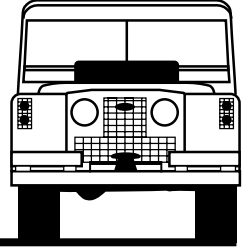


OTTAWA VALLEY LAND ROVERS



15 March, 1997

Volume XIV, Number 3





**OTTAWA
VALLEY
LAND
ROVERS**

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

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada. Membership is open to all Land Rover enthusiasts. Executive meetings are held on the first Monday of every month. Social meetings are held on the third Monday of every month, generally at the Prescott Hotel on Preston Street.

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 winning.

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.off-road.com/OVLRL/>

The Ottawa Valley Land Rovers Newsletter

ISSN 1203-8237

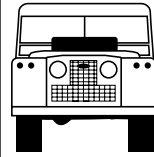
is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

Deadlines: Submissions to the 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 may be 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: Competitive with other North American Land Rover clubs. Available upon request.



Upcoming Events

in the next month or so...

- | | |
|----------------------|---|
| March 17 | Social at the Prescott |
| April 7 | Executive Meeting:
Location TBA. Give Ted a ring (823-3150) |
| April 6 or 13 | Maple Syrup Rally, 10th Edition
The first rally of the year where you can come out, enjoy some traditional home-made brunch, help gather and make maple syrup, buy your coming years supply of real maple syrup. A little green, er whitelaning in the afternoon, Easter egg hunt for the children. General good fun. |
| April 21 | Social at the Prescott |
| May 5 | Executive Meeting
Location to be announced. |

future events:

(Dates & times subject to change)

- | | |
|------------------------|---|
| May 10-19 | Sean's Real-Man Challenge |
| May | Engine Tune-up at the MiniMan |
| May 9-11 | Spring Carlisle Import Car Show, Carlisle Penn. |
| Late May | Blue Ridge LRC May Day Rally |
| June 20-22 | The Birthday Party, 14th Edition |
| June 28-29 | Downeast Rally, 9th Edition
America's Billings |
| July/August | Calabogie |
| September 20-22 | British Invasion at Stowe Vermont |
| October 3-5 | ROAV Mid-Atlantic Rally |
| Early October | BSROA Fall Heritage Rally |
| December 6 | Christmas Party |

The OVLRL Newsletter

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|-----------------------------|---|
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“As for what’s the best winch for a L/R, I’d say a hydraulic, since it will leak oil and so appear to be an official L/R item.”
Tom Rowe

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

President: Ted Rose (613-823-3150)
Vice-President: Bruce Ricker (613-592-6448)

Secretary: Dave Meadows (613 599-8746)
Treasurer: Christine Rose (613-823-3150)

GREETINGS;

Spring approaches, and with that our tenth Maple Syrup Rally. Tentatively scheduled for Sunday, April 6th, this year’s rally will be similar to years past. It is a great opportunity to get out into the woods at a beautiful time of year. The club trailer will be brought out from its winter storage location to help feed the masses the traditional brunch of french toast, sausages and beans. The cost remains the same as it has been for the past many years: \$6 for adults and \$4 for children. Children under 3 years old are free. Jason is the event co-ordinator.

Vern will have lots of fresh maple syrup for sale. This is your chance to stock up for the coming year. Prices should be unchanged, \$36 for 4 litres, \$12 for the plastic one litre jug and \$6 for the 540 ml. can. Bring your cheque book! For those who are keen, Vern says that people are welcome to come up Saturday and camp out in the woods and help out with sap gathering and maple syrup production. If you want to give Vern a ring, he can be reached at 819-647-5544.

Christine is again organising an Easter egg hunt to keep the children occupied. There will also be a little green-laning out in the woods and down some abandoned rail beds (an opportunity to see Harry break his winch for the third year in a row!).

Since the sap season is very weather-dependent, it would be in your best interest to phone one of the executive members on the Saturday if you think for some reason that the event might be changed from that Sunday. There will be a phone around a week prior to the event for local members. If you live further out, call or e-mail one of the executive members. The local farmers are saying that it is going to be a late, long, cold Spring, excellent

for the sap season, but they say it is hard to predict when the peak of the season will be. Today, as I write, there is at least three feet of snow in the woods. So, according to Vern, there is a good possibility that the rally may be postponed until April 13th. Phone ahead and make sure which is the correct date! Mother Nature determines the rally date, not the Executive.

The March executive meeting saw discussion about a number of issues. Regarding the trailer, a canvas cover for the trailer will have to wait until the various canvas makers actually can see the trailer. Just telling them the dimensions isn’t good enough. Jason will be looking at adding a 2” ball capability to the trailer so non-pintle equipped vehicles can tow the trailer about.

Planning continues on the Birthday party. Given that interest is running high for this event, in next month’s newsletter there will be a check-list of tasks for which we will need volunteers. The growing size of this event makes it important that volunteers be found to help with various small chores. Don’t be surprised to see a job jar at registration.



Harry Bligh, Ted Rose, Dale Desprey & Gordon Bernius lined up at the 1996 Maple Syrup Rally. Photo: Dixon Kenner.

This Month’s Cover:

Gordon Bernius at the water crossing on the light off-road,
13th Birthday Party, Silver Lake. Photo: Dixon Kenner.

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

📧 Editor type stuff: Everyone should have noticed a slight change in layout for last month's newsletter. I know many have. The phone has been ringing, the e-mail filling with people saying that the new layout and graphics efforts on the February newsletter were excellent. So much for my prehistoric cut and paste methods, eh? I hear that you like the pictures, which brings up a side issue. Spencer only has so many photos. He is looking at building a better supply for the newsletter. Spencer promises that if you mail him photos which he can scan in for future newsletters, he will promptly send them back to you intact. A note on the back of the photo identifying what is going on would also be appreciated (especially if the photo is of someone else doing something especially interesting... hint, hint) Photos can be sent to Spencer Norcross c/o The American Roentgen Ray Society, 1891 Preston White Dr., Reston VA 20191.

📧 As for the usual thanks, the beer-drinking, pizza-eating reprobates became nacho-eating, beer-drinking reprobates last month. A change of scenery. The collation was done at Fred Joyce's establishment. **Bruce Ricker, Andrew Finlayson, Desperate Dale, Murray Jackson** and Fred all made the newsletter come together again. Bob was there in spirit.

