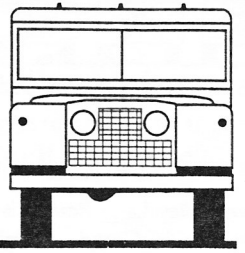


OTTAWA VALLEY LAND ROVERS



Volume XIII, Number 10
PO Box 36055, 1318 Wellington Street, Ottawa, Ontario, CANADA K1Y 4V3





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

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.

OVLRL offers a monthly newsletter and a variety of activities throughout the year, from mechanical seminars and off-road rallies to social events and family oriented outings. Members receive discounts on parts from a number of North American suppliers. Off-road activities come in several categories. The light version, which is usually entertainment during a rally or at one of our family summer events, consists of a little "mud bogging" or tours along country lanes. The heavy stuff, which is usually several days across public lands navigating by compass, topographical maps and aerial photos, involves bridge building, river barging, and driving conditions ranging from cedar swamp to rocky hill winching.

Membership: Those joining throughout the year pay a flat \$20 per year, membership expires one year from the last dues submission.

Visit the OVLRL Web site:

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

The Ottawa Valley Land Rovers Newsletter

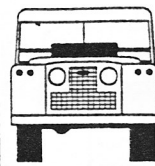
is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

Deadlines: Submissions to the OVLRL 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 OVLRL newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVLRL newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLRL, 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: Cometicitive with other North American Land Rover clubs. Available upon request.



Upcoming Events

- October 7th Executive Meeting**
Phone Jason Dowell (595-4593) for a location and time.
- October 13-14 BSROA Fall Heritage Rally**
See Non-OVLRL News for details
- October 21st Social at the Prescott**
- November 4th Executive Meeting**
Location to be determined. Phone a member of the executive.
- November 18th Social at the Prescott**
- December 2nd Last Executive meeting of the 1996 OVLRL Executive**
Location to be determined.
- December 7th Annual Christmas Party**
Location: Upstairs at the Prescott
Time: 6 pm arrival
7:30pm dinner is served
8:30pm awards, presentations
9:00pm Auction(?), foolishness after
Food: Turkey dinner with all the fixings
Cost: \$15.00 a head (same as past couple of years)
Events: Awards, the feelie meelie and whatever else can be thought up as well as voting for the next Executive
- December 16th Social at the Prescott**

The OVLRL Newsletter

Ottawa Valley Land Rovers Newsletter
October, 1996

- Editor:** Dixon Kenner (dkenner@emr.ca)
(h) 613 722-1336 (w) 613 947-7364
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- Photos:** Jeff Meyers, Spencer Norcross
- Contributors:** Mike Rooth, Dave Bobeck, Christain Szpilfogel, Ian Harper, Wade Zumbach, Murray Jackson, Dave Bobeck
- Other help:** Bob Wood, Deisel Dale, Murray Jackson, Fred Joyce, Bruce Ricker, Andrew Finlayson, Sean McGuire.

Cover: Andrew Finlayson on the light off-road. photo: Jeff Meyers

President: Jason Dowell (819 595-4593)
Vice-President: Roy Bailie (613 523-5740)

Secretary: Dixon Kenner (613 722-1336)
Treasurer: Janet Dowell (819 827-2932)

October 10, 1996

Greetings,

This past month's adventures were the British Invasion in Stowe Vermont and the Annual Frame Oiler at the Hart's in Kanata. The Frame Oiler took place on Saturday, September 28th at the Hart's in Kanata. Under threatening skies, the club trailer provided shelter during those frequent downpours which interrupted progress. For those who were able to shake of the previous night and arrive at a respectable hour (ie before 8:30) Dave Meadows had breakfast on the grille. A number of Land Rovers got all nice and oily underneath and in theory ready for some winter jaunts. Honourable mention goes to new member Robert Bayes who decided to spray his vehicle in the worst of the downpour. Special guest star status goes to Kevin Burton who came from Newfoundland for the event. For those who have asked in the past, the Hart's have said that if we wish to camp out in the field, we are welcome to do so.

The British Invasion at Stowe Vermont is a large static car show of some 500-600 British vehicles. This year saw approximately 38 Series Land Rovers appear on the show field, 18 of which were OVLRL members. Series Land Rovers were the largest single marque at Stowe this year, beating out second place chrome bumpered MGB's. Various reports appearing in various places make some about the "uncivilized" LR owners, cooking eggs and drinking Bud(?) at 9:00am, drinking more Bud(?), making jokes about the other British cars there being too shiney, etc. Pretty amusing. Others state that the "Rover Guys" at the British Invasion are a welcome sight in a weird sort of way. "After the quiet civility of the rest of the British car world these guys lend a little pleasant diversion to the proceedings. Kind of like your outrageous brother in law who only comes to family functions at Christmas. The roofs of the Rovers are packed with supplies, hammocks strung between them, and pulsating rock balances out the chamber music piped over the field's sound system. The dirtier the better as far as they're concerned. Did you see the one fitted out to work the farm fields with over 360,000 miles on it? The best part is seeing one of those beasts from out of the bush and their hung over occupants parked next to the new \$70,000 model complete with debutants who look like they overran the Banana Republic store on the way to the show."

The Rover section was well but not completely represented, showing Series IIas, IIIs, a Lightweight IIa, all varieties of the body styles as well as the newer iron. No series Is though, much to our disappointment. The vast majority of the participants were 88s of one flavour or another, with 109 Safaris next and 3 109 2-doors. Of the older Rovers, there were a few interesting variants that showed up, the most notable being an 88 with a full spray rig attached. This thing was GREAT - a working Rover that was still in the hands of its original owner. There was almost no paint on it, courtesy of the insecticide of which it reeked. The old boy sounded wonderful, though - sweet 2.25 under the bonnet. Another oddity was Paul Champagne's 109 Safari with a stainless-steel chassis, door skins, and numerous modifications like a live well in the rear passenger floor well and a stainless-steel rear bumper. In the concours and popular vote, the Rovers with the most toys won, of course. Phil Tusinski's Camel-look-a-like Series III from the Boston area took 1st for the popular vote. The Series IIA agricultural sprayer took a concours award too.

As one nameless OVLRL member said: If you were not into Land Rovers, this was drool time, with rows upon rows of the most overpolished, overbuffed and generally pristine cars to delight your little anal-retentive heart. Rollsies, Triumphs, MGs, Jags, Reliants and every other damned thing you've ever heard of were there in droves. It was great. The field had swelled considerably, there being literally dozens of some of the cars, like MGs, Land-Rovers, Jaguars and the like. The drooling potential over the cars was only surpassed by the drooling potential over the ladies. For some reason, this meet was attended by some of the most gorgeous specimens of femininity that I have ever seen at a car show. Maybe it's the Jags that bring 'em out.". From four Land Rovers four years ago, the British Invasion has changed. Now, if there was only some off-roading - greenlaning opportunities nearby...

