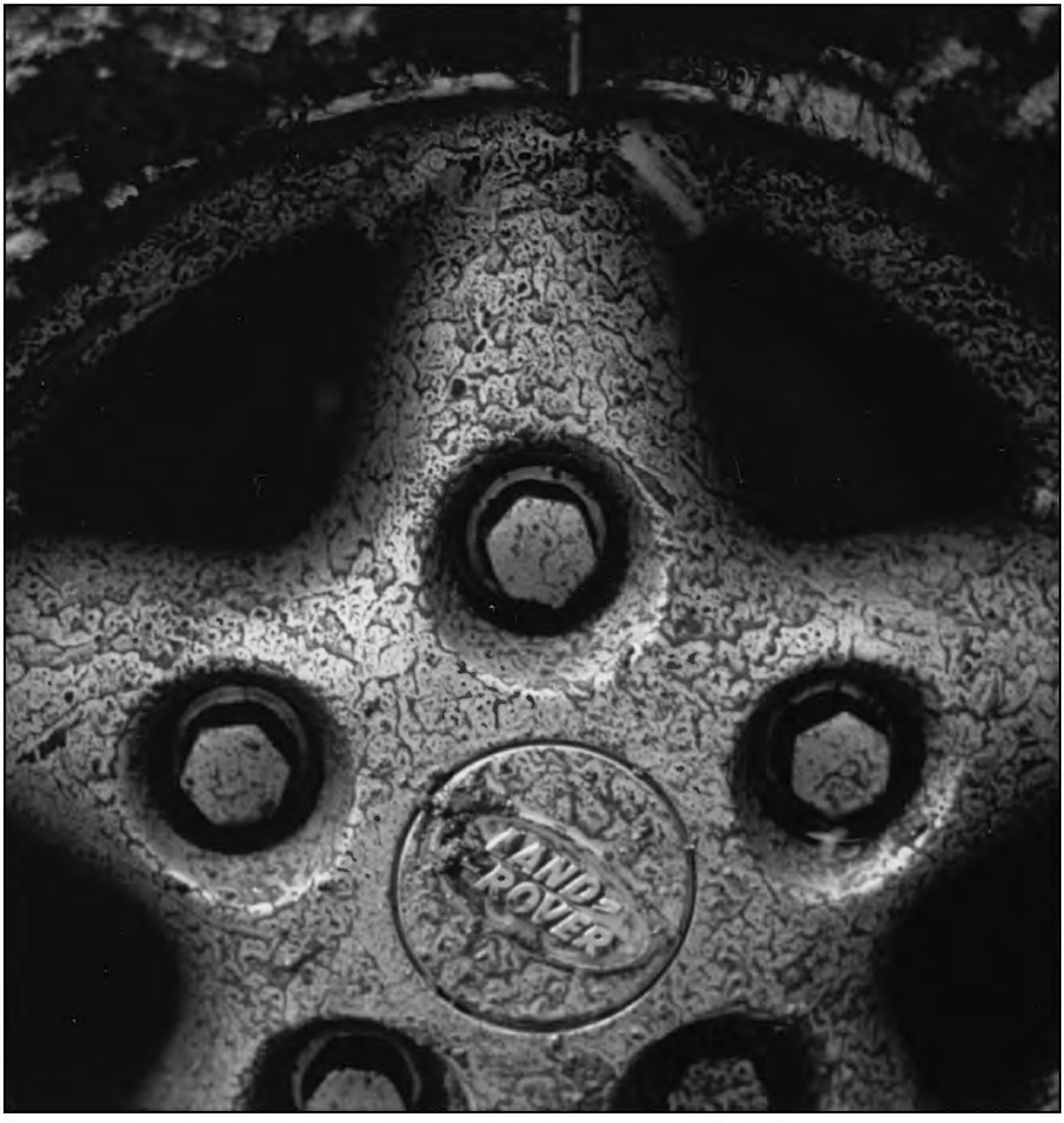
OTTAWA VALLEY LAND ROVERS

15 December 1998 Volume XV, Number 12



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.ovlr.org`

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.

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

Upcoming Events

in the next month or so…

December 7th	**Executive Meeting.** Phone Bruce Ricker for details
December 21st	**Last Social of the year at the Prescott,** Preston Street, Ottawa, 7 PM.
January 13th	**Annual General Meeting** Royal Canadian Legion, Kanata, 7 PM
January 18th	**First Social of the year at the Prescott,** Preston Street, Ottawa, 7 PM

future events:

(Dates & times subject to change)

More details regarding Land Rover events can be found at:
`http://www.ovlr.org/Events.other.html`

OVLR/Land Rover HAM - 14.160Mhz @ 01:00GMT Tuesdays

Land-Rover FAQ: `http://www.fourfold.org/LR_FAQ/`

The OVLR Newsletter

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OVLR Marshal:	Murray Jackson

"It was an excellent Christmas Party, I didn't win anything."
— Dixon Kenner

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 Christmas Party has come and gone, and a new crop of guilty folks have come clean on their annual antics. Over sixty people gathered at the Navy Mess on Victoria Island for turkey and the fixings and some socializing. **Jeff Berg** and **Eric Riston** came up from New York, **Pam & Charlie Haigh** brought **Jeff Meyer** up from Vermont.

Bruce Ricker gave a speech outlining some of the accomplishments of the year, ten events, and giving thanks to the various sponsors and supporters of our various events. *Atlantic British*, *MiniMan*, *Rovers North and British Bulldog* for the Birthday Party, *Rovers North, Atlantic British and MiniMan* for the Christmas Party. All supplied items for door prizes and the auction. The club has grown to be the single largest active Land Rover club in North America.

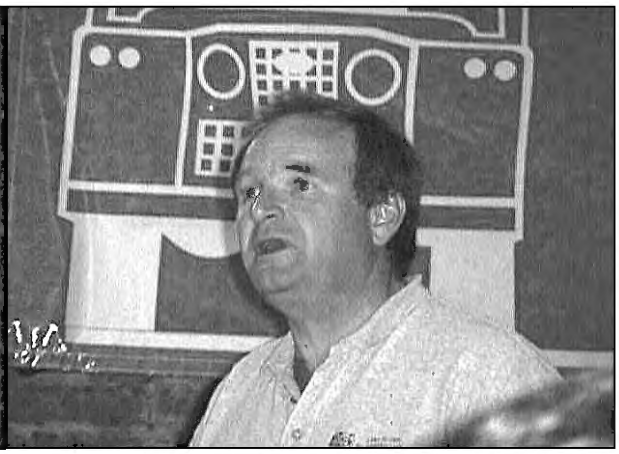
Christine Rose had a new selection of OVLR clothing to tempt people. **Peter Gaby,** after producing some very spiffy looking awards last year, brought a refurbished Gasket Under Glass. Tastefully done in an antique frame, it is something that would look great on any wall. **Andrew Finlayson** again produced a give-away for people attending the Christmas Party. This year is was OVLR fridge magnets.

Enclosed with the November newsletter, for voting members, was a proposal by the Executive Committee to amend a number of the By-laws that govern the operation of OVLR. These amendments were further addressed at the Christmas Party and subsequently approved. A description of changes follows later in the newsletter. On the subject of awards and prizes, this year, as in past, there was a good crop of candidates. You have read about a number of them in past newsletters. However, there were those who seemed to have the knack for getting attention. Rather than jumping up and down, ensuring their exploits were noticed, they took measures to ensure they would be buried unseen and unnoticed. Happily, this is a club where your fellow member is more than happy to point out your misfortune, to better cover up his own.

Despite a number of candidates, as well as some coming out of the woodwork after the award was announced, only one person managed to do that little extra bit that is required in winning the famed **LugNut Award.** In a Dave Lowian fashion, **Ben Smith** managed to display amazing bad luck when he drove from Boston, all the way up to Ottawa for a light off-road, and proceeded to lunch his engine. A complete tear down and rebuild in **Dixon Kenner's** driveway was the answer to this one. Later, not realizing that his Rover collection was probably telling him they wanted Ben transferred to Ottawa, he drove up a second time for another light off-road in Marlborough Forest and did in some components on his Discovery. These two incidents managed to edge out some candidates such as **Ted Rose** whose wiring harness managed to get wrapped around his propshaft while driving in the dark on the way back from the LaRose light off-road and yanked the whole rear part out, or **Kevin Wiley** who found after one off-road trip that thirteen lugnuts had come loose on his Land Rover.