📧 Advertising discussion of a different nature - seems the Dalescovery advertisement generated some extra dividends for Ma Bell. While some people found it rather amusing, others found it rather less so. However, enquiries show Land Rover does have a sense of humour, that these items can continue if we don't used their web site and phone number (the logo is fine). More are in the pipeline. For the paying type of advertising, no decision has been made yet. No "yes votes" have been received, a number of "don't cares", and some "no ways" have been received.

📧 Crossword Puzzle: Murray is getting more completed puzzles in. As with the previous puzzle (October) and Ladies Crossword Puzzle (Christmas Party), *Rovers North* is generously donating a couple items for prizes. This time around they are some of their spiffy 1997 calendars, some mouse pads and other sundry items.

📧 Whether is be Nigel's Disease or other bad luck, mention one disaster and several more pop up. In place of three that I have received in the last month (write off another Honda, a ditch was discovered by one Land Rover on icy roads, and this) From **West Short** in Austin where he just removed a mid eighties Olds Cutlass two door from the roads. The guy driving was a Mexican national with *of course* no insurance of any kind. He ran a stop sign in front of me. I slammed on the brakes, and skidded for about 10-15 feet, and smacked the side of his car HARD. I spun his car around 180 degrees, and broke just about every piece of glass in the car except the windshield. I hit the car at the pillar on the passenger side, and caved it in, removing the tire from his

rim, and crushing in the passenger side of the car. The guy immediately took off running. (The police later caught him) Meanwhile, I examined the damage to the D90. From the bulkhead back, there was no damage whatsoever. Even the doors opened and closed perfectly (which I attribute to the NAS90 roll cage that meets the front fenders just in front of the bulkhead). The stock brush guard, however, was history, as were the two Hella 3000s mounted on the guard (they were in the street). The brush guard, being the flimsy stock variety, had mashed into both fenders, the grille, and the hood. I am convinced that it would have been worse without it, though, because the guard hit the roofline of the Olds and prevented my radiator from getting hit (although the Hellas had been knocked through the grill and into the condenser, without puncturing it).

I drove the car for over two weeks waiting to put it in the shop. Although the steering was a little off, that was all. The headlights were still perfectly aligned, and only one parking light on the front end was broken (it still lit up, but the orange plastic around it was broken). All of the sheet metal on the front had to be replaced, as did the grille and the front flares (the guard was a wraparound, and so mashed my flares too).

Needless to say, I went out and purchased an ARB brush guard from *Rovers North*, for the *ultimate* in front-end protection. I was very disappointed with the strength of the stock guard, and recommend replacing it, as it is just waiting to cause more damage to your Defender than would otherwise occur in an accident when it crushes your fenders, grill and hood.

Since then, I've had some steering alignment problems, which I attribute to alignment shops that have never worked on a Rover. I suppose I must break down and send it to San Antonio (2 hour drive) to the closest dealer for an alignment. Other than that, the Defender is back in action and looking good as new (better than new, actually, since I discovered that Rover had poorly repainted the door hinges and bulkhead prior to delivery to me, without telling me about it (nice of them, eh?). Anyway, keep up the good work on the page (and the newsletter). Regards, West.

📧 A note from member **Roy Caldwell**. Roy is currently in Bosnia: "One of the first people I met over here was a Brit driver. His name is Tony Fowler. A very good guy and very funny. Several weeks ago, Tony mentioned he had some electrical trouble with his truck, which happens to be a 110 FFR military. It is the two door with sticks and canvas. He asked if I could help. I had already bored him silly with talking about Rovers so he knew I kinda liked them and maybe even knew how to fix one. I was able to round up a multimeter and off I went to work on a real Brit military Rover.

Problem was, Tony didn't even have the military drivers' vehi-



In honor of the Maple Sugar Rally, here are some more goodies from Robin Craig's photo collection. Top; SIII 109 FFR, middle; SIII Lightweight, bottom; SIII 109 Carawagon, all resplendent in arctic camo. Enjoy the Snow!

cle manual and so no wiring diagram. So, I just started working with the fuses and the description of what was wrong that Tony offered. Tony had no left or right blinkers but the emergency flashers worked as did the side lights. Finally found the correct fuse for the circuit and it had operated. Seemed like the circuit was OK and I didn't really read a short but also didn't have the tools to really get at the wiring. I did check the wiring to the flasher but they worked so I was really only trying to verify what wire went where. The wiring in the new military is typical Lucas and the fuse block could only be pulled out so far. What I needed was my garage, music and beer. Anyway, as a last resort I borrowed the 20 amp fuse from the heater blower circuit. The circuit is 15 amp and the 20 amp fuse lasted about 4.2 seconds. The circuit had a very significant short in it.

I stopped there because Maj. Quayle, (Tony's boss) probably wouldn't like me taking his lights apart looking for the short. Plus I didn't have any real tools. They drove the truck down to their depot in Banj Luka for repair. When they got back, I asked Tony what the mechanics found and he shrugged and said they just gave him another truck.

Before they left, I told Tony if we could get it to my garage the fix wouldn't take long. Tony felt that, as nice an offer as it was, his boss, my boss and the Queen wouldn't buy the story that it was just an exercise in joint military operations. Our plan was to head east from here, bang across Russia and hit a ferry across the Bering and then just drop down the ALCan into Helena. Do the repair. Head east and get a lift from the east coast to England. Say "Hi!" to the Queen, check out Tony's place and cruise back across to the mainland via the Chunnel. Take a right in France and be back here in Tuzla in time for dinner. It was an idea. Tony was game. We had Oleg, the Russian, lined up for language support on the Siberian leg of the trip. Hey, it could have worked. I figured that with no serious hangups we could have made it, using three drivers and no more breakdowns more serious than the simple short that already was in the system, in maybe 6 weeks. That would be give or take a few hours. You have to expect some delays. That is all moot now because Maj. Quayle wimped out and took the truck to his own mechanics. Seems the Brits have lots of Rovers, so they can afford to fix them at their leisure. Must be nice.

I was wondering if you had any good photos of mechanical assemblies or if you could get some. Like the brakes and hub assemblies. I ran across an artist/illustrator and might see about trying to get some illustrations. But I need some kind of sample of the assembly to show him. If you have something or someone has any type of clear images of major mech. assemblies, my address is: Sgt. Roy Caldwell, HHC - 1ID, 50MHD (History), Operation Joint Guard, APO-AE 09789

🚗 Russell Wilson has painted his Land Rover. In true fashion he just went ahead and used rattle-cans. Now, how many spray cans does it take to do an entire 88 you ask? Russ informs us that 27 cans of "Berry Red" an "American Accents" color did his up just dandy. Looks very, very close to Poppy Red.