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

● Secretary type stuff: Make note, the OVLR Normandy Crescent address will be changing in the near future. The house that has hosted OVLR for thirteen years has been sold. The new address changes to P.O. Box 36055, 1318 Wellington Street, Ottawa, Ontario, K1Y 4V3

Treasurers type stuff from the October 7th Executive meeting: The Income Statement for year to September 30th appears later in this newsletter.

Editor type stuff: Thanks to the crew of Dale, Murray, Fred, Sean, Andrew, and Bob for the last newsletter collation. We had tried for an outdoor stuffing, but mother nature again intervened, so it was garage detail again. This was a super fast stuffing, since 50-60+ had already been sent to local members previously, as well as those given out at the British Invasion in Stowe.

● Oh that season seems to be upon us again. No, not the Fall where the trees loose all their leaves, but OVLR where our esteemed members momentarily loose their sanity and qualify for a position for the famed *LugNut Award* (except **Harry** where the opposite actions might qualify him). This month we present **Spencer Norcross**. Spencer you see has been convinced for weeks that his gearbox was in its final deaththroes. Every gear was disintegrating, although the 90wt made the metal shards cling to the inside of the gearbox and never sink to the bottom where they could be actually detected. So, with Stowe approaching, he begged **Eric Zipkin** to trailer the *Wayback Machine* all the way up to **Charlie Haigh's** where he could fit another gearbox that **I** obtained in trade from **Rod Steele** with **Christian Szpilfogel's** help (see article in *General Servicing*) but let's listen to **Eric's** account...

"A couple days before the British Invasion in Stowe, I got a panicked call from Spenny: net effect, his transmission had gone south and his only hope of getting the Rover repaired was to deliver it to a friend near Stowe and install a replacement tranny conveniently provided by Dixon. Having a (infamous) reputation for flat towing my father's 109" back and forth to the Downeast in Maine, it seemed that I had the proper expertise to get Spen's Rover to Vermont. Conveniently assured that Haverhill, Mass. *is* on the way to Stowe from NYC (it isn't, unless you consider ARB locker physics), I planned to set off for Massachussets.

Since I was planning to caravan with **Jeff Berg** anyway, he and I decided to throw his Rover on the trailer for the first half of the trip. Spen and his friend, Kirk, followed in a VW Golf. Upon arrival at our assigned destination, Jeff's Rover was off-loaded and I drove Spen's onto the trailer. "Funny", I thought, "the *Wayback Machine* seems to run fine....assuming you don't consider the black smoke from the tailpipe, or the bulkhead which deflects three inches each time you turn the wheel....oh well, he should know what a sour transmission sounds like."

The rest of the trip went fine...the Rover was delivered without incident and we all repaired to Stowe to join in the festivities. Favourite quote: "We're not oblivious....its at least a couple hours until we're oblivious!" (Spenny)

Sunday afternoon, I went to pick up the trailer and check how Spen was doing. I was presented with a partially disassembled Rover and a bent upper shock bolt. The bolt, it seems, had come loose and was rubbing on the inside of the front tire... this was the transmission noise that I had heard so much about! After attempting to strangle Spen, I calmed down enough to help put the vehicle back together and get him on his way. Net effect. Spenny is very red-faced. I just trailered a serviceable Rover 250 miles, and now it seems we're both candidates for the Towball and Lugnut awards. You just can't win."

● Vehicle acquisitions continue apace. While the club average is somewhere around two vehicles per person, some are outdoing themselves in trying to raise this average. **Sean McGuire** has acquired his fourth Land Rover. He claims this rounds out his collection, until it was pointed out that he doesn't have an example of a forward control. No matter. Sean is acquiring an 80". In the longer distance race for towball award, **Fred Joyce** went off on a short drive up to Labrador to fetch home a decent looking early IIA 109 station wagon. Trailing the pack, **Michel Bertrand** is going to be towing a 109 station wagon back from La Tuque to Ottawa. Since this seems to be getting towards discussion of distances, **Quintin Aspin** has racked up 2,506 miles so far this year, 1,800 + alone flat towing his 80" around the countryside in his 1970 RHD Range Rover.

● From **Ian Harper** (Stratford, Ontario): "Dixon... I just got back from the British Car Day in Bronte Creek and bought a grill badge from the Toronto Area Rover Club. Yes, yes, I know I quit them last year and devoted my life

solely to OVLR, but the badge was just too nice to pass up. (They even had jackets!!!!) Surely, SURELY we do not want to be outdone by the TARC! Any chance of getting some made up? I'm sure that with our large membership they could be made rather inexpensively. You could even offer Glen Massie (I think he was the one who made them up) an honorary membership to produce one for us. Regards, Ian Harper. *(ed. note: I have written the firm asking for information. The TARC badges cost \$20 + \$3 s&h, The Executive has approved the purchase of 50 OVLR grille badges. If you are interested in one, please contact a member of the executive. If lucky, we may have some by the Christmas Party.)*

● Last year, the previous executive responded to growing concerns about club liability at our events by joining an insurance plan operated under the British Car Council, of which OVLR is a member. The policy, held by the H. Later Insurance Company Ltd. of Don Mills, Ontario, was administered by the BCC under agreement with H. Later Ltd. That meant all correspondence about coverage details had to be directed to the council rather than the insurance company. In effect, it meant one customer (OVLR) was obliged to seek information about coverage from another customer (BCC), rather than the company responsible.

Much confusion resulted with conflicting understanding about who and what was covered. In an effort to determine exactly how members were protected, the current executive directed Treasurer Janet Dowell and member Mike McDermott to clarify the situation. Our needs were simple: A written statement from the H. Later Insurance Co. Ltd. explaining coverage. Legal advice said nothing else was binding.

That was in April. Last week, after five months and several telephone calls and letters to both the insurance company and the BCC, the company finally agreed to deal directly with us.

September 25th, 1996
Ottawa Valley Land Rovers
Dear Mr. McDermott

Re: British Car Council and Its Member Clubs

Thank you for your letter dated September 4, 1996. There seems to be some confusion here as to the exact purpose and coverage offered under the General Liability Section. The main intention of this coverage is to protect the Car Clubs against any property damage or bodily injury caused to others (third parties) due to the Car Clubs negligence. The key word here is "others or third parties". This coverage does not cover any member against any kind of injury to his person or property.

In regards to your question "Who is covered" Club members only, are protected against suits from third parties due to negligence. Spouses and immediate family members are not.

Your coverage extends to any events in North America, however, U.S. members are not insured under this policy.

