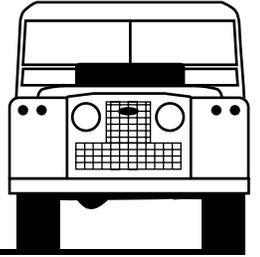


OTTAWA VALLEY LAND ROVERS



February 15, 2013

www.ovlr.ca

Volume XXX, Number 2



Bill Nickson has a brown-trousers moment

P.O. Box 478
Carp, Ontario, Canada K0A 1L0

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada and the second oldest in North America. 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.

OVL R 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: Canadians joining throughout the year pay \$50 CDN per year, Americans and others pay \$50 US per year (discounts available if you receive the newsletter by email). Membership is valid for one year.

Radio Frequencies

VHF 146.520
CB channel 1
FRS channel 1 sub 5
SW 14.160 MHz
OVL R/Land Rover HAM:
14.160 MHz @ 01:00GMT Tuesdays

Online

<http://www.ovlr.ca>

<http://www.facebook.com/OttawaValleyLandRovers>

Land Rover FAQ: <http://www.lrfaq.org>

OVL R Forum

<http://www.ovlr.ca/phpBB3/index.php>

Newsletter Archive

<http://www.ovlr.ca/nl/OVL R.n1.freq.html>

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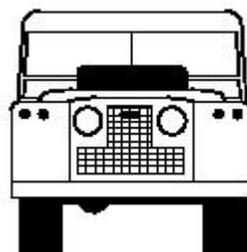
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OVL R Newsletter

ISSN 1203-8237

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

Submissions: Articles and photographs may be submitted to the Editors, Terry King (terrycking@rogers.com) or Dixon Kenner (dkenner@gmail.com) or via post to the club address. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back. For the best reproduction of photos, use the highest resolution possible. Do not include photos in the text files.

Advertising Information: \$35 CDN for 1/4 page ad. Must run for minimum of three months. Free ad space is provided to members.

Deadlines: Submissions to the OVL R Newsletter must be received by the 5th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and attributable. Names may be withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

Editorial Policy: The Editor of the OVL R newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVL R newsletter do not necessarily reflect the position of the officers, board of director, members of the OVL R or its sponsors or advertisers. Where specific data regarding operation, safety, repairs or legislation are concerned, you are advised to obtain an independent verification. The Club, officers and contributors can accept no responsibilities for the result of errors or omissions given in this newsletter or by any other means.

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Newsletter Editor:

Terry King
This issue: Dixon Kenner

Newsletter Production Editor

This issue: Benjamin Smith

Production Assistance:

Bruce Ricker

"Despite all of their problems, I love the sounds of the V8 when it is being overworked. It's like the sound of Pavarati gargaling," --Dave Bobeck

Greetings,

In the past month we have had two major events. The first was the club's Annual General Meeting. Not the darkest evening, but definitely one of the coldest. As you will read later in this issue, we heard reports from most of the Executive reviewing the year from their perspective. We heard on the status of the club finances, winners of the Club's annual awards, and the members acclaimed the executive for another term.

At the AGM we also voted to change the bylaws to bring them into line with new Federal incorporation laws. It was also an opportunity to straighten out a few things, like the very odd looking boundaries described in the original ALROC inspired bylaws. Since the beginning of the club full membership, which contains voting rights, required living within a very narrow scope in the Ottawa Valley. The scope was such that the current Birthday Party site was outside of the boundary. The new bylaws change this to a smooth, 100 mile radius from Parliament Hill. A secondary change to the bylaws recognized that a few active members of the club come from outside of this radius. Members who attend two or more OVL R sanctioned events (e.g., AGM, Maple Syrup, Birthday Party, Blacker than Night, Cedar Hill, Christmas Party, or other such event deemed as such by the Executive) in a year also gain voting rights. Minutes from the meeting are detailed in subsequent pages.

The second event of the month, not an OVL R one but organized by OVL R member Bruce Fowler, was the Winter Romp. Traditional held on the American "President's bank holiday", and now Ontario's "Family Day" weekend. This year it was Feb 15 to 18th. A number of members attended along with eighty or so other Land Rovers. This month's cover and centrefold is devoted to the event along with an article. If you have never attended, you are missing a great event. If you want to know more about it, any of the other members who have been. If you want to read up on various details, go over to <http://www.winterromp.org> and read up on it. Nineteen years running (by the official count--it long predated 1996 as a local event), it must be pretty fun if so many people are trekking to the Maine woods in the middle of February from as far south as Virginia, east to Nova Scotia, or west to Ontario.

The February Social was well attended, though Land-Rover-wise conversation tended to centre on the Winter Romp. There was much animated discussion on battery operated tools, the different manufacturers, and the longevity of some of the brands. As well as some of the hoops that retailers will make you jump through to claim against a warranty, especially the "lifetime" warranty products. Sometimes an extension cord and a 120v tool is what is really needed. Or air tools, but that would be an entirely different tangent! Frank described in detail his personal anguish at looking at his pair of 86" Series One's languishing in the driveway and his desire to have one all ready for the Birthday Party.

There was a bit of debate between Frank and Andrew, our esteemed President, on who would arrive first at the Birthday Party in a Series vehicle. Both claiming that it would be a personal embarrassment to lose to the other and finally betting the loser would have to wear the hat of choice by the winner at the subsequent Cedar Hill Rally

Within this newsletter we have articles from President Andrew Jones on 101 brakes and tires, David Place on engine swaps, Alastair Sinclair continuing his 88" rejuvenation project, Terry on Andrew Hutton's garage, and an article from Meccano Magazine from the 1950s on Land-Rover toys. We re-print the list of club events for they year as there was a mixup on dates. Use this issue's copy, not the one from the January issue. We also have details of the upcoming Maple Syrup Rally. Plus the usual snippets that caught our attention from members and the Land Rover world in the past month.

Thanks to the efforts of Andrew Jones OVL R has joined the 21st Century and has a FaceBook page. Please go to the page and "like" us.

Since this is the 30th year of the club we would like to add more content to the club archives. What we have are papers and newsletters, but few pictures. If you have any digital photos that you like added to the archives, please put them on thumb drive or CD-rom and submit to Dixon, Ben or any other club officer. (yes, we will return thumb drives). Or bring them to the Birthday Party and track down Ben to copy to his laptop. If you have prints, either scan and send or contact one of us and we can find a way to get them scanned.

Before you know it our snows will melt and it will get warmer. And then the sap will flow and the MSR will be here. There is never a better time to start prepping you Land-Rover for the 2013 season. Put air back in the tires, charge the battery, change the oil, and see if she will start. Better now while you have time to order parts.



Dixon spotted at the Winter Romp

President's Message

Musing From the Throne Room, Part 12

by Andrew Jones

Welcome to the February 2013 news-letter.

It's been a busy month so far, starting with the AGM on the 5th, which was attended by the "usual suspects" plus 2 members of our Montreal Chapter. See elsewhere in the NL for the meeting minutes, but the most significant development from my personal perspective was to be acclaimed as el presidente for a second term, along with the other members of the 2012 executive. I think this is a good thing, as we have a stable team ready to get to grips with the event schedule for 2013.

Aside from the AGM, I spent as much time as I could working to get the 101 ready for the 2013 season. The focus this month was on replacing the brake-lines. Following the advice provided by the various Sages at the January Social, I bought approx. 50ft of Kunifer brake line plus assorted fittings and then borrowed some benders from Andrew F, and proceeded to have a pipe-bending frenzy one weekend....as a result I can certainly endorse the product, and would highly recommend FedHill brake Lines as a vendor.

