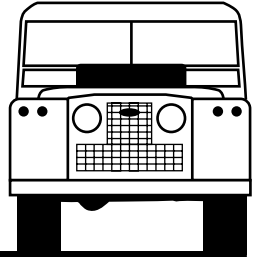


OTTAWA VALLEY LAND ROVERS



July 15, 2013

www.ovlr.ca

Volume XXX, Number 7



Brett Storey tows Gareth Lowe's disabled Disco 1 through the Light Offroad water crossing

**P.O. Box 478
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General Information

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

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

Membership: Canadians joining throughout the year pay \$50 CDN per year, Americans and others pay \$50 US per year (discounts available if you receive the 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
OVLRL/Land Rover HAM:
14.160 MHz @ 01:00GMT Tuesdays

Online

<http://www.ovlr.ca>

<http://www.facebook.com/OttawaValleyLandRovers>

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

OVLRL Forum

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

Newsletter Archive

<http://www.ovlr.ca/nl/OVLRL.nl.freq.html>

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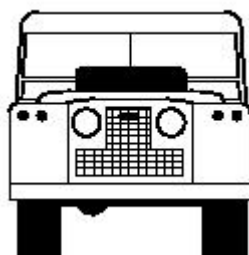
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OVLRL Newsletter

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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 OVLRL Newsletter must be received by the 5th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and attributable. 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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“[The] key to Jaguar and Land Rover’s success is a move away from all-British sourcing.” Phil Popham, Global Operations Manager, Jaguar Land Rover

Greetings,

The Birthday Party had come and gone. The club can reflect on 30 years of dripping oil on various fields. Once again the faithful of the club have cleaned out the cobwebs from their Land-Rovers and headed to the Deacon’s land near Maberly, ON and the Silver Lake Provincial Park. This year was the 19th year that the BP was held at the Deacon’s. Much has changed in the Land Rover world since that June in 1995. At the very least many of us are older and greyer. Then it was a bunch of Series trucks and a RRC. Now it is a little bit of everything from Series I 80” to LR4. And what about before the Deacons? The BP was held at Mike Dolan’s and other locations during the first 11 years of the club. Anyone remember (or remember the stories) of the Saab pulls?

The diversity of Land Rovers that we have now gives everyone the chance to be unique at an event. Just think of this Birthday Party. We had Series I 80” and 86” (though Fred Barrett’s usual 107” was missing). We had Series IIA and III 88” and 109”. We had Land Rover/Defender 90 and 110. We had Disco 1, Disco 2 and LR4 (and there could have been a LR3 that I missed). We had Range Rover Classic, P38A, and L322. Almost always, but not this year, we have a 101FC. We had the usual Unimog thanks to Francois Juneau. However no Freelanders in recent years nor LR2s. Also no Evokes no Sports.

That diversity also has a number of side effects. It means that if you break down it is very unlikely that anyone else has the spare part that you need. It means that the club towbar will fit fewer and fewer trucks. Can you imagine trying to attached the towbar to a LR4 or 4th generation Range Rover? When it comes to the auction at the Birthday Party, it means that instead of fierce bidding for highly-contested, one-of-a-kind parts, the bidding is lackluster. Only a person or two in the audience has a truck to fit that specific part, so most people sit back and watch. Sometimes the swag is more highly contested.

The quote above is to give us a pause and to think about the future of Land Rover. For years our vehicles have been the essence of British Engineering (for good and for bad). In the BMW years they dipped into the BMW parts bin (damn them for changing the wheel stud spacing that served them well for over 50 years!). Under Ford’s ownership they dipped even more into Ford’s parts bin. So much that when I see a new Range Rover on the road it makes me think that it looks like a Ford instead of a Land Rover. Gerry McGovern tells us of styling queue, but I see far more L322 type gills on Fords than I ever see Range Rovers. It makes one wonder what Tata thinks when people say their premier brand looks like a common Ford. And now Land Rover is telling us that their future is not British. They want to leave their roots behind them and go in a new direction. Though many will argue that they they already

have since they are much more interested in selling Evokes and Sports than Defenders. These models have been extremely successful and we imagine that they are laughing all the way to the bank. However, these new owners have not been enthusiasts and have not been joining clubs (at least not in North America). Will we see these vehicles on the trails in a few years? Or will they end up in the scrap heaps while the Series Land Rovers keep soldiering on? Time will tell.

In this issue the centrefold is a tribute to the Land Rovers and people who attended the Birthday Party this year. We have an article summarizing the Birthday Party. We have updates of what current and former members of the club have been up to since the Birthday Party. We have a tidbit of history detailing the introduction of the Land-Rover to the U.S. at a New York British car show and that Rootes were Rover’s new agents to sell Land-Rovers in Canada and the States. Andrew Jones submits an article on the the recent ABCD day which includes a sighting of the TRSS.

The General Service section features a good set of technical articles. Dixon has one on Girling part numbers for Series Land Rovers hydraulic systems and their rebuild kids. Terry King details is radiator woes that prevented him from attending the Birthday Party. Benjamin Smith contributes details on a Series transmission rebuild along with pithy comments in his semi-regular Backlock column. Andrew Watkins gives his thoughts on the Birthday Party. Mike Rooth from the UK gives us another post on diesels and how they dislike cheap fuel in another chapter to his long time running “Friday story” series.

With the Birthday Party over and summer in full swing, we are looking forward to lots of articles and photos from trips that you all are taking. Don’t make us hunt your your FaceBook posts!

We end with a photo of Anne Albrecht-Smith waiting to get pulled out of the Light Off-Road in Bruce Fowler’s RRC. Yes, that will hose out.



President's Message

Musing From the Throne Room, Part 17

by Andrew Jones

Hi folks

Welcome to the July newsletter.

Our focus this month is on reporting the highlights and special moments of the 30th Birthday Party, and acknowledging the effort and dedication of those who made it a great success. I would like to extend my personal thanks to the following people who really did an outstanding job: Dave Pell, Kevin Newell, Frank Ashworth, and Terry King for designing and executing a practical event schedule that added some new features (Sunday breakfast, and Film Night,) which enhanced the overall quality but did nothing to detract from the winning formula of tried and tested core activities (off-roading, RTV, and catered supper).

In addition special mention should be made to acknowledge Chef Gaby and his posse (team Watkins), for a couple of excellent breakfasts, and JL Morin for staging a nicely (another) challenging RTV.

Once again our thanks go to the Deacon family, who were splendid hosts. Their willingness to allow a campfire again this year was (I think) instrumental in attracting more people to camp at the event site, which made it a more lively occasion.

We have received a lot of positive feedback, especially regarding the amount of off-roading that took place, with a lot of traffic on light, medium and heavy off-road trails, more than I can remember in recent years, including a night off road. So again, a special thank you is due not just to Terry K and Kevin N, for "facilitating", but also to trail leaders, Francois Juneau, JL Morin, Frank A, Ben Smith and anyone I've missed for stepping up making an important contribution to the success of the event.

A couple of thoughts that were aired at July's Exec meeting: Film night should remain on the schedule for



next year, as should the Sunday breakfast: Dave, Gabe and I are also exploring ways in which we can get the Falls River Restaurant more involved in the event: On the back of what turned out to be a spontaneous club dinner on Friday evening, and club lunch on Sunday. For what it's worth - I had an absolute blast: Notwithstanding the fact that once again I had to show up without a Land Rover: Still had a "full house" with 5 out of 5 Rovers unserviceable.

Francois allowed me to ride shotgun in the Unimog, which was soon tagged as the Presidential limo, Francois - Thank you so much: And if my impromptu impressions of Il Duce offended anyone, I do apologize....

So while this year's event is still fresh in your mind, please let us know what you liked, or disliked, and what you'd like to see more or less of. It is your club, and please help us, your elected Executive Committee to make next year's birthday party a huge success: We'd love to hear from you.

Away from the Birthday Party, we finally got the LR3 back on the road. Standing for 3 months while we cleared all the hoops and hurdles and got it repaired, didn't do it any good - and a long list of problems developed as soon as we got it back from the collision shop: So back it went to the dealership to be fixed. But finally it emerged, the day before the All British Car Day, which as you will hear elsewhere in the newsletter, was well attended by the club.


Meanwhile, I've not had chance to make a lot of progress on the 101, but took delivery of some new seats and seatbelts from Rovers North, but the engine rebuild continues albeit slowly. The planned roll-out date has again been moved - this time I'm hoping to have it ready to take the field in September for Rover Polo: Precise date and details to be confirmed, but we are going to host the event at our place in Pakenham. We'll


keep you posted.

Cheers
Andrew





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

 Andrew Hutton posted on the web forum asking for a spare LY77 pushrod. He says that his R380 gearbox has failed the prior week and he wants to get his Land Rover back together and on the road. It seems that Nigel Disease is alive and well as club members (recall Ben Smith's issues getting up to the Birthday Party this year) have transmission issues. Who is next?