The Towball went to a deserving chap this year. As this award requires the recipient to do something silly, we needed someone who went above and beyond the normal

Christine Rose
Photo: Kevin Willey



Bruce Ricker emcees the 1998 Christmas Party
Photo: Kevin Willey

This Month's Cover:

It's not exactly the star of Bethlehem, but happy holidays to everyone
Photo by Jeff Meyer

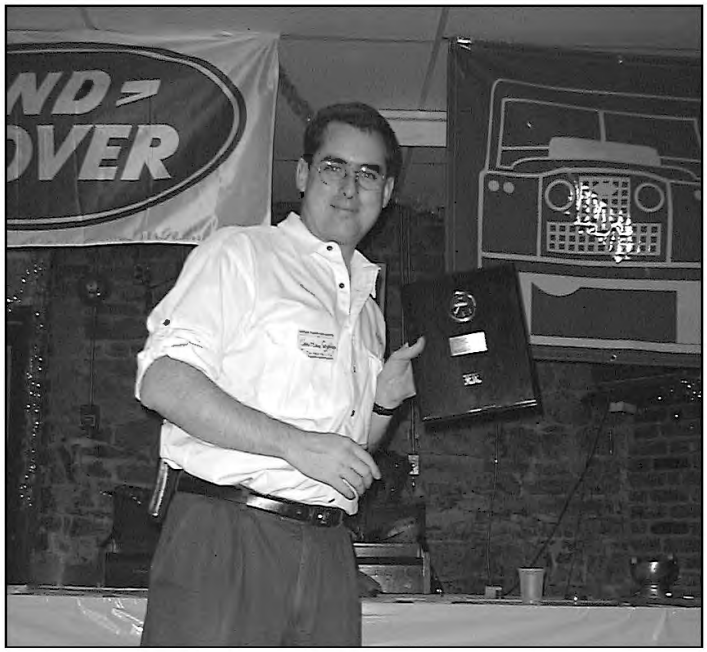
R - L; Jeff Berg, Eric Riston & Jeff Meyer.
Jeff Meyer demonstrates why he generally stays behind the camera
Photo: Jeff Berg

action of towing a Land Rover about. In other words, witnesses are always useful. This year's recipient, **Keith Elliot,** the gallant brother that he is, volunteered to move his sister's newly acquired 80 inch Land Rover from Ottawa to Cornwall. Arranging a trailer, he drove into Ottawa and loaded said 80 onto the trailer. He drove onto the Queensway and as he approached speed, looked into the rearview mirror as the hardtop launched itself into the air. The hardtop did a complete 360 as it stayed airborne, passing over the Honda Civic following him. The hardtop landed on the Queensway with a big thump and they had to stop and run back to retrieve it. The Honda driver, having just filled his trousers, got off at the next available exit.

Gasket Under Glass went to a very deserving individual. After years of watching in amazement as his vehicles continued to function, despite the odds, recognition had to be given to the head of the Team Daphne Research facility, **Dave Lowe.** This year we have witnessed secret engine modifications going awry. His 101 had trouble at Greek Peak, which stopped it from finishing the RTV course. On the way to Stowe, he managed to destroy a crankshaft, camshaft and other engine bits. We are amazed his vehicles run (we note that of the Lowe fleet, the only two vehicles that run are operated by his children). You see, Dave seems to have about the worst luck of anybody we have seen. Over the past three years, he has had to rebuild the engines in all four of his Land Rovers, but has never managed to have them all running at the same time. Just when he thinks he is getting caught up, another truck goes down on him. Look forward to a feature on our new standard bearer!

The Silver Swivel Ball, an award to an individual who has gone above and beyond the normal efforts, helping out with various club functions, was given to **Spencer Norcross** for his abilities in handling the production side of things for the newsletter and helping out at events.

There is this chap in the club, who will for a few sentences remain nameless, who finally managed to convince his wife to come to a Land Rover event. He promised that Land Rovers were reliable, that they could make it up mountains and through swamps…. This would be an event to remember he promised. And so it was. Leaving Ottawa, he traveled long to the event. So long that it was dark. So dark that nothing was open. So closed was everything that he ran out of gas on the Interstate. So prepared for everything breaking down was he that he had piles of parts, tools, but no spare gasoline. However, this was not a problem! You see, he was towing another Land over behind him and it was full of Gas. No, this is not Eric Zipkin who, when faced with the same problem, going to the same event, unloaded his 80 inch to tow his 109. You see, Eric is an Arts graduate. This chap is an Engineer! So how do you get gasoline out of a short wheelbase Land Rover and into a Long wheelbase? You siphon the gasoline out! But he didn't have a siphon! No problem. Crawl under the Land Rover and get an axle breather tube! But what do you put the gasoline in? Hmmm… Problem… Ahhh! A coffee cup! And so did **Christian Szpilfogel,** our brave lad, go



Christian Szpilfogel accepting his special award for creative refueling.
Photo: Jeff Berg

Jeff Berg
Photo: Kevin Willey

and siphon out gallons of gasoline from his 88, to fill the tank of his 110 to make it to Greek Peak. It wouldn't be so bad, but we have discovered that he has run out of gasoline at least once since then! You see, Christian, the *E* on that gauge does not mean *Enough!*

Contests:

The Atlantic British Crossword Puzzle Contest saw a lot of entries through the year. Despite **Murray Jackson's** efforts to make them challenging, one person managed to get all three puzzles done perfectly (I note that there were two others with perfect scores from the first and second puzzles, but they didn't bother to submit the third puzzle). **Ted Rose** won a $350 gift certificate from Atlantic British for his efforts. So good was Ted when it came to doing these puzzles, he managed to get the third puzzle half done with every answer wrong, but fitting, until he ran into one clue that just wouldn't fit and he had to go back and revisit his efforts. For all of you that thought the crossword puzzles might not be worth doing and now regret not participating this past year, take heart. Atlantic British has decided that they will again sponsor the Crossword Puzzle contest. The prize for next year's contest will be the same as this year, the winner announced at next year's Christmas Party. Honourable mention for this year's effort goes to **Franz Parsefall** in Germany who managed to turn in a respectable score, despite the several thousand mile distance and never attending an OVLR event. Truly impressive!

The annual Christmas Party Feelie & Seelie Meelies gathered lots of participants. Andrew Finlayson managed to put together quite a challenging competition. This year, the Easy was won by Dixon Kenner, the Medium by Charlie Haigh, the Expert by Ted Rose. The Seelie Meelie was won by **Tony Fowler.** In a "tie breaker" to decide who was the best, Ted Rose and Charlie Haigh battled it out, Ted winning in the end by knowing more trivia about the parts in question.

For those interested, the contents of the boxes were:

Easy: Rad hose (top, Series I); Taillight lens (Series IIA); Gas cap (Series II-III), Horn (Series II, IIA); Hose Clamp (Jubilee, original); Rubber Boot for transfer lever (Series II-III).

Medium: Door handle assembly (Series II, IIA); 2.25l intake valve (Series II-III); Windshield wiper stop (Series II, early IIA); part of door hinge (Series II, IIA); Gas pedal (Series II-III); Axle drive flange (Series I, early II).

Expert: Diff side bearing cap (all); Voltage regulator (Series I, II); Diff side bearing adjusting ring (all); Swivel pin cone bearing (Series One), Transmission main shaft bushing/sleeve (all); Hood prop pivot, inner wing (Series II-III).

The Seelie-Meelie: Bushing half for steering relay; spring base, 4wd high lever, (late Series I - III); Coil spring for swivel pin cone bearing (series One), Drive hub/clutch from a LR limited slip diff (NADA). While the list seems easy in some respects, extra points were awarded for identifying which Series the parts were from. Just saying Rad hose didn't get you as many points as adding "top" and then "Series One". The tie breaker between Ted and Charlie was a set of early points and a SI/NADA valve cover nut.

Murray Jackson created another Ladies Crossword Puzzle. This year, it was won by **Sandra Harris, Sharon McDermott,** and **Joey Ricker/Delia Coates.**

Thanks for organizing the Christmas Party go to Christine Rose, **Dave and Joyce Meadows** who handled the registration and money matters, Rovers North, Atlantic British, and the MiniMan for supplying items and support. Fun and games were provided by Murray Jackson and Andrew Finlayson.

Pam Haigh shows off her new non-genuine brake shoes to Charlie Haigh and Jeff Meyer
Photo: Jeff Berg

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

A note from the editor: The November newsletter was actually done, off to the layout wizard and back in a record time for once. No last minute panic. Don't expect this to continue though. Years of training have created an efficient last minute crew. Last month we had a bout of degeneracy as we had to wait and see if Sean McGuire managed to hit, er, shoot, the annual "get stuffed" venison feast that we have come to expect. So no visit to the BobZone last month, it was check up on Sean month. (Sean can't make most stuffings, but he does make up for this. Some folks wonder if this isn't just a ploy to get trained mechanics over to check out his 109 while eating Bambi burgers.) Fred Joyce, Sean McGuire, Dale Desprey, Ted Rose and Bruce Ricker all made it to the feast.

A moderately well attended social this month. A dozen or so members gathered to discuss some of the latest faux pas. Keith Elliot was vigourously campaigning against any thought of an award for him for his wee trouble with the roof of his sister's 80. After realising that "It's not my fault" wasn't cutting much ice, he displayed remarkable mental agility and changed tacks in a chameleon-like fashion. He started to build a case why it was his sister, and not him, who should receive all of the recognition. Such brotherly affection was considered touching.

