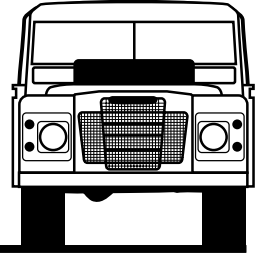


OTTAWA VALLEY LAND ROVERS



15 January 2007

www.ovlr.org

Volume XXIV, Number 1





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

General Information

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

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

Membership: Canadians joining throughout the year pay CD\$45 per year; Americans and others pay US\$45 per year; membership is valid for one year.

The OVL

R Newsletter

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

Submissions: Articles may be submitted to the Editor, Dixon Kenner (dkenner@fourfold.org) or via post, to the club address.

Deadlines: Submissions to the OVLR Newsletter must be received by the 15th of every month for inclusion in the following month's newsletter. All items submitted for publication should be legible and signed. Names may be withheld by request. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

Editorial Policy: The Editor of the OVLR newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVLR newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLR, 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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OVL

R Radio Frequencies:

VHF: 146.520

CB Radio: Channel 1

FRS: Channel 1 sub 5

Shortwave: 14.160Mhz

More details regarding Land Rover events can be found at:
<http://www.ovlr.org/Events.other.html>

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

OVLR/Land Rover HAM:
14.160Mhz @ 01:00GMT Tuesdays

“This is one of the nicer classics that I’ve seen in a long time, it’s hard for me to pass on this one, but there’s something about driving in a vibrating metal trash can that can’t be put into words”

– A post on the ROVERS board selling a Range for a customer. The poster passed on buying it to build a new Series instead

Greetings;


Good day, Another month and the depths of Winter have arrived. Happily we have the WinterRomp to look forward too. Possibly this year there will be some snow in the wilds of Maine. As for club business, the February newsletter will have complete coverage of the Annual Genneral Meeting. Suffice it to say that the Executive is looking for volunteers!

In the October newsletter an unattributed snippet was

printed that made a disparaging remark about a member of the club. This was an unfortunate oversight and while we tried to correct the problem with a revised version, the uncorrected version went out. Our apologies to Martin Rothman about the remark. At the most recent Annual General Meeting it was decided that we would not publish items that arrive anonymously.

Also, this issue marks the 10th anniversary of the first newsletter that Spencer and I did as a team, as such, you will find a few items from that issue, and from that era on the following pages.

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

 Russell Dushin writes in. It seems that he’s been busy Waxoyling his Galvi. (*hopefully Nigel’s disease works for this too, ed.*) OK...powerwashed Nige last weekend. Did the usual damage...lost a little paint here and there, but tried to go gentle on him so it wasn’t too bad. Bulkhead paint held up well, axle paint (rustoleum) so-so, and “galv paint” (on the D-rings on the rear cross - RN sent me black ones and I painted them) pretty much not at all.

Did manage to spring yet another leak in the gas tank, though. In a spot where the paint didn’t hold so well. I suspect it was leaking from beneath the paint, but it wasn’t leaking enough to even smell it. So I’ll be yanking it yet again and giving it one more shot at repair. I hate that job...

But here’s the real bitch: some spots on my galvi frame aren’t quite so pretty. Mostly in the vicinity of the rear wheels (front, back, and outer edge facing the wheel) and outriggers. The galv is no longer smooth, looks pitted and slightly discoloured, and hasn’t got that nice new smooth galv look to it like it does in most other areas. No sign of rust, mind you, but I’m still not pleased about it. Note I live on a dirt road, and our highway department is hell bent on salting year round (helps keep the dust down in summer and adds moisture to the road so it compacts better), so I’m figuring these areas on the frame have seen some exposure that most rovers probably don’t get on a regular basis. (Anyone else out there 2+ years into a galvi frame and if so, how’s it looking?) Oh yeah, I pretty much haven’t driven Nige at all on salted main roads in the winter - only winter driving has been under dry conditions after a heavy rain.

So, I had previously (2 years ago, when assembled) given the frame a very light waxoyling. I’m wondering whether this was actually a good idea or perhaps a bad idea. In most areas, it’s now (once washed) as good as it always looked...it’s just around the wheels (and more so around the rear wheels) where it’s not quite as pretty. Could this be because sand/salt dust had settled upon the frame and caused corrosion of the zinc? I tend to think not, because otherwise I’d have this problem just about everywhere. Since it’s pretty much only around the wheels, I’m guessing it’s the constant sand blasting that’s responsible for the damage. But then again, it could simply be that this is the area that has seen the highest buildup of dust and such, and that the other areas will similarly go south given time.


Obviously, you can make a case for not waxoyling the galvanized bits. Simply doesn’t need it. Can probably get away



Gordon sports his colours
Photo: Dave Pell

This Month’s Cover:

with only waxoyling the axles, bulkhead, breakfast, and various metal brackets located here and there. I've given up on waxoyling leaf springs 'cause I suspect it only attracts dirt, thus increasing the friction between the leaves and rapidly rendering them useless. I haven't had much luck in the past (getting much more than 5-7 years of life out of them) with the annual liberal application of waxoyl. I now live with the rusty leaf spring look and hope for the best.

 A note from Bill Maloney - So it's too nice to stay indoors and too windy to go kayaking and a band of ran was on the radar headed this way so I figured I'd pay a visit to Ben and help out with the Jeff project that I thought would continue today. Well, Christina looked more surprised than I expected and to my surprise Jeff wasn't there. But I should have checked with Ben first. So sans Jeff we got to work troubleshooting Ben's 88's apparent vacuum leak. Ben said the head needed to be retorqued so off with the hood and valve cover and we went to it, loosening each before applying a steady torque value. If you've been using a micrometer torque wrench for a while then try a beam type, you'll know what a good move getting that micrometer torque wrench was. The bolts once cracked needed a good amount of extra angle to get them torqued to spec. Next were the valves, all of which were tight with the tightened head.

Then we tightened up all the manifold bolts... except for the 3 nuts on the downpipe which I forgot...



in the next month or so...