I also received 3 packages from the UK, including hub bearings, seals and assorted fittings from the 101 club - who do a great job supporting their membership, plus a new exhaust from Rimmer Bros. and a new roll-bar plus some hood sticks from John Craddock. So lots to do.

While I was waiting for shipments to arrive, I set-to and scraped, cleaned, primed and painted the running gear, plus the front of the frame and wheel arches, which was a pretty filthy undertaking, but I'm very pleased with the initial results. Certainly more paint / under-seal is required, and I'm looking forward to finishing the rear of the frame / wheel arches / cross-member as this area is especially scruffy.

The subject of tyres (yes tyres not tires) has been at the top of my mind over the last couple of weeks: I want to replace the bar-grips but wasn't sure about what with. So I trawled the 101 club forums, plus tapped into some local knowledge here: Special thanks go to JL Morin. So while nirvana would be a set of



255/100 Michelin XZL's. Finding them is difficult and I'd need to take out another mortgage to afford them, so I looked a number of options and have pretty well settled on a set of Interco TSL's either Q78 - 16 or radial size equivalent. They look good, have a good reputation, are close in size to the 900-16's already fitted, and don't cost an arm and a leg. I'll let you know how I get on.

Away from Room 101, we've been active in hauling more stuff around the locale with the LR3 and the horse trailer - in addition to moving a couple of Hardly Able-sons as reported last month, we've been helping some friends move out of their equestrian facility - so I've been hauling a whole lot of show-jumping equipment, cavalettis, oxers, standards and even a Liverpool....plus ferrying a horse or two (Elk to Chainsaw Dave).



I mentioned last month also that I'd joined the social revolution and created a Facebook page. This month I went a step further and set up an OVLR Facebook page: <http://www.facebook.com/OttawaValleyLandRovers> Feel free to take a look. I'd like to get some feedback and would also like to see some folks posting photos, comments and other stuff.

As the re-appointed Events Coordinator Frank Ashworth has begun planning this year's activities, and to make sure we are doing what you want us to do, he's producing a survey (to be circulated in the next month) which will provide useful information to the exec, that will help make sure we keep the club moving in the direction you want it to take: Especially regarding detailed planning for BP30.

That's all from me for now; hope to see you at the Maple Syrup Rally.



2013 Annual General Meeting

While not the darkest, not the coldest of the year, it came close as OVLR members gathered at the Kanata Legion to hear reports from the 2012 executive, elect a new executive, discuss events, and vote on changes to the by-laws.

Our esteemed President, Andrew Jones, called the meeting to order at 19:36.

President's Report

Andrew noted that it was an abbreviated year, only coming into office for the April through December period. Not a full year, but a busy one. He reported that 2012 another stable year. The executive delivered on their mandate. The year saw changes to the newsletter. He said that the newsletter is tremendous. Terry King, Ben Smith and Dixon Kenner have done a wonderful job. The newsletter is a real success.

Andrew ran through normal list of events. Maple Syrup Rally, the Tune-up at Andrew's, the Birthday Party, the Cedar Hill Rally, the Christmas Party, All British Car Day, the Therapeutic car ride, and Blacker than Night in New Jersey. The roster of events lived up to expectation. There was no oiler this year due to apathy. It was a reasonable slate of events where attendance seems to be the usual suspects. Club lives and dies by membership and hard core is it. Of 113 current members, active seems to be down to about 30. Club exists through them. It is hard to compare with other clubs further afield, but looking at local British car clubs, this seems to be the state of the world right now.

Money is good. No Enron here. Dave is a safe hand on the purse. This was Andrew's first go in chair. Thanks to Frank, Dave, Uncle Bruce (his sage), Roy, Andrew Finlayson, Dixon & Ben supporting. Terry, Kevin Newell. Sue, Gabe, Andrew Watkins and JL (the RTV at the Birthday Party).

Andrew reported for his personal highlights - getting rid of the Series One & SU. Getting the 101 running. The Cedar Hill classic, but he is biased. Cedar Hill was a blast. This year new Canadian folklore, chainsaw Dave was discovered. A cloud and blue smoke... Trails appeared. Getting through the Birthday Party. It has its moments, will is work, and it was co-ordinated well. But 38 vehicles. Not huge, but people enjoyed it. The breakfast Saturday was both good and a hit.

Other notable events - Peter McGough and packing up all of his stuff for him. Undertaken by the dedicated volunteer team of Frank, Dave Pell, Peter Gaby and himself. Peter asked them to label all of the boxes, and thus the Transvestite Architects Association of Ontario was born. Boxes suitable labelled as such, from rubber suits, to donkey porn and other things. Packed upon a trailer, and covered with a tarp, Peter would have a little surprise when he got to Vancouver and he and his wife started to unpack. Little did they realise that all of these boxes would get scattered across the side of the highway near Dryden Ontario when disaster struck. [*There must be a good story -ed*]

Andrew noted that for 2013 the Club will need to contend with stability, an organisation in reasonable shape, a comfortable place, where we know what to expect and deliver. However, it seems the same people who do everything. As we get older will we drift into retirement will the Club wither and die, therefore the next Executive needs to look to younger members. The Club has changed in thirty years. There is now an upmarket element, not off-road oriented, so what does the future hold? The Executive needs to think where to go with the club, especially when the membership does not respond?

This year is the 30th Birthday Party. They are hoping for a big event, make more of a banner year. There are some good ideas from last executive meeting. However, it needs to be realised that the Deacon's property has run its course, the support around that was once there is closed or gone (petrol station, Silver Lake motel, the restaurant across from the Provincial Park, et cetera) and the event will soon need a new home.

The Opongo Colonisation Trail seems to be an interesting event. It is not destructive, but long. In conclusion, the year was a blast. Andrew said that he didn't manage to do it all, but did even make some socials. He thanked the members for their support this year.

Events Co-ordinator's Report

Frank Ashworth noted that Andrew seemed to cover this past year's events rather well. This year is the thirtieth. What can the executive do to stir membership and attract new members given that new trucks may not go off-road anymore? A golf tournament? Something wider, attractive for an afternoon and a BBQ? For the Birthday Party they will continue the Saturday breakfast, add thursday night. One member suggested a grille badge - special for event and built into the fee.

Off-road Co-ordinator's Report

Kevin Newell had sent his regrets [*and was thus not present to decline when Terry nominated him... -ed*]

Editor's Report

Terry King reported that it has been a difficult year personally since early Summer. He didn't even remember parts of it. But, the newsletter has been out every month, hundreds of pages have been produced. But, alas, there have been a few issues with the production of the printed copy where he needs to address issues there. Sending out November's & December's issues together was not good. It reflects poorly on the newsletter team. He will address this aspect this year. He is always looking for volunteers. Printing, mail out. Run to mailbox. The stuffing used to be at the Prescott and while realign to do stuffing at Prescott, there are so few print copies sent out today compared to a decade ago when there were hundreds.

Club Finances

Dave Pell handed out several 11x17 sheets of spreadsheet to the members. There were sixty-six transactions this year. The club has started Squaring for 3% to take Visa and Mastercard payments for the Club. (Thank you Lori Kennedy for telling us about this). Other pages summarise - Insurance at \$500 for the year. Website hosting is \$500. More or less, the newsletter is costing us \$1,300. Membership is at \$1,950. That is down a bit. But not down enough to change the membership fee structure.

