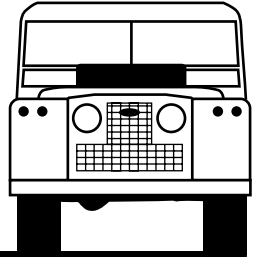


OTTAWA VALLEY LAND ROVERS



October 15, 2017

www.ovlr.ca

Volume XXXIV, Number 10



Dora's engine slowly is coming back together

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 \$35 CDN per year, Americans and others pay \$35 US per year (Membership is \$75/year if you want a printed Newsletter via mail). 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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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) 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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Newsletter Production Editor

This issue: Benjamin Smith (γδβγ)

Production Assistance:

Bruce Ricker

Greetings,

October saw the annual Cedar Hill Rally in Pakenham, to the west of Ottawa. I am sure that Andrew Jones will furnish a write up on the event for the next issue. I unfortunately missed it through a pre-planned trip south to New Jersey to work on the next Rover project, namely adding a PTO driven Koenig winch to the 80 inch, which in itself was deemed to be very challenging until I came across an advertisement for a PTO driven winch for surplus World War Two Jeeps which showed how they passed the driveshaft between clutch and brake pedals.

The next club event will probably be the Christmas Party. Details in either the next newsletter and in email. The next non-local event that numerous OVLR members attend annually will be the seventeenth Guy Fawkes Rally near Cooperstown New York.

Socials continue to be held at the Prescott on Preston Street. The 282nd (I think) Social will be on October 16th, the November Social will be on Monday the twentieth (20th), and the December Social on the eighteenth (18th). The last Social saw quite a few members appearing to discuss everything from the serious (Land-Rovers and their challenges) to the entertaining (recent American politics). A former Secretary-Treasurer (Dave Meadows) stopped by to tell us about the Land-Rover situation in Florida (not good) and how the government was trying to lure him out of retirement to work on Phoenix, the new Government payroll system that makes Lucas electrics or electronics look like it was perfection personified.

Inside we also find a write up by Andreas Niedermeyer on the new Overland Expo East, an east coast version of the established Overland Expo that takes place on the west coast.

In terms of future events, the next non-local event of note is the annual Guy Fawkes Rally down at Howard Smith's Farm near Cooperstown New York. A small rally that started with half a dozen 101's has grown over the years and is a pleasant event set on the terraced fields of his property. The Rally this year is on Guy Fawkes day, the weekend of November 4th and 5th and offers camping on the property (weather can range from magnificent to snow) or local motels nearby for people that would like some heat in their rooms (note snow earlier). Information on Guy Fawkes can be found on the club website or on the Guy Fawkes Rally forum on Facebook. The event is free, though Howard asks for donations to help defray some of the costs. Meals are your responsibility, except for the Saturday dinner, which is pot luck in nature.

In terms of the Christmas Party, I understand our esteemed President is looking for a volunteer to host the

party. If you are interested, drop William a note at will@wilboro.com

Nominations are open for the positions of President, Off-Road Co-ordinator, Events Co-ordinator and Executive member at large. If you are interested in any of these positions, or know someone who would make a positive contribution to the club, send me (temporaryeditor.OVLR@gmail.com) an email either expressing your desire to stand for a position, or nominating someone else. If you are curious or need more information, feel free to contact any of the past Presidents or executive members of OVLR to learn more about the roles and responsibilities.

As the bylaws are not clear on the issue, as the author of this section, I note that any member of OVLR can nominate someone to serve in these four positions. Furthermore, the President and Secretary-Treasurer must live within forty miles of the Hill. Other positions can be further afield so long as they can carry out the duties. Any OVLR member who lives outside the hundred mile radius, who attends two (2) OVLR sanctioned events, will be deemed as having voting privileges. The election will occur at the Annual General meeting in early February.


It is also time to start thinking about the LugNut (the person in the club who has achieved an event equivalent to driving off without tightening ones lugnuts and having a tyre come off whilst under steam), Gasket Under Glass (general mechanical failure of significant note most exemplified by the example blown head gasket by, er, me), the TowBall (the person with the most miles towing Land-Rover that year--bonus points for towing Rovers long distances that didn't need to be) and other awards. Now is the time to be passing along stories about your friends in the club and their recent misadventures. Send me (temporaryeditor.OVLR@gmail.com) an email with these stories...er...evidence. Pictures help document misadventures. Remember it is far better to rat out a friend early and ensure their awareness of the LugNut than they strike first with a story about you.


