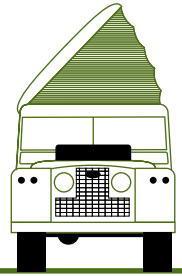


OTTAWA
VALLEY
LAND
ROVERS



August 2011

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Volume XXVIII, Number 8

Summer's End



Blacker Than Night dinner: in this photo - Bill O'Hara, Christina Albracht, Kris O'Hara, Francois Kirouac, Quintin Aspin, Bruce Fowler, Dave Bobeck, Jeff Meyer. (See pages 6-9 for more articles and photos) PHOTO CREDIT: D. KENNER



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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.

OVL R 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 \$45 CDN per year, Americans and others pay \$45 US per year (discounts available if you receive newsletter by email). Membership is valid for one year.

Radio Frequencies

VHF 146.520

CB channel 1

FRS channel 1 sub 5

SW 14.160 MHz

OVL R/Land Rover HAM:

14.160Mhz @ 01:00GMT Tuesdays

Online

<http://www.ovlr.org>

Any ideas for the web site please contact Dixon Kenner

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

OVL R Forums

Please see:

<http://www.ovlr.ca/phpBB2/index.php>

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OVL R Newsletter

ISSN 1203-8237

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

Submissions: Articles and photographs may be submitted to the Editors, Terry King (terrycking@rogers.com) or Dixon Denner (dkenner@fourfold.org) or via post to the club address. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back. For the best reproduction of photos, use the highest resolution possible. Do not include photos in the text files.

Advertising Information: \$35 CDN for 1/4 page ad, must run for minimum of three months. Free ad space is provided to members.

Deadlines: Submissions to the OVL R Newsletter must be received by the 15th of every month for inclusion in the next 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 of any kind.

Editorial Policy: The Editor of the OVL R newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVL R newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVL R 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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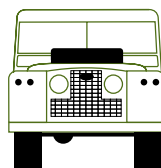
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Hey man, what's going on?

OVLRL Calendar of Events

Socials:

Socials are held at the Prescott Hotel on Preston St., Ottawa – third Monday of every month at 7:00 pm

Executive Meeting:

Executive meetings are held on the first Monday of the month. Please contact Bruce Ricker for location – email: b.p.ricker@rogers.com

Notices:

September 17th – British Invasion, Stowe Vermont.

September 17th – British Car Day, Bronte Creek Provincial Park

September 24th – Beau's Brewery, Vankleek Hill

October 1st (weekend) – Annual Mid Atlantic Rally, Willow Hill Farm, Buckingham County, VA

October 15th (16th rain date) – Cedar Hill Classic, Pakenham

November 5th – Guy Fawkes Rally

December 3rd – Christmas Party, Masonic Hall, Westboro

Upcoming OVL and Non-OVL Events

Saturday, September 17th

There are two events on this weekend – from an Ottawa perspective, in opposite directions. Both are very interesting events to attend.

The first is the **British Invasion** in Stowe Vermont. Once upon a time many dozens upon dozens of Land Rovers used to descend upon Stowe (descend being an interesting description coming down the Notch with drum brakes) for this event. Once, held out in a farmers pasture, it offered an RTV course hosted by Rovers North, an eclectic assortment of small vendors, and a wonderful social occasion. While it has been nigh on a decade since OVL went down in force, it remains an interesting, now upscale, event just prior to the onset of the fall foliage season in northern Vermont. Further information can be found at <http://www.britishinvasion.com>

The second is **British Car Day** is hosted annually by the Toronto Triumph Club, on the third Sunday of September. Since its inaugural event in 1984, it has grown in leaps and bounds, and now draws over 1000 British cars and 8,000 spectators, with room to grow even bigger. The event is the largest, one-day, all-British car event in North America, with visitors from throughout the northeast United States, the Maritime provinces, Quebec, and Manitoba. The venue for British Car Day is Bronte Creek Provincial Park, about 20 miles west of downtown Toronto, conveniently located at the Burloak Drive exit of the Queen Elizabeth Way. Further information can be found at <http://www.torontotriumph.com/BCD/>

Saturday, September 24th

Originally scheduled as a summer break, conflicting events and life in general resulted in this event being rescheduled to the Fall. Now on the 24th, heads turn to something a bit more seasonal as well as different from the usual assortment of Club offerings. Certainly, members are using the forums and email to arrange for the occasional off-road journey here or there, but something that is not generally considered is a leisurely country drive in our aluminium steeds.

To address this perceived need our esteemed El Presidente is considering arranging a country tour to points east. Well, a particular point east, namely

the **Beau's Brewery** in Vankleek Hill. A small micro-brewery of rising popularity that had gone from running four days a week to 7/24 over the past year. They offer both tours to show how they make their beer as well as provide free samples. As this is an informational tour and not an open bar, they do have a patio where one can sit and relax over a few after the tour of a local, family-run, award winning, organic and totally DIY brewery.

For those unfamiliar with the location, Vankleek Hill is approximately 58 miles east of Parliament Hill via Highway 17. More information in a future newsletter or in the forums. For those interested, their web site is <http://www.beaus.ca/>.

Weekend of October 1st – Annual Mid Atlantic Rally

The largest Rally on the east coast, situated near the geographical centre of Virginia, the MAR is a fascinating rally. This year it will be held on Willow Hill Farm in Buckingham County, VA. Further information – <http://www.roav.org>. The cost is US\$120 per family, Saturday dinner \$20/person (\$10 children under 12).

To Be Scheduled – The Oiler

Information in a future newsletter or on the forum.

Saturday, October 15th (16th rain date) – Cedar Hill Classic

The second annual rally at 967, 7th Concession South Road, Pakenham (off Cedar Hill Side Road) one Concession after Cedar Hill Berry Farm. Full details on page 17.