- | | |
|----------------|---|
| January 15 | Social at the Prescott,
Preston Street, Ottawa |
| January 24 | 24th Annual General Meeting
see ovlr.org for details |
| February 16-19 | Winter Romp,
Benton, Maine
(www.winterromp.org) |
| February 19 | Social at the Prescott,
Preston Street, Ottawa |

future events:

(Dates & times subject to change)

- | | |
|----------|---|
| March 19 | Social at the Prescott,
Preston Street, Ottawa |
| April | The Maple Syrup Rally |

We replaced the spark plugs, one of which was missing a washer, another was a different brand, and the first 3 were RN11s instead of RN12s. There weren't any proper plugs on hand (amazing considering how much stuff was on site). Ben drove it around the homestead a few laps and once it was warm I went to work with the mixture and idle speed. It was weird, it didn't seem to be responding well to the mixture adjustment. Sometimes it had an effect and sometimes it didn't. It would run well then stall all of a sudden. I started pushing each plug lead in to make sure it seated and got zapped whenever I grabbed the number 1 wire. I did get it seated but when I grabbed it again while running the volts jumped right through my glove and into me. These were rather new looking Land Rover wires. Ben pulled out another new set and we replaced the one and after starting it immediately sounded much better. The mixture adjustment responded much better too and it finally stopped stalling. Another drive around the yard and Ben thought it felt a little better and it kept idling once it stopped. So at this point hopefully all it needs is a set of Champion RN12YC's (I may have the "Y" out of order), the rest of the wires, and tighten up the downpipe. Oh, and that front tire could use a few pounds of air too. Oh Ben, keep an eye on R&S Discount Auto. They occasionally have the Champions on sale for a little over a buck apiece.

 Dave Pell writes about the OVL R December Celebration on Dec 8 2007

As has become a tradition over the past couple of years the local members gather in December to celebrate the past year (or "winter solstice party" or ever politically incorrect "Christmas Party"), at the Hungarian Community Center in Ottawa. This celebrations usually take place the first Friday in December. This year the Christmas Party was moved to the second Friday in December and 34 members and guests were able to attend. The hall was festive, even some of the members came out in their very best. A traditional Christmas Dinner was served, people suitably stuffed, the cross word puzzle puzzled over, the Feelie-mellie feelied. In addition to the traditional regular, medium and extreme feelie-meelie provided by JL, this year Lynda Trifilette also arrange for a "pink feelie meelie" open to all With the idea that rather than rare and indetermi-



nate truck parts the Pink feelie-meelie contained items you want to find in the “glovebox” (the glove box is clearly a concept of someone with one of those new fangled, fancy swanky trucks. You know the ones like the Disco’s Rangie’s and Freelander’s., not the truly rugged series trucks, You know the ones your actually willing to drive when it’s 20 below).

Prior to awarding the prizes for the crossword puzzle winners and the gift certificates for the Feelie-meelie (generously donated by Atlantic British) JL took the floor of the event and made three especial presentations. The first “The Crash Test Dummy Award” Awarded to a member of the club who has gone above and beyond the regular call of duty to determine the crash worthiness of a Land Rover. JL was please to present this to Rob Ferguson Who weeks before the birthday party this year demonstrated the effects of being t-boned in a series 3 88.

The second “Not The Towball Award” as many will remember the “towball award” is usually presented to someone who spends a great deal of time towing perfectly drivable Land Rovers great distances, often for the most nebulous and embarrassing reasons. The “Not The Towball Award” is presented to someone who has used a Land Rover to tow other vehicles. Without a dough the winner could be no other than Peter McGough who has put on thousands of miles on his Rangie pulling all sorts of vehicles around the country. (The author of this article owes Peter a huge debt of gratitude for moving one of his vehicles, but more on this in another article, at a later date).

The third and last presentation is the “OVLRL Golden Triangle Award” And was presented “In recognition for exemplary devotion to the reduction of speeding as a leading cause of motor vehicle – related injuries” During JL’s presentation he mumbled something about reducing speed, series 2.25 petrol engine. I’m not sure why but JL gave the plaque to me oh ya he also mentioned Series 3 109 ambulance body J.

Murray’s crossword puzzle got the better of most but not all,

both Nancy Barrett and Kelly Kilgour were able to get 100 % correct and received nice Body shop Gift baskets.

The Feelie-meelie, was particularly tricky, while there was a great deal of concern that the parts might not be Land Rover parts (we did have to remind JL that if the part comes off his truck chances are it’s not a land rover part) It turned out that all the parts where actual land rover parts, Andrew Finlayson had the high score for the regular feelie-meelie with 9 correct out of nine parts. For the medium, Roy Parsons was able to get seven of the ten parts, Ted Rose got 7 of 9 correct on the extreme. The Winners of the feelie meelie’s received gift certificates from Atlantic British. The new “pink feelie meelie” was open to all, and proved to be quite a bit of fun, We had a three way tie for first, as ted Rose and Nancy Barrett had already won something that evening the Prize was presented to Christine Rose.

As we had a representative of the local dealership present, JL took the opportunity to Thank Ted Rose and all the staff of Land Rover Ottawa for their support through the year and particularly at the Birthday Party Auction and presented Ted with a Wall plaque to be displayed at the dealership as a token of our appreciation.



Rovers & Parts for Sale

FOR SALE: I noticed on Ottawa Landrover Club Website there was some interest in original literature on the LRs. I have here an owners manual for the IIA, Part No. 4388, revised in 1961. The plastic on the cover has delaminated somewhat with age, but the contents are complete and in good condition. I picked up the manual many years ago when I owned a IA and a IIA in British Columbia. If any of your members are interested, does \$20 sound fair? Contact Mike Stack <mike.stack@hotmail.com>

WANTED: Old Auto & Motor Cycle clothing. Leather Jack-ets, Coats & Pants, Rubberized & Clothe Trench Coats. Early

Waxed Linen Barber clothing. Any accessories, Helmets, Hats, Goggles, Gloves & Boots. Condition is not important but would be most interested in items pre-1950 Also Any BSA. Gold Star Motor Cycle parts. 1950-1961 Cash money paid, plus any shipping & handling costs.

Send details & pictures to club member:

Peter Thomas Gaby , The William Kipp House, 144-146 Cathcart St., Ottawa, Ontario K1N5B8.

