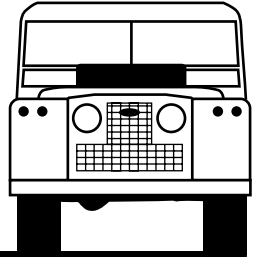


OTTAWA VALLEY LAND ROVERS



August 15, 2013

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Volume XXX, Number 8



Quintin Aspin tests the tipping point on Bill O'Hara's SIIA 88" (Carlane and Willow Riston worry)

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.

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 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
OVL R/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>

OVL R Forum

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

Newsletter Archive

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

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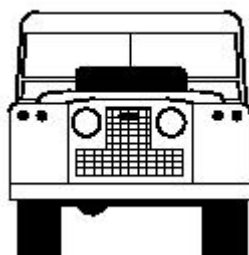
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OVL R Newsletter

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

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

“Well no there will not be two the same - Land-Rover never made any ‘the same’ - they made quite a lot which look similar but they are always slightly different fit or odd bits of different versions aren’t they!” -Dave White on the LRO-UK list

Greetings,

August had come and gone. By now many of you have taken and returned from your family holidays. In these pages you see how a few of our members spent their time. There is a write and centrefold of photos from Ben Smith’s annual Blacker Than Night rally in NJ. Another article covers the annual Eventment Pierre Gauthier which was held in and around Saint John, NB this year. Did you bring your Land-Rover on your holidays? If so send in your photos and an account of your adventures and mis-adventrures.

Elsewhere in this issue we have links to the unfolding Defender issue down in the US. Whilst Canada has a 15 year import rule, the US has a 25 year rule. Additionally the letter of the law in the US only permits emissions exemptions if the engine in the car is of exactly the same type as originally fitted to the car. So no diesel swaps. No upgrades from a 2.5 NA to a 300 Tdi. In recent months Immigration Customs Enforcement (ICE) has been enforcing the letter of the 25 year law to the letter of the law--it must have been built 25 years or more before landing--to the exact date! This month ICE has taken this farther. They staged the public execution of a perfectly good Defender 110. They videotaped the destruction of the Defender 110 and published it. Since links to the video have been ripping through the Land-Rover community via email, forums, FaceBook and news articles. Usually if one tries to import a non-conforming vehicle one has the option of exporting it to a non-North American location (e.g, not to Canada or Mexico). In this case the vehicle had a VIN-swap. It was a newer vehicle with an older VIN. Those trucks are immediately destroyed. The message is clear ICE is cracking down. Why now? NAS Defenders have been commanding premium prices in the U.S., while in the UK they are dirt cheap. People have been buying a truck for a few thousand dollars, shipping them over for a few thousand more and selling them for \$30k. An amazing profit. Hundreds, if not thousands have come over that way since 2008 when the first 110s became 25 year legal. Enough for customs to notice. What ICE also noticed is that some people are buying new Defenders, putting on a 25 year old VIN tag and sending it over. Or doing the same on a few years old Defender. Those people they want to catch and prosecute. The message is clear, importing Defenders to the U.S. has become much harder. It is unwise to attempt to import one that isn’t squeaky clean and bone-stock original.

As an aside, Pierre Gauthier’s SIII 109” was one of two trucks imported to the U.S. when they were less than 25 years old in the late 1990s. At that time customs permitted the person to export the trucks to Canada where they sold for much less than he was expecting in the U.S. Pierre was one of the two buyers.

In the General Service section, Alan Richer provides

and article on clearing up suspension related (death wobble) issues. Young Luc Zipkin puts pen to paper for the first time to write about his experience with his father’s Land Rovers. Brett Storey relates his tale contracting his Land Rover for a four day fashion shoot. Alastair relates another 6 weeks of progress buttening up his Land-Rover, but then family puts his project on hold for awhile. We have another semi-regular installment of Bensfold Backlog


The quote in the banner of this page was noticed on the UK-LRO list just recently. We don’t know if quote is from Dave White or if he was just relaying what he heard elsewhere. Searches didn’t match it to else where. In any event, the quote accurately describes the ethos of Series Land Rover production. Land-Rovers are not all the same. Just like they are never “stock”. Over the years various owners have tried different field fixes and upgrades. Some modifications are because they wanted to try something different. Others modifications were because they had to when the parts became NLA. Those difference are what makes them all interesting.

This month we did not receive and for sale ads. We turned then to Kijiji for the Ottawa area to see if there was interesting. We found two Defenders. We also found a fellow in Carp who is breaking a 1967 NADA SIIA 109” since the frame is in poor condition. Someone in the club should reach out and at least collect these parts. Best case would be if someone wanted a long term project and to bring back another Land-Rover from the dead.


This month’s vintage Land Rover accessory caused great amusement at Newsletter central. Back then the accessories were entirely functional. Oh you want a roof and the doors, deluxe! Next you will be talking silly and want a heater too! This month we feature sheep sheers from the R.A. Lister & Co. Ltd. Now before you run off and try to call them, note that this is an advert from 1958. But can you image walking into a Land Rover dealership and telling the sales person that you want to buy a new Range Rover, yes the 4th generation L405 model? As the salesman’s eyes light up thinking about his commission you then add in that you want to also buy the sheep sheering accessory for the rear PTO. Their eyes will pop out of their heads and their minds will boggle. No that is not the image that they want associated with their up-branded Range Rover or even the Disco 4 (excuse me LR4)

Lastly congratulations to Alastair Sinclair with his newborn son. Currently he is off to sleepless nights, diapers and feedings. We hope to see the return of his SIII 88” repairs when he gets free time again. You know Alastiar, the little ones can help fetch wrenches and pick up the nuts that you drop from the floor. It’s never to young to get them into Land Roving!


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

 **Girling part - GHP72G Fits Land Rover 109 Front 1980 to 1985/ Also fits LOTUS ECLAT 2.2 Front 1980 to 1986, LOTUS ELITE 2.2 Front, 1980 to 1983, LOTUS ESPRIT S2 2.0 Front 1976 to 1980, LOTUS ESPRIT S2 2.2 Turbo Front, 1980 to 1988, LOTUS ESPRIT S3 2.2 1980 to 1988**

An addendum for last month's list of Girling numbers for Land Rover. Specifically for the Series One 107" to 1954, the master rebuild kit is SP1975, front wheel cylinders is SP2004, and rear wheel cylinders is SP1215. For 1954 onwards, the master is SP1974, front SP2006, and rear SP2004.


 **Spy photos show that a new Land Rover has arrived through Ottawa. Robin Craig will post more details in a future issue.**





 **Andrew Hutton posts on the forum: I've got a fun one; normal highway driving it looks like my pilot bushing/spigot bushing broke up... this resulted in input shaft vibration which apparently damaged**


the input seal and resulted in the input shaft bearing failing which resulted in the clutch release bearing overheating and seizing (but the vibration also managed to reduce on of the pins on the clutch fork to half its original size) and a big grinding noise followed by a bang and no drive....

I'm down to needing one part to get my spare LT77 back on (and as this is my daily driver I'm in a bit of a rush) and that's two ANR1808, the hockey puck type engine mount rubbers. If anyone has some on-hand in Ottawa please let me know or I'm going to have to do a 3rd shipment this week and that's just adding up.

 **Photos of Bill Fishel and Russ Wilson out at the Solihull Society's National Rally near Ouray, CO have been spotted on Internet. We expect an update from them.**

 **Club members Bruce Fowler, Ben Smith (with Anne), Ian & Olia Trofonova (and kids), Steve & Erma Wuhr, Bill Nickson, Gilbert Doyle & Clare Noel attended the 13th Eventment Pierre Gauthier in Saint John, NB in early August.**

 **Ian and Olia Trofonova had more than their fair share of mechanical issues with their 110. Starting with Ian learning that K&N air filters don't keep water out when fording. He stalled and then hydrolocked the diesel. After pulling the glow plugs and draining, it restarted. Later in the trip the high-low linkage came loose. Then afterwards on post-event travels the had more issues and required a rescue by NB LROs Lloyd & Dianne Maurey and Tony Smith to Tony's shop. The first set of repairs included a blown turbo, reapiaced air filter system, oil change and new exhaust system. Then a few days later the report was that the engine was blowing oil between the block and the head and it was loosing power on hills, so at least new head gasket was in order. They found one missing head bolt and a cracked head so the head was replaced including valve train. The intercooler was replaced. On top of that they changed out the front drive shaft and all the wheels and tires because the wheels were bent and the tires were worn out. At last report they were heading back to Ontario!**

 **Jan Hillborn reports an issue with the crank pulley bolt on her 300 Tdi SIIA 88". It seems that it was coming loose and making a noises. She said that she was tightening it as hard as she could with an adjustable crescent wrench. Club members quickly suggested that she would get a the proper socket and use a 2' breakerbar/flex handle as the torque settings on that bolt are up near 100 ft-lbs. You don't want it coming loose. She got one, tightened the bolt, and was able to limp home without any further issues.**

Some Non-OVLR News & Rumours

“This is going to be wild,” says Tom Collins, Land Rover Driving Instructor and Team Leader of Land Rover Expedition America which kicks off in Asheville, North Carolina today. The challenge? To cross the United States off-road covering ten states and over 5,000 miles in 30 days using three stock 2013 Land Rover LR4 vehicles. Here, Mr. Collins explains the plan.” So starts a continuously running blog found at the Interactive Land Rover site found at <http://tinyurl.com/m62kqsx>. While the intrepid adventures are travelling in style, using LR4s and not something a wee bit more reliable out of warranty, read anything from 1948 to the mid Seventies in the editor’s opinion, it should be an interesting journey to follow, if not just to get the route followed for the possibilities of doing something similar at a later date. Check it out.

