



OTTAWA VALLEY LAND ROVERS



August 15, 2012

www.ovlr.org

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Russell Dushin and the dreaded Nigel on the RTV at Blacker than Night

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.

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 Forum

Please see:
<http://www.ovlr.ca/phpBB3/index.php>

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OVL R Newsletter

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Submissions: Articles and photographs may be submitted to the Editors, Terry King (terrycking@rogers.com) or Dixon Kenner (dkenner@gmail.com) 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.

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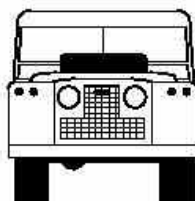
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“As for French, pardon mine, but with the exception of the word 'carburettor,' which is a French word meaning 'do not touch' ”

Greetings;

Another month has passed and as you shall read another pair of events, albeit a little farther afield than usual. Readers will note, there are generally quite a few Land Rover events happening. Planning & driving to them is generally the only aspect requiring much effort. In this issue you will find an remarkably useful article by Dave Bobeck in setting the distributor and timing for the two and a quarter Series engine; what I hope is an antepenultimate article on the Dormobile rebuilt; the second in a new series of articles from Andrew Jones on the trials and tribulations of his 101 forward control; an interesting piece from David Place on converting from a mechanical fuel pump over to an electric one (I wonder if you can change that in under five minutes in the dark, like you can with the mechanical?); and one from Alan Ricker on installing an electric fan in a 110. As well as the usual assortment of snippets, trivia, rumours, and occasional exaggeration of a tiny piece of the truth.

The eleventh annual Blacker than Night rally in central New Jersey was the first major event for August. About sixty people, including children of course, descended upon central New Jersey in twenty four Land Rovers to partake in some Land-Rover maintenance (why is it that these vehicles seemingly get the most maintenances just before, or during an event?), a three stage RTV run on Scottish rules (points awarded based on how far you get through the course before stopping or hitting a gate), and an enthusiastic game of RoverPolo. (1)

Following right on the heels of Blacker than Night, there was the annual Evenement Pierre Gauthier. EPG is an annual event, taking place over about the past decade, and alternates between Quebec and New Brunswick. A week long affair, it tends to use a fixed location as a base camp and undertakes a lot of green laning and light off-roading. Very family oriented, this year's event took place up in St. Felix d'Otis, a small place up the Saguenay near Chicoutimi. From reports that I have heard, both events had more Series vehicles than the Birthday Party managed this year!

Speaking of events and exercising your Rover, some events to consider in the future. In fact, there are quite a few on the offing for those who might wish to do a little travelling. September has five events of note. The month starts off with a rally down in Nova Scotia. The Labour Day Rally has long been an enjoyable event for many. This year it is near Wolfville.

Later in the month, on the weekend of the 15th, there are two car shows. British Car Day in Bronte Creek, just west of Toronto is a huge one day show. Started in 1984, it is now probably the largest one day British car

event in North America. Simultaneously, there is the British Invasion in Stowe Vermont. About half the size of Bronte Creek, it has been running since 1991. Now a sedate and posh event, it once saw upwards of fifty or sixty Series Land-Rovers, and similar numbers of modern Land Rovers before it moved from the fields north of Stowe to a downtown park. Still, an interesting event and it does gather in a few Land Rovers.

The next weekend, the 22nd, there are another pair of rallies. The eighth annual "All Metal Dash" event in central Massachusetts, and the "Conclave" at the Cove, an event being put on by Land Rover enthusiasts, ROAV, the New England Club and others. That is down in Virginia, about an hour and a half from Washington DC.

Links to these events can be found in the upcoming events section of the newsletter.

And finally, NASA has dropped a Rover on Mars. While we are not sure whether it is a leaf or coil sprung vehicle, bets are out on whether or not LRNA will be sending a cease & desist letter to NASA over their use of the word "Rover" as has been happening across Canada and the USA over the past year, hence a number of on-going name changes of some of our **parts suppliers**.

1. Russell Dushin warns us that Nigel has developed a leaky head gasket. All those people who may have read this are now susceptible to head gasket issues. For disclosure, the BGB, my 1964 109 SW has been suffering from a challenging compression ratio for about two years now. But, Nigel is a highly contagious carrier of trouble.



Dixon makes VRRMM, VRRMM noises and imagines driving his 80”

President's Message

Musings From the Throne Room, Part 5

by Andrew Jones

Welcome to August's newsletter - produced again by the Smith / Kenner publishing group and it's got a lot of great articles and content.

Not sure where the time went, but here we are nudging the Labour Day long weekend. So my thoughts have turned to planning this year's Cedar Hill Classic. I have yet to figure out exactly which trails we'll use: The July storms that saw a tornado touch down in nearby White Lake brought down a lot of mature trees on the Pakenham Mountains, including on our patch. So having done some damage assessment - limited by the black fly....I am confident that we can get ready for an interesting and entertaining event.

It will follow the formula established a couple of years ago, and will be a one-day event to include some green-lane runs along the local logging trails (good for the Plushies) together with some challenging off-roading that should please those wanting to test their technical skills in mud running, trail clearing and vehicle recovery. The day will start and finish with gastronomic delights from the OVLRL field kitchen.

It's unclear at this stage whether or not I'll have a trail ready vehicle by the time we get to October....the work on the 101 continues but I'm watching the days count down fast and there's still a lot to get done. I even wondered if I could scab enough steel plate onto the Omnibus chassis to stop it falling to pieces mid-trail...at least it runs...at the moment.

What is clear though - we'll need to do some trail clearing in advance of the event - so anyone out there who'd like to spend a late Summer / early Fall day in the backwoods doing some recreational gratuitous chain-sawing and de-limbing (trees of course) - please let me know.

At this week's Social / Exec meeting we discussed next year's Birthday Party - the 30th. It's a big milestone

and the Exec agreed that we'd like to make BP-30 something of a banner event. Again it will follow the proven formula enhanced by some of the new content tested at this year's event (team photo / OVLRL field kitchen provided breakfast etc). Event Coordinator Frank Ashworth is pulling together an event schedule and we'd like to hear from you, the membership, to understand what you would like to see included / what we should do more of / what we should do less of. So please get in touch with Frank or the other members of your Exec team to help them structure a truly memorable event - for all the right reasons..... That's all for now

Hope to see you here at Cedar Hill in October
Cheers



Fergie Forges Ahead. Cedar Hill 2010



No new members this month

Would you like to purchase
an OVLRL grill badge?
If so tell Dave Pell!

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

🚗 Land-Rover Heritage Adventure North America Programme Set for August

Showing strong appreciation of their own, TimeWarp Overland, not in association with, but parallel to Land Rover of North America will begin demonstrating a four and eight day driving program that allow participants to experience Land-Rover's extraordinary capabilities in simplicity in adversity when TimeWarp Overland's 80" & 101" support vehicle follows Land Rover's 2012 vehicle offerings.

Providing the dates August 24 - 27 and August 27 - September 2, the "Timewarp Overland Adventure" puts you beside the wheel in a 1949 Land-Rover, a 101" Forward Control, and various supporting Series II and IIA vehicles to experience a journey across Utah's Moab Desert, helping, and sometimes rescuing modern plushies.

Given the accommodations that TimeWarp Overland must prepare for the multi-day excursion, the "TimeWarp Overland Adventure" packages won't come cheap. The four-day starts with you supplying your own tentage and camping gear, which is relatively cheap. Much higher costs are associated with the beer and vintage single malt supplies required for Team TimeWarp Overland for each individual. Enthusiasts will experience the Moab Desert and continue through to Telluride, Colorado on aspen-lined trails. Lodging will include the finest locations out with nature. Guests will also be pampered themselves with preparing relaxing dinners.

For those that can't afford four days in August or LRNAs steep \$3,250 fee, we note that they offer shorter packages are available for adventure seekers to experience their own "Hell's Revenge" by driving a Plushie. TimeWarp Overland will also offer incredible views of the Colorado River from in the Colorado River and just about anywhere in Arches National Park.

