

1016 Normandy Cres., Ottawa, Ont., K2C 0L4

G'Day eh:

Feb 11/90

In this issue: OVLRL "how-to" videos, off-road seminars, dealer information for "spin-on oil filters, stainless mufflers and electronic ignition.

The February exec meeting looked at some ambitious plans for producing our own instructional videos on projects ranging from simple wheel bearing adjustments to complete engine and transmission rebuilds. While most Land Rover owners like to do their own tinkering, few have the expertise needed for more complicated--and expensive--jobs. The idea is to videotape projects undertaken by the few members who do most of the rebuilds, then make the tapes available to those interested in trying their own hand at it. The pilot is being headed up by new VP Jason Dowell, a mechanic by trade and a Land Rover enthusiast since before he was licenced to drive. Guinea pig will be Editor McD who is rebuilding his 2-1/4 engine. The exec also discussed an off-road seminar later this year for members who want to learn the "howtos" of driving under water, over rocks, around trees and to avoid bringing Landy home in a bag. The exec is also looking at the year's events calendar with the Maple Syrup party this spring, the Atlantic British rally in Mechanicville, NY, in July and a meet with the Toronto club.

Secretary Harry Bligh and former Treasurer Lyne Leduc are moving from Winchester to Almonte soon. That means a change in the club's official address (check letterhead) and storage of camping gear. Now that gear, off-road equipment and club tools, are stored at McD's (224-8300).

In other business, membership now stands at 47 and we have \$1,615 in the bank. A committee struck at the Annual General Meeting to study constitutional amendments was to have submitted its recommendations at the February meeting. That has been rescheduled to March. The committee was formed after several members expressed concern that the democratic process was being thwarted by a bylaw that permits the outgoing executive to appoint its successors should the membership fail to elect someone. This year, nobody was nominated for any of the executive positions. The HUGE list of LR parts suppliers promised last month is not in this package. Andre Lalonde, who has been compiling this list for more than a year, is still wrestling with his computer. Apparently the machine is possessed and refuses to give it up. Perhaps he should get it exorcised...or use a hammer. We'll get it to you ASAP. Next meeting is Tuesday, March 6. For location, call Prez Robin after March 1.

...NEWS...VIEWS...RUMOUR...TRUTHS...ADS...OUTRIGHT LIES... FOR SALE...

*-"Get better soon" wishes go out to Fred Cole recovering from a car accident several weeks ago. After a stint in hospital, he's now resting at home under the watchful eye of Audrey.

*-Neil Brewer is going to jail in British Columbia. Actually the former OVL R Prez and VP, renowned video cameraman, disco dancer and model for Humpty Dumpty cartoons, is forsaking Ontario's ice and snow for Lotusland. Neil, Julie and Ashley expect to move to Aggassi, BC, in the spring where Neil will take a job at the prison designing comfy chairs for mass murderers. We're planning an evening to "honor" Neil. Full details next month.

*-Bates is back from his Florida vacation free of any new diseases.

*-Denis Chartier is looking to buy a Range Rover. 824-1404

*-Cancel the bar mitzvah. Treasurer Tom Meyer's last name is actually spelled "Mayor". The editor is a putz.

*-Prez Robin advises a Land Rover 6X6 will be arriving soon at the Canadian Forces' proving grounds at Orleans. We reported earlier the military was looking at an Australian version as the basis of a new vehicle here. Robin says pix are forbidden and admittance is restricted but he's working on it.

*-Sharon Cregier, PEI member, has a new 88 front drive line spline and a used front drive shaft for sale. Both for \$100, included shipping. 1-902-566-0621

*-Fellow by the name of Gerard Poirier has assorted parts resting in a shed and field near Alexandria. He lists drive shafts, difs, two 2-1/4 engines, one transmission, a complete (disassembled) 59/88 and a stripped 88 frame in "good" condition. Also, a Series 111/88 that needs extensive frame work but it's got a good lookin' western plow. Gerard would like to sell everything at once and he's asking \$2,500 for the lot. Call him at 874-2440.

*-Sometime-OVL R-expeditioner "Sparky", also known as Mark Van Dusen of CBOT-TV fame, "slipped" while relieving himself outside after a night of R&R recently. Fortunately he managed to break his fall...with his nose. Bad news is he'll be back polluting the airwaves before you can say "change channels".

Stay tuned for the ADS on stainless steel mufflers, spin-on oil filters and electronic ignitions. If anyone has tried these articles, give the newsletter a call and we'll run your impressions.