613-738-0592 or petertgaby@rogers.com

Some Non-OVLR News & Rumours

Land Rover has achieved a global sales record for the second year running. In 2006, the 4x4 manufacturer sold 192,500 vehicles around the world, an increase of 4 per cent (8,500 vehicles) on the previous year.

The year saw the USA become Land Rover's largest single market with a sales increase of 3.5 per cent. Sales in the highly competitive US market were driven by the phenomenal success of the Range Rover Sport, which saw an 80 per cent growth. There was also significant progress in emerging markets like Russia, which saw its sixth successive year of growth, and the Middle East and North Africa region where sales increased by 54 per cent and 43 per cent respectively.

Sales of Range Rover Sport have exceeded 75,000 since its launch to become Land Rover's best selling model. Discovery 3 continues to collect critical accolades with 85 international awards to date.

http://www.carpages.co.uk/land_rover/land-rover-discovery3-review-part-1-15-01-06.asp

The original film footage from the 1955 Oxford & Cambridge Far Eastern Expedition available now on DVD.

50 years ago six students from Oxford and Cambridge set out in two Land-Rovers to drive from London to Singapore. Apart from the English Channel and the Bosphorus (and the necessary river crossings, large and small), they drove overland all the way - the first time it had been achieved.

Tim Slessor's book of the Expedition, 'First Overland', has been a classic ever since, and it has now been re-printed by Signal Books to celebrate the 50th Anniversary.

But the Expedition only went ahead because its financial via-

bility was assured by (Sir) David Attenborough when he commissioned 3 films for the BBC. They were shot in colour by Antony Barrington-Brown ('BB'), but only transmitted in black and white. In the late 50s there was no home recording technology like VHS, so once broadcast, the films faded from view and have rarely been seen since.

Now they have been re-mastered and edited, with a commentary by BB and Tim Slessor, and interviews with Nigel Newbery, Pat Murphy, Adrian Cowell and Sir David Attenbor-



ough. The DVD also has an 'extra' about the making of the original films and the rescuing of the footage.

<http://www.teefit.co.uk/firstoverland/>

<http://www.signalbooks.co.uk>

This website - http://www.carpages.co.uk/land_rover/land-rover-book-28-11-06.asp makes me wonder about the validity of the data when the book blurb says: "there is a history of Land Rover's evolution as a company from stop-gap transport solution during wartime Britain" 1945-1948 is wartime? Land-Rover was never a stopgap for transport but for export \$\$\$.. A financial stopgap more than anything.

Why my AC gives out water and cooled air to passengers.

Question: I was wondering if you can help me figure out why my Land Rover Discover (1998) gives out water whenever I used AC. I always find both driver and passenger floor carpet wet whenever I used AC. I have not consulted any technician on this so far since the AC is still working and it's very effective. I am sorry I did not mention from which end of the world I am writing from. Well, I imported this vehicle from Japan sometimes in May 2006 to Tanzania (East Africa). It's always hot and dusty which makes AC a necessity in this place.



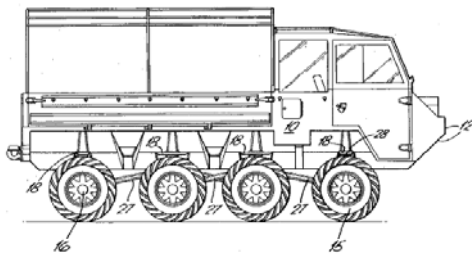
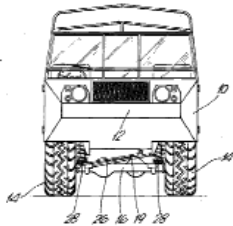
The fix (as Ted told me when Ben first got his Disco) is to cut off one of the 4 flaps at the end of each tube. They tend to clog up.

A Response from Africa: You know what? I followed your advice, took off all the carpets and hunt for the outlet pipes. After a lot of struggle, from inside the car I saw two pipes as if going to the gear box. I pulled them out not sure if they are the right ones, but surprising they came out of the main body very easily pouring a lot of water, I did the same on the other side too, almost 2 liters of water came out. I came to realize that these pipes were blocked by grease. I later learned that, from underneath the vehicle the pipe tips looks like grease Nippon, enough to conclude that my technician greased the two outlets unknowing of what he was doing. I remember to have heard him complaining of the car taking a lot of grease. Thank you so much - You really helped me out.

Google now has a patent search engine. So, being amused I looked up what US patents have Land Rover in them.

#4,629,021 dated Dec 16, 1986 is for a 8x8 that used all Land Rover mechanical components (including 3.5 V8). Looking at the drawings shows a door that is very much like that of a 101.

Other than that no 101 content. 79 other US patents include the words "Land Rover"



The patent decription can be found at:
http://www.fourfold.org/bens/all-terrain_4.png

more from the mailbag:

Hello, I hope you don't mind me contacting you. Having been a lifelong fan of all things Landrover, I now run Landtreks Adventure Tours a company doing 4x4 tours and mini breaks in the Pyrenees. For 2007 we have a few new additions which I feel should be of interest to your members; our Tag Along Tours have been extended to include Spain and Andorra, we are now offering fly drive options on all our Tag Tours and hotel accommodation for our mini-breaks. For full details probably best have a look at our web site <http://www.landtreks.com>.

If you would like to exchange reciprocal links with us, please let us know and if possible a mention in your newsletter would



be greatly appreciated.

If you would like a free Landtreks photo slide show of places we visit etc on our tours, please contact us and I will gladly pop one in the post to you.

All the best to you and your members,

Regards, Wayne Potter

another supplier for a hard to find part: O-rings to repair Smith and Jaeger guages.

Barrie Robinson says he can supply nearly all the o-rings required to refurbish Smith and Jaeger gauges including the inner ones. These are the ones that go between the glass and the bezel and do not appear in any catalog of which he knows. Most 'old' gauges work fine except the o-rings get brittle and crack. For a price list, contact:

Barrie Robinson, 705-721-9060 or barrie@look.ca

April Fool's? You decide!

I've bought a load of J**p magazines (99p for 25 off Ebay). Looking though them I've come across an interesting article.