With winter just around the corner many club members are packing up their Land-Rovers for the winter season. They are now starting to think in earnest about winter projects. The newsletter is always wanting to hear about your projects. Snap a photo with your iPhone write a short paragraph about the project status and email it to me (temporaryeditor.OVLR@gmail.com). Or better yet write a half page about the trials and tribulations of your project. We can guarantee that just about any article Land-Rover content that is received will get printed.



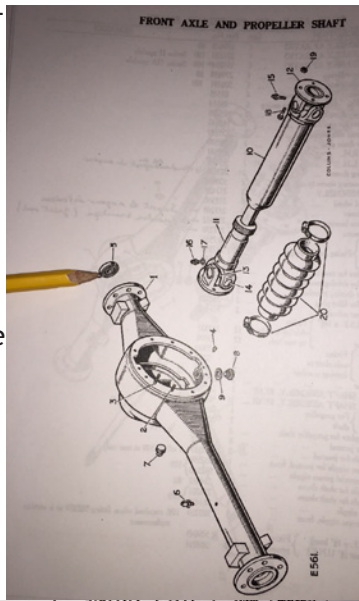
"Occasions when the owner finds himself in some difficulty"

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

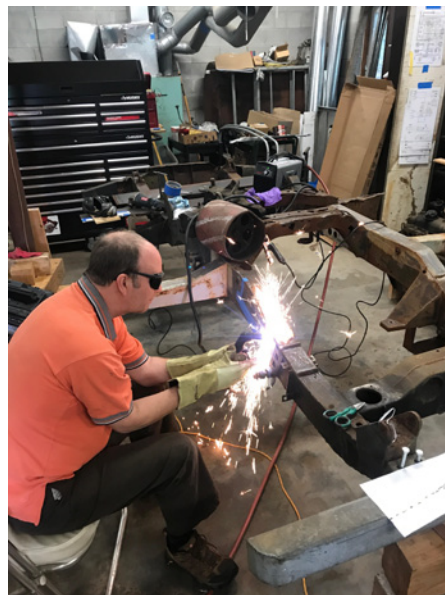
 As you can see by the cover page Ben Smith has been slowly working on Dora's engine. To quickly remind readers she was taken off the road circa 2014 after developing an oil leak from the rear main seal to the tune of losing a quart of oil every 70 miles. Once the engine was out he was distracted by getting his 1951 80" running, and then by rebuilding a Rover V8 for his 101FC, which <ahem> promptly seized. Now he is back to the similar 2.25L and hoping for better success.

 A note from Yuri Botero - Looking at the list of Alternative Parts in the OVLRC website, seals section, I noticed that it is missing the Oil Seal in the Front Axle casing (Part # 217409, see attached pics).

I am currently refurbishing my 1959 Series 2 and I have removed that seal to replace it. It is a NATIONAL 472164 or SKF 17387. It would be helpful for your members and to the list on the website so that people can use this information for their projects.




FRONT AXLE ASSEMBLY 4.7 ratio		QTY	PART NO	DESC	TYPE	OPTIONAL
1	Front axle casing complete	1	269829	Standard type		
	Front axle casing complete	1	501471	Reinforced type		Optional
2	Special bolt, short	4	01565			
3	Special bolt, long	6	01564			
4	Dowel locating differential housing	2	55705			
5	Oil seal in axle casing	2	217400			
6	Breather complete for front axle	1	515845			
7	Oil filler plug, front, for axle casing	1	3294			
8	Drain plug for front axle casing	1	235592			
9	Joint washer for drain plug	1	230509			
10	PROPELLER SHAFT ASSEMBLY, FRONT	1	515734	With spline grommet		




The second photo shows the first chunk of metal cut out. A similar shape piece metal was cut out and welded in place by Ben Smith (see below). Then the other side was cut and a plate welded in. The last step will be to weld a bottom strip to make it stronger again.