Saturday, November 5th – Guy Fawkes Rally

There are generally a couple of rallies held to celebrate this event. Check future newsletters for additional information.

Saturday, December 3rd – Christmas Party

Yes, Virginia, it seems horrid to have to mention this, but in the past some people have complained about conflicts and the need for the Club to set dates at the earliest opportunity. So, here you have it. The Christmas Party will be held on the evening of December 3rd at the Masonic Hall in Westboro!

The Birthday Party, the aftermath

ARTICLE BY D. KENNER

Whilst reading the June newsletter I happened across an article that included some scurrilous lies and misinformation. This was a shocking discovery (*ed: no pun intended I'm sure*), as our esteemed colleague from the United States is usually known for being far more honest than the average American politician. Granted, Mr. Smith has been volunteering on the local township's committees, so maybe it is rubbing off upon him. I would also like to make the small, but critical observation that these unfounded allegations by our valued friend, against a long suffering, faithful Land Rover, none other than the "Big Green Beastie" or BGB for short was solely made to act as a smoke screen to cover the horrid truth of the matter...

Did anyone see Dora this year at the Birthday Party? Of course not! Enough said!

Mr. Smith might cast aspersions upon the rigorous maintenance regime employed at Kirkwood Manor, implying those that are undertaken at Bensfold are of a somewhat higher standard. Nothing could be further from the truth! The BGB made it to the Birthday Party, albeit at a dignified pace. <sniff!>

While the reported diagnostics, relayed by none other than Mr. Smith himself, imply misinformation and scurrilous charges. A 7:1 series engine should have a compression ratio of approximately 140 pounds in every cylinder. When I add up 50, 36, 42, and 86 psi over the four cylinders any six year old can see that they add to more than one hundred and forty pounds of pressure! It is just distributed in a somewhat uneven fashion right now!

As for those rumours that the Ted Rose Sighting Society had a successful sighting of that elusive individual, what can be said? Can one not suggest that maybe the carberettor and distributor had simply been cleaned off? Some misdirected cleaner that landed upon some parts under the bonnet?

It is true, as shocking as this might seem, that there has been some work done upon the BGB. As Dale Desprey observed a decade ago, such work must be done in carefully supervised sessions, lest the BGB's long suffering soul be awakened. That must not happen, lest a scourge be released that will make that of Lucy (Alan Richer's former Range Rover Classic) seem trivial or the onset of Nigel's Disease seem welcome!

The depths that Mr. Smith seems to be reaching for can be observed with his use of the words a "new" C40 generator. Let me quickly correct that. There is a grain truth to the statement as you will soon see. The generator on the BGB has a front bearing that is getting a bit worn after nearly fifty years of service. A check through the parts supply turned up four spares. Some testing (see accompanying article from Alan Richer who provided some quick guidance on testing the C40 as my reference material is currently packed in storage) revealed that three were mostly dead, and one was good. Which was good you might ask? Well, the one with the broken ears, or mounting points. So, some parts swapping of internals, and the BGB again had that mighty twenty-two (22) amps (approx) of power flowing through its ancient positive earth system.

As previously, and honestly noted (have we seen this from our esteemed Archivist?) further diagnostics upon the BGB reveal that the crack betwixt the second and third cylinders might be manifesting itself once again. It should be noted that this crack between realms has existed now for nigh on twenty years and several <cough> head gaskets. Gasket Under Glass just happens to be the most spectacular example of a road trips that included the British Invasions and ANARC Greek Peak Rally. It just might be time for a renewal in that area. However, there is a Dormobile, hidden from the BGB's sight, that has been taking up time of late. More may follow...

Blacker than Night X

ARTICLE AND PHOTOS BY D. KENNER

Some commentary on the July newsletter photos is in order to give context to the Blacker than Night (BtN) event of the long weekend.

To start, a quote; as this BtN, like last year, did not have a trip south to the Pine Barrens for some off roading, rather it involved staying at Ben's place and doing a variety of tasks, games, repairs, and enjoyable socialising. Some of this can be summed up with another wonderful quote from Quintin - "The joy of a Land Rover is that when you are on the top of Mount Kilimanjaro is that you can fix it with a spanner and a screwdriver in a few hours. The sad part is that you regularly have to" And this year at BtN we saw a bit of productivity. Many different things go on at BtN, and a wide variety of people, most OVLV members, appear for the rally that divides the Spring time rallies from those happening in the Fall. It should also be noted that this was the tenth BtN Rally. Not bad for a small rally in the middle of New Jersey. It has lasted longer than some other past Land Rover rallies.

The first photo, "Planning the next step" is of a Series One two litre engine that had been hiding in my garage for the past several years, and now joined the rest of the 80"ers down in Ben's barn, where it is coming back together again at a very graceful and dignified pace. Somewhat like my Dormobile hiding at Kirkwood Manor. As with all things Land Rover, there is always a story behind everything. This transfer of four hundred pounds of iron was made possible by the loan of a trailer from Dave Pell. Said trailer had tires that might be best described as beyond their prime, but one went 'bang' in a spectacular fashion; (twenty minutes from home must be some sort of a record when it comes to a failure! As opposed to those that occur in the driveway before you actually leave <cough>) it was the esteemed Mr. Pell that was quickly to the rescue with two new tires! Ratchet straps to hold engine in place, it wasn't even noticed as it bounced



along behind the Subaru southwards! Now, getting it off the trailer was much more fun and dignified than getting it on. For the latter, that was all brute force, ignorance and using ratchet straps to drag the engine into the right spot. Coming off was a marvel of using the crane on Howard Smith's 101 FC wrecker!