There was a discussion on the cash flow for events. The club made \$500 on the Birthday Party. The Maple Syrup Rally has a slight loss at \$180. Blacker than Night lost \$202, Cedar Hill Rally has two numbers. The first is a loss of \$600 but it is really a loss of \$400. The cost of the Cedar Hill Rally should go up. It is currently \$10/head. The Porta-potty rental is \$150. The Christmas Party shows a loss of \$600, but some deposits were made after December 31st, so \$296 is closer to real.

The Club does not sit on huge assets. This is not a bad thing. Given changes over the past couple of years in the exchange rates, recommend eliminating the discount on US members. The dollars are essentially at par. \$30 for the membership with the pdf. \$50 for us snail mail. PayPal and Squareup charge a 3% handling fee to cover those fees, which works out to a 55 cent transaction and a percentage. Dave believes it will balance out over all. If convenient people will use it. Now we can do credit card transactions before events.

Frank raised the question of the Club offering a package price for all events for the year. Why not one price for the Maple Syrup Rally, Birthday Party, Cedar Hill Rally, and Christmas Party? One flat rate for them all. Encourage people to make the events. If you miss an event, well, no one upset we pay because we want the Club to benefit. People don't care that much. The fee would be non-refundable. Dave and Andrew will be looking into the details before the Maple Syrup Rally.

Christian Spilzfolgel discussed the audit. He said that it was actually straight forward. It is easy to follow the money. All the books in order. Prior to Dave, books were not in very fine, then a dark period. Like early days in England. Now, for the past, near decade, all is good. Dave uses accrual method, but audited on cash basis. There is approximately \$8,600 in cash and assets. Down \$623 this year. The club has always maintained a policy to keep assets low. Clubs that generate lots of assets seem to have more problems from an anecdotal standpoint.

There is a question on what to do with assets? There was never a recent self-assessment since the 1990's. Now assets are in the spreadsheet for asset additions that have not been captured adequately. Christian recommends a self assessment this year. Nominal depreciation at 10%. Revenue Canada is higher, but we don't write things off. For the trailer, it is an insurance issue. Thus a self assessment, no formal appraisal needed. If club goes insolvent and returns the assets

to the membership the trailer has a residual value of \$807 which is not reasonable. The Club needs to raise and add in improvements. The Club needs to look at books to see what has gone into it. Brakes overhaul, tents, tires. Tables replaced. Tents captured for 2012.

Move to accept auditors report. (Moved by Dixon Kenner, Seconded by Terry). Unanimous

Fiscal 2012 Audit Report for OVLRL - Summary

Feb 4, 2013: As Auditor of the 2011 books, I can report that all accounts and transactions are in good order. The Treasurer continues to outdo himself and should be commended for accuracy in records and ability to maintain full traceability.

Exemplary methods have been followed not only in tracking completed transactions but also pending transactions and merchandise inventory.

The Auditor confirms a net negative cash flow for the club of \$623.63 and a final asset balance of \$8,661.36 based on the cash method.

The Treasurer and Auditor are recommending that starting in FY13 that current asset value, new additions/dispositions/re-assessments and depreciation will be captured in the Treasurer's Register on a separate tab. We noted that asset additions may not have been properly captured in prior years. This will now be captured in FY13 plans. A general depreciation rate of 10% on the equipment will be used starting in FY13 based on the reassessed value.

Details of the audit are available from the Executive or the Auditor upon request.

Signed,
Christian Szpilfolgel



Dave Pell receives the Silver Swivel ball from Andrew Jones at the AGM.

Elections & Appointments

Returning officer Dixon Kenner reported that there were three nominations submitted and beyond swapping the President for the Event's Co-ordinator, the nominations looked a lot like this year's executive. Thus all positions were acclaimed with the same incumbents as 2012.

President: Andrew Jones
Events Co-ordinator: Frank Ashworth
Off-road Co-ordinator: Kevin Newell
Executive Member-at-large: Roy Parsons

As is traditional, the first order of business for the new executive was the appointment of the various positions. The following were confirmed:

Secretary-Treasurer: Dave Pell.
Newsletter Editor: Terry King
Web: Dixon Kenner, Ben Smith and Deborah Sevigny-Kenner
Equipment: Andrew Finlayson
Archivist: Ben Smith
Marshal Emeratus: Murray Jackson
Returning officer: Dixon Kenner
Merchandising: Gabe Pell
Auditor: Christian Spilzfoegel

Marshal - Nominations and discussions are on-going to find as worthy an incumbent as Murray has been

A position has not been found for Andrew Watkins yet, but Andrew promises to address that oversight. While there were regrets from Peter Gaby, he will co-ordinate the Maple Syrup Rally and All British Car Day.

Annual Awards

Honourable mention to Christian for bringing his Series III to the dealership to stop the oil leaks.

Lugnut: The Executive, and really everyone else was unanimous on conferring the award upon Peter McGough for having to tow Range Rover from Dryden Ontario to Vancouver, British Columbia.

Gasket under Glass: To Ben Smith for his wheel bearing issue. (OVLN Newsletter, September, pp. 19)

Silver Swivel Ball: To Dave Pell for his work as Secretary-Treasurer over the past year.

Towball: This award generated quite a bit of discussion but in the end only one could win. Peter McGough for his cross country adventure where he started with a Range Rover towing a trailer, and arrived in Vancouver with the Range Rover on the trailer.

Golden Wench: Vern MacDonald for not killing Peter for the accident.

Grey Poupon: To Andrew Watkins for bringing the Holland and Holland edition Range Rover into the woods. This award is for the most salubrious vehicle off road.

Andrew brought it out for both the Birthday Party and Cedar Hill Classic. We note that Peter Gaby won this award in the past with the same vehicle, so it might just be a keeper for anyone who desires awards every year!

Concours Elegance: There were three nominations. Andrew Finlayson for his restoration of the Imp. Peter Gaby for the Range Rover prototype at ABCD. Peter was determined to be the best qualifier, especially given his need to camouflage the prototype with some heavy canvas.

There was also consideration of a Club Darwin Award for logistical excellence. More possibly on that at future Executive meetings.

Notice of Motion - By-law changes

There was a notice of motion in the October newsletter to amend the by-laws in light of changed to the federal incorporation act and to make some other adjustments vis-a-vis membership. There was very brief discussion. A motion to accept the changes was moved by Dixon, seconded by Bruce Ricker. Unanimous. In discussion, the membership also directed the new Executive to complete the reincorporation this calendar year.

2013 Events

The last topic on the agenda was a run through of 2013 events. (see page 9 of the January OVLN Newsletter. Note, some of the dates are incorrect, so watch future newsletters, or your email.)

Opeongo colonisation trail: The tentative date is the first Saturday in May. (May 4th) Before the bugs. There are 13 ghost towns along the route. It is a day trip, but it is a very long and full day. Sue's mother has a place off the trail for a possible pit stop for bbq lunch on a lake. Co-ordinator for this event is Kevin Newell with Terry King assisting.

- Spring tune-up: same as last year's event
- 30th Birthday Party: the dates in Jan NL incorrectly show last year's dates. Republish in February NL
- Blacker than Night: first weekend in August
- Frame oiler: to be determined if there is interest
- Cedar Hill Classic: same format. Discussion on adding Rover Polo to the event. It was suggested that there be an article explaining RoverPolo in a future newsletter
- Christmas Party: could be held in a restaurant. Right sized room for the number of people. Start looking now.