After that another section will get repaired.



 Dixon has been hard at work learning new skills. Now that his 1951" project has been essentially completed he was casting about for something to do. Next up is a Koenig PTO winch for his 80". The standard drive shaft routing doesn't play well with a series I 80" engine mounts, so the plan is to set up a spare engine and tranny in an 80" frame and play with it. The issue is that his remaining 80" frame is a bit weak. A decade or more in the weather was not kind. When his 80" project started in earnest in NJ when his team picked one chassis and then the other, the rejected chassis was noticeably lighter due to the loss of metal to rust. So first off Dixon wanted to cut out the rot and have new metal welded in.

Our first spy photograph shows Dixon learning how to use a plasma cutter. No time like the present to dive in and cut away that useless metal. Try not to lose one's finger's in the process.

 Eric Riston (x231 at Atlantic British) reports, "Well it took nearly a year to the day, but, I once again am a Rover owner. Now I'm the inquisitive owner of a 2006 Range Rover Sport Supercharged named Hot Lips Houlihan HLH for short. Now to figure out the mods I'll be making to it." (It seem sthat Eric sold off his Disco II last year. -Ed)



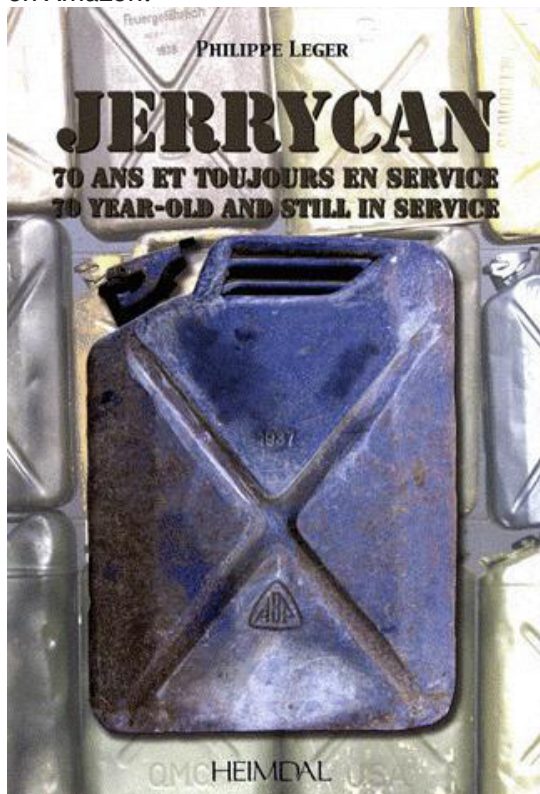
Some Non-OVLR News & Rumours


 “Jerrycan: 70 Years Old, Still in Use” by Phillipe Léger

Surprisingly, given it’s ubiquity, very little has been written on the subject of the jerrycan over the years - only a small number of articles published in magazines about history or vehicles refer to it in any detail. This book relates the story of this ingenious container, bringing together in one collection, documents, many color photographs (particularly valuable to collectors), as well as different points of view on this topic from a wide variety of sources.


Industrial production of the “Kanister” started in 1937 in Germany, then in 1941 the USA created its own gas can, inspired by the German model. British production started only in 1942. Italy also manufactured the “tanche” for its army, but due to the absence of dates for the Italian version, it is hard to say exactly when production was launched. Finally, towards the end of the conflict, in 1944, France started to manufacture different models, with varying degrees of success. Seventy years after it was first used by the German army, the original design of the jerrycan remains in production today for civilian use, and is still employed by a few armies around the world. *(Ben Smith has a Russian jerry can bout in the mid 1990s -ed)* Lighter models in PVC have now replaced the original steel model in the US army. But that is another story.

Available in English and French, copyright 2008 and \$75 and up on Amazon.



 A legendary 109 station wagon from the 1950’s seems to have escaped its storage locale and been brought up to modern Spec. The 109 in question is famous for various exploits claimed by its owner, not only an ability to fly, and one driving from Long Island to Connecticut, via the bottom of Long Island Sound. This image implies that this particular 109c which sported a dash out of a complete Smiths instrument catalogue, is back in the wild.