I would add that this was the first time this crane had been used since the Birthday Party in 2000 when it was deployed to tow away the BGB from the main field. Of course, Howard may again demonstrate his excellence with this tool at the Guy Fawkes Rally in southern New York in November. I must say, using that crane makes short work of moving engines!

The second photo "One of the vehicles awaiting its turn" is another connection between Ottawa and New Jersey. This 109 pu dates from 2000. Over the years, several people have driven by my home and offered Land Rovers for free. Jeff Meyer always expressed scepticism over this until one day when he was visiting and painting WashMe, up drove a chap and offered this 109 for free. Being surplus to the downsizing fleet, Ben came and took this vehicle home one February. It is a project for another day, one of many at Bensfold!

The two photos with WashMe, a classic Men Working sign from roadworks past, and the singular lack of any visible men working was brought upon by a sudden thunder cell passing over Bensfold. The second photo does have "Grille" < Ben's 80 project out upon the lawn, making way for some of the traditional work parties going on inside the barn.

... continued on page 7

Blacker than Night X *(continued from page 6)*

This year saw the silver Disco finish and engine transplant started at the last BtN (dropped sleeves in Rover engines are a lot more common than people might think). The Silver Disco dropped the liner two BtN's ago. The heads were pulled that year at BtN. Last year at BtN, the engine was pulled and the transplant was started with the donor engine. This year it drove out of the barn, but still needs some TLC.

A rebuild of Dora's transfer box was also in order. As some may remember, Dora did not make it up to the Birthday Party. A shaft was sticking out a little bit. Disassembly revealed some interesting things. For example, in this photo -



That bit of black grunge on the end of the shaft is an example of something transformed. You see, the roller bearings are held together by a plastic cage. This cage had melted itself around the end of the shaft. Yes, a transfer box renewal was another one of the several tasks undertaken that weekend, though not completed. While Quintin, Rohan, and others got it out, a new transfer box partially assembled, it was left for Ben to complete and then drive from New Jersey to New Brunswick the next weekend for the annual l'événement Pierre Gauthier. That folks, is a whole different story!

One of these years, some attention might actually go to the 80's in the garage, but this year saw a bit more tweaking on Jeff Meyer's WashMe, door renewal and adjustment on Jan Hilborn's Witt, Mike Loiodice diagnosing electrical gremlins in another,



Jeff Meyer at BBQ

and many other things on other vehicles. As the adage goes, more work is done on Series vehicles immediately before, or during an event than the rest of the year.

What last month's newsletter missed was photos of the RoverPolo game played out upon the field on Sunday. Worthy of a separate article on its own, suffice it to say that the origins of RoverPolo, in a different form, lie with the British Invasion at Stowe Vermont where OVLRL, Empire LRC, and Bay State members participated in a rudimentary form of a game where Land Rovers replaced ponies, a driver,

and batsman replaced a rider; a broom replaced a mallet, and a rather large bouncy ball a small, hard polo ball. Allowances must be made between the players, and relative intelligence levels of the steeds. This game has been modified to make it practical and has since been played at several events. This year's contest saw right handed vehicles playing against left handed vehicles. Left hand won this year, but that was more to the practiced skill of Francois Kiourac. He knows his way around a broom! I must also point out, the weekend warriors playing the broom were covered in bruises afterwards! And while it looks easy, driving backwards and trying to position the

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Bruce at smoker

BtN — The Seelie Meelie

ARTICLE BY D. KENNER

As is traditional at OVLV events, fun and games is a great part of the weekend. While northern members of OVLV will recall the feelie and seelie meelie competitions at the Christmas Party, a Seelie Meelie has become a tradition at Blacker than Night. For those who are unfamiliar with these, a feelie meelie is where you take a bunch of parts, put them in a box, cut a hole in the side of the box and tape a black garbage bag to the side of the box. Each person can handle and feel the parts, but not see them, as they try and identify them. A seelie meelie is the opposite. The parts are laid out in front of you in plan view. But, you can not touch them.

This year's seelie meelie was again put together by Dave Bobeck and about fifteen plus people participated. it looked like this:



And, while it looks easy, getting it right isn't. In fact, in the Seelie Meelie, the more information you put down, the better you will do. Just saying "hose" for

number sixteen might suffice, but when it comes down to tie breakers, saying that it is a Series III heater hose will do a lot better. Of course, there are some like Charlie Haigh who would also write down the part number or Ted Rose who would write down the chap's name that installed it on the assembly line.

First place: Bruce Fowler with 12 points. Mike Loidice and Quintin Aspin tied in second with eleven points, and Ben came in third with ten points. I did poorly this year, but did beat Alan Richer who had minus two points (I am told his response included such things as "piece that fell off the door and some gear part). For those who are finding it challenging to identify the parts, they are:

1. Synco hub fairey
 2. Ser xmission layshaft
 3. Seatbox cover latch
 4. lock cylinder +ve earth
 5. Wing stay
 6. Fairy selecros
 7. SIII vacuum intake for brakes
 8. SII/IIA turn signal retaining bracket
 9. Oil filter gasket
 10. Distance piece xmission layshaft
 11. Smiths dual gauge capillary support
 12. IIA wing to bulkhead bracket
 13. Keeper handle on early rear safari door.
 14. Xfer box retention tab
 15. Series exhaust hanger
 16. Late heater pipe/hose.
- Bonus: door check bracket on IIA. On door

Blacker than Night X *(continued from page 7)*

vehicle to bat the ball towards the goal is not as easy as it seems!

One thing that generally gets missed in many of the accounts of events, is the support that goes into them to make them happen. Many people work behind the scenes doing all sorts of other non-Rover related things. Christina Albrecht organized the feeding of the masses, leading Bruce Fowler cooking brisket over a smoker, to Jeff Meyer handing a large BBQ. Many others put in time to ensure that the many people were fed. Other food & kitchen help included Barbara Maras, Dave Bobeck, Bill Caloccia, and Kris O'Hara. My apologies to the many that I have missed.