The members and executives are protected from suits of negligence as states above, but not suits from members. That is where the Directors and Officers Insurance comes in. If you would like an application for this type of coverage, I would be glad to forward one to you. The minimum premiums on this type of coverage is approximately \$1,000 per year.

I hope this helps clear matters up, and if you have any further questions, please give me a call.

Thank you,
Donna Moffatt, C.A.I.B. (H. Later and Company Limited)

(Editor's note: Currently OVLR pays approximately \$60 per year for this insurance policy)

● **Russell Wilson** has decided that his frame just can't take it anymore. So following in the footsteps of Spencer Norcross and other OVLR members trekking to Rovers North, he has ordered a galvanised chassis to put under his *Pig* (a RHD IIA 88")

● The latest *Land Rover Owner Magazine* has arrived with a story by Bob Morrison on the Downeast Rally. **Dale Desprey** gets an honourable mention from Bob Morrison saying that Dale deserves some sort of award for driving his diesel 12 hours straight from Ottawa then turning the water black when he showered when he returned to Ottawa. **Jared Silbersher** and **Mike Liodice** appear in a photo where a sweet young thing is jacking up the front end of **Spencer Norcross's 88"**. Not to be outdone, *Land Rover World* arrived with an article on the Downeast Rally written by Jeff Meyer (the chap at the Birthday Party with half a dozen cameras around his neck, shutter button generally being held down). Photo's of Jared's 101 and **Eric Zipkin's Stage One** appear in the article. **Quintin Aspin** gets mention for being the first person to allow Jeff to drive a Series One vehicle.

● An OVLР event? Nope, the ROAV Mid-Atlantic Rally is a much bigger (second largest Land Rover rally in North America actually. More than one hundred and thirty three Land Rovers appeared), annual event held by the Rover Owners of Virginia. Why mention in the OVLР section? Well, in the various competitions that were held down there, OVLР had some members do rather well. The ROAV *Aluminium Man* competition saw **Jeff Berg** and **Jared Silbersher** come in second and third place respectively. **Dave Stauffer** came in third on the teeter totter. In the local print media, there was a nice article and photos on the front page of Monday's (October 7th) Charlottesville paper, including Jared at the wheel of his 101. There was also a nice close-up of **David Bobeck's green beastie**. All in all there were some eleven OVLР vehicles in attendance.

● Stuff for sale, Land Rovers, a whole bunch of them up in Noranda Quebec. Well, eleven of them ranging from a beaten 80" rolling chassis (\$500) to a 1955 86" (complete with Ford inline 6, \$4,000) to a 1970 late IIA (no rear crossmember less of a chassis actually, \$1,500) with 109 station wagons (a pair of Series II's at \$2,250), or you can go for the entire bunch at \$21,500. The vehicles look to have sat for a while. The chap claims that they were used for expeditions for a company before being retired. He is now using ten Series III's for that purpose. If interested, give Ghyslain Loiselle a ring. (819) 768-3415 (h) 762-4361 (w). Pictures of the vehicles will be at the social for those interested in taking a look.

● An amusing message from **Keith Elliot**: "I took a tour of the new Canadian frigate the HMCS Ottawa this weekend and burst into laughter when I saw an electrical box with the name LUCAS in big letters on it. Jeesh I guess us Canuks will never learn! Anyways, I put the body back on the Rover yesterday, (well on but not with all the bolts) and holy shit the thing is high! You can't really tell how high with the new springs until you put the wings and the box on! The added weight also made a big difference in the ride, although I just drove it around the field once. The other reason for asking you about the engine swap is that someone played with the points, timing, and carb on the 88 a couple of weeks ago saying that "I can get this thing to purr like a kitten!" and stupid me said "Duhh... OK" Well the thing barely moves now in 4wd low and stalls out in high range. I think that he really mucked up the carb, and I am sick of playing with it, figure it would be best to just bite the bullet and rebuild.

● Speaking of learning, no seatbelts in older Land Rovers, **Dave Bobeck** and a friend have devised an excellent solution to head injury prevention. Your favorite baseball cap with empty beer cans end-glued to it. This will provide omni-directional crumple zones upon impact. Dave may bring examples to next years Birthday Party.

NEW MEMBERS...

- **West Short** of Austin Texas joins with a 1994 Defender 90. West is currently seeking out a Series vehicle to add to his soon to be growing collection.
- **Bruce Fowler** of Benton Maine joined at the British Invasion. Bruce has three Rovers. A late IIA 88 as a daily driver, a 1960 II 88" station wagon as a summer vehicle, and a 1964 109 pick-up as a utility vehicle.
- **Eric Lachance** of Sudbury, Ontario joins. Eric owns a 1959 Series II 88" hardtop.
- **Greg Moore** of Comox, British Columbia joins with a pair of late IIA 88's, a 1970 and a 1971.
- **Brian Provost** of Les Coteaux, Québec joins.

OVL R INCOME STATEMENT

as of September 30, 1996

INCOME

EXPENSES

Balance as of <u>January 3/96</u>	<u>2070.89</u>
Memberships	<u>2559.93</u>
Equipment Rental	<u>5.00</u>
Maple Syrup Rally	<u>282.00</u>
Spring Tune-up	<u>16.50</u>
Birthday Party	<u>1504.42</u>
Auctions	<u>491.67</u>
Fall Oiler	<u>195.00</u>
Clothing Sales	<u>1649.98</u>
Decals	<u>2.00</u>
Donations	<u>412.60</u>
Other _____	_____
_____	_____
_____	_____
_____	_____
Total	<u>9189.99</u>

Insurance (British Car Council)	<u>95.00</u>
Annual Incorporation Fees	<u>30.00</u>
Awards	<u>35.31</u>
Maple Syrup Rally	<u>184.78</u>
Spring Tune-up	<u>37.14</u>
Birthday Party	<u>992.55</u>
Auctions	<u>16.08</u>
Fall Oiler	<u>70.00</u>
Clothing Sales	<u>884.19</u>
Trailer	<u>158.87</u>
<u>springs</u>	<u>290.61</u>
<u>propane tanks</u>	<u>101.18</u>
_____	_____
Newsletter	<u>1392.49</u>
Bank Service Charges	<u>57.00</u>
Other misc (maps, film, etc)	<u>38.12</u>
_____	_____
Total	<u>4343.32</u>

Difference 4846.67

Bank balance at <u>Sept. 30/96</u>	<u>4200.12</u>
less: uncleared cheques	<u>- 282.48</u>
plus: <u>undeposited cheque</u>	<u>+ 141.00</u>
Petty Cash at <u>Sept. 30/96</u>	<u>+ 288.03</u>
subtotal	<u>4346.67</u>
plus: High Interest Account	<u>+ 500.00</u>

Total Net Worth 4846.67

Note: Money has periodically been put into a high interest account in the same bank. It is linked only to the OVL R bank account. Nothing can be withdrawn except to be returned to the OVL R account which requires the signature of two OVL R officers. The interest from this will be reflected in the year end statement. Presently \$500 is in this account. See attached statements.