TimeWarp Overland's spokesman Mike Rooth said "Land-Rovers are some of the most capable, basic off-road vehicles in the world and TimeWarp Overland brings them to life in a unique and sustainable manner that only that brand once could. The programmes enable independent and self-sufficient adventure and travel enthusiasts to experience first hand the environment through truly capable vehicles, designed to function in the savannah of Africa to the Darien Gap with minimal support, providing the fine touched of reliability and capability that were reflective of the Land-Rover brand.

🚗 Occasionally there are enquiries about where the Executive meets on a monthly basis. While the meetings do move around, one spot is Monkey Joe's at the corner of Merivale and Carling Avenue. There, while enjoying a refreshing pint or two, serious deliberations

can be undertaken under the gaze of a Late Series IIA. We note that some of the parts visible are of better quality than some members trucks! We can not vouch for what happened to the missing lenses, especially the left turn indicator!

🚗 Readers of this newsletter may have noticed that our esteemed Mr. Bobeck was at Blacker than Night. Even more hawk-eyed readers would realise that Dave was also the organiser of the annual Seelie-Meelie at BtN.

Given these two facts, we note that Dave did not have an entirely uneventful drive north and

when an electrical gremlin reared its head, resorted to using one of Land Rover's special tools to resume his journey. We look forward to the inclusion of this special tool in a future seelie-meelie under the "Land Rover 90 special emergency fuse" entry.



🚗 Further bylaw changes: OVLR is currently incorporated under the Canada Corporations Act, Part II, which corresponds to not-for-profit corporations. Recently, the Federal government replaced this act with the Canada Not-For-Profit Corporations Act. This act required that OVLR resubmit its bylaws and file again for reincorporation before an October 2013 deadline, least the corporation be dissolved. The new act also proscribes requirements for the board of directors, meetings, voting and other measures that might be in variance with the new act. The new act takes precedence and these sections will be modified where required, or removed. The October issue of the newsletter, as well as the web site will outline the additional changes to the bylaws already announced and to be voted upon at the next Annual General Meeting. At the September Executive meeting it was noted that there have been no questions or objections to the changes proposed so far. If you have any comments, please contact Bruce Ricker or Dixon Kenner, who will be responsible for bringing the Bylaws into compliance with the new Act.

🚗 As reference, and possibly for curiosity of the membership, below is a list of YouTube videos taken at the Birthday Party over the years. While the list is incomplete, it is a good starting point for anyone that might wish to see brief excerpts from previous events. Searching YouTube using "OVLr birthday party" will generate this list. If anyone has posted other videos, but using different keywords, we would appreciate knowing what the links are for the Club website. All of the tinyurl links below are to YouTube videos.

2012:
<http://tinyurl.com/ctevn2q>
<http://tinyurl.com/d9txn2t>

2011:
<http://tinyurl.com/ceetlno>

2010:
<http://tinyurl.com/dyzfsuw>
<http://tinyurl.com/curbqvx>
<http://tinyurl.com/ckwdrlc>

2009:
<http://tinyurl.com/c2vmsmk>
<http://tinyurl.com/cgubnxd>
<http://tinyurl.com/cmymafn>

2008:
<http://tinyurl.com/c9u4jvw>

2007:
<http://tinyurl.com/9aehhas>

2006:
<http://tinyurl.com/8hojlmq>

11th Blacker than Night

by Dixon Kenner & Benjamin Smith

The August long weekend saw the eleventh annual Blacker than Night Rally down at Ben Smith & Christina Albrecht's home in New Jersey. An OVLr event that the club has sponsored since the beginning with a growing attendance. This year saw twenty four Land Rovers and about sixty people arrive for a weekend that included a RTV, the Seelie Meelie, a game of Rover Polo, socialising, and has been the tradition over the past few years, a series of work sessions in the barn, and general fun.

Besides club sponsorship, Ben's barn sported a lovely large Canadian flag, courtesy of the Canadian Senate. The slow Canadianisation of central New Jersey continues, as was demonstrated later when some surplus election signs were used to mark out the RoverPolo field.

The centrefold of this issue sports a line up & group photo. Twenty three vehicles in two rows. Given that Jan's Witt was immobile in the barn, and recognising the work being done on other Land-Rovers, the 80" frame, bonnet and four tires were put in front of the line up.

BtN Work Parties:

BtN work parties addressed a myriad of different ills. Dan Marcello and Jarek Maras took a long look at the immobile 101 forward control. With a charged battery, new alternator and belt, it was resurrected and able to move under its own steam using the <cough> 5 year old gas in the tank. The water pump was seized, but some encouragement with a pipe wrench convinced the pump to start spinning. Stopping remained a challenge though. A future project!

Dora, Ben's well travelled 88", received some sound proofing. The "one piece" kit from Exmoor, it was added in a process that started late Thursday. While a wonderful addition, installation starts with the removal

of the seat box, everything attached to it, and then fitting to cut in all of the necessary holes for panels, parking brake, seat mounting brackets and such. Not a quick and easy task. And while, in theory, glue can be used, it is more expedient given you might have to take some of this apart, to use nuts, bolts and washers. A separate article in the future will deal with the trials, tribulations, and results of this modification. Suffice it to say, too bad it doesn't come in bronze green. Just grey and black. Dora would misbehave later, stalled exiting the barn and refused to start. Despite many theories, many centring on a hard fuel line cracked and was sucking air from when the seat box was out, the final diagnosis [*though incorrect -Ben*] and solution was to add petrol to the left tank. Dora's clutch would fail Sunday while being vigorously used in Rover Polo. A black goey mess later found in the reservoir, but we digress..



Eric Z, Bruce and JeffM with a scale, book and shiny balls

Other minor issues addressed included: Barbara Maras's red Series III 88 saw some preventative maintenance done on the carburettor. Floats were filling with petrol (JB Weld melts in petrol!) Since they were plastic, Q got out the camp stove, heated water, immersed the floats to look for the bubble forming where there was a hole, then used a soldering iron to close the hole. It drove a victory lap around the field.



Eric Zipkin(l) and Fred Dushin(r) stand guard over Mike Loiodice(c) and his SIIA 88 "Badger"

Bruce Fowler's Range Rover experienced extra ordinarily poor fuel economy heading south. His intake hose has collapsed and the mass air flow sensor had failed. A parts scavenging mission to the Discovery graveyard in tall grass storage liberated the needed parts. Once installed the fuel mileage returned to its normal 15 mpg.

The major project of the weekend was Witt, Jan Hilborn's 1967 Series IIA 88". Witt underwent a transplant a few years ago and now sports a TDi under the bonnet (the breakfast remained where it should). Now, as normal maintenance would have it, the front end was beginning to get a bit loose and was in need of some serious attention. New bearings, swivel balls, and other assorted parts were ordered from Rovers North and brought to BtN for some TLC and group support.

Before repairs started though, either during the long ownership, or in a previous life, it seems that the front axle transformed from being a IIA front end, to a Series II. As many will realise, this means that steering arms are above the axle, and not below as in the Series IIA (1962) and later all the way to the coil sprung vehicles. This would complicate the process and in fact, what happened was that a later Series IIA axle was donated to the cause.

Swapping parts, as seen, was not straight forward. This project would require some significant involvement by Jeff Meyer, Eric Zipkin, Will Skidmore, and Quintin Aspin, amongst others who assisted in various ways. It started with both taking the donor axle and stripping off the ends from the swivels out. The core,

with differential, would go back into stock. Witt, up on axle stands, would loose everything from the springs outwards.

Track rods and drag links would change because of the different location of the steering arms.

Jeff Meyer & Eric Zipkin found that while swivel balls are interchangeable from Series One through III, the half shafts are not. There are two different bearing sizes used inside the swivel ball, corresponding to two different diameter half shafts. While one can fit in the other, albeit with a lot of float, the other will not fit. Something to be aware of when you interchange change parts.

Other timely information was David Place's recent article on Warn hubs. Witt had some lovely, vintage Fairey hubs. However, one didn't work and needed some rebuilding attention. Lacking time, and parts, it was decided to put on Warn free wheeling hubs on the front. This meant chopping off a bit of the end of the half shafts and getting them to work properly. David's article was quite helpful.

Food

Food & its preparation was another community aspect, with many pitching in to help with the event. People brought lagangas for Friday dinner or desserts for Saturday.