 Eric Riston writes to newsletter central about his girlfriend's 101FC. From this end, the 101 is pulling together and looks great on it's new sneakers 37" 12.5 16 Maxxis Creepy Crawlers. The lucky man found a girl with her own 101FC!




 Fred Dushin tells us that he went to the British car day at Minuteman Air Field and drove Ollie, his Series IIA 88".


 Eric Zipkin has a project that we are all envious: The Garage is shaping up. Structure and roof complete. Electric begins this week and siding next week. Current debate is what color to paint it. Turns out my electrician is a Land Rover guy & owns a SIIA 109"

I bought a lift for \$400 and hope to have that along with radiant heat operating by winter. Such Luxury!


 Dave Bobeck writes: I'm installing a 4 row HD radiator into the 90 to help cope with the AC on long hauls, and also changing the clutch fan idler bearing that is pressed into the timing cover. The timing belt has 20K miles on it and is starting to throw black candy floss about the inside of the case so it will get changed too.

 DJ Joltes writes: Well, Smudger (Lightweight) has been liberated from his long sleep, is finally inspected, and has been hauling mulch for the yard as well as a huge orange tree (don't ask).

The sight of a military 88" rocketing down the road with a 7' tree laid at a 45 degree angle in the bed, with foliage hanging out all over, probably had the locals wondering if they'd been invaded by the crew from Ground Force. Other than that, no repairs or interesting trips to report on. Yet.

 Scott "Scooter" Wickham writes: I have been helping on a hybrid build. A buddy got a free 109", correct, free, out of NM. He's stripping the body off and putting it on a Disco. Only pics right now are of the trip out and back and the beginnings of tear down.



 Brett Storey wrote on the forum, at the BP while out on the trails, my brakes started acting weird. Peddle got really hard and very little braking action. Just before departing Sunday afternoon, I found the rear flex hose was leaking. Pinched it off with vise grips. Peddle still very hard and still no real love from the front brakes. Trip home with the Lowe clan was pretty uneventful as I tried to take it easy and leave plenty of room in front, but still manged to take a couple corners on two wheels when I couldn't get slowed down enough.

Once home and with a new hose in hand, I got the 88 up on axle stands, removed the drums and pressure washed all the mud and corruption out. It came as a welcome surprise when all fittings and bleed screws came loose without anything snapping or twisting off. Made the hose swap a five minute job. Quick bleed at all four corners and the 88 is stopping quick and true once again.

That is the longest trip I have taken in the 88 since swapping in the 2.5NA diesel a couple years ago and I am very happy with the fuel mileage. Filled up both tanks when I left Mississauga and didn't need to refuel till two days after I got home again. Little over 800kms. Gotta like that.



🚙 Spencer Norcross writes: I took a power washer to the SIIA 109" softtop and scraped off more paint in prep for a respray at some future point. I started to fit the stainless threaded door top posts but one of the stainless nuts wouldn't come off. Finally got it off with heat, but may have wrecked it. Drove it to one of my lacrosse games a few weeks ago. It's not so bad on the way out, but after a game in the heat it's a bit of a pain to drive home. I'll drive it to one again if we BBQ afterwards tho. It is far easier to carry the grill and my gear in the Series than the station wagon.

🚙 Mike Loiodice writes: Busy with brakes on the '67SIIA 88". Last time I drove it, one of the hard lines burst. That was after having to replace a wheel cylinder a few weeks prior. All of the hard lines are toasty, I figure the other wheel cylinders are not far behind the first, so it's getting a complete re-do. Doing the clutch hydraulics at the same time. And checking out the timing chain and tensioner while I'm at it. So, right now, the front wings are off, radiator panel is off, brake and clutch towers are off, and the lines/hoses are disconnected at the front.

🚙 Russ Wilson writes that his Dormie is in hibernation. The 200 Tdi is rebuilt and on stand waiting... LT230 parts on order from Ashcroft for a gearing change (using 4.7 diffs) and pt time 4wd... good news us that I'm fortunate to have some very cool friends. I'm currently driving a loaner Carawagon while my dormie is "unavailable"

🚙 Len Cater writes on the forum that he is out with his Argo and 5 trucks off-roading the weekend of July 20th. Ted Mathews was another on the trup. I was a nice run on Saturday in Minden area on the Anson/Beaverdam trail. Lots of winching required. Damaged include tailgate, prop shaft and eye socket.




🚙 Members of the club executive have admitted to undertaking meeting each other in foreign countries. Sources have fessed up that both el Presidante Andrew Jones and master of our Treasury were spotted in the Taipei, Taiwan airport at the same time. They claim that it was for separate trips with one coming as the other was going. We see it as suspicious. We want photos of the Land Rovers. What Land Rover prototype are they smuggling back to Canada?

🚙 Dave Lowe gives us his excuses of why he didn't show up at the Birthday Party in his own Land Rover. It seems that all of his Land Rovers were dead (a common theme recently) He decided to pick the Lightweight from the fleet but when looking it over the ravages of time had rotted the rear cross member into dust and the chassis legs right up to the back axle. He started fabricating the two legs and the cross member from box section steel and hope to get it finished in time. He optimistically mentioned installing the parabolics springs that he had sitting (properly aging) in the barn for the last ten years. A subsequent update mentioned he had one 28" long chassis leg cut, shaped and welded from a piece of 6" x 3" box section ready for welding to the stub on the chassis and started on the other one. He then noticed the first one was slightly over sized by about 1/4" on the connection to the chassis. So what did he do...he ground off the spot welds and promptly cut 1/2" out of it! "Bugger! Fifty dollars worth of steel wasted."

Dave also believes in early rites of Land Rover passage. He relates the following story: "Did I tell you about one of my grandkids, nine years old at the time, getting a driving lesson in dad, Gareth's, Disco. Off they went down the back forty but soon came back with the little guy in tears. It seems he hit the loud pedal and ran into a tree, bending the bumper, hood and headlight. To his amazement he was hailed as a hero for accomplishing this rite of passage at such a young age. His Dad and uncles were teenagers before they discovered how magnetic Landrovers are to trees. We soon straightened the damage and placed a plaque on the tree commemorating the event.....Kieren 'Crash' Lowe. That's my boy."

🚙 Greg Fitzgerald writes that he picked up a bonnet for his Range Rover Classic. The project is to now strip it of a poor coat clearcoat and GDE white paint, paint it to replace my currently rust-riddled bonnet. Then on July trip to go off-roading at Rauch Creek he reported large vibrations and thinks his U-joints are going bad. However what he didn't write about is more curious to those of us at Newsletter Central. We all know that good Lugnut candidates get quiet and change the topic when news of their adventures comes to light. Greg had a vague post that he had his RRC running after two weeks of down time. Then there was also a comment about buying power steering lines and how they were hard to find recently. We think that both of these must be related to his recent maladies. But really happen? Did a hose let go suddenly and had a wild adventure getting the RRC to the side of the road? Or was he bonnet-up in a suit poking at hoses that didn't need poking and the ensuing spray ruined a suit? Enquiring minds want to know.


Some Non-OVLR News & Rumours

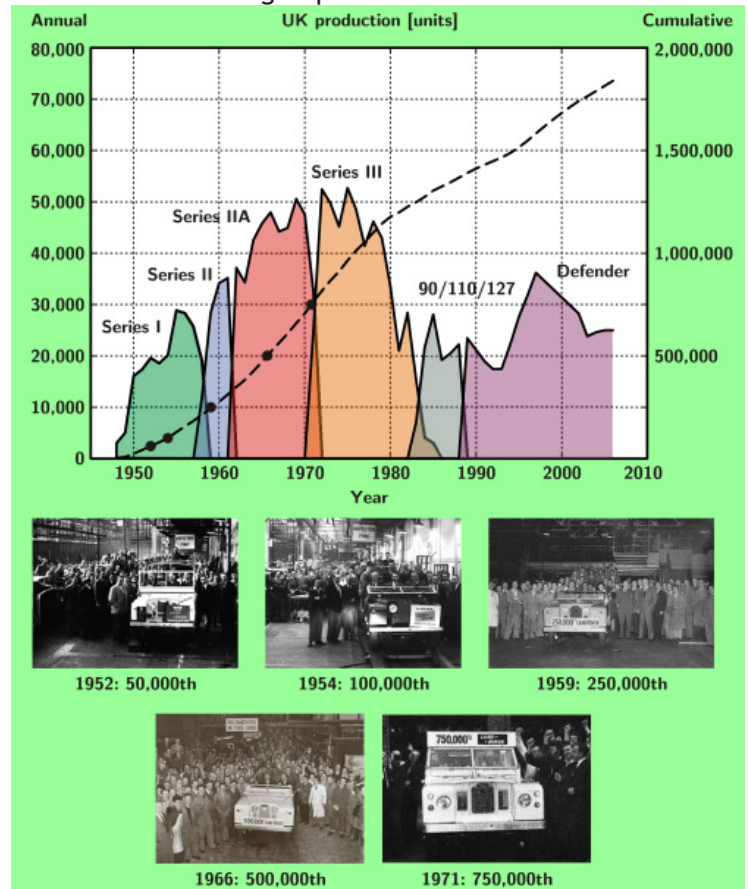
 A recent posting of a very *expensive* 1950 Series I 80" on the Land Rover Exchange (\$135,000!!) brought to light a new piece of history. The Land-Rover was introduced to the American public at the British Automobile and Motorcycle Show at the Grand Central Palace in New York City in April 15-23, 1950. This was a one-time event organized by one of the Rootes Brothers. The official catalog of this event exists. A map of the show floor shows that as one came up the grand stair case from the entrance the first two booths that one saw was Rover on the left and Rolls Royce on the right. Jaguar, Ford, Daimler, Austin, Nuffield, Leyland and Rootes had larger booths, but Rover was up front. The Rover booth had the 6 cylinder "75" sedan, the "Rover 4-cylinder Land-Rover General Purpose Vehicle", and Meteorite and Meteor Diesel and Gas Engines. On the stand was an 80" and a 80" rolling chassis. The Rover advertisement in that catalogue included line drawings of an 80" pulling a small trailer and one of an 80" running a table saw via a belt driven rear PTO. The advertisement also lists as concessionaires Rootes Motors Ltd.