The Montreal members of the club with Patrick do a event in conjunction with the Birthday Party. Or advertise their Calabogie event in August.

Commentary from Ted Rose and his Morgan rebuild project. The Morgan makes the Series III look sophisticated.

The meeting was adjourned at 21:10.

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

 Just another use for a Series III. Guarding his girls.



 Series 1: It is the ex Mike Dolan white 1956, LHD 86 inch truck. Serial # 173601173. Usual condition.



Points of interest are:

- Engine turns over - apparently compression is 120, 90, 90, 120
- Most of the window glass is missing except for one side of the screen and the doors
- t's pretty complete - tropical roof, station wagon body with top and bottom tailgate
- Panels are pretty straight except for RHS front wing - but there are several tears e.g. LHS front wing where it joins bulkhead
- Bulkhead is shot
- All lights are missing as are the original seats
- Water-pump and associated pulleys are off the en-

gine but present in the truck, front grille is also in the back.

- Frame shows signs of having had a plough bodged onto it at the front
- Rear cross-member is shot

Owner has an offer on it now for \$500 - from a bloke who has other LR's and will use this one for spares. (another undisclosed member of our splendid institution perhaps..?) Would be a shame to see it broken up, as we think it is worth saving. Owner is waiting for an answer back from Andrew Jones / us regarding next steps before getting back to the party who made the



original offer.

OVLRL exec has agreed Frank would have the privilege of first refusal, given the suggested price right now is now known to be less than a fortnight's petrol for his LR3. As Andrew contorted myself into position to read the serial plate - he could have sworn that he heard a whisper that said - "I want to be with Frank and the Sir Peetie Series Ones....please save me...." But he might have been mistaken. But if interested - <http://tinyurl.com/aogosra>



Some Non-OVLR News & Rumours

 Land Rover Monthly moves with the times. A subscription via iTunes is now available at US\$39.99 a year. Monthly editions at US\$4.99 per issue. Slightly less than the print version at 65 pounds a year in North America or upwards of \$15 at the news stand. Unfortunately, the app delivering the content does not seem to be well received. The app is free. Check it out if interested at <http://tinyurl.com/a5s5gyz>.

 Another video spotted on the net. "Land-Rover, Anything you can do...". An interesting old advertising clip in three parts (each about nine minutes) about the Series One and how it can do all sorts of work around the farm. Lots of clips of Land-Rovers doing things, from ploughing to rounding up cattle to a chap welding in a shirt and tie!

http://www.youtube.com/watch?feature=player_embedded&v=1SBQyyOLYK0#!

 Zombie Apocalypse (Shoreland) LR.

http://www.motorauthority.com/news/1081756_land-rover-armored-patrol-car-awaits-the-zombie-apocalypse

 Photo of Commonwealth Avenue in Boston, circa mid 60s I would suspect. The cars on the street are interesting - old Caddy, a Plymouth Valiant, a Chevrolet Impala (62 vintage so the shot is no older than that) and so on. However, that is not the area of interest. Look to the far left - Britannic Motors Ltd. First off, the Triumph and Rover sign - but look in the show window...

 'Tis amazing what one finds underwater. As a place to hide spare parts, this just isn't working!



 A cheat sheet for your date making the rounds on the Internet

Speed Dating



88, 109, 101, Forward Control, Lightweight.



Huh?



And we're done here!

 Alistair's recent parking problems lead to people sending images of similar parking challenged people who exhibit poor thought processes upon occasion.



Upcoming Events

February 18th, 2013

228th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

March 4th, 2013

Executive Meeting

Location TBD, contact Andrew Jones

March 18th, 2013

229th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

April 15th, 2103

230th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

March/April 2013

26th Maple Syrup Rally

Where: Shawville, Quebec

Organizer: Peter Gaby

Date TBD--watch the website

April/May 2013

Opeongo Colonization Trail

West of Ottawa Up towards Barrie's Bay

Organiser: Kevin Newell

MidMay 2013

Spring Tune Up

Locally in Ottawa

Organizer: Andrew Finlayson

June 20-23, 2013

30th OVL R Birthday Party

Silver Lake, ON

6th AZLRO Arizona Rally

When: March 14-17

Where: Tucson, AZ

Sponsor: Arizona Land Rover Owners

Website: <http://www.azlro.org/rally/>

Size: 50+ Trucks

The event splits into multiple trail rides varying difficulty with at least 6 different groups.



12th Uharrie Safari

When: April 11-14

Where: Uharrie Nat'l Forrest, Eldorado, NC

Sponsor: Carolina Rover Owners Club

Website: <http://www.carolinarovers.info/safari-general-information>

Size: 30 Land Rovers

The event features lead trail rides as well as ad hoc ones. The trail difficulty varies depending upon if it is dry (easy) or wet (very hard). Billed as a family event all levels of Land Rover owners should enjoy it. The Safari



26th Maple Syrup Rally

That time of year is nearly upon us, when the snow begins to recede up here and the landscape begins to resemble something other than tundra. For the past twenty-six years, members of OVLR have been celebrating the coming of Spring with a gathering at Vernon Fairhead's sugarbush in Shawville, Quebec during the maple sap run. The event offers people an excuse to get their Land Rover out from under a snow bank and blow out the cobwebs. The actual date for the MSR is a Sunday, but it varies due to actual sap run.



Activities:

- Winter camping for the hearty
- Gathering sap from the sugar bush and stoking fires under evaporators
- Brunch of french toast, sausage and baked beans with fresh maple syrup
- Driving snowy trails and lanes
- Maple syrup for sale (while supplies last)
- Members are also welcome to come up on Saturday and help with sap gathering and maple syrup production

A convoy of vehicles leaving from the Westgate Shopping Centre at 8:30 am. (Corner of Carling Avenue and Merivale). If you know your way and are coming up on the Saturday, we are looking for a convoy leader. Contact Terry King or Peter Gaby.

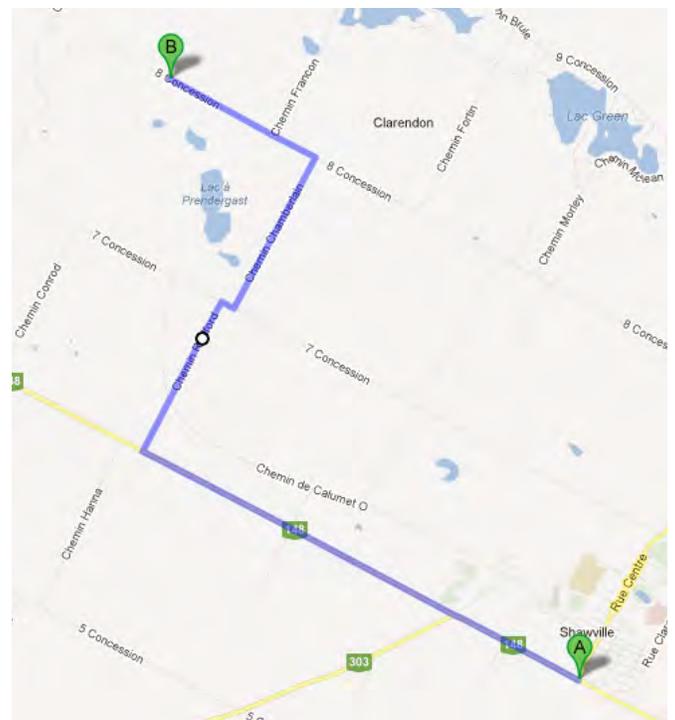


Details:

- The cost of the rally is \$5 dollars per person with children under three free.
- RSVP to Peter Gaby (gaby@rogers.com).
- For winter camping please contact Vernon at either antiquebikeguy@yahoo.ca or (819) 647-5544
- Per insurance requirements driving off-road trails requires you OVLR membership and a valid driver's licence.

