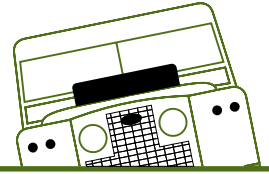


OTTAWA  
VALLEY  
LAND  
ROVERS



April 2014

[www.ovlr.org](http://www.ovlr.org)

Volume 31, Number 4

# Running Amuck



*Andy Hamelin in D90 on the Maple Syrup run.  
Article and more photos on pages 5-9 and page 16.*

PHOTO CREDIT: T. KING



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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:

14.160Mhz @ 01:00GMT Tuesdays

## Online

<http://www.ovlr.ca>

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

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

## OVL R Forums

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

## Newsletter Archive

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

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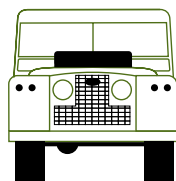
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## OVL R Newsletter

ISSN 1203-8237

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

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

Editorial Policy: The Editor of the OVL R newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVL R newsletter do not necessarily reflect the position of the officers, board of director, members of the OVL R or its sponsors or advertisers. Where specific data regarding operation, safety, repairs or legislation are concerned, you are advised to obtain an independent verification. The Club, officers and contributors can accept no responsibilities for the result of errors or omissions given in this newsletter or by any other means.

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May (date tbd)

Spring Tuneup, Woodlawn, ON

May 19th, 2014

241th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

June 16th, 2014

242th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

JUNE 20-22, 2014

31st Birthday Party

near Maberly, ON



## Other Friendly & Neighbouring Clubs' Events

Blacker Than Night Rally

Aug 2-4, Readington, New Jersey

International Rover Polo Tournament

Aug, TBD, Pakenham, On.- OVL

M.O.R.E. Labour Day Weekend Rally

The maritime LR club, usually in Nova Scotia

British Car Day

Sept TBD, Bronte Creek, On.

Annual Roav Mid-atlantic Rally

Oct TBD, Virginia, USA – a traditional big event

Cedar Hill Classic

Oct TBD, Pakenham, On .- OVL

409th Guy Fawkes Rally

approx Nov 5, Cooperstown, N.Y

*Note: Other Clubs' events usually require registration or one year membership purchase.*

## 31st OVL Birthday Party

Silver Lake, ON — June 20-22, 2014

Dust off memories of trails like the "Light" off-road, the Heavy Off-Road on the hydro line, Bolton Creek and Ernie's land. The RTV competition. A great BBQ dinner Saturday night. Then the entertainment of the Sunday auction where the auctioneers attempt to channel Bate's auction style, "This item is one of a kind..."

### The Event

The event will be held near Silver Lake, Ontario, because of the geographical location being central to the bulk of OVL regional members as well as having some diverse terrain upon which to host the event. (bedrock, cedars swamp, and mud). Silver Lake is located about sixty miles west of Ottawa on Highway 7.

### Accommodation

Register your campsite at Silver Lake Provincial Park – real toilets and showers. Swimming and playground available. Members typically concentrate in the Dawson Campground (see map below) with the "party" site being #40.

<https://reservations.ontarioparks.com/SilverLake?Map>

Put the weekend of June 20 to 22 on your calendar. Book the Friday the 20th off from work. Dust the cobwebs off your Land-Rover and do your Spring tune up. Plan to head out to the Deacon's place near Maberly.

Watch the website for updates, RSVP will follow.



# President's Message

Hi folks

As I write this in the Maple Leaf Lounge at Pearson Airport in Toronto—the jumping off point for another trip to the far east—there will be a strong contingent of OVLR members and enthusiasts making their way by various means to Shawville, Qc to attend this year's Maple Syrup Rally. Last I heard from Botulism Pete (Gaby) was that he had over 35 confirmations for the event, and was expecting more – bravo Peter. I hope that this is an indication of things to come for the other events on the roster for 2014.