Bruce Fowler brought down a few pounds of brisket for the main Saturday dinner. Preparations for that cooking began Friday afternoon by preparing the coals for the long smoking that would take place Saturday, as well as marinating the brisket in Bruce's secret marinade.



As the vehicles were lined up for the first stage of the RTV, the smoker which was preparing the brisket for dinner decided to let a lot of smoke escape. Temperatures reached a flash point, a little fresh air, then lots of smoke from the brisket? Fire? Fire! Brisket on fire! Land-Rovers charged across the field to assist. Bruce and Ben poured water onto the fire, some pieces were tossed out to the ground, to the delight of the dogs, who made bee-lines there from all directions! They were kept at bay!

Dinner was huge quantities of food. Salads, salmon, brisket, corn. Again on the long tables under the work lamps in the grove of trees. Over dinner, the keg succumbed. Dinner was quite the effort by many volunteers working through the day, here and there, to make it come off as a great success.

Interesting Anecdotes

Quintin is known for having an adventure when going to or from events. Four tires for the WinterRomp is a story for another day. However, to ensure safety, Mike L. decided to leave early and avoid the delays that inevitably occur when travelling with Quintin. What did Quintin and Leslie find as they travelled north? Yes, Mike on the side of the road. Badger, his 88, had shed an alternator bolt and was temporarily disabled by the side of the highway. With Quintin's assistance, Mike was able to convoy northwards. Which begs a question. Who or what is the Jonah in those convoys in the past?

Dave on the other hand was farther south. He was stopped on the side of the road after smelling hot, if not burning plastic. A check of fuses seems to indicate a new problem with the wiring for the AC blower. Dave replaced the fuse and continued north (note photo of Land Rover special fuse part!). Land Rovers are not meant to have Air Conditioning! He is tempting the Gods. Granted in DC, with 170% humidity and 110 F, I'd have it too...

The longest travelled must go to Bill Fishel. He drove his 88 from Ohio to the event. Other noteworthy distances are Dixon & Bruce, who both averaged around 666 kilometres drive to Ben's.

Rover Polo

Breakfast Sunday was held a few km away at the Oldwick General Store. The return of the masses to Bensfold, signalled the start of a RoverPolo game. After threatening to play for years, brooms were actually broken out and used for the first time last year. RoverPolo is simply playing the traditional game of polo, but one substitutes Land Rovers for ponies, and rather than a mallet one uses a broom. Given the differences between horses and Land Rovers, there are two people per vehicle. One a driver, the other the broom wielder. There are two teams. Nominally the rules are such that one can only drive forward and in 1st gear low range such that broomers face each other and drivers are to the outside (where they can't see the ball). However, the presence of RHD vehicles causes issues. The solution to let everyone play is to have one team go forward and the other in reverse to keep the driver/broom parity. Directions are changed upon someone scoring or at the end of the 8 minute "chukker". To minimise the possibility of any contact, only one vehicle from each team is in the field at any one time.

The size of the field is 100 x 35 meters long with a 5 meter goal. The field was set for RoverPolo using the political lawn signs [so kindly transported and de



Christina hitting the ball with her broom

posited by Dixon -Ben] There were observations complaining that the parties on the political left or right should be on the appropriate side. Well, it depend on whether you are home or visiting.

The teams were Frettra and Rohan (RHD SIII 109 SW), will Skidmore & Katie (RHD SIII 109SW) and Jarek Maras and Dan Marcello (topless LHD SIII 88 which was acting like a RHD) on one team. Ben Smith and Christina Albrecht (LHD SIII 88), Bruce Fowler and Dixon Kenner (LHD RR Classic) and Eric & Helen Choy (LHD SIII 88) on the other team.

I was invalided out of Rover Polo very quickly. We were in reverse, I went to swing and hit the ball, and as the vehicle bounced, I swung, adjusted my position, pulled the usual lower, right hand side muscle. Ouch(!) and Bruce headed for the sidelines. Mike Loiodice was standing there as a spectator and was quickly pressed into service. Oops!

Ben's Dora soon lost a clutch and was replaced by his Disco 1. Eric & Helen saw this and chose to switch from their 88" to their RR L322. The game then was coiler vs. leaver.

One particularly hard fought point featured multiple runs from one end of the field to the other by Ben and Christina in reverse only to loose control of the ball just before shooting to score. The referee failed to enforce chucker timing, so play continued until someone scored. As it turned out all points were scored by the team driving forward. The score in the end was 3 to 2.

2012 BTN Seelie Meelie

Dave Bobeck set up his traditional seelie meelie with whatever parts could scrounge from Ben's Barn.



The items this year were:

1. Spring U-Bolt, Series II,IIa,III front axle, next to diff.
2. Water pump fan hub, 2.25 Petol & Diesel
3. SIII steering column canceling boss for indicators
4. SIII steering column shroud, bracket @ lower dash
5. Defender front bumper captive nut plate
6. Exhaust manifold bolt lockplate, 2.25 Petrol
7. SIII Choke warning light switch, cable mounted
8. SII/IIa/III Clutch flex hose bracket at footwell
9. Fuel vent pipe elbow @ top of fuel tank
10. Locking plate crankshaft pulley 2.25 P & D
11. Clutch cross rod and lever @ bellhousing, Series
12. Speedo cable retaining plate, SII/IIa/III
13. Output shaft, Fairey Overdrive
14. Exhaust hanger bracket, rear pipe
15. Crownwheel bolt lock plate
16. Diff pinion outer bearing shim

The top scores were:

- 1st: 11 points Bruce Fowler
- 2nd: 9 points Will SKidmore and Katie
- 3rd: 8.5 points Jarek Maras

Honorable Mention goes to Bill Fishel for his answers, that, while factually accurate, were completely vague and did not evidence any knowledge of Land-Rover products. For example, Bill claimed #13 was "thing with teeth", after #2 he wrote "C. bigger thing with 1 only hole." and after #14 he answered "NIGHT Hyroglyph." I think Bill may have been drinking from the wrong keg. However, Bill was not the low scorer as he was given credit for 4 correct answers. Karl Dushin made a special guest appearance this year and returned a score of 2.5 to secure the DFL position. Also worth mentioning were entries from people not present. "Bill Maloney" thought number 16 was "body jewelry" and "Al Richer" had some interesting answers referencing little-known special editions and specialist build vehicles that most folks have not heard of, such as the Series One Luxury Sport Edition.

BTN RTV

Twelve vehicles decided to partake in the RTV this year with two used by multiple drivers. Since Dora was being unco-operative at the time, a Discovery 1 was used to set up the course. This year the RTV featured three stages. The first up and around in the bit of new grown woods featuring two short uphill segments a car length long and a steep downhill. The second in the open, more old growth woods, bounced a few time into and out of a dry stream bed. The third meandered over irregular piles of fill and other cross-axling opportunities. The rules this year were the Association of Land Rover Clubs rules. You can not stop. Don't touch canes. One shunt for LWB. Ben also used the Scottish variant of the rules using 7 gates (12, 10, 8, 6, 4, 2, and 1) instead of 12. While Ben had prepared printed rules, Jeff Meyer announced he can't read Scottish. The Scots, being frugal would only have one piece of paper to share. Or perhaps chalk them on the side of a vehicle to save paper. Both Jarek and Bil O'Hara had issues with only being in two wheel drive in section 2. Other humor was when Dave Bobeck rammed a tree and stalled his Tdi. He restarted and pushed the tree over (but still scored a 6 for stopping). Quintin, Bill O'Hara and Eric Choy chose not to run the third section, hence the high scores.