Murray's Land Rover Crossword Challenge #1

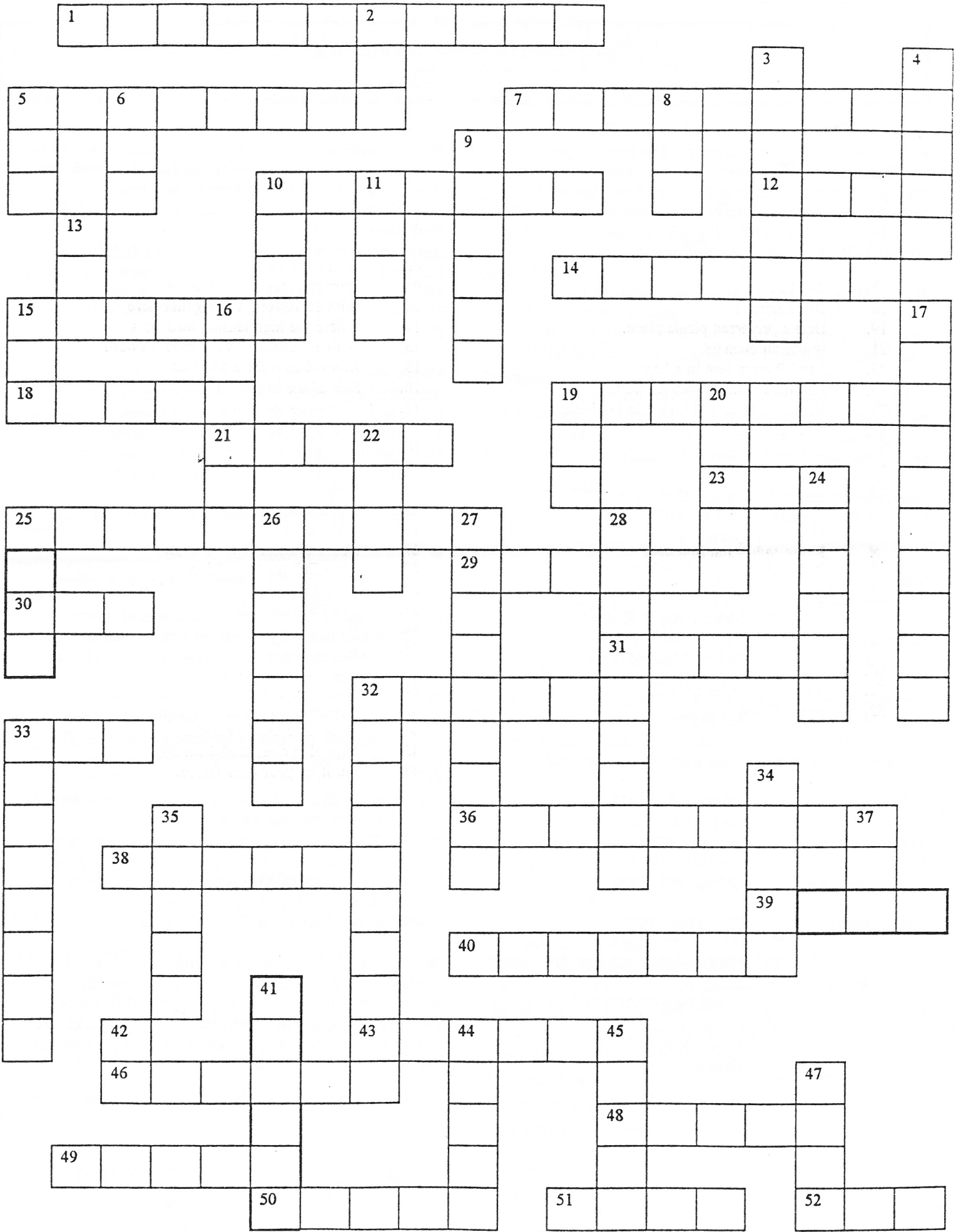
ACROSS

1. Half of a pair of brothers
5. Home of the beast.
7. World's best 4X4
10. No food on these plates.
12. Like a boat, create one at the bow
14. See 3 Down
15. See 10 Down.
18. Disc? Drum?
19. Dale's preferred picnic place.
21. Bulkhead openers.
23. Land Rovers sent in a box
25. Put this in before you get wet!
29. Found on trees and under Series I-III.
30. Land Rover's best feature.
31. Introduced June, 1970, _____ Rover.
32. A drink for your diff.
33. Abbreviation, way to power a winch.
36. Prevent chassis rot, _____ it !
38. Make sure they're .014" to .016".
39. Rover minus the first one.
40. It's a winch, not a wench.
43. See 34 Down
46. What all the best roofs are wearing.
48. L-R; aerodynamics of one of these
49. Small, critical structure at B'day Party
50. Nickname for the chef's 107"
51. Yellow, push for traction
52. See 6 Down

DOWN

2. Thin in summer, thick in winter.
3. With 14 Across, unusual Land Rover
4. Common colour for a Land Rover
5. Number of cylinders in a NADA 109"
6. With 52 Across, OVLR annual award
8. Watson or Dolan
9. Short successor to Series III
10. With 15 Across, put a gaiter here
11. Where the high tension lead goes
13. With 10 Down, OVLR annual award
15. Abbreviation for a short one
16. Size of the big shoes
17. Nickname for Bob's 109"
19. One type of welding
20. Prince of you-know-what.
22. Brit name for canvas top
24. Desperate Dale's driving force
25. Magic juice for drowned ignitions
26. Often 2 on a military
27. Needed to start Dale's Diesel
28. It's a Fairey, not a fairy.
32. They keep a roof over your head.
33. Charlie's better half.
34. With 43 Across, the Scribe.
35. Westford's Rovers _____
37. Adam's main squeeze.
41. They hold your panels on.
42. Abbreviation for the 3 Down beast.
44. Loud, like Dale's diesel.
45. Sign of spring, model member
47. Put it on your door frame.

- *Rovers North* will be supplying prizes for the top three completed crossword puzzles that get submitted. Either give, or send your completed entries to Murray Jackson, care of the club address. Entries are due by the Christmas Party (December 7th at the Prescott)



SOME NON-OVLR NEWS AND RUMOURS...