Given that the NL will be published after the event, I'd like to take the opportunity to express my thanks once again to Vern and Linda for hosting what I'm sure will be a super and memorable event: And thanks also to Peter, Andrew F, Frank A, Terry K and the usual suspects who have made the event a reality. I understand that Past Prez Peter McGough will also be in attendance. Just wish I could have made it this year.

This month I managed to put a few hours in, pottering in the garage: Especially over the Easter long weekend.

The 101 continues to fight me every inch of the way towards being road legal: This month, I thought all I had to do was some simple carburetor balancing – but when I fired it up, both carbs started spewing out fuel – from the joint around the float chamber – and other places. Naturally I called Andrew F for an opinion, and he diagnosed the same problem that had manifested itself with his Imp build – modern ethanol enriched gasoline had eaten some of the seals/gaskets. Sounds good to me. So I'm awaiting the arrival of an ethanol proof carb rebuild kit from Burlen Fuel Systems. The SU replacement kit looks attractive though...

So with the 101 at a standstill, I thought I'd have a go at the NADA. You may recall that the starter

suffered the Pell “kiss of death” over a year ago – so I've been tow starting it – the last attempt resulted in an impromptu skijoring display, but with the snow gone and temperatures above zero – we gave it another go, with Dom in the LR3 providing the tow... Boy can that Land Yacht put down the power – I saw the back of the car settle as she throttled up, just before I was thrown back into the seat, expecting to see the bumper and front half of the frame disappearing into the distance when I opened my eyes.

Well – good old NADA – she bounded after the LR3 and after a few attempts, the engine was running well, and my near death experience was over.



Now that she was running – I took her for a trip round the property – with no ill effects – all good. I was so pleased we took some video clips – and posted them on my FB page. So, flushed with success, I had a flash of inspiration and remembered that I had a couple of starters reconditioned a while ago and after some searching found them. They looked to be the same size and shape as the one fitted to the NADA so I thought I'd have a go and fit one – and after some keyhole surgery – easy stuff compared to the 101, Eureka – it worked and so now she starts and stops on her own and just about

everything works – except the headlights. I was amazed how straightforward / easy it was to get her running and I've parked her next to the 101 – hoping that some of the positive karma will percolate across... maybe I'm being optimistic.

But, this really has got me motivated to begin scraping together the parts needed to restore the NADA – most significant item will be a frame – anyone got a '69 NADA109 galvanized chassis tucked away somewhere in a barn or shed?

That's all for now – getting near boarding time

Hope everyone has an absolute blast at the MSR!

B EST REGARDS  
ANDREW

# 2014 Maple Syrup Rally

ARTICLE: D. KENNER

PHOTO CREDIT: D. KENNER AND R. PARSONS

This past Sunday saw the twenty sixth Maple Syrup Rally. In fact, this is quite a feat, and given we do not know if a particular picnic in Michigan actually has managed to be continuously annual, this makes this particular Rally either the second, or third, oldest continually running Land Rover Rally in North America. A pretty good feat on the part of our hosts, Vern & Linda Fairhead. (1)

The weather this year was a bit mixed. No snow or rain like past years. Mostly sunny in the morning, cool in the high forties (under ten for those metric owning modern Rover owners) and breezy. When calm, it was magnificent. When the wind picked up, a bit nippy. Again, no snow flurries. No Quyon Ferry either for once, which made for some long drives from Kanata and west of Ottawa. However, Vern had a good sized camp fire going. Made lots of smoke at times, so much that when Francois Juneau parked his Unimog nearby, some of the more mischievous pointed out to others how much his TDi smoked.

With chef Peter Gaby, he was in luxury this year having a proper mixer to stir up the batter rather than the usual Black and Decker drill with paint stirrer. Sous-chef Andrew Finlayson helped with the food preparation, notably the baked beans. Sous-chefs Andrew Watkins, and JL Morin manning the burners, the traditional feast of french toast, scrambled eggs, sausage, baked beans, and fruit salad. No limits, if you came for seconds, you still did not have portion control. Maple syrup was of course, this year's vintage from the sugar shack down the hill.