Changes to the OVLR Inc. By-laws

In the early 1980's, when OVLR was founded, it was as a small organization that served as a mutual support group and undertook short off-road trips. It was set up as a local chapter of a larger organization, the Association of Land Rover Owners of Canada (ALROC). Over time, ALROC has faded away and OVLR has grown to fill many of ALROC's functions. In fact, OVLR has grown larger than ALROC ever was. As OVLR has passed two hundred and fifty members, some members recently got together and looked at how OVLR actually operates, as opposed to how the by-laws say responsibilities are assigned. We looked at how other Land Rover clubs overseas were organised and arrived at a consensus. Proposals arising from this review were submitted to the Executive and approved for discussion and voting at the Christmas Party. Because of these proposed changes, nominations for Executive positions will open at the Christmas Party and close on December 15th. Ballots will be mailed out to all voting members. They must be returned by the AGM on January 13th.

The table at the bottom of the this page shows the old responsibilities, as per the by-laws, and the new responsibilities. An explanation of positions that change, are broken up or are created, follows.

President - Portions of the President's responsibility has been passed to specific Co-ordinators who will take direct responsibility for various aspects of the club operation. The President will have the added responsibility of representing the club on such inter-club bodies as the Association of North American Rover Clubs.

Vice President – The Vice-President position is the one effected the most. Basically, the Vice President position is broken up. Currently it was an ill-defined position. By definition, it supports the President and is responsible for Events. However, the President really does not need the support of another member who might be new to the position. The other portion of the VP position is Events. Events are a large and important part of the Club. However, how the VP deals with events is ill-defined.

This table portrays the old responsibilities, as per the by-laws, and the new responsibilities.

Old (1984 - 1998)		New (1999 -)	
President	Elected	President	Elected
Vice-President	Elected	Past President (for continuity)	Elected previous year
Treasurer	Elected	Secretary-Treasurer	Appointed
Secretary	Elected	Membership Secretary	Appointed
Events Co-ordinator	Informal	Events Co-ordinator	Elected
Off-road Co-ordinator	Informal	Off-road/Field Co-ordinator	Elected
		Executive Member at Large	Elected
Merchandising Co-ord.	Informal	Merchandising Co-ordinator	Appointed
Club Equipment	Distributed	Club Equipment Officer	Appointed
Editor	Appointed	Editor	Appointed
Returning Officer	Appointed	Returning Officer	Appointed
Auditor	Appointed	Auditor	Appointed
Marshal	M. Jackson	Marshal	M. Jackson

Christian Szpilfogel enjoys dinner at the Christmas Party
Photo: Jeff Berg

Currently, specific event co-ordinators are appointed by the Executive, leaving the VP with little to do at times. Thus, out of the VP Position, four positions will be created. They are:

Past President – The portion of VP responsibilities which pertains to supporting the President is transferred to the Past President position. The Past President will be able to guide, give advice, or assist the President as he undertakes his responsibilities.

Events Co-ordinator - As Events can be a large and onerous load because of the myriad activities now occurring, the Events Co-ordinator position will deal with Events proper, not the off-road portions. This person will be responsible for the overall co-ordination and running of large "family oriented" events such as the Maple Syrup Rally, the Birthday Party, and the Christmas Party.

Off-road Co-ordinator - An Off-road Co-ordinator will be responsible for all greenlaning, off-road events and RTV Trials that the club would undertake. This will include everything from jaunts to LaRose Forest to the light off-road/RTV Trials at the Birthday Party.

Executive Member at Large – A proposed position that would allow for new members to learn the ropes, assist the other Executive in undertaking their tasks.

Secretary – The Secretary had the responsibility for handling the membership list as well as all correspondence for the club. With two hundred fifty plus members, this was becoming a burdensome task. Most clubs which exceed one hundred members have broken the Secretary position into two positions, one of which is a Membership Secretary. As this can result in a lighter workload for the Secretary, the position is combined with the Treasurer position.

Secretary – Treasurer – This person will combine the Treasurer position with the correspondence portion of the Secretary's position. Because of reporting requirements arising from the incorporation of OVLR, this would be an appointed position for a term of two years.

Membership Secretary – This person will be responsible for maintaining an up-to-date membership database. The incumbent will provide up-to-date copies of the phone list to the Executive at every Executive meeting. The incumbent will also supply the newsletter Editor with either pre-printed addressed envelopes for the newsletter or would supply the necessary mailing labels on a monthly basis.

Merchandising Co-ordinator – Appointed. With the growth in sales of club goods, one individual should be given responsibility for running the "Club Store". This person will ensure that the club has an appropriate inventory of soft goods (clothing, hats etc.) and hard goods (grille badges, pins, key fobs etc.). This person will encourage the development of new items in response to membership demand and would be responsible for goods distribution, inventory control and reporting to the Executive on a monthly basis.

Club Equipment Officer – Appointed. With the growth of club assets, at least those that we wish to preserve for various reasons, someone will have responsibility for the Club trailer and for keeping track of the location of club assets. While the bulk of club assets reside in the trailer, other smaller assets are distributed around, thus formal provision should be made for the club to assign this responsibility to someone. (Note: This position already exists informally)

Positions that do not change

Returning Officer – Appointed position. Generally appointed by the Executive in the Fall prior to the annual elections of the Executive.

Auditor – Appointed position. Nominated from the floor and appointed by the membership at the Annual General Meeting in January.

Editor – Appointed position. Nominated by the Executive, approved by the membership at an Annual General Meeting

Marshall - Murray Jackson. How could we even consider changing this!

Other Changes to the By-Laws

1. Board of Directors, part one. "Directors shall not simultaneously hold office in any other Land Rover organization" In light of OVLR's membership in the Association of North American Rover Clubs, and the requirement that member clubs will appoint one of their members to the ANARC Board of Directors, this line will be dropped.

2. Amendment of By-Laws. Add to the by-law "Notice of changes in the By-laws, their wording and effect, must be made within the Newsletter at least two months prior to the changes being voted upon by the membership at a meeting duly called for the purpose of considering such changes."

3. Numerous grammatical and spelling changes to make them legible. In some places, some of the wording doesn't

make too much sense. (Give Bruce Ricker a call if you would like a copy of the By-laws with all of the spelling and grammatical changes. If you have internet access, the current by-laws can be found at http://www.ovlr.org/OVLR.charter.html)

Local members will not have noticed a nomination form with their November newsletter. This was because the Executive approved some proposed changes in the by-laws for discussion and voting at the Christmas Party. As nobody knew whether or not they would pass, we didn't know which nomination form to enclose. Members living in Eastern Ontario and Western Quebec can nominate, vote and hold office in OVLR. If you have someone in mind, complete the form. The form can be sent to the Returning Officer (Fred Joyce) at the club's mail address by December 15th. Voting will start on December 16th and continue to the Annual General meeting on January 13th to allow out of town members an opportunity to mail in their ballots. The results will be announced at the AGM in January at the Royal Canadian Legion on March Road in Kanata.

The Annual General Meeting will be at the Royal Canadian Legion Hall in Kanata at 7 PM on January 13th. Generally guaranteed to be the darkest and coldest night of the year. There is a bar there (of course!) so you can warm yourself up a little bit. An agenda you ask? The usual. Elections, reports from the various Executive members, appointment of a Returning Officer, Auditor, Editor, Club Equipment Manager, among others, for the 1999 year. Discussion and approval of a timetable of events (where we can set dates this far in advance). The RCL is located off March Road at 70 Hines Road. (phone number is 591-5570 if lost)

OVLR Website: Additions or changed recently: Peter McKelvy sent up some items. The fitting instructions for the Warn hubs found on many of the Series vehicles; fitting instructions for the Mark III Kodiak heaters found in Series IIAs, and the installation, parts diagrams, and operations instructions form the LR-100 Koenig King Winch. If you can't wait to see them, links to all of these scanned images can be found at If you can wait, some will be appearing in the newsletter at a future date as reference material. (If you have any old instructions or adverts for various options you would like to share, send a Xerox copy (or a scanned image) to the club address for both future newsletter material and to be added to the web site for reference.)

A note from Martin Bagshaw - It's official, I'm a full fledged Land Rover owner, and member of OVLR. Woo Hoo!! I towed Matilda home last weekend. A very uneventful trip, probably because I brought some excellent help with me. The vehicle is a 1958 Series II, Its' presently christened Matilda. It was originally painted blue, at least as far as I can tell. It now sports a forest green and white (peeling latex) top. Matilda is powered by a 2 litre petrol. It was last registered for the Quebec roads in 1977. It is in need of the usual restoration but so far has revealed itself to be worthy of a second chance at life. This is going to be an excellent resurrection story. The best part of this story, is that this heap only set me back C$600.