That's all for now:
Editor "McD"
224-8300

Prez Robin
738-7880

VP Jason Dowell
731-5098

Treas Tom Mayor
234-8611

Sec Harry Bligh
774-2395

Spin-on oil filter adapter

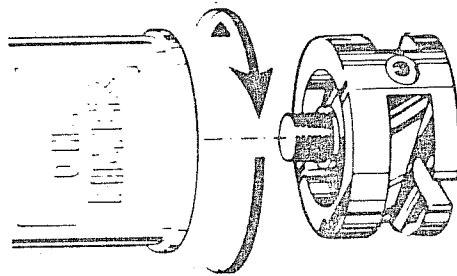
A long term test by Jim Allen

DID you put off that overdue engine oil and filter change again this weekend? Put off by the thought of having dirty motor oil flooding your armpit again, are you? Well, you're forgiven! Land Rover owners and mechanics have wrestled with those stone age cartridge oil filters for years now with similar distaste. You might be interested to know, however, that an alternative exists to bring your older Rover into the modern age.

The idea of replacing the old Land Rover canister-type oil filter with a spin on filter is not a new one. Back in the mid 1970s, a spin-on adaptor was marketed in the United States and it was moderately successful. The downfall of this earlier device was not in its own design, but in the oil filter technology of the time. None but the most expensive oil filters of that era had one of today's commonplace features: an oil bypass valve. The oil bypass system allows oil to bypass the filter in the event it becomes clogged (dirty oil is better than none, right).

When the original oil filter housing and related parts are removed to install the spin on adaptor, the Land Rover's original bypass valve comes with them. It is vital, therefore, that the filter incorporates this device. These days, all but the cheapest of the cheap have bypass protection.

Also, the new developments in oil filter technology have allowed particle filtration as small as 3-5 microns (a micron equals one



thousandth of a millimeter). Fifteen years ago, the best was about 25 microns for a full flow filter and the average was about 100. Today, an average off-the-shelf Fram filter catches particles as small as 20 microns (according to *Consumer Reports*, Feb. 1987 - Fram filters earned highest marks). Particles smaller than 20 microns are not considered significantly harmful by most automotive engineers.

Now that the filter problem has been solved, how does the spin on adapter work on a day to day basis? The manufacturer of the newest generation adaptor, Paul Socholotiuk of Toronto, Canada, was kind enough to donate one of his units for a long term test. The adapter was installed in November of 1987 on a '69 88 inch with the 2¼ litre engine. Installation time was a mere 20 minutes (30 minutes is the advertised time) and the job was straightforward and uncomplicated. After more than 20,000 miles of driving and six oil changes later, not

a single drop of oil escaped from the filter area.

Since then, the device has been transferred to a '72 Series III and to date there have been more than 7,000 leakless miles. Oil filter changes are now performed in less time than it takes to tell you about it.

The spin on filter has made it easy to eliminate "dry starts" after an oil change. On a dry start, the engine must run for as long as 15 seconds without lubrication while the oil pump primes itself and fills the filter. By filling the spin on filter with oil prior to installing it, this delay is almost eliminated and longer engine life is assured. Try that trick with a canister filter!

For those of you who like to check the filter canister for large metal particles as a kind of engine damage early warning system, this can still be accomplished by cutting the spin on filter can open with a hacksaw.

In conclusion, the spin on adapter is as simple as a brick, and as reliable as gravity. The drudgery of filter changes is reduced to a quick two minute job. Your choice of oil filters, either by quality or price are greatly enhanced. No more petroleum-based underarm deodorant applications and no more leaking O-rings. **What more do you want?**

For further information contact: Paul Socholotiuk, 451 Adelaide Street West, Toronto, Ontario, Canada, M5V 1T1, or see ads in recent issues of LRO.

Lumenition OPTRONIC IGNITION

Why choose Lumenition?

LUMENITION OPTRONIC Ignition, backed by more than 16 years of continuous research and development, is undoubtedly the world's finest and most reliable ignition system available.

Lumenition's use of an infra-red beam as a switch means that it is unaffected by heat, light radiation, magnetism and dirt which is just one reason why Lumenition is used by the British army on Scorpion tanks and on most Formula 3 cars.

When Lumenition is fitted to your car you obtain - a significant reduction in petrol consumption, longer spark plug life, reduced maintenance costs, permanently - it pays for itself!