Before and after breakfast, there was ample opportunity for people to catch up on what had transpired since the last series of events in the Fall. And opportunity for some to try and explain away why the series count of vehicles was so low. Zero in fact. Dixon's fleet of three potential vehicles was down for the count. Bruce Ricker described the debate between Sedgewick and Clifford on which would go, the net result being neither. Alastair Sinclair's 88 inch rests out next to the Dormobile at Andrew's. Frank Ashworth is working

through a rebuild of his 86", and JL still contemplating Brutus's soul. Dave Pell has extracted one of his from the collapsed winter shelter, though Fergie is still "challenged". Roy Parsons military 109 is still cobweb bound in its Winter shelter. Those are the few right off the top of my head. Others, well, our esteemed President is in Malaysia this weekend, the Ted Rose Sighting Society pronounced that he was suddenly distracted by some domestic duties. A final missing 110 was William Fisnic's, recently arrived from Europe.

That left it to the modern Rovers to show the flag. Three Defender 90s were there, the red D90 Paul Davids' over from Smiths Falls, and Andy Hemlin in his NAS D90 (one of the few authentic Canadian ones still in Canada). Steve Webster came up from Cobourg in his white 110, while Ted Mathews drove up from Toronto in his ex-military 110. Kevin's heavily modified Series III is somewhere in the middle.

There were also a pair of Discoverys, one being Joseph Sfier from the west island of Montreal. Andreas Niedermeyer drove up from Montreal in his Range Rover Classic and Andrew Watkins in his Range Rover. Frank arrived in the sole LR3. There was also a large assortment of other foreign vehicles, including Francois Juneau in his Unimog, the TDi working very nicely, JL in his Land Cruiser, and just for a vintage effect, Peter's Mk II Jaguar.



The off-roading was a little more adventurous than last year. To start, the first order in vehicle prep was to put on any missing parts. For JL, this meant the front prop shaft!

From Vern's, left down the concession road and over to Bryson road we turned off to go up to the old homestead at the top of the rise.

... continued on page 6

## 2014 Maple Syrup Rally (continued from page 5)

Arriving at the rocky and juniper covered top of the ridge, the long downhill to those inviting fields lay ahead. But, experience has taught us to be cautious since a heroic “three hour tour” many moons ago (2002/2003?) where the entire convoy proceeded to the field below to frolic. However, as the afternoon wore on, and it came time for people to start to leave, it was discovered that the gentle downhill trail was more than treacherous to get back up. That was a winch filled extraction that went into the evening. So, this time the better part of valour was to send some well prepared vehicles down to the bottom. Given reputations, we never needed to look to explaining the dangers.



Joseph Sfeir was up for a quick trial run half way down and back to test the slope, so to speak. Down was easy, back up a bit more of a challenge. Enough of a challenge that he over heated the coolant slightly, (no shroud on the V8) requiring a cooling off period. But, that just whetted the appetite for more. Back down the hill he went, this time all the way to the bottom. He was quickly followed by Kevin Newell in his slightly



modified Series III and by Stephen Webster in his white Defender 110.



But, while going down was easy, despite some slip sliding, coming back up was more challenging. While most of the trail was fairly easy-peasy, there were two sections that were quite challenging and gave the assembled on-lookers a good show. In the first, Joseph could not gain much traction, and flailed around, making it but half way up. However, a set of straight, consecutive runs by Kevin and Steve put honour on the line and Joseph, with not too much noise made it up to the mid way point.

The second half was a little more challenging. This time winches wererequired. Not to help with the slope, but to get unstuck from wherethey settled in when they came to a rest after the first half. Onceunstuck, all three made an impressive run up the last slope afterAndreas showed that his Range Rover could do it in reverse.

... continued on page 7



## 2014 Maple Syrup Rally *(continued from page 6)*

Were the slope a little drier, or possibly the season earlier and colder, others could have made it down and back.

Finally, just to show he could, JL took the mighty Land Cruiser partway down the hill and back up again. Just to show that a front prop-shaft was a useful thing to have installed!