"In 1958 Rover's chairman, George Farmer, was approached by Willys Motors inc. because there were seeking manufacturing facilities in England. Farmer and Maurice Wilks Rover's joint managing director met Edgar Kaiser and subsequently Farmer and his general manager, Mr Backhouse, visited Toledo. Both sided believed that by combining their expertise that a joint effort could work. But progress was not smooth; Willys were not happy that the transfer of manufacturing plant to Solihull could be carried out easily. By late 1959 the idea of a merge fell though, and since both companies were doing very well in each others products they could not see the sence in a merge with costs involved. But a test example of a CJ-5 Willys/Rover Jeep was made during this period, it used a CJ-5 body mated to a Land Rover shortended Series II chassis. Tests were carried out, but the combination didn't work too well."

The article also has a photo and states front wheels are farther forward than a Willys due to Land Rover chassis.

The original Land Rover was a Rover body on a Jeep chassis. I find it ironic that later they fitted a Jeep body to a Land Rover chassis !

General Servicing: Repairs, Humour, Tales & Trivia

You Have a Problem? Try mine. Please?

Mike Rooth

Ada will, after all, eventually have to have an operation on my wallet, and a new battery. Whilst the ex mainframe tape drive power supply is still an awesome battery charger, I'm really getting a bit bored coupling it up. And we are promised snow. This being England, of course, the merest dusting is going to lock the country up solid. Except for us despised 4X4 owners.

Charging up is as I said, getting boring. The SOP is as follows. Unplug the washing machine. Followed by thin screams from the DA. Shit. So sneak in while said infernal machine is off, unplug it, and substitute extension lead.

Find 9/16 AF spanner. It isn't the right one for the job, but it works. Just.

Now I am officially the Worlds Worst Electrician. I inherited the title when my father in law died. I mean when someones method of baring a cable end was to stick it in the fire... Not me, honest, but he did.

So I have this little ditty for disconnecting the battery. A bit like "My country right or wrong". It's "Earth first and last". Chuckle if you will but it works for me. Connect charger to battery. Oh dear. The voltage *is* a little low. 12V only. Alright I *know* it's a 12V system, but it should be about 13.5V. I'm not *totally* stupid. I BEG your pardon? Right. Apology accepted. I think.

When connected up charging starts at about 5 amps and rapidly goes down to 2.5. Today, in fact, down to about 1.5. One of the main problems with a S111 diesel battery, is that it was really designed for a tractor. A very *large* tractor. Nora, being a 11A was designed to use two 6V batteries, one under the left hand seat, and one in the engine bay.

By the time I had her the only sensible mod the young twerp had done was to get her to use one large 12V under the bonnet.

The main problem is the *weight* of the damned thing." You are *old* Father William, the young man said" (and if anyone can supply the rest of the poem I'd be grateful, I go up to ("Do you think, at your age this is right?"). After the standing on the head bit. But I'm old is right. Well. Nearly.

Putting that battery in is a two weakling job. With Nora you just took the bonnet off. With Ada, well, let's just say it is a little more difficult. The bonnet has to stay on. It wasn't fitted properly in the first place. So one has to devise a method of getting the old, useless bit of electrical nonsense out of there, and having done that, getting its replacement *in*. And with regard to your back.

Oh, and finding one locally. There is that, of course.

And anyone who suggests a bodybuilding course will be shot.

Oh, and the drivers side door is getting awkward to shut.



And the LH sidelight is on the blink.

Lovely things S111 arent they?

Snoring is all I can hear. You are all asleep? Ada will, after all, eventually have to have an operation on my wallet, and a new battery. Whilst the ex mainframe tape drive power supply is still an awesome battery charger, I'm really getting a bit bored coupling it up. And we are promised snow. This being England, of course, the merest dusting is going to lock the country up solid. Except for us despised 4X4 owners.

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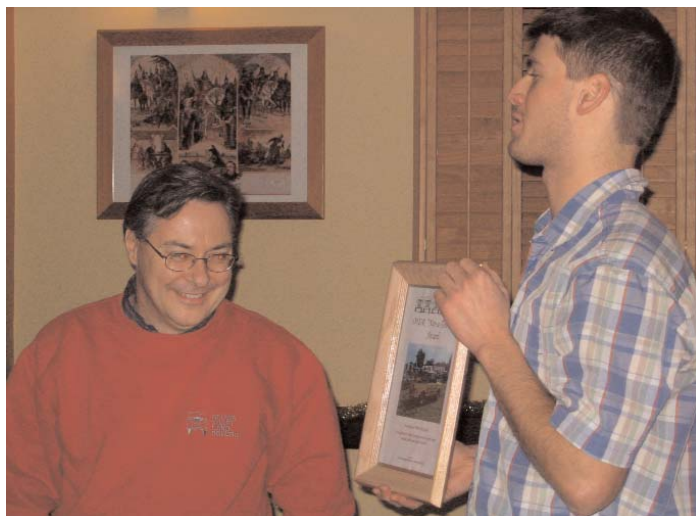
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Lovely things S111 arent they?

I take it all back, Bloody thing! What a bitch!

She has been showing signs of a reluctance to start for several days now, But a good twenty mile run *should* have disabused her of that idea. Started lazily yesterday, sort of groan..groan..clatter..clatter clatter woof! and away we go. Fine. I think.

Today, however, when required to do an essential resupply run...oh no. Groan... groan... .

AND it was raining. Not much, but I was going to get wet. And I DID get, well, if not wet, a trifle damp.

Flat battery. I suppose I can't blame her too much, since when I bought her the seller said "You may as well have this, there is a bit of guarantee still left on the battery." Which meant it was at least three years old even then. And I've had her about five years. And of course she is cursed with an alternator. Which may be the problem, though I hope it isn't. After all, my wallet had an operation not *that* long ago to replace it.

The problem is I have to render unto Blair (or Brown) that which is Blairs (or Browns). Tax. Formerly quaintly known as the "Road Fund Tax". Now, however, it is called "Vehicle Excise Duty", thus excusing our much loved government from spending anything at all on the roads.. If it isn't raining in the morning, I will drag out my non-waterproof charger (an adaptation of a mainframe tape deck power supply, the most useful thing it has done, since the decks were rubbish). Proper computers these were, but you are all too young to remember. Toytown kit this is.