The first American 80" was known to be built in June 1950 and this event was in April, so we have one (and perhaps 2) additional 80" to add to our list. Looking back to the data from our North America 80" model, the first Canadian 80" imported by Rootes were built starting 14 April 1950. Before this there were 42 80" imported to Canada by Wiers Motor Sales of Montreal, Yorktown Motors, Ltd and one for Loan & Transport Company. After April 1950 none of these companies have any more Land-Rovers ordered. All subsequent 80" are sent to Rootes for the US and Canada.

This car show was also documented in the May 1950 issue of "Modern Motor Car". Their coverage of Rover is a paragraph on page 15 which states that Rover as arranged for the distribution of its products with the Rootes Group. The magazine stated "The Land-Rover is a jeep-like vehicle built for general purpose duty. It has a eight forward speeds and can be fitted with a center or rear power takeoff." There is a photo in the magazine showing an 80" and an 80" rolling chassis (with bulkhead) on the Rover stand. A copy of the Modern Motor Car magazine can be found here: <http://www.wps.com/AMC/Modern-Motor-Car-May1950/Modern-Motor-Car-May1950.pdf>

The expensive 80" is reported to be the very 80" in the photo at the motor show. The owner currently states that it has a number of North American features. And off features like behind the grill lights, but a late 1951 peak through grill. The owner also states that it is currently in unrestored condition. The first Land Rovers came to Canada two years earlier in 1948. Based on Rootes getting an exclusive contract it is implied that there was not an official launch in Canada.

 The following chart was posted recently on the Series Land Rover group on Facebook.



 Motoring.com.au reported this month an article titled "Land Rover Seeks a Global Footprint" based on the launch of the new (L494) Range Rover Sport. They are quoting JLR global sales boss Phil Popham.

"Land Rover will open a 230,000 car per year factory in China in 2015, but is also considering plants in locations as diverse as Saudi Arabia and Brazil." The China plant is intended to sell only to the China market. As a comparison in Land Rover's 2012 US sales was at 43,664 (up 15% from 2011). Global LR 2012 sales was 303,926 (up 36%). Meanwhile global Jaguar 2012 sales was 53,847.

"[The] key to Jaguar and Land Rover's success is a move away from all-British sourcing."

As for where to build the Defender replacement, Popham states, "We're looking strategically at the moment at Brazil, Saudi, India, the UK, and there's other places we are considering as well... And we won't build [Defender] in all of them."

Birthdaty Party Recap

by Jean-Leon Morin & Benjamin A. Smith

The Birthday Party is the major event of the club of the year. A time to gather, tell each other tall tales of adventures past or mechanical maladies. Get in some off-roading, learn more about your truck, and maybe buy something that you need.

Most of the attendees come from the general Ottawa region, with strong contingents from Montreal and Toronto area. Continuing the trend there are few American members and only a few travelled north. This year this contingent was represented by Bruce Fowler, Bill O'Hara & Kris Anderson, Eric & Ann Zipkin with family and Ben Smith with Anne Albrecht-Smith. Countably small.

Sadly, continuing the recent trend, many long-time members of the club were unable to attend this year. We hope that they will return next year. The TRSS was disappointed. Mike McDermott made a brief appearance and was even caught on digital film.

The first faithful showed up and set up tents on Thursday, thus giving them an extra day of off-roading. Arrivals continued all through Friday night. Friday was an unstructured day with scheduled events starting Saturday morning.

Off-road Trails

This year the trails driving was a little more organized than in previous years. Everyone was given a map of trails in the area. There were more official trail leaders taking people out. In fact once the first round came back a 2nd round went back out.

The "Light Off-road" (aka Klondike Trail...aka Dodd Lake Trail) begins right at the main camp site at the Deacons' by the port-a-potties. Head towards and cross the railroad grade. There is a photo in the centre fold of the first serious mud pit. This is usually where newbies asks if this is really the "light" off-road and they are assured that it is. The major water crossing of the swampy areas was fairly deep this year and spawned a bunch of nice photos. Even a Disco under tow by an 88". The beaver dam after that was in place, but was not breached this year causing a river to wade through. The exit after that to the graded road was dry. The railroad grade return was wetter than usual with puddles to splash through.

Scouting reports said that the Bolton Creek crossing was running very deep this year. Youtube videos showed it running high but not that much higher than previous years.

Reports back from Earnie's Land had generally good reviews of challenging trails.

Newsletter Central has not (yet) hear of any attempts on the Heavy (hydro) off-road, but we have heard of successful night missions on off-road trails.

On the web

Some members have posted off-roading videos to youtube. Search on "OVLRL 2013".

From Alisdair Lowe:

80" crossing water

<http://www.youtube.com/watch?v=AYEmpl82WMM>

Towing Disco 1 through water crossing:

http://www.youtube.com/watch?v=mvUfDt_l4cQ

Series III 88" Tdi on hill climb:

<http://www.youtube.com/watch?v=1G9K11upvEE>

From 94Discovery:

Bolton Creek Crossing and Earnie's Land:

<http://www.youtube.com/watch?v=dnCJ88JyckM>

RTV Competition

"This year's RTV was a bit of a change from years past as the event was separated into two courses and scored in a manner similar to what would be seen in UK RTV events. Unlike some previous OVLRL RTVs, points were docked for shunting or stopping forward motion. In order to give everyone a fair shake at the course, long wheel base vehicles were given a 2 point handicap, while 100" vehicles (disco, range rover) were afforded a point. Participants having the best overall score on both courses would be crowned the winners.

The short wheel base class saw fierce competition between Eric Zipkin of Connecticut and Ben Smith of New Jersey. To even the handicap both drove Eric's 1951 80". Both made use of highly-trained-expert-child-co-drivers, which may explain how they were able to navigate the course so skillfully. In the end, it was Ben Smith and Anne Albrecht-Smith who were the class and overall winners, with a perfect score.

The mid-wheel base class was also hotly contested and showcased some relatively new OVLRL members who have honed their driving skill. In the end, Josef Sfeir from Montreal wowed the crowd in his series one Discovery, roof top tent and all, in a performance that saw him tricycling and even bicycling his way across the course. The pendulum effect of the tent atop the roof may have contributed to his class win. An honourable mention goes out to team Daphne, who ran a pristine Series Two Discovery through the north course without finding any water.

Finally, the long wheelbase class had only one participant, Andreas Niedermeen from Montreal, who piloted his 110 3 door expertly and managed a very respectable score despite the course being very difficult for the LWBs.

Particularly interesting was the fact that all competitors managed to avoid the unmarked landmines that were hidden about the course.

Thanks to all the competitors and thanks to all who offered to assist with the RTV this year!

Auction



Sunday featured the usual auction various “one of a kind” items. Jean-Leon Morin and Ben Smith alternated selling items or groups of items. Dave Pell kept track of every one’s final bids for give the bills at the end. Peter Gaby ran the items out to each person. This year many of the items were donated from members of the club instead of donations from vendors. Thanks to Atlantic British for donations. As you can see from the photos there were many items on the table.



Rivet Counters

Attendance this year seems up from previous year. The Rover count stood at 28 with three “others”. Based on memory and a photographic survey Land Rovers in attendance were:

Series (7)	LR/Defender (9)	Range Rover (3)
I 80”: 1	90: 4	Classic: 2
I 86”: 1	110: 5	P38A: 1
II/IIA 88”: 2	127: 0	L322: None
IIA 109”: 1		4th gen: None
III 88”: 2		

Discovery	Other
D1: 2	Unimog: 1
D2: 5	Land Cruiser: 1
LR3: None	Argo: 1
LR4: 1	

None at all: Freelander, LR2, Evoque or Sport

Random Notes

New agenda items for this year included movies Friday and Saturday night. “The Gods Must Be Crazy” and “The Gods Must be Crazy II” were shown. So far the consensus is for a return of movie nights next year.