The short wheel base scores were:

- 0 Russel Dushin, SII 88 (Nigel)
- 2 Karl Dushin, SII 88 (Nigel)
- 8 Dave Bobek, D90
- 16 Bill Fishel, SIII 88
- 18 Dan Marcello, D90
- 22 Jarek Maras, SIII 88
- 26 Quintin Aspin, SIIA 88 (Mike L's Badger)
- 26 Bill O'Hara, SIIA 88
- 28 Eric Choy, SIII 88 (Putt Putt)

The long wheel base scores were:

- 6 Bruce Fowler, Range Rover Classic
- 12 Jeff Meyer, SIIA 109 (Washme)
- 12 Sean, LR3
- 14 Will Skidmore, SIII 109 (Battlewagon)
- 16 Eric Zipkin, SIIA 109 (Washme)



WASHME on Section 1 in the 8 gate

All British Car Day

by Dixon Kenner



One of the hottest weekend's this Summer saw the annual All British Car Day that the Ottawa Valley Triumph club hosts at Britannia Beach in Nepean. Slightly smaller than normal, the blazing sun no doubt contributing to the incentive to drive a non-air conditioned vintage vehicle about. The usually green lawn was a dessicated golden brown, even the usually hardy weeds having a tough time of it this year. Nevertheless, there were a number of Land-Rovers there. Roy, of course, with his military Series III 109 parked next to what was described as a prototype, concept, early Range Rover. The Triumph folks were unclear on what it really might be given it was sporting an authentic British (ps) Leyland factory stealth kit (read some cheap blanket sourced off of an antique moving company somewhere). They said it looked suspiciously like a Land Cruiser, which was vigourously denied by Peter Gaby & Dave Pell, who were manning the club trailer nearby. As our mobile base & kitchen was there in support of their event, I believe they decided that checking under the stealth wrap was not a good idea and accepted the description.

Other Land-Rovers include Dave Pell's ambulance (which graced last month's cover) and Andrew Hutton's

110. Other members included Joseph Sfeir who drove up from Montreal to take in the show, Terry King claims his Discovery II was nearby, but all really know that his fleet remains frozen in his drive undergoing extensive modifications to take on the Cedar Hill RTV course upon the flat and verdant fields of Pakenham. Plushies upon the field included a Range Rover Sport, a LR3 and LR4 and one lone Disco. Simon Skuse, albeit without resting 101's was spotted, as was Peter Whitworth of NADA fame and Harold Friese in his Lotus seven. Andrew & Delia Finlayson's Sunbeam Imp was there, and probably one of the nicest vehicles there in terms of originality. The Ted Rose Sighting Society (TRSS) reported someone suspiciously looking like Ted, but being in the context of a MGB, it was thoroughly discounted.



Other interesting vehicles? A light green Elva (fabulous paint job - looked period), a "barn find" Mini, a Riley Elf, Mini Moke (Think a squashed Land Rover), vehicles with uncommon colour period looking paint (notice a theme here). For the free admission, it was a pleasant stop during the day and worth a visit next year.





September 1-3
M.O.R.E. Labour Day Rallye
Wolfville, NS

September 4th
Exec Meeting
Location TBD, andrew.jones@explornet.ca

September 15th
21st British Invasion
Stowe, VT

29th British Car Day
Bronte Creek, Oakville, ON

September 17th
223rd Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

October 13
Ceder Hill Classic
Pakenham, ON, andrew.jones@explornet.ca

October 15th
224th Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

November 4-5
Not an Oiler Bonfire
Pakenham, ON, andrew.jones@explornet.ca

November 4-5
12th Guy Fawkes Rallye
Cooperstown, NY, Howard Smith

June 21-23, 2013
30th OVL R Birthday Party
SilverLake, On

15th M.O.R.E. Labour Day Rally

Plans are well underway for the 15th Maritime Organization of Rover Enthusiasts (MORE) Labour Day Land Rover Rally. This a family gathering of Land Rover owners and enthusiasts that has shown the world the best of Nova Scotia, including Halifax, Wolfville, Woodville, Annapolis Royal, Yarmouth, Riverport, Elmsdale and Cape Breton over the past 14 years.

2012 brings the rally back to the Wolfville area, to the property of Julie and Peter Rosvall, in the beautiful Gaspereau Valley. Labour Day was held here way back in 1999, 2000 and again last year, and saw visitors from around the world. The Rosvall's are excited to be hosting once again, and have some great plans that include

29th British Car Day (Toronto)

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. We have even had visitors from Alberta, Texas, the UK, and New Zealand.

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 off the Queen Elizabeth Way. The south entrance is for non-British cars & spectators, while the north entrance is reserved for British car exhibitors & vendors.

Every year one of the most popular destinations at British Car Day is the Vendors' area. Over 60 British-related vendors offer their new and used goods for sale, including car parts, complete cars, t-shirts, hats, tools, books, supplies, and so on. Many vendors offer end-of-season specials, so there are lots of bargains to be had and great food is available from the many food vendors on site.

<http://www.torontotriumph.com/BCD/>



lots of food, incredible views, trails within minutes of our door, and they've already put in their order for fine weather throughout the weekend.

While PDF with a wealth of information has been posted to the OVL R website an event website is also available. It includes all information so you can familiarize yourself with event. Perhaps you'll find you can make the trip to Nova Scotia, where you'll find we've got an incredibly active Land Rover community. Further information on the event will be posted as plans move forward and the information is received.

<http://www.cornerstone-studios.com/more/lr12/>



Clockwise from lower left: Mike Loidice, Jan Hilborn's Witt on axle stands, Bianca Maras wants to drive, Bruce Fowler and Lori Kennedy share a laugh, Jeff Meyer and Jan get firewood, Will Skidmore's 109 on RTV, Eric & Helen Choy, Jeff Meyer, Bill O'Hara, Bensfold Barn

than Night



Clockwise from lower left: Bruce Fowler & Mike Loiodice head on the field, Dave Bobeck on RTV, Bill Fishel on RTV, Eric Zipkin in WASHME on RTV, George and daughter prepare for Rover Polo, Jarek Maras and Dan Marcello, Katie goes for the ball, Fretra goes for the ball, Dave Bobeck parties down.

Some Non-OVLR News & Rumours

When Land Rover launched the 'new' Defender in 2007, they wanted to know what parts (if any) were still in use from 1948 (ish). They contacted Dunsfold. The only part they could find was the hood (soft top - not engine cover) cleat. Part number 301326. We at OVLR think that Dunsfold's answer is not entirely accurate. That maybe be the sole surviving part number, but many part numbers have been superseded as they were updated so the same parts are still used on the Series I and the Defender. Items that come to mind include differential gaskets and various oil seals.

Winston Churchill's Series One - one of the world's most famous Land Rovers - is to be sold by auctioneers Cheffins at their October Vintage Sale.



Registered UKE 80, the Kent registration is said by some to represent 'United Kingdom and Empire', while '80' signifies Sir Winston's age at the time of acquiring the Land Rover. Used on Churchill's Chartwell Estate, special modifications were made to the vehicle to allow the elderly statesman a modicum of comfort in the spartan soft-top and these include a special, deeply upholstered seat and adjustable arm rest.

In exceptionally original, 'barn-find' condition, the original, paint, trim and lights are still present. The mileage is believed correct from new at just 12,932 miles and the rock-solid provenance traces just three owners including Sir Winston. Incredibly, the Land Rover has never been out of Kent, passing on Churchill's death in 1965 to Churchill's son-in-law the Rt Hon AC Soames of Tonbridge Wells and in 1977 to the present, again Kent-based, owner.

Cheffins' Cambridge Vintage Sale takes place on Saturday October 20th at Sutton, near Ely. Further details can be obtained from Jeremy Curzon on 01223 213777. the estimated price is £50,000 - £60,000. For more go to <http://www.cheffins.co.uk>

Dave Bobeck reports that all 90/110/130/127 Defender brake pedal towers from inception up to and including Td5

models fit the same six-hole opening as the US late 11a/S111 pedal tower. The bolt pattern is exactly the same. Clutch pedals are interchangeable too, allowing one to fit the latest Defender clutch pedal with an over-center spring assist to an earlier Series vehicle. Be advised the 90/110 Defender stuff is all metric so you will need new bolts. (The six-bolt cover for the clutch tower comes unthreaded so you can use the original self-tappers)

If you are really keen you can weld the Series pedal pad on so you don't have to look at the ugly defender styler pedals in your series truck. Or, if you are lucky, you can get a pedal from a very early 90 or 110 that came with the series-style pedal pad already on it.

I am willing to bet that Puma-engined 90's and 110's also use the same pedals but I do not know that for a fact. But, yes, up to and including Td5 will work.