 Prince Harry was in Toronto for the Invictus Games 24 to 24 September. The Games are an international Paralympic-style multi-sport event for injured military veterans. Prince Harry created the event.

Whilst in Toronto he was driven around a track by five-year-old Daimy Gommers. Her father Paul is a former soldier competing for Netherlands. Daimy drove Prince Harry in a tiny Land Rover. During the lap the Prince cheered and whooped as he pretended to be dazzled by the speed of the drive.



General Servicing: Repairs, Humour, Tales & Trivia

Overland Expo East by Andreas Niedermeyer

by Andreas Niedermeyer

On Wednesday September 27 I drove down to Asheville, NC, to visit the Overland Expo Est. 1500km later I arrived at Lunchtime next day at the registration. Which went quite quick and after a nice drive true the Biltmore Park I was accompanied to my camp ground, which was just the size of my car and my tent. Now I know how Sardines feel in the can. The next day I know why the did it, the camp ground was completely booked with trucks and bikes. I guess around 1000. The camp was actually right beside the vendors and offroad trails from Land Rover Experience and BFG, so out off the tent and in to the vendors. Everything was very well organized and easy accessible.

The majority of trucks were Jeeps and Toyos, followed by Fords and Chevys, but also LR 110, 90 and Discos. Two 90s were for sale for 80T US\$ and one 130, completely redone, for only 160T US\$. As typical for US every truck was shiny and equipped with all the gimmicks, but when it comes to skills, they lack quite a bit. Specially the Jeeps, can't even drive a small sand bridge with out being stuck. Was funny to watch them all. At night they showed a nice camel trophy movie where the Americans won, of course, and the team was actually present to comment the movie and questions afterwards. Well done.

The surroundings were very nice and even Maja, my accompanion, had the chance to



take her daily bath in the lake. After two days of buying what I need and don't need, and watching and checking everybodys car, making new friends, I returned safely back to Ontario, Monday evening.

It was a nice event, which is good for one visit, but not more. The aim for next year should be the Expo west in Flagstaff which is

3 times bigger. With trails and hikes and what ever you want.

So get 2 weeks vacation and drive down. I will be there too





Upcoming Events

October 16, 2017
282nd Monthly Social
 Prescott Hotel (Beach & Preston Streets in Ottawa)

November 5-6, 2017
17th 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)

January 15, 2018
285th 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/>

Land-Rover Rims

by Bill Leacock

I am putting this information (that is basically for Series models) - in here for ready reference , as it is not easy to collate and whilst it may not be totally complete (lacking S1 narrow types info. *(That's ok, we can add Series One infor -ed)* and excludes divided rims , it is probably as good as it gets..

I wrote this quite a few years ago , you may find such as the Defender PUMA , Ford era. steel safety rims RRC 507400 with a suffix , such as 'P' , this just means Primer finish , S = Silver etc.

Part number updates :-

5.0" F x 16 231601 is riveted tube type. *(This rim was used starting with the 1948 80" -ed)*

5.0" F x 16 STC 3403 (and can at times be difficult to obtain cheap) Later riveted tube type Number.

5.5" F x 16 272309 1.3/4 offset (1 ton)

272309 is a 5.5" riveted construction wheel with the extra width over the 5" wheel is on the inside towards the centre of the vehicle. It was used on Series 2 and earlier 2a 109" and may have even been used on LWB Series 1's judging by the age of the part number. This wheel gives a very poor turning circle on a LWB, which is why it was replaced by the familiar 109" wheel which has the extra width on the outside.

5.5" F x 16 569690 1.5/15 is riveted tube type (see also as below for later numbers)

5.5" F x 16 x 33 (FV2000727) NRC 7578 = ANR 4636 is riveted tube type.

6.5" L x 16 x 20,6 ANR 1534 is riveted tube type

6.5" J x 16 x 20,6 ANR 4583 is welded TUBELESS type

This covers I believe all the standard Dunlop steel wheels you may wish to use on Series 2,2A, S3 bonnet control 88" or 109".

If you are cleaning up rims to search for branded part numbers you will find (FV.738903) branded also with the number 569690 on the basic standard 109" 5.5" F rim.