Unplanned but spontaneously well received was dinner on Friday night and Lunch on Sunday at the Fall River Restaurant in Maberly. There has been a growing trend for people grabbing lunch there on Sunday before heading home and this may have gotten to the tipping point of an official part of the agenda.

Again this year the trend has been for people to camp on the Deacon’s field (free) and not pay the fees to camp at Silver Lake Provincial Park. The usual suspects of Dixon Kenner, Ben Smith, Bill O’Hara & Kris Anderson, and Bruce Fowler were at the campground. Along with Eric & Ann Zipkin and Len Cater. Plus any others that we missed. Everyone else was over in the field. We presume that the lure of showers and other bathroom amenities was not as strong a pull as taking a crowbar to ones wallet for the others.

There was a different set of caterers this year for dinner, but the fare of chicken, ribs and sides seemed to go over well by all. Before long everyone was lazing around in a food coma.

Thank yous...

...to the Deacon’s for hosting us once again, the 19th year.

...to Dave Pell for running the registration desk.

...to Kevin Newell, Terry King, Frank Ashworth and Dave Pell for organizing the event schedule, trail leaders, caterers, and generally making sure that everything happened on schedule (more or less)

...Peter Gaby and Andrew Watkins for cooking breakfast on Saturday and Sunday.

...and all of our sponsors

All too soon it was time to pack tents and start the long slog home. As far as we know everyone made it back.

All British Car Day, July 2013

by Andrew Jones

Once again, Peter Gaby did a tremendous job coordinating the OVL R attendance at this year's ABCD. As has become the norm, the OVL R Mobile Catering Unit, Rapid Reaction Force, was deployed into the field at Britannia Park. In his guise as "Botulism Pete" - Chef Gaby assisted by Sous Chef "Chainsaw Dave", rustled up a splendid array of lunch time treats....

The day started with the OVL R contingent, assembling at Ralph's restaurant on Carling Avenue, for a hearty breakfast before heading over to Britannia Park:

- Bruce Ricker with Sedgewick (IIA 109" PU)
- Dave Pell with Fiona - the new name for the Ambulance
- TRSS with a SIII 88"
- Andrew Finlayson in the Imp
- Paul D in the D90, towing the MCU, aka the trailer
- Frank Ashworth in his P38 plushie
- Chef Gaby in the Range Cruiser Rover Lander "prototype" and
- Yours truly in the Land Yacht

Unusual for this event - the weather remained fine through the day - no spectacular thunderstorm this year, and it brought out a really nice selection of classic British cars, along with the usual array of over-polished baubles. The Ted Rose Sighting Society was out in

force, and captured our famous fugitive, long enough to take a picture. There was also a confirmed sighting of our ex-Member at Large Roy Parsons.

Once again thank you to Peter for coordinating another successful event, and to Dave and Paul for their assistance on the day.



Upcoming Events

July 15th, 2013

232nd Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

August 4-5, 2013 (Bank Holiday Weekend)

12th Blacker than Night

Readington, New Jersey

Organizer: Benjamin Smith

August 19th, 2013

233rd Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

September 2013 (date TBD)

OVLRL International Rover Polo Tournament

Pakenham, ON

Organizer: Andrew Jones

September 16th, 2013

234th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

30th Picnic and Family Camping

When: August 9-11

Where: Crooked Lake Resort, Finland, MN

Sponsor: Minnesota Land Rover Club

Website: <http://www.mnlandrovers.org/2013cal.shtml>

This low key event is tied with the Birthday Party with being the longest-running Land-Rover event in North America.



24th National Rally

When: August 13-17

Where: Ouray, CO

Sponsor: Solihull Society

Website: <http://landrovernational-rally.org>

Size: 150 to 250 trucks

The National alternates between Moab, UT and Colorado. Based out of a fixed location, trail rides vary from easy to very hard. Spectacular views. Vendor day. Dinners. Land Rover enthusiasts come from all over the continent.



M.O.R.E. Labor Day Rally

When: Sept 1-3

Where: Nova Scotia

Sponsor: Maritime Organization of Rover Enthusiasts

Website: <http://www.maritimrovers.org/smf/>

Size: about 20 Land-Rovers

The annual gathering of the club. Each year it is held in a different part of Nova Scotia or New Brunswick.

The event features off-road trails of varying difficulty.



Blacker Than Night

For the past decade plus, Ben Smith has been hosting a small Land Rover event at his house. It all started as a housewarming party. That became an annual. We even had a sighting of the TRSS society that first year. People had so much fun that it became an annual event.

The format is fairly straight forward. Through out the day on Friday people start drifting in and setting up tents on the lawn between the house and the Barn. The first people tap the keg. Dinner is of the kind that is easily re-heated. The drift-in starts around noon and continues past midnight. People have been known to attend from Ohio to Maine, Ottawa to Washington, DC. Friday night has some off-roading on Ben's trail, and usually work on whatever Land Rover project is on hand. Plus a seelie-meelie competition is organized.

Saturday morning features a group breakfast, more Land Rover work, and swapping of tall tales. Pretty soon lunch is upon us. The afternoon is a full ALRC RTV, usually using the Scottish version of the rules (fewer gates and farther apart). Generally there are 2 or 3 sections of trial.

Dinner is again on site. The last few years we have smoked some sides of brisket. Setting them on fire is sometimes adds to the entertainment (or is that adrenaline). The evening usually consists of more Rover projects along with night runs through the woods. One year a Jeep got stuck...going downhill.

Sunday morning, once people are convinced to crawl out of their tents, we head off to a local restaurant for breakfast. Upon return a rowing Rover Polo match is held from the mid-morning into the afternoon. Based on distance driven and days booked off from work, people pack their Land-Rovers sometime during Sunday and start dragging themselves home.

Generally this event is a good cross section of OVLRL members plus locals from the NJLR group. Contact Ben Smith (bens@ovlr.org) for more details.





Clockwise from top left: LR4, Debora and Andrew Watkins, "This is the light off-road" Eric Z. with family and Dixon Kenner, RRC in water crossing, bonnet-up discussion, Andrew Jones tries the Unimog, Dude in Chair , Bruce Ricker, Luc Zipkin, unknown, Dave Lowe, Alistair Lowe, Mike McDermott's 86", D90 camper, Charlie Speedie's 88", Dude-in-chair's RRC, Kevin Newell, chatting, Brett Storey gives it wellie, Francois Juneau, Bruce Fowler tries to say dry, D90 water crossing

Rovers Birthday Party



Clockwise from top left: D90 on light off-road water crossing, Bruce Ricker's camp, D110 camper, Geoff Byrd crosses water in Series IIA 88", Eric's D110, Ben Smith in Eric Z's 80", Bill O'Hara's 110, Peter Gaby, Mike McDermott, Jean-Leon Morin, Bill O'Hara and Mr. Byrd, Charlie Speedie, Mozzie defense, Ben's dead 88" being hauled home in shame--one that didn't make it, Bruce Fowler hams it up, a Andrew Watkin's Holland & Holland P38 Range Rover, Eric Zipkin's driving school (with Luc Zipkin, Ben Zipkin and Anne Albrecht-Smith)

General Servicing: Repairs, Humour, Tales & Trivia

Girling Part Numbers (When You Really Need a Rebuild Kit Now...)

by Dixon Kenner

The other day an African chap stopped by. He had seen the Rover in the driveway, and was all enthusiastic about them. He showed me a picture of his Series III pick-up in Africa somewhere, and said how wonderful it was in hauling all sorts of things, and tellingly, how at thirty years old, it was still working well, and the modern competitors were overly complex and expensive to run. That was about it for a while until he showed up again. This time, he was on his way back to Africa the next day. And he needed some wheel cylinder rebuild kits for his 109 pick-up. Where could he get them quickly?

An interesting question because you do not go down to the local dealership and ask for, say, LR part number 275744 and expect them to have it. In fact, your only hope is that the wheel cylinder was used somewhere else and that you could source a rebuild kit that way. But, alas, Land Rover part numbers are not going to help you there either. So, below is a list of a number of Girling parts used on Series Land Rovers with both the Land Rover part number, when you look it up in that, now collector's edition Rovers North catalogue from the late 1990's, and the associated Girling part number.