Down in the U.S., the Feds continue to get excited about Defenders. A few months ago we saw news stories of Immigration, Customs Enforcement (ICE) agents raiding a business and hauling off 18 Defenders. This month they show us the public execution of a Defender.

<http://jalopnik.com/feds-publicly-execute-illegal-land-rover-in-baltimore-1150362156>

This Defender had a VIN swap and therefore its destruction was mandated by law according to ICE.

Photos from the crushing: <http://www.flickr.com/photos/cbpphotos/sets/72157633218266967/>

Video: <https://www.facebook.com/photo.php?v=10151825845282697>

Dixon stepped outside of his office in Ottawa and saw this truck parked on the street. He left a note for them.

A quick Google search shows that 110 is part of the Land Rover Club Hong Kong “Around the world in 80

days” trip. Sixteen Land Rovers set out on June 9th from Hong Kong. So far they have already driven via mainland China, Kazakhstan, Russia, Belarus, Poland, Czech Republic, Germany, Netherlands, Belgium, France, and finally the UK. Once in the UK they drove up to Solihull and the 40 members of the team were given tours of the factory and new Handover Centre.

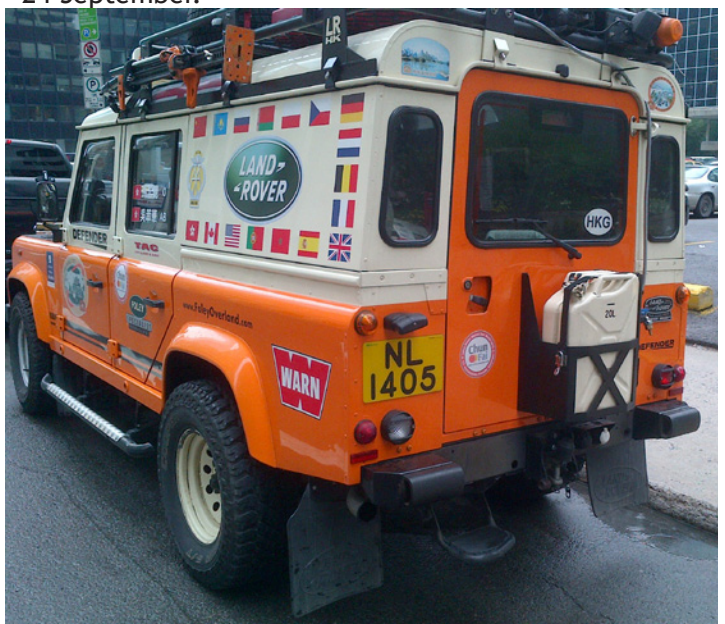


At the factory, Land Rover Manufacturing Manager, Joe McNamara, welcomed the vehicles back to where they were originally built. He said: “It is a pleasure to welcome these vehicles home to Solihull, and to meet their intrepid drivers and passengers, who are undertaking such a challenging and gruelling journey. But they have certainly chosen the right vehicles for the trip.

After the UK it was back to France, southern Europe and North Africa through the end of July. At this point some of the Land Rovers were shipped back to Hong Kong while the others were shipped to Halifax, NS.

After that their route was to take the them to New York, Washington, DC, Los Angeles, San Francisco and Vancouver. Obviously there was a detour via Ottawa in there.

From Vancouver the plan is to ship the Land Rovers to Tinjan, China. Thence to Shanghai and Hong Kong by 24 September.



Blacker Than Night XII

by Benjamin Smith



The weekend of 3-4 August saw the 12th Blacker Than Night Rally hosted by Ben Smith and Christina Albrecht. The event started as a housewarming party after Ben bought his first home and invited Land Rover friend over that became an annual event. This year Land Rover owners gathered from New Jersey, Maryland, District of Columbia, Pennsylvania, Connecticut, Massachusetts, New York, Maine and Ontario.

Wanting an early start Dixon Kenner was the first to show up on Thursday night. Sadly he was, yet again, sans Rover showing up in a Subaru. The mighty, vaunted BGB was, yet again, not up to the task of the 666km journey south. Nor was the supposedly completed Dormobile whose restoration has graced these pages of the past few years.

Friday soon saw the arrival of Bruce Fowler from Maine in a RRC, Greg Fitzgerald in a RRC and Quintin Aspin in a non-Rover. As afternoon faded into evening the floodgates opened and people arrived left and right. Not all journeys can be simple. Eric and Ann Zipkin set out with their boys Luc and Ben with their 1951 80" on a trailer. They only made it a few miles when they had a trailer issue. It seems that a brake failed on the trailer and let the smoke out. Carlane Riston, enroute to BTN, saw them parked and stopped to render assistance. Eric fixed it the brake problem, re-greased the bearing and they were on their way. Other people started drifting into Bensfold. Somewhere in here Dixon took it upon himself to hoist the Canadian flag at the barn.

All in all it was a good gathering of current and former OVLRL members. From the list included Bruce Fowler, Dixon, Bill O'Hara, Kris Anderson, Greg Fitzgerald, Eric & Ann Zipkin (plus kids), Quintin, Russell Dushin, Fred Dushin, Dave Bobeck, Jeff Meyer, and of course hosts Ben & Christina. Others present included locals from the NJLR group Eric & Helen Choi, Jarek & Barbara Maras (and family), Dan Marcello, Ryan & Jill Muller (and family), Cristina Calado & Peter Kim (and family), Will Skidmore & Kate Vince, George Miniotos & Paula Kofler-Moniotos (and family), Rohan & Frettra deSilva (and family), John O'Mara. Other attendees included Carlane and Willow Riston, Steve Hoare (LRO North America correspondent) & friend, Josh, and a friend of

Jeff Meyers. A number of club members, and BTN regulars, were not able to attend this year. They include Bill Maloney, Mike Loiodice, Jan Hillborn, Bill Fishel, Eric Riston, and Bill Caloccia. Brett Story, Dave Lowe and sons (aka Team Daphne) were making noises of attending at the Birthday Party and made their strongest attempt to date to attend, but life got in the way and their plans were aborted. They say 2014 will be the year.

Type	Count	Details
Series	8	80"x2, SII 88", SIIA 88", SIIA 109", SIII 88", SIII 109"x2
Defender	2	D90, D110
Range Rover	5	RRCx3, RR L322, RR Sport
Discovery	5	Disco1x3, Disco2, LR3

Repairs and maintenance were a common theme this year. As a background Ben was working on installing his transmission and a new Roamerdrive (formerly known as Roverdrive) into Dora, his '72 SIII 88". Friday Dixon assisted lifting the gearbox in place. Friday night the transfer box was installed. Saturday had the Roamerdrive main case installed along with speedo housing and propshafts. Bruce drove 680 km to change the oil in his RRC. Greg Fitzgerald wanted to change the U-joints in the rear propshaft on this RRC. Ben and Kate helped him get it out. Dan Marcello and Eric Zipkin with one U-joint. Dave Bobeck was working on his D90's steering linkage. Barbara Maras' SIII 88" wouldn't start so it was fetched over with a trailer. Quintin Aspin and Russell Dushin determined that the issue was sunk floats in the Zenith. Parts carbs from the barn were used to get the 88" back running. Bill O'Hara's 88" wasn't running well, so Quintin worked his magic. Too keep people busy at night Jarek, Dan and Eric Choi started playing with Ben's 101FC. The leaking oil cooler lines were replaced, oil pump primed and they started to replace the water pump.

Other than that it was the regular events. Great food,



Greg and Dan with the RRC propshaft

RTV, Rover Polo, vehicle projects and tall tales. The seelie-mealie didn't happen this year. A new event this year was taken from Birthday Parties past. The kids painted a Land-Rover thanks to paints donated by Jan Hilborn.

This year Ben upgraded his 1 key jockey box to handle 3 kegs with a 3 tap beer tower. 5 gallons kegs of Magic Hat #9, Cricket Hill Hopnotic (IPA) and Stone Arrogant Bastard. To make the beer even colder Bruce decided to add rock salt. A lot of rock salt. So much that the Magic Hat #9 line froze Friday night. The Cricket Hill wasn't due until Saturday, so all that we had was the Bastard (higher alcohol content has lower freezing temperature). And a potent Bastard he was. Bruce's only defense was that he always did that in his youth and they must have drunk the beer fast enough that it did not freeze. Eric and Ann Zipkin are building a barn of their own for Land-Rover and non-car projects. Friday night Christina presented them with a sign for their barn for their well known <cough> TowBall winner <cough> "Zippy Tow" service showing a Stage 1 towing a D110 Crew Cab.