● Another replacement piece. The screen in your fuel filler tube rotten or rusty? A replacement is a stainless steel funnel screen available at Canadian Tire. Imported by Perfection Automotive Products Corp. (Windsor Ont.) Their part number is 28019. The CTC number is 28-3143-8 (Thanks to Wade Zumbach for this one)

● Harry phoned the other day. Seems he broke something else and needed bearing numbers. After a search through the piles of paper for an old list I have somewhere, Alan Richer and Russell Dushin sent me the following:

Bearings have now been standardized across many manufacturers, in that part numbers are actually dimensions (though which, I do not know). Here are some older bearing numbers (aimed at Series II/IIA/III):

Inner wheel (cone/cap)	Timkin 359S/354X
Outer wheel (cone/cap)	SKF K-11162/11300 QWB-411
Swivel pin bottom	Timkin 21075
Swivel pin cup	Timkin 21212
Crankshaft (std)	AE B4324SA Federal Mogul 6061m
Camshaft	AE C4044s
Con Rod	Federal Mogul 65190cp AE M3275 SA
Thrust Washer	AE "Glacier" W2087L
Small End Bush	AE S4575L

As long as we're at it, here are some oil seal numbers

Differential	GACO m/l 175275 1/2 National 473236
Trans output	National 6828e
Hub	National 410694
Timing chain seal	Chicago PN 19220
Filters (short)	Caterpillar 676228 NAPA 1099 (this is a Canadian NAPA number, USA is different I think) World Parts W 27-370 Delco AC-72 Fram CH-834PL1 Hastings P-186

● Some interesting numbers from Peter Gaby on rope strengths, courtesy Maple Leaf Ropes Ltd. For those with capstan winches, or who just want to pull things:

Sisal Rope

<u>characteristics</u>	<u>price</u>	<u>breaking strength</u>
1/2" x 600'	\$105.72	2,120 pounds
5/8" x 600'	\$160.00	3,520 pounds
3/4" x 600'	\$225.42	4,320 pounds
1"	non-standard	

Manila Rope

<u>characteristics</u>	<u>price</u>	<u>breaking strength</u>
1/2" x 600'	\$148.50	2,650 pounds
5/8" x 600'	\$259.38	4,400 pounds
3/4" x 600'	\$320.64	5,400 pounds
1" x 600'	\$518.40	9,000 pounds

For the curious, the Fairey capstan winch uses 3/4" rope

- To reskin a door:
- 1) Make a plywood template approx 0.040" smaller than current door skin.
 - 2) Grind or file edge of old door skin to remove the folded over edge. Remove screw/rivets/etc. holding the top edge to the door frame. The old door skin should now fall off.
 - 3) The inner door skin will now be visible this can left if in good condition or replaced using the plywood template as a pattern for cutting new parts. The inner wing is then screwed/pinned in place.
 - 4) The outer door skin cut approx 0.375" larger than the template. The excess material is then folded 90 degrees over the template.
 - 5) This door skin can now be placed onto the inner skin and frame. Screw/pin/rivet the top edge to the frame, then fold the remaining edges a further 90 degrees to grip the door frame.

It is easier to do the above than write it out.

● Automotive Component Remanufacturing Ltd. in England advertise in LRO a bolt on performance kit which includes new patent inlet manifold, single S.U & sports silencer. It is supposed to increase the power of 2.25 and 2.5 petrols by 30%. No price given, and totally irrelevant, but interesting nevertheless.

● More part numbers. (Harder to lose if I print them here...) Air filters for the Series I were oil bath, at least from 1954 to 1957. According to Land Rover the 1954 (and presumably earlier years) came with a pre-cleaner.

The descriptions, original AC part numbers, quantities, and L-R part numbers from the book follow:

1954			
Oil bath air cleaner complete,	AC 157493	1	217397
Filter and case,	AC 1574939	1	261412
Oil container,	AC 1574932	1	261413
Toggle clip for oil container		3	262068
Cork washer for oil container,	AC 1574943	1	261414
Centrifugal air cleaner,	AC E/AC 3447	1	217396
	(the pre-cleaner)		
Clip fixing cleaners together,		1	232992
1955-57			
Air cleaner	AC 7222906	1	263148
Oil container	AC 7222910	1	264777
Washer for container		1	264778
Toggle		3	262068

● Can't find Waxoyl? Make some. Here is one old recipe for the stuff. "Take one pound of paraffin wax, grate up with cheese grater. Dissolve in half gallon of mineral spirits until all dissolved (may take couple of weeks in closed container, keep stirring) or as much as you think will be dissolved. Dump in a couple of pints of mineral oil or motor oil. If a bit thick, thin further with mineral spirits. Apply to vehicle."

● The following newsletters were received in September. If anyone wants to borrow them, contact the Editor (I'll try and drag them to the Social so you can peruse them there):

- Toronto Area Rover Club (July 1996)
- Rover Owners Association of Virginia *Gearbox* (Fall 1996)
- LROC Victoria, Australia *Review* (July 1996)
- Flatland Rover Society *Oil Rag* (September 1996)
- Solihull Society (September/October 1996)
- Blue Ridge Land Rover Club *The Torque Reporter* (Fall 1996)
- Association of Rover Clubs *News* (September 1996)
- ROVERS *The Fairlead* (no date)

We also received the October issues of *Land Rover Owner* and *Land Rover World*.

● Good news, despite some bad press recently, Land Rover has improved from last year and finished in the top half of the J.D. Powers Customer Satisfaction Index. (The CSI is the best-known of the Power surveys) Land Rovers customer satisfaction was higher than Dodge, Ford, Chevy, GMC, and even J##p. It is funny that Isuzu was second to last (Mazda was last) and Honda (with trucks made exclusively by Isuzu) came in first place. Land Rovers strong showing is even more impressive when you consider

that expensive cars and trucks are at a disadvantage in customer satisfaction surveys because their owners are typically tougher to "satisfy".

● For those in western Canada, Malcolm Engleman of Onaway Alberta is now in the Land Rover parts business full time. He used to just supply things when he took a wreck apart but now he has new and used parts. Onaway is about 35 miles west of Edmonton on the Yellowhead #16 highway. His number is 1-403-967-5531. I think most of his new stuff is from Bearmach, but I know he orders some things from somewhere in Wales. (David Place, Selkirk, Manitoba)

● Message from Eric Zipkin, Overland Motors: "As you may know, over the past few months I created Overland Motors as an independent supplier of Land Rover parts and accessories. It is with difficulty and a heavy heart that I announce that Overland Motors, Ltd. will be ceasing the majority of its operations immediately. Educational opportunities (grad school) and family obligations have made it clear that I cannot effectively pursue the Land Rover parts business. There are only 24 hours in a day and I believe my efforts are best directed elsewhere. Additionally, Land Rovers started as a hobby for me and I want to keep it that way. I am truly sorry for any inconvenience I may have caused. All pending, paid orders will be filled expeditiously. In addition, I have a small stock of parts, accessories and books that I will be bringing to Rover events to sell. If there is something in particular that you want or need, please e-mail me directly and I'll get back to you as time permits. I have truly enjoyed my eventful (if short-lived) foray into the commercial side of Land Rovers, I sincerely thank all of you for your support and encouragement. I look forward to seeing you all soon!"