Martin Bagshaw's new 1958 Series II, Matilda.
Photos: Martin Bagshaw

Jeff Berg, that cowardly person who forsook attending a Land Rover event (Stowe) to go sailing is working out in a gym so he can better lift engines with a single hand (more on this later). Sources think many different things could be afoot…

Ok, ok… So, in more interesting news, what's OVLR's secret research facility **Team Daphne Central** like? At a severe risk to life and limb, a report has been submitted from one of our many spies… "Well…let's see. I was expecting them to show up in a LR. Did they? No. Dave and Brett showed up in Dave's 1980 Rover Car. Dave's place used to be out in the middle of nowhere, but developments are going up. The mighty 101 is still dead. Dave is scavenging parts from other V8s and sourcing parts for the Buick V8. When he got it apart it threw a rod and broke the cam. He's still not quite sure what happened first. The 109 ex-MOD was getting a rebuilt 2.5l which is in, but not yet finished. The old engine threw a rod through the block. Murphy and the Lightweight are running well, but his sons have them. Dave has 2 86s that are waiting for later. He also has a 109 V8 conversion, which he hasn't touched in a decade. Tom's 109 V8 conversion is further along, but still neglected. Dave has a shed of parts and lots of piles in the grass.

Shannon Lee Manion, aka Mercedes Momma bemoans "I must confess, because I was last, **again!** to oil my LR/MB, and I lay in the mud, the blood, the beer and the oil, not only did the bottom of my car get a slippery coat, but….I had to throw away all my clothing and soak my coveralls for a week in a vat outside. I had fun, what about you? Slippin' and slidin' all the way!"

A note from Fred Dushin in Syracuse - Well, this weekend I finished off the brakes. Russell and I had put in new rear lines and flex lines all around, together with new wheel cylinders all around and rebuilt cylinders. (The PO's son-in-law put DOT-3 in the system. Wasn't much left of the seals. Besides, 3 of the 4 wheel cylinders were frozen solid) Had put all that together a few weeks back, and after bleeding the system, discovered my not-so-close inspection of the lines was, well, not so close. Left front line was shot, so I ordered new lines all around.

Put in the new lines this weekend, so now I have brakes! (Still have a leak in the outlet of the CB master, though, which I have to look into. Also rebuilt the transmission brake. Oh, also have to replace stop-light switch eventually.

The clutch master (CV) is a replacement. The old one had the wrong fitting, apparently, and the PO (or heir) busted the cylinder at the inlet. (Hey Dixon — you want it?) Realized why it was broken this weekend when I tried to install the new master, so a new inlet line is on order.

On tap: replace studs to exhaust downpipe and rest of the exhaust. Frame work on hold 'til Spring, I think. I'm working outside behind the house on what used to be my landlord's lawn, which is turning into something of a mudhole. At least the Rover will be happy. Oh, we're also starting to get our first attack of lake-effect snow, and, uh, wasn't I supposed to be writing my dissertation?

Jeff Meyer news… well, he's there watching my animals and I'm here sorting through momstuff but when I abandoned him he was chipping undercoat off the frame and looking, I dunno, less than enthusiastic about the whole project. Oringally I told him he'd have a place at Jupiter Hollow till Thanksgiving, he thought he'd be well done by then. as if. I'm thinking Easter meself and Jeff is now thinking mid-February maybe. Periodically he talks about selling "Killer" (working title, not actual name I don't think) and buying a real vehicle - last week there was a RR Silver Shadow in the paper for $9500 and he was thinking that might be a good car….

John Hong writes - What started as a hobby for me 9 years ago is now becoming an all consuming prune etre. My LR t-shirt and sticker site, www.roverstuff.com is up for your inspection and I hope to start shirt production and have the order form online next week…just in time for the holiday gift giving season! I am very proud to have obtained permission for an initial run of 6 Peter Wilford cartoon shirts. I guess now I can have greasy and inky hands! (Also, Roverstuff "Rover, man's best friend" bumper stickers are going around the world on the two 50th Aniv. Rovers from New Zealand!)

I also have created a page for Maddison 4x4 in N. Yorkshire and an initial official site for the Dunsfold Trust. They are in my links page. I hope to get over there for the next "Open Day" and photograph as much of the collection as possible.

1998 Maple Syrup Rally. (l - r) Keith Elliot, Bill Rice, Andrew Finlayson
Photo: Dixon Kenner

It was thrilled to have my piece on LR internet resources run in this month's issue (Dec) of LRM (`www.lrm.co.uk`) and it looks like I will have 2 articles (one of which will be my "rover cooking" spoof) run in the January issue.

A message from Neil Brewer in British Columbia. Dixon, I wish to complain; after only 12 years, my '69 IIA SWB needs rebuilding again! It will bring back many memories as I pull the old

dear apart and recall the events that put it on the road in 1986, with the help of OVLR members.

Like the early (quiet) hours in suburban Orleans on a Sunday morning when McDermott let out cries of profanity as his shin collided with a frame outrigger. And the time Crazy Al ran the OVLR garage sale out of our driveway (some neighbours never did speak to us again).

After several years of procrastination (and mortgage payments) I can finally afford to do it right! Yes! Original parts, frame-up restoration with no rust (hard to believe eh!). Gotta love these BC Rovers. Firewalls with intact footwells and bolts that actually unscrew!

Rovers North are supplying the tricky bits (I love those little boxes with 'Genuine Parts' printed on them), while Ray Wood (Wise Owl Innovations, Vancouver) is finding good old stuff like the frame, firewall and swivel balls. I'm even planning on installing a new wiring harness (then I'm going for counseling).

After driving the Rover virtually every day for the past 12 years, I think it's time for some investment; God knows the poor thing deserves it! I have a digital camera, so I'll send some JPEG's showing the progress (or lack of).

Hello to all the Ottawa crew.

Ode to High Lift, a letter from Bill Rice in Georgia - Howdy all, Just got back from the SOLAROS rally up in N. GA. Rain, rain, and more rain. Just hosed out Mrs. M. to get out some mud and silt, from when I got stuck at a tricky bend in a stream and submerged the left rear quarter of the truck. Fortunately, unlike Dave Bobeck, all four of my wheels were on the creek bed.

Tried towing me back to no avail. D90 ahead of me said he couldn't possibly back up due to a difficult section ahead of me that he couldn't make it thro' backwards (which later turned out to be easy—not sure why he was so nervous about; made the turn he was so scared of [deep water to one side] in my 109 w/o having to reverse), so I was well and truly stuck. Got out the chain (from its newly-submerged home in the toolbox), tow strap, and high lift and though the high lift didn't actually pull the truck out as we jacked it up, it put enough tension on the system that after attempt #2 I was able to drive up and out of the pit. Always knew this was possible conceptually but had never done it or seen it done.

Good weekend was had by all, even if the clay was so slick by Sat. afternoon that the slightest incline was a challenge. Aside: Did you know that about 15 guys pulling on a tow strap will get an 88 up a super-steep hill way faster than a winch?

A note from Alan Richer – "My boon companion of the past 60,000 miles, the Red Motor, is no more. It was winched out of the engine compartment of Mr. Churchill at about 9 tonight, a sad, sorry remnant of a once-proud 2.25 engine. All of the proper benedictions were uttered to speed it to its rest, like "Let go of the bellhousing you **bastard**!" and "What metric bullshit size are the damned motor mount bolts?" Please chant Page 43 of the Series IIA Parts manual in its honor at your next observance of the rites. Somebody clue me in here - an .060 gap between the piston and the cylinder wall is a bad thing right? I think I know where all my oil was going…right up onto the spark plugs. This was one worn-out motor. I am amazed that it ran as well as it did for as long as it did. The Green Motor is waiting in the wings to take its place. That's gonna happen tomorrow night, I hope. The Red Motor's head has been cleaned and painted to go on the Green Motor, as have a few accessories I didn't have doubles of (like the oil filter housing and the alternator). Let us all observe a moment of silence for the Red Motor - It was a proud member of its breed, and someday will be again."

Bill Rice gets in some practice for the Birthday Party 1998 Maple Syrup Rally
Photo: Dixon Kenner

Another, more worrysome, note from Al followed: The company **made** me take a week off - something made them nervous when I took a day off and called in telling them the

voices told me to stay home and polish the guns and land mines… I've been a welding fool for the past few days - cutting out what must be a few hundred pounds of rotted sheet-metal from Lucy and replacing it with 16-gauge steel. Unfriggingbelievable. If it hadn't been for the frigging sound deadening insulation Lucy would still be fine. Where there was insulation there is rot. Period. Thank you B(ps)L. Boneheads.

So far, I have gone through on and a half sheets of 16-gauge steel - and that's only gotten me a new driver's floor and the complete inner wing on the driver's side minus the headlight box - which has been patched. I also replaced the complete outer sill on the driver's door, and I'm going to carry that all the way back to the rear of the body shell in heavy steel - basically building in rock sliders.

The driver's floor was gone all the way back to the seat base and up to the steering column hole - I also seem to have patched-over the transmission tunnel - I hope I never have to remove it for anything! This has got to be easily the ugliest bit of welding I've done in years - but I will guarantee that Lucy is watertight.

Fugly maybe, strong, **hell yes!** None of this wimpy 20-gauge for me - the whole damn thing's been redone in steel almost twice as thick. It is sure-as-Christ ugly - I didn't manage to match the contours perfectly but it is tight and strong. I need to finish the wing inside on the driver's side - then the passenger's wing comes off and it all starts again.