Directions:

- Cross the Champlain Bridge (Island Drive) over the Ottawa River
- Go straight to the second set of lights where the road ends at a "T" and make a left
- Follow the upper road (Highway #148) 6.6 km to Aylmer to a set of lights at the park
- Make a right and continue on Highway 148
- Follow Highway 148 out of Aylmer
- Continue 63km to Shawville
- 1.4 km out of town is a flashing light (Highway 303)
- 3.5 km after the flashing light make a right. Look for a side road on the right marked with a small green sign "Radford". There are 2 barns on the left.
- Go straight 1.7 km until the road ends
- Turn right, go 140 meters and then make an immediate left
- Go 1.7 km and take the first left at the next concession road
- Vernon's farm is 1.7 km down the road on the left



Maps:

Shawville (and Vernon's farm) appear on the very leftmost portion of the Canadian Topographical Map 31-F/9. For some of the trails map sheet 31- F/10 is handy.

18th Winter Romp



L to r, top to bottom: Eric Zipkin, Bill Caloccia, Disco2, virgin power line hill, Q's 80", Brian's 101FC, 109 crew cab, 88", 109" PU, tracked 88", coilers on the trail, Disco2 and Range Rover L322 from LR Manhattan, Rovers climbing the hill, Series III 88 with Bruce's 86" Timbits and Q's 80", George Bull, Thomas Bujis' 110, Q80 and Jeff Meyer's WASHME.

Benton, Maine 2013



L to R, top to bottom: 88" in snow, Justin from Lucky8, Sean in stuck LR3, Jeff Meyer, Niall Forbes, Zipkin's 110 crew cab, stuck washme, chaining up, lineup, Sill 109, D90, IIA 88, modified 109, Jeff Aaronson's QE2, Bruce with a new hat, RRC, Bill O'Hara's orange 110, Dave Bobeck's D90, Ben Smith's Disco 1, Jeff Meyer and friends work on WASHME.

OVL R Events 2013

The January Newsletter events list had some errors, so the list has been republished. Additional details will be published in the Newsletter and website in the months prior to the event. Please note, while web site material can be updated almost immediately given confirmation of the dates of specific events, newsletter material may become out of date and you should watch your email for any last minute and minor changes to potential cost and date.

Club Socials

When: Third Monday of every Month: Jan 21st, Feb 18th, Mar 18th, April 15th, May 20th, June 17th, July 15th, Aug 19th, Sept 16th, Oct 21st, Nov 18th, Dec 16th.
Where: The Prescott, Preston Street , Ottawa, ON

A monthly gathering of the club faithful to have a pint, swap tails about past trips, plan attendance for future trips, discuss the newsletter, solicit advice about current projects, gain encouragement to continue languishing projects, arm-twist fellow members into volunteering for the club, and rat out your fellow club member for the Lugnut. Come by, pull up a chair and have a pint.

Annual General Meeting

When: February 5th (traditionally in January/February on the coldest and darkest night of the year)
Where: Royal Canadian Legion, Kanata, ON

The need to hold the AGM is driven by the bylaws and the requirement to report financials to the members and elect a new executive. The AGM will also feature officer reports, set the tone for the year, and conduct any other business, such as bylaws amendments, needed by the membership.

26th Maple Syrup Rally

When: March/April, TBD--check website for updates
Where: Shawville, Quebec
Organizer: Peter Gaby

One of the oldest annual Land Rover events continuously held in North America. The event dates back to the early years of the club in 1988. Due to the weather-dependant vagaries of the syrup run, the final date is not known until about three weeks in advance. Final notification is thus by the website and email. Buy local maple syrup (until supplies run out). Light off-roading.

Opeongo Colonization Trail

When: April/May, TBD--check website for updates
Where: West of Ottawa Up towards Barrie's Bay
Organiser: Kevin Newell

A one or two day event past historical cemeteries, foundations and ghost towns. This is a new club event for 2013.

Spring Tuneup

When: Mid-May
Where: Locally in Ottawa
Organiser: Andrew Finlayson

A strong level of awareness that this event is a learning and guidance session, not free work done on your vehicle. Trying to plug OBD2 into a Series III gives curious results. Given the complexity of the SIII electrical system vis-à-vis a IIA or 80", this is understandable.

30th Annual Birthday Party

When: June 20-23, 2012
Where: Silver Lake, Ontario
Organizer: Club Executive

The largest and most complex event the club undertakes. Numerous parallel activities intertwine. Off-roading of various complexity, RTV course, Tulip navigation course, light off-road, heavy-off-road, Bolton Creek Trail, Ernie's land, annual auction, and other activities.

12th Blacker than Night

When: August 4&5, 2012 - Bank Holiday weekend
Where: Readington, New Jersey
Organizer: Benjamin Smith

An event for OVL R's American membership to which the club contributes. Well attended, focus has varied on off-roading in the Pine Barrens in the southern part of the state, or an RTV and work & tune-up sessions on various Land-Rovers.

Frame Oiler

When: Late Sept to Mid Oct
Where: TBD
Organizer: TBD

The executive considers running this event on an annual basis. Given the dramatic rise of non-Series vehicles in the club, this event has not been run in recent years due to a lack of interest.

Cedar Hill Classic

When: Oct, TBD--check website for updates
Where: Pakenham, On(west of Ottawa)
Organiser: Andrew Jones

Small, one day rally which is slowly establishing itself as a traditional event. See the November newsletter for recent photos.

Christmas Party

When: Dec, TBD--check website for updates
When: TBD
Organizer: Club Executive

Games (crossword, feelie & seelie meelies), photos from the year, and the annual awards given to deserving members. A great way to end the Land Rover season for the year.

30th OVL R Birthday Party

In days of yore, before the Deacon's/Silver Lake, there were tales of the Saab pulls. The 13th Birthday party was compared to a trip to Mecca. For the 16th BP people were invited to "come up and loose it". The 17th Birthday Party was featured on the cover of Seventeen magazine (or at least that's what the T-shirt showed). What will happen at the 30th Birthday Party?

Dates: June 20-23 (Thursday-Sunday)

Location: Deacon's Field, Off Hwy 7, Maberly, ON

Accommodations:

Camping
 Deacon's Field (free)
 Silver Lake Provincial Park (1.3 km east)

Hotels--Sharbot Lake (12km west)
 themaplescottages.ca
 sharbotlakeinn.ca

Food:

As part of the event fee the club will provide the following meals:

Saturday Breakfast (likely egg sandwiches)
 Saturday Dinner (likely BBQ)
 Sunday Breakfast (Tim's coffee and donuts)

For the rest it is bring your own food & snacks

Activities

President's Tailgate Meet and Greet (Friday)
 Winching Demo (Saturday)
 Auction (Sunday)
 Campfire Social (Friday & Saturday nights)
 [Campsite #40, Silver Lake]
 Trails: Light Off-Road, Heavy Off-Road, Bolton Creek & Ernie's Land, K&P Trail (any time)
 Tulip Diagram Run (any time)

Accommodation Notes

Deacon's Field

Yes it is free. There are port-a-potties.
 The mosquitoes are ferocious after dark.

Silver Lake Provincial Park

Real toilets and showers. Swimming available.