So I will try to get the sod to start, since experience with Bloody Nora suggests that it may work, go and have a major wallet operation, of £175. (And once it starts, it will do it again on the same day.) What you get for that is a paper disc about four inches in diameter. That must make it the most expensive bit of paper in the world. This is going to cost me a LOT of begrudged cash. Those big tractor batteries are expensive. And they are heavy. Getting the old one out is bad enough, but getting the new one in is even worse. Bloody Nora taught me that. I wish I wasn't old...

Bushed...

by Bill Maloney

Poly Bushed that is.

The Volvo had been kind of squirrely on the highway. Fine around town but it felt like the rear end was sloppy. I had a close look at the suspension bushings last spring and several were cracked with the rubber peeling out. But the rear bushing kit was over \$200. I know they have good sales during the year so I just sat on it, and last week they had a 20% off sale so I ordered them and started the installation today. I've got a good press, but I didn't have a good selection of large sockets to press with. I really should buy a cheap set of 3/4" sockets someday just for that. I took the new bushings to the hardware store and got a combination of short pieces of pipe and fittings to press out the control rod and panhard rod bushings. But even at that

it didn't all go according to plan. Some were a little too small or large and a lot of trial and error ensued. Unlike the Land Rover polybushes that are 2 pieces these are one piece and have to be pressed in. It takes a good deal of lube to make them pop in but you can do it in a vice for the most part, and I had to finish it off in the press. Interestingly it came with grease for the inner sleeves - you grease the outside of them and the inside of the poly bush. By 5:30 I had the control rods and panhard rods rebushed and back in the vehicle. The trailing rod bushings will be more problematic as the rear ones are in the axle housing and it would be a bit inconvenient to pull it to put on a press. I could rent the tool from Oregon to press it out, but I think I'll do the land Rover method and saw through it. Man, this is nasty work.

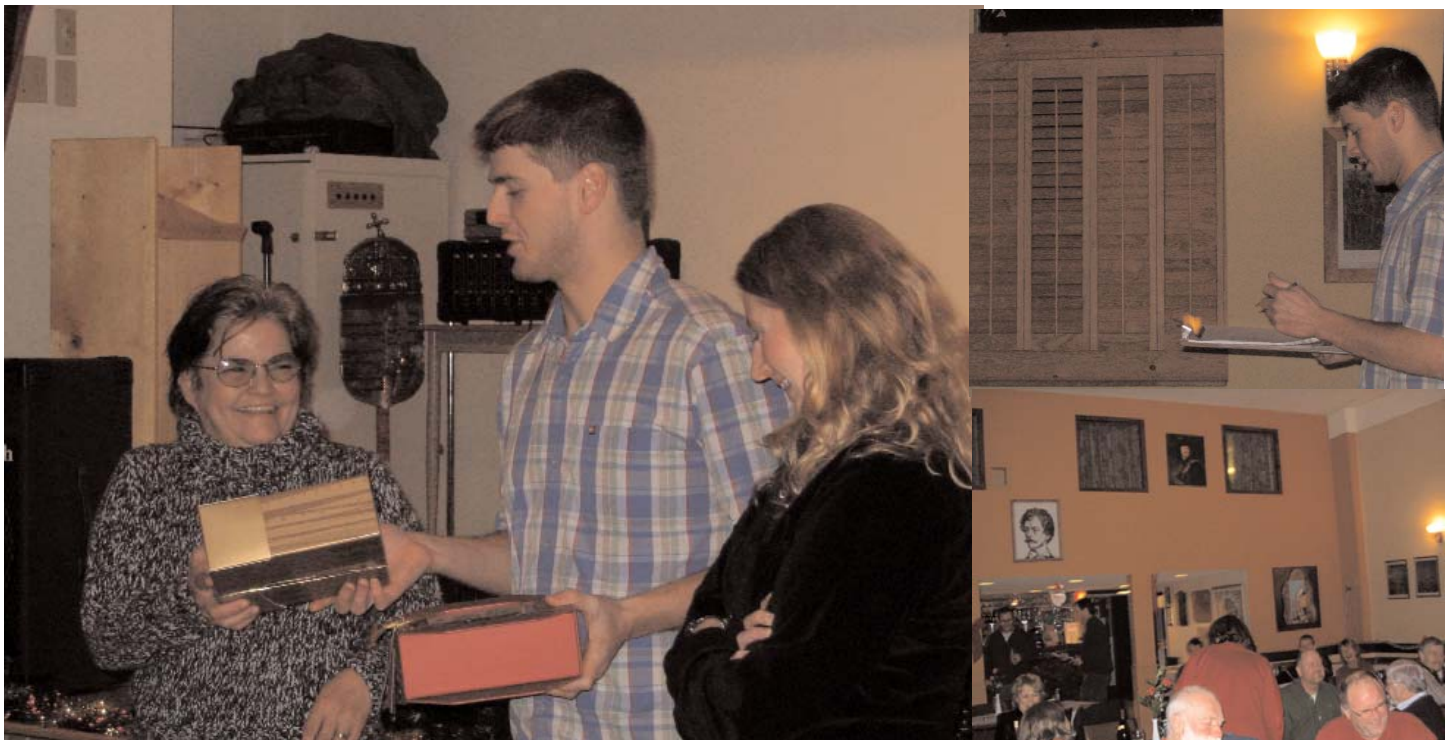
Hanging the Safari Rear Door Solo

by Bill Maloney

If you've ever tried to hang your safari rear door on your Series Land Rover by yourself, you know all too well how difficult it is. Getting the top bolt inserted in the bronze ball with the roof gutter in the way is darned near impossible. You've probably had the bronze balls fall in the dirt more times than you can remember, and said lots of bad words in the process. Though the benefit of doing the job solo is you can be as rude as you like.

But, there is an easier way. Get out a pair of vise grips, the

smaller the better. Before you try hanging the door insert the bronze balls on their hinges on the body, then insert the bolts in the hinges on the door. Now lift up the top bolt about an inch and use the vise grips to clamp it to keep it from dropping further (see the photo). Lift up the door and guide the lower bolt in its bushing, followed by the upper bolt which will now clear the roof gutter and think it's done. Unclamp the vise grips, install the lower nuts, washers, and springs then bolt up the door limiting rod and you're finished.