No patches - if a piece of metal is iffy it comes out and new goes in. I don't want to readdress this problem again ever - never mind in a few years. The interior is staying out till the whole lot is done, then the interior is getting sanded out, primed and painted - as is the exterior steel.

Lucy is NOT going to rot again. I'll never be able to sell her because of the welding work, but I don't care - this stuff is the equivalent of a VPK - perfect thing for a paranoid that the locals have marked down as a survivalist!

OVLR in the News: (from Bill Maloney)

Got December's issue of Land Rover World. Jeff Meyer's has two pieces in it. One is a write up on Greek Peak. Dixon gets a mention, as does Dave Bobeck giving him a ride up the slopes with Mike Loiodice in the lead. Some other familiar names, but no one else. The other is a piece on him working out problems with his rebuilt transmission. He quickly discovered gear oil leaking from the bell housing. The rebuilder wouldn't touch it and he pulled it out himself. Turns out that the gasket on the release housing cover was folded over and not sealing. Then he writes about shearing one of the pins on the clutch release tube (done himself) and how he went about solving it.

Just in from the latest issue of Land Rover Owner magazine. Camel Trophy is dead next year. Iain Chapman, the organiser, has some harsh words to say about the way its gone. Probably doesn't like the Monte Carlo Rally type Freeloaders any more than many of us… He says it has gotten too easy. Apparently it's having a "gap year" to re-evaluate the event. The TimeWarp Overland™ team is understood to be quite upset at this change of events, as they had grown used to the luxury of the recent Camel Trophy events.

It seems the Bishop of Birmingham has caused to be created New Vestments. (That's his nightie to you and me). And Lo! upon said Vestments there appears strange and powerful devices. It seemeth, yea verily and all that crap, that, His Worthiness did desire symbols meaningful to Modern Man (and woman, I suppose). Therefore it did come to pass that upon the Bishoply stole, which he weareth around his neck, there appeareth a diagram of Spaghetti Junction… and a Land Rover. If this goes on, and his crook verily it shall be a Series Two gear stick, yea even shall his censer be an oilcan full of 90 weight, and upon his head shall he wear a crown of swivel housing oil seal, and on his feet the Holy Wellies shall reside.. Honestly, he must look a right prat. —Mike Rooth (And I wonder whether BM(ps)W gave him permission to use the logo?)

I read with interest this weekend that Land Rover were re-calling a number of the earlier Freelanders, due to a problem with some welding round the rear suspension (must be a lack of experience with monocoque bodies - wouldn't have this problem with a proper chassis!!!). I also noted that in the latest TV advert for the Vauxhall Frontera, they mention the 'new ladder chassis' as an improvement – interesting eh…

Looking for off-the-shelf adapter plates to marry non-Land Rover engines to Land Rover gearboxes etc.? Besides the 'Scotty's" adapter for Chevy engines in Land Rovers there is a company making others. Gilo (not Gila, sorry) Engineering has a website, not complete yet, but interesting anyway. You can find them, and their L-R adapter plates (they don't have their excellent twin choke Weber inlet manifolds for the 2.286 on yet) at . They won't have prices on the site but the adapters (ALL of the L-R adapters are one price) work out at about US $150 and the inlet manifolds at about US $94 excl. p+p, and if you're international you'll get the VAT of 14% on the purchase price chopped off.

Some old, but amusing news from Oz (Australia). "Back in 1987, one of the movers and shakers in the Sydney branch of the Land Rover Owners Club was invited by a friend within Land Rover to attend a 4x4 evaluation session run by the Aus-

Quintin Aspin & Andrew Finlayson's 80s on the heavy off-road, 15th Birthday Party
Photo: Dave Bobeck

tralian Army. As I recall, vehicles from Toyota, Jeep, Ford and Land Rover were to be put through their paces as part of Project Perentie, which was to find the new 4x4 and 6x6 vehicles for the Australian Army.

Each company had provided sample vehicles and the army had a team of drivers ready to test the vehicles. My friend was a little amazed to see that the drivers were wearing crash helmets and other protective gear and he was also surprised at the number of test drivers.

The tests were to take place on an old landing strip. Old railway sleepers (ties) had been placed on the ground several feet apart over a fifty metre or so strip in sort of a widely spaced corduroy. There were several of these strips. My friend figured that they would drive slowly along the sleepers and note the wheel articulation of each vehicle. He was rather taken aback when the first driver took off at considerable speed and proceeded to drive the vehicle with one wheel over the sleepers and one wheel on the tarmac. The effect on the vehicle was dramatic with one wheel bouncing violently up and down as the vehicle raced along over the sleepers at about 30mph (50kph).

The driver drove back and forth along the sleepers for about fifteen minutes before handing the vehicle over to another driver and having a well-deserved rest no doubt with a considerable ringing in his ears. Now wonder they had so many spare drivers.

The testing continued all day until one by one the vehicles "failed to proceed". The Toyota transfer case broke off at the back of the gearbox and the Jeep suffered a similar fate. The Ford also met its match. By the end of the day (and several hours of torture testing) only the Land Rover was still going, though it was a little worse for wear. Inside the cab, the dashboard had been reduced to rubble and, several windows were broken and the body was looking a little "tired", but the vehicle was still going.

I guess if someone was shooting at you, you really don't care whether the cigarette lighter works, but you are going to be mightly pleased if the vehicle will get you out of trouble. Land Rover 1, others nil. And the testing moved on to the next stage. The Land Rover eventually won the 4x4 and 6x6 contracts and some 3,500 Perenties were built powered by 3.9 Isuzu diesel engines (turbo in the 6x6) and with 4 speed Range Rover gearboxes.

Some Land Rover magazine publication information. It is interesting to note that in all three cases, it is cheaper to buy your copy locally than to subscribe to any of these magazines.

- Land Rover Magazine, Priory Cottage, Gedding, Suffolk, IP50-0QE fax - 1449-736977;
- Land Rover Owner, Anglican House, Botesdale, Diss, Chapel Lane, Norfolk, IP22-1DT, fax - 1379-898244;
- Land Rover World, Unit 1, Hainault Road, Little Heath, Romford, Essex, RM6-5NP; fax – 181-5974040.

	LRM	LRO	LRW
News stand price – Cdn$	8.95	9.75	8.95
News stand price – UK	£2.75	£3.10	£2.80
Subscription – Can/USA	£50.00	£59.00	£67.20
Subscription – UK	£28.00	£38.35	£33.60
Annual newsstand cost	123.51	134.55	123.51
Subscription cost in C $	130.00	153.40	174.72
Savings by buying locally	6.49	18.85	51.21

Note: LRW does have a surface rate of 44 pounds, which would save about nine dollars over buying locally.

In the expensive toys category, Larry Smith sends this - Got a catalog from Lilliput Motor company (800) 846-8697 that lists a 1:200 scale set of "British Ground Support Equipment" to support their Hand Made White Metal Vintage Airliners. From the photo, there are ten vehicles (stairs, baggage trollies, tanker truck, etc.) including two Series (Series I ?) Land Rovers. One is red with a pickup cap and the other is white with a full canvas tilt. Cost for the set is US $65.

Newsletters received this month include: Specialty Vehicle Association of Ontario newsletter [October 1998]

From British Car Magazine (October, November, USA): This issue has a couple of LR articles including one that

lists prices for model years 1960-1973. All models are included in their pricing scheme.

Looking for a different Christmas present to give away? Something for the spouse/ girlfriend who might not be completely waterproof and in need of some scotchguarding? Well, Lori Sickly, a member residing down in north-eastern Pennsylvania is making Land Rover shaped soap (88 hardtop only to my knowledge) available in all sorts of those stinky nice smelling organic/whatever types of soap. Give her a ring at (973) 875-9070 if you are interested in some Land-Rover shaped soap!

From the Anti-FAQ:

Q: Are Rovers a likely to Roll over (and play dead) as Jeeps?

A: Stock Land Rovers can be a wee bit tippy too. But you can improve on the design with the Rovers North Mansfield Anti-Roll bar kit. It consists of 2 long rectangular bars made of some sort of heavy metal, each weighing 743 lbs. They are attached to the bottom of the left and right frame rails with supplied u-bolts. This lowers the center of gravity and greatly improves the stability of the vehicle. Don't attempt the installation alone. They're a bit awkward. Ask your wife/girlfriend to help. They aren't too expensive but the shipping really sucks. Call Rovers North and ask for Lanny. Tell him you need the Rovers North Mansfield Anti-Roll Bar kit. Unfortunately, it's not on special this month. [BM]

Repairs Russell Dushin made to Nigel, his Series II, on the field at Greek Peak
Photo: Dave Bobeck

Rovers & Parts for Sale

Some Vehicles etc. For Sale received in the club mailbag. (Note: If anyone wants to sell or trade parts of vehicles, drop a line, either by post or e-mail with all the pertinent details, and they will appear here.)