Line up for 1st RTV section

RTV

I like setting up an RTV (Road Taxed Vehicle) that challenges the drivers and makes them think. In the UK the next harder level is called CCV (Cross Country Vehicle), where they require roll cages. I also like ones where there are multiple lines and a driver has to pick a strategy. With that mind again at BTN this year we used the Scottish version of the ARC rules. Gates numbered 12, 10, 8, 6, 4, 2, 1. Start at 12 go through 1 and don't stop. LWB get one shunt. Don't hit any canes. Total score is the total points scored in each section. The person with the lowest score wins. Three sections were set up for BTN this year. I specifically didn't drive the course this year so that people couldn't just follow my tire marks. Or so that was the theory.

Saturday afternoon, after waiting a little for Jarek's SIII 88" to be brought back to life, we all went across the field to the first section. This started at the bottom corner. The 12 gate was at the edge of the woods facing underbrush. Into the brush, right turn through the 10, slight right and up to a narrow 8 gate, then a tight 180 to get through the 6 gate. The 4 gate was 50 yards away straddling a small running stream. There were

multiple ways to get there. Then right, miss a tree on the left, up hill, off camber to a 2 gate at the top (a route never traveled before), then hard left down some flats and into a hub-over off-camber down to the 1 gate. Everyone walked the course. No one wanted to go first. No one. Nada. "Ok, fine, I'll do it in my Disco," I said. 12, 10, 8 are easy, swung hard right over fallen tree and then hard left for the 6 gate and even passed the tree on the right, and used my shunt to make the 6. Ok then through the brush showing everyone (sadly) how wide you had to stay to make the 4 and the turn afterwards to miss the trees. Then gunned it up the hill and stopped just through the 2 gate to score a 1. "Happy everyone? It is doable."

Steve Hoare was next up with his 1949 80". Even in the 80" you couldn't make the 6 turn, so I made an on the spot grant that everyone got a bonus shunt so that all the scores were not a 6 (LWB could make it and a SWB could just get through the 6 to score a 4 if you tried). Steve tried the hill climb up to the 2 gate and failed. He rolled back into a tree crunching his rear tub! He tried again, failed rolled back and crunched the tub again along with breaking the rear soft top spar! And gave up.

Bruce Fower got a hub through the 2 gate with his RRC using a 6 gate shunt, Eric Zipkin in his 80" did not. Will Skidmore and Dave Bobeck took too many shunts for the 6 gate. Quintin Aspin, driving Bill O'Hara's 88" had to stop have the marshall (Ben) engaged his hubs for him at the 6 gate since he was just spinning tires. Russ Dushin took his 6 gate shunt, and then calmly climbed the hill to get the only clear score. Carl in a RRC tagged the 10 gate (and went wide on the 2 gate plowing over it), Jarek Maras in an 88" took too many shuts for 6, George in a SIIA 109" took his shut at 6, but couldn't get up the hill for 2. He took many attempts and with rocking and pushing got up the hill with great effort. Greg Fitzgerald in a RRC also did the 6 shut, but failed the hill climb up to the 2 gate.

Then it was off to the 2nd section. This was up by the axle articulation mounds and the causeway. Ben



Carl doesn't quite make 2 Gate on section 1



Dave Bobeck drops a wheel into the hole

had added a new trough with the backhoe to make it more challenging. The course started out at the bumps with a 12 gate, up into the bumps, and cross the new, wheel swallowing trough to the 10 gate, off the bumps into the perimeter trail and hard right to the 8 gate. Again Ben can't guess turning radii (so LWB with a shunt used it and only some SWB got through. Over a bump, across the shallow valley through a 6 gate on the other side (and between narrow trees). Then out into the field for a U turn and back into next to where you exited. Then right side on top of the berm and left down for the 4 gate leaning 35 degrees to the right. Right up and over the berm for a 3 gate. Along the trail and a hard right into a 2 gate (again Ben and the radii, though a few were creative here to solve this), continue right back to the berm and climb it with the 1 gate at the top.

First up was Steve in his 80". Did the trough and the 8 gate, only to be felled by touching the 4 gate. Bruce in his RRC did the trough, used his shunt for the 8 gate and managed to get through the 2 Gate. Next up was Eric Zipkin in his 80" who got caught by the 8 gate turn. Will started out in his SIII RHD 109" SW, but hit the trench hard and injured his shoulder and stopped. Dave Bobeck in his D90 easily got through the trough and 8 gate turn, but found that he couldn't get past trees after the 2 gate to complete the turn towards the 1 gate. Quintin was doing well, he got past the 8 gate turn but coming back to the 4 gate he stayed off the peak of the berm with one wheel on the bottom.

He missed the tree with his roof, but stopped when he thought that he might roll over. Russel Dushin had a unique solution to the 2 Gate problem by going off into the woods, pulling a U turn in the field and coming back on a different path to get to the 1 gate. Sadly he tagged the 8 cane on his way so he didn't get a clear run. Carl in the RRC also got tripped up by the 8 gate even though he had a shunt. Jarek had issues with the trench and got a 10 with his 88". George and his IIA 109 SW got past the trench, but took more than one shunt for the 8 gate. Greg drove his RRC well. He got past 8 gate with a shunt and copied Russ Dushin's long

route, but sadly came to a complete stop twice dealing with the trench so scored a 10. Frettra came as a late comer with her SIII 109 RHD SW and scored a solid 8 as she took more than 1 shunt. By now it was time for dinner, so the 3rd section was cancelled. Perhaps next year.

Winners:

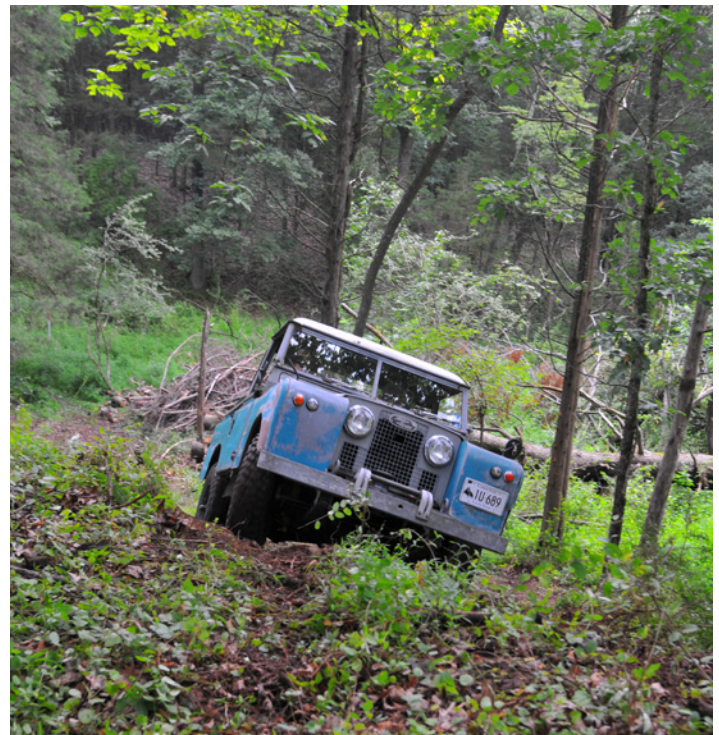
Gold: Steve Hoare, 6, SWB
 Silver: Bruce Fowler, 7, LWB
 Bronze: Dave Bobeck, 7, SWB

Short Wheel Base

Name	Rover	Sec 1	Sec 2	Total
Steve Hoare	SI 80"	2	4	6
Dave Bobeck	D90	6	1	7
Russ Dushin	SII 88"	0	8	8
Quintin Aspin	SIIA 88"	6	3	9
Eric Zipkin	SI 80"	2	8	10
Jarek Maras	SIII 88"	6	10	16

Long Wheel Base

Name	Rover	Sec 1	Sec 2	Total
Bruce Fowler	RRC	6	1	7
George Miniotos	SIIA 109"	4	8	12
Greg Fitzgerald	RRC	4	10	14
Will Skidmore	SIII 109"	6	10	16
Carl Kofler	RRC	10	8	18
Frettra deSilva	SIII 109"	12	8	20



Russell Dushin climbing to 2 Gate and clear run

RoverPolo

A recent BTN tradition, but one with great enthusiasm, is RoverPolo. For the third time a match was held after breakfast on Sunday. Six vehicles and a bunch of spectators lined up on the RoverPolo field. As an experiment this year we played a short field of 70 meters instead of 100 meters. This led to a faster game with the ball quickly passing from one end of the field to the other. Bruce Fowler, one of the sage masters of the sport, refereed the game. The teams never selected names. For reporting purposes we will use Alice and Bob. On one side we started with:

Team Alice:

Quintin Aspin and Carlane Riston/ Amanda Kofler Miniotis (SIIA 88")

Ben and Christina (silver Disco 1)

John O'Mara and Greg Fitzgerald (green Disco1)

Greg Fitzgerld and Carl's wife (RRC)



When John had to leave for another commitment, Greg switched to driving his RRC with Carl Kofler's wife as his malleteer. Towards the end of the game, despite extreme enthusiasm, Carlane withdrew and was replaced by Amanda.