Advantages for your car:

- Improved petrol consumption
- Easier starting
- Faster, smoother acceleration
- Reduced maintenance
- Three years guarantee

Problems caused by using points

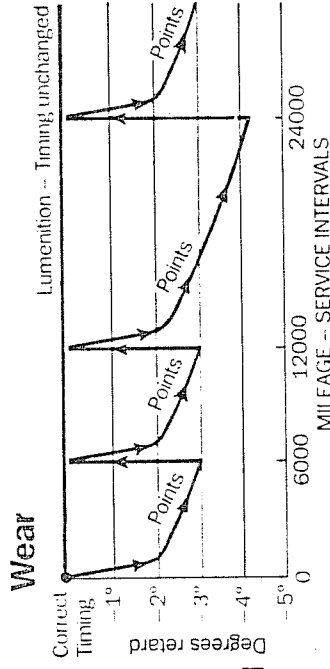
The mechanical contact set which LUMENITION replaces has many limitations.

From the moment contact sets are installed they begin to wear. As they do so, the ignition timing becomes progressively more retarded causing engine misfires and increased fuel consumption.

This can only be rectified by fitting new contacts and retiming the ignition.

When Lumenition is fitted optimum timing is achieved constantly throughout its lifetime.

The diagram shows the average ignition deterioration with contact sets between service intervals, compared with the average ignition performance of Lumenition.



Bounce and Float

As engine speed increases, the contacts are unable to follow the contour of the cam - an effect known as "bounce" or "float". This causes loss of spark energy, misfires and incomplete combustion, which results in increased fuel consumption, poor performance and increased exhaust emissions

Arcing

At low engine speeds, arcing between points causes inaccurate timing and loss of spark energy, which is most noticeable when the engine is reluctant to start on cold mornings.

Spark Scatter

Mechanical irregularities of the cam are too great for contacts to cope with; these cause spark scatter which results in roughness of engine operation, incomplete combustion and high fuel consumption.

All these problems are solved permanently by replacing the contact set with LUMENITION OPTRONIC Ignition.

The Lumenition Optronic principle

The LUMENITION OPTRONIC Ignition System consists of three basic components: an optical trigger, a power module and a chopper (rotating segmented disc).

The optical switch directs an infra-red beam from its emitter (a light emitting diode) onto its detector (a silicon photo transistor).

When the detector sees the ray it is switched on; when the ray is interrupted by the revolving chopper, which is fitted to the cam and has one blade for each cylinder, the detector is switched off.

This constant on/off action controls an electronic switch inside the power module, which in turn switches the coil on and off so as to produce a spark at the plugs.

The whole operation, of course, takes place at phenomenal speed.

And because there is nothing to interfere with the chopper, the switch inside the power module is always controlled with pin-point accuracy.

As a result the cylinders fire in perfect sequence and the engine keeps faultless timing throughout its lifetime.

A longer-lasting high energy spark is produced even at the highest engine speeds.

The difference which this makes is noticeable at once.

To: Autocar Electrical Equipment Co. Ltd., Automotive Products Division, 640 Ripple Road, Barking, Essex IG11 0RU. (Tel: 01 593 7434)
Please send me full details of the Lumenition kit to suit my car and also the name and address of my nearest distributor/stockist.

Make, model and year of car _____

BLOCK CAPITALS PLEASE

Make and type of distributor _____

Name _____

Address _____

Post code _____

Mild Steel Exhaust Systems Don't Last Long.

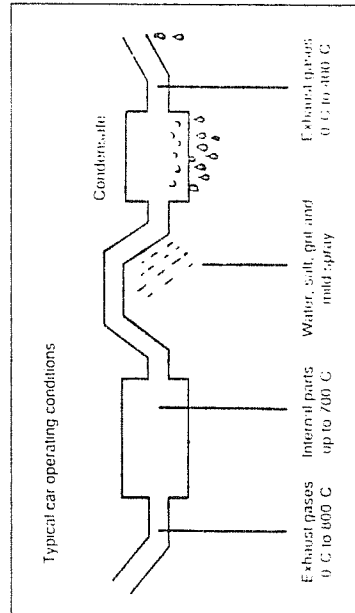
Every year, many millions of exhaust systems are replaced by North American car owners at enormous cost because the typical life of a conventional car exhaust system is one or two seasons. Even aluminum mild steel systems last only two seasons because the superficial protective coating is damaged during welding, perforation, fitting and service use.

Exhaust Systems Tend to Last Longer the More They Are Used.

It is a fact of life that a car's exhaust will last longer if it is regularly heated up for long periods at a time. During automobile use, the two products of combustion, water and sulfur dioxide combine and remain in the muffler boxes as sulfuric acid. This corrosive agent is not normally blown out of the exhaust system during the short journeys experienced by many classic and sports cars - making the exhausts on these types of cars much more prone to rotting out.

Stainless steel is perhaps the only way of combatting the severe operating conditions of your car.