1974 SIII, 88 safari Land Rover for sale. New paint, MVI March '99, winch, 15" rims, new battery, many, many new parts (some still in boxes), receipts for $4,000, lots of spare parts (doors/rims/bonnet/seats, etc.) Daily driver–lady. $7,000. Call Krista Simmons at 902 688-1945

Parts for sale from a '68 Series IIA: 2.25L complete engine block, no head, $150.00. One transmission and transfer case $250.00, front and rear drive shafts $25.00 each, several miscellaneous parts as well as five 16 inch rims and tires $80.00, o.b.o. Everything in excellent condition, doing an engine conversion to a small block Chevy so lots of extra parts. Contact Jason in Ottawa at (613) 832-1236 or jrockburne@hotmail.com

101 FC and powered trailer for sale. Complete bare metal strip, zinc chromate primer, and Bronze Green respray. Winch overhauled, S/S exhaust, S/S Fuel tank, New Canvas top, Range Rover High ratio xfer gears-65mph cruise, Electric rad fan, new seals everywhere-NO leaks, new seats, inertia reel belts, LOTS of spares. Legal license and title in Oregon, tags through 2000. Complete Army history documented. The truck is about 85% restored to showroom and has no faults. Ask anyone who was at the Field Leak in Portland this year, the truck is very nice. Also included, the #3 prototype Rubery-Owen powered trailer. One of only 3 known to exist, I've restored it as well. Sandblast, etch-primed, Bronze Green paint. Complete, and unduplicateable piece of Land Rover history, I'm asking $25K or best offer, pictures can be seen at: `www.dreamlab.cc/rovers_frames_page.html` Click on the bottom link. Mike Fredette, 503-613-5212

Two 101 FCs for sale as a package. The first is #95600016A, a pre-production example with many prototype parts on it. RHD, 12v, GS w/winch. Needs restoration, but is complete. Does not run. The second is a LHD, 12v, GS w/o winch. Rolled many years ago, but has been well preserved since. Makes an excellent parts doner for vehicle #1 restoration project. Many spare parts are included with this package. Selling because I found the time I could dedicate to the project limited, and 16A really deserves to be returned to service. $10k for the pair. For more details contact Gregg Siegfried at grs@clair-com.com or 206-389-7192.

General Servicing: Repairs, Humour, Tales & Trivia

A Man and His Mog

by Shannon Lee Mannion

Francois Juneau is a man with a truck… and what a truck. It's not a Land Rover but he belongs to the Ottawa Valley Land Rover Club and he comes to the off-road and social events. His 1963 UNIMOG was built by Mercedes and is still being produced today in modernized versions. The truck fits right in with the long-wheel base Land Rovers; it's just a head or two taller than its counterparts and paler in colour, but in a gully surrounded by a sea of green LRs you'd think they were close relatives.

Mannion: Is there a club for UNIMOGs in the Ottawa area?

Juneau: There aren't many of these in the area so there is no specific club. However, I like going off-road so I joined the Ottawa Valley Land Rover Club.

Mannion: Does your truck look out of place at a Land Rover meet?

Juneau: It's not the same class. The closest comparison may be between the 101 Forward Control Land Rover and the MOG because the 101 is in the two tonne category. However, portal axles and locking differential (standard on the MOG) differentiates the MOG in terms of ground clearance and mobility (as long as the driver knows how to best use these features!)

Mannion: What does UNIMOG mean?

Juneau: It is a German acronym which means "universal motorized implement." It is a module that is mobile to which you can attach all kinds of things such as a shovel, a sweeper, whatever you need. There is power-takeoff available at the front and rear of my vehicle. My vehicle has compressed air for brake assist which could be used for tools and attachments. Other UNIMOGs can be equipped with side, front, rear, underbody hydraulic, air or straight power take-off attachments, at a price, of course. These configuration capabilities allows the use of a single mobile platform which you can pick and choose the tool you need for the job at hand off road, while being able to cruise on public highways from site to site.

Mannion: Where did you get this truck and what attracted you to the MOG?

Juneau: I always wanted a four-wheel drive, especially a Land Rover, however when I was ready to buy one, they had stopped importing them in 1974. I couldn't buy a new one and no one wanted to part with their used one. So I bought a Toyota Land Cruiser station wagon and traveled around for a month or so around Florida but I found that its configuration was limiting. I still could not find a Land Rover in decent shape so I bought a long-wheel base Land Cruiser pick-up truck and built my own cab on the back. I discovered that although I could travel nearly anywhere the truck was still too low and I was forever reconfiguring its inside. I tried out a few more sport-utility vehicles until I bought the UNIMOG from my brother four

years ago. He never got around to refurbishing it like he planned so I took over the project. My plan is to build a cottage on wheels. I have commercial plates on it right now but as soon as I put a toilet in it, I will use recreational plates on it.

Mannion: How do people respond when they see you in a parking lot or driving on the street?

Juneau: The truck attracts a lot of attention. Some people recognize it right away but most have no idea what it is. They see the Mercedes logo on front but do not believe that Mercedes made anything but luxury cars. A few inquire if it is for sale and my answer has been very constant in that regard-**no!**, unless they have $250, 000!!! to cover the cost of a new one, the modifications I want to make (none of which are standard), the emotional pain and therapy that would arise if I parted with it.

Mannion: This truck stands almost eight feet tall. Why did they make it so tall?

Juneau: To get good ground clearance. In some applications, such as forestry and farm work, you need to pass over things. Most farm tractors are tall because they have big tires but the UNIMOG is tall because it uses a portal axle and has extra big tires.

Mannion: What is a portal axle?

Juneau: Portal axle means that, contrary to most vehicles, the differential output shafts are not aligned with the centre of the wheel. They are approximately four to six inches above the centre of the wheel, giving that much more ground clearance. It is a more complicated and costlier design. There are more advantages but they tend to be technical and less obvious to the driver. There are a few types of vehicles in the world that use portal axles. The UNIMOG is one, the Austrian Pinzgauer and the Hummer are vehicles of which I am aware that use portal axles.

Mannion: So, what about this survivalist idea?

Juneau: I don't like the term survivalist. I do not think that it applies to this project. I prefer to call it autonomy and mobility. I always wanted to travel but I want a certain amount of comfort. However, saying this, I also want to pare back on the items I have to bring. I want to be disciplined in the way I arrange my belongings. I want to be able to go from 40 degrees Celsius below to 40 degrees above.

Mannion: Why is this truck particularly adept at off-roading?

Juneau: The UNIMOG has a lockable differential which allows me to crawl over obstacles rather than bowl my way through. If you are serious about off-roading, a lockable differential is the only way to go. It allows you to spare your truck, to be gentler. Otherwise, you have to use speed and momentum to get through and this is harder on your vehicle. The next upgrade in mobility, for wheeled vehicles, would be Central Tire Inflation System (CTIS) whereby tires can be deflated and re-inflated on the move. This is far too costly for me to get. I will use the poor man's way to achieve the same; get off the truck, deflate to the right pressure, cross the obstacle and then use my onboard compressed air from the brake system to re-inflate. It does the same thing, only is more time consuming but it saves me a pile of money!

Mannion: A final question. What it is about guys and trucks?

Juneau: I don't know. I guess we're just big kids….

A Proper Job, A Friday Story

by Mike Rooth

So it came to pass that yet again Bloody Nora wanted to spend some of my money. Its not that I mind the exhaust bellowing in pain, I don't even mind the smell in the cab. After all, there are enough draughts built in to this thing to dissipate diesel fumes fairly quickly even with the windows shut. I suspect this was an early fresh air ventilation design, which the Lode Lane engineers modestly didn't publicise.

No, *I* don't mind, its those wretched busybodies in dark blue uniforms who tend to wake up, take notice and object. It has to be noisy to distract them from the local rock radio station, that they are sitting in their flash motors listening to. Mind you, to be perfectly fair, even then if they're only halfway through their sandwiches they don't bother. Of course, this was never destined to be an easy job.

Added to which, readers will be aware of my; shall we say, antipathy, towards exhaust systems. Actually I've some sympathy towards the poor mug that gets the exhaust design to do. I've got the strongest suspicion that he's inevitably the least popular bloke on the team anyway, and by the time the others have had their go at the space underneath, his design prowess; supposing he ever had any in the first place; is reduced to finding a way from front to back using a bit of string.

However, not to worry, we'll chuck real money at this. **nine** quid for the centre pipe. Phew! And *another* one and a half quid (be it noted) for all **new** nuts and bolts! I even tried to get brass nuts, but fort… er… ***un***fortunately he didn't have them. Just goes to show doesn't it? You adopt high engineering standards and the retail trade doesn't want to know. Well, they've had their chance now. They can go bust, its the last time *I* try to help. Naturally, having spent this vast amount of money, it rained. And rained. It flooded half of Wales. That much rain.

So the new centre pipe stayed *inside* Bloody Nora. OK, so I'm a wimp. So much so I've never even *thought* of applying for the Camel Trophy. But it couldn't rain forever, so I couldn't put the job off for ever either. Assemble tools of destruction. Hacksaw, two sizes, and angle grinder. Lower self gingerly underneath. Find out immediately that the underside of an 88 becomes an efficient wind tunnel in a howling gale, and if said gale is howling in Autumn there are high speed leaves and other debris mixed in with it.