Guy Fawkes VI Rally Report

Ben Smith

After the second Killington event in 2000, Howard Smith thought that it seemed as if every time that one did anything at the event one was forking out cash. Cash to attend, cash for food, cash for each time you went on the trails, etc. Why could have just as money if people could have the same amount of fun at his farm for free? And thus the idea for his Guy Fawkes Day Rally was born. Howard sent the initial invitation out to members of the various 101FC email lists in the fall of 2001 for an event to be held the weekend of 3-4 November. Since this was near the date of 5 Nov, he decided to name his rally after Guy Fawkes. Howard farm is located in the Leatherstocking area of upstate NY near the Lake Glimmermere and Cooperstown. That first year 5 101FCs attended--Howard's wrecker, three GS (one with a Rubery-Owen power trailer) and a VAMPIRE. Howard's farm has the house, barn paddocks and one field on one side of the road. On the other side are 4 hay fields at differing elevations going up the hillside. Between are steep sections

that are full of trees. That first year we cut trails to expand on the exiting network of tractor trails that connected the fields. So much fun was had by all that Howard decided to make it an annual event. Since 2001, word of mouth has brought news of the event to the local 4x4 club, to the ex-military and civilian Series Land Rover clubs.

The first attendees start arriving Friday afternoon. Unfortunately my work schedule and some last minute maintenance precluded my evening departure. Instead it was up hours before dawn for a pleasant 4 hour drive in my Series III 88 (Dora). The first order of business is breakfast at a local diner in the village at the cross road of Howard's road and US 20. I rolled in at 8am to find the parking lot filled with about 10 Land Rovers. Upon entering quick scan of the faces inside showed a mix of familiar faces and new ones. Howard, his wife Martie, and little Owen gave a hearty welcome when I walked in.

Back at the farm more Land Rovers and other 4x4s continued to arrive. All told there were almost 30 in attendance. Three 101 FCs, thirteen Series, eight coil sprung Land Rovers (Rangies, Discos and Defenders), and four non-Land Rovers. Armed with a map drawn on an aerial photograph, small groups set out to try to get stuck. I joined up with a group of Totonto area Canadians led by Simon and his 101FC. They headed straight for the highest (4th) field and the bottomless swamp. It can take a little while to wind your way from fields 1 to 4 along the edges of each field and through connector trails. Some are easy and some are nigh impossible. One such trail connects field 3 to field 4 on the northern edge of the property. In 5 years of attending and 4 different Land Rovers, I have never successfully made it up this trail. It has a great run in from the edge of the field, but turns into a steep, rutted, up hill section in the trees for about 50 meters. It tops out at a level spot that is exactly one



car length wide ending at a big tree, whereupon you have to make 90 degree turn to the right. If you don't slow down in time, you hit the tree. If you come off the throttle too early, you don't quite make it onto level spot and may drift into the tree on the inside of your turn. If you don't have enough speed to start with you end up sliding backwards. In a 101FC

on a failed hill climb, one stands on the brakes while you roll back 20 or so feet with a prayer that you will come to a stop before you hit a tree. After negotiating this section there is another uphill to field 4. This year the trail had very deep ruts at the top of the first section. Some were making it up and some were not. Since I was last in my group, I gave it a few tries and realized that it was much harder this year; so I took a new trail.

Once at the top I found that Simon's group had attempted a new trail through the mud. First a Jeep had attempted to cross the 40 meters of swamp. He got bogged down to the axles in the wet, black soil. Simon plunged in and met the same fate. A Series IIA 88 winched Simon back while the Jeep winched forward. Knowing a path with a little firmer ground I bypassed the swamp to the right through the weeds to get to the hill side behind. There was one very soft section where my 88 came to a halt in the mud. Rocking forward and back a dozen or two dozen times while using the throttle and brakes simultaneously (poor man's traction control) got me through the 3 meter soft spot. I then parked to watch the winching session. The Jeep (lifted with large tires and lockers) finished winching then made a hard left and took the next 100 meter section of rutted trail along the edge of the swamp and hills side. Simon had another go at the swamp and still got stuck. The 101FC PTO winch pulled him through and with a high RPM screaming V8 he plunged down the next section. He made it, but spun a bearing in his Ford 302 engine along the way. Next up was another Jeep which got stuck. Simon also brought his SIII 88 and it was dispatched along my route to winch the Jeep. Simon's 88 has a hydraulic PTO driven winch. It works, but it is slow. With the Jeep through the first section, the next person to attempt the swamp was Ted in his 101FC. He made it about 4 car lengths and sank to the axles and wouldn't budge for or aft. Simon's truck was repositioned and the 101 was winched through. By this time it was well past lunch time. A foot survey of the 100 meter section that Simon's 101FC and the Jeep had successfully negotiated now had 65cm deep ruts in places with large rocks to bounce over. It was thought that without lifts and 34" or larger tires there would be a lot of winching and/or damage so we took my route out.

After lunch I joined another group of familiar faces. Jeff Berg and Michelle McGuire in FINSUP, a SIIA 88, Quentin Aspen and Mike Malone in a '81 Range Rover two door that they had just brought back to life after a long rest in the prior month, Eric (x321) and Carlane Riston in a Disco II and Mike and I in Eric's old Range Rover 4 door (the Crab). Q and Mike had a hard trip up from Maryland. The old Range was overheating and didn't like to idle. The root cause was a leaky water pump that was drawing in air to form vapor lock in the cooling system. Since 3.5 Rover V8 pumps aren't commonly stocked in the US they had pressed on with the hope that they could make it through the event



before having to replace the pump. (The issue got progressively worse and they spent Sunday over with Eric at Atlantic British Parts replacing the pump and other maladies) On the trail we had a few breaks while they flipped the bonnet up and “assumed the position” around the engine to coax the Rangie back to life.

The soils at Howard’s are particularly slick when damp. Hence trails that look like they should be easy, end up with Land Rovers spinning aired down mud tires and coming to a halt short of their goal. The mud just clings in large clumps to the tires, don’t clean and turn your tires into slicks. It’s worse on side hill sections. One such section Mike and Q were in lead with the Rangie. Slightly uphill with a little bit of side slope to the right, no problem, eh? Mike crawled up slowly and carefully making sure that he didn’t spin the tires. And the Rangie just slid sideways down towards the trees time and time again. We’d belay the Rangie with a rope attached to the rock sliders and a tree to let him back out without sliding into the trees. And he’d try again. Each time it got worse. In the end we gave up. The only people to successfully drive that trail that weekend did it downhill, not uphill.