● Question. What do you call all that corroding Aluminium (a result of galvanic action)? It is clearly not rust, so what is it?

Answer: Aluminium oxide (which is what corroded aluminium is). The common name for aluminium oxide is corundum, of which ruby is a hexagonal crystalline form.

● From the Anti-FAQ:

Q10. What is the best way to mount a CB antennae to a Land Rover?

A. The best antennae mount is the Lucas Tri-Polar Magnetic mount antennae. The poles have been shifted 90 degrees so it sticks to aluminum. Rovers North sells them. Ask for Lanny and tell him you need a Lucas Tri-Polar Magnetic mount CB antennae. I think they're on special in this month's flyer. [BM]

**GENERAL SERVICING
REPAIRS, HUMOUR, TALES, TRIVIA, RAMBLING**

Nora's Day Out, A Friday Story by Mike Rooth

I do wish you'd stop wishing disasters on me Dixon.
You've gone and damned well done it again!

Backed out of what passes for my driveway last evening, motored serenely off up the road, and some clown in a Ford Sierra comes out of a side road *just as I got level with it!*, No room to get over to the left because of a line of parked cars, and the thundering idiot wasn't turning. I tried to accelerate to get out of his way, he eventually saw me... too f*****g late. Bang! Bloody Nora's been raped! He

hit me just astern of the RH rear wheel, pushed the quarter panel in behind the wheel, bent the tailpipe (so its got a kink in it, result, high back pressure) & took the mudflap off. Nora never felt a thing. The Sierra has no light units on its offside and a wing which having felt the weight of Nora's displeasure, and the weight of her back cross member, contacted at a *most* unusual angle, is rather less than pristine. Bastard. In future mate, just wish me a quiet life, please!

How To Properly Re-Torque The Head Bolts-

Another 10 Step Tutorial by Dave Bobeck

1. Paint the entire engine. Loosen all the head bolts. This is so that when you retorque them, you will be "starting fresh". If you hear a whoosh when you loosen a bolt you must go to step 2. Otherwise, go to step 2.
2. Remove all the head bolts. Look for oil and other nasties in the holes. If you see oil in the bottom of the holes then you must remove the head
3. Remove the head. You can now clean out all the holes in the top of the block Also a good time to decoke the pistons. *3a. After removing head bolts, and prying for a while with the upward pressure exerted by the valve springs, remember that you have not removed the oil pipe at the back of the head. Remove before you break it in half...*
4. Inspect the valves. Bring the head to a machine shop to have them install hardened exhaust valves and seats.
5. Collect your newly reconditioned head, together with all the proper gaskets.
6. Get some 1/2" fine thread bolts and cut the heads off. Make sure they are plenty long. Cut a notch where the head used to be so that you can use a screwdriver to get them out. Place the new head gasket on there followed by the head. Put all the head bolts back in except for the five that hold down the rocker shaft. Twiddle 'em down so that they are just up against the head but not tight at all.
7. Place the rocker shaft in place and put the five head bolts in that hold it. Then put in the five small bolts that hold the rocker to the head. In doing this it is extremely important to try to drop at least one very small piece of hardware into some small hole in the head so that it cannot possibly be retrieved. If you think it may be retrievable, than simply knock it with a screwdriver so that it goes all the way down into the engine.
8. Now you are faced with a real challenge! Putting a head on is "easy stuff" so we thought we'd beef up the difficulty level here. You must now retrieve the dropped Small Part. First climb under the truck. Remove the oil pan. This will give you a good hearty taste of the do-it-yourself ethic we all live for. Of course the aforementioned Small Part won't be in there! Dummy! Who said this was easy?! Now. Remove one of the side covers and retrieve the lost Small Part and replace the cover. Don't worry about the oil pan, you don't need that yet.
9. Go back to step 6 and replace the head again. This time don't drop anything into the engine. You will have enough trouble re-assembling the valve gear since you are going to purposefully have it spring apart just before you install it. Try putting it together backwards the first time just so that you are sure how it's supposed to go.
10. Adjust all valves and replace all your senders, oil feed pipe dood-ads, hoses, etc. Invite Bill Adams to come over and reinstall your oil pan. Bill will be more than happy

to cut you a custom sump gasket for no extra charge. It will surely be better than the original. *10a. If you have forgotten the oil feed pipe, have run the engine for a little while, realised all of a sudden what it was, you can flip a coin to see what you do next. Run 8 feet for the hose, turning it on full blast under the LR so the huge river of oil gets washed away before leaving a horrid mark on the*

girlfriends driveway, or shut the engine off and run for the hose.... etc etc...

That's it! You've now gone "beyond the oil change" and can consider yourself a real, honest-to-god, no-bullshit, dyed-in-the-Ralph Lauren-Denim, Land Rover enthusiast...

Killarney? Isn't that some kind of Beer? by Christian Szpilfogel

Well, one late Friday afternoon, I called Dixon about something or other. We got to talking about Land Rovers as we tend to do and then he mentions that a friend south of Sudbury is giving up a couple of parts machines. "Oh," says I. "I may be willing to go along for the trip just for fun. Would either of them have a Safari Top?" "I don't know," replies Dixon. "but, I'll check." Ten minutes later, I get another call from Dixon "They both have safari tops."

"Hello! I'm there!"

Wednesday morning my alarm went off at 5:30 as it always does. Should I get up and get ready? Naw, Dixon will probably sleep in so why bother.

At 6:15am I get a call. "Hi, its me. I'm on my way, get the coffee on." Oh shit! So much for that theory. By 8am we were on the road. The Disco was packed to the brim with every tool I could think of that we might need and a large trailer in tow.

The trip itself was rather uneventful until we realized we had sailed clear through Matawa and were on our way down Hell's road. A quick blink through Matawa again and we were back on course. Dixon and I kept ourselves entertained by talking about middle-east politics.

The town we were heading for was Killarney (as in the town next to the Provincial Park). It turns out we were on our way to a quartzite mine which exists on an island in the vicinity. We grabbed a handful of tools and got on the mine's launch out to the island. There we met Rod Steele, the Mine's manager and OVL R member. He introduced us to his chief mechanic (and jack of all trades) John. We were then given a tour of the mine and finally the derelict Land Rovers. Rod looked at our tools and said, "you won't be needing those."