Having considered the problem from all possible angles; which beats working on it hands down; we take the decision to separate the front pipe from the one in the middle. Now if the three bolts thereon ever had threads; and I'm sure they must have had, once upon a time; there is no sign of such now. And what is more, the aforementioned designers bit of string must have run out at this point, and had to be knotted onto another bit. You can *see* the dratted bolts, you can even touch them, just, but can you find room for the angle grinder? Of *course* not. This is a Land Rover. Maintain it in a field. More so its easier to dig a damned great hole in the ground to get under it than for any other reason.

Large hacksaw then? Oh come on! *Small* hacksaw? Oh, OK then, if you must. Now people swear *at* Junior hacksaws more often than by them, but I've found by observation (it's called *research* these days, and governments pay for it) that most people expect the poor little carbon steel blade to last their lifetimes. And in some cases to become a family heirloom. Then they spend hours trying to *rub* their way through the job.

Tip: Try a new blade. Yes you *can* still get them, no they aren't expensive, and yes, they do actually *cut*. And when you get fed up with sawing inverted, with luck you can snap what's left. That's all right then. Centre pipe to back box, silencer, muffler, whatever takes your fancy. Its just the same, about fourteen quid. And four not long interfered with nuts and bolts. **tons** of jollop… um… easing oil. Oh hell. Oh damnation. I could maybe get the angle grinder on these uncooperative swine, but I shouldn't *have* to. More grunt, that's what's needed. Bugger the effort, just grunt louder. Aaah! Gotcha!

Careful of the gasket, its not that old. Yes, I know I've got a new one, but that's for best. Gosh! Progress. Wonders never ceasing. Miracles all *over* the place! Now the dolly dangler, otherwise known as the pipe mounting bracket. Not a chance, mate. You used up your luck when the silencer bolts came out. Grinder. ***Zzzzzzapp.*** Lovely. Well, half lovely, you pillock, there's still the bolt at the top. Which goes round a treat, what

Caesar & Dave Lowe's 101 14th Birthday Party
Photo: Jeff Meyer

Andrew Finlayson in the mud bog; 14th Birthday Party
Photo: Jeff Meyer

fun, but the nut wont shift, and its all floppy and wont stay still.

Bugger, bugger, bugger, ***damn.*** Throw the spanner at it. Go on, do it. What happens is that the two halves of the bracket separate and the pipe just obediently drops off. Genius, sheer genius, that's what it is. Repair to rear tub. Be seated. Observe the nice new pipe sitting there, and the nice new nuts and bolts just waiting to go on. 5/16" UNF x 1" as per Repair Operation Manual, 5/16" UNF x 1 1/4" as per… well, you get the idea. Fine.

Back underneath again, to the windy area, pipe in hand, nuts and bolts in overall pocket. Offer up pipe to front pipe, and insert three 5/16" UNF as per… lovely! Now we're cooking with gas. Hook up dolly dangler, insert one 5/16" UNF… **lies! the manual is a pack of lies!** ! 5/16" UNF my Aunt Fanny. **Miles** too big. Oh God, now I suppose its hours sorting through the biscuit tin looking for something that will fit, and then *more* hours looking for a nut that will fit that. Ah! That looks like a 1/4" UNF bolt about the right length. Its even got threads on it. That's a turnup for the book. Now, nuts, nuts… there! It fits!

Thank you God, I'll never touch another drop. Not until this evening anyway. Back to windy hollow, clip up dolly dangler, fit nut and bolts *not* as per Repair Operation Manual, round the back, hold silencer somewhere near with knees while inserting bolts.

Warning! At this stage, **do not relax!** What you now have is all the exhaust bits hanging loosely from the oily side. And this is where the Exhaust Design Engineer (or plumber) demonstrates his true capacity for sheer unadulterated evil. You think its a big vehicle, don't you? Well, you're right, but The Plumber, in order to use the maximum amount of mild steel pipe (for which, no doubt, he got a handsome emolument from the steel tube industry, and being truly modest, didn't tell anyone in case he had to buy a round) has run the damned thing as close to the chassis as possible. If, therefore, you don't tighten all the new, shiny 5/16" (and 1/4") UNF bolts correctly you are going to proceed on all future journeys with a percussion accompaniment. The Manual? This is the true evil. The Manual is **utterly silent!** Not a word. Not a peep. You're on your own sunshine. Really. Because *I'm* not telling you either…

PS I've disproved the adage that reassembly is the reverse of dismantling. A Land Rover will dismantle itself. But it wont put itself together again.

License Fees (Ontario)

by Ray Spencer

[reprinted from the Specialty Vehicle Association of Ontario newsletter, October 1998]

The following is the correct method to change your permit end date. The purpose of doing this is to reduce the fee you pay for a seasonally used vehicle by changing the renewal date (end date) to a date other than your birth date. Of course this only should apply to persons born at the wrong time (like me). What you should be after is an end date that agrees with the time of year that you take your vehicle off the road – for me, I chose November 1. When I renew in the Spring, I will only have to pay for six or seven months plate costs.

First of all, be patient, as the issuing offices do not do this on a regular basis and may, in fact, not be aware how to do it. You need to have your "Permit – Plate Portion" changed to a joint registration. The "Permit – Vehicle Portion" will remain the same as it is currently. As well there is another form to complete (as usual). It is the "Supplementary Application" Part 2. . So either go together or pick up the forms ahead of time and complete them at your leisure. If the issuing office has no idea what you are talking about, ask them to phone their HotLine and have them determine what they need to do to change the end date. You will not need to complete the Safety Inspection Certificate (SSC) and the Sales Tax (PST) as you are not changing the "Vehicle Portion", only the "Plate Portion". After all the forms are completed and the issuing office understands what you require the rest is history.

A word of caution on doing this change. If you had chosen an end date of November 1st and, due to circumstances beyond your control, you did not get to the office to renew until August 2nd (less than three months left in your renew year) you will have to pay for the next year's fee as well.

The need for this clumsy method at getting a lower cost renew will hopefully be eliminated should the Specialty Vehicle Association of Ontario, of which OVLR is a member, be successful in getting a "Specialty Vehicle Licence Fee", which would be separate from either your normal plates or the rather restrictive "Historic" plates now available.

How Guinness in a Tin Works

not related to Land Rover, but Land Rover related…

As there are many Guiness drinkers among our numbers, we thought this technical (thought by many to be the greatest invention of the 20th century) explanation might be of interest to the members of the club. This information was found on the internet, we believe it to be true.

The problem has always been the fact that draught Guinness is (or should be) dispensed with a mixture of Nitrogen and CO_2 gasses rather than the conventional CO_2 alone. The nitrogen is used because it makes very fine bubbles while it is not absorbed into the brew as the CO_2 is, thus it does not "over-carbonate" the beer. Also a special faucet is preferred which, in combination with the gasses, creates that wonderful creamy brown head which lasts to the bottom of the glass. The new can combines the original kegged stout recipe with technology which creates the draught effect to a tee."

Dr. Alan Forage, creator of the technology, was on hand to explain the mechanics of the new can. This is the way the system works: The 16.9 ounce can (containing 14.9 ounces of beer) is fitted with a small plastic device (Guinness calls it a "smoothifier") which sits in the bottom of the can. This device has a pocket or cavity which is open to the atmosphere via a pin hole in its top. The can is evacuated of oxygen and filled with beer. Prior to sealing the can, a dose of liquid nitrogen is added to the beer. The can is closed and as the liquid nitrogen warms a pressure is created. The pressure forces about 1% of the beer and nitrogen into the plastic cavity. When the can is opened, the pressure is released and the small amount of beer in the cavity is forced back through the pinhole quite violently. The agitation created by this "geyser" mixes the nitrogen with the beer in such a way as to reproduce the tap handle character. Open up the first empty can you have in order to see what the "smoothifier" looks like."

Patent Information on the Smoothifier:

Source: Washington library patent archive in Chicago
Patent No. 4,832,968, the U.S. patent for the Guinness in a can stout.

The Basics:
Inventors: Alan J. Forage & William J. Byrne
Assignee: Arthur Guinness Son & Co., Ltd.

Process:
The gas pod in the can is blow molded with nitrogen (N).
A laser zaps a hole in the pod. (they experimented with holes between 0.2mm and 2.5mm finding that 0.61 mm as ideal)
Pod is inserted in the bottom of can.
Can is filled with CO_2/N supersaturated stout. N is present at 1.5% v/v min up to 3.5% v/v. (FYI, vol/vol is the number of volumes of gas which are dissolved in a unit volume of beverage at 760mm of Hg & 15.6° C) CO2 is present at between 0.8 and 1.5% v/v.
During filling, foam rises to top of can. This clears the air.
A charge of liquid N is added to the stout.
Can is sealed.
As liquid N boils off in can during pasteurisation (60° C for 15-20 min), top of can pressurizes and forces the stout into the pod, thus compressing the ambient pressure N in the pod.
Equilibrium is reached at about 25 psi.