Team Bob:

Dan Marcello and Josh (RR Sport)

Carl Kofler & ? his wife (RRC)—retires

George Miniotis and Paula Kofler Miniotis/Carl Kofler (Disco1)

Barbara Maras and Katie Vince/Rohan (SIII 88)

After some mechanical issues Team Bob's RRC retired. It was replaced by Barbara and his 88". Carl switched to the Disco1.

The game began swiftly with Christina and her sweeping strategy scoring for team Alice. Carlane followed up with a 2nd goal a few minutes later. There then was a middle time with the ball going from one end to the other, but no scores. Then Christina scored again to bring the score to 3-0. Christina shot again and bounced off the post for a miss. Carl, of team Bob, developed a mallet style akin to hockey where he would flip the ball into the air. This proved to be hard to defend against. Team Alice was soon defending. We flipped endzones at the end of the chukker. Dan scored twice from the RR Sport bringing the score to 3-2. Then Carl scored making it at 3-3 tie! A new rule was christened on the field. Barbara's topless 88" came onto the field with Katie in the shotgun seat and a broom. Rohan was in back with another broom. This was deemed too excessive and the referee removed one broom from Barbara's 88". The rule is one broom per truck. The game ended with the score of 3 to 3. A great time was had by all.



Eventment Pierre Gauthier 2013

by Christine Saumure

Pierre Gauthier was a Land Rover owner who was killed in an industrial accident with Quebec Hydro. A Land Rover Event, one that he helped organized, takes place every year since 2001 in his honour and the location alternates between Quebec and New Brunswick every summer. This year was the 13th annual event.

This year's Evenement Pierre Gauthier Event 2013 was a complete success! This event is not just about trucks and trails. It is a family and fun based vacation for Land Rover owners to attend. Located in Saint John, New Brunswick, we had a crowd of 50, with more than 15 children and twelve trucks arrive at Rockwood Park Campground.

A warm thank you is sent to all who traveled from afar like Ian and Olia from the Peterborough area. And, of course, I would be amiss to send a big thank you to all the regulars who make the trek every other year from Quebec, Nova Scotia and Maine.

Our first trail was to the Top of the Town, a light and enjoyable trail to get everyone prepared for Tuesday's famous Survivor Run. Once we got to the Top of the Town, we met a new friend in one of those rabbit-like Suzukis, who guided us through some excellent trails we didn't know about. Our easy run turned into a true adventure. Rule #1: never dare a Land Rover owner to do anything silly...

The Survivor Run on Tuesday was the event of the week. The majority of trucks participated on this 13km run WITHOUT trails. It was about a 12 hour trail that exhausted everyone but you know how it goes... everyone who attended the Survivor Run came back to camp excited with tales of glory and fun! Leave no truck behind is a serious motto in our club. There were several trucks that incurred some breakdown or another (including Pierre's old truck) but the dedication of the members when it comes to a rescue is exemplary.

Some intermittent-medium trails filled in time but the Land Rover Olympics, an annual event, was a hoot. Steve and Erma Wuhr were last years Gold Medal Winners so it was their job to plan this year's event. And, they didn't let us down.

Have you ever driven an obstacle course blind folded with nothing more than the commands of a navigator? I had two young boys as navigators: One boy said, "Hard right" while the other cried, "Hard left." My time was penalized when I obviously peeked through my blind fold.

However, Bruce Fowler, from Maine, and Ben Smith, had to display their extreme talent while driving the obstacle blindfolded in reverse! Show-em how it's done, boys...



Left to right: Ian and Olia' Tryfonova's D110, Martin Doucet & Christine Reis' SIII 88", Natalie Ringuette & Stephane Lapointe's Suzuki Samerai, Jean Noel & Anne Marchand's SIII 109", Robert McGuire's Disco 2, Lloyd & Diaene Maurey's SIII 88", Steve and Erma Wuhr's SIIA 88", Christine Saumure's SIIA 88", Maria and Thomas' D110, Gilbert Doyle and Clare Noel's SIII 109". On the Black River, Saint John, NB. Photo: Erma Wuhr

The premium LR Olympic event was the ingenious invention of an obstacle course with a bathtub of water carefully designed to pour over your head in a modified Land Rover. This challenge gave the concept of inertia a whole new meaning! After driving the course one had to fill the bathtub to replace the water that you lost.

<http://www.youtube.com/watch?v=Hux-vJwbPAU>
http://www.youtube.com/watch?v=F8IQpKJrc_0

For more search the youtube channels of bens101fc, 2bdfii, and Gilbert Doyle.

The scoring was adding the times from the two events together. The winner had the shortest time. Final results were:

- Stephane & Jeremie Lepointe 2:24 GOLD
- Martin & Jerome Doucet 2:47 SILVER
- Lloyd & Diane Maurey 3:06 BRONZE
- Gilbert Doyle & Natalie Ringuette 4:06
- Jean Noel & Craig 4:10
- Makenzie & Jordon 4:31
- Bruce Fowler & Ben Smith 4:52
- Ian & Olia Tryfonova 5:02
- Tony Smith & Andrew 5:25
- Andrew & Johnny 6:24
- Bill Nickson & Christine Saumure 8:39
- Thomas & Sophia 12:50

We ended the day with a group Steak Fondue and cake in Pierre's honour and it was great to see so many families come together.

Friday saw a heavy, all day, rain that changed the entire lay of the land. Southern New Brunswick is either rocky or marsh. In short, lots of mud. We started the day with what seemed to be a fun run until we hit an impassable section, a little more than a 1/2 km. Most



of the 12 or so trucks were happy to drive around the obstacle. But there are always those four or five hard-core who can't resist a challenge. There were minor casualties. Bow your head in prayer for the death of Ben's winch and my charging system.

Other mechanical issues on the trip included Gilbert's clutch, Jean Noel's engine/tranny mounts, Ben's oil leaks and Olia & Ian's issues. The latter are found earlier in this issue.

While the majority of us camped in tents, nobody slept well in the 'monsoon' that drenched us that night. However, by Saturday morning, the exercise of drying off and packing up began. It's always difficult to say goodbye. I know Captains will plan an excellent rally in Baie Comeau, Quebec, next August...with no stops at Tim Horton's...

I hope Pierre Gauthier has had a few laughs from heaven.

Photo credits: Gilbert Doyle & Stephane Lapointe





Clockwise from upper left: Russell Dushin examines a Zenith carb, Dave Bobeck and Eric Choi watch Dan Marcello work on the 101FC, the kids push a perfectly functional 80", Eric Zipkin and Dave B at work, kids painting George Miniotos's 109, Eric and Ann Zipkin with their "Zippy Tow" sign, Bianca Maras, Milosz Maras, John O'Mara, Jeff Meyer, Quintin Aspin, Carl Kofler, Bruce Fowler, bonnet-up RRC, "Marshal" Ben locks Q's hubs for him at the 6 Gate in Section 1--that's a halt

August 2-4, 2013



Clockwise from upper left: Christina Albrect on the ball, Carl K goes to hockey flip the ball, Eric Choi rides the Maras 88", Steve Hoare's 1949 80", Greg Fitzgerald's RRC, George M.'s SIIA 109, Russell D. in Nigel (SII 88"), William Skidmore's SIII 109", Eric Z. in his 80", Quintin in Bill O'Hara's SIIA 88", Dan Marcello and Josh in Dan's RR Sport, Christina and Josh fight for the ball, Rohan loses the ball, Carlane inbound, Paula Kofler-Miniotos's on the ball, Quntin mallets.

M.O.R.E. Labour Day Rally

The Maritime Organization of Rover Enthusiasts (MORE) will hold its annual Labour Day Rally in Blockhouse, Nova Scotia from August 30th to September 2nd. This has been held in Nova Scotia every Labour Day since 1998.

We invite you and your families to attend. More information is at http://www.maritimerovers.org/labour_day_registration.html

Our club is made up of a wide variety of Land Rover owners, from new vehicles, Defender 90's and 110's, and variety of Series vehicles. These include Series I 80" trucks, a Dormobile and a 101 Vampire. We are teachers, medical professionals, fine craftspeople, academics, entrepreneurs, mechanics, military service personnel, and most importantly, we are Land Rover enthusiasts.



24th NorthWest Challenge

When: Sept 21-22
Where: Obsidian Forest, OR
Sponsor: Pacific Coast Rover Club and Rover-Landers

Website: <http://nwchallenge.com>

Size: 20 Land Rovers

An annual event that is rotated between Oregon, Washington and British Columbia by the two clubs. It is a hard event designed to a heavy competition between each vehicle to determine the winner.



8th Metal Dash Weekend

When: September 28-29

Where: Petersham, MA

Sponsor: Don Flye

Website: <http://www.metaldashweekend.com>

Size: 10 to 20 Land Rovers

Originally the event a North American Series One gathering in 2006. It was expanded to include all "metal dash" Land-Rovers (II and IIA, but not III or later). However the event is open to all Land Rover owners.