Dixon at work on the BGB

The Blacker than Night RTV

ARTICLE BY D. KENNER

Blacker than Night saw another Road Taxed Vehicle (RTV) this year. Unlike last year's, multi stage and much longer course, this year saw a significantly shorter, yet more intricate affair where the driver needed to think ahead before trying some of the twisting paths that lay ahead. Again this year, the course was laid out by Ben Smith assisted by Howard Smith in his 101 FC. Normally one would think that such a large vehicle would make things easier, but the 101 actually has a pretty small turning radius, not unlike an 80".



Let the games begin



Leaf springs zero

with a score of one in his D90. Success was determined by thinking ahead and steering right. Of course, towards the end, the course

followed a series of S turns across some piles of fill. A lovely series of cross-axling possibilities lurking there. The high score, fifty one points by Will Skidmore was attained when he decided that his line was the right line. Or, in other words, take a bad line and a score of 51 might result as well as a photo op!

With a little arm twisting, most participants at BtN tried their hand at the RTV. And many found it a lesson in how to approach obstacles. A new addition in the woods was a dam-like berm forming a causeway over a wide, shallow gully. The RTV crossed it perpendicularly. While crossing heading north was fairly easy, from the south required some thought, least you end up cross axled.

The July newsletter's photo "Riding High at the RTV" we have Quintin driving Howard's 101 forward control through the course. The RTV this year was much twistier and had some interesting challenges. It is also very interesting to note that points deducted for shunting were more significant that those where people hit a cane. About twelve

vehicles went through the course, one set up using a 101. Dave Bobeck made it through



Air suspension zero

In fact, over the cross-axling challenges, the canes hidden through the forest, the piles of talus we saw Series Rovers, Range Rover Classics & P38's, D90's and 110's. Significantly, like the OVL R Birthday Party RTV this year, this RTV challenge did not see any 80" Land Rovers competing. RTV results in order that the course was run are: (driver, vehicle, points)

Dixon Kenner	RRC	3
Bill O'Hara	110	15
Bruce Fowler	RRC	5
Will Skidmore	SIII 109SW	51
Quintin Aspin	101 FC	6
Jarek Maras	RR P38	27
Jeff Meyer	IIA 109	10
Rohan Da Silva	SIII 109SW	11
Dan Marchello	RRC	5
Dave Bobeck	90	1
Ben Smith	101 FC	7
Rick Lamb & Lisa Hadley	D90	6
Howard Smith	101 FC	5

To be fair, some of the higher scores resulted in the driver trying approaches repeatedly as a learning exercise to see if it was possible to do. Points were: Canes = 1; Shunt = 2, Winching (getting stuck) = 25, Hitting another LR = 100 (The course passed close by several resting Series vehicles)

Rebuilding a V8 Starter Motor

ARTICLE AND PHOTOS BY BENJAMIN A. SMITH

One of the more annoying faults with a Land Rover is one that will not start. Perhaps you turn the key and nothing happens. Perhaps you turn the key and the starter tries to turn over and fails. In the end you will have to remove the starter. In particular I am talking about the starters for the 3.9 and 4.0 Rover V8 engines on Range Rover Classics, NAS D110, NAS D90, and Disco 1. However the same general principles, disassembly and assembly processes should apply to the starters found on 3.5, 4.2 and 4.6 L engines, but with different part numbers.

I had two broken starter motors and needed to get one of them working.

One option is to take a crowbar to your wallet and buy a new one. A web search showed that Atlantic British's price is \$209 & Rovers North \$219. In USD. At the time of the writing Rover Park Boy's catalog price was "call us" and British Pacific's search engine for "starter motor discovery" came up with everything but that. Why spend that much if you don't have to? When I asked around everyone said that "no one" rebuilt starter motors. I thought it's an off the shelf Bosch unit. Parts must exist somewhere. How hard could it be? But first I had to get the starters out of the trucks to examine.

If you are lucky the starter on your Land Rover is attached via bolts. If you are not lucky, then it is allen screws—they are invariably filled with oily crud. To remove the allen screws, you need to clean out the hex holes. And then put on more torque than anyone can apply with an allen wrench. What you need is an allen socket and a few 9" extenders since the best place to swing the ratchet wrench is ahead of the engine mount. Easy, right?

As an aside, have you every wanted to find the engineer that made a design change that caused you immense frustration, skinned knuckles and perhaps caused to to say a few dozen four letter words? Last year I ran into the engineer responsible for power plants in Land Rovers in the mid 1990s. I was able to ask him, "why change from bolts to allen screws?"... And he had no memory of that change! He's a nice guy and I had a few beers with him, but what a let down!

Once the starter is out of the truck and on your bench you attempt to diagnose what might have failed. You can test it by hooking up jumper cables to a battery and then using a clip lead from positive terminal to the solenoid sender. If you hear the solenoid click, then the fault is likely in the motor. If it doesn't click, then look at the solenoid. A common fault is that the heavy duty wire from the solenoid to the starter motor may have broken. Generally this wire too large to solder (Bosch used a mechanical connection). If the stationary ring has failed either the starter will twitch or not turn over at all. An example of two broken stationary rings and a new one.



Firstly you will want to clean off years of oil and crud. Once cleaned up your starter will likely look like this:



... continued on page 8

Rebuilding ... (continued from page 10)

Then you can find the model number for the starter that you have. The number is located on the main case of the starter. The part number number shown here is "001 110 120". It is a 110 series starter with 120 being a minor variation.