There were rather few faux pas' this year at the event. Without some of the usual suspects in attendance, it seemed like that this would be the first year where nothing bad happened. Luckily, at the very last moment, Kevin Newell stepped forward to wrest that crown away. Rolling into Vern's front yard some were heard to notice that the front left wheel looked like it was rather close to the front wing. Very odd that.

Upon closer inspection, it seems that Kevin suffered a very late emergence of Nigel's Disease arising from over a decade ago when Christian Spzilfogel first introduced us to the concept that you cannot tighten u-bolts holding the axle to the spring. Well, at least that is what it immediately appeared to be when it became apparent that the left portion of the axle had shifted forward from the locating bolt (in fact the locating bolt had sheared off).

Joseph came to the rescue. A pair of tree straps were fastened together and at one end around the errant axle, the other to the front of the Discovery. The

gearbox brake on, a few quick tugs and the axle snapped into place. From there, with tools brought along by JL, things were put back to right in time for the convoy back to Ottawa.

For the usual thanks and credit where credit is due: Vern and Linda Fairhead for hosting yet another excellent opening event for the season. Twenty six is indeed an impressive number, and given the Birthday Party has been on three sites thus far, this would be the longest in any one locale. For Peter Gaby for organizing the rally and ensuring that the culinary treat was up to standard. For Andrew Watkins & son Jonas, JL Morin, Andrew Finlayson for assisting. I fear that I missed who was helping with the clean-up. (ed note: it was AW, Jonas and Sue)

The trailer was towed hither and thither in an august fashion behind an exquisite Holland & Holland Range Rover, piloted by Andrew Watkins, our newest executive member. Nothing is too good for the renowned Club trailer, though not being behind a Series vehicle means that we will probably have to have an Oiler this year to ensure adequate rust proofing.

As photos are gathered, links will be posted to the OVLR forum and website for the enjoyment of all.

*Note 1. As an aside, looking at past newsletters, this event has proven to be quite inflation proof, having been five dollars a person since the very first year.*

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## Photo Caption Contest



Members are encouraged to submit photos and our readers will suggest captions!

This month's photo was submitted by Robin Craig, and he will judge the winner(s).

Captions should be submitted to: [terrycking@rogers.com](mailto:terrycking@rogers.com)

People are encouraged to submit photos for the coming months.



*Steve W. enlists the chain gang to get up the last bit.*  
PHOTO CREDIT: T. KING



PHOTO CREDIT:  
D. KENNER



*Cross Axled at the mid point of the climb*  
PHOTO CREDIT: A. HAMELIN



PHOTO CREDIT:  
D. KENNER

PHOTO CREDIT:  
D. KENNER



# Series 2 Front Axle Rebuild

## Part 2, Assembly

STORY AND PHOTOS: A. WATKINS

Previously, I had described notes on Front axle strip-down, component refurbishment and purchase of new replacement items. Now I will give a few notes on re-assembly. A lot of the hard work is behind me, as all of the de-rust and painting, bearing race and seal land removal is done. Now is a bit of precision fitting, which will need micrometers and a lot of patience, but is do-able. Some manuals say "don't try this at home", but that is exactly why I did.

Note: this describes a Rover type axle.

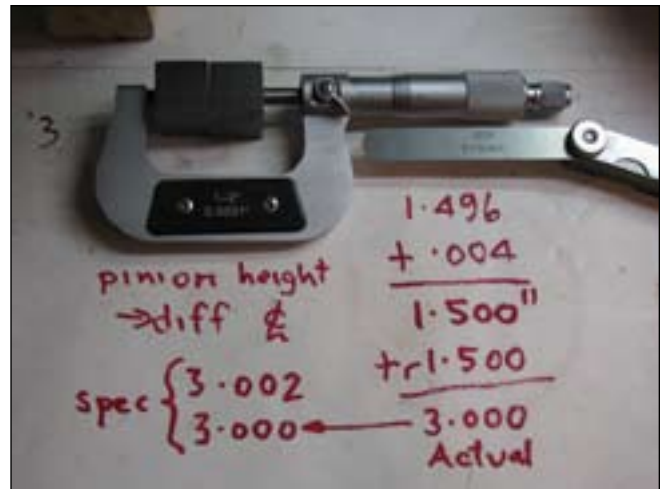
Diff Pinion: Probably the hardest part of re-assembly was shimming the differential pinion shaft. The shaft has a hypoid pinion gear on one end, surfaces for 2 tapered roller bearing inner races, and a castle nut on the other end (see photo). The outer bearing races are housed in the diff pinion housing.



*Diff Pinion height gauging with improvised gauge: 3" shaft, 2 block od 0.75" and a feeler gauge.*

Diff Pinion Height: The large bearing adjacent to the pinion has one shim behind it in the housing. This sets the height of the pinion face to the crown wheel it meshes with. It is important to ensure meshing of two tapered hypoid gears, to achieve rolling contact, with no sliding. Too low or high would produce rapid wear, as there would be a mismatch in surface speeds between the two gears. This is a one piece shim, and can be ordered from John Craddock, and others. Here the parts catalogue is critical. The thicker this shim,

the higher the pinion will be. This shim is set first, and a special tool is mentioned in the manual, which sets a gauge shaft where the diff crown-wheel assembly would normally be, and determines the height from the end face of the pinion to the crown-wheel centerline. I could not buy this, and suspect it would be very expensive if you could. So I improvised a tool just as effective from local steel supplier. It took some thinking to come up with it, but I purchased a ground bar of 3.000" dia. stock, and two pieces of 0.75" square stock, and used a feeler gauge to make up the difference (see photo of measurement method and results). I was lucky that the original shim was bang on. Otherwise, you would have to remove the outer race, replace the shim and re-assemble.

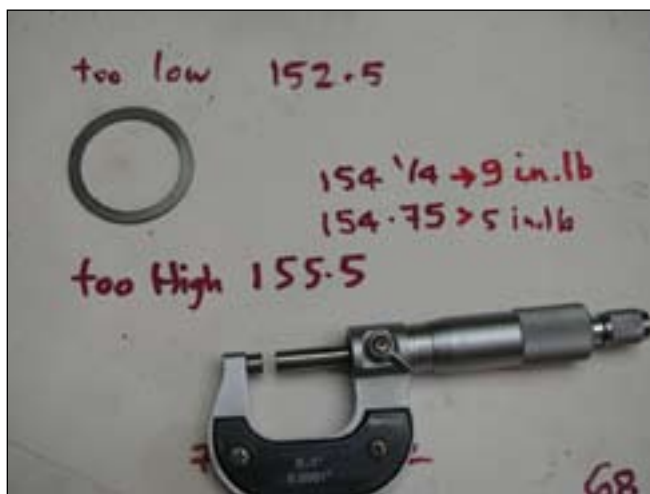


*Results of 1.*

Pinion Shaft Bearing Pre-Load: The second shim job is a bit more tricky - setting the pinion bearing pre-load. Where the wheel bearings are designed to have some end-float (0.006"), the diff pinion bearings have no float, and a positive compression of the bearing. This is to maintain the pinion to crown-wheel distance, and take side-loads from the gear engagement, with no deflection of the pinion shaft. The pre-load is set by shims which change the distance between the 2 bearing inner races. This distance is measured when the big castle nut is torqued up to 85 ft.lb. The pre-load is measured by applying a 1 lb weight to an arm attached to the drive flange. The 1 lb weight should overcome friction in the bearing when it is 6" - 10"

*... continued on page 11*

## Front Axle Rebuild – Part 2 (continued from page 10)



*Pre-loading diff pinion bearings via shim adjustments*

out on the horizontal arm (from pinion centreline). A wrench was almost exactly 1 lb, so I used that, with a small piece of wood screwed to the drive flange as an arm (see photo). So, assemble everything with existing shims, and torque castle nut to 85 ft.lb. Check pre-load moment. If out of range, change shim thickness in small steps (0.002" first, then perhaps less). I found this tedious, but easy. One shim was too low, and the other too high. Then I had to lap the high shim down with 400 grit emery paper on a flat surface (piece of glass or ground metal) (see photo). Rotate the shim every few strokes to maintain flatness and carefully measure all around to ensure flatness (anyone with a surface grinder would be laughing now). I thought that 0.0005" changed pre-load moment arm by 3". So it was a bit finicky, but I got there in the end.

Crown-wheel Backlash: having assembled the crown-wheel assembly into the pinion housing with bearing end-caps (not tightened too much), and adjuster nuts

either side of the bearings, I was ready for back-lash setting. Back-lash is how much distance the crown-wheel can rotate at its periphery, without rotating the pinion shaft. It is important, because it cannot be zero, because this would bind the gear teeth and cause premature wear. The teeth are designed to contact each other with a 0.008" - 0.010" backlash. When driving, only one side of the teeth are in contact. Diff whine is probably caused by excessive wear, causing too much sliding of the teeth and a lot of friction and vibration. The teeth should roll over one another, if not worn out.



*Pinion bearing preload measurement 6-10 in. lb*

Note that the crown-wheel and pinion are a matched set and are engraved with matching numbers or marks. I suspect that a front axle with free-wheel hubs will have a very nice set of un-worn gears, where a back

*... continued on page 12*



*Crown-wheel back-lash adjustment with peg spanner and dial indicator*

## Front Axle Rebuild – Part 2 *(continued from page 11)*

axle is probably more worn. Certainly my front axle looked “new” inside. The first step was to improvise a peg spanner to rotate the nuts. I drilled and tapped two 1/4” UNF holes in the back end of a pressed metal spanner 2.25” center to center. I put in two 1/4” UNF x 1/2” long bolts and this worked very well. Firstly, I tightened the adjuster to force the crown-wheel onto the pinion (without too much pressure). I then snugged up the other adjuster. A dial indicator set-up allowed me to gauge back-lash, and move the nuts around until there was 0.008” to 0.010”, with both nuts just snugged up, without load. I then tightened half a serration on each nut to create bearing pre-load (to maintain position under load). The bearing cap nuts were torqued up to 60 ft.lb, and the backlash was checked again. Finish off by wiring the bearing cap bolts and the adjuster toggles with steel wire, so nothing moves. Job done on the diff.



*Diff in at last!*

## Spotted In Toronto



CREDIT: A. FINLAYSON ROVING REPORTER

The rest of the re-assembly into the axle casing and swivel balls, etc... is a lot more straight forward. Even swivel housing pre-load was easy after this. The pre-load was measured with a luggage scale to be 10 lb, and adjustment was made with shims under the King pin. Everything went back together and you can see the end result in the last photo.



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# Resetting Stan's Shoulder

PHOTOS BY ANDY HAMELIN



*Dr. Newell preparing the patient for reset*



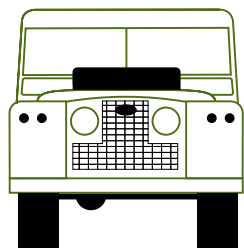
*Adjusting the strap*



*Dr. Joseph getting into position*



*Last minute discussion before popping it back in*



## Sign of Spring



CREDIT: ANDREW FINLAYSON

# Rovers & Parts for Sale

## SERIES 1 LAND ROVER (1955)

Sir Archibald (Aka Archie)

Archie: Character and Tradition with a V8 engine.

The traditional Great White Hunter look on the outside, but a significantly and professionally modified Series 1 under the hood. What's Archie? A Series 1 truck that goes like stink.



The family loved Archie dearly, but it got tired of Archie's lack of speed and frequent need for gas, so George Whitcomb and his favorite mechanic embarked on a full modification:

- Engine replaced with 1962 215 cu. in. (3.5 liter metric) BOP V8. Buick heads, polished chambers C/R lowered slightly. This is of course the same aluminum block Buick 215 engine that Rover Motor Co. eventually used in Range Rovers for many years.
- Custom-fabricated adaptor/bell housing and motor mounts.
- Land Rover flywheel adapted to Buick crankshaft flange. Buick ring gear welded onto turned down Land Rover gear on Land Rover flywheel. Uses Land Rover clutch, Buick Delco starter.
- Steering box relocated to allow for a wider engine.
- Exhaust manifolds cut and welded to make use possible in Land Rover.
- Transmission and transfer case overhauled.
- Additional fuel tank fabricated and installed. Attaches to original tank: high, for venting between tanks, and low, for fuel transfer. Fills both tanks from original tank cap.
- Front leaf springs replaced with new units fabricated by local spring shop to be slightly softer to compensate for reduced engine weight. Original I-4 weighed between 600 and 700 lbs., replacement V-8 weighs about 350.
- Electrical system now 12 v. Negative Ground. Original charging system replaced with early (separate regulator) Delcotron alternator.



Archie will need a trailer but it is not a Series 1 that needs months and a fortune in restoration. It does need mechanical work, but it is not the kind of project car that comes with bulging boxes and buckets of parts and has been stored in a leaky barn.

- The body is in pretty decent shape, without dents or gashes; it definitely needs paint.
- The top. George looked for a brand-new, stock Series 1 top for years, finally found one.
- Archie has left-hand drive, rare in a Series 1 in the U.S.
- The inside definitely needs cosmetic attention (new seat cushions, paint, and dash clean-up) but not major work. It is whole. The grill is stored inside.
- Weathering not an issue: Archie was garaged, then housed in a dry-storage unit.
- No rust, of course: it's an aluminum body.
- The tires were new when first garaged, but naturally have suffered storage wear.

Paulette Whitcomb, 303.463.6021 (home & office phone)

whitwords@comcast.net

Matthew Whitcomb, 303.295.8008 (office phone)

mattwhitcomb@hotmail.com

Jan14



## Rovers & Parts for Sale *(continued from page 14)*

### FOR SALE

Right and Left DISCO 1 front fenders in good-to-fair shape, some body fill required, no corrosion.

Ted Matthews – matthewsted@aol.com

*Jan14*

### CHEAP PARTS NEWS FROM THE PRAIRIES

My son and I are ordering a container from China. We found winches in particular are around \$200 for 8,000 lb size. I might also get a gas cabin heater. I actually found a semi trailer company that has them for about \$800 or \$1200 installed in Winnipeg. At the moment I am in the middle of a radiator rebuild and installation of one of the really nice heaters from Princess Auto. I was in Charleston SC when the big storm hit but we made an early departure for St. Augustine when the worst hit. Didn't see any Series vehicles this trip. They seem to be getting pretty rare in the south now.

Dave Place

Manitoba

Contact in case of interest in any of the above:

David davepla@mymts.net

*Feb14*



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<http://www.offroad101.ca/>

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### FOR SALE

1960 series II 2.25L Petrol engine, complete with alternator and starter, # 151029880 – \$ 200

1960 series II refurbished Serck Radiator Birmingham # 75652 – \$ 340

Chris – 819 570 1595, email [info@swisscrafter.com](mailto:info@swisscrafter.com)

*Mar14*



### WANTED

Rear Jumpseat for Series truck

I need one more single jumpseat (actually only need the seat bottom with the folding leg) to fully equip my 1964 SWB Land Rover. Condition of the upholstery/padding is unimportant as I will be reupholstering it. Please check your shed/basement/junkpile and let me know if you have one and we'll work out a deal.

Geoff Burd tel. 613-256-4341/email: [gpburd@gmail.com](mailto:gpburd@gmail.com)

*Apr14*

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FREE ad space to members.

Send information and/or photos to the editor.

Ads run for one month--please notify the editors each month to extend.





*Peter and Andrew out for a ride.*

PHOTO CREDIT: D. KENNER



*Sue visits Mt. Rushmore.*

PHOTO CREDIT: D. KENNER



*Paul Davids on the trail.*

PHOTO CREDIT: T. KING

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