Upcoming Events

August 19th, 2013

232nd Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

September 16th, 2013

233rd Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

Late September/Early October

Frame Oiler

Organizer: TBD

May or not be organized this year

October 6, 2013

3rd Cedar Hill Classic & Rover Polo Tournament

Where: Pakenham, Ontario

Organizer: Andrew Jones

October 21st, 2013

234th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

M.O.R.E. Labor Day Rally

When: Aug 30-Sep 2

Where: Blockhouse, Nova Scotia

Sponsor: Maritime Organization of Rover Enthusiasts

Size: about 20 Land-Rovers

The annual gathering of the club.



2nd Conclave

When: September 19-22

Where: The Cove, Gore, VA

Organizer: Dan Chapman

Size: 110 Land Rovers

Trails are similar to what you would find at Rausch Creek, but there is a better mix of trails for people who don't want to do anything too extreme making to boulder crawls.

30th British Car Day (Bronte)

When: September 22

Where: Burlington, Ontario

website <http://www.torontotriumph.com/BCD/>
Largest single day British Car show in North America with over 1,000 cars attending. Held at Bronte Creek Provincial Park.

24th British Invasion (Stowe)

When: September 20-22

Where: Stowe, Vermont

website <http://www.britishinvasion.com/>

OVLRL used to have a large presence at Stowe in the 90's until the atmosphere and venue changed towards a concours event for posh vehicles. 600 car event.

General Servicing: Repairs, Humour, Tales & Trivia

Deathwobble in the Series Land-Rover

by Alan J. Richer

Deathwobble. What an ominous term.

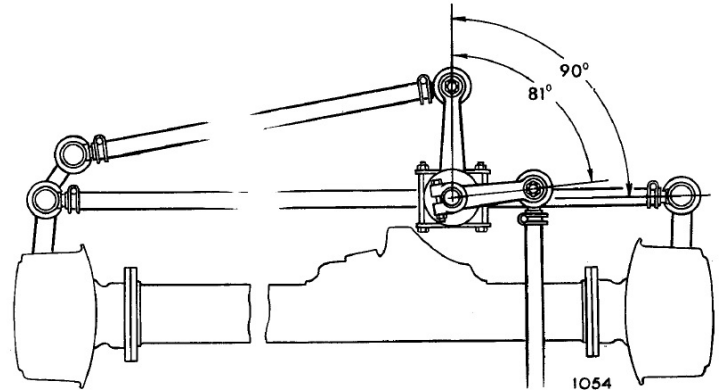
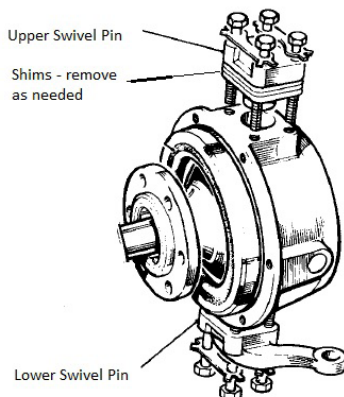
For the uninitiated, deathwobble is a harmonic vibration that can be set up in the front end of a poorly-maintained Land-Rover. If the damping in the system is compromised a sharp shock that deflects the front wheels can initiate an overcorrection in the front end,, which is then answered by an even sharper correction in the direction of the original deflection. This accelerates in a positive feedback loop till slowing down or stopping is the only way to break the wobble.

This wobble is a most disconcerting and very dangerous problem. When a Land-Rover is in this condition its steering is severely compromised, and the mechanical stresses on the front end are high. It is not a condition to be dismissed lightly.

Thankfully, fixing it is not all that difficult. Deathwobble cannot happen in a car who's front end is adjusted to spec and does not have mechanical slop in its components. These adjustments and repairs are in the main not hard to do, and can dramatically improve the handling of your Rover in any case. This article will detail the major causes of deathwobble and how to deal with them.

Swivel ball preload: The swivel balls are not supposed to pivot freely - they require a certain amount of tension to fulfill their job as dampers of uncontrolled motion. This tension is checked/adjusted by disconnecting the tie rod ends from the swivel, then pulling the swivel with a scale to see what the tension is when it starts to move (static tension). Normally, this is done without the swivel seal in place (for a tension of 2-3 pounds) but removing the seals for just this purpose is not necessary. If one does it with the swivel seal in place one should adjust for a tension of 7-9 pounds for initial movement.

If the tension is insufficient (and they usually are) then adjustment is necessary. This is accomplished by removing shims from under the upper pin one or two at a time until the tension is set properly. Do not just unbolt the top pin, though, unless you really want a drooling mess of 90-weight on your drive. The way to do this with a minimum of mess is to put a jack under the bottom pin of the swivel - this will hold it up while the upper pin is removed. With this in place the upper pin can be unbolted,



Layout of ball joints in front end

one or two shims removed, and the bolts reinserted and torqued to spec and the tension rechecked.

On a Series vehicle should you be in the case where there are no shims, or removing all the shims does not restore suitable tension then you will need to do more involved work - replacing the Railco bush and the bearing in the swivel housing and inserting fresh shims to set the proper tension. That being said, a repair of that level is beyond the scope of this article.

Ball joints: A defective ball joint (or tie rod end for the US term) can allow the front end to wobble - a loose ball joint in the drag link from swivel to the steering relay can allow the damping of the relay to be overcome - letting the front end wobble uncontrollably.

The Series Rover has no end of these wretched things - the tie rod between the swivels, the drag link to the steering relay, and the relay to steering box all have them. The ones between the steering box and relay are unlikely to cause wobble, but checking them all is a good policy if one is in there.

Ball joints can be checked easily by jacking up the front end and having a helper push and pull the wheels back and forth, while you put a hand over each joint in turn. If the joint is allowing movement between the mounting point and the tie rod then it is defective and should be replaced. Also inspect the joints for perished dust boots, grease leaking and for being frozen - the rod should be able to rock without undue tightness.

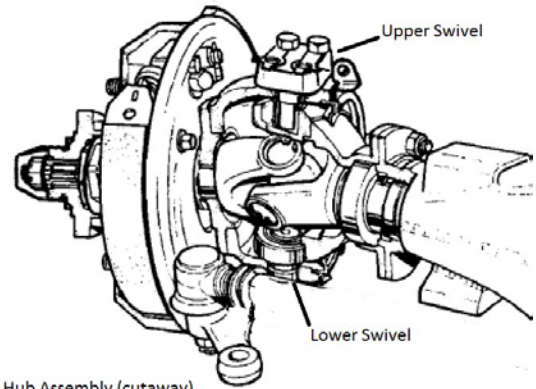
Removing and replacing a ball joint simply involves undoing the clamp, unscrewing the ball joint from the end of the rod and screwing in the new one to the same spot. A caliper (pivoted points on a locking bar like a kid's compass) is very handy for this - set the caliper to the distance from the centre of the joint back to the edge of the rod, unscrew the old, anti-seize the new and insert it to the same measurement. Re-lock it with

the clamp and once you bolt it in place in the mating socket and torque it down you're there.

Steering box/relay: These components can have some effect on deathwobble - usually the steering relay more than the steering box. Should the bottom bushings become defective from wear and lack of lubrication the bottom of the shaft can shift side-to-side with predictable results. Looseness of the arms on the top and bottom of the steering relay can also produce an issue here. In this case the repair is obvious - replace or rebuild the steering relay, or in the case of loose arms tighten the bolt or replace the worn arm.

To conclude, deathwobble or harmonic vibration is a very serious problem that can be life-threatening in its loss of control of the vehicle. However the repair like

most things on the Series Rover is a simple case of testing and intelligent adjustment or parts replacement.



Swivel and Hub Assembly (cutaway)