You need to know the starter part number to order the correct parts. Why can't you just look up the Bosch part number for your Disco? If you do that you will find pages which shows a Bosch starter listed as PMGR or 17792N. Those numbers cross to the correct vehicles and even LR part numbers. Those web searches show that this starter is a new replacement for the 001-110-120, 001-110-090, 001-108-137, 001-108-144 and others. Why is this important? Because the 17792N is a 001-108 series starter. And that is slightly different from the 001-110 series starters when it comes to parts. It looks like the type 108 was used on the 3.9 engines and the type 110 on the 4.0 engines. Google searches find parts lists for both starters. One of them was waiglobal.com, which worked in spring 2011, but when I wrote this article in late summer it was off line. New searches found these pages:

Type 108: <http://catalogue.alternatorstarter.com/Partdetails.aspx?Part=120-232>

Type 110: <http://catalogue.alternatorstarter.com/Partdetails.aspx?Part=120-233>



Then using Google, I found a vendor, called them up and ordered my parts . I used Nations Starter & Alternator (www.nationsautoelectric.com) based in Cape Girardeau, MO. Another vendor is Karam Auto Ltd (www.alternatorstarter.com) located in Saskatoon, SK.

Disassembly

First undo the long bolts that attach the end cap, withdraw the bolts and pull off the cap and armature assembly. If your issue is with the solenoid-to-brushes wire, you will need to detach the armature from the back plate by removing two Phillips screws, taking off the dome cap, removing a c-clip, and then you can pull off the end plate..

This reveals the brushes. Part #69-9115 (though in Nations lists it is also 68-9140 and Karam states that it is #69-9113 aka #5520-2015) is direct replacements for the brushes in type 110 motor and costs \$29.95. The part even comes with a spacer holding the brushes in place you can just pull the old brushes then push the armature into the new brush assembly displacing the spacer. No fighting with

keeping 4 spring loaded brushes in place during installation! If your issue is just the heavy duty wire, then you just need to reassemble and you are done.

However, more than likely, your stationary gear is also broken and will need to be replaced. First prise

... continued on page 12

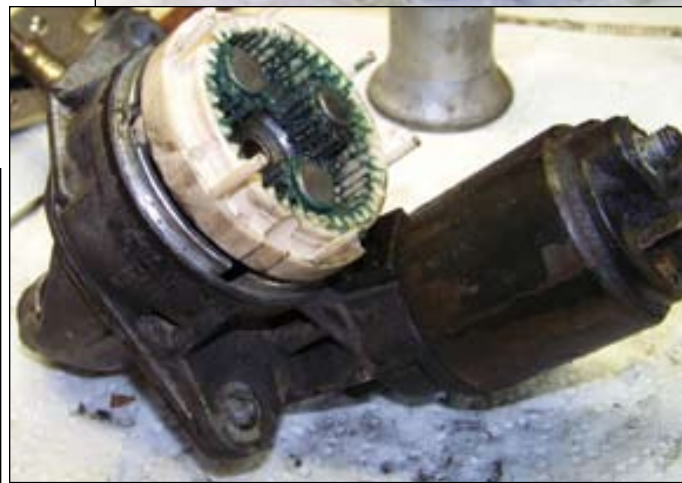
Rebuilding ... (continued from page 11)

off the metal outer cylinder with the magnets from the end cap with the Bendix gear and solenoid. This will leave you an assembly like this (showing an intact stationary ring):

When it isn't intact, some pieces will fall out on your bench and you know that you are ordering parts. Remove the planetary gear cover and what other broken bits that you can from the stationary gear area.

Next remove the rubber block from the base of the solenoid (again shown here with an intact stationary gear).

Then pull the planetary gear a bit to you, spread the solenoid yoke a little, pop the studs out of the yoke, and withdraw the assembly.



Next, you need to use a nail set to tap down the stop ring away from the retaining ring in the slot.



You will have an assembly as shown here, but with a broken stationary gear.



... continued on page 13

Rebuilding ... (continued from page 11)

Then bend the retaining ring a bit and pull it off the shaft. Off will slide the starter gear. Then you can pull the circlip, and pull off a washer and finally the remains of the starter ring. The assembly of parts looks like this:

And here is where the type of stater motor matters. Stationary gears are \$9.95. A type 108 (replacement) has a stationary ring with 37 teeth (part #76-91809) and is a bit smaller (and also hence different planetary gears). The original type 110 has 42 teeth (Part# 76-91810 aka #5820-2501)! Yes, I was disappointed that I had ordered the wrong part at first!

Assembly

Oil up the bronze bushing and slide on the stationary gear. Then slip on the washer, circlip and the starter gear. And then the fun bit.

Slide on the stop ring and then expand the retaining ring to make it big enough to slide over the shaft and into the slot. Use pliers to get it is tight in the slot as you can – all while not breaking that plastic stationary gear. Then you need to pull the stop ring over the retaining ring. Forget nail sets. Forget using your fingers. You need a gear puller. This is the hard part.

Once done, slide the assembly in place, pop the nubs into the yoke and insert the rubber solenoid part. Remember to grease up the planetary gears and stationary gear. Install the stationary gear cover. Check the protruding bits on the stationary gear and the magnet case slots to align them and install. You may need to attempt this a few times.



Once aligned the armature assembly can be slid into place and the two long bolts installed. Don't forget to attach the main wire from the motor to the solenoid.

Test out the starter. If all is well it works and you are a happy camper having spent \$39.90 plus shipping instead of \$210.



The Shadow at Kirkwood Manor

ARTICLE BY ANON

There was thunder in the air on the night I went to the deserted driveway on Kirkwood Avenue to find the lurking fear. I was not alone, for foolhardiness was not then mixed with that love of the grotesque and the terrible which has made my career a series of quests for strange horrors in literature and in life. With me were two faithful and muscular men for whom I had sent when the time came; men long associated with me in my ghastly explorations because of their peculiar fitness.