Some Non-OVLR News & Rumours

More on those spin on oil filter adapters. Since the paragraph the other month, some other possibilities have been received. The first is one I saw at last year's Mid-Atlantic rally. It is a 2 piece disk design (all steel). 1 piece bolts on in place of the old oil apparatus (the can and the neck that comes off the block to hold the can). The sending unit threads into that. The second disk threads onto the main hollow shaft and mates to the other with a large "o" ring. The filter then threads onto the shaft and contacts the polished surface of the second disk. It seems to be very efficient and a near "bullet-proof" design. There was one that had been on one Land Rover for about 8k miles and was said to work perfectly. All hardware is included. It can be put on a 2.25 in about the time it would normally take to change the messy can type filter. It will accommodate the Range Rover filter or the really common and cheap PH8A that was used for years on Ford V8's and others. Jeff Ham in Roanoke, Virginia is the designer and builder. He can be reached at home...(540) 427-5715. The price is US \$85.

A second option is the adapter from the 2.5l Land Rover engine. These mythical beasts have been searched for, but with little success by a number of people. If you want to buy a new one, they can be obtained from Forest 4x4 Centre in Gloucester UK (044-1594- 822606 or fax 44-1594-822634. The part number from LR is ERR-1347 and costs 154.11 UK£. The filter is ERR3340 and costs around 6 UK£. If the new cost is too much, a scrapyard may have one at a reduced cost.

Preparing for 1998: European events - Eurolink celebrates "Land Rover 50 Years" in 1998. The Land Rover Eurolink was initiated in 1988 by some Italian and English Land Rover owners in order to build contact between people, primarily in Europe, from different countries, with the same interest Land Rover vehicle. There have been annual events and we are now planning the big celebration of Land Rover's 50 years. The celebration will take place first or second week in August 1998 in the vicinity of Nurburgring, southwest of Koblenz in the very centre of Europe !! The German LROC, DRC, will coordinate the celebrations in close cooperation with the other clubs in Germany and the clubs in Holland, Belgium, France Norway and Sweden. The organizing committee is still to be created. In order to distribute information, invitations, etc. we have a number of addresses collected over the years, but we still have no contact addresses in France, Spain and Luxemburg. You who wish to have information and you who have information to supply and you who are interested to take part in the committee are very welcome to get in touch with me. I will be involved all the time. Whatever country you come from You are very welcome!! Kris-ter Bergknut, Box 351 N1401 SKI Norway. fax. + 47 64870059,

tel. + 47 88004203 (As a note, the 1998 celebrations by the Series One club already have fully booked hotels...)

Here's a new page to add to the ever-increasing list of Land Rover Links. <http://www.inforamp.net/~gyp/index.html> This is the Home page for the Toronto Area Rover Club. It has Rover car info, as well as Land Rover info. They are just getting started, so things will be added as they develop. There is a For Sale section for members and non members, as well as a member list and pictures area (nothing there yet!) The Land Rover side of the page can be accessed by going to: <http://www.golde.net/~tantramar/tarcmain.html>.

TARC events: The date for the Spring Fling will be May 23/24/25 at the Best Western, Collingwood. Two categories have been added to the events/judging: 1. Land/Range Rovers. 2. Rover cars. Dwight Dyson has organized this with the Triumph club and has guaranteed that we will have at least 10 vehicles. This is definitely not an off-roading event.

Continuing news and rumors about Land Rover - It seems the world is minus a Highlander (CB-40, the prototype 4x4 LR is developing) sent to Australia for tests. To quote an item from the "Sydney Morning Herald" newspaper, "An Englishman who wrote off a \$50,000 prototype Land Rover after swerving to miss a goanna will be charged with negligent driving once he recovers from serious head injuries. Trevor Evans, 34, of Birmingham was driving the vehicle west of Cobar on Friday when he saw the goanna and lost control after swerving. The vehicle rolled three or four times injuring Mr. Evans and his passenger. The men were part of a 3 vehicle team bound for Broken Hill" For non-Aussies, a goanna (pronounced goanna) is a fairly large lizard. Goanna is a corruption of the word iguana. They grow to about 6 ft (2 metres) long but they aren't that fat not like a komodo dragon. The Aussies seem to think that he should have run over it, it would have made a mess but probably less than rolling the car. There are several very good photos of a couple of Highlanders in the latest Australian car magazine "Wheels".

More 1997 events - The Flatland Rover Society is having its 2nd annual Adventure Team Challenge on April 18/20 in western Missouri (Butler). This is a mini Camel Trophy event that is organized by our rally co-ordinator, James Merriam, who is himself a past CT semifinalist. On Memorial Day weekend, we will hold our 7th annual Quest For Adventure rally. This year it is being organized by Damon Shimming, and will be held in the flint hills area of Kansas, near Cottonwood Falls. More info can be obtained from myself, Steve Paustian, 913 541 0575, (Rover1@sky.net)

Celebrate Spring's first mud hole with the...