Brake Master Cylinder Rebuild Kits

Wheelbase	Type	LR #	Girling #
88"	CB	502333	SP1980
88"	CV	601611	SP1967
109" 4 cyl	CB	603754	SP1989
109" 4 cyl	CV	605127	SP2385 master #64068750
109" 4 cyl	CV	606023	SP2374 master #64068830
109" 6 cyl		605127	SP2385 NADA 6-cyl

Brake Hoses

Wheelbase	Location	LR #	Girling #
88" II/IIA	Front	268341	G3700628
109" II/IIA	Front	268341	G3700628
88" III	Front	GBH130	RTC
109" III	Front	GBH302	
88" II/IIA	Rear	2683341	G3700628
109" II/IIA	Rear	235208	G64047389

Brake Wheel Cylinder Rebuild Kits

Wheelbase	Location	LR #	Girling #
88"	Front	275744	SP2051
109" 4 cyl	Front	266684	SP2006
109" 6 cyl	Front	600210	SP2189
88"	Rear	266687	SP1215
109" II	Rear	266683	SP2004 w/steel cover
109" II	Rear	523164	SP2103 w/rubber cover
109" IIA/III	Rear	275744	SP2051
110/D110	Rear	275744	SP2051

Wheel Cylinders

Wheelbase	Location	Size	LR #	Girling #
88"	Front 1.25"	RH	243297	G390073
88"	Front 1.25"	LD	243296	G390072
88"	Rear 1"	RH	243303	G390015
88"	Rear 1"	LH	243302	G390014
109" 4 cyl	Front	RH	243744	G390361
109" 4 cyl	Front	LH	243743	G390360
109" NADA	Front	RH	600201	G64674108
109" NADA	Front	LH	600200	G64674107
109" II	Rear	RH	521544	G64673537
109" II	Rear	LH	521543	G64673361
109" IIA/III	Rear	RH	243297	G390073
109" IIA/III	Rear	LH	243296	G390072
110	Rear	RH	243297	G390073
110	Rear	LH	243296	G390072

Clutch Rebuild Kits

Type	Series	LR #	Girling #
Master	II, IIA, III	601611	SP1967
Slave	II, IIA, III	502335	SP2029

Replacing the Radiator on a Discovery II

by Terry King

As everyone knows, some problems with vehicles are not just annoying and troublesome, but are also very difficult to find and fix. This is the tale of one such problem. Over the winter and into late spring I had to keep a watchful eye on the temperature gauge because there was a condition where it sometimes rose and fell, and then rarely, just rose. Usually it meant that the coolant level had dropped below a certain point, caused by small leak somewhere in the system. Over the past few years, I've replaced the thermostat and housing as it had cracked, replaced the throttle assembly, done the head gasket, and also the coolant (water) pump as preventative maintenance. Still, and despite fairly steady vigilance, I/we couldn't find a leak. One action that helped, for a while anyway, was to re-bleed the air from the system after the water pump was changed. It worked for a few weeks then the condition returned.

Having tried to find it without success, I had a mechanic check it, but they couldn't find anything, so back to the drawing board. One Saturday, Kevin Newell and I tackled the job of finding the cause. We knew there was a leak somewhere, but also thought the rad might be partially plugged. It is 9 years old and I'm the second owner so I couldn't really say what it had gone through. We took the cowling off and had a look. Well, it couldn't have been much cleaner if it were new, so we kept looking. The hoses and clamps were all in great shape and there was no air in the system that we could find, but I'd only driven it a few miles since everything was topped up and bled.

We ran the engine for a while and kept our eyes open. At one point we found a small amount of coolant sitting in a screw hole on the top of the rad, driver's side. It looked like it had collected there, possibly during a bleeding or just a spill, although it was five feet away from the expansion tank. We dried it up and rechecked a few minutes later. Sure enough, the hole was full again, so we had found the source of the leak (see photo). A check on the internet found several articles

describing this exact problem. The screw that holds the cowling to the rad sometimes drills into the top of the rad and causes the leak. The solutions included patching the hole, which maybe worked, or replacing

the rad. We opted to try the repair for a short term fix while I waited the few days for a new rad to be shipped.

Even though the repair seemed to be holding, it seemed like a false economy to be driving around with a wonky rad, so armed with some hints from Andrew Finlayson we picked a hot, humid afternoon to tackle the swap. While Kevin started on the battery connections and box, I started on the air filter box and cowling. It wasn't long before I needed him to push up on the air filter box while I lifted. There are three footings that pull straight up, but they liked a little prod from underneath. The fan shroud came off next and we eyeballed the fan. It looked like there was room to get the rad out with the fan in place so we kept going, even though we didn't have a proper wrench to remove the fan if need be.

The rad is connected to the oil cooling system with several brackets. The nuts and screws are only accessible through the grill, so we had to remove the grill, horns and padding that surround the horns. This is definitely the fiddliest part of the operation as access is limited. Once everything else is off, you can see the rad in the photo, with all the other bits removed.



In preparation for the draining, we lined up several pans under the front end and decided to use the temperature





gauge opening at the bottom of the rad as the drain hole, thinking we could manage the spill better that way. There really is no way to stop the splashing, you just try to catch as much of it as possible. Once that was done, we unhooked the clamps which released more coolant everywhere, and wrestled the rad out.

In the words of the shop manual...reverse the process to install the new rad...we did pretty well, except that we didn't install two captive nuts on the sides of the rad until after we installed it, but there was room to squeeze them in after the fact. We had drained about four litres of coolant so that's what we put back in, and then bled the air out. To do that we lifted the expansion tank from the rear, up out of the two connections, then unhooked the front. You can lift it up above all of the hoses to have gravity help to refill the system.

We let it warm up and checked everything twice, and so far so good, no leaks, no rise in temperature. Incidentally, I did not put the offending screw back into the cowl, just because. With half an hour of cleanup, it took just over three hours with two people to complete the job. On a side note, if the rad had been older or filthier, with the system possibly filled with crud, it would have been necessary to drain all of the coolant and flush everything. This would have required more time and another 6-8 litres of coolant, but it didn't seem necessary under the circumstances.

Cheers and happy motoring.

Birthday Party Musings, H&H and 2.25 Petrol

by Andrew Watkins

Certainly the 2013 Birthday Bash was a great event as usual, but this year was a new high for me. That is high water for myself and the P38. I decided when I first purchased the Holland and Holland that I was going to be a good preserving owner, and baby it. I did not drive in the first winter, but did in the second. I was considering how to fix up the couple of minor blemishes on the paintwork, initially, but never really got around to it. There is a defining moment in vehicle ownership, where the first diminution occurs, be it a shopping center car-park, a careless door opening, perhaps something more... Our relationship with the vehicle is never quite the same as the lofty heights of the first days, weeks or months of ownership, where nothing can go wrong, once the damage event occurs. We all have heard stories about the 3 day old car that suffers the first minor bungle. A colleague car pools with a friend, and managed to both witness the first bungle and later that week, be the cause of the second, all inside of 2 weeks out of the showroom. Oh, the shattering of the ideals that were in your mind coming out of the dealer with the new car.

This brings me to the H&H, and the question at last years BP: anyone for a night run? I loved every minute that I have driven off road since, and especially the

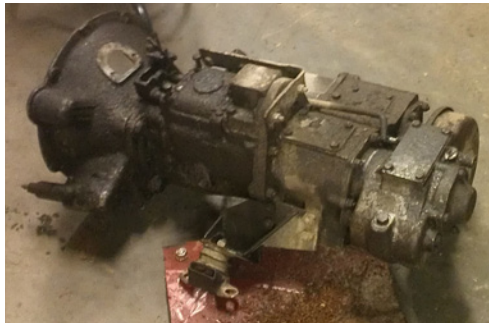
track leading directly into the bush from the BP camp-site. We heard that there may be a bit more water than last year. Admittedly, my perspective of last year was a bit out of tune with reality. I had a fantastic run in Francois' Unimog - did the water go over the wheel hubs? Anyway, convinced that it was a do-able trail, I elected to drive it myself this year. The water-marks after coming home were half way up the headlights. There did not appear to be any problems with the P38. I think of Land Rover ownership as very analogous to driving in deeper water. We are always at that precarious point of being out of our depth on something. Luckily, there are rescue heroes like Francois, and others in the club who seem to be around with the right advice or other assistance, as needed.

The 2.25 L engine rebuild is going OK. Looks like the ceased pistons claimed a couple of bent rods as victims, but all is well, with no cracks in block or head and only a 0.020" re-bore, and no crank grind needed. The pistons, bearings and all sorts of other bits are on the way from a parts supplier, so soon the pieces are going to find their way back together again, I hope. Meanwhile, lots of clean-up and stripping rust from various components is underway. A few new skills are being tried out, and lots of fun is being had.