Our group continued to explore the trails between the fields. Some through easy trails through denuded deciduous woods and some through tight tracts through pine trees. Over large piles of rocks and through holes. We drove until dark and headed back down to the farmhouse for a potluck dinner that awaited us.

After dinner was the bonfire. Howard saves his scrap wood from the year for the bonfire along with logs scavenged from the woods. The pile is a 4 or so meters in diameter and about 4 tall. Howard poured an entire 20 liter can of petrol on the wood along with a trail of petrol to light it. A match was lit, the trail ignited and the fire caught with a loud “Whoomp!” that we all felt. A straw Guy burned. We ate some sweet candy. The poem about Guy was read and a number of fireworks were let off. People talked into the wee hours alternating with one side of their bodies too warm and one side too cold, then switching sides. About 50 bales of old hay were fed to the fire while we fed ourselves with beer. Tales were told about Land Rovers past and present and a good time was had by all until the last turned in.

Sunday was more of the same. All were up early and over to the diner for breakfast. Our numbers had dwindled overnight as people had other commitments. I was back on the trail with Simon’s group of Canadians again. The main highlight of the morning was watching Simon attempt an uphill section of trail that required a turn. He caught the right rear tire of his 101FC on a birch tree which stopped him dead. He tried to go forward with no luck. All that did was slide him closer downhill into the tree. Backing up didn’t work either. In the end the 101 came to rest with a dented fuel tank and the tree firmly planted behind the front tire.

The extraction required a double winch: the rear winch to pull the rear end clear of the tree while the standard 101FC PTO winch to pull him forward.

All too soon it was time to pack up my things and start driving home. The trip passed uneventfully. All in all a great weekend. It’s already on my calendar for next year.



Bleeding Lockheed/Girling Twin Leading Shoe Systems

by Bill Leacock

A reprint the following I first posted to the list about ten years ago, the bleed screw is on the BOTTOM cylinder as standard.

During the 50's and 60's a number of British cars were fitted with 10" or 11" twin leading shoe brake systems (2LS) manufactured by Lockheed / Girling, for example the MkV Jaguar and the 109 Land Rover. Bleeding the brake system on vehicles equipped with this system is tedious. The complication is that the fluid inlet/outlet connections on the front wheel cylinders are on the horizontal centre line. It is thus easy for air to be trapped ABOVE the fluid entry/exit and it is thus difficult to get it out (the air) There are a variety of ways to do this, ranging from turning the vehicle on its side (one side at a time) thro pressure bleeders etc. I have known individuals who have removed the brake plate assembly so that it can be turned onto it's side to aid the bleeding process.

My proven technique is to proceed as follows:-

Remove the wheel and brake drum, nearest to the brake master cylinder, add a clear pipe from the bleed screw into a receptacle; slacken off the brake shoe adjusters so maximum cylinder travel can be obtained; place a lever against the rear brake shoe to prevent it from moving. Have an assistant slowly and carefully apply movement to the brake pedal to move the front shoe only, say about .3" : maintain pedal position: open the bottom bleed screw and push the front brake shoe back, ensuring that the rear shoe does not move, and thus expelling fluid and air through the bottom cylinder: close the bleed nipple. Repeat this exercise several times until only clear fluid is expelled from the system. Note repeat several times, it may take two or three attempts to clear the

top cylinder. Maintain the fluid level in the fluid reservoir.

NB do not reuse the fluid once it has passed through the system it becomes aerated and soiled thus immediate re use just adds air into the system. If it is clean, leave it for a few days to settle and use the top of the fluid only, the dirt will settle to the bottom of the container.

Using a lever prevent the front shoe from moving and repeat the exercise with the rear shoe. Replace the drum, adjust the shoes and repeat the exercise at the other side

If necessary bleed the rear brakes in the usual manner.

Confusion is often experienced when the rear brake hose is clamped and the pedal improves, this often leads one to conclude that the problem lies in the rear cylinders, which is normally true of single leading shoe systems. In the case of 2LS systems this is because more fluid is available for the front brakes.

Hope this helps to clarify the position and my explanation is adequate. Happy bleeding. I have never found pressure bleeding to completely resolve this problem. I even built in my own pressure bleeding system on my 109, I made my own pressurized fluid reservoir and found it of little benefit.

As an alternative you can always add bleed screws to the top of the cylinders.

It is also noteworthy that the 11" single leading shoe system uses handed brake shoes. Fitting the shoes reversed creates the impression of poor pedal adjustment, even though the shoes have been adjusted to the correct setting. This is due to the excessive cylinder travel required to move the slave cylinder piston until it actuates the shoe.

Defender 90 Td5 Station Wagon

Jeremy Clarkson

Reprinted from the The Sunday Times December 03, 2006
They're fighting the last war – in slow motion.



A couple of years ago my wife decided that although she had some horses, the other twin peak of country living was missing. So, she declared, we must rush out immediately and buy what everyone calls "a proper old Land Rover".

I do not understand the appeal. It offers what's

best described as Sealed Knot motoring, giving its devotees an idea of what life might be like if they had to go about their daily business wearing a full suit of armour. It's like an automotive Aga: big, heavy, cumbersome and completely ill at ease with itself in the modern age.

Having said that, Richard Hammond is a big fan of old Land Rovers, though because he's only 5ft 1in tall his is fitted with Cuban heels in the shape of elongated red springs and some high-chair struts.

The F-reg car that my wife bought for £4,000 was much better than that. It had silent air screamers on the front wings, which, as air passes through them, emit a shriek that's audible only to any deer or bears that might be in the road up ahead. It also had tyres on it that were wider than any-

thing found on a Lambo, and even more knobbly than the Singing Detective's face.

Apparently it had once belonged to the Swiss army, which was also tremendous. It meant it couldn't have seen much action.

And because of its military pedigree it had full camouflage paintwork, super black tinted windows, an SA80 clipped to the dash and a 20ft aerial at each corner. It also had a metal roof that could be removed in as little as two days, providing you had six friends to help you, and a small crane.