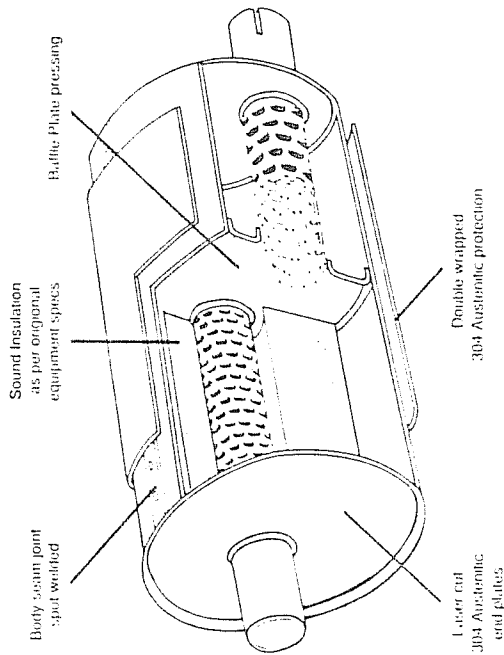
Add to the corrosion taking place within, the hostile reception that the exhaust system receives from large engine temperatures fluctuations, grit, rain and road salt and one begins to recognize the problem tackled by stainless steel.



What is Stainless Steel?

Stainless Steel is a mild steel with an alloy of more than nine percent chromium. It is this chromium content which dramatically slows down the rate of corrosion. Basically, the more chromium you add, the slower the rate of corrosion. Unfortunately though, adding chromium to mild steel changes the characteristics of the metal, making it less malleable and more prone to cracking under stress.

The British Steel Corporation, after much research, has developed a type of stainless steel called "Hyform 409" which is designed for exhaust system use. It is the best trade-off between corrosion resistance, formability, fatigue life and weld acceptability. Hyform 409 pipework is combined with the higher chromium content 304 austenitic which makes up the muffler boxes and brackets which are more prone to corrosion. For the pipework, which has to be bent, welded and stressed under the weight of the system and the movement of the car, Hyform 409 is used.



Peerless, Design and Workmanship.

This can be seen at glance, solid pure stainless steel robustly made to give years of trouble free service. Muffler boxes are individually designed, works approved and double wrapped for efficient sound insulation.

Value For Your Money.

For long term economy you may keep your car for five or six years. You can either have two or three ordinary mild steel exhausts in that time or one stainless steel system. Compare the prices and discover the savings.

For Complete Parts and Price Information Please Call or Write:

J.R. GODDARD

STAINLESS STEEL

MUFFLER CORPORATION

26 Melanie Drive, Unit #10

Brampton, Ontario

Canada L6T 4K9

Tel. (416) 792 7770

Fax. (416) 566 1689

Fitting.

Our systems are manufactured to original patterns wherever possible to enable quality of fit both to the DIY and service station fitter, therefore saving time in altering the system to fit.

Stainless Performance.

S.S.M.C. also has 'sport systems' and stainless headers available for many makes and models. Designed to provide a more efficient gas flow from the engine, these systems will noticeably increase the performance of your car.

Lifetime Guarantee.

S.S.M.C. guarantees to replace or repair any part of our stainless steel exhaust system found to be defective through corrosion or manufacturing fault during the period that the system remains the property of the original owner.

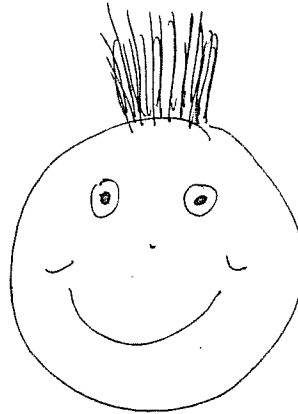
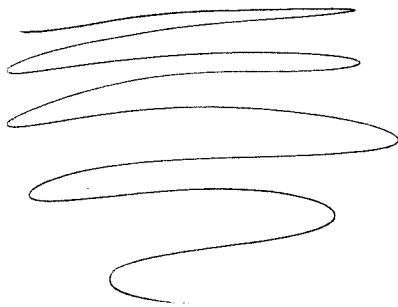
Friday, 4 November 1988

Dear Person,

Je spers que vous parlez anglais.
I love this jeep. It's originality
& something this world lacks.

Happy

Kayaking



Good
Bye
↑
Bye - oops !!



Here is a note I found on my Rover's windshield about 14 months ago. Of course I first thought it to be another parking ticket, but ended up very happy (in spite of the Jeep part). Now, particularly after last summer-fall's rebuild, I am waiting for something even nicer. The three hypotheses below might explain the delay:

- 1- I should park her on the street again-
- 2- The admirer never looked under the yellow stripe-
- 3- The wheel rims I got from Jason have not been painted yellow... **yet-**

HAVE A NICE DAY!