We had started quietly from the OVL R Social @ The Prescott because of the plushie-owning members who still lingered about after the panic of a month before the Birthday Party - the nightmare creeping horror associated with purported parts transplants and unsupervised maintenance. Later, I thought, they might aid me; but I did not want them then. Would to God I had let them share the search, that I might not have had to bear the secret alone so long; to bear it alone for fear the world would call me mad or go mad itself at the demon implications of the thing. Now that I am telling it anyway, lest the brooding make me a maniac, I wish I had never concealed it. For I, and I only, know what manner of fear lurked on that spectral and desolate drive.

In a small motor-car we covered the miles of urban terrain. We were often tempted to use the acetylene headlights despite the attention it might attract. It was not a wholesome landscape after dark, and I believe I would have noticed its morbidity even had I been ignorant of the terror that stalked there. Of wild creatures there were none-they are wise when death leers close. The ancient lightning-



scarred trees from the positive earthed lurker seemed unnaturally large and twisted, and the other vegetation unnaturally thick and feverish around the remains of other Land-Rovers, while curious mounds and hummocks in the weedy, fulgurite-pitted earth reminded me of Lucas and dead differentials swelled to gigantic proportions.

Fear had lurked around Kirkwood Manor for more than a decade. This I learned at once from newsletter accounts of the catastrophe which first brought the BGB to the world's notice. The place should be in a remote, lonely elevation in that part of Westboro in Ottawa where civilisation once feebly and transiently penetrated.

Today, Mountain Equipment Co-op, trendy stores, and an influx of "Yuppies", birkenstocks, Bridgehead Coffee dens predominate, The fear, however, is an old tradition throughout the Land-Rover community; since it is a prime topic in the simple discourse of the poor mongrels who sometimes leave their air conditioned garages to trade parts for such primitive necessities as they cannot repair, maintain, or make parts.

The lurking fear dwelt in the shunned and deserted Kenner garage, which crowned the high but gradual eminence whose liability to frequent thunderstorms gave it an unspeakable name. For over a dozen years the antique, grove-circled brick house had been the subject of stories incredibly wild and monstrously hideous; stories of a silent colossal creeping Nigel's Disease which stalked abroad in the warmer months. The Discovery and Range Rover owners told tales of a demon which seized lone wayfarers after dark, either sending them to the dealership

... continued on page 15

Kirkwood Manor ... (continued from page 14)

or leaving them in a frightful state of gnawed dismemberment; while sometimes they whispered of 90 wt or 20w50 trails toward the distant manor. Some said the thunder called the lurking fear out of its habitation, while others said the thunder was its voice.

The terror which brought me to the scene was a sudden and portentous confirmation of the wildest legends. One summer night, after Birthday Party of unprecedented activity not seen since the storied British Invasions of yesteryear, the countryside was aroused by a stampede which no mere delusion could create. The pitiful throngs of LR3, Freelander, and post P38 Range Rover owners shrieked and whined of the unnamable horror which had descended upon them, and they were not doubted. They had not seen it, but had heard such cries from one of their air conditioned, carpeted garages that they knew a creeping death had come.

So on this summer night, while distant thunder rumbled, I left a silent motor-car and tramped up the driveway of Kirkwood Manor, casting the beams of an electric torch on the spectral white walls of the portable garage that began to appear ahead. In this morbid night solitude and feeble shifting illumination, the vast boxlike pile of parts that read RoverPark Boys, Rovers North, Paddocks, ABP, and Wise Owl displayed obscure hints of terror which day could not uncover; yet I did not hesitate, since I had come with fierce resolution to test an idea. I believed that the thunder called the death-demon out of some fearsome secret place; and be that demon solid entity or vaporous pestilence of used 90 wt, I meant to see it

I had thoroughly searched the driveway before, hence knew my plan well; choosing as the seat of my vigil the old passenger seat of the Dormobile, whose murder in Newfoundland looms so great in the legends. I felt subtly that the apartment of this ancient victim was best for my purposes. The chamber, measuring about five feet by ten square, contained some boxes which had once contained used parts. It lay at the end of the driveway, near the south-west corner of the house, and had an immense opening facing east and narrow south

window, devoid of panes or shutters. Opposite the large opening was an enormous garage opening, like a deep and dark cave with scriptural pages affixed to the walls representing the prodigal functioning Lucas positive earth wiring system of a bygone era.

The increasing thunder must have affected my dreams, for in the brief time I slept there came to me apocalyptic visions. Once I partly awakened, but never before had the presence of evil so poignantly oppressed me. Later I must have dropped asleep again, for it was out of a phantasmal chaos that my mind leaped when the night grew hideous with shrieks beyond anything in my former experience or imagination. Later, I was told it was the positive earth dynamo with failing bearings.

Then came the devastating stroke of lightning which shook the whole area, lit the darkest crypts of the hoary grove, and splintered the patriarch of the twisted trees. In the demon flash of a monstrous fireball the sleeper started up suddenly while the glare from beyond the window threw his shadow vividly upon the back of the BGB from which my eyes had never strayed. That I am still alive and sane, is a marvel I cannot fathom. I cannot fathom it, for the shadow on that Station Wagon was not that of Ted Rose or of any other human creature, but a blasphemous abnormality from hell's nethermost craters; a nameless, shapeless abomination which no mind could fully grasp and no pen even partly describe. In another second I was alone in the accursed garage, shivering and gibbering.

The Cthulhu badge on the rear of the BGB glowed with an evil light... The BGB is alive, its soul awakened within! Where might it manifest itself next? We must all be vigilant!