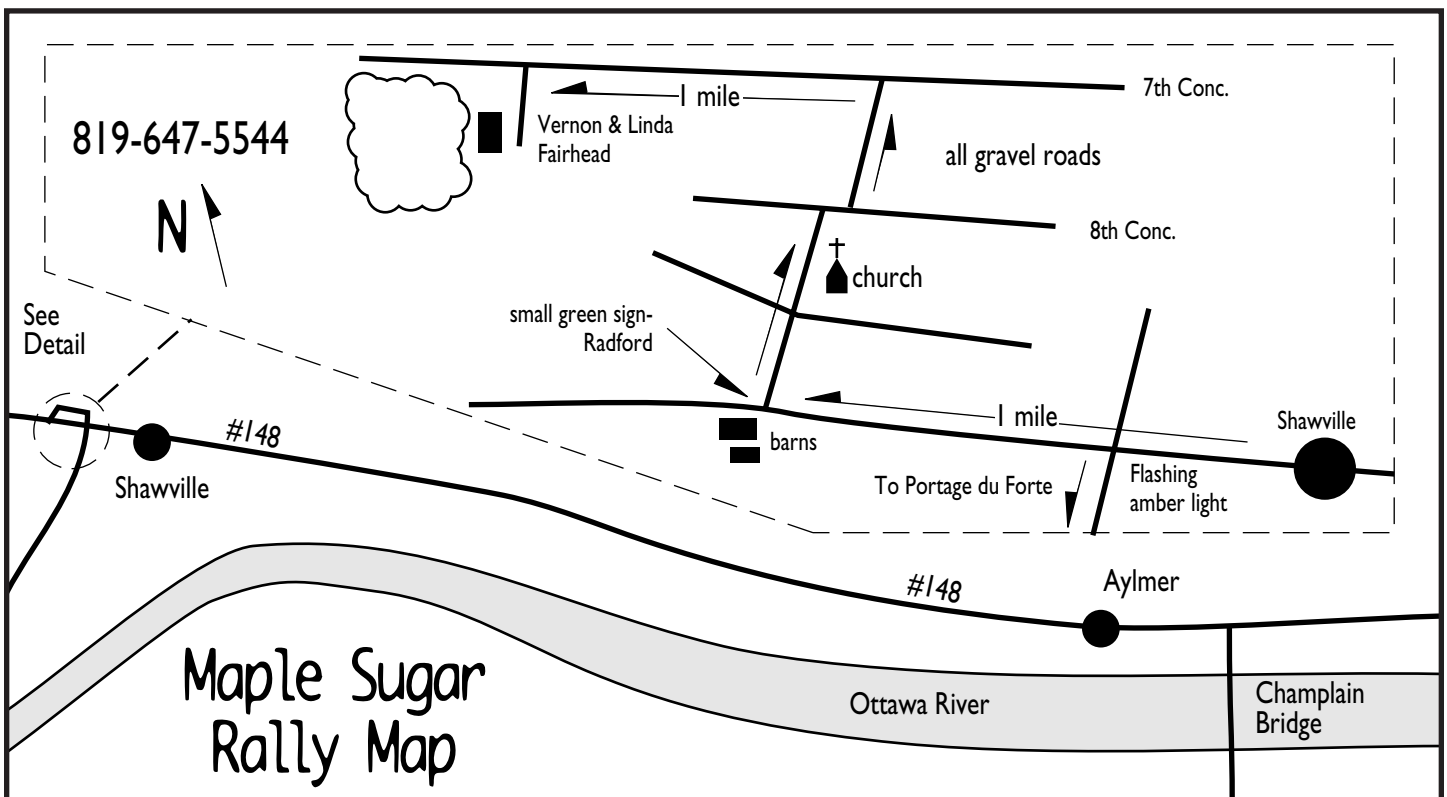
April 6, 1997*

10TH ANNUAL MAPLE SYRUP RALLY

Featuring all the traditional fare, real baked beans, pancakes, french toast, fresh maple syrup straight from the Fairheads sugarbush. Off-roading in the afternoon.

Jason Dowell is the event co-ordinator. (819) 595-4593.

* Depending on the sap run, the alternate date is the thirteenth of April.



General Servicing: Repairs, Humour, Tales & Trivia

SII, The Different 2 1/4 Litre Petrol Engine

by David Cockey

Your Series Land Rover has the usual petrol 2 1/4 engine, nothing exotic, and now someone tells you it's a Series II engine, not a SIIA or SIII. Further you're informed that it's almost impossible to get parts for, so you should yank it out and replace it something more common. What's going on? It has four cylinders, overhead valves, and looks like other SIIA and SIII 2 1/4 litre Land Rover engines. Is it really that rare, and more bothersome, what about parts? With two 88 SII's I've been concerned about this, so here is what I've learned by perusing parts books and the like plus some input from Dixon.

First a bit of history. The new 2 1/4 litre petrol engine was announced in conjunction with the Series II Land Rover in April 1958. The 2 1/4 litre petrol engine was derived from the 2 litre diesel engine which had been an all new design when introduced in 1957. The 2 1/4 litre petrol engine had increased bore diameter while retaining the stroke of the diesel engine. The cylinder walls of the petrol engine were integral to the block in contrast to the diesel which used replaceable wet liners. The 2 1/4 four cylinder was the standard petrol engine in 109s from the start of SII production, and replaced the 2 litre petrol engine from the SI in 88s several months later. Of the 110,000 SII's produced 85,000 had the 2 1/4 litre petrol engine according to the figures in *The Land Rover Story* by James Taylor.

The petrol engine was significantly revised in 1961, coincid-

ing with the growth of the diesel engine to 2 1/4 litres. This generally coincided with the introduction of the SIIA in September 1961. The 2 1/4 litre engines then remained in production through the early 90s and 110s, although further modifications were made along the way, including a 5 bearing crankshaft in 1980. SII engines have 9 digit engine numbers starting with 1. SIIA engine numbers have 8 digits and a suffix letter starting with 2, while SIII engine numbers also have 8 digits and a suffix letter but start with 3. There are also some SIIA or SIII engine numbers which start with 9, were these replacement engines? (Preceding gleaned from *Know Your Land Rover* by Robert Ivins)

Now for a comparison of the SII 2 1/4 engines and the later versions. Compression ratio: 7:1 for all SII and early SIIA engines. Later increased to 8:1, with 7:1 an option for export to regions with questionable fuel. Note that SIIA 8:1 used a different suffix sequence restarting with A, corresponding to J for the 7:1 engines.

Carburetor: Solex carburetor same as SIIA through suffix H. Then changed to Zenith which can be used on earlier engines with the appropriate bits.

Ignition: same as SIIA with 7:1 compression ratio. Generator: Lucas C39 rather than the C40 used on SIIA. Mounting bracket arrangement is different but the bolt holes on the generators are the same. Rebuild a bad C39 or replace with a C40.

Starter: same as SIIA

Exhaust: 1958-60 SII's have a manifold with a bend at the outlet, and the front pipe exits horizontally above the frame through the wheel well (the same as SIs). 1961 SII's and SIIA/III's have a manifold with the front pipe exiting straight down inside the rail. SII exhaust manifolds are available in Britain, but front pipes are difficult to find and may be close to unavailable. The standard alternative is to bolt on the SIIA/III manifold and pipes: A possible alternative if the joint between the exhaust manifold and front pipe is solid is use the early diesel front pipe (still readily available) as a repair section. It may also be possible to use a later petrol front pipe as the source for the manifold to pipe joint.