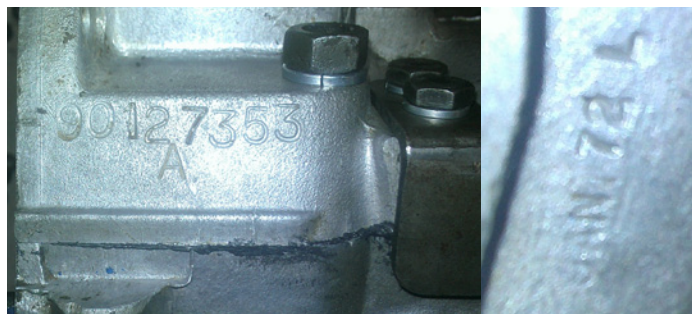
Series (III) Gearbox Rebuild

by Benjamin A. Smith

As those who went to the Birthday Party know, I had issues with my tranny en-route. A bang and no locomotion. Nasty noises and dripping gear oil. Dora needed a 300 mile tow home. After the BP it was time to investigate and repair.

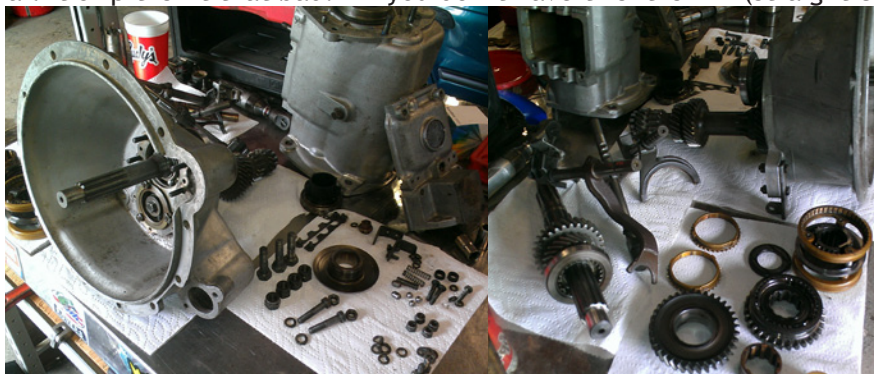


Firstly, if you have a bang and no locomotion and you have an overdrive, no matter what the symptoms are, no matter how much the evidence points to the gearbox as being the issue, check the overdrive first. It is relatively easy to get out. And you don't want to spend hours getting the greasy, heavy gearbox and transfer box out, and apart, and think "nothing is broken here". I have had two Fairey overdrives go bang on me hundreds of miles from home. Both times the evidence has screamed gearbox. Both times it was the OD. Both times I had the rear PTO cover plate, bearing and gear with me, but convinced myself that it was the gearbox. **SO CHECK THE OVERDRIVE FIRST!!!!**



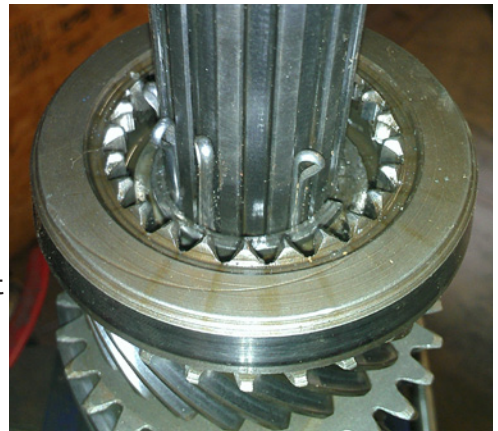
When ordering parts check to see which gearbox that you have. The number is on the right side of the top cover plate and has a suffix letter. If the number starts with 229, 238, 246, 251, 252, 254, 276, or 343 it is a Series IIA (non-synchrho box). If it starts with 361, 881, 901, 902, 904 or 911 it is a Series III or Series IIA synchro gearbox. As you can see here I have a 901 box (Series III) and it is a suffix A. If you are really lucky and you look at the bottom of the main gearbox case on the transferbox side there can be a date stamp. "Jan 72 L" for me. Which is a good fit for an April 1972 build truck. Another box that checked only had "UN" stamped so it can be hit or miss/

Ok with that said getting the tranny out when you have a lift or pit isn't that bad. If you don't have this it is



an ok job. But will take awhile. This frame even has that removable tranny crossmember. For once I won't have to remove the seatbox and other bits. Bonus! Not! You see the chassis was galvanized and the bolted in the crossmember and then galvanized everything. It took hours to get out. All 4 bolts had to be drilled. And the crossmember prized out. Hours. I'm told that now they galvanize first and then bolt it together. But be prepared if you have one of these chassis from a decade ago to have an adventure getting the "removable" crossmember out.

By now you have your gearbox out on the bench, have taken it apart and cleaned everything. On reassembly, you really want to make sure that you keep everything clean. Debris, swarf and teeth chunks can ruin your day down the line. I use lots of brakeclean and paper towels. Inspect the parts. Generally they are either worn or not. There is not much in the middle. Every time I take a gearbox apart that had an overdrive, the main shaft splines on the transfer box side have been worn. Can you live with that wear? Yes. But I have always renewed the part since I was already in there. Likewise I have renewed the 1st and 2nd synchro rings. They are relatively cheap and you use them a lot. You don't want to pull a gearbox to replace the synchro rings that you should have done the first time around.



(Series I, II and IIA people can feel smug now at their cost avoidance with double clutching). Look at the engagement teeth in the gears. Not the big ones that transmit power from the main shaft, but the little ones. If they are badly worn or chipped you want to replace. Mine was jumping out of 2nd on overrun. Replace the gear of the big teeth are visible worn as well. Some pitting on the reverse gear (straight cut) on the layshaft is not that bad.

To get 1st and 2nd gear off the main shaft you need to remove a snap ring. It is also in a recessed well in the gear. It does not have eyes to use snap ring pliers. In fact the factory manual says to throw it out when removed. Neat is how confident that they are that you won't damage it upon removal (not!!) What I did to remove the ring was to get the main shaft into a vice. Don't damage it! I then used a small screw driver to prize the ring open a bit and slid a cotter

pin down the valley under the ring to hold it out. I did this in every spline valley. I could then use that screw driver to prize up one end over the clip channel lip and then get a small Allen wrench under it to pry it up all around. Then repositioning with the vice to support the gear and gentle tapping with a rubber mallet and the spring clip was off. Once apart you can replace the gears with new ones if needed. If you look at this example 2nd gear, the main gear teeth are fine, but the engagement teeth are chipped. Do you really want to put that back in your gearbox and have to do it all over again when those teeth fail? I used a better used gear. When installing gears on the mainshaft you need to check the end floats of the gears and brass distance pieces. See the factory manual for details.



The next item of struggle that you will find will be getting the bell housing back onto the gearbox case. The instructions make it sound so easy. I put the main gearbox case into a vise to keep it on placed. I clamped to a mounting flange. Be very careful when you do this. Breaking that flange will ruin your day.

First put in the main shaft with all the gears and bits into the gearbox case. You will need to reach in and pull the reverse idle gear forward so that as you in-



sert the mainshaft with your other hand you can angle it around 4th gear. Otherwise it won't go in and the reverse idle gear will be blocking the mainshaft from the wrong side of 4th gear. Afterwards you may need to tap the mainshaft into the bearing with a rubber mallet. Which will disrupt your careful arrangement of all the parts on the mainshaft, so you will have to reach in from the top and readjust as you go. Once the mainshaft has been installed you get to offer up the layshaft to the gearbox. You need to get the bearing at the end of the layshaft into the bearing cone at the back of the case. Keep trying. It will work. You just do it by feel with your hand inside the gearbox box case like a vet with his hand inside an animal's uterus. Then install a new bearing on the end of the mainshaft. Don't be cheap and think that the bearing looks ok so you can reuse it. It has a plastic cage. When that bearing fails your truck will skid to a halt when engine braking when the gears shift and the gearbox locks up. If you foolishly take this shortcut, then you will get the joy of pulling the gearbox just to replace a \$10 part. Don't be cheap.

With both the layshaft and mainshaft installed your have done the easy part. The next step is to install the bell housing with the primary pinion installed. Oh and also the constant gear for the layshaft and a cone that adapts the gear to the bearing. Put your finger through the bearing race and on that place the cone and the constant gear. This needs to be meshed with the primary pinion gear before offering anything up. Now offer this all up to the gearbox case. You need to get the pinion over the bearing at the end of the mainshaft, the gear on the layshaft and the splines of the layshaft to match that of the gear. Did I mention that you should have put Right Stuff or RTV blue on the mating surfaces. Try not to get it on the brushes. Remember that one hand has the bell housing, one the gear through the bearing and your third hand to adjust that gear via a 1 inch gap with no leverage. Right. It goes on. You tighten nuts and bolts. that connect the bell housing to gearbox. Happy with progress you now install the layshaft bolt and see if you have end play. Too much and you want the other size cone (they differ by 0.020"). Zero or negative end float and the layshaft will lock up. Then nothing in the gearbox will move. You checked when you got it together, right? If it is wrong, what do you do? Pull off that bell housing, clean off the gasket material, don't drop the mainshaft bearing, likely re-install the layshaft, and do the impossible again (get that bellhousing back on). Repeat until done. And try not to drop the mainshaft bearing.