[with apologies to HP Lovecraft]

TUTORIAL:

C40 generator testing off the car – a quick-test procedure

ARTICLE BY ALAN RICHER

So you are one of the three people who owns a Land-Rover and has not converted off the venerable 20-ampere C-series generator your car has. Perhaps you are stubbornly in the positive-ground camp, or you are thoroughly fond of originality. No matter.

One day, the generator on your vehicle fails - perhaps bad bearings, perhaps you let the smoke out - one way or the other it's no good. "No problem," you say, "I have three or four spares on the shelf - I'll simply put one of those on till I rebuild the one I have taken off."

However, doubt creeps into your mind - were any of them good? Why did you take them off the cars they were on - and were they working then?

Have no fear, friends - this procedure will give you a reasonable chance of choosing a cherry out of the potential pile of lemons on your shelf.

Look over the collection of generators you have, and pick the one that has seen the least physical abuse. Odds tell us this is the one least likely to have internal corrosion issues.

Clean the exterior and perform a physical inspection of the generator. Look at the condition of the following:

On the insulators of the two connections on the back of the casing look for cracking/melting

Spin the shaft and listen for grinding over and above brush noise.

Pull and push on the shaft to check for failed bearings. There should be no side-to-side or in-and-out play.

If the generator has a removable cover over the brushes, remove it and inspect the commutator and brushes for signs of extreme wear. Also check the brushes and springs to make sure all is in place and

not stuck/corroded. For details, have a look at the LR Series manual - there is a detailed procedure there for inspection/replacement of the brushes.

Oil the rear bearing of the generator - two or three drops of light machine oil will suffice into the spot marked OIL.<>

Resistance Checks

Case to the large (output) lug - .5 ohms. A reasonable variation here (25%) is acceptable based on your test equipment.

Case to the small lug - 1.5 ohms - again a reasonable variation is acceptable.

Output Test

Using a 12-volt battery or car starting pack polarize the field of the generator by connecting the appropriate pole of the battery to the case (positive or negative to match the ground of the vehicle) and tap the other on the poles at the back two or three times each.

Wrap three feet of parachute cord around the pulley so that pulling it off will spin the generator in the direction of the arrow on the case. Connect a voltmeter to the large lug and the case and pull the cord quickly. A positive deflection of the meter reading of .1 to .5 volts shows that the internals of the generator are functional.

If you've performed all of these tests, the odds of your generator being defective are very small. However, as a generator and a motor are essentially the same device one final test can be done to ensure that the mechanical and electrical parts are in reasonable order.

Motor Test

Connect a wire to the field terminal long enough to reach the large (output) terminal. Connect the jumper cables from the battery or starting pack used

... continued on page 17

Cedar Hill Classic

Saturday, October 15th (16th rain date)

The second annual rally at 967, 7th Concession South Road, Pakenham (off Cedar Hill Side Road) 1 Concession after Cedar Hill Berry Farm.

Event Agenda

08:30 – 09:30

Participants arrive. Marshalling / event briefing and rules – in drive shed if wet. Club trailer will be manned to provide bacon sandwich and coffee breakfast.

09:30

start first event / activity. Club trailer provides coffee at event start or the marshalling area. From start location we will follow the October trail to logging road and proceed along logging road to hydro line. From hydro line work either left to Bellamy Road or right and pick up 9th Concession and then circle back to Jones property via Cedar Hill Road. Time may permit a couple of runs to give everyone a chance to go the full length of the hydro line.

Lunch

Participants to bring own lunch

13:00-16:30

St. Patrick's trail – this activity involves some clearing (3) large fallen trees will need to be cut into sections and pulled out of the way, we will also need to cut some small cedars, no hardwoods, before being able to complete the circuit. It should be passable by both large (Range Rover / Disco) and small (SWB Series)

New Members Wanted!

Invite your Land Rover obsessed friends to join OVLRL!

See page 2 for subscription details.

trucks without damage, beyond some pin-striping. Those who opt not to run their vehicles around the trail will be entertained by watching those who do, they can also assist in obstacle clearing and marshalling.

Evening

Club trailer based barbeque at the marshalling point.

Other

There will be a driver's meeting discussing the rules and regulations prior to heading out. Anyone who has a working chainsaw is encouraged to bring it with them, along with loppers and tools for trail clearing. The trails are basically clear with the exception of St. Patrick's which will require some work to be able get round the full circuit. Rain Day: If we are experiencing a monsoon on Saturday, October 15th, then the event will be switched to Sunday, October 16th. If its only raining then the event will go as planned on Saturday.

Generator testing ... *(continued from page 16)*

in step 5 to the case, then touch the other clamp to the output terminal. **BE CLEAR OF THE PULLEY WHEN YOU DO THIS.** The generator will begin to spin and with a well-charged battery will spin quite rapidly - if not it has issues and should not be used. - I measured the one I tested at over 4000 RPM. **DO NOT LEAVE IT RUNNING** though this is really neat to watch - it's not a good thing to leave running as it puts a serious stress on the rotor windings.

While the generator is spinning touch the wire to the output terminal and the generator should slow - this indicates that the field leads are all connected.

With all of these tests performed there is little doubt that your test subject will work well.

Classifieds

Must sell 2-3 cars – landlord rented out parking spaces.

Peter T. Gaby – petertgaby@rogers.com

1989 RANGE ROVER CLASSIC

Two owner car, lived most of it's life in Baltimore, no salt. Good chassis, engine, transmissions & running gear, 160,000 miles. Drivers floor rusted out and a little on the passenger's side, simple repair. Offers

1989 RANGE ROVER CLASSIC TRANSFERCASE

Two complete units, one with a smashed case. Come and take them away to any club member, others \$50.