Mind you, this was not the biggest drawback. No, the biggest drawback was the fact that under the bonnet it had a paraffin stove. It was—and I'm not exaggerating here—the slowest car ever made. And so, when it was charged with the task of towing a horsebox laden with Evo-Stick and Araldite—or whatever it is my wife's horses are called—it would barely move at all.

Once, on a not-too challenging hill outside Chipping Norton, it just stopped. Honestly, there was more horsepower in the trailer.

This caused many rows. Last year, for instance, I set off in it on December 10 to buy a Christmas tree and I didn't get back till April.

I hated that car. I hated the heavy steering, and the fact



that every time you closed the door it smashed your shoulder into several small pieces. I hated the lack of legroom, and the way the 1.5 horsepower paraffin stove managed to make more noise than the Hoover dam.

Passengers, too, were worried about the sharp edges in the cabin, which they reckoned would be a serious issue in a crash. Chance would be a fine thing; you need to have some speed to have an accident, and our Land Rover wouldn't even go fast enough to get the air screamers working. Not that this was a problem, because even if you came round a corner at full speed, a tortoise would have time to amble out of your way.

Eventually I won the day and my wife agreed to swap this stupid car for one with an engine. A big one.

You can buy V8 Land Rovers. They were made from time to time and for various foreign markets. But they are rare and consequently expensive.

Don't despair, though, because there are plenty of Land Rovers lying around, and plenty of old V8 engines. So we simply bought the two entities — for next to nothing — and asked a man we knew to join them together.

I should explain that the V8 we found was not a 3.5 litre. Richard Hammond has a 3.5 in his stepladder, so we got ourselves a 3.9, which is much better. It's also fitted with carburettors so, if it goes wrong — and it will because it was made by communists — it can be fixed with the only item in my toolkit. A hammer.

Apparently it's very easy to fit a V8 into a Land Rover and even easier to fit a lever on the dash that directs the exhaust gases either



down past the catalytic converters and the silencer, or if you pull it, along a length of ventilation tubing. No silencing. No cats. Just 5mpg and without doubt the best noise in the world.

And because we've fitted all the cool military stuff from the previous model, it looks pretty snazzy as well.

However, despite all the noise and the brouhaha and the "don't mess with me" combat exterior, it still accelerates with the verve and pizzazz of a coral reef.

Maybe this is an unavoidable problem. Maybe the Land Rover is like a heavy and unwieldy deep-sea diving suit; you can fill it with the world's fittest and strongest man but he's still not going to win any running races.

To find out, I borrowed a new Land Rover. It came with electric windows and heated seats and lots of other creature comforts, and it was finished in a natty silver paint job that made it look very Camden Town.

It also had a relatively modern five-cylinder turbodiesel engine that produces lots and lots of torque. You can feel it when the turbo blows, like a herculean inner strength, an invisible trebuchet that would be capable of freeing you and your suit of armour from the pit of any bog, from the jaws of nature's iciest grip.

But power? No. It still hasn't got any. You have to drive everywhere with your rear-view mirror full of headlights dancing hither and thither as people behind look desperately for a way past.

It also has a set of gear ratios that may be fine in Swaledale in February but are no good anywhere else. Often fourth isn't enough to get you up a hill, so you drop down to third and it feels as though you've been hit in the back with a wrecking ball. All of a sudden you're doing 35mph but your eight-ton suit of armour, making a noise that sounds like the birth of the universe, has come to an almost dead stop.

What's more, there still isn't enough room behind the wheel for anyone with shoulders or legs, there are still sharp edges, it's as bouncy as a small dog at supertime, and as a result it's about as much fun to drive as a punctured wheelbarrow. And it's not like the misery is short-lived, because each trip to the shops can, and does, take two or three weeks.

So why, in the name of all that's holy, doesn't Land Rover simply stop making the Defender and replace it with something that actually works? Something that's still designed for Swaledale but has space for your shoulders. I'll tell you why. It's because they're suffering from a British disease called Mini Syndrome.

All of us are terrified of change. It's why the Royal Navy's second world war battleships were so crap, because rate of fire was what won the day at Trafalgar, so rate of fire was always going to be more

important than size of shell, or indeed accuracy, or armour plating for that matter.

It's why we have a royal family. Of course it's nonsense to hand over the reins of the nation to someone just because they were born in a castle. But hey, we always have done and look what happened when His Toniness replaced the hereditary peers in the House of Lords with a cash for honours system.

Then you have the Mini. For years the original version soldiered on because to change it would mean ditching 40 years of tradition. And that wouldn't have been on.

As a result the company went bust and along came the Germans, who demonstrated with the new Mini that tradition doesn't necessarily mean driving to work in the automotive equivalent of rickets.

We see exactly the same with the "proper old Land Rover". It's rubbish: uncomfortable, slow, impractical and with prices starting at £20,000, not that cheap. But nobody has the courage to pull the plug on a 60-year tradition, and start again. But somebody should.

VITAL STATISTICS

Model Defender 90 Td5 Station Wagon

Engine 2495cc, five cylinders

Power 122bhp @ 4200rpm

Torque 221 lb ft @ 1950rpm

Transmission Five-speed manual, 4x4

Fuel 28.2mpg (combined cycle)

CO₂ 282g/km Acceleration Figure not available

Top speed 87mph

Price £20,540

Rating Two stars (out of five)

Verdict Back to the bad old days



Wild Defender Carved up

This extreme 4x4 is only a scale model for now, but it could become a replacement for one of the best-known off-roaders ever

Carver is designed as a new entry-level Land Rover

Revealed at the Detroit Motor Show, the car is the work of students at the city's College of Creative Studies. Called the Carver, it's designed to fit into Land Rover's line-up below the new Freelander, where there is currently a gap for an entry-level three-door model. Featuring a bluff Land Rover-style nose, squared-off lines with minimal overhangs, bold surfaces and tapered lower sills, it certainly looks the part.



If the Carver did make production, it would feature true innovation, too. The body panels are made of special high-impact metal and sit on a steel frame, parts of which are exposed as design features, such as the roof rails and protective side bars.

Although the Carver was produced without any assistance from Land Rover, the firm did give permission for its name to be used, prompting speculation that it is actually an approved design study.



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