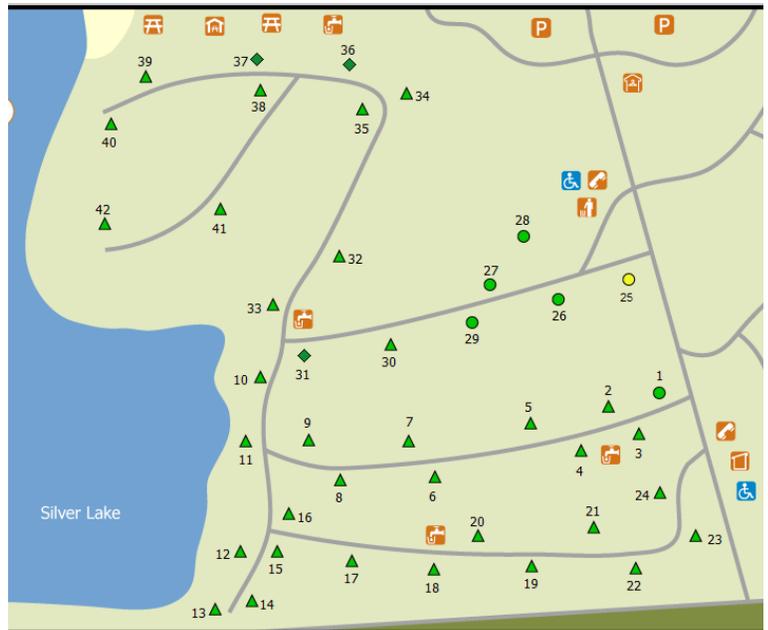
OVL R members typically concentrate in the Dawson Camp ground (see map below) with the "party" site being #40.

Reservations are open now. You know you are coming. Why not reserve your spot?

<https://reservations.ontarioparks.com/SilverLake?Map>



Defender crossing Bolton Creek, 2007



General Servicing: Repairs, Humour, Tales & Trivia

News from the Prairies

by David Place

Well, it has been quite quiet on the Land Rover front the last couple of months in Manitoba. At least I sold a few parts to another enthusiast and I hope that means we will have a small group for some activity this summer. On my personal Land Rover front I finally got the engine out of the vehicle we bought from Ottawa. It was a butcher job for sure but we didn't want much from the vehicle, just the engine and transmission for the most part and the rest of the vehicle will be dismantled as needed to strip a part when needed. We cut the cross members under the engine and transmission after having removed the breakfast and wings, which we sold. It took about an hour by being less than careful how we did the job in light of the fact both the engine and transmission are going to be total rebuild jobs this summer. The transmission looked so good from the outside we have toyed with the idea of getting it anodized in something like blue or silver. That would really make it a concourse vehicle to be sure. It ran fine before the strip down but this is going to be my last total engine and transmission so it is going to be done to factory specs with the best I can find. We have most of the parts for the engine but almost nothing for the transmission. Once it is done it is going into my very fine looking 1974 that I have shown pictures of in the past. I have attached a few pictures from our garage shop where all the work is being done. Too much other work prevents me writing a longer article this month so watch for more technical ones as I start the transmission rebuild.



Lucy the Land Rover

by Anonymous¹

It was a beautiful fall and sunny monday. Lucy the Land Rover was breathing in the fresh air and enjoying the colours of the trees. It was so gorgeous out that Dick, her owner, took the day off from making sausages at the rendering plant. He used to smuggle them out of the factory by sliding them down his pants, until Flo, his ex girlfriend, in a freak accident made a terrible, but understandable, mistake.

Lucy always had a certain mistrust for Dick, and although he continually beat her, sometimes in the bush, she still loved him. He also refused to spend much money on her, which as any girl knows, can put a strain on a relationship.

They had just passed the convenience store and began the slog up the big hill. As they crested over the top, Lucy saw several children in the road, in a cigarette induced fog. They were aged 6 to ten, guessed Lucy, looking like miniature hobos with their butts hanging out of baggy pants,.

Dick furiously pumped Lucy, vainly hoping that he could build up enough pressure to overcome the maladjusted brake cams, air and water pockets in rusty lines, oil soaked shoes and out of round, worn and scored drums to stop her in time. Downshifting, he searched for that lower gear, flailing around hopefully, finding it and slamming her home. A grrrrzzz...clunk, from Lucy's mid section confirmed success. But alas, it was too late. Lucy slammed into the children, punting them like a pirate midget toss, a Barney tattooed arm flinging here, a pierced ear there, teeth and diamond studded tongue, over there. Keenly aware that there was something was lodged between her breakfast and her winch, she peeked down, with her inadequate Lucas "Powerbeam" eyesight, past where the headlight bezel should have been. She was horrified to find a severed child's head with blood soaked orange spiked hair, the visage with eyes and mouth open, frozen in a moment of terror. Dick reflected that although it was a worthwhile trophy, he mustn't ever show it to anyone!

Saddened, Lucy took account of the devastation. Her wings were bent, her grille bent in until it hit the already delicate from age and oxidation radiator. She had sprung a leak and was gushing fluid. This was just great. Not! Dick had just invested in a head job, and the last thing she needed was to get blown. She now knew that even though she initially protested being mounted with the Koenig that made her top heavy, by refusing to start a few times, it did save her from more serious damage. Oh, and four small children, dead. If only they had chosen the sidewalk instead of walking in a perfect line down the middle of the road.

"They should have been in school", dick fumed. Fortunately there appeared to be no witnesses and they both knew that the best course of action would be to bugger off. Accelerator to the floor, Lucy rounded the nearest corner, worn bias-ply tires squealing in agony. Her amateurishly welded patch panels popping off of her rusty

frame as she twists and groans. She was becoming quite warm. Fortunately, she could see in the distance the gleaming aluminum car-cases reflecting the warm sunshine like a glorious beacon. She was coming home.



Strangely, dick drove past her usual parking spot which she had so carefully marked with oil and grease, straight into the undergrowth. Lucy was not happy with this prospect at all, the growing grass always tickled her lower components as it blew in the breeze. The licence plates were whipped off and Dick unscrewed the serial registration plate from the bulkhead. It didn't belong to her anyway, but to the one of the wrecks in the field. She knew she was to disappear for awhile so that he would have an alibi. "It isn't my fault, I can't control myself when that Dick drives me!", she sobbed. It fell on death ears, Dick was already off trying to get a as drunk as a Canadian in case he has to try for the Extreme Drunkenness Defense. Lucy had to console herself that perhaps a new paint job and another registration would be coming in the spring. Ah, to dream...

Copyright 1998 - Like who would want this anyway?

1. Editor's note: Not exactly anonymous. Suffice it to say a long time club member, longer than I! This was written back in 1998 for the newsletter, sent to an on-line Land-Rover mailing list and has languished in the editor's inbox for a decade and a half. Given a paucity of material for February, the time has come to print the first (of several) background stories about Lucy. This story inspired the name for Alan Richer's Range Rover (shown below at Silver Lake), "Lucy" (much to his horror), which was subsequently sold to Scott Wickham of Fort Pott LRG in Pittsburgh (shown above). "Lucy" the Range Rover has never shaken her name.



18th Winter Romp

by Dixon Kenner and Benjamin Smith

The snows of February bring the Winter Romp, the first major northeast Land Rover event of the year. The Romp is run on private land near Bruce Fowler's house in Benton, Maine with meals and accommodations located in the nearby towns of Waterville and Winslow. The Winter Romp draws Land Rover enthusiasts from Maine, New Hampshire, Vermont, Massachusetts, New York, New Jersey, Connecticut, Pennsylvania, Maryland, Washington DC, Ontario, Quebec, New Brunswick and Nova Scotia. Generally between 80 and 100 Land Rovers attend.