That night, we were put up in the local hotel and wined (well beered actually) and dined. While all the miners had gone to sleep, Dixon and I kept going until 2am. Would we hear that 6am wake-up call? Only time would tell.

We did in fact make it up and onto the boat with the morning shift by 7am. By 8am, John had backed up his trucks to the Land-Rovers complete with all the industrial gear you would want.

"Well looky here, a big Oxy-Acetelene torch. He he he. Dixon, do you know how to fire this thing up?"

"No. All I remember is A before O or up you go."

Well that was sufficient to cool my jets for a minute. John came back from doing an hydraulic flush on one of the big 50 tonne mining trucks and set up the equipment. Before you know it I was cuttin' and slashin with a big blue wrench! Here a fender; there a fender; slash a frame; cut a bulkhead; and out popped a very fine steering relay assembly.

By 11am we had the two Land-Rovers down to the essential pieces and strapped onto pallettes. With the aid of fork-lifts, trucks, and of course John we loaded onto the barge and ready to go.

Now I must admit that with a slight hang-over, 30°C temperatures, coveralls, an O-A torch and serious dehydration, I was very very glad that we were done and that all this machinery was available.

As images of engines danced in his head, Dixon suddenly realizes that the engine he so desperately needed was in fact a SII engine not a IIA! Fortunately it will mate with the the IIA bell housing so he was smiling again when he got back to Ottawa. Until then it was hard to tell whether he was disappointed or still just hung-over. You see Dixon's "temporary" engine which he has been using for the past four years had finally given up the ghost (I guess the last two cylinders finally gave out). Now, when Dixon says his engine his dead you need to believe him since you have never seen someone who has soaked every last mile out of an engine as he does.

We packed up our not so small trailer to the brim (again with the help of John and his fork-lift), said good-bye to our

newly found friends, and hit the road for Ottawa. Now for all that is said about the Disco's gas mileage, it barely suffered on the way back even though it was hauling between 1/2 and 3/4 of a tonne up and down the hills of Northern Ontario (or as the region is properly called, the Near North).

In all, we pretty much got what we set out for. The Safari-top needs a little work before I can use it and Dixon still has to mate the SII engine to his 109. The trip was made very much more comfortable by Rod who was helpful to the extreme, Dixon and I both wanted to lie about the hard-ships but then we would not have given Rod his due credit. Thanks Rod!

Cost Comparison - New Brake Shoes vs. Relined Brake Shoes by Murray Jackson

I recently replaced the brake shoes on my Lightweight. The genuine Land Rover shoes from Rovers North would cost \$152 in Canadian funds. Add customs duty, GST, postal handling charge and shipping for a total of approximately \$180.00. It cost \$144.00 including taxes to have my shoes (10" rear and 11" front) relined at Ottawa Clutch. The relining costs depends on the amount of material required plus labour; less for an 88" with 10" brakes and more for a 109" with 11" brakes.

The cost difference was \$36.00 but would be only \$8.00 if picked up at Rovers North and imported using your duty free personal exemption. Also buying new shoes from Rovers North would have allowed me to put the old shoes in stock for future needs. Given the cost difference, I'll opt for new shoes from Rovers North next time.

A Broken Axle Tool? or Now that I snapped a halfshaft...

After last month's inventory I received a number of questions relating to the "Broken Axle Tool". What generally happens when you break a half shaft is that a small part decides to remain inside the diff. Sometime this piece can preclude even removing the diff from the casing. If the main objective is to remove the piece, there are several relatively simple ways to do it:

Method One: (*Brute Force 101*)

- Remove the good axle shaft, remove the prop shaft, and pull the diff.
- The problem here is that the diff is heavy, and the broken bit might be long enough to preclude removing the diff in the first place.

Method Two: (*High school auto shop 101*)

- Build a tool consisting of a long, stiff steel rod welded to a piece of tube a little slimmer than the end of your halfshaft
- Grind out two slots of the tube so they will slide over the spindle for the pinion
- Remove the good half shaft
- Stick this tool in and probe until the slots will go over the spindle and the remaining end of the tube comes in contact with the broken halfshaft
- Hit the end of the steel rod smartly with a heavy hammer (L-R tool no. 1)
- The piece of broken halfshaft should now come flying out the other side of the axle. If not
- You need to attach a small strong magnet to the

steel rod and go fishing for the broken piece lying around in the axle casing.

- Drain the diff oil and fish for fragments lying around inside with your finger. Needless to say, if fragments got stuck in your diff you have to strip it.

Hope this makes sense - having a stripped diff for the measurements helps. Also, once you have this tool and carry it with you all the time you will *never* break another halfshaft.

(*from Peter Hirsch, Vienna Austria*)

Method Three: (*High school physics, E&M 101*)

- Tools/requirements: A 3-4 foot steel rod, some telephone wire and a battery charger.
- Look about for telephone wire inside the house. Strip out one strand. (Bell doesn't use all four wires anyway when you only have one number in a house). The longer the wire, stronger the magnet. Use at least 20 feet.
- Wrap the wire strand starting on one end of the rod, leaving about 1/4" open space from the end of the rod. (This end goes down to the diff). Wrap about an inch to an inch and a half down the rod for the first wrap. Go back over, and back. Remember, it has to fit down the tube.
- Tape it all up. One thin wrap of electrical tape to protect the wires. A couple more to keep wires straight as they run down the rod.
- Take the battery charger. Hook up one side to the

beginning of wire, clamped on -ve where the wire comes out of wrap. +ve goes on where wire goes into the wrap. Set charger to 12 amps (this is using a Canadian Tire 2/12 amp charger)

- Line up with the axle tube and insert down the tube. You are now all set up.
- When pull out will have a lot of leaway. shove in to contact.
- Turn on the charger (Note, using telephone wire you can go in ten second bursts before the

wires start to melt. Set charger to 12amp, pull slowly.

How well this works depends on how clean the break is and how badly jammed in the broken piece is. If it is not too bad, it will come out.

Notes: More wraps of wire, thinner wire et cetera, will make for a much more powerful electromagnet. In typical OVLRL fashion, we are going on the cheap here. (from *Wade Zumbach, Ottawa, Canada*)

Stowe par Michel Bertrand

Voici un léger compte-rendu du rallye annuel de Stowe, au Vermont, cordialement intitulé British Invasion Week-end, tenu les 20, 21 et 22 septembre derniers. Nous sommes partis trois de Sherbrooke, capitale des Eastern Township. Il y avait moi même, avec ma Land Rover IIA 109 canvas-top, Paul Champagne, avec sa IIA 109 Stainless station wagon, et Jean-Louis Giguère avec sa II 88" équipée pour arroser les champs. Nous avons mis 3 heures à se rendre lors d'un voyage sans histoire. Sur le site même, nous avons rencontré les autres membres de OVLRL (Dixon, Eric Z., Fred, etc...) où il fut bon d'échanger sur nos jouets préférés. La Land Rover de M. Giguère a fait tourner bien des têtes avec son réservoir de 200 gallons et ses accessoires agricoles. Il a d'ailleurs gagné un prix d'élégance, pour avoir le véhicule qui est le summum de la polyvalence. Félicitations, Jean-Louis, bientôt membre de OVLRL. Il utilise sa Land Rover depuis 1961 et a accumulé plus de 350,000 miles sur le compteur.