Thermostat and housing: 1958-69 SII have a one piece thermostat housing which uses a bellows type thermostat with a moving shroud. The 1961 SII and later use a three piece housing assem-



Russell Wilson's RHD Pig Pig is one of the newest members in the OVLR frame-over club.
1996 Birthday Party. Photo: Dixon Kenner.

bly with a different bellows thermostat also with a shroud. The bypass pipe was unique on 1961 SII (don't know the reason, and don't know what if anything is required to use a later outlet pipe on a SII). Suffix D and later used a wax type thermostat with a modified water outlet pipe. The 1958-60 thermostat is virtually unobtainable, so the only alternative appears to be conversion to the later SIIA/SIII arrangement. Don't be tempted to run without a thermostat, or with a different type; a cracked cylinder head may result.

Water pump: The SII and SIIA/SIII water pumps are common except for the housing. The SII has 8 bolt holes while the SIIA/III has 9 bolt holes and is taller. The SII water pump can be found but is expensive. The alternative is to rebuild a good SII housing with the same rebuild kit as used for SIIA/III.

Valve gear: SII uses two half length shafts rather than one full length shaft, and uses different rocker shaft brackets. Brackets changed again with suffix J. The rockers, valves, etc. are the same for SII as for SIIA/III. RN has SII shafts in their catalog for less than SIIA/III parts.

Head bolts: SII same as SIIA through suffix H. In later engines the five head bolts which pass through the rocker shaft brackets were shortened by 1.5 in due to the redesign of the brackets. If switching to a later head either replace the head bolts with the



Jeff Berg's 1967 SIIA. Morning light off-road. 1996 Birthday Party. Photo: Dixon Kenner.

shorter design, or reuse the earlier rocker shaft brackets.

Head casting: SII is different than SIIA, reportedly because of a tendency for the SII head to crack. (Our SII SW had a replacement head fitted when several years old.) The front of the SIIA head was also modified to clear the taller water pump housing. Replace a cracked SII head with a SIIA/SIII head. A SII head will not fit a SIIA/III engine due to interference with the water pump.

Oil pump: The 1958-59 oil pump is shown in the parts books as different from the 1960 onwards pump. Differences are unknown, and I don't know if the later pump can be substituted. There were several revisions to the oil pump drive shaft assembly, but it appears that the variations can be substituted as a unit.

Timing marks: On flywheel on SII engines and 7:1 SIIA engines through engine suffix J. Later 7:1 and 8:1 engines have the timing marks on the crankshaft pulley at the front of the engine.

Crankshaft, rods, main and rod bearings: The bearings are smaller in the SII engine compared to the later SIIA/SIII engines. Bearings are becoming very difficult to find, and original size is nigh impossible to locate. The SII petrol engines shares bearings with the 2 litre diesel. I suspect that the bearings were enlarged in 1961 with the enlargement of the diesel bores, and the petrol bearings were enlarged at the same time to maintain commonality. Rods also changed with the bearing size change.

Pistons and rings: SII is the same as later engines. Front cover: SII is cast iron and different. Replacements are available, but when does it need replacing? A SIIA/III front cover may fit a SII block, and allow use of the later water pump. However, the head would also need changing to a SIIA/III unit for water pump clearance.

Block: The SII block is unique due to the different bearing diameter. Replace a cracked or otherwise unusable block with what you can find and afford. If the block is gone it may be worthwhile switching to a SIIA/III short block.

Other than the differences listed above, the SII petrol engines are the same as early SIIA. You do need a parts book or two, do some searching and occasionally be prepared to order from the UK. There is absolutely no need to replace a SII petrol engine "just to keep it on the road" unless the engine is otherwise dead.

Time Warp 97: Mongolia

by Mike Loiodice

Dixon and Al Richer have a lot to answer for over this year's Time Warp run to Mongolia - especially on their choice of cargo trucks.

The idea of using a IIB 109 as a mobile commissary and food store seemed like a good idea, even when I figured out that I was going to get stuck setting this thing up with Bill Maloney. What Bill and I didn't figure out was the biggest trouble was not going to be building the interior, or getting the tired old straight-six running right, but simply getting this relic over the border equipped as it needed to be.

As his particular IIB had already had a box put on the back of it, it didn't seem like it was going to be a big deal to fit out. Simply put a few windows into the box, install the cabinetry and cookstove, wire the power system to the 110-volt add-on alternator, and finish as necessary. Simple, yes?

Simple, no.

First off, All the MOD-surplus hardware and stuff Dixon had grabbed was so tired it damned near blew up when we tried to

use it. Second, the 109's box had rotted wood in it for a floor, giving Bill and I a 3-day detour to replace it with marine ply. Third, Al's fussy about how he like his kitchen arranged, so he was playing remote-control interior decorator from Chelmsford while Bill and I were trying to get things done.

We finally finished, though, and with the I1b on a temporary New York plate (I'm not gonna tell 'em it's not a I1a.....) we headed for the training camp in Canada. The rest of the US/Canadian members of the team were already there, so we were in a hurry to get there and join in the drinking....er training.

We headed up 91 one fine morning, finally reaching the NY/Canada border about 11ish. I was driving the I1b, with Bill behind me in his 88. We pull up, and the conversation goes like this:

"Anything to declare?"

"No, sir."

"When will you be returning to the US?"

"Won't be - going to Mongolia from here with the vehicle."

"Purpose of journey?"

"Training for an off-road expedition to Mongolia."

Right about this time the border guard takes a real good look at me and the I1b. It's about 6 different colors of bronze and medium green, I'm due for a haircut and a beard trim and wearing scruffy khakis, and there's this refugee from a bad jungle movie with Jersey plates in line behind me.

"Please open the rear of the vehicle."

Oh, shit. We're gonna be here for days, especially when they spot the MOD labels on the cooking gear, and the military stenciling on the locker lids. Damn it, Dixon, couldn't you steal something not quite so damn military? Worse than that, we had Ben's ammo stash in a compartment under the floor - God help us if they found that...

The border guard came out of his cubby, but not after requesting backup that stood away from us, carefully keeping the first guard out of the line of fire. Right about now I am starting to get worried that life is going to get too damned interesting.