The patent was interpreted by commentators as follows:

This is what happens when the can is opened: The can quickly depressurizes to ambient pressure. The pod thus expels the stout contained in it (about 10-15 ml) at high velocity through the orifice. This causes high local strain of the stout at the plane of the orifice. This strain exceeds the cohesive forces holding the gases in solution. As a result, the N/CO_2 is liberated from the stout at the plane of the orifice. The millions of tiny N/CO_2 bubbles then become the foam head. So contrary to my initial belief, while some of the N gas in the pod escapes directly into the stout, it is actually the "ripping apart" of the stout as it exits the pod which produces the bubbles, hence the creamy head.

Known North American Land Rover events, a general guide:

Mid-March - Spring Sodbury Sort-out, Sodbury, England. First one of the year, piles of NOS and used parts. A favourite spot for the Daves (Stauffer & Despaques)

Early April - 12th Maple Syrup Rally, Shawville, Quebec

April 24-25 - Mendo V. An event in the Mendocino National Forest in California. Contact NCRC for more details at POB 14961, Berkeley CA, 94712

May 15-16 - Pacific Northwest Team Trophy Challenge. Teams of three vehicles pit themselves against the best in the Northwest in a two day event. Compete against highly modified jeeps, Land Cruisers and Rovers. Contact Doug Shipman at 503 252-5566

May 15-16 - Pacific Northwest Team Trophy Challenge. Teams of three vehicles pit themselves against the best in the Northwest in a two day event. Compete against highly modified jeeps, Land Cruisers and Rovers. Contact Doug Shipman at 503 252-5566

May 14-16 - Carlisle Import Car Show, Carlisle Pennsylvania

May 15-16 - Pacific Northwest Team Trophy Challenge. Teams of three vehicles pit themselves against the best in the Northwest in a two day event. Compete against highly modified jeeps, Land Cruisers and Rovers. Contact Doug Shipman at 503 252-5566

Mid-May - 7th annual Tune-up at the MiniMan, Stittsville, Ontario

June 18-20 - The Birthday Party, v.XVI, Silver Lake, eastern Ontario

June 26-27 - Downeast Rally XI, Camden, Maine

Mid July Calabogie – Flower Station run

Toy Land Rovers. A partial list, part seven - Matchbox Toys - Superfast

by Dixon Kenner

After years of continuous growth, Matchbox faced serious competition from Mattel's 'Hot Wheels' toys. Matchbox responded to this competition in 1969 with their 'Superfast' wheels.

Superfast Wheels

MB12 Land Rover Safari
- Gold (only Superfast wheels on this version)
- Blue (Superfast and older style wheels)

MB16 Land Rover 90
- blue – 'Land Rover'
- green - 'Land Rover'
- dark blue – 'RN'
- red – 'Land Rover'
- white – 'Land Rover'
- black with camouflage
- yellow – 'Park Ranger' (1991)
- blue – 'British Airways'
- white and blue – 'KLM'
- white and green – "Alitalia'
- white and blue – "SAS'
- white – 'Bacardi'
- white 'Police Rescue'
- white (Graffic Traffic)
- white – 'Circus'
- red and white – 'Red Arrows'
- white and green – 'Garden Festival'
- orange and black – 'Safari Park'
- white – 'Rijkspolite 55'
- white, pink, yellow

MB57 Land Rover Fire Truck
- red – 'Kent Fire Brigade'

It came with both black and grey bases.

The next installment will be Tri-Ang Spot-On

Ode to the Distance Piece

By Dave Bobeck

There was a young man from the North
His brake pedal went back and forth
With no effect on the speed of the ride
His Landy would veer to the starboard side

So he pulled the wheels off for a peek
And found something akin to a leak
It was oil all over his brakes!
A worn out seal! A piece of cake!

He found the directions in the factory tome
So off came the hub and a new seal pressed home
New brake shoes were easily put into place
But lo! He neglected to check the race

And soon his Landy reverted
to that practice quite perverted
Of wandering off to the starboard side
And once again he feared for his hide

So out came the wrenches
and inside went the wenches
And off came the drum
And "gee Am I dumb"

Once again the oil had found its way out
As if it was poured from a teapot spout
He read the directions that said "look for scoring"
Previously thought to be simply boring

So heeding the masters directions to a tee
he placed his chisel on the race and houted with glee
As all it took was one solid whack
And then there appeared a substantial crack

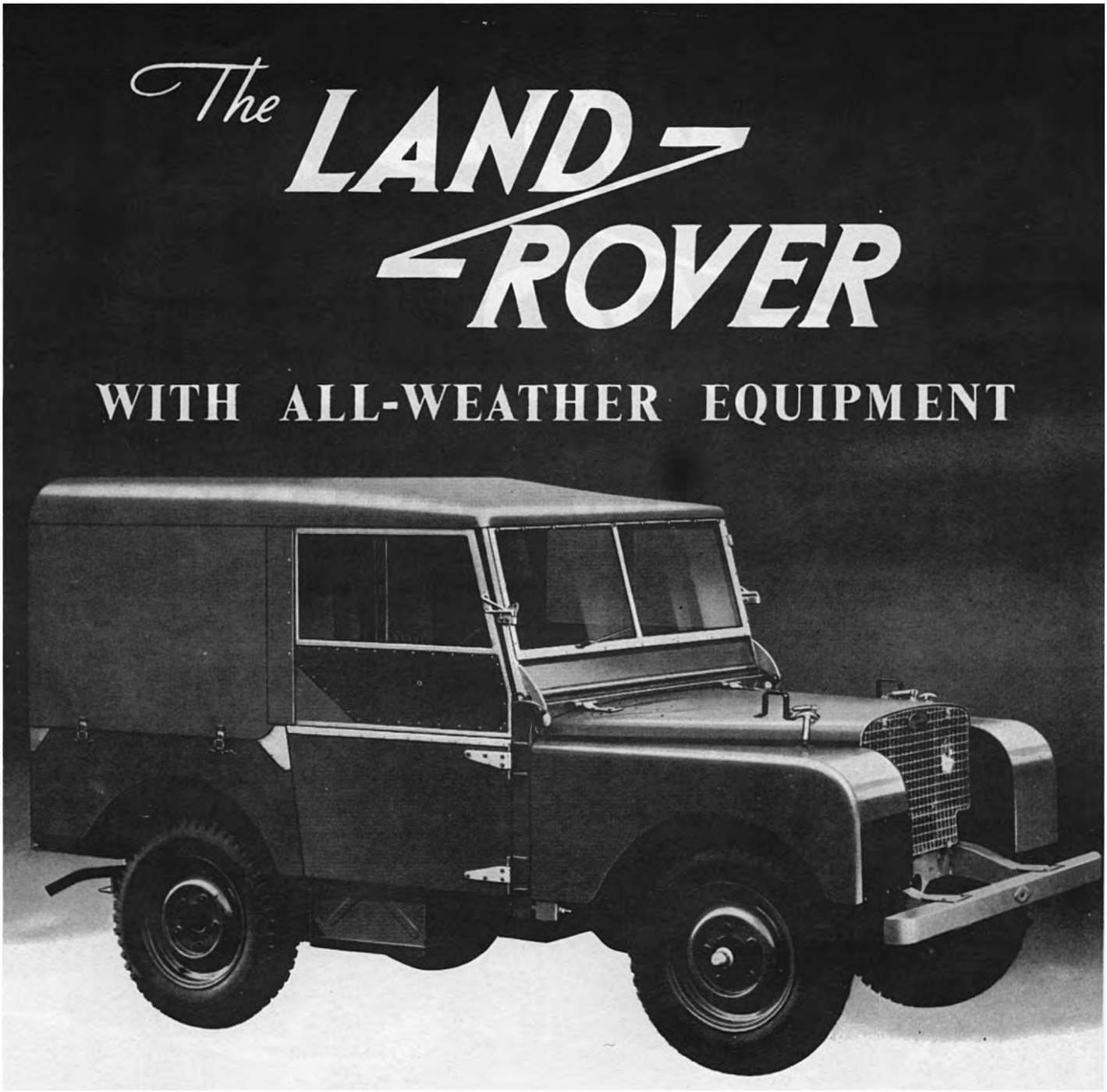
The distance piece which had caused so much greif
Was now indeed a source of relief
For only a bit of hard-earned loot
A new race in place and a new seal to boot

Let this be a lesson to all who would try
To change just the seal- you wont get by!
It doesn't take more than a minute or two
To make the roads safer for me and you…

And when its all over pat yourself on the back
Pour yourself a pint of that brew so black
Sorry its not quite yet time for a ride
Now go and repeat this for the other side!!

The LAND-ROVER

WITH ALL-WEATHER EQUIPMENT



THE standard production Land-Rover with its all-weather equipment erected comprising extra strong serviceable hood with rear panel, laced for easy detachment. Two aluminium side doors with sliding Perspex sidescrcens.

● No allowance can be made for any item of standard equipment not required. Specification and prices subject to alteration without notice.