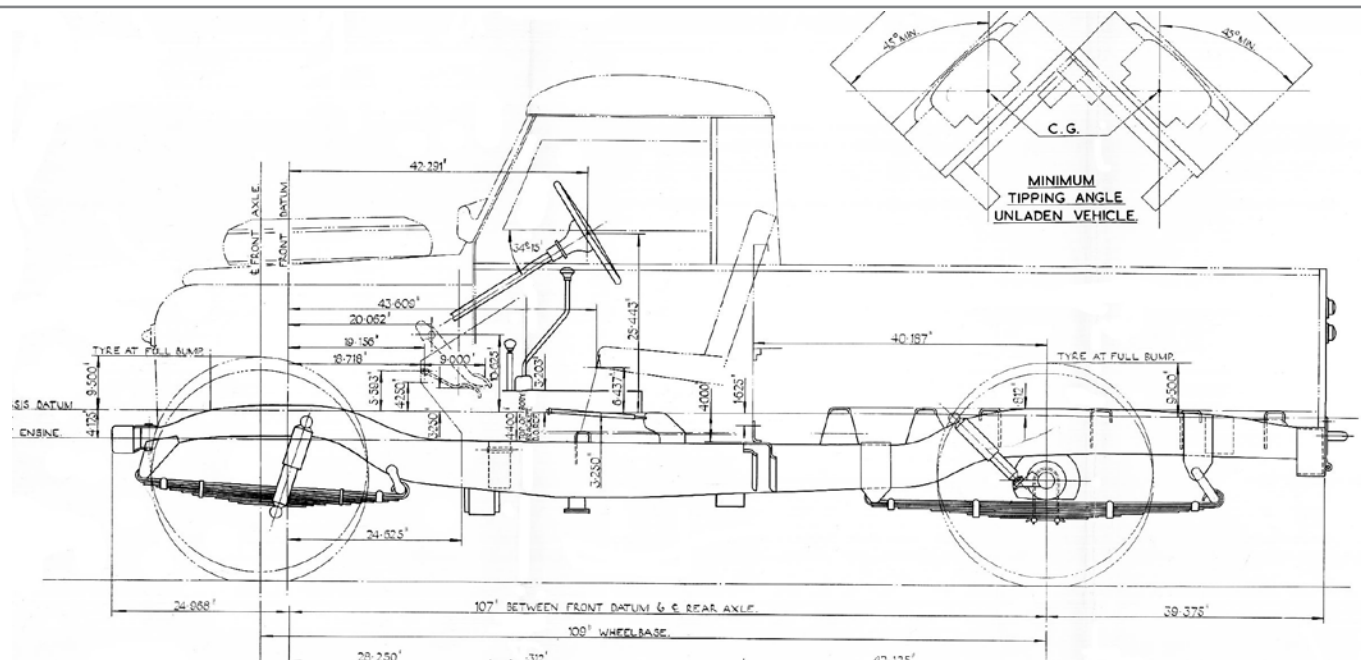
A Privilege Not a Luxury

by Luc Zipkin, age 8

I think, that if you were at OVL R 2013 Birthday Party, you would've noticed a boy driving an 80" around. That's me. I drive several vehicles including a John Deere x320, Mini Moke and an 80". These are remarkable feats done by an 8-year-old, but I take them for granted because I use them to make lawn work easier. Quite frankly, once in a while I will use them for fun, but not too often.

Here I am at Blacker Than Night XII. We came with our 80" again, only 1 of 2 Series 1s this year. We brought my Dad's D110 Diesel Tdi and the 80". I was hoping to get some time driving my friends in the 80". I got some time in, but now I have an angry mob of 8-years who also want a turn!

[We commend Luc for learning to drive at such a young age. And also for writing an article for the newsletter! -ed]



Timberland Photo Shoot

by Brett Storey

So, I got a phone call from Robin Craig Thursday night. He said he had just been contacted by a fellow looking for a Land Rover for a production shoot in and around Toronto. Robin sold the guy on the idea of a SWB soft top then got in touch with me to see if I was interested. I sent Robin a pic of my 88 which he forwarded to the guy, who in turn ran it by the client. The client, Timberland, loved the 88 so Robin put me in contact with the set director and we hashed out a deal. This is a four day project starting bright and early Sunday morning, so I quickly booked off work for Monday through Wednesday.



I was surprised how much the 88 was included in the shots. Damn near the star of the shoot! By the end of the day, I was referring to the Rover as the “talent” but it never really caught on.

We moved down to the lake for shots of the models on the docks and in the boats, then wrapped for the day once the light faded. I was giving my instructions for the next morning, given a handful of cash for the days shoot and sent on my way.

Damn, I could really get used to this.

Day two sees me about to set off at Oh Six hundred hours for my destination, the downtown ferry terminal for a trip over the Ward Island.

Comprising the only group of islands in the western part of Lake Ontario, the Toronto Islands are located just offshore from the city centre, and provide shelter for Toronto Harbour. The islands comprise the largest urban car-free community in North America, though some service vehicles are permitted.

My instructions are to be at the ferry terminal at 7 am. OK, no worries. Jump in the 88 and turn the key to fire up the big bad diesel. Well, the silence was deafening. I think I uttered a WTF, a &#\$@, not today and maybe some really bad words too. Then I collected my thoughts and figured, OK, this is no big deal. Battery is less than a year old so it's fine. Must just be a dirty connection or loose something. I can deal with it while waiting for the ferry. I roll the truck out of the driveway then let it start to roll down the street. Glow plugs are on and soon as I get up a bit of speed, into second and dump the clutch and the engine fires right up. Got lights. Got a charge, so we are good to go.

Fast forward to me sitting at the front of the line for the ferry. I'm pulling leads off the battery and cleaning them up. Try to start and nothing. Pull the lead off the starter and clean it up. Nothing. Couple blows to the starter



Day one was spent up at a fishing lodge near Uxbridge with five models laughing and cavorting around the 88. The two females models were, naturally, hotties personified. The other three models were guys, fairly average looking dudes. Nothing to write home about. It rained most of the morning so the time was spent doing

product shots in and around the fishing lodge. Cleared up around noon so after lunch we got down to serious business. They had me park the 88 next to the lodge and for the next four hours the “talent” rolled the canvas sides up and down, loaded and unloaded their gear and posed in and on the 88. I think they did a couple shots with the models on the porch of the lodge too, but that just seemed like filler really.



with the knocking stick. Nothing. OK, now I am getting worried and the ferry is on it's way in. There is a pick-up truck parked behind me with a couple of contractors in it. I tell them I'm having a bit of a problem and would they mind helping me push start this son of a malaka. "Sure, no problem" they say. Then the wheels start turning and I think we had best get this thing fired up before the ferry arrives because if the ferry men see what's going on, they just may not let the 88 on the boat. Then I give it some more thought and figure the ferry guys will make me shut the truck off while on the ship, so ask the contractors if they would again be willing to give me another push on the other side. Once again, these guys are willing. Awesome!



Everything goes as planned and once off the ferry, I rather sheepishly explain to the production coordinator (the guy that hired the LR) that the battery has taken

a dump and it will need to be push started when ever it needs to be moved. "Don't even worry about it, these things happen. You got it here and that is the main thing". OK, so these guys are cool. Spend the next four hours in the howling wind and blowing cold watching the "talent" climb in and out of the Rover and jump, hop and climb around the pier. More push starting then back to the mainland where they feed us then off to the next location, the Distillery District, for more shooting and push starting.

They finally let the Rover go about 5.30, so with profound apologies and acute embarrassment, I grab my cash and slink away with my tail between my legs after one last push start. Once home, I pop the battery out, head to Canadian Tire where they pronounce the unit toast with a dead cell, and offer up my freebie replacement.

Of course all the next day every time they wanted the truck moved, half the crew would come over asking if I needed a push. Bunch of comedians.

Day three and it's off to Hamilton to meet at an old textile mill. I show up at the appointed hour, just in time to grab some breakfast. Then it's off to work. Move the Rover here, now put it over there. Could you roll up the sides? It's all just so taxing.

After our catered lunch, it's time to take the show on the road and move production up to Rattlesnake Point Conservation Area on the Niagara Escarpment. We meet inside the park and hook up with the park supervisor. He briefs us about what we can and can't do with regards to getting to close to the edge of the cliffs. He then opens the gate so I can take the Land Rover down the hiking trail a kilometre or so to a scenic outlook. Certainly not hard core off-roading but a nice little trail

run. I was cautioned to watch for hikers and got some dirty looks from the few I passed.



The "talent" is filmed along the way in Timberland gear then at the lookout the 88's front wing and tailgate are used as props for close up shots of several different pairs of shoes. Once that is taken care of they have me move the 88 to near the edge of the escarpment to set up for the sunset portion of the shoot. With that taken care of the day is finished and I'm good to go.

Day four is back in Hamilton at the textile mill. Pretty easy day for me as they don't need the truck too much so after breakie I get down to some serious novel reading. Interrupted a couple times to move the truck around but at noon they tell me they are done with the Land Rover and I can take off. And the bubble bursts. It was a fun four days and was interesting to see how this operation unfolded. Funnily enough, the crew was heading up to the Yukon next to finish the shoot and on day two I joking asked if they wanted the 88 up there. Well these guys went crazy with the idea but after giving it some thought, didn't think it would be possible given the time constraints. Basically we would have about 58 hours to make the 5425 km, 56 hour trip. I said don't be too sure about that and they asked me to come up with a cost and we would take it from there. I mentioned the idea to Tom Tollefson, and naturally he immediately jumped on board and offered up his Sprinter van as a tow vehicle. Sadly, the idea was scrubbed after the Timberland people talked it through. I think they started to worry about the ramifications if something happened with us pushing so hard to make it north on time.



Tom and I were still willing to give it a go but in the end it just wasn't cost effective for the two day shoot. Still wish we had gone anyway damnit!.

You can see at these links how the Land Rover was used in some of the photos.