About the time the first guard started to dig through the lockers, salvation arrived in the form of a higher officer in the Canadian Border Patrol. Seems a certain officer hapened to be an OVL member and had heard about the expedition, and thankfully rescued me and the I1b from the clutches of his minions. They searched the beast up one side and down the other, but I finally managed to get away after 20 minutes or so - a lot better than I expected.



Fred Joyce & friend. Morning light off-road. 1996 Birthday Party. Photo: Spencer Norcross.

They didn't even look twice at Bill - I guess there are advantages to looking 12 years old and innocent.

Several hours later we finally rolled onto the grounds of the brewery. I could see that the camp had been set up at one end of a field adjoining the main brewery building, with both of the 101s and the 80 in residence. From the look of the pile of empties, training had been going on steadily since their arrival, and the deadly accuracy in the bottle lob had been achieved by all there.

Spencer was madly snapping training photos for the Web site, with Russ stringing an antenna wire for Al, who was still trying to get the 80s radios to work right. The rest were emptying practice missiles for the bottle lob, working on the 101s (Mike Rooth's machine tools having just arrived and in the process of being fitted), or generally getting ready for the expedition. Looking at all of this, I wondered why in the name of Birmabright I'd let these sick puppies talk me into this.

The next day we set out for a run through a local quarry, to check coordination between the drivers and vehicles and as a general shakedown. We must have made quite a sight - an 80 sporting a large Canadian flag stolen from Dale's Diesel, two 101s looking mean in their MOD camo paint, and the I1b following up the rear piloted by a hung-over yours truly. Nobody stopped us though - people actually hurrying to get out of our way. Wonder why?

The session went well, with the 80 skittering over obstacles that the 101s had problems with. The belly winches came into use more than once, with one having been rigged forward and the other aft, chaining them together for recoveries was easy and fast. The I1b was the worst pig of the lot, mostly due to the weight of the kitchen and cargo. All the damn beer weighed the better part of a ton...and that wasn't counting the rest of the food and all Al's yuppie cookware and spices and his private stock of Cutty Sark.



Eric Zipkin's Stage 1. Morning light off-road. 1996 Birthday Party. Photo: Spencer Norcross.

The final test for the cars was a run to CFB Trenton - an air-base near Kingston Ontario - to board the freighter taking the cars to China. We ran the two hundred miles or so all on power-line cuts and old rail lines as a final workout for the cars, and to work out driving rotations and the like for the rest of us. It went well, with the only casualty being a rock splinter punching the 80s fuel tank, only allowing a few gallons of fuel to remain. On our arrival, the tank was pulled and ferried off to a nearby RCAF workshop, where an armored substitute was made from stainless sheet and the new one installed.

The last glitch appeared as we were loading the trucks and the 80 into the RCAF C-130 for eventual delivery to Mongolia. To put it simply, the damned things wouldn't fit! It wasn't a matter of weight, but that there simply wasn't enough floor footage to accommodate the I1b, the 101s and the 80. Heads were scratched all around until Dixon, in a fit of sobriety-induced brilliance, suggested putting the 80 into the back of the cargo 101 - as it wouldn't fit in the machine-tool van.

A forklift was produced by the ever-helpful aircrewmembers, and the 80 was lifted into the back, facing outward.

We then realized that we had no way to get it out of there on the other end. The argument started again, till I stepped up to the rear of the 101 and eyeballed the height of the deck, when I said "To hell with the offload - it's only 3 feet or so - I'll drive it

off!". A stunned silence greeted my remark, until distances were again eyeballed and the suggestion made to find a hill to back it against to lessen the drop-off. Order restored, we finished loading and waved them off into the East.

We'll be following in a few days by RCAF Dakota with our personal kit and last-minute supply purchases - wonder how the old DC-3's going to do with 20 cases of Lophroig, and Guinness hidden in the tail?

Next Stop - Mongolia or bust!

The Pencil Trick – A Correction

by Al Richer

In a recent letter to the editor, it was suggested that my pencil trick for setting cam timing was a bit amiss - and after rereading my scribbles in the article, they were right. I should have phrased it better, and thus this letter to do so.

I did not mean to suggest that one should just simply look for maximum depression and set it there - no indeed! With a stylus set in that manner, you use the procedure in the book (mark before and after maximum depression, then divide by 2) just as you would with a dial indicator. The stylus is simply a more-available indicator, if less precise.

I've set up more than one engine doing cam timing in this way, and never found it to be a problem. I do own and use a dial indicator, but for the times when one simply isn't available, this is a convenient expedient.



Dixon Kenner and Dale Desprey. 1994 Birthday Party. Photo: Sandra Harris

A Friday Story

by Mike Rooth

It's coming up to that time again. PANIC! And Nora's brakes were, not to put too fine a point on it... er... very operative. Judging by the nosediving and general musical effects from the front, the rears had gone on strike.

Now, using the Bobeck Method of Repair and Maintenance, yours truly had, some while ago, renewed the oil seal in the off-side (RH) rear brake. However, to ensure that I would become thoroughly familiar with this particular part of Nora's anatomy, as the good Mr. Bobeck advises, I had not renewed the track. This method is to be recommended, since it ensures adequate lubrication of the brake drum fastening screws, facilitating removal next time round. This time I also decided to use new brake shoes. Sad, I know, but the method of recovering the old ones (for which one requires a propane torch) was not available. I'd run out of propane.

The repair having been completed, and enough residual propane having, fortunately, been found to remain in the torch, the oil was burned off the drum, and a small area of weeds also burned off the drive (The D.A. was pleased. She thought I wasn't interested in gardening. I didn't disillusion her, I just hope she forgets, that's all.) Full of enthusiasm, round to the other side. Seized ram, here. Land Rover tool no. 1, hammers, large, slave cylinders for the clobbering of, one. Result? Two working rear brakes (hopefully) large pedal travel, but solid pedal. Beer time. (Cut to next day).

Just a matter of adjusting the front brakes, no big deal, Nora's unusually co-operative... Will I ever learn? I really should have listened. Was that a snigger? Nearly full pedal travel, and spongy. Very spongy. The Bobeck Method says to leave it alone, and to stop in a hurry, rely on the bloke in front, never get into top gear, or don't go out at all. So I left it alone and concentrated on completing the footwell repair that I'd half done several weeks previously but hadn't finished because I couldn't be bothered to remove the wheel.