The rest of the gearbox is mostly just bolting things back on. You will need one special tool. There is a bolt that attaches the layshaft to the front layshaft bearing via pulling that cone in the prior step against one side of the inner bearing race while you bolt on a washer on the other. The book says 60 ft lbs. And how are you going to put that much torque on a gear box? Even if you have a lovely assistant come in and sit on the box for you. The layshaft wants to spin and has nothing to stop it from doing so (unless you install the transferbox, speedo housing and emergency brake. It is much easier to install a gearbox as one piece and the transfer box



as a second piece. So I cut an old clutch to create a slot. The extender goes through. When use the torque wrench, the clutch tries to move, but hits the extender.

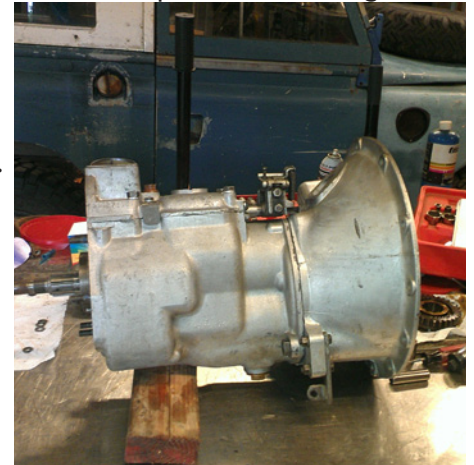
One more thing to keep in mind. Like good little boys and girls you are replacing all of the seals, right? So you had to pull the selector arms

off of the selector shafts to replace the rubber seal on each. You kept the orientation of the arms correct. And you bolted them back in place as there is only one way for them to go. Except there is a lot of freedom of angle there. Once you get the selector arms and shafts installed (the book will give you the order), you then

notice that the 3 shaft ends don't line up. What is more is that the reverse head can foul on the bell housing. Loosen up all 3 bolts and line the selector shafts heads with each other and tighten.

When doping a transmission job it is always good to replace the clutch and pressure plate. Again you don't want to pull the tranny to replace just those parts next year. A new throwout bearing is also generally good insurance. Land Rover lists a special tool to align the clutch. You can make one with a dowel and tape. Or if you have a gearbox apart, use the primary pinion. That is the part that is going there anyway.

Good luck with your tranny project.



A Friday Story: the Quality of Diesel

by Mike Rooth

The quality of diesel..is not strained. Although it doesnt droppeth as the gentle fuel from heaven.

Ada has difficulty starting first thing in the day (although I must point out that the term "first thing" is a variable feast). She blew her head gasket the day my daughters house went on fire and I had to bring her god..er..sorry..dog back to our place. When I collected Ada from John's place,high up on the wolds, the snow had to be cleaned off and she staggered into life. Just. But it got worse.In conditions I previously regarded as benign,starting became a battle. OK,I won,but in the end the battery cried "No more! I die!". And died. The RAC got her going in the end but it turned out that the local tyre and battery folk didnt stock tractor batteries as a matter of course. They found one and fitted it. Well,sort of.I will have to "adjust" the retaining..er.. thing,and find the wing nut before the next MoT.

The amount of startup smoke was to say the least embarrassing. The local Sparrows had a nasty cough,and the damned thing was starting on two cylinders (roughly) and progressing to four by stages. Roughly.

So I gave her a set of new heater plugs.No expense spared.Last of the big spenders,me. Result? Nah. So.I bethought myself of my daughter's first car. An Austin Metro. And the fact she rang me up to say "Its cutting out". What she actually meant was that it was misfiring. Full of sympathy I said "Well put somedecent petrol in it". And rang off. Mmmm.

I wonder. So it came to pass that I took Effing Ada to the local Texaco station (because it was nearest) and topped her up with "decent diesel". Not supermarket fuel. More expensive but we shall see. And see we did. Starting was suddenly less of a fight.Still difficult, but starting on all four with much less startup smoke.

And it got better.Mind you so did the weather. In 30C I think I could kick start the thing,but the engine sounds so much smoother and the fuel gauge goes down so much slower that the supermarket juice is "orf the menue" for good..

Now if i could just find a some Marine Blue to brush on.....

[Mike drives a Series III 88" naturally aspirated diesel 'Effing Ada' which replaced a beloved SIIA 2.25L diesel 88". -ed]

Bensfold Backlog

by Benjamin A. Smith

Last month I wrote, “but what is nice is that a few days before the BP my Series III 88” is essentially ready...” Why do I doom myself with such words. Those of you who attended the Birthday Party know that I set out in my 88” with my daughter Anne, but didn’t make it. We made the first 300 miles ok. Then in Watertown, NY there was a bang and no locomotion. There I was 30 miles south of Canada with a dead Series. We spent the night sleeping in a parking lot in the 88” and my darling wife borrowed truck and trailer to come up and haul my dead Rover home. Anne and I hopped in with the Zipkin clan.

If you think that you have blown a gearbox and have an overdrive, check the OD first. Trust me. Check it. You don’t want to go through the effort of pulling the gearbox to find that the issue was the OD...again. The Fairey Overdrive, later made by Superwinch, was a factory option. About 1997 it went out of production, rights and spares have been since sold. I have had 3 of them in 88”. The first was installed in the summer of 1991. It lasted 73,000 miles and was a loud whiner. It failed in April 1996 when it spun the layshaft. It was uneconomical to repair so a new unit was installed. That one was quiet, but a year and a half later, in September 1997, after 22,000 miles it went bang. I was stranded on the side of the road in Oregon an hour short of my friend’s wedding--I was in the wedding party! The gear on the end of the mainshaft plus the teeth on the input gear had stripped. I waited a year and installed overdrive #3 in the fall of 1998. This one was also loud. This one lasted 43,000 miles before failing. A snap ring fell off permitting things to shift and those same teeth to wear. I’ve had enough and am changing horses. A Roamerdrive has been ordered and is in the mail. My gearbox rebuild is detailed in another article in this issue.

One thing to report is that when I cast the lip around the pit I left cut outs for 2’ fluorescent lights and ½” PVC pipe cast in the concrete between them for wiring. It had only been sitting like that for about 5 years now. But now with the 88” gearbox job in front of me, I installed the lights. New fluorescent T-5 lights are more like 1cm in diameter instead of 1.5 inches. Much smaller. I installed 4 lights and wired them up to a switch at the head of the pit. I must say that it is nice having the underside of the car lit up with the flick of a switch. Rarely do you need extra light in a specific spot. Now I



need to build some kind of plastic shield so that I don’t drop wrenches or parts and break the tubes.

Bensfold keeps getting farther behind on other fronts. I know that this is a Rover NL, but I have to mention my sister’s Subaru boat anchor again. She registered it, so I took it out for a road test. I didn’t like braking effort so in a safe place I tried an emergency stop. I didn’t like how long it took to stop nor how hard I had to push. So I tried it again. Halfway stopped my foot suddenly hit the floor and all braking was lost. I limped home very carefully. I had burst one of the rear brake hard lines. Salt and rust had killed it. So yet another car project on one that I thought was being released back into the wild. But better me breaking it on test than someone trying to stop in traffic.