<http://www.timberland.com/en/lookbook/>
http://www.timberland.com/lookbook/downloads/f13_tree.pdf

Bensfold Backlog

by Benjamin Smith

Another month and more sagas of trials and mechanical tribulations with Land-Rovers. Dora's transmission was built and ready for installation coming into BTN. As my guests started arriving, I put in some time twisting wrenches. Since the gearbox was out, I pulled the fly-wheel and replaced the pilot bushing. New clutch and pressure plate as well. And throwout bearing, which it turns out is the same for manual Disco 1s and NAS Defenders with manual trannies. As shown in Alastair's rebuild article I used a used input shaft to center the clutch. Dixon had arrived early and was pressed into helping life the gearbox into place. This job is much easier from the pit and with 2 people. I then could lift up the transfer box and bolt that on. In went the new Roamer drive (look for a future article on this installation). Then came up the joyful task of installing the intermediate shaft. Let me just say that the spacers need to be held in place by grease. Then you offer up the gear with the two rollers bearings inside and slide the shaft in. If you don't pay attention those bearings will fall out, drop to the floor and spread rollers everywhere. Then you get to clean it all up and try again. This is not a great task when very tired and your friends are having a good time nearby. It got dropped a few times before I got it and knocked off for the night. After every one left on Sunday I spent Monday butting it all back together again. And then it was an immediate 1000km drive up to Saint John, NB.



ing most of the oil from the bell housing which means....rear main seal. Yes some have said that you can swap that from the bottom with the engine in the truck. I find it to be a tricky enough job with the engine on a stand. I see an engine out exercise in the future. Sigh.

Turing to the Disco it sill misses from to time; generally the same cylinders. I had used coil pack which tested ok on the bench (ohm meter) so one weekend day the project was to swap out the coil pack. This could be an easy job. Except that the fuel rail uses the same bolts to mount at the back of the engine as the 4.0 coil pack. Yes, you guessed it the fuel rail brackets are on to of the coil brackets. Or at least that's how I assembled it when I dropped this motor in. You can pull the bolts, bend the bracket and get the coil pack out without pulling out the fuel rail first. Putting it back in you can jiggle things and mount the coil pack on top. Something to think about when you are doing this. The removed coil also tested the same way with an olm meter as the use one from the self. So no change in performance. I'm now wondering about flat spots in the throttle sender, bad injectors or weak fuel pump. Something is causing this stumble. A tech at LR Monmouth (NJ) suggested sticking valves. Oh thank you, suggest a bigger job, will you!

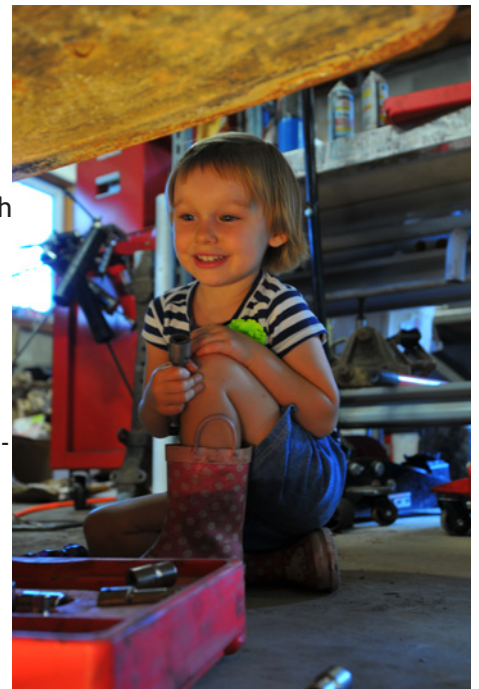
And she drank and pissed oil like an alcoholic. 1 liter per 100km. Also annoyingly the transmission pops out of second now (it was popping out under overrun). I had a long time to think about this on the trip up and



Roamerdrive installed

I think I swapped the springs so the 1st/2nd spring is in the reverse hole. So it could be an easier fix. Also further analysis is that in addition to the usual blue smoke on start up, Dora is leak-

Not in the LR camp, but to be the nice brother to my sister I turned wrenches on that Subaru Brighton. The brake hydraulics are now new parts from amidships back. The brake lines run inside the passenger compartment from the firewall to under the rear seats. New hard lines, jump hoses, and cylinders. I used left over copper nickel lines from Series brake kids and put in metric double flares instead of the Series imperial bubble flares. 12 flares in all. I rerouted them as one passes over the fuel tank which is a saddle around the drive shaft and exhaust and removing them is a large job. The brakes work fine. It drove fine on a test run. We refueled in town and started out for VT to deliver it. And it overheated 7 miles from home. Sigh. You can't win, can you?



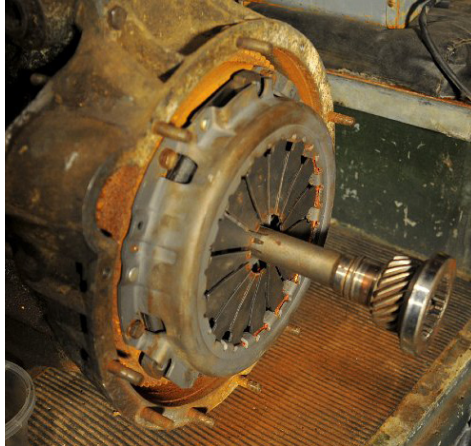
Anne asks if Daddy is done working on the Land-Rover

The Saga of the 88” Comes to a Temporary Halt

by Alastair Sinclair

In the last instalment in May, the engine had been pulled out of the Land-Rover and the new engine prepped with a flywheel on backwards. What can we say, but oops! So, off had to come the flywheel and back on the right way. All but two bolts came out quickly, leaving two that were rather unco-operative. The first bolt came out with the specialised bolt extractor socket. The other required the grinder. The flywheel popped out when when the head flew off and recessed the remaining stud by a sixteenth of an inch. Flywheel came off, and the rest of the bolt came out by hand. For safety, not to be repeated at home, we used a clear plastic top to a container to shield from the sparks.

The next step was to put the flywheel on, sand down the slightly rusted surface from it sitting for the past several years. We used the gearbox layshaft and put on the clutch plate and cover. From there we quickly added on the starter, took the manifold off the old engine, transferred the distributor to the new engine and called it a night at two AM.



The next RoverNight was a more social event from the number of attendees and potential onlookers. Dave was over from sailing club, Jon Watson over from his office at the Senate, Stephane and Craig to round out the participants. The 88 was rolled out into the driveway. Using the crane, the “new” engine lifted, and pulled out from the box, brought around the Rover and dropped down in front of the vehicle. Some repositioning was done and the engine lifted to go in. I noticed that the engine mount still attached on the right hand side. It was miraculously not seized and was quickly removed. The engine was lined up, down and in it went, and...

Tried to line up and push in. No go. There were issues with crane, the sidewalk and the slope. So, disconnect



crane, roll the 88 back to the garage where the surface would be flatter and more even. Reposition the crane, but this

time use the floor jack to lift gearbox up a bit. Push home and success! Then discover that we can't find any of the nuts to hold the gearbox to the engine. So, another RoverNight came to an end. Well, the engine went back into the Rover almost as easily as it came out, albeit like the exit, the return was assisted by a number of other folks who have been coming by over the past year to partake in this slow process to resurrect this, once, poorly parked Land-Rover.

Following the engine being happily being installed, the work turned to other things. The first was dealing with the windscreen. For those that remember the



photo of the 88 when it was hit by the tree would have noticed that while the glass was not shattered, it was cracked when it absorbed the impact. The galvanised frame above the driver's side was compressed down enough to leave a noticeable gap between roof and frame. It also precluded easily putting in new glass. So, with some newly cut glass sourced locally, the old frame was carefully disassembled to recover all of the ancillary metal bits and screws that hold the glass in. With a new frame, supplied by the underground Rover parts railroad from Cristina Caldo in New Jersey, silicon was gently applied and the new glass inserted. What looks to be an easy job is, but beware, it can be a bit messy. We are also so suspicious that the holes for those little screws are marked out carefully, they were drilled individually with the metal retainer plate in place on the windscreen as they really did not line up perfectly between windcreens (both Series III by the way, so within two years of each other we assume.)

The engine mounts tightened; gearbox nuts on all around (later found some of them in a baggy with three studs) The exhaust and intake manifolds were bolted to the engine, the front exhaust pipe was in place. The only thing that slowed us down there was the sealed package with the manifold gasket was the wrong one, yet had the correct part number. Wonder what it is? From there, for a change of pace, we moved to the other side of the bulkhead. The floors when back in with tunnel etc. Nothing really aligned, which made it challenging. Sorted through the fasteners for the floor hardware. Found enough to get it all in, though a lot of nuts and bolts used too. Put the passenger seat belt anchor in. The radiator was put in place and another evening came to an end with the help of Marc Kouri and Graham Simpson.

The next installment was more niggly things. Hooking up the heater hoses, putting the seat box and ancillary bits and pieces back in. We found that we needed a clutch flex line; some fuel line, some generic hose for

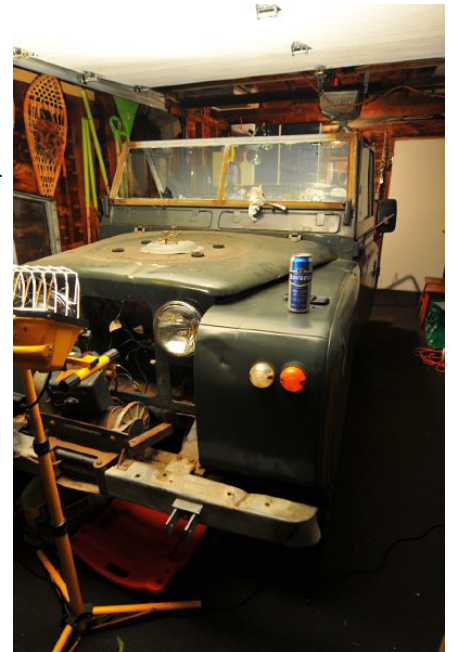
the brake booster and sump recirculation. And we lacked tools to pull the windscreen. Some advice, never under-estimate the time it takes to put things back together. Putting in the side rails, with the pair of bolts to the door post, lining up the back with box, side rail and seat box all together (9/16" x 2), then getting the 1/2" bolts from seat box to side rail (three, plus one for the front of the seat box to the frame), the 7/16" between seatbox and rear box (seven of them) makes for an easy, yet challenging and time consuming effort as some are in places where fingers are loath to go. Let alone the adjustment of forty years of galvanic action. Oh, then notice you forgot the seatbelt anchor, so three bolts need to come out and then need to be reinserted and call it another night.