For club members in Ottawa it is a quick 630km or 8ish hour drive to Bruce's house. Head out 417 east, through Montreal and then 40 out to Dummondville. Thence 55 south to Sherbrooke. From there it is a combination of routes 610, 112, 253 and 212 which takes you to the U.S. border with Maine. In the U.S. Maine routes 27, 16, and 8/201A and 139 will bring you to Bruce's door.

The basic format of the Romp is the same each. Most people stay at the Waterville Grand Hotel where there is a group discount. Generally the entire hotel is filled with Land Rover owners. Each morning people gather at Big G's in Winslow for breakfast and to get a lunch sandwich. From there Rovers assemble in Bruce's field and head off in groups to the trails. The trailheads are just a mile or two down the road and serve as an entrance to 10,000 private acres of trails. For Rompers names like the Dickie Road, Bessey Road and Narrow Gage Rail Road gateways to trails within. After a day of off-roading a restaurant in Waterville is the designated gathering point each night. People run trails on Friday, Saturday and Sunday.

This year one land owner regraded his lane ahead of logging operations next fall and asked that the Romp stay off his road. This precluded access to certain trails. It also precluded access to having lunch with the some of the land owners at the snomobile camp. Each year local Land Rover groups from Southern Maine and Massachusetts spend weekends assisting Bruce with trail clearing. This past fall they helped cut a network of trails branching off of the Dickie Road. One of the new trails is called Heartbreak Ridge.

Friday is generally a travel day. Every year stories come out of various trials and tribulations. Here are just a few. Prior to the Romp Bruce's daily driver, a Rand Rover Classic jumped its timing by 12 degrees. Intersperced with organizing he had the timing chain cover off, replaced gears and chain, reset everthing and put it back together. Whereupon it rank like a shuddering can of bolts. Everyone took a peak. In the end a plugged resonator was the culpret. Quintin is not able to have an uneventful Land Rover trip. Last year he lost tire after tire. This year he ran out of gas a three miles short of Waterville. Not to be outdone, Jeff Meyer, on his way up from Long Island stopped in Connecticut to find three leaking valve stems. Jakek Maras from NJLR has a Disco 1 with a dead engine, so borrowed a Disco 2 from a friend. The Disco 2 made it less than 50 miles

and the rear diff exploded--the repair delayed them by a day. Will Skidmore, another NJLR fellow, with a RHD Series III 109 Station wagon headed north with his girlfriend Kate without a functioning heater blower and headlamps that refused to stay on. Kate endured, but Will and friend spent Saturday adapting a blower motor from Autozone to the Series III cage. The Winter Romp enthusiast award, according to Bruce, is one chap, driving up from Virginia to Rhode Island, to catch a plane to Denver for a meeting Friday, returned the same day back to get his car Rover and continue onto the WR. As usual Ben Smith has to one up everyone and returned by plane from a business trip in the UK for the Romp (something about a Valentine's day meeting with the UK Financial Services Authority). The real heroine is his wife, Christina, who drove 5 hours up in their Discovery 1 with 0.7 and 2.8 year old daughters to pick him up that Boston airport and head to the Romp.

Snow levels at the Romp vary year to year. This year it was but a scant foot on top of ice. The snow from the big blizzard the prior week all blew away with high winds. For once tire chains were useful and many fitted them. Trail names for the familar include Power Line Hill (which requires either chains or lots of wellie to prevent sliding back down), the Pit of Despair, Dickie Road Bypass (which goes around a bottomless swamp for summer use--the bypass is so hard there is now a bypass to the bypass), and Screaming Eagle (which features off camber slopes which bring a degree of challenge in the snow). One incident that deserves mention is Bill Nickson in his girlfriend Christine's SIIA 88" on the Dickie Bypass. Instead of taking the ruts like everyone else, he decide to hang on the right side, popped up, slid sideways and earned himself the cover shot. Here is video of his incident:

<http://www.youtube.com/watch?v=T1KDPHOJa2w>
A longer Romp video from Jeff Meyer:
<http://www.youtube.com/watch?v=xLaJqFQwRkY>

Bruce's garage was not the site of long and lingering repairs this year. Bruce's Range Rover was the centre of attention, that is until WashMe came in for a brief visit.

All to soon the weekend is over and LROs head home.



Let the Games Begin: A Rover Update

by Alastair Sinclair

Following the Christmas holidays some actual progress is being made on the 88". As of my last update the frame, from bulkhead back, has been cleaned and painted, a new rear wiring harness installed, and all new lights installed. The fuel tank and fuel lines have been reinstalled, along with the bed, seat box, floor, transmission tunnel and seats. Some observations. Only one of the six lights (tail, stop, signal) was installed with the drain pointing down. That one light worked, the other five had filled with blinker & stop lamp fluid, which eventually rendered them non-functional when it evaporated out.

Over the course of the winter an interesting pattern has arisen. As we alternate weekly between my project, and Dixon's BGB, we've had a chance to sample the best of the Ottawa winter. I should add that we are "commuting" by foot, roughly a 15 minute walk, as Dixon and I live very close to one another. This is done partly due to some shared Scottish traits when it comes to parting of moneys from pocket, and to allow the effects of the inevitable post wrenching social period to wear off before arrival home. The pattern is this: when working in my enclosed garage, with propane heater going, we have invariably had mild, comfortable nights to work away, with one exception when the air temp in the garage was -25C. When working at Dixon's in his temporary garage (standing for at least 5 years now) the weather is guaranteed to be frigid. We have even had to resort to storing beverages in front of the propane heater due to icing issues. I should add that Dixon could also host an excellent Bonspiel in his "garage". Do not leave anything on the ground. It is likely you will need hot water or a sharp blade to retrieve it as we recently found out with some wiring left hanging too low.

The 88" is now ready for its existing engine, which is in need of pistons and rings, to be pulled out. A "new" engine, said to be in great running condition, is ready to be fitted. To accomplish this all front bodywork to the bulkhead has been removed, the floor and seat box out, all ancillaries removed from the engine, engine mounts undone and the existing exhaust manifold/ carburettor assembly removed for re-use. While the engine is out the frame will get the same wire brush, primer and paint treatment as was done on the rear of the frame. The frame is happily in very nice shape, and

the main purpose of all this is to make it pretty again. The final task left was to separate the engine from the gearbox. Dixon was overjoyed to find that while anti-seize was used on the nuts across the top half of the gearbox were used but none below...Dixon tackled this task while I struggled with a very stubborn down pipe and had some issues with the amount of water on my garage floor.

There were two particularly challenging nuts for the gearbox. One nut sits next to the front driveshaft and was removed by the application of a twelfth of a turn with a spanner. The second, centre, bottom, it is hidden by the sculpted cross member, so floor jack to lift the engine and gearbox was needed to get at the nut. Another result was getting wet from head to feet. Well at least the back was at least dry on a piece of cardboard. Dixon dried his pants whilst standing in front of the single (working) propane burner while I struggled with the down pipe.

Once everything was undone we used the floor jack to gently work the engine loose. To keep Kenner's morale up while he dried his slacks a round of cold beer was served.

