want them, and now's the time to get rid of em. But what then to do about the ones up front? If there were none at all I could pass inspection, but with two up front they will probably

fail me for not having them in back. Then if I take out the fronts there will be holes…back to square one. Makes me want to slap two aluminum squares over the holes in the tub and pop-rivet them in place and paint the whole mess green, and be done with it…

2. Speakers. the Mike Loiodice/Alan Richer solution won't work since I still have the headliner in. I don't want to hack up the SIII dash. The doors are too shallow. I've had some ideas for mounting them in the tub somewhere, anybody got any ideas? Getting tired of listening to gearbox whine on my way to work…

3. Radiator Muff (ooh) Well, this thing doesn't really work with the winch power cable coming through the grille. Should I just drill a hole in the breakfast and run it that way? I hate drilling holes. ("holes are forever" —Spenny) see #1 for more on holes…

Tooltorial: A Simple Land-Rover Bushing Replacement Tool

by Alan Richer

Never let your friends find out you're mechanically inclined - they'll show up on your doorstep with sick Rovers.

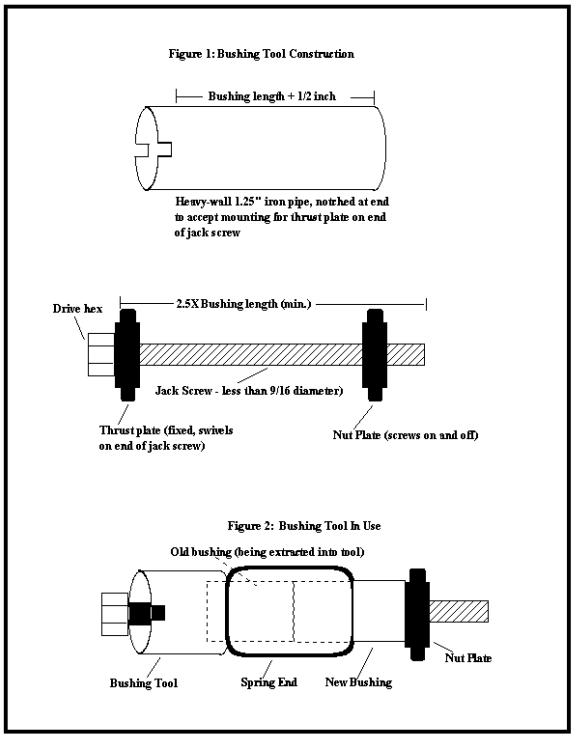
Having had this take place with an 88 that was bereft of usable bushings (but with an owner who had 2 sets of Polybushes - one for me, as I don't work cheap), I undertook to replace the bushings on this otherwise beautiful Series IIa. I did want to make this an easy job, so I decided a bit of thought and tool-making needed to go into this process before I started in with the hammer and hacksaw. A mechanical contrivance to remove and insert the bushings seemed in order here.

To this end, I came up with a tool modeled on the concept of tools sold in the UK LR magazines for inserting and removing bushings. It took me about 20 minutes to make, and was cheap - a junkyard jack and $3 worth of hardware-store items.

The first item on the list is a junkyard scissor jack. Just about any one will do, with 2 caveats:

1. The screw has to be less than 9/16" diameter, to fit through an intact bushing.

2. The screw also has to be a minimum of 2.5x the length of a chassis bushing.



The second item on the shopping list is a piece of heavy-wall 1-1/4" iron pipe, about 5" long, preferably unthreaded.

To assemble:

Using a grinder or other suitable tool, disconnect the screw and its nut and thrust plate from the jack assembly. Once completed, this should leave you with a jack screw with a thrust bar on the working end, and a loose nut bar from the other end of the jack. Remove the nut bar from the jack screw - this is going to have to come on and off to be useful for us. Now, we need to modify the pipe to hold the thrust plate. When I removed the screw from the donor jack, the thrust plate on the screw was left with two round (for lack of a better word) tenons projecting from the sides. These, when the edges of the thrust plate were beveled on the grinder, matched up nicely with the sides of the heavy-wall pipe. To seat the tenons I drilled a matching-size hole through both sides of the pipe at a right angle, then opened up the holes to form U-channels to accept the tenons. Insert the jack screw into the pipe, engaging the tenons into the U-channels, and you're ready to go.

To use, insert the screw through the ailing bushing, and put the new bushing on the other end of the screw from the pipe side. Thread on the nut removed from the jack, and crank the screw, either with the old jack handle or a hefty ratchet (I wimped and used my air impact wrench). The old bushing slides out of the spring and the new one in slicker than goose grease on a hot day.

I wasn't able to try this on a chassis bushing, as my project 88 is not to that point. I was able to install 2 new bushings in one of the 88s replacement rear springs in less than 10 minutes using this method, however. Slick and cheap - I like it!

If you just want to pull a bushing (for welding or whatever), you can do it with no damage by using a thrust collar. I used a 1/2" to 3/8" iron pipe reducer coupling and a length of pipe as a spacer - worked fine, once I ground the OD of the reducer down a bit to fit.

In conclusion, considering the amount of grief inherent in removing and replacing bushings, a bit of time and effort spent on a tool like this can pay off in a big way in reduced effort and frustration. Working on the old beasts should be an enjoyable pastime - put in a little advance effort and make sure it stays that way.

Starting with a collection of ambulances, more military Rovers from Robin Craig's extensive photo archives;
Clockwise, from top right, D110 Pilcher Greene Type F Ambulances, Marshall's D130 Ambulance Santana, 109 Militar Ambulance,
Perentie 6X6 Troop Carrier, D90 w/106mm recoiless weapon, Belgian Minerva SAS, Marshall's SIII 109 Radio High Top.