The traditional ROAV Mid-Atlantic Rallye is cancelled for 2012. In lieu of the Middy the North East Land Rover club (NELRC) and ROAV are putting on an event called Conclave on the weekend of September 21-23. <http://www.conclave2012.com/>

The advertisement reproduced on the back page is an interesting piece of history. This is the first time that a "plushie" has graced the rear cover. But it is also from the first year of the Range Rover, which had its roots in the utility market.

Eric Zipkin send over an image that described what all OVLR Land-Rover owners have known for decades, but in French. When you see another Land-Rover, wave.

Avertissement !

20-60 m

Être le propriétaire de n'importe quel Land Rover , implique de bonnes pratiques de conduite et de salutations obligatoires .
 Accenez un sourire pour n'importe quel Land Rover qui arrive dans votre direction.
 L'utilisation de la main est requise pour accomplir une salutation tout à fait visible tandis que vous maintenez un sourire généreux dans la direction du Land Rover croisé

LAND-ROVER

General Servicing: Repairs, Humour, Tales & Trivia

Tales From Room 101, part 2

by Andrew Jones

The three Radio bodies 3755, 3756 and 3757 shared a common body with the Ambulances but in all other respects were different. On top of the front cab a wire mesh basket was fitted as per the Ambulances. On the passenger side adjacent to the wire basket is a pair of brackets one of which is ninety degree rotatable. These were the mounting brackets for an AM620 100 watt amplifier. During transit the amplifier was laid flat. During use the amplifier would have been rotated to the vertical. On the front of the cab below the passenger side windscreen is clamp and on the bumper directly below the clamp is a cup shaped pocket. This clamp and pocket arrangement seen on the front of all three Radio Trucks is a static mounting for a German sourced 'Geroh' 9KLP/F telescopic hand crank operated mast.

The rear body is accessed by the same door arrangement as the Ambulance. Looking into the rear the right side is taken up with a longitudinal bench seat. Along the front and left side is a workbench. The front facing work bench was the mounting position for a combination of Radios, this combination being dictated by whom ever the Luxembourg Army was working with at the time.

The range of Radios used included the American VRC46, 47 & the Belgian produced RT-600. 3755 also had a SCU800-S/D ciphering unit made by 'Telemit Electronic GmbH' of Munich.

In the center below the workbench and above the gear-box cover are two extra batteries charged from the auxiliary generating circuit of the 24V system or an external source. On the left side under the workbench are two cabinets and this time with-in the rear body under the side workbench is a 3.2KW Schneebeli Chabaud S. A. petrol heater similar to the Ambulance. On the front of the rear body above the cab are brackets for two AT912 antenna tuning units for use with the VRC46 & 47, the coax for these are fed through what can only be described as holes in the side of the front cab and through connector tubes into the rear body. (Interestingly the Ambulances also had these Radio Antenna brackets but were never used.) Also on the roof fitted during service is a steel frame that folds out over the rear doors for use as a penthouse frame doubling the available workspace. This appears from pictorial evidence to be a second penthouse design as the Radio Bodies were originally supplied with a separate free standing tubular Aluminum frame, this assumption is further reinforced with the a Marshall's insignia and the date of fabrication, 1977 painted on the canvas supplied with the tubular frame. 3757 was also fitted with a Nokken winch.

96400174A alias 3752 was converted to a 'TOW' (Tube Optical Wiring guided anti-tank missile,) repair shop! as the Luxembourg army was specialising inside NATO for TOW operated fast units. But they NEVER were fitted on a 101.

96400400A with a VRN of 3713 was used by the 'Bomb and grenade deactivation and clear away unit' of the Luxembourg Army for ordnance disposal.

96400384A with a VRN of 3746 was fitted with a second roll over hoop at the rear. This hoop was used as a mounting for three Radio antennas that allowed this vehicle to be used as a forward flight control vehicle. Radios carried included GRC-160, GRC-106A and a VRC240: This is the ex-Robin Craig truck, now in my possession.

Disposal began in 1992 when the first 16 vehicles were sold on 18th May. They were disposed at a locally held auction with a large percentage of them ending up in Belgium. There followed auctions on 20th May with another 17 vehicles. 24th July 95 and 4th March 98 saw the disposal of 9 and 3 vehicles respectively. The final auction was held on 20th July 2000 when 6 vehicles were sold off. 3700 is the only remaining 101 still on the books. Anyone who has totalled them up will notice that there are six missing. These were donated to public departments where at least three of them were tastefully converted to Fire Tenders for use by the voluntary fire brigades. It is surprising how many vehicles from the original 58 found their way back into the UK with at least 21 remaining in Luxembourg, and one in Canada!



Not a Luxembourg 101FC (Ben Smith's Pre-pro GS)

In service the Luxembourg Army become quite adept at improving or modifying components that failed during service. For example all the winches were removed from their parent vehicles and stripped down, where they were modified by fitting a brake band to the winch drive. When refitted to the vehicle the brake was actuated by a lever position in the cab adjacent to the driver's right leg. This allowed loads to be held without having to turn the engine off, a common complaint with the Nokken winch. As exhausts began to fail the Luxembourg Army manufactured their own Stainless exhaust pipes and silencers. Steering boxes were upgraded by replacing the ball bearings at the top and bottom of the worm drive with taper roller bearings giving a higher degree of contact and smoother operation, also proper oil seals were fitted instead of the

staked in 'O' ring seal. The 24V shielded ignition leads were improved by replacing the ends of the HT leads with a conventional fitting allowing the use of standard 12V spark plugs making servicing cheaper and fault finding a little easier.

What is most surprising is that virtually all 58 Luxembourg 101's are still in existence to our knowledge so far only two have been broken up. Three are at present undergoing restoration. At least two possibly three are used for off-roading as seen regularly at the Belgian Nationals.

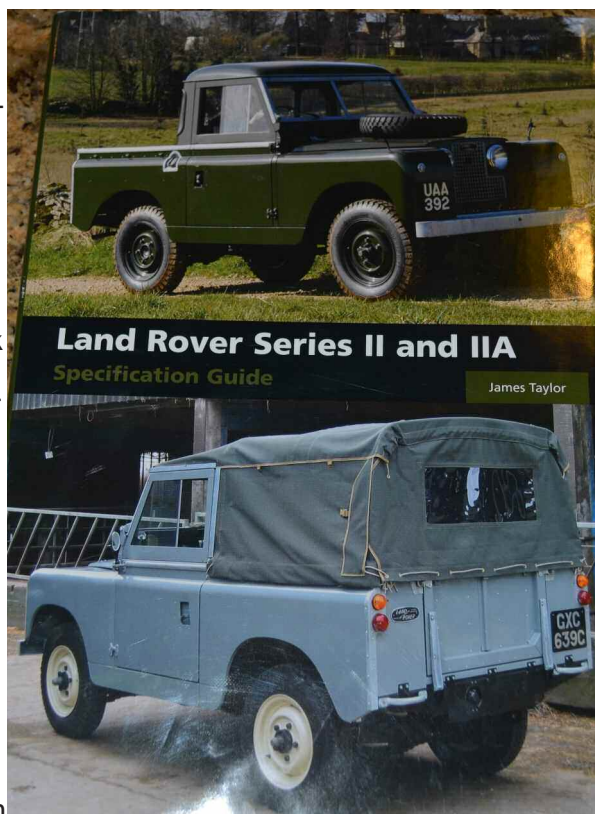
Book Review: Land Rover Series II and IIA Specification Guide (by James Taylor)

Review by Benjamin Smith

Land Rover historian James Taylor has written the 3rd book in his definitive series about Land Rovers. First up was Original Land Rover Series I: the Restorer's Guide to all civil and military models 1948-58 which was published in 1996. Despite claiming to be authoritative, there were issues. In particular Ted Rose and Dixon Kenner pointed out errors on the Canadian model specification. The book sold out and was commanding such a high price on eBay that a 2nd edition was published. Mr. Taylor followed the Series I book in 1999 with one about carburetted Range Rovers (1970-86).

Now after a decade wait we have the third installment on the Series II and IIA. This coffee table sized book is 176 pages filled with photos, drawings and details. The book is organized into a history chapter, a chapter on vehicle identification chapters on variations in major components, and chapters on optional extras, major conversions, attachments/equipment, military, overseas and CKD, forward controls and lightweights.