Le soir venu, nous sommes tous allés souper chez Bandito's, de l'autre côté de la montagne de Stowe. Ce fut un véritable test pour nos engins et leurs freins! Une route sinueuse et semblable à une montagne russe offra tout un défi à leurs

chauffeurs. Un souper rempli d'humour et de camaraderie était à l'honneur et nous avons bien mangé et bien bu.

Au total, il ya avait près de 40 Land Rovers de Serie et une vingtaine de Defenders, Disco's, et Range Rover.

Il y avait près de 500 voitures d'inscrites et, on doit l'admettre, les Land Rovers ne s'agençaient pas très bien au décor. En effet, le chrome et le cuir étant remplacés par des égratignures et des bosses bien méritées, les LR faisaient, comme d'habitude, une classe à part.

Dimanche marqua le début de la longue route du retour et, comme la veille, un soleil radieux nous attendait. Un bon "show" statique mais dans une atmosphère typiquement "British" idéal pour revoir de vieux amis.

Espérons tout de même que British Invasion VII aura un parcours hors-route, activité très appréciée de tous.

For a translation of this text, please e-mail me: mbertran@interlinx.qc.ca

FOR SALE (Various Stuff)

● Price: 2,500; (Currency: US Dollars) 1959 SER II, 88" Hardtop 90K miles, good running daily driver. Frame in great shape, no repairs. Body in good shape. Sand color. Carl Guettler <guettler@pasco.com> Roseville, CA, 95661, USA

● Price: \$11,000 obo; (Currency: US Dollars) 1968 88" diesel 1968 diesel Land Rover, short wheelbase, hardtop

and soft. Hydraulics replaced, frame and body in excellent shape, painted bronze green, raised air intake, rebuilt diesel engine, pump, injectors, electric winch, 120amp alternator, dual batteries, 16" rims with new 750/16 tires, other stuff too... entire vehicle is in excellent shape. Phone (613) 728-7586 or email Dale at al045@freenet.carleton.ca

- Price: \$8,000; (Currency: US Currency) Selling 1973 '88" Series III Land Rover Excellent original condition. Blue and White. Interior great. Fairey Hubs. Ron Jacob <mahlmiles@aol.com> Albuquerque, New Mexico, USA
- Price: \$8,900.; (Currency: CDN Dollars) 1973 Series III Land Rover 88" This vehicle is in excellent mechanical condition with a solid frame. Marine blue with a white safari top. Great interior. Approx. 60,000 original miles with many new parts, including an engine rebuild by British mechanic. Contact :Andrew awhm@astral.magic.ca Toronto, Ontario, Canada
- Price: \$ 13,500 ; (Currency: US) 1967 109 NADA Station Wagon Recent rebuild including: new doors, side frames, door seals, window tracks and paint. Rebuilt 6 cylinder engine. Very solid and dependable. Call Frank Tamanko@ (513)779-6719. Steve agscsms@mercury.kosone.com Belleville, Ontario, Canada
- Price: 1500.00; (Currency: US Dollars) Series I Land Rover 1955 For Sale: 1955 Series I Land Rover. Runs well, Good Frame. Body good but needs TLC. Hard Top with drop gate. Rebuilt carb, brakes, wiring. This would be a great project for the Series I collector. Am on Eastern Seaboard , Canada, may be able to help with shipping. Serious buyers only. Con Seidl <an513@ccn.cs.dal.ca> Elmsdale, Nova Scotia, Canada
- Price: \$22,500 OBO; (Currency: US Dollars) 1967 SII 109 ex MOD Full frame-up restoration just completed 1500 miles ago. Rebuilt transmission, transfer case, new Fairey OD, new FWH, Salisbury rear. Rebuilt engine, Turner head, 2.5 ltr cam, Zeus timing gears, electronic ignition, Weber 32/36 carb, Pierce manifold, Clifford headers), 2 in. stainless exhaust with Borla muffler. New interior, 2 new 1000cca batteries, Hella halogen headlamps, Mansfield high output heater, military front bumper with new Warn 12,000 lb. winch. Bronze green. Immaculate, everything new or rebuilt. Chris Cunningham <chris.cunningham@ska.com> Cold Spring, New York, USA
- Price: \$ 10,500; (Currency: USD) 1972 Series III 88 For Sale 1972 Series III 88 for sale. Tropical roof, Overdrive. Rover is in excellent condition and is seldom used. Frame is in excellent condition asking \$ 10,500 Reasonable offers will be entertained. Vehicle is located near Albany, NY Int'l airport. E-mail for complete detailed description. Steve Bradke <asfco@aol.com> Niskayuna, New York, USA
- Price: \$10,000; (Currency: US Dollars) 1965 Series IIA Land Rover 88" Fully restored. Completely rebuilt engine with hardened valve seats, new exhaust. Has new interior. Safari top. New rear crossmember, tires, battery and fuel tank. Front end has been rebuilt including new swivle balls, bearings, and seals, has Warn locking hubs. New brakes and hydraulics. Vehicle is located in Manitoba, we may be able to deliver. Mint condition, for more information please contact Brian or David at (204) 254-3498. David McDonald ummcdon1@cc.umanitoba.ca Winnipeg, Manitoba, Canada
- Price: 850; (Currency: US Dollars) 1962 Ser IIA 88" - Restoration Project. Bought 2 years ago with a view to restoration. New addition on house and purchase of second Range Rover have resulted in cancellation of project. Vehicle is in rough shape but all the parts except seats are there. Send e-mail to lenagham@cayennesoft.com for additional details. Vehicle is located in Southern New Hampshire. Michael Lenaghan lenagham@cayennesoft.com Amherst, N.H., USA
- Price: \$9,900; (Currency: US Dollars) Series III 88" Safari 4 sale Fully refurbished SIII, new paint, seats, door panels, carpet, soun deadening. 60,000 original miles. Frame PERFECT. Safari hard top with large sliding windows and upper alpine windows. Call at: (770)-379-9911 or fax (770)392-9773. or e-mail John Duhig atlanta67@aol.com Atlanta, GA, USA