RANGE ROVER CLASSIC FACTORY WORKSHOP MANUALS

Large, in two volumes. Nice & clean. \$ 75.00

1984 BJ60 TOYOTA LAND CRUISER STATION WAGON

The unbreakable work horse, 390.000 kilometers. Try and stop it. 2B. 4 cyl. diesel (3.4 lt.) rare 5-speed transmission and air cond. (not working) All mechanics fine, engine should have much life left in it. Has made money every week for 15 + years, you can't kill it. Offers

POSSIBLE SALE – 2001 HOLLAND & LAND RANGE ROVER P-38

Savanna, Georgia car, maybe the only one in Canada, very rare special edition car. Look up Range Rover Holland & Holland for full specifications. 100% dealer service from new, never winter driven. Inquire.

1957 JAGUAR MARK 1. SALOON. 3.4 LT. MANUAL, OVERDRIVE

In storage for 10+ years, very original car, needs some work, much has been done, many spares. Goes like a Jag should. Inquire.

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PARTS FOR SALE – LOCATED IN OTTAWA

Used radiator in good working condition for Discovery I - 4.0 V8 - auto - \$275 obo

Lightly used stainless cat back exhaust for Discovery I - 4.0 V8 - auto - \$250 obo

Used fan and shroud for Discovery I - 4.0 V8 - \$100 obo

New rail and yolk for LT77 transmission - cost \$160 with shipping - selling price \$100

1 unused Goodyear Wrangler HP for Discovery II - 255x55x18 - \$50 obo

2 new Raybestos Front Rotors for Toyota Sienna or Camry (can check compatibility online) - \$75 for pair
Shipping extra, will arrange at cost if needed.

Email at terrycking@rogers.com or call 613-899-6614

DISCOVERY II ORIGINAL PARTS

Steering Guard \$400 (ovno) brand new still in original packaging - never used.

LRN51135P - plate; LRN51135 - kit; LRN51135B - bracket; LRN51135F - fittings

Fuel Tank Guard \$400 (ovno) brand new still in original packaging - never used.

LRN51175

Axle Guard \$400 (ovno) brand new still in original packaging - never used.

LRN5115P - plate; LRN51115B - bracket;

LRN51115F - fittings

Protection Bar - \$100 (ovno) brand new still in original packaging - never used.

STC50260

Kevin Le Messurier-Girling

Daytime: 905-436-7813

Evening: 905-728-0822

LAND ROVER 101 AMBULANCE LHD

This vehicle has not been jury rigged or messed about in any way. In "as released" condition. All faults declared. You won't find a more genuine ex military 101 ambulance this side of the pond. There are no more of these machines to EVER come out of service. Road registered and runs and drives. Always dry stored, no tall grass storage horror. Offers invited. Contact Robin 1 613 484 6602 or rcaig@sakto.com

... continued on page 19

Classified (continued from page 18)

2001 DISCOVERY II

Moving to Botswana at the end of September and selling our 2001 Discovery II – purchased from Vern in 2008. Very well maintained (all the receipts for work done) and in great shape. 179,000 km, beige, asking \$6000.00. Can send photos to anyone who is interested. Geoff – 613-521-5355

LAND ROVER 101

Land Rover 101 FC LHD 24volt soft top. Runs + drives and is road register in Ontario. All known faults declared. Asking \$13,500 but will reduce for a quick sale. No dreamers, be prepared to view and buy. Contact Robin 1 613 484 6602 or rcraig@sakto.com

2004 DISCOVERY 2 SE7

For sale – Epsom Green, Fully Equipped with leather, Seats 7, 140000km, dealer maintained, balance of extended warranty transferable (August 2012). 4 Winter tires mounted on rims, tow package. \$9800. 613-632-2879



Chris Glauninger – cjglauninger@sympatico.ca

LAND ROVER DISCOVERY II, 2002

191,000 km; Automatic transmission to be changed; Otherwise in very good condition; Equipped with an ARP bull bar
Asking \$3,000
Contact: Jean François Bonin
613-941-4172 jean-francois.bonin@justice.gc.ca

1989 DEFENDER 110 COUNTY

Turbo diesel engine; right hand drive; 12 seats; steering and transmission protection bars; factory Land Rover folding steps
Mileage 168,000, excellent condition for year, white exterior with blue fabric interior, original paint with the odd touch up. Imported late 09 and Ontario registered. \$15,500
British Matt - 613-222-5121
englishman99@hotmail.com



1989 HARD TOP

Checker plate wing tops; 300 tdi with r380 gearbox; new ebrake shoes and seal; split doors; new rear door; lockable side storage box; heated seats; mud td5 dash; new springs; new shocks; poly bushes; new steering box; new injection pump; bfg all terrains. This is a solid Land Rover.

\$15,500

call Matt:

613-222-5121



3 – 80 INCH LAND ROVERS

All in various states of disrepair. Between the 3 vehicles I believe there are enough bits and pieces to confidently build 2 complete 80 inch Land Rovers.

Call Sean McGuire 613-612-7622

Best reasonable offer takes them.

EX-MoD SERIES III – FRONT GRILL AND DOOR SILLS

I had an ex-MoD Series III that was subsequently sold, however I still have the plastic front grill and door sills. Rather than have them end up in a land fill, is anybody interested in them?

Len – lnp00@live.ca

BROKEN DISCOVERY I

Lots of parts available, electrics, seats, doors, panels etc.

Kevin Le Messurier-Girling

Daytime: 905-436-7813

Evening: 905-728-0822

1983 MERCEDES G WAGON 280

This is the SWB model and is right hand drive. Black with techno cloth interior. 6 cyl 2.8 inline Mercedes petrol engine with 4 speed auto trans. This truck is in excellent condition. Chassis is very clean. Front and rear diff locks. Asking \$18,000

Please contact Matt Macpherson @ mrgrey9@gmail.com or 613-692-3684






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Dave B. practising mind control over a Rover. PHOTO CREDIT: D. KENNER