In the relevant sections engine, gearbox and axle prefix numbers are detailed along with what changed for each suffix number. For example a 263 prefix gearbox was originally installed on a 2.25 petrol UNICEF vehicle in



1963 and an engine with a 306 prefix was a 7:1 detoxed petrol engine for the US market from Suffix K in December 1970. There are OEM part numbers for light lenses showing which ones were used in which market. The book lists Bergers code and ICI code numbers to match the paint for each body color. There are photos or drawings of all available options and attached equipment.

All in all, I think that this book will be invaluable to those restoring their Series II and IIA trucks. My first complaint was Mr. Taylor's incorrect belief that the battery moved from the engine bay to under the driver's seat for North American IIAs. Dixon has since pointed out a number of errors with respects to

the North American market.

The book was published by Crowood Press in 2010, ISBN: 978-1-84797-160-9, at a price of US \$34.95 US /£19.95. I bought mine from Amazon.com, but it is also available from Amazon.ca for CDN\$38.99. There are cheaper options for new and used copies on Amazon from other sellers.

Under the Dormie Dome with Lenin, Part 6

by Dixon Kenner

When we left last month in catch-up mode, we quickly skated through the Winter months to the end of April. This installment will run through May and June up to the Birthday Party, where Lenin was not in attendance, though the BGB was.

May flowers in the yard saw much progress as well as some changed positioning of "junk". One tangent was the construction of a new three season back porch/gallery to replace the no-season one from 1949. As the gallery is right beside the Dome, and the space between Lenin and the Gallery was filled with things like engines and other items that had drifted into the Dome since late 2009, all of that had to move. Some of it went into the Land-Rover. So, step one, remove all of those fine items and again empty out the back of Lenin. Once things like engines were gone, the fuel lines could be replumbed back into the system. The tank being empty, the spare BGB fuel was poured into the tank and the key turned.

It started! It stayed started too! But the exhaust leak remained. So, shut it down, and tightened all of the manifold to head nuts, and exhaust to manifold nuts to make it a lot happier. There was a whistling sound, which we chased for awhile, eventually discovering it as the bolt closing off the hole in the intake manifold for the crank gas recirculation. Fixing that made a difference. Let it idle for awhile. Eventually, after up to operating temperature, turned it off, let it cool, and rechecked the torque on the head.

Time for a bit of a celebration. Serving sized bottles of single malt were produced along with the traditional Land-Rover serving glasses... AC Fuel bowls from dead, former two and a quarter litre fuel pumps. Entertainment quickly followed as Alastair got quite animated about the prospect of not only owning a Ford Edge, but how to prep it for off-roading.

Another evening centred on the bracketry for the front Dormatic seats. The seats are held in by some bolts with large handles. Two for the driver's seat that allow

you to remove it to get at the compartment below. The passenger seat, which includes the middle seat in a Series Land-Rover is more complicated. A double piece for two bolts on each side. All four tightened down and the seat is firmly in place and can be made to go flat. Undo all and you have access under the passenger seat. Undo just the inner two and the seat pivots upon itself to face backwards and face the middle seat.

One bracket was missing. The other, the threads on the two bolts were perished and it would not hold. So, find new, replacements, whatever. Not happening. So duplicate. So we cut, drilled and tapped some hard 1/4" steel for the inside of the seat box, 1/8" for the outside plate. Times two.

Go to install and access to the middle bracket is blocked by the tray "under the middle seat". To remove said tray means taking out both front seats to get the inner piece in. The outer is not a problem. Much... One step forward, two (seats) back... With much contortion, they were both installed.

The next step was putting the stove and sink back in. First the wires for the rear lights in the corner needed to be addressed. They were dutifully covered after the ground was moved. We were using the bolt that holds the cover in as the common ground. Sink/stove unit installed. Even found the hardware in the back of the Dormobile, which was a bit of a miracle given it was rattling around back there for many years. One bracket missing on the unit. May need to make one.

Allen got the wipers together and working and a bit more of the dash together. It is going to be the little bits that take most of the time. Took apart the passenger door and affixed the door bottom to the vehicle. Advice, occasionally buy new hardware. Especially with the door hinge rebuild kits. Wonderful!

The driver's door was a bit more problematical as the door post had been a bit mangled. So, first to Canadian Tire for paint and a wire wheel. Alastair



and Allen managed to get the hinges all together and the door more or less adjusted. (Note: Adjusting doors on a Land-Rover is something for patience and infinite adjusting.

Door in place, it was now time to try and see if Lenin could leave the nest where he has been resting since 2009. So, everything was moved around him. All of the various detritus built up over a three year rest in the nest of the DormieDome. The cross bar for the tarp door was removed as it was too low. The vehicle was started and then the list of adjustments began to grow. While it started right up, it was badly out of tune. We had tuned the engine in a static fashion. It ran, but it could run a lot better (Allen would later drive the BGB and remark how much better the BGB drove, which is not an indication on how horrible Lenin must be!) The clutch badly needs adjustment or bleeding. A big to-do next time. It will not easily go into gear. But, got it into reverse and started the slow process to back him out. Needed to use the jack-all to lift and move over the rear end a few inches for a better orientation.

Lenin made it past the side door of KM whereupon he died again and would not restart. Allen checked the wiring and he and Deborah got it running again. The starter is not very good, and will need replacing. Some wire rerouting as the steering rod was catching the starter cable and pulling it the wrong way.

After some wire checking, grounds, Lenin was out and around the block to some horrible banging. Unsure what it was we kept going and drove back up the driveway and like guiding a plane into its hanger, brought it

back to near where it started. Deborah noted that the vehicle was dragging something. That turned out to be the propane hoses for the stove. (The original position for Dormobile propane canisters is on the frame rail underneath the vehicle. It was then noted that the rear driveshaft had not been connected and was flopping about in the back. Alastair!

Finally, on the last Wednesday of June, Justin Lafontaine came over and we got the rear driveshaft hooked up, found a plug for the diff and filled it with oil. Then pulled the wheel and drum off the left rear wheel to see the condition of the brakes, which brings us to July and part seven next month...



Lenin loose on Kirkwood Ave.

Suck Squeeze Bang Blow

by Dave Bobeck

Episode 1:

Installing or swapping out a distributor on the Land Rover 2.25 or 2.5 Petrol engine:

At some point in their lives a Series Land Rover owner is bound to have to remove their vehicle's distributor. Getting it properly reinstalled can be tricky. In the case of a first start after an engine rebuild, extended cranking can damage wear surfaces and lead to premature failure. In this article I will describe the methods I have learned to ensure that your distributor is installed correctly and properly timed.

It is not uncommon for the distributor to be installed or wired 180 degrees out. This can happen particularly if the distributor drive dog is installed improperly. Because a piston in a four-stroke engine will be at TDC twice during the four stroke cycle you need to make sure the number-one piston is at TDC on the compression (Squeeze) stroke of the cycle and not the exhaust (Blow) stroke.

Step 1 Remove valve cover. (on some engines, you can just remove the oil filler cap, as long as you can see

the position of the intake valve for the #1 cylinder)

Step 2 Turn engine by hand until you see the intake valve for the #1 cylinder (2nd valve back from the front of the engine) start to open (pushrod comes up, rocker tip and valve push downward). This means that #1 is on the intake stroke (suck) and the compression stroke is next (Squeeze).

Step 3 Once the intake valve is fully opened, it should only be about 1/2 engine revolution to get to TDC on the compression stroke. Keep turning engine until timing mark on the crank pulley is aligned with TDC (the big point on the timing pointer). If you don't have a timing mark and pointer figure out TDC and then mark the pulley yourself beforehand. (subject of another article)

Step 4 With engine now @ TDC on the compression stroke, install the distributor. Engage distributor drive dog into the drive slot down in the distributor hole. Loosely secure the distributor clamp and install the rotor. Connect the distributor LT lead (small black wire) to the negative (-) terminal of the ignition coil.

Step 5 Put a 12-volt test light on the LT or negative terminal of the coil. (the terminal that the small wire from the distributor goes to). Put the other tip of the test light on a good ground. Make sure the engine has not moved off of TDC.