There is in fact a SWB 5.0" F x 16 (tube type) welded rim/disc junction but you will have to look hard to find it. It is manufactured by NAGBOL (GKN) - there is no Land Rover part number, it is only known by FV607330.

RRC 507400 5.1/2" J x 16 x 33 used on Puma (Ford) engined Defenders. It is tubeless, type with the required ridges.

RRC 507400 is a tubeless fitment It is stamped 5 1/2Jx16x33.Both the 90 and 110 use the same wheel. It has a slightly different look to it compared to the

5.5Fx16x33, only because it has less 'depth' on the outside edge.

Cleaning up wheel rims (Late-ish 90") I have found a Dunlop welded rim / disc junction tube type marked :-

(FV2000727) ANR 4536 5.5F x 16 x 33 - so it would appear that Dunlop discontinued the riveted ANR 4536 and started producing the welded construction without change in part numbers.

So LWB rim 569690 (riveted tube type) becomes NRC 7578 (riveted tube type) becomes ANR 4536 (riveted tube type) becomes ANR 4536 (welded tube type) - clear as muddy wheel rims.

I have tidied up this list for Series. A few basic Defender types, no Blingo or Wolf types listed.

Continuing on with Bill L's excellent information:

217267 is the military split rim (5.0") that was in use starting with the 80". This is a tube rim.

The Brockhorse trailer used the same 231601 rim.

The Series IIA FC's rim was 543384 which is a 6.50" L x 16" rim. It is a tube rim.

The Series IIB FC had two rims: 569203 which is a 6.50" L x 16" rim and 272309 which is a 5.50" F x 16 rim with the latter for the Swiss market only. It is a tube rim.

For the USA specification Series IIA and III 88" came with a 526753 which is a 6L x 15" rim and originally came with a 7.10 x 15" Goodyear Ultragrip tyre. It is a tube rim. There are two types of markings on these rims. One version has "526753" "6Lx16x31" and "861" stamped on the face of the rim. The other version is just stamped "LP861".

The Series III parts manual lists three rims:

- 231601PM (which is a continuation of that first rim) for 88" models
- NRC7578PM for 109" models
- 569204 for the 109" 1-ton

Of course being Series III, Land Rover no longer printed details, such as widths, in the parts manuals.

The 101FC, just to be different, came with a 6-stud pattern rim that is 6.5L x 16" and is part number NRC130. It is a tube rim.

As late as the end of the Series III tire sizes were still 6.00x16 for the 88", 7.50x16" for 109", 9.00x16 for the 109" 1 ton and 7.50x16" for the 109" V8. -Ed

Rovers & Parts for Sale

For Sale: 1974 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. Serious inquiries only. Email: roodee2@gmail.com



1971 Land Rover Series 3

We are the 3rd owner , it came from UK to NF, and is left hand drive. Bought to do up, needs a rebuild, 32,022 miles NOT Klm. No broken window, body not dented or bashed about, very straight, too much to weld up underneath, the hood is one that spair tire goes on, engine not running, was running and parked up and left for years in NB, we moved and not unpacked the landrover, hence all stuff in it and on it. It as not run sine last parked up years ago, and is not running now, but everthing is there. \$2,500. Hamilton, ON.
<https://www.kijiji.ca/v-classic-cars/hamilton/landrover-series-3-1971/1310785642>



For Sale: 1957 Series I 107"

Mostly complete but engine is seized. Make an offer. For contact into goto <http://tinyurl.com/y7tgldqf>

For Sale: 1951 Land-Rover Series I 80"

Here we have for sale a very rare little beast indeed! This cute as a button Series I has come from Holland. This is the first vehicle made by Land Rover, the predecessor to the Series II, III and Defenders we see on the road today. It is a fine piece of British history, but also a usable every day drive! Fitted with a 2 litre Mercedes diesel engine, which is a very common conversion and drives beautifully.

The chassis is in incredible condition. It has been fitted with a galvanised bulkhead which will never rust.

A fantastic little summer runabout!

The vehicle is available for viewing any time.

Email: transatlanticconcepts@gmail.com

call: 2897