A final productive night was held where lots more details were addressed. The heater hoses were fixed and put back on. The wiring was sorted in the right side (though not connected). The right wing was put back on; the breakfast back on and adjusted; the radiator connected. The exhaust was all connected back up, allowing the left wing to go back on (though not wires connected). New lights were added on the right side.

At this point, I must relate that the saga of my 88" has temporarily drawn to a close due to the arrival of a new son. The Land-Rover has been buttoned up, the roof sides afixed, a recycled roof from Dale Desprey was obtained from south of Ottawa, tastefully painted twice in limestone (read Canadian Tire Tremclad "Recreational White" or Rustoleum "Antique White") added. The truck is now all ready for a journey in storage for the next year or two. For the time being, the excitement and RoverNights will move back to the DormieDome and further work on the Big Green Beastie which has been neglected over these past few months as we tried to get the 88" back together for this exciting new development.

And finally, thank you to Stephane Shank, Jon Watson, Dixon Kenner, Craig, Grahaem, and JP for their assistance over the past few months.



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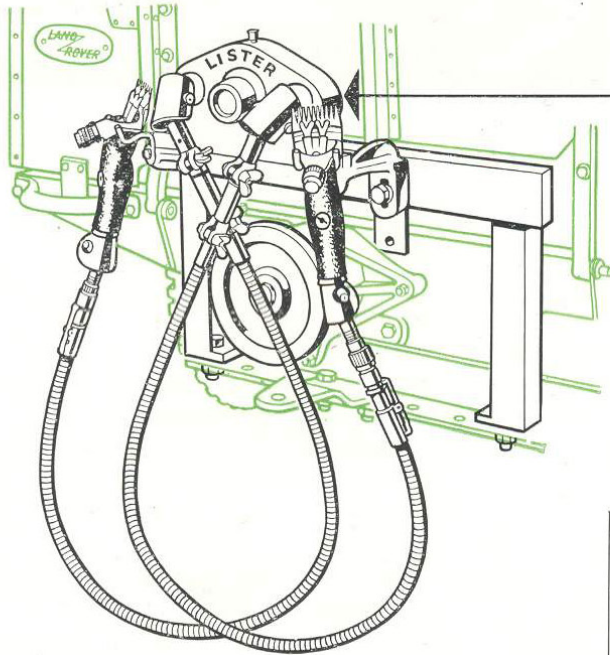
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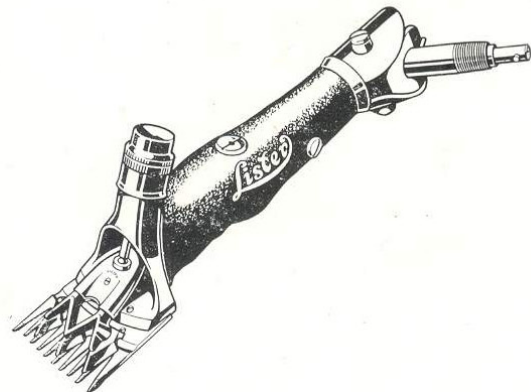
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Land Rover extras required:

Rear Power Take-off.

Hand Throttle recommended for petrol models.

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Rovers & Parts for Sale

1989 Land Rover Defender 300Tdi



Checker plate wing tops, 300 tdi with r380 gearbox new ebrake shoes and seal, split doors, new rear door lockable side storage box, heated seats, mud td5 dash, new springs, new shocks, poly bushes new injection pump, BFG all terrains. This is a solid landrover boasting 30mpg and 7000lb towing capacity. Extras include bush bar, ladder and roofrack. 140,000 km, \$15,500

<http://ottawa.kijiji.ca/c-cars-vehicles-cars-trucks-1989-Land-Rover-Defender-300tdi-turbo-diesel-30mpg-W0QQAdIdZ512526838>

1998 Land Rover Defender 110, 300TDI SUV



110, 300TDI, 1998, Quebec registrated, with roof rack, Dog Guard, two battery, Espar Airtronic D2 heater, Oil circulator for winter, Front/Rear LED light, Summer tire almost new, Winter Tire Nokian 2 winter, Nice condition, In Laval, Quebec, 250,00km, \$32,500

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TEARING UP LWB SERIES 2A NADA LAND ROVER



Scrapping a Series 2A LWB NADA Land Rover. Lots of parts, the body was very rough, as was the frame.

Email me if you have any questions, no tourists, low ballers or tire kickers.

I am willing to make trades, send me an email with what you have, I am currently rebuilding a Series 2 SWB. I have a rare rear bench seat in good condition, and also have an extra hood and windshield. Roof rack is for sale too. Near Carp, ON. No price listed.

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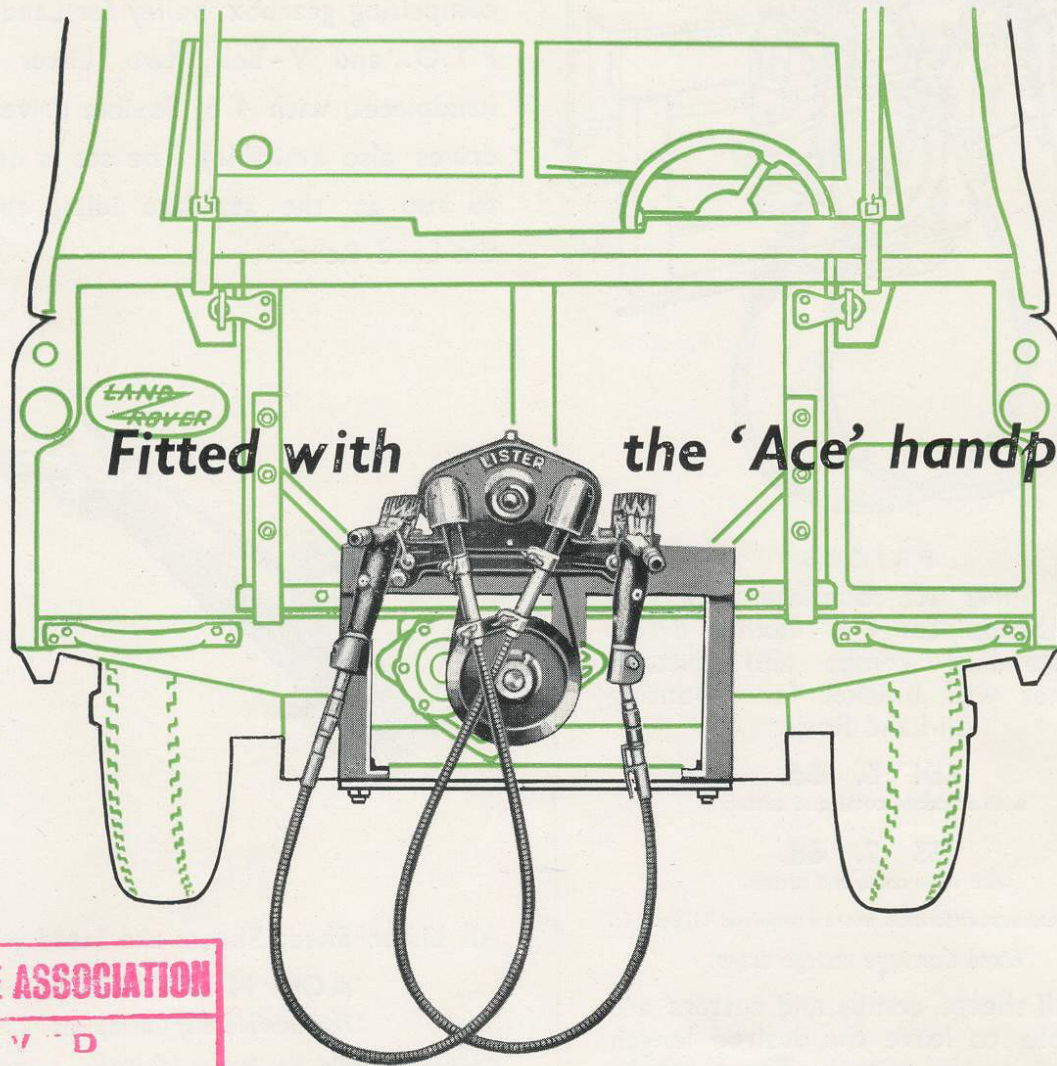
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