In the interest of full transparency: do not leave the drain pan used for the rad fluid under the engine after you've removed the radiator and cooling plumbing. For lack of a better location and to keep it clear of a very nosy dog that serves as shop manager it was left where we last used it. When removing the alternator I managed to drop the ratchet into the fluid three times before finally admitting defeat and moving it. All present, with the exception of yours truly, found this very amusing...

The engine crane is in front of the BGB (109" Wagon) at Dixon's in pieces awaiting next week's removal of that engine. We will then move it to my place to pull the 88" engine. One of the benefits of being in lock step on both projects is that you learn from the previous week's mistakes and we seem to be accelerating our pace as we move towards winter. Progress.

Next instalment: the new engine goes in and we switch from tearing apart to heading towards a running, driving vehicle.





DINKY NEWS

By **THE TOYMAN**

Three New Dinky Toys This Month

THOSE of you who have been fortunate enough to travel through Queensway, the famous road tunnel under the Mersey, will probably have seen the red vans used by the Tunnel Police for patrolling its 2.13 miles of roadway.

The first of the three new Dinky Toys I have to deal with this month is based on one of these Police Vans, and to show it in appropriate surroundings I made a layout that represents, as closely as I could manage, the main Liverpool entrance to the Tunnel. A general view of the arrangement appears on this page, and in a second picture is a close-up of the Van itself.

The Mersey Tunnel Police Van, Dinky Toys No. 255, has a body specially designed for the purpose for which the vehicle is used. An enclosed cab is provided for the driver and passenger, and behind this

is a low van body in which are carried tools and other special equipment. The words *Mersey Tunnel* appear in yellow on each door. The model is finished in red, with silver radiator grille, headlamps and bumper, and a towing hook is provided, for the real Van can be used to tow out of the Tunnel any vehicle that has broken down.

You may think that to make a realistic model of the Tunnel entrance such as that shown in my picture is beyond your possibilities, but I can assure you that its construction was really quite simple. It is of course not usually practicable to construct the tunnel itself, but the entrance

The upper picture on this page gives a good impression of the realistic appearance of the miniature Mersey Tunnel entrance made as a setting for one of this month's new Dinky Toys—the Mersey Tunnel Police Van, Dinky Toys No. 255, seen in the centre and also in the illustration on the right.



This view of the new 5.5 Medium Gun, Dinky Toys No. 692, gives a good idea of the realism and the amount of detail included in this splendid model.



can be modelled quite easily in a comparatively small space. It is in fact an ideal way of filling in an awkward corner in a larger layout, with the tunnel mouth placed in the corner and the approach leading into a road that sweeps round the corner.

The tunnel mouth and the approach walls are made from cardboard, as also are the small huts and the arches at the ends of the walls. The huts represent the actual ticket offices, at which the Tunnel tolls are collected. The uniformed figures in the Dinky Toys Station Staff Set can be put in them to collect tolls from tunnel users!

This construction of the tunnel mouth is quite easy, but calls for a little care if a really good effect is to be obtained. Actually my "tunnel" has no depth at all; it looks good in the picture, but is simply a drawing on paper, suitably coloured to represent the tunnel curving into the distance and then pasted behind the cut-out tunnel mouth. A remarkably realistic appearance can be obtained with very little trouble, and the effect can be heightened by drawing cars and lorries in the traffic lanes as though they are actually driving through the tunnel.

I am sure every Dinky Toys enthusiast will be eager to add the realistic Mersey

Tunnel Police Van to his collection, and I hope my efforts in making the layout illustrated will spur you on to try a similar scheme yourself. I can assure you it is great fun and I shall be interested to hear how you get on.

Now for news of another addition to the Army series. No miniature army is complete without artillery, and now a splendid model of a 5.5 Medium Gun, Dinky Toys No. 692, has been introduced. This is a really attractive miniature full of detail, and in my picture on this page it is shown being towed behind a 10-ton Army Truck. The gun barrel can be depressed or elevated just like the real thing. The pivoted towing and stabilizing bars are brought together for towing purposes and attached to the hook at the rear of the towing vehicle. When the firing point is reached the gun is detached and the bars opened out fanwise to form stabilisers.

Yet another new Dinky Toy for your collection is the fine van seen in the lower illustration on this page. This is Dinky Toys No. 481, a reproduction of a Bedford 10 cwt., lettered *Ovaltine* and *Ovaltine Biscuits*. It is in the correct colours too, in real Dinky Toys fashion.



An old favourite in a new guise. The Dinky Toys Bedford 10 cwt. Van is now available in a new colour scheme, with Ovaltine transfers.

Projects in Andrew's Shop

by Terry King



For the last little while I have been working on my own tdi conversion when time and space permits. At the present time, my project is stuck outside Andrew Hutton's shop in a snow bank, waiting either for room inside, or the advent of spring.

Currently, Andrew has a few other projects on the go, one being Andreas' 110

which is getting an electrical system upgrade, another being the tdi conversion and restoration/rebuild of an '88, and the third being a restoration/rebuild of a D90.

In addition, Andrew's 110 has made a few forays inside for some brake, transmission, cooling system and clutch work.

With all of those on the go, most of my recent shop time has been lending a hand and learning a few things about those projects.

The '88", which you can see in the bottom left, is now stripped down to the chassis and 200tdi power plant. A few weeks back, we took off the wings, radiator, old wiring, etc. in order to get to the firewall. Recently, Andrew got the rest of the body off, see the tub and other bits in photo bottom right. These will be reinforced and painted and reinstalled in future. He is investigating power steering options, and also how to

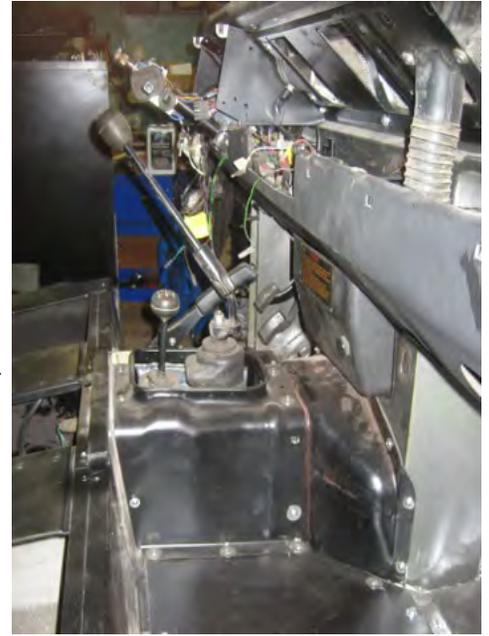
hook up the dual fuel tanks for instrumentation and fuel sharing. The tanks may need to be dropped down a bit to give the required clearance for this, bearing in mind the seat supports don't leave much room for modifications. I will try to dutifully report what transpires with these issues.

The D90 in photos upper left and right is undergoing a complete

rebuild around a 300 tdi. My help on this one has been limited to helping get the alpine windows reinstalled, which is really a two man job, and taking apart the sliding windows so that the panels can be repainted. It takes a combination of drilling out rivets, prying off some frames, peeling decades old glue off and other skills, usually learned as you go. We also spent some time putting in sound deadening stick on material inside the new doors, being careful not to block the drain holes for the likes of Bolton Creek.

There are still some things to work out with the placement of the alternator(s) and the seats and seat belts, but this one is coming together nicely.

Once one or the other is rolling, I can get mine inside to tackle the remaining bits. Thanks to Joseph Sfeir, I am going to try once again to hook up the power steering hoses with the turbo in its existing location as he has done it on his Disco during a similar conversion.



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