Step 6 With the ignition ON, if the points are open, the test light should light up. If the points are not open, rotate the distributor body so that the plastic wiper on the points rides up on the corner of the cam on the distributor shaft and causes the points to open. (Test light should come on) Keep turning the distributor body until the points' wiper is at the highest point on the distributor shaft cam. Measure the point gap with a feeler gauge- it should be around .015". Close is usually good enough.

Step 7 Once the gap is correct-ish rotate the distributor body counter-clockwise until the test light goes out. Then rotate it back clockwise until it *just* comes back on. i.e, the moment the points separate. Lightly tighten the pinch bolt on the distributor and turn the ignition OFF.

Step 8 Look at where the rotor is pointing. It should be either roughly in the direction of the #1 spark plug, or 180 degrees opposite from that. Wherever it points

is where you put the # 1 plug wire. Install the rest of the plug wires in counter-clockwise fashion in the proper timing order 1-3-4-2.

Step 9 The engine should start and run at this point, but will be static timed at TDC which is a bit retarded. If this is the initial start up after a rebuild, allow the engine to run for the prescribed period at the prescribed rpm.

Step 10 Time the engine. I prefer to time the engines by ear. Loosen the distributor pinch bolt, and with the motor running, advance the timing a few degrees (rotate distributor clockwise) a little at a time until the idle comes up a little bit. Adjust to the highest, smoothest idle that you can obtain. Go a little at a time and allow the engine to catch up to your changes. Get to know the sound and harmonic of the engine when it is happy. When you think you have it, dial it back a little bit to allow for different loading conditions. That should be good. You can check it with a timing light if you have one. Go for a test drive and pay attention and listen for pinging. If you experience pinging under load, retard the timing until it stops. Higher octane premium fuels may allow you to advance the timing a few degrees more for slightly better power. And higher cost...

Electric Fan Installation on a Land Rover 110

by Alan Richer

When I purchased my 110 in Canada, it had been "improved" with the installation of a Volkswagen Golf electric radiator fan. This refugee from a scrapyard had been mounted in the outlet of the shroud on strips of perforated metal, with more used for reinforcement of the plastic.

This, obviously, had to go, as it produced more noise than airflow - and would not be sufficiently powerful to cope with New England summer traffic tie-ups.

A friend came through with an aftermarket puller fan and its thermostat, perfect to mount on the back of the radiator and pull air through the core, then to ventilate and flow through the engine compartment and out. While I was thrilled with the fan and its thermostat control I was horrified by the suggestion by the manufacturer that I mount this thing with plastic spikes shoved through the core. I may not often off-road, but that kind of a mount wouldn't even survive the pothole-ridden roads around Boston.

So, a bit of thinking was in order. First, I had to break the job into its component sections. These were:

- 1) Fan mechanical mounting
- 2) Thermostat box mechanical mounting and installation
- 3) electrical connections fan to box and box to battery

First things first though - to the fan mounting. If I could

not mount the fan nothing else was going to matter.

I measured up the fan - 15 inches across the long dimension center to center on the four 1/4" mounting holes in its frame. This would very effectively cover the center of the radiator and give good cooling if mounted closely.

But how to mount it? The spikes were right out, so I'd have to fabricate a framework to attach to the radiator. it would have to be removable for service as well, and should not require any alteration to the radiator to mount.

A quick examination of the radiator shroud gave me my solution.

The shroud was mounted to the radiator with three fasteners at the top, and at the bottom sat in two long slots welded to the bottom of the radiator frame. These mounts would serve admirably to hold my fan bracket - now to the fabrication.

Two pieces of 1/8" x 2" steel were cut to 17 inches, the centerline marked and then the holes to mount the fan marked and drilled. The hole registration was set from the vertical center of the steel (8.5" from end) to effectively center the fan on the radiator's core. These holes were countersunk from the front as there was insufficient clearance between the steel strips and the radiator core to allow for hex bolt heads to protrude.

For the horizontal member a piece of 1/8 x 1" steel was cut to 17 inches, and drilled to fit the three fasteners across the top of the radiator frame. This bar was then mated up with the vertical members (temporarily bolted to the fan for spacing) and drilled for two bolts per side. Like the verticals, the horizontal had these four holes countersunk to allow flush mounting to the radiator frame. I'd have typically flush-riveted this with hammered rivets, but I was out and the hardware store no longer carries them. Pity...

With the frame assembled to the fan it was test-fitted to the radiator exposing a need for a bit of padding in the bottom slots to prevent metal-to-metal contact (and noise with the fan in operation). The padding was provided by nylon grommets - cheap, simple and seconds to install. After this the fan and frame parted company and the frame got three coats of rust-proofing black paint to prevent issues down the line.

While the paint was drying I turned my attention to the control box. For the uninitiated these control boxes are an adjustable thermostat, with override controls built into them for things like AC fan switching and disable when the vehicle is turned off.

Physically, there was a lip on the right side right by the radiator that was letter-perfect for the control box - and easily accessed once the fan, shroud and air cleaner were removed. The box placed, holes were drilled to take 6MM hardware to hold it in place. The thermostat probe was then inserted between the radiator's fins right by the top outlet hose of the radiator - not a procedure I enjoyed. Were I to do this over again I might think about a simple relay box and a fixed thermostatic switch mounted in the thermostat housing on the engine - but for the moment that is not needed.

From this box several wires extended to the vehicle - these needed to be installed for the fan to function.

A fused power and ground needed to be run in 10-gauge wire. These wires were harnessed and run down the right frame rail to connect to the battery cable and engine block at the starter. A short jumper at the control box disabled the shut-off of the fan at vehicle shutdown - this is a matter of personal preference but if I have a vehicle running hot enough to need the fan I want it to continue cooling when the key goes off. Should you prefer to have the fan switched with the key, a wire can be harnessed in with the +12 line and run into the fuseblock to a fuse that is switched with the key.

Next, the fan motor leads needed to be connected to the box. As the wires on the fan itself were not long enough for this task I cut them to a length to reach to the side of the fan and terminated them in quick-disconnects. To these quick-disconnects I plugged heavy wires, harnessed to run along the mounting frame and up the side of the radiator frame to the control box. At this point the wires were plugged into the control box.

After mounting clips for all the wiring, tying everything down securely and hooking it up to the power I was



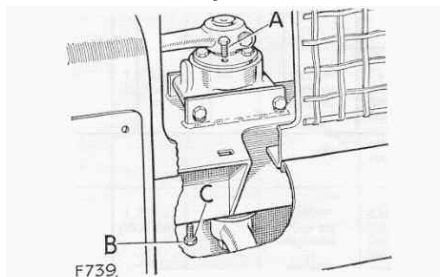
ready for a test.

The control box for this fan has a manual override pin - should the driver desire to run the fan when the thermostat is not calling for it to do so one can install a switch for this purpose - it provides +12 volts to that pin. A jumper lead with alligator clips served just as well - hooking this pin to +12 volts resulted in a very nicely running, quiet fan pushing a gale through the engine compartment.

Success!

To conclude - would I have done all this work had the truck been stock with a mechanical fan? I'm of two minds on that. Yes, this will waste less horsepower than the original fan would have, and it certainly makes the engine compartment cleaner and easier to work in by getting rid of the fan, shroud and all the ducting. Balance that against the expense of the fan and the work and I doubt I would have done it unless prompted.

Please examine the photos of the completed installation and you tell me if the work was worth it. All in all, I am very pleased with the installation and I think it will go a long way in keeping Mr. Diesel cool under the bonnet in traffic jams.



A reminder of how to bleed a series Steering relay

Fig. 2. Oil fill and bleed points for steering relay housing

- A—Fill at this point
- B—Bleed at this point
- C—Seal under head of bolt with suitable sealing compound

News From the Prairies

by David Place

Well, summer is not the time that I like to spend doing a lot of building and repairing so I thought this month I would show you some of the things I did to my Series III this past winter and spring to get it ready for summer fun. Some of you know that I am a ham radio operator and that I have worked in other parts of the world for the Red Cross doing communications and managing large disasters. In light of this I seem to get called to work on all the floods and other emergency operations in Manitoba. To make myself ready to handle them I have outfitted my Land Rover with a few communication "helpers" so that I can utilize my radio equipment and others without a lot of problems trying to match up connectors etc.

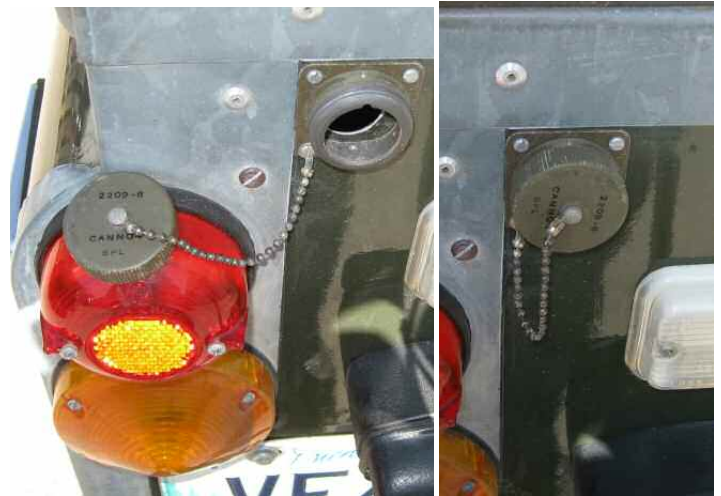


To start with you will notice that I have installed a 10, 15, and 20 meter triband antenna on the lifting ring of the Rover. To make this an easy connection and to allow me to utilize coaxial cable that is often run from large portable vertical or beam antennas I have used a marine rail mount antenna base that has a female regular

connector for the common SO 239 connectors most of us hams use on RG8 cable. This allows me to attaché my radio or others to the operating position in the Rover. To accommodate the "onboard" radio I have installed a Cannon, Mill Spec, feed through port on the back of the Rover just above the antenna. This started out as a regular male plug from which I drilled our the interior to take advantage of the water proof cover with chain retainer. Now I can push the RG8 and even rotator cables through the body and still have the door shut when operating from my back tub station location.



While I am discussing antenna, you will notice that I have not used a spring mount. I found that spring mounts do not allow precise tuning of the antenna when in motion. Since tuning is a factor of the capacitance to ground of then vertical, the tuning changes as the antenna bends over in the wind when you drive. What was a perfect 1:1 match while stopped might jump to 3:1 if the antenna is at 40 degrees relative to the ground at 50 MPH. To solve this I use a marine rail



mount and then from the roof rack I mounted a 1/2 " piece of nylon with a large enough hole in it to allow the coil to pass easily for removing the antenna. Now the antenna only travels about 1/2 " from vertical or less due to a rubber damper I placed on the coil. I can maintain 1:1 resonance even in motion. This by the way applies to CB radio for those of you who are not hams. See the photos to make this discussion more clear.

Inside the cab I replaced the pin connectors that never became popular in N.A. with marine grade cigarette lighter plugs. These are available with an escutcheon from any marine parts source. They have the added advantage of having waterproof covers since they are place right in the center pillar near the "tisi fly screen vents" on the dash. You might notice the original marks to drill them out were a bit forward of their final location. I found that if you place them back they fit perfectly for length and there is room for push on crimp terminals all well hidden inside the dash.

Finally, I carry a 400 watt 115 Volt AC inverter from which I run lap top computers. This means we don't have to worry about the lap top battery going dead in the middle of an emergency response. If worse comes to worse we can jumper vehicles



together and keep operating around the clock using one to float the main battery on the vehicle. The other socket hole is for GPS and my hand held that I often use as a backup radio. Of particular interest in the Canadian Tire inverter is the USB plug on the side that lets your emergency personnel charge up their cell phones from your vehicle.

On the front driver's wing is a 2 meter 5/8th vertical by Larson. To eliminate a whole bunch of unnecessary holes in my vehicle I used the original plastic mirror plug and hole to mount the antenna. I used a Larson MNO mount that comes equipped with a rubber gasket

to keep water from getting into the chassis support. This mount is similar to what taxi and police use on the top of the vehicles but I have utilized it on the wing in my case.

Well, that about covers it for now.

73 from VE4PN
 Dave at Selkirk
 KBy Dave Place



Bensfold Backlog

by Benjamin Smith

It has been busy over here at Bensfold. June was focused on getting Dora ready for the drive north to the Birthday Party. Gear oil, checking valves, an intermittent stall at idle (clogged idle jet), replacing 7 of 8 brake shoes, front hub seals and front distance pieces, fixing the winch, removing the leaky left fuel tank that had been out of commission for a few years and replacing with one that I picked up from J-L at a Birthday Party a few years ago. All went well. Anne and I ran up to the BP and back with no drama.

July passed and BTN was coming up fast. We were ahead with BTN prep, so I decided to start installing the Exmoor trim sound kit that I had had purchased in the spring. It was soon evident that the seatbox would have to come out. It shouldn't be too hard as it had been out before, right? All little jobs have big jobs waiting to spring out. I spent much of Friday working on this little project. But I did get the seat box in. Now that people were arriving I had to open up the barn. Dora was driven out. Or attempted to drive out. She died in the doorway and was pushed out of the way. Others tried to figure out what was the problem. They said no gas. Yes not gas in the left tank, the right tank was 3/4 full and not feeding. But she ran on the gallon of gas added to the left tank...until the clutch died in the middle of Rover polo. I switched to my Disco 1 and played on.

Sunday night once most had gone home, Dixon, Q and I investigated. No fluid in master and black goo. Off came the wing. A new master was installed and the system bled on Monday. BTN conflicted with the Event Pierre Gauthier (this year near Saguenay, QC). I packed

and readied to leave Tuesday am. Monday night I ran out to refuel and ran out of gas 2 miles from home in the dark. Christina got the kids out of bed and brought me 5 gallons of fuel. Whereupon I filled the right tank and it overflowed. The rest went into the left tank and we drove home. The issue was the fuel tank selector valve gasket. A new was made from cork and installed. I got up at the crack of dawn Tuesday, loaded Anne into her car seat and started out for Quebec. A mile from home I realized I forgot something and turned around. In the driveway the clutch died again. Arrgh!!! Camping gear was re-loaded in the Disco and we headed out. It is newer and shouldn't fail, right?

The EPG was fun. Saturday after it ended I took an extended trip. Anne and I drove down the North Coast until the road ends. This is a few km past Natashquan, QC. 1200 miles from home we started back on Sunday morning. Sunday night, 40 km north of the mouth of the Saguenay River a lost a front wheel bearing. We limped to the next town. There is nothing having a broken Land Rover 700 miles from home in a country where you don't speak the language, tools but no spares and as a solo parent with two-year-old who is 2 weeks into pottie training. Email on a smartphone was a great help. With great support from the QC and NB LR owners bearings were found and installed. Though I did need to buy an angle grinder to remove the old bits of the inner bearing. As a note, 450 ft-lbs is enough to strip a hub nut, so don't stand on a 2 foot flex handle like I did. I was able to drive home after the repair without issue. Remember last month's quote? "Adventure: a disaster that didn't quite happen." That's was me!

Rovers & Parts for Sale

New 90-110 parts

My 110 diesel sold a few years ago, still have many spare parts I had bought for it. If someone is in need of parts, I may have it. The engine in mine was the 2.5 na, so some of the parts are specific to that. To buy these parts new today, with shipping etc., would likely cost many hundreds of dollars. Have a new clutch plate and disc for example, and many many other bits. Every seal or gasket that I thought may eventually wear out I bought, I was going to keep the 110 a long time, but life circumstances dictated otherwise. Drop me a line at rastlouis@rogers.com if you're interested. Parts located in Ottawa. Thanks.

p.s. I also have an original UK trailer hitch that came with the 110, as well as one of the mudflaps.

Contact rstl99 on the OVL R Forum. Aug 2012

Range Rover mkIII Parts

For sale, rear lamp guards and front A Bar Lamp guards for Range Rover MkIII. Hardware included. \$50.00 Located in Kanata Call Kevin 613 270 9705 or email newellandscott@rogers.com Aug 2012

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