I have to say here and now that the Bobeck method let me down. Either that, or more likely I hadn't followed the instructions. It didn't get any better. What's more, Nora threw another wobbler and refused to indicate a left turn. Turns out the turn/ indicator lamp had decided it would try to function by radio, since both wires to the lamp unit broke off flush with the rear of the unit. More money!

So the next day found Nora under Father's carport, since I don't particularly like working underwater and the weather had turned nasty as well as Nora. Kenner again. It had all the earmarks of his Medicine Man. Must have paid him at last.

Dismantle front drums, having procured more new brake shoes. By now, I was approaching pit stop speeds at changing brake shoes. Ever come across a brake that's free in forward

motion, but locks solid in reverse? I'm sure its a facility that has a practical use, but exactly what escapes me for the moment. Disabling this feature involves the judicious use of a bench grinder on the toe of the shoe. It wasn't getting any better.

Of course, if I hadn't been in such a dither, I'd have done what I did the next day. Clamp the flexible hoses to see which brake was causing the problem. Offside front. No problem, first one I tried, solid pedal. Ah! But what about the bleed nipple? We all know, don't we, that these little.. er.. soandso's are one time only. When you fit the new wheel cylinder, they immediately seize solid. Muttered talk of the scrap yard had its effect, and the bleed nipple actually worked! But. There's always a but, isn't there? The D.A. had taken my money for a walk into town. And my race memory told me that failing an Ezee Bleed, brake bleeding requires an assistant. So I got on preparing two chassis patches, but gave up when assistance in the shape of both dogs appeared. They seemed to think that a recumbent owner needed reviving by means of a good licking, whilst seated on top of said owner. Dogthink says recumbency involves being poorly, and licking makes it all better. Wet, but clean, I retired and put the kettle on. And since I was, a) Vertical, and b) Ambulatory, the dogs are now convinced that their method worked, which bodes ill for the future.

Upon the D.A.'s return, self being somewhat poorer, since some of the money hadn't survived the walk into town, I broached the subject of brake bleeding." Boring" was the comment. "Well" says I, getting all crafty," I could go out and buy an Ezee Bleed, then I wouldn't need to trouble you". I got to "buy" and she went white. "No, no, after all, for what other reason do you get married if it isn't to have someone to sit there and pump the pedal". Actually, I thought there were other reasons, but my memory isn't what it was...

First pump of the pedal, great blast of fluid. Solid pedal. Solved." Is that it?" says the D.A. Funny aren't they, women?



Rovers North had this Camel Trophy Discovery sitting outside their shop in May. Apparently it had fallen off a cliff... tough truck, but we all knew that.

Our Friend the Gearbox

by Dave Bobeck

When your gearbox is a grindin'
And its popping out of gear
You know what you'll be findin'
So tell me what've you got to fear

So quit that double triple/clutchin
Nonsense!, I do say
Its time to do a rebuild
On that worn out box today

Start by pullin up the floors
And the seats where your buttocks rest
Get some friends to help you
If their patience'll pass the test

Now please, the manual you must obey
For The Gearbox it does surely weigh
Much more than the stoutest man could muster
It's what they call a lemon buster

It really isn't so bad you see
Its really quite a cinch
But one word of advice my boy
You mustn't a penny pinch

Cause if you do then it won't be long
Before again you'll be singing this song
So fix it once and fix it right
You'll find it better to sleep at night

But if the box again does spill its guts
Please don't scream or shout
Rest assured those seatbox bolts and nuts
Will much easier come out...



Ted Rose whitelaning at the 1996 Maple Syrup Rally. Photo: Dixon Kenner.

Anybody Seen my Seals? The Sequel to playing with the Clutch Master Cylinder

by Dave Bobeck

OK, so here's the second half of the story about my clutch repair adventure. Part I left us with a freshly replaced new/used/who knows when its gonna blow up axle shaft and a new drive flange of the same vintage.

Still nowhere near the requisite pressure available to operate the clutch. So the wing came off in about 20 minutes, and then the Clutch Master came out, and the brake fluid/bubbled paint finish wiped from the bulkhead. By the way, it is possible to remove the clutch master without removing the pedal tower from the vehicle. Not easy though, sorta like one of those really frustrating... well, anyway, I did it.

I decided to paint the bulkhead where the old paint had come off. Easy. Done. Right. The primer caused the paint to bubble too. Wiped that off, tried other primer. Son of a Bitch! Same f***in' thing. (Hope any fragile children aren't reading this). So I kept doing it over and over until it worked, and then I glopped on another 2 or 3 coats. Great.

Put the new Master Cylinder in, then remembered the nut on the adjuster rod. Took the Master Cylinder out again. Put the Master Cylinder back in again. Hooked it all up, bled it a gazillion times. Went for a spin up the road and around the block, wing off and flingin' water up over everything, and decided that it needed adjusting. So I adjusted it, and then went for another drive around the block and down the street and then up the other way and then back.

Everything seemed hunkydoodly so I did a quick bang up job (pun intended) of pounding out the dent in the wing, since it was off. Went to put the wing back on and realised that one of the stud plates was missing. Hmm, I guess I forgot to take them out before I went for ye olde test drive. So I walked, eyes searching intently for the escapee. I walked... up the road and around the block and then down the street and up the other way and then back again and, good God almighty, casually sauntered out into the street in front of an oncoming car, willfully standing my ground between my bounty and this hurtling (15mph) mass of Japanese steel.

The car thankfully went around. I picked up my prize nonchalantly and returned victorious to my driveway. By the way, this thing looked like a serious tire eater sitting in the road like that. So I took some pictures of the Green Car minus her left flank for the hell of it and then put it all back together, just as the sun fell out of the sky and Old Man Winter reared his fuggly little cold head...It still is not perfect, probably the slave cylinder following suit... much easier to replace I think...


Hope you're not all bored with my story. More lessons to come!


Ask Dave about his grill at the Birthday Party in June...





Rovers & Parts for Sale





 1987 Range Rover, blue, automatic transmission, 60,000 miles, initially from the USA. Warn Winch (concealed between front frame members. Outside remote control plug concealed in front grille, roller fairlead, under hood high amp cutoff switch for winch, winch kit, ARB front bull bar/bumper combination (old bumper available and included), ARB full length roof rack, rear lamp guards, under hood air compressor installed with inside control switches (ARB), 2 ARB differential air lockers (new, needs installation), dual charging system (new, needs installation), Wheel locking nuts, 5 spare new Land Rover wheels, & tires, new gas tank & fuel pump (last year, 500 miles), wood interior upgrade, new front spoiler beam lights. Runs great, needs injectors cleaned (never done), Minor rust on rear tailgate (fixed in a few years maybe), Some might say that a good cleanup is required (but I still maintain that is what is making the vehicle's charm!) Price: ? It will go at market price, Denis Chartier (514) 870-8715 or e-mail: dcharti@cam.org


 Price: \$14,000; US\$. Fully restored 1968 109 SW. Full galvanised roof rack with ladder & tropical top. New paint, wheels, tires, seat and door upholstery, brakes, shocks front and rear, galvanised frame, (812) 473-6090 Rupert Simmons, Evansville, Indiana, USA


 Price: \$9,000; US\$ obo. RHD 1949 SI in very good mechanical condition. Straight body, good frame, no rust. New canvas top, RHD. Drives and runs well. (812) 473-6090 Rupert Simmons, Evansville, Indiana, USA

 Price: \$14,000; US\$ 1961 88 Good running condition. 6 cylinder Chev conversion New 16" tires. New paint. Frame good. 518-725-1576 Fay Lock, Gloversville, New York,


 Price: \$10,000; US\$ 1965 Series IIA Land Rover 88 Station Wagon. Fully restored. Rebuilt engine including hardened valve seats, Weber carb, new exhaust. New interior including head liner. Tropical roof. Frame has been painted and has a new rear cross member. New tires, battery and fuel tank. Front end has been rebuilt including new swivel balls, bearings and seals, has Warn locking hubs. New paint inside and out in original blue and white. All new hydraulics and brakes. The vehicle is in Manitoba, may be able to deliver. (204) 254-3498 Brian McDonald, Winnipeg, Manitoba, Canada


 Price: \$5,500.00; US\$ 1973 SIII 88. One owner poppy red LR in good shape with a list of newer parts "an arm long"! Dependable and ready to go. Needs a new rear crossmember and some TLC but includes several boxes of spare parts. I now have a newer diesel LR and MUST clear up ASAP. Call Paul Hanson at 414-662-2536 [pm]. Big Bend, WI, USA


 Price: \$13,200; obo US\$ 1966 109 5 door Safari Wagon DAILY DRIVER! Full engine rebuild with less than 16K miles, excellent painted and oil coated TOTALLY rust free frame, full steel roof rack with ladder, tropical top, Superwinch overdrive, Warn lockouts, repainted bronze green (hunter green) body with limestone top and wheels, two spares, trailer hitch, 5 seat-belt sets including front inertias, dual rear work lamps, outstanding interior and brand new rear Land Rover 109 heavy-duty truck springs to prevent any 109 sagginess. Cruises on highway between 60 and 70 mph. (802) 672-3855. Peter Voller Plymouth, Vermont, USA.


 Price: \$21,000.00; US\$ 1974 Series III. 1 owner, bought new Dec. 1973. 37,000 miles. Just replaced: frame with new British Army unit, radia-


tor and related parts, gas tank, springs and shocks, 16" rims and tires, clutch, motor mounts and more. Work order available. Paul Flinn 902-275-3297 Chester, Nova Scotia, Canada.


 Price: \$17,500; US\$ 1969 Land Rover Series IIA 88 LHD Less than 3000 miles since total mechanical o'haul including: Turner engine; tranny w/overdrive; fuel tank; cooling system; alternator; springs & shocks; brakes; 16" wheels w/TracEdge tires; air horn; steering relay; paint (Limestone over Derwent blue). Accessories include roof rack with custom kayak mod., rear work lights, and mounted jerry cans (used for water only). Total mileage on vehicle 49,000. 214-528-0741 Mac Tippins Dallas, TX, USA

 Price: \$20,000; US\$ Completely restored coil sprung 1962 SIIA Turner rebuilt 4 cyl. 2.5l petrol. 11,000 on rebuild. Disk brakes, new frame, new paint job, sound proofing, high back seats. Mint condition. Can send pictures. 407-446-0666 Benjamin G. Newman, Altamonte Springs, FL.

 Price: \$10,000; US\$ 1974 SIII, LHD 88 Station Wagon. Daily driver. Selling to make room for a new Defender. It is mechanically beautiful and rust free. Very little needed to make concours ready. Has received a thorough check and service by local LR specialist, given a clean bill of health and pronounced it fit to run another 20 years. Spent 15 years as daily transportation in San Diego & Portland OR. After being garaged in Northern CA for 2 years it was purchased by an automotive science professor in Bakersfield, CA. New highback front seats, a tropical roof, 6 15" wheels w/Bridgestone Desert Dueller tires, roof rack, interior, hood and rear door spare mounts, trailer hitch, and a custom tow bar. This vehicle is in wonderful original condition. Lowell Goss (818) 403-2503 Pasadena, CA, USA

 Now available: reconditioned and rechromed swivel balls. \$225 US\$ per pair with a \$50 pair credit for cores and a \$10 credit for each additional swivel ball core. Send inquiries to RoverMaineA, 113 Ash Swamp Road, Scarborough, ME 04074, Tracy White at 207 885-5167 ext. 4.

 Price: \$11,000; 1974 Series III 88 completely rebuilt. New heavy duty galvanized frame, new suspension, engine rebuilt as new, unleaded head, rebuilt gearbox and transfer case, front and rear axles rebuilt. New hydraulics throughout, exhaust system, all electrics rebuilt with auxiliary system, 5 new tires, owned for 7 years, daily driver. Selling because of too much long distance highway driving now and the impossibility if keeping two cars. Over \$17,000 in parts invested (bills and records available). Contact Jean-Pierre Adam, 715, 13ieme Avenue Nord, #451, Sherbrooke Quebec, J1E 3G6. 819-348-0508

 Military Rovers for sale in the USA
Price: \$6500 US\$; 1970 IIA, Military lightweight, RHD, hard top and canvas tilt, runs well &
Price: \$6000 US\$; 1967 IIA, Military ambulance, RHD good runner, very original.
Delivery to the Birthday Party possible. Trucks are located in Maryland outside the Metro DC area Contact Quintin Aspin 301-261-5675, or Qrover80@pipeline.com

 As always; US\$, US Dollars; C\$, Canadian Dollars; UK£, English Pounds.

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