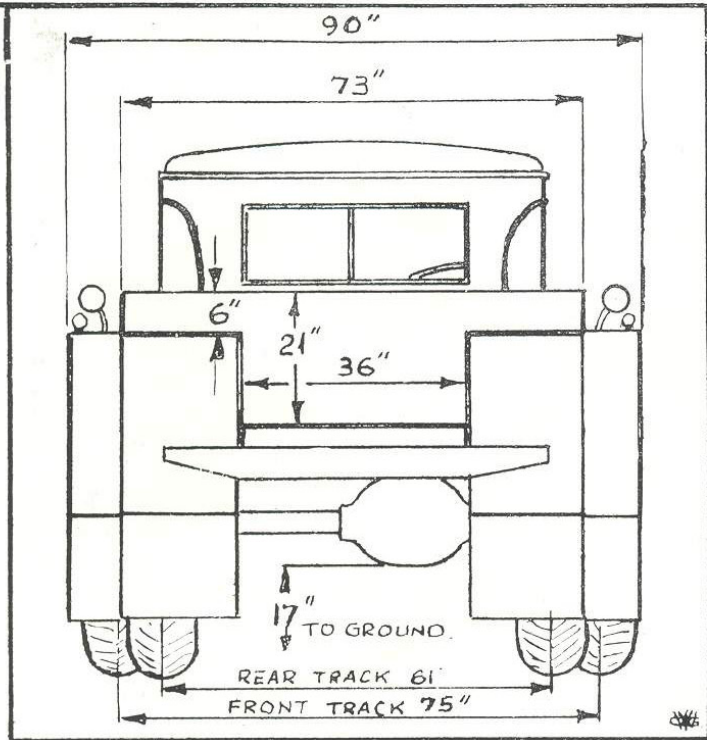
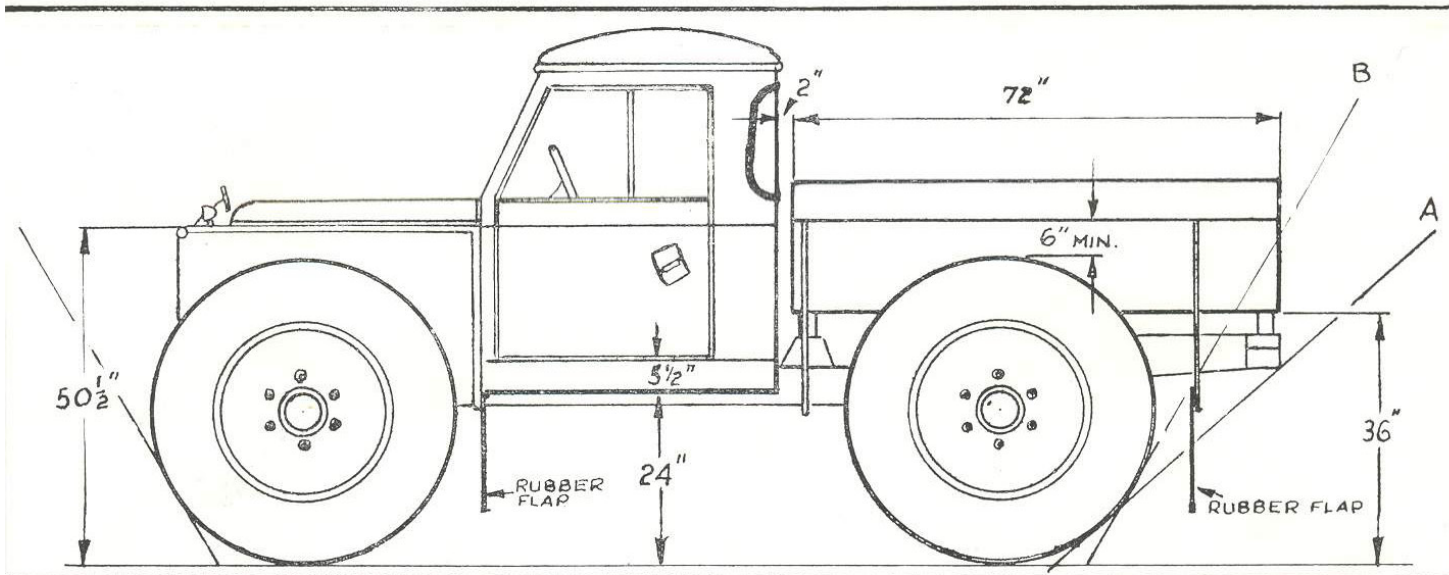
The Disco 1, a 17 year old 1996 model, not wanting to feel left out has been acting out after that incident with the O2 wires. That system is running well, but I keep getting misfire codes. Mostly on #8, but a few on #7 and #6 along with a few multiple cylinder misfires. Along with massive emissions errors (yup unburnt fuel will do that) and an unhappy O2 sensor (ditto). When driving it is running fine then suddenly you lose power and the exhaust note changes. If I come off the throttle and then come back on it is back to being fine. New spark plug wires just arrived so that is the weekend job to see if that is the issue. Or if my coil pack is going bad. Or...

The more observant will ask about the exhaust note changing. Yes my middle muffler is cracked from one side to the other so when there is excess fuel in the exhaust it blows out the hole. I had a used one out back on ok shape that had been removed due to a bent tail pipe. Replacing part that two weekends ago was straight forward job from the pit (it would be also easy from a lift). It was only a couple of hours. However it is a less pleasant job lying on your back on the ground.

For those keeping score: Disco (marginal), Dora (dead--gearbox on bench), Subaru (down check with brake failure), 80” (dead), 101FC (dead). Plus more other dead LRs than I care to admit. Bensfold is backlogged. (No Andrew J. it is not a competition to have the most dead Land Rovers)



SPECIFICATION



The power unit, clutch, main gear box, transfer box, propeller shafts, steering box, and certain body parts are standard 109" W.B. Land-Rover series II (petrol or diesel).

- ROAD SPRINGS** 109" W.B. Land-Rover, heavy duty, rubber bushes all round.
- SHOCK ABSORBERS** Heavy duty double acting.
- CHASSIS FRAME** 109" W.B. Land-Rover. Box section, reinforced where necessary.
- FRONT AXLE** Special Axle. Track 75". Differential ratio 3:63 : 1, hub reduction 3:67 : 1. Drive to front wheels through totally enclosed universal joints. Fully floating.
- REAR AXLE** Special Axle. Track 61". Differential 3:63 : 1, hub reduction 3:67 : 1.
- BRAKES** Hydraulic. 14" diameter Drums. Brake Lining width 2 1/2". Internal Expanding. Hand-brake mechanical on transfer box output shaft.
- WHEELS & TYRES** Standard 10.00 x 28 agricultural 4 or 6 ply. 11.00 x 28 and 13.00 x 28 also available.
- BODYWORK** Pick-up Body. Other types of body to purchaser's specifications.
- LADEN GROUND CLEARANCE** under Differentials 10.00 x 28 tyres—17". Under Lowest Part of Chassis Frame. 18"
- EXIT ANGLE** Line 'A' with Standard 109" W.B. Chassis. Approx. 40°. Line 'B' with Shortened 109" W.B. (Optional Extra) Approx. 55°.
- PAYLOAD** Maximum on cross-country with driver and two passengers — 1500 lbs.
- VEHICLE WEIGHT** With Cab but less body 1 ton 17 cwt.
- SHIPPING DETAILS** Vehicle packed on wooden base, approximate overall length 178", width 94", height 50". 2 wheels bolted together 48" x 48" x 21" (each pair of 10 x 28).

LAND-ROVER EXTRAS REQUIRED

None is essential for the Conversion, but certain items available as optional equipment for the Standard 109" W.B. Land-Rover can be fitted.

RTE
1/9/61

Rovers & Parts for Sale

For Sale: 1990 Defender 90 RHD 200 TDi



Imported from England 7 years ago & Registered in QC. Engine rebuilt including main bearing 4 years ago. Turbo rebuilt and transmission replaced 2 years ago Clutch replaced last summer. Modified the exhaust system to one muffler last summer Rust proofed every year since I brought it over Driven one winter--Block heater installed. Mud tires with lots of life left in them. The roof-rack needs a little modding to fit properly. There is some rust but nothing major. I did some body work on it over the winter. Waiting for the proper paint to touch it up. One of the universal joints needs replacing. Some extra parts. An extra set of rims. Off-roaded but not heavily. A few dints and bumps here and there.
Contact: Will Richards <will@ultravisual.ca>
514-220-3508

1950 80" Land Rover Prototype, Show Car, US Model
For Sale from my collection of rare Land Rovers is the original Land Rover prototype from the April, 1950 British Automobile and Motorcycle Show held at the Grand Palace exhibition hall in New York City. It is the actual first Land Rover to ever come to the USA! After nearly 10 years of ownership and research this vehicle needs a new home, preferably a museum, corporate collection or serious collector. Early full provenance has been found including original show photography and subsequent history. A fascinating early 4x4 vehicle that was part of some of the most major off-road 4x4 developments in Post War America. A real piece of

American and British automobile history. It is a one of a kind vehicle having been custom built by Rover to debut the Land Rover to the USA market in conjunction with Rootes Motors. It is the only early (1948-1950) 80" Land Rover ever sent to the USA. Different from the 1951 production USA model. Fully documented with Land Rover UK with original build record. Unrestored in good condition with nearly all original parts needed for mechanical restoration or full rebuild. I am a former exhibit specialist with the Smithsonian and as such have worked with major museums, collectors and historical collections around the world. Will ship anywhere to qualified buyer. Clear Title. Please contact me for more information.

Jon Eicher, Washington, District of Columbia, USA
Goto to: <http://landroverexchange.com/listings/> and search on 1950.

1975 101 Forward Control, expedition ready

This 101FC attended a few Birthday Parties in the early to mid 2000s when the owner was based out of CT. It has the distinction to be the only truck known to roll on the Heavy off-road. It has also been to the Arctic Circle

The engine was rebuilt 27K miles ago. Michelin XL tires. Full exo-skeleton cage including stainless top panels with solar panel. Zeus front disc brake conversion. Extreme Air compressor with air lines to either side of the vehicle for airing up tires. Rear bench seats with new belts seat up to 4. CD Stereo in custom overhead box, wired for CB. upgraded Hella H4 euro headlights and 4 Hella lights up top (2 fog, 2 driving). PTO winch does not operate--fault unknown. Full size spare plus another spare comes with the vehicle. 2nd canvas top is included, as are a separate custom stainless gas and water tank (neither mounted).



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(Technical Sales Department)



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