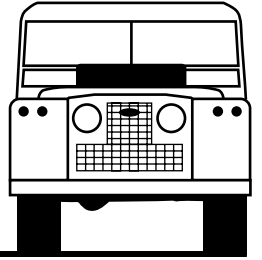


OTTAWA VALLEY LAND ROVERS



August 15, 2017

www.ovlr.ca

Volume XXXIV, Number 8



ABCD at Britainia Park, Ottawa

**P.O. Box 478
Carp, Ontario, Canada K0A 1L0**

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada 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/groups/1477333665898918/>

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

Newsletter Archive

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

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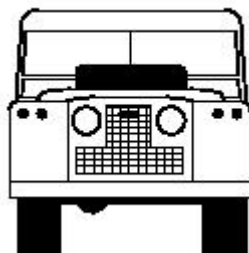
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OVL R Newsletter

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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 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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Bruce Ricker

Greetings,

July and August saw several Land-Rover and British Car events to fill out the summer season after the Birthday Party. These events were rather enjoyable and were both inside and outside the Ottawa Valley.

Firstly was the OVL R Blacker Than Night Rally hosted again in New Jersey by Ben Smith and his wife Christina Albrect. Many familiar club members from south of the Canadian wall attended. A small writeup of the event is later in this issue.

On the British Car front there was the All British Car Day at Britainia Park in Ottawa and also Boots and Bonnets. For those of a military background there was Bivouac 2017.

As we come into late summer the Quibecois and New Brunswick Land-Rover owners are hosting the Eventment Pierre Gauthier near La Tuque, QC in mid August. We should have an article on that trip in the next newsletter.

Looking farther ahead there is the British Invasion in Stowe, VT and Bronte Creek in Oakville, ON in early September.

Now that my 80" is running and attending events, I now am turning to fixing an older 80" chassis to begin fitting with an engine and gearbox for a Koenig rear PTO winch fitting. For a Series IIA the routing of the drive shafts is fairly straight forward. For the 80" more impediments are in the way.

As always I encourage others to write up some of their day trips and excursions around the region to serve as inspiration for others to either get out, or get to work on rejuvenating their vehicle.



Dixon channels his inner Rover Polo



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

🚗 At the global launch for the Range Rover Velar, Land Rover Chief Design Officer Gerry McGovern was reported to have said, “Nostalgia for toggles, dials, knobs and rocker switches has no place among the design team at Land Rover.” According to Mr. McGovern, items like the Velar’s “Touch Pro Duo” infotainment system are here to stay. Looking towards the future he said that in theory a level five autonomous vehicles could take all controls out of the driver’s hands. It makes one wonder why bother trains if cars are self driving?

🚗 The National Highway Traffic Safety Administration has opened an investigation into a Land Rover recall program concerning door latches. It seems that 2013 to 2016 Land Rovers and 2014 to 2016 Range Rover Sports have a problem with doors opening whilst driving. Their concern is that the recall didn’t address the problem. We don’t know why NHTSA thinks that this is a new problem. Land-Rover doors have been springing open whilst driving since 1948.

Some Non-OVLR News & Rumours


🚗 The annual Bivouac 2017 was put on by the Frontenac Military Vehicle Association. Normally an event replete with a number of Second World War vehicles, from Canadian Military Pattern, to Jeeps, so some light armour, such as several Ferrets of differing types and a Lynx 2, a Canadian armoured car from the War. There was also a couple of tracked vehicles. A Sherman tank and a more modern APC. Other vehicles from the later forties, then onwards through the Fifties to Eighties were present.

A fairly small event, poorly advertised, they do appreciate Land-Rovers, as seen when I was redirected from the general parking into the vehicle line up with the Jeeps. The logic was simple, the 1951 was representative of military Land-Rovers in service in the British Army and Commonwealth armies through the Fifties to date.

For the \$5 admission, it was a pleasant way to spend a bit of time looking over the other vehicles and enjoying the effort others put into their hobby. And, if you think Series One 80 inch prices are becoming unreasonable,

take a look at early Jeep prices for genuine period parts. Finally, there was one unique modification of a Bren Carrier. Looked like a northern version of something out of Mad Max.



 The second mid August event of note was the twenty-eighth annual Boot n' Bonnet British Car show in downtown Kingston. Taking place in the southern end of the City Park, some hundred and thirty British vehicles appeared for the five hour event. From some very nice vintage Jaguars, to Jowetts, to examples of most British sports cars, this was a pleasant morning and afternoon event. Like ABCD, this show does have some interesting and enthusiastic people who have some very nice vehicles. It is also an opportunity to research how much chrome can go under a bonnet when you seek to win the OVLR Concours d'Elegance (1)




On the Land-Rover side of things, while there were only four in attendance, there were quite a few Land-Rover owners who appeared as spectators, leaving their Rovers home as they did not think many would appear in the first place. Besides my 1951, Keith Barrett was there in his ex-military 1952, and Tom Wilson in an ex-Saudi Series III that was originally brought into Ottawa, saw a couple owners in the City and now resides in Kingston. An interesting vehicle. If you think a Kodiak takes up a lot of space, wait until you see how much space the factory air conditioning system took up. Rounding out the Land Rovers was a LR3. Unlike ABCD, Series vehicles outnumbered the modern.



Boots n' Bonnets is a Kingston based British Car club with about three hundred members in eastern Ontario.

1. One should note, the official judge for the OVLR Concours d'élégance is Peter Gaby, so ensure you properly age any chrome applied to match the age of the vehicle.

 Many times in the news we read about some car that took a turn on some railway tracks whilst following the directions of a GPS and then has an unfortunate demise meeting a train. The following photo was sent to Newsletter central of a Land-Rover driving on some rail tracks in the UK. But this time it was on purpose. Said 1950's Land Rover is named "Plimsoll" and has been converted to run on railway lines by the way of special rims.

In the day of the photograph the Land-Rover drove up and down the full length of the 16-mile Severn Valley Railway from Bridgnorth in Shropshire to Kidderminster in Worcestershire.



All British Car Day

by Dixon Kenner



The first of the annual All British Car Day was again held at Britannia Park in mid-July. Land Rover was the featured marque and this attracted quite a few Land-Rovers and Land Rovers out of the woodwork. For spectators (admission is free for the general public), there were a pair of 80 inch Series Ones in attendance to show the humble beginnings of the marque. Dixon Kenner in his newly rebuilt 1951 and Keith Barrett from the Belleville area in his 1953. While there were no Series II or IIA's in attendance this year, Ted Rose and Alastair Sinclair both came in their Series III 88 inch station wagons. To complement the civilian Series were Roy Parson and Andrew Jones, both with ex-military 109's. Andrew also brought along a matching Sankey trailer, which helped him secure the people's choice award for Land Rovers.

On the modern side of things, post the 1974 to 1987 gulf created when British Leyland abandoned North America for the Land-Rover marque, there were three Defender 90 (Terry King & Tyler Barban), four Defender 110's (William Ficner, Kevin Newell, Mohammed Manan, and one other I missed) and one Defender 130 (Michel Guay from Vaudreuil) in attendance. Rounding out the modern Rovers were a pair Discovery's (Scott MacDonald had the G4) and pair of Range Rovers (Linda Scott). Though we note one Range Rover parked downwind from the assembled line-up, and was noted to be polishing and cleaning his Range Rover with quite a zeal. One person was heard to quip that it was lucky that he was down wind. All of those cleaning products will probably cause a spike in cancer amongst the British car owners downwind of him! Finally, Nader Mishriky broke down

in his Plushie (again) somewhere on the 417 and Joseph Sfeir stopped in his MG to offer assistance, but I believe a tow truck was required.

As is becoming traditional, OVLR was there with the club Expedition Trailer, affectionately named the Albacross. The trailer was used to feed the owners of the nearly two hundred British cars in attendance. This Herculean effort was lead by Peter Gaby, our ABCD chef extraordinaire, assisted by Andrew Jones, Terry King, William Ficner and others. What would ABCD do without OVLR's Expedition Trailer and continued support?

OVLR also managed to assist Peter winning second place with the People's Choice awards this year. His 1958 Jaguar Mark I, the official lead OVLR Tow Vehicle, was tastefully set up near the club trailer with various artifacts of an age long gone, namely period picnic basket, British driving shoes and oriental carpet. This second place showing was an improvement upon last year's third place showing, demonstrating that OVLR has the ability to provide both bread and circuses to the British car loving public!

Apologies to those who's names I missed or forgot. One must note we are deliberately forgetting the names of several OVLR members who forgot ABCD was that day!



16th Annual Blacker Thank Night Rally

by Dixon Kenner

BtN is a small, OVLV sponsored, event-taking place in central New Jersey. It draws in an eclectic group of people from as far away as Ohio, Maine, Pennsylvania, New York, New Jersey, and Washington DC. While in the past there were forays down to the Pine Barrens in southern NJ, lately they have remained on the property and been a combination of a social event combined with vehicle repairs and a RTV set in the woods.



for attachment.

BtN features several activities, the first and foremost, a Road Taxed Vehicle, or RTV course, where vehicles and owners must navigate through a series of canes, on a course complete with trees, logs, piles of dirt, and other obstacles designed to sort the drivers out.

This year the RTV was set up by the combined team of Ben and Howard Smith (host of the annual Guy Fawkes event in upstate New York). Consisting of two stages of twelve gates, it was challenging enough that there were no perfect scores this year. The RTV uses standard ALRC rules.

This was one of the most reasonable BtN events in terms of weather. Despite a couple of short thunder cells that came through, the weather was cool and very acceptable, unlike some past years of temperature a in the Nineties with 100% humidity, or last year with seven to eight inches of rain over the two days. Granted, the rain was late at night, though everyone in a tent stayed dry, only those in RVs got wet.

The first stage started with a turn into some sharp S turns across some berms of shale. Misjudge the entry to these turns, as many did, and you were done. Pass through these gates, though some gentle gates, there was a turn down and towards a five foot berm that you have to cross, a gate at the bottom of the other side, followed by a tight left between some trees. From there the stage gently went through the forest, tightly past some fallen trees in a broad loop ending on top of a fallen tree. Stop on the top of the trunk and don't go too far, least you have a large tree under you. Suffice it to say, you need help getting out of this one.

The second stage was longer in distance and quite different. Moving from side to side across an intermittent stream, it involved large loops and a bit of thinking to ensure you did not miss gates. A section along the streambed, past some rather thorny bushes it exited the stream bed up into the woods before taking a very steep drop down and back into the stream bed where it finished in a V gully perfectly formed to cross axle the careless.

Over a dozen vehicles participated, from a pair of 80" to modern plushies. While won by an 80" the results



Repair work: A feature of BtN is repair work. Many a vehicle arrives and promptly is infected by Nigel's Disease, necessitating some work. Bill O'Hara's Series II saw some remedial attention. An intermittent wiper motor (the Series II uses two independent Lucas wiper motors) led to the discovery that the

lubricating grease in the front of the motor had thickened as it dried over the past fifty seven years. Russell Dushin cleaned up both motors and when electric gremlins persisted, fracked back to a faulty fuse (the Series II for simplicity sports a single Lucas glass fuse) where the both one end was loose, and oxidation in the fuse holder has caused intermittent connections. A little sandpaper and all was working for another fifty years. For those interested, there is an article in the LR FAQ at <http://www.lrfaq.org> on these wiper motors.

In the usual Tom Sawyer action, Ben brought a Ford 14-15 sickle side mower out of the woods where it had rested for 40 or more years. armed with new teeth and bolts, Russel Dushin and Bruce Fowler set out to fix the old mower. They got most of the teeth installed, but the last two needed longer rivets than were available





were evenly scattered across the different types of Land-Rover. Many got stuck, one 109 station wagon ended up, gently, upon its side. This year, the RTV was won by Dixon Kenner, driving Ben Smith's 80' on one stage, and Eric Zipkin's on the other (Dixon wasn't happy with the poor brakes being too much of a handicap for him). The RTV prizes were generously donated by Atlantic British.

followed with various announcements and awards for various victories or antics. For once it was cool enough that a small bonfire was greatly enjoyed.

Many years BTN has featured a game of Rover Polo. Though the polo field was set up, not enough players were mustered and the game had to be called.

BtN features some meals made co-operatively by volunteers, the most notable a large buffet Saturday evening. Prepared by such excellent chefs as Dave Bo-beck, Jeff Meyer and others on the BBQ, and Christina Albrecht, Anne Zipkin and others indoors, it was again a feast. One of Ben and one of his Neighbors brewed three five-gallon kegs beer for the party. The ESB, IPA and Pilsner were well received. The dinner was



General Servicing: Repairs, Humour, Tales & Trivia

Series Shifter Woes

by David Place

For those of you who run Series Land Rovers, there comes a time when all the shifters start to occasionally lock in some unwanted gear or the stick rattles while you are driving or worst yet, drops out of second gear in particular.

The first thing that comes to mind is that the transmission needs to be pulled to solve the problem. In the next few paragraphs I will try to give you some ideas of how these problems can be fixed with only the removal of the floor pan in front of the seat box.

The most common problem is that on Synchronesh transmissions the vehicle will have problems getting from 2nd gear back into first gear when you come to a stop. If you don't want to remove the floor, the first thing to try is just letting the Rover move very slightly forward as you advance the stick into first while holding down the clutch. I have driven my Series III for a year that way and although not a real solution to the problem it did let me keep driving without having to do any real work on the vehicle.

The real fix I found for this is a bit more complicated but does not require removing anything but the floor plates and the shift tower from the top of the transmission.

Once you have the gear shift lever removed look at the end of the shifter and determine if it is a round ball with a slot all the way around it or an elongated bottom into which a nylon or similar material piece is formed. Almost every manual you will consult will show the ball type bottom but Dixon Kenner advised me that for a very short period during manufacture of the Ser III, they used the nylon piece.

If you have the ball type, then the problem will likely be that the rubber "O" ring that fits that groove has totally disappeared. They don't last very long as you can imagine because every time you move the shifter to select a gear, the rubber rubs against the "cross box" formed by the three rods that control the shifts and it wears out. At this point just order a new "O" ring or better yet take the shifter to any good auto parts store and try a few sizes. Ordering this 40 cent ring from the dealer in the U.S. will cost you about \$15 by the time you pay duty and taxes!! I made the mistake myself because I wanted to have the ring ready to pop on when I took the floor up and get back on the road.

As fate will have it, my shifter was the "unique" nylon type. Having the "O" rings wasn't a complete loss however because the repair for the "unique" end is to weld the space up, making sure you use the outside diameter of the rubber ring as a template. One final thing

is to dip the welded part in "LiquidElectricians Tape" the type you put on plier handles to make them shock proof. Now you have a much more sturdy surface that is shock covered, so that should stop your shifter rattle.

Oh yes, one other thing to do before reassembling the shifter is to be sure the set screw on the side of the ball housing that holds the metal key in is tight. I noticed in one of my older "real" workshop manuals it says to peen that hole shut enough to grab the grub screw after tightening it so it can't become loose again, or worst yet fall out.

One final trick I have learned after many years of working on these vehicles is that when you replace the front floor plates, reverse the way they are installed. By this I mean don't put the shifter tower tunnel in first as suggested in the manual. Put down the two floor plates and then screw the tunnel to the floor plates. This means that next time you won't have to remove the two floor pans to get at the gear shifter top. Like when you break the shifter off level with the ball at -45 !!

Finally, that 2nd gear that drops out when you let off on the power might just be a simple problem with the balls mounted on the side of the transmission that fit into indentations on the shifter rods. To replace these, remove the "L" shaped pieces of metal on both sides of the transmission one at a time, being careful not to let the internal spring jump out onto the shop floor. You may need a magnetic stick to pull the balls out at this stage or you can put heavy grease on a round dowel and pull the old balls out. Replace them with new ones from a bearing supply store and replace the "L" shaped pieces of metal. Be sure to tighten the bolts so you don't lose the ball bearing on rough terrain trips. That plus the new shifter ball repair may just solve all the problems without a costly transmission pull and repair.

Just in closing let me remind you to put a line of silicone on the floor plate before you reinstall it, just to keep water out next time you go wading.

Dave Place
Manitoba Land Rover Club

Upcoming Events

August 21, 2017

280th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

September 18, 2017

281st Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

October 16, 2017

282nd Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

November 5-6, 2017

187th Annual Guy Fawkes Rally

Cherry Vally, NY

Contact Howard Smith

Facebook: <https://www.facebook.com/groups/876733419125879/>

November 20, 2017

283rd Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

December 2017

Annual Christmas Party

Location: TBD

Organizer: Bruce Ricker December 18, 2017

284th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

February 2018

Annual General Meeting

Location: TBD

February 17-19, 2017

Maine Winter Romp

Benton, ME

Organizer: Bruce Fowler

www.winterromp.org

Facebook: <https://www.facebook.com/groups/819284711551578/>



Rovers & Parts for Sale

For Sale: 1952 Series One 80"

Right hand drive. Original aluminum bulkhead. \$15,000. Lake Errock, BC

Contact via <http://tinyurl.com/yabwwrcj>



For Sale: 1957 Series One SWB

Complete and mostly original vehicle. Was a barn find in the Gatineau region of Quebec Incredible restoration project. Has not been on the road for aprox. 30 years. \$2,200. The vehicle is in Cambridge, Ontario.

Contact: <http://tinyurl.com/ybycwf26>.



For Sale: 1957 Series One 107

Mostly complete but engine is seized. Make an offer.

For contact into goto <http://tinyurl.com/y7tgl dqf>

Rovers & Parts for Sale

For Sale: 1974 Land Rover Series III 88"

Original Owner is selling his well cared for 1974 Land Rover Series 3. Noticing structural rust issues in 1989 he ordered a new, galvanized steel frame, body and parts direct from Brewster International in the U.K. and Atlantic British Parts in NY. Receipts available. Having been a German auto-mechanic, the owner re-assembled and rebuilt the Rover. Engine, transmission and differential all rebuilt as well and overdrive installed. Original upholstery was not replaced and is shows wear, mostly the door armrests. Beautiful condition and ready to go! Included: many extra parts, product catalogues, original in-car manual, circuit diagram, purchase receipts. Located in the Hope BC area. Viewing by appointment only. \$40,000 Serious inquiries only. Email: roodee2@gmail.com



For Sale: 1991 Land Rover Defender 110

Pickup Truck with full top Re-manufactured for MOD in 2009 Good Project Truck - Needs Restoration - 2.5L Diesel; RHD Medium Utility 4x4; 110 LWB - 5 Speed Gear Box (manual); Hi / Lo Transfer Box - Center Dif lock; 12v Operating System; Heavy Duty Chassis and Axles; Tow package. Missing Parts: Passenger seat; Fuel Tank; Head lights + tail lights; Windshield; Damaged grill. \$5,200. Located in Ottawa. For further information goto <http://tinyurl.com/ya2dunkd>



For Sale: 1966 Series IIA 88" Camper

Ground up restoration 10 years ago Everything works great Expanda cab hard top Rocky mountain overdrive parabolic springs webber carb custom aluminium roof rack very few miles on professionally rebuilt motor 2.5 ltr cam hardened valve seat please call for details there is a lot of upgrades and recently replaced parts a very well maintained classic no extreme off road use. \$27,500 Contact: cell number 1 250 203 2393. Located in Smithers British Columbia.



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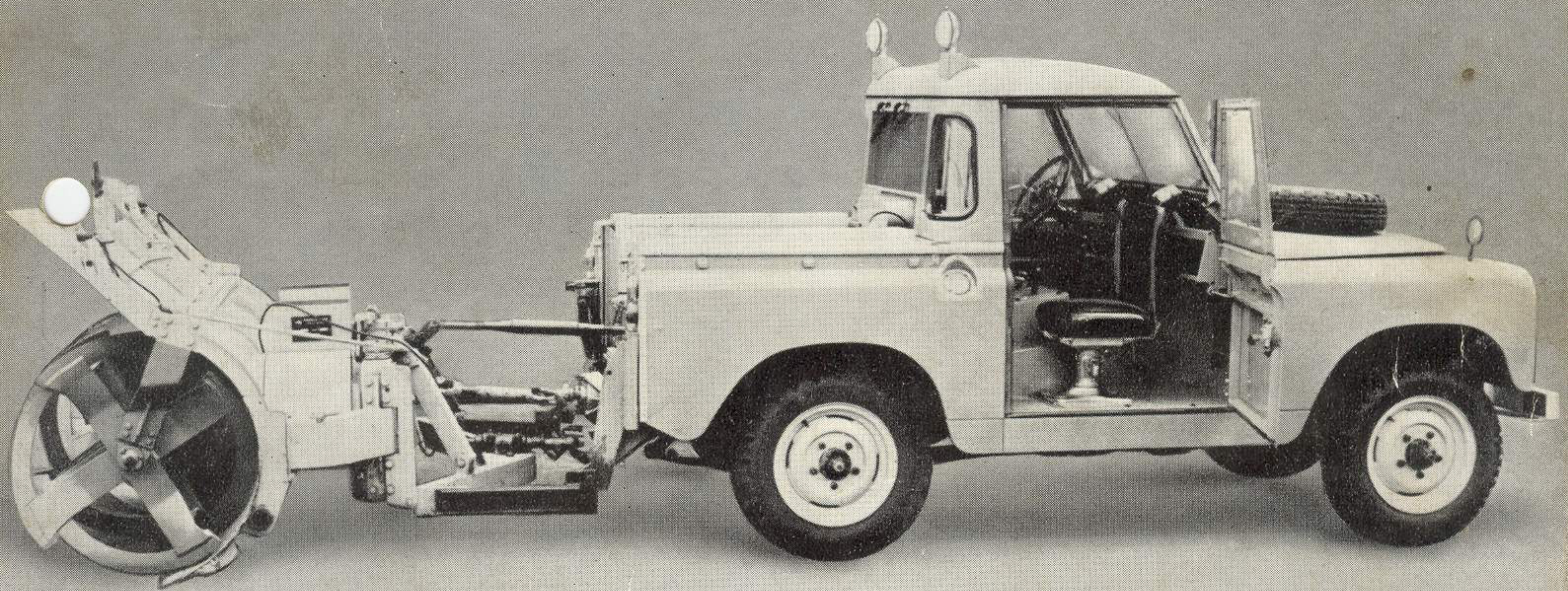


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