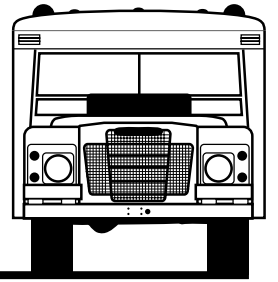


**OTTAWA
VALLEY
LAND
ROVERS**



15 December 1997

Volume XIV, Number 12





**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 \$25 per year; membership expires one year from the last dues submission.

Visit the OVLRL Web site:

<http://www.off-road.com/OVLRL/>

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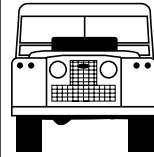
is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

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...

- | | |
|---------------------|---|
| December 20 | Off-road event at the RMOC quarry
Quarry is on Clive Avenue We will repair to the new brew pub (Midtown Brew Pub) if the snow depth is too much for our Land Rovers. Meet near the quarry at 11 AM. Look for some Land Rovers or phone Ted Rose for more details. |
| January 5 | Executive Meeting |
| January 14 | Annual General Meeting
Royal Canadian Legion
70 Hines Road, Kanata, 591-5570 |
| January 19 | Social at the Prescott Hotel
Preston Street, Ottawa |
| January 24th | Off-road event.
More news in the next newsletter. |

future events:

(Dates & times subject to change)

- | | |
|-------------------|--|
| April 11 | Maple Syrup Rally |
| May 9-10 | Carlisle Import Car Show,
Carlisle, Pennsylvania |
| May 22-31 | ARC 50th Anniversary
Eastnor Castle, England |
| June 19-21 | 15th Birthday Party,
Silver Lake, Ontario |
| June 27-29 | Downeast Rally X,
Camden, Maine |
| August 1-3 | North American 50th Anniversary Rally,
Cortland, New York - OVLRL, ROAV, BSROA |

This Month's Cover:

*Kevin Girling's Discovery and Bill Maloney's 1969 SIIA
14th Birthday Party. Photo: Spencer Norcross.*

The OVLRL Newsletter

- | | |
|-----------------------------|---|
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Mike Rooth |
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Ricker, Ted Rose, Sean McGuire, Bob Wood |
| OVLRL MARSHAL: | Murray Jackson |

Land Rovers do NOT leak. They leave their mark.

– Mike Loiodice

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

President: Ted Rose (613-823-3150)
Vice-President: Bruce Ricker (613-592-6548)

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

GREETINGS;

The event for December was the traditional Christmas Party, again back at the Navy Mess on Victoria Island. About sixty people showed up for the party. There were even some Land Rovers there! Pam and Charlie Haigh and Jan Hilborn drove up from Vermont, Eric Riston, his sister, and Jeff Berg drove up from Mechanicsville in Eric's red Range Rover. Spencer Norcross stopped by as part of a driving marathon from Washington DC via Montreal, where taking advantage of a container organised by the Montreal Mini club retrieved a new 109 rear box and many, many parts for himself and Tom Bache. The evening got off to a easy start with people socialising, watching Christine Rose's video of the years events, or participating in many of the games available as distractions. Christine had a new selection of OVL R clothing available for those looking for Christmas gifts. After an hour or so of socialising, it was time for dinner. Dinner was of the traditional Christmas fare, turkey and all the fixings. The cooks did a fine job and everyone went away full. Dinner put away, it was time for a bit more socialising, then onto prizes, awards, fun, the auction and yet more socialising. With everyone seated, the club gave an early Christmas gift to members who attended the Christmas Party. A limited edition OVL R key fob! Cast in pewter with a bronzed finish, the item was a big hit. One side bears the OVL R logo and name, the other "15 - 50", commemorating fifteen years of OVL R and fifty years of Land Rover. Both Atlantic British and Rovers North sent up boxes of Christmas goodies. Many of the items were raffled off as door prizes to very appreciative guests. OVL R's master auctioneer, Al Pilgrim, auctioned off the rest. Al whipped the crowd into a bidding frenzy, amply demonstrated by several people bidding against themselves!

Awards: Oh that happy subject (for some)! Roy Baillie won the TowBall Award this year for towing the club trailer around to and from the many events. Andrew Finlayson created a new award called the "Silver Swivel Ball". A swivel ball mounted on a piece of walnut, it is to go to someone who has done the most for the club in the past year or so. This year, Pam and Charlie Haigh won for their efforts helping out the club at past events in many ways. In the category of vehicles that just amaze, Keith Elliot managed to wrest "Gasket Under Glass" from Sean McGuire. It seems that the club mechanical types received more phone calls and heard more about impending death rattles from under his 88's bonnet than from any other person. Another new award, the "DorkTari Award" had Alan Richer as both its inspiration and first recipient. The DorkTari Award is a tastefully painted IIA dash panel, mounted on a quality piece of timber. It goes to the individual who has best exemplifies tackiness. Alan was a hands down winner this year for some of the horrible things he has inflicted upon his beloved steed Churchill. The can of lemon pledge mounted in

the fire extinguisher clip to polish his walnut dash panel clinched the award for Alan. None other than Dixon Kenner won the LugNut Award. Betrayed by Dale Desprey (you will read about him often in the coming year) and Ted Rose, Dixon beat out a clear winner (Dave Lowe) with a last minute effort on the Marlborough Forest Romp in November.

Several one-time awards were given out. Dale Desprey and his significant other, Madeleine won matching pairs of g-strings for their efforts at public signs of affection. They beat out a close runner up, Eric Zipkin and his fiance, with a long trip to Victoria's Secrets during the British Invasion at Stowe. Andrew Finlayson won a Perseverance Award for his tireless efforts at driving his 1951 80" to events in the United States. For those unfamiliar with Land Rovers of this vintage, words like quick and fast do not appear. Dixon Kenner won the "Best Parts Vehicle" award for his 109 station wagon. Serving as a parts vehicle to someone at the British Invasion, winning the "Most Used" award at the Atlantic British Rally earned him this award. Dave Meadows was presented with a chef's apron for his work as chief club cook for the past year. Marshall Murray had his token of office presented to him, a colour photo of himself, decked out in regalia at the Birthday Party (the photo that appeared in the newsletter). Kevin Wiley was given a new CD for his disco to replace the worn out Queen CD that seems to be perpetually plaining in his Disco. Dale Desprey revealed a new award category for next year. A box with an emergency sign saying "Break in case of fire!" The box contains marshmallows and will be awarded to some deserving candidate in the future.

Fun and games. Andrew Finlayson and Bob Wood conspired to create four different games for the party. There were the three usual Feelie Meelies in Easy, Medium, and Expert flavours, and a new one, the Seelie Meelie that consisted of four Land Rover parts that you could pick up, examine, and try and guess what they were. The winners were: Easy - Jason Dowell; Medium - Dale Desprey; Expert - Dixon Kenner. The Seelie Meelie - Dixon Kenner (that lump of steel was a tracta joint). Murray Jackson devised another Ladies Crossword Puzzle. Since last year there were eighteen winners, this year it was a little harder. There were three winners with 100%. Sandra Harris, Brenda Johnson and Yolla.

Thanks for organising and arranging everything for the Christmas Party go to Christine Rose. Christine and Jeff Berg get a round of thanks for MCing much of the evening. Andrew Finlayson and Murray Jackson provided the games, Joyce and David Meadows the registration and money matters. Rovers North and Atlantic British both deserve a round of thanks for their continued support of the club.

Finally, if you wish a key fob, they are available for \$8. Either contact Andrew, or drop us a line.

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

🚗 Editor type stuff: A well attended stuffing this month! Marshall Murray and Deputy Fred were in attendance. Dale, in the Gin Palace no less, made an appearance, Ted pulled off a miracle, found baby-sitting services and made it to this prestigious event, again held in that Land Rover Shrine, Bob Wood's garage. Bruce Ricker, Andrew Finlayson (the 80 is tucked away for the winter), and, of course, Bob himself all gathered at very short notice to try and get the November newsletter collated and mailed before a looming postal strike. (If the Union wins everything they want, a regular stamp will go up by twenty cents).

🚗 The November social was a well-attended affair. A dozen members gathered at the Prescott Hotel on Preston Street to discuss pressing matters, blame each other for their follies, and basically campaign subtly for someone else to get recognition at the Christmas Party!

🚗 From the November Executive Meeting: In response to some requests, our esteemed club Secretary has supplied us with a small article explaining how our membership works. Membership goes for 13 months (i.e. December to December) which is 13 issues. (Good deal!). The Club Secretary sends you a renewal application at the 12th month and the 13th month (bakers dozen) before we cut you off. After running using typed lists, then a main-frame, then a word-processor, we are now using a proper database to keep track of everything. While there was some information lost in the transition, everything has since been straightened out. from time to time for membership lists and numbers. The club trailer has been moved into dry storage for the winter. The propane tanks have been removed and everything is tickety-boo for the winter, or until the work party assembles to work on the stay-storage tubes, dolly wheel, wheel bearings and brake system.

🚗 In response to widespread demand, you will find a membership card in with your January newsletter. Membership numbers have been assigned. This will also ease the process of buying from the suppliers who offer OVLR members various discounts.

🚗 Brian Christiansen has moved part of his fleet into Ottawa.

🚗 A note from Bill Calocchia - Well, the Welder was poking about, and whacked a bulkhead outrigger and half the welds popped off. He also reports that the Transmission cross member is toast (wonder if dragging it for 20 meters at the birthday party accelerated that ?), and I told them that I'd set a limit of about \$700 work on it before considering a new frame. So after poking about, they called back and told me to consider a new frame.

🚗 Russell Wilson writes - I wanted this bunch to be the first to know that I've got the Series III disease. Just like that. I'm now the owner of a '72 SWB. Blue. Did they paint these things (72 SWB LHD) any other color? It seems to be a great truck. It has been in storage in a garage about 4 blocks from my place for 7 years. I took over the guy's rent on the garage for storage. \$30.00 per month for

a garage with a concrete floor and electric. Wooo hoooo! Jon and I went over to do a final check over of the beast this a.m. before I went and offered the owner any \$\$\$. The inspection revealed a few problems but nothing major. I might sell it or keep it the keep it vote is coming from Leslie, who is quite interested in a Rover that has the steering on the left side and a tranny that doesn't have to be double clutched.. This may just stay a 2 Rover house. I'm now in serious fear of ever having a free weekend to ride my bike and not be fixing Rover #1 or #2.

🚗 New tales from Alan Richer (well, not Alan, but some spies. Think drunken telephone calls at 3AM) - When we last heard about his Rover projects, they mostly seemed to involve stealing parts from "Mr. Trevor" (the supposedly-for-his-daughter-when-she hits-16 vehicle) for use on Churchill, though he has done a lot of nice work on Trevor's chassis as of late. (As per his running series on the rebuild in General Servicing). However, there are rumours that the yard just beside his house is going to be declared either a work of art or a toxic waste pit, given all the random parts lying scattered around the area. The NEA and EPA are thumb-wrestling over rights to the site on the USA network in a few weeks (I've odds on the NEA—they fight dirtier). Churchill-wise, (his long suffering 109 pick-up) it seems Alan just got the head back from the machine shop (it's supposed to be pretty - the machinist plugged all the holes and glass-beaded it before he worked it over. Valves and combustion chambers too!). Attached to this he has 2 refurbished manifolds - an intake that Alan cleaned up and polished, and an exhaust that got 4 coats of black stove paint over degreasing and de-rusting. Is this enough? Nope... Seems there are plans for chrome on the inlet side... He did consider chrome on the whole exhaust system as the heat retention will increase the scavenging effect of the escaping gases. However, the shiny head has more power and good looks! Rumour has it that a neon kit is considered for nighttime driving. Of course, this is only to help illuminate problems when something falls off and it is dark out. It is not true that he painted the head in varying shades of brown to make it look like a block of walnut. (We understand he couldn't figure out how to make the spark plugs look like broken branches)

🚗 News on the North American celebration of the 50th anniversary of Land Rover. The gathering is likely to be a cooperative effort between the Ottawa Valley Land Rovers, Bay State Rover Owners Club and the Rover Owners Association of Virginia. The event will be held the weekend of July 31, August 1 and 2 at the Greek Peak ski area near Cortland, NY (Finger Lakes area) a site mid-way between the three above-mentioned clubs. It will also mark the first sanctioned rally by the Association of North American Rover Clubs. [add a "Y" and you have ANARCy!] More to follow...

🚗 E-mail from Jeff Berg: Okay, I finally succumbed to the threats and ridicule, stopped doing unimportant stuff—like work-

ing and crawling around beneath my Rover—and finished the web article on the 1997 OVL R Birthday Party. Those who've been holding their breath are dead by now. The rest of you can check it out at: http://www.off-road.com/OVL R/Events/Birthday_97/index.html As usual, send praise to me but niggling complaints should be routed to Dixon. Also, if you've missed any of my past articles—or just want to consolidate your bookmarks file, then check out <http://www.off-road.com/OVL R/jberg/index.html> From there you're just a click away from all of my Rover articles on the OVL R, RoverWeb and EROS web sites. Currently in the works is a write up on the ROAV Mid-Atlantic Rally. After that, I plan to finish up the account of what happened after Jeff Meyer, Zippy and I left Ottawa (including the truth about FINSUP's drowning) and headed to Maine for the Downeast. All of this stuff is in progress one way or another—but I wouldn't hold my breath waiting for it...

David Place still has lots of diesel stuff he would like to trade or sell very cheaply. He writes - If I got \$100 for the dist. pump I would be very happy. The block head and pistons another \$100 etc. This is likely a SII or IIA diesel engine. People would have to check the serial number since I don't know diesel very well.

A note from Mike Rooth - Bastard, bastard, BASTARD. If I catch bloody Nigel I'll cut his wheels off at the ankles. Parked next to a colleagues SIII 88 diesel t'other day. Nice little puddle of fuel under his tank. Guess what Bloody Nora's done now. Fifty-five quid for a new tank, that's gonna cost. S**t and putrefaction... (And that's in addition to the spring and new handbrake shoes that it needs. Buggrit, buggrit...) [Conclusion in General Servicing, Ed.]

From Bill Rice, currently relocated to points east - Howdy from Tuzla, Bosnia. Life here is pretty good, but I'm withering without LRW, my subscription is taking a while to get here. Plenty of Rovers around here. Mostly 110's, regular and station wagon,

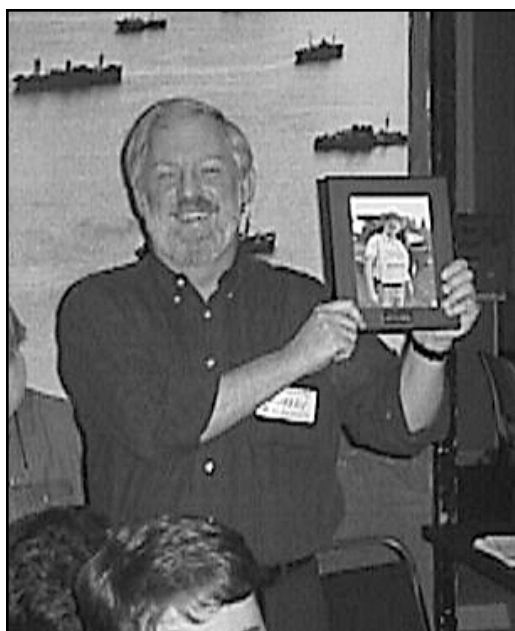
and one 90 hard top, civilian-type (not sure what that's doing here). A whole fleet of Discos owned by Brown and Root (the people who build everything here, clean everything here, and feed us very well—they make big \$ when we deploy anywhere because we always hire them to take care of us). Have even seen a Range Rover cruising around. It's a weird mix of civilian and military vehicles here. A lot of the secret squirrel special operations types drive civvy vehicles and so do the civilian VIPs. Our day-to-day life is pretty dull, but that just gives me lots of time to read and write.

In the category of what appears on your Land Rovers registration doesn't always match what you own, here is a different twist from Steve Bradke, I noticed the inspection sticker on my '72 Series III was expired. Well I don't use it that much. I stopped by the local LR Dealer to get it done and when I got the bill the computer print out had it listed as a 72 Discovery!

New member Richard Tearoe writes - "I currently have two SWB IIAs, both in completely stripped down state at present. I am undertaking a complete chassis over rebuild and hope to have a vehicle on the road by next summer. Anyway, I met you folks up at the British Invasion at Stowe and thought it might be a good idea to become a member. Always looking for useful information and it's good to hear about other's experiences. I thought that the Stowe turnout was a good show and you guys seem to have the right attitude! I used to be involved with wooden boat restoration (Chris Craft, etc.) and never really had much time for the club people, so it's nice to meet people who are enthusiasts who are genuinely interested in their hobbies and not into the status factor. Keep up the good work."

A Nigel warning from Mike Rooth: I went to open the drivers door to get out yesterday morning, and the door handle fell off. The *inside* one. Sheared off such that I can't lock the damned thing now. Or rather, I can try, but it makes sod all difference.

I had a spare for the passenger side, and took it apart this afternoon, thinking to mix and match. Close, cowboy, but no cigar. *And* the inside handle on that one was about to shear off in the same place. Nigel's disease will now strike, leaving you all with doors flapping about and dropping off. Well, it always gets worse when transmitted doesn't it. So watch it Dushin, Bloody Nora's revenge is on its way!



Murray Jackson with the Marshals' award.
Photo: Spencer Norcross



Dixon Kenner accepting the prestigious Lugnut Award for the second time in three years. Photo: Spencer Norcross

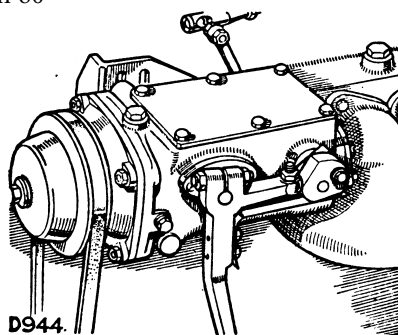
Some Non-OVLR News & Rumours

🚗 CQ to all you Land Rover Hams out there. The time has come to get the group together and try to meet on one of the ham bands. I propose we try 14.160 MHz so that we are away from the "Big Guns" on that band that want to do lots of DX work. This freq. will allow both U.S. and foreign hams to communicate in a quiet section of the band. I am on every night from about 7 P.M. local time in the central time zone that is 0100 Z when we are on standard time. Try calling CQ Land Rover Net or something similar so those tuning in will have something to tune for. I propose starting the first Tuesday in October just to see how it goes. For those who want to start sooner, I will check that frequency every evening starting from the beginning of September and I also am on 3760 every evening for the Manitoba Evening Phone Net on 80 if you want to try a short haul band. Good DX and 73 Dave Place VE4PN.

🚗 Alternative Parts: From Dale Desprey - I just replaced the fuel filter on the 88 Range Rover. I replaced the Bosch 0 450 905 030 with a Cooper FIG7002.

🚗 Correct parts for an alternative part: From Alan Richer - For a Weber 341CH carburettor, the following parts are the correct ones for a Rover 2.25. Per Charlie (at RN), Main Jet should be 165, Air Correction Jet should be 190 and Emulsion Tube should be F6.

🚗 Supplemental winter heat: From Trevor Easton - Canadian Tire have a magnetically attached block heater on sale currently (30-3203-8) for \$24.95. From the picture this looks like a unit that attaches to the oil pan and warms everything up from there. The advantage of this variety is the versatility to attach it to anything that has a steel pan with sufficient flat area without a permanent hook up.



🚗 More alternate parts. A fairly decent replacement for the Lucas four-inch amber lens is a replacement lens by Grote, which can be found at Central Tractor for about \$2.79. It is their part number 90233.5, replaces the lens on their trailer light 5522. The Grote lens is not drilled, but that can be remedied by drilling, and you will need to grind a little flat place for the machine screw head. It was a bit shallower than the one from the Prince of Darkness, so you'll need to get shorter machine screws. If you get flathead screws, you can countersink the front of the lens where the screw head seats.

🚗 Trivia from Paul Quin - With respect to the best speed at which to cross water, this would be the speed at which you get the deepest trough between the bow wave and the stern wave. (I also race sailboats so please excuse the nautical terms... its really cool when two hobbies collide!) In sailing, this speed is called the boats hull speed and has a mathematical formula derived from the physical properties of waves etc. The formula (in its simplified form) is {the square root of the vehicles length * 1.34} where length is in feet. Result is in knots. For arguments sake let us say an 88" is 12 feet long. $\text{Sqrt}(12) * 1.34 = 4.64$ knots which is about 5 mph. A 109 would be 5.11 knots which is about 6 mph.

🚗 Yet more alternate parts - A OEM tune up kit for a 25D4 distributor (II/IIA) would consist of the following part, manufacturer, and part number. Distributor Cap (Lucas, push-in) DDB-106, Contact set (Lucas) DSB-101C, Rotor arm (Lucas) DRB-101C, Condensor (Lucas) DCB-101C. Spark plugs? A matter of preference. I prefer NGK BPR6ES

New Members

Four members this month:

Kathryn Lanier of Mount Vernon New Hampshire

Brad Althouse of Belleville Ontario with a 71 SIIA 88 and a 56 SI 107

Mike Hollick of Wilmington Delaware. Mike has a Defender 90, as well as a 1969 SIIA under construction.

Pete Blanchard of P.A. Blanchard & Co. in York, England. Obviously he has more Land Rovers than any of us in stock and a better supply of parts than Bob Wood!

General Servicing: Repairs, Humour, Tales & Trivia

Booby Traps

by Ted Rose

A booby trap, that's it, plain and simple. Working on anything that belongs to Dixon is just trouble.

Dale and Dixon told me "We got the Little Earth Pig (LEP, as Dixon calls it, although it should be Leper, as it has extra growths all over and pieces falling off it) running, it idles fine but it won't take any gas. Must be a carb problem, damn Weber."

It only took Dixon two years to get to this point. Somewhat of a record for him I think. Perhaps he is getting more ambitious as he gets older.

So I go over to help. True, I brought one of the Tasmanian Devils with me. This didn't help, especially after Madeline filled him full of chocolate.

Turn the key, sure enough it starts. Starts rather well, actually. Idles pretty good, too. Give it gas and it breaks up and dies immediately. So I popped the hood, after making sure the reciprocating blades on the electric fan weren't turning. These are strategically placed to de-digit would be battery thieves (they're usually dead anyway in Dixon's vehicles, but that is another story.)

Geez! It seems Dixon had put new plug wires on. Not genuine, not even Lucas speed leads, but good old Cajun Tire one size (two feet each) fits all on a poor 2.25 engine. It resembled the snake pit in that Indiana Jones movie. "Are you sure this is wired right?" I ask Dixon. "Oh yes," he replies, "I changed them one at a time." So we proceed with setting up the carb. It took a while but we got it running quite well.

Unfortunately, it still had a nasty misfire when we gave it much throttle. Back to the ignition side of things we went. Everything under the cap checked out OK but those damn H/T leads were everywhere. What was really annoying about this was that there was a genuine set in the bag, on the front seat, that Dixon bought at Stowe from Eric Zipkin. I couldn't take it any longer, those new wires were going on. However, when Dixon is involved, things are never as easy as they appear. First, there were two extra wires in the package. Perhaps they were for a six cylinder? So I got five of the wires that looked like they would work (the coil wire was getting pitched, too.) Secondly, it just didn't look like it was wired the way it should be to start with. Maybe the distributor was 180 out (not unknown with Dixon!) But it wasn't quite that easy. A couple wires seemed OK, a couple didn't. So I referred to my Series III. Something was definitely askew. Then Dixon queries "What it two and three were reversed?" and sure enough, he was right.

I don't put this down as an excellent diagnostic ability, but more likely he mixed them up in the first place although he

claimed George Kearney, the previous owner was responsible.

After the wires were sorted, the little Land Rover ran fine. So we consumed some beer in celebration while my son went into withdrawal from the sugar high. Observers Madeline and Dave Meadows escaped unscathed but Dale and I knew this particular day would come back to haunt us.



*Ian Harper's SIII
Photo: Spencer Norcross*

Resetting your Steering

by Bill Leacock

Tired of not having your steering centered properly? Here is a fast and easy way to set your steering. To set the steering wheel in a central position proceed as follows...

1. For ease, raise the front wheels off the floor on a couple of jacks (or one if you only have one).
2. Wind the steering wheel to full lock, wind the steering wheel to full opposite lock, counting the number of turns.
3. Halve the number of turns and wind the steering wheel back this amount, thus your steering box is in the mid position.
4. Check the position of the upper steering idler, this should be parallel to the cross member, if it is not adjust the length of the rod by rotating it (after releasing the clamp screws) to make the arm parallel to the cross member.

The lower steering arm on the steering idler should be square to the upper arm and pointing straight ahead, if it is not square to the upper arm, remove it and replace it in the correct position. At this stage the front wheels should be straight, if not adjust the steering track arm length to make the wheels straight. Check from full lock to full lock, the clearance between the tyre and the spring can be compared at both sides.

Following this procedure will correct any imbalance that has been created by DPOs (dreaded previous owners) who have replaced track rod ends, etc., without setting them correctly, or misalignment caused by hitting the kerb too many times.



*Dale and Madelein receive special under-awards for skipping the offroad at the ABP Rally this summer
Photo: Spencer Norcross*

Day of Atonement

by Brett Storey

G'day all, My friend Tom Tollefson and I spent four most excellent days last weekend camping and bush crashing up near Calabogie, Ontario. Tom was in his 101 and I had my 88. The trails were muddy, the days warm and the nights around freezing. What more could you ask for?

On the fourth day, we thought we would head down to the Picton area on the shores of lake Ontario. It was on the way home and we hadn't been in a few years so we thought we would check it out, knowing full well we were likely to get a little wet. Unfortunately the water level in the lake was way down. I say unfortunately because that just meant we would be able to drive out into the lake further than would be socially acceptable. We had too much fun frolicking in the waves, bouncing off rocks and then spending our last night camping on the beach. But as is always the case, it was all to soon time to head home.

I knew there was about zero chance that no water had gotten into the swivels or axles but due to a very busy week I was unable to give them the attention they deserved. Naturally the temperature dropped

good style during the week and we had a big dump of snow Friday. That brings us to today, Sunday. Temp. at -4°C and windy. I'm laying in the snow trying to drain a frozen gear oil/water concoction from the swivel balls. Nothing wants to come out and this is after a 20 minute drive to try and get things warmed



*Dave Lowe giving Murphy a well deserved bath.
Photo: Brett Storey*

up. Great. Out with the propane torch and after half an hour of warming I seem to have most of the crap out of one swivel. Same problem on the other side but I seem to have caught a break with the front axle. Still lots of water but the drain hole is large enough that the slush is able to ooze out. Move to the rear axle and what's this? NO WATER! Well, at least one raised axle breather works. Next I check the gear and transfer boxes but they are fine. Things are looking up. Last but not least is the air filter and sure enough it too is full of goop. Actually, frozen goop. Some day I will learn to stay out of the water, I hope. Has

anybody else ever noticed that the colour of that oil and water mixture you sometimes find in your running gear is awfully close to limestone?

With all the dirty work out of the way, it was time to get down to the depressing business of removing the canvas and sticking on the hard top. This job is never as enjoyable as doing the reverse in the spring, but winter seems to have arrived, so... Ya just got to love living in the Great White North, eh?

Rover and out

Resealing Valves

by Steve Denis

Intro: There are many ways of resealing valves. They range from filling the combustion chamber with rope, thus eliminating the requirement to removing the head and dealing with them or simply removing the head and using either a drill press or the proper tools. Here is yet another way to do it.



Roy Bailie's SWB on the heavy offroad
Photo: Spencer Norcross



Tom Tollefson's earliest recorded shakedown cruise with his new SeaRover™
Photo: Brett Storey

Here's what you do...

1. Bring the piston up on top dead center with the valves closed (of course they're closed, you have removed the rocker shaft).

2. Apply your air pressure through the spark plug hole as always.

3. Compress spring and remove keepers, retainers and springs.

4. Remove air pressure. (the valve will drop to the crown of the piston but still protrude from the guide)

5. Slowly rotate the engine while pressing the valve down into the guide (the "O" ring will prevent easy movement when the keeper grooves pass by...) **CAUTION** make sure that the valve stays in contact with the piston or it will fall down the bore!

6. Once the valve is clear of the "O" ring, pick it out, install new one, lube up the whole she-bang with silicone and rotate the engine back. The valve stem should re-appear out the end of the guide.

7. Grip the end of the stem with locking pliers (if it gets ugly, the valve can't fall) set the cylinder back on TDC and apply the air pressure again.

8. Pull up on the valve and it will seal.

9. Re-install the bits you removed. Strike the end of the valve with a brass hammer to check your work. Best to have the bits fly off now, not 12 miles down the pike.

If the total ugly happens and the valve falls into the cylinder, remove the manifolds and fish the end of the stem up into the port and align it with the guide. A friend with a soft touch on the crank pulley if very helpful now. With needle nose pliers or wire or what have you, align the valve and guide as the piston lifts the valve. Once it's started, continue to turn the engine until the stem protrudes from the guide and be *careful* this time.

Dribble-dee-dee, A Friday Story

by Mike Rooth

To be fair, it was inevitable. For one thing I'd parked Bloody Nora™ alongside Phil Lawson's SIII The Gunner (my name for it, not his. Comes from it having a Royal Artillery cap badge on its radiator grille). And The Gunner had a leaky fuel tank. And Nigel's Disease being what it is...

The first action in cases of this sort, is to ensure continuity of supplies before the leak gets any worse. Of booze, that is, you can get diesel from anywhere. The good mechanic always has his priorities well sorted. And so should those of us who aren't, as well. Having retired to wash the smell of diesel from the mouth, recourse to The Manual is necessary. There it is, in all its glory, "Side Mounted Fuel Tank". Three quarter front view including three bolts, nuts etc. duly labeled Fixings, fuel tank, 5/16" UNF x 3/4". Got your measure this time Nora, I'll go and get a dozen replacement nuts and bolts before I take the tank off. Next, go and see Mike and Tony for a new tank. Only to be told on leaving the shop "Paint it first, or it won't last five minutes" "You what?" "Paint it". AND run some hot oil between the double bottoms". Oh gawd, I thought this was a *simple* job.

Right, you sod, out with the jacks... er... hang about, Bloody Nora has that innocent air about her. Hmmmm. Lets just have a quick butcher's at the Porter restoration book. AND the LRO one which covers restoring a SIII. And there it is! The reason for Nora's smirk! The Manual doesn't illustrate the "rear" tank mounting bolt. Bitch! This, of course, is a special, with rubber buffers, a 3/4" AF head, turned down at the end for the usual 1/2" AF nut. And if it shears... More coffee to calm nerves. Well, at least the seat comes out OK, and the tank cover. Ditto the gauge sender, and the supply pipe. Great! Got it cracked here. But the spill return? No way. The only way of getting that off is to undo the pipe union and lift it straight up. Then screw it into the new tank, (duly painted). With a new cork gasket of course. No expense spared on this job. Last of the Big Spenders, me. A whole quid they cost, as well, those gaskets. Whaddya mean, *each*? No, the lot, d'you think I'm made of money? Right, now the uncomfy bit. Underneath. Diesel dripping all over the place, being caught in a little plastic jar so it can be poured over that oh-so-precious rear tank mounting bolt. Recycling? I love it. Two bottle jacks under the tank, which (of course) still has diesel in it, because (of course) I haven't a container big enough to drain it into which will fit underneath. Attack front mounting bolts. BANG, BANG, BANG. Each one shears nicely. Nora smirks again, until reminded we went to get new bolts, didn't we? You really didn't think you were sat on that industrial estate for a suntan did you? Approach rear bolt in dread. The 3/4 AF bit proves to be OK as to size, but the nut 'as shrunk. Evenly, I grant you, but shrunk nevertheless. Oooh 'eck. Ah! Mr. Mole! Where aaare you? Right, grab hold of that. IT MOVES! Thanks be to Glub, it actually moves! Oh joy! Oh happiness! Which of course, just to get its own back, is more than the bloody tank

will. All right, sunshine, if that's the way you want it... Block of wood and a ten pound hammer to you... it moved. It even jacked down quite nicely. Ummm. What about the last foot or so? With both jacks down as far as they will go, and just me to do the job... Kick the jacks out. Kerunch. Yah, fooled you! Steel toecaps really are worth having.

So. We have a nice shiny new tank, all ready to go in. Pop into position, elevate jacks... 'ere, wait a minute, this isn't right. Now what has the dreadful old cow dreamed up? The front goes up OK, but the back doesn't. Don't tell me the damned tank is the wrong size. Too long? Can't be, surely. Can it? Oh hell, it must be, I can't raise the rear any more. Look inside. Oh. I forgot about that. The filler pipe. And the one on the new tank is much longer than the old one. Follows ten minutes of strictly unparliamentary language, fiddling jacks up and down and trying with minimal success to get the flexible bit of the filler pipe to go over the solid bit attached to the tank. It did finally go on, but not before Nora had a good laugh. Right, raise jacks again. Still no good. When in doubt, cheat. Lift the front into position and fit new, shiny expensive, bolts. Then have a good look at the back. No better. Look inside. Again. Oh dear! It appears that the flange around the midriff of the tank is fouling the chassis in just one place. That's the bad news. The good news seems to amount to the fact that the rear mounting holes are dead in line. Solution. Fit lump of wood under tank and carry on jacking until it is possible to fit the rear mounting bolt, complete with a new (preshrunk, or 1/2" AF) nut. The problem would appear to be that the old tank was the original, and had no flange. Genuine Parts would perhaps have been less trouble, but would have eaten unacceptably into the beer money. Priorities again.

As usual, by this time, Bloody Nora had given up all resistance, and work progressed more or less without hitches from then on. The old tank had a kick in it though, when it came to empty it into the filler, using its own filler as an exit pipe. It was heavy. And I'd forgotten the breather. And it dribbled diesel all down my arm. In fact my (Genuine Parts) leather watch strap still stinks of the stuff weeks later.

And what of The Gunner? Despite weeks of protesting that it was some quirk of The Gunner's filler system, Phil went to Sodbury and returned, with, among other things, tank, fuel, SIII for the use of, one. Ex-army, 45 quid (thus saving the VAT, for 45 quid plus VAT was what mine cost) but having spent a fortune on diesel getting there. Which just goes to prove er... something.

The old tank is currently in the possession of a friend who, he says, is going to find the leak and bung it up and use it on his IIA which is currently ultra economical owing to the fact he can't put more than a fiver's worth of diesel in it without losing some. Its been this way for nearly a year. But then, this poor IIA has had a Ford Sierra diesel put in... no, you don't want to know, it really is too painful.

A Rover Christmas

T'was the night before Christmas and out in the yard
not a Land-Rover was running; they'd been trialed too hard

The stockings were hung by the chimney with care
in hopes that St. Leyland soon would be there

The children were nestled all snug in their beds
while visions of bush tracks danced in their wee little heads

And Mama in her Oil skins and I in mine, too
thought a cross-county mystery drive was the right thing to do

When out on the lawn there arose such a clatter
it was like a bad diff; you know how they chatter

Away to the window I flew in a dash
and into those panes I nearly did crash

Then what did my wondering eyes dare to see?
A series 1, some II's, and a whole bunch of III's

With a little old driver who was rantin' and ravin'
I knew in a moment, it must be St. Leyland!

More rapid than eagles his Landies they came
as he yelled and screamed and called them by name

Now Disco, now Defender, now Stage 1 and Rangie
On 80, on 90, on 110 and FC

To the top of the garage, to the top of the wall
drive away, drive away, drive away all

So up to the house top the Landies they flew
The 130 full of car parts, and St. Leyland, too

As I drew in my head and was turning around
when St. Leyland, down the chimney, he came with a bound

He was dressed like a mechanic from his head to his foot
and he reeked of 80W/90 and ashes and soot

And a great bunch of parts he had flung in his pack
with names like Lucas and Girling - I was taken aback

His nose, how it wrinkled! His eyes, how they did glisten!
Like the dealer's when he said, "You need a new transmission."

His feet they were all covered in oil, which was grouse
until I saw his great footprints in 20W/50 all through the house

He was chubby and plump - a jolly old mechanic
but the sight of him would surely send my Landy into panic

He spoke not a word but took from his sack
a new alloy bullbar, all shiny and black

And putting his finger aside of his nose
in a wink, up the chimney he rose

He sprang to the 130 and to his Landies gave a whistle
And away they all flew like an errant Scud missile

But I heard him exclaim as he rumbled out of sight
"Merry Christmas and Happy Land-Rovering to All,
and to All a good night"

Have a Happy and Safe Christmas.
See you all next year.



*The awards ceremony at the Christmas Party
Photo: Spencer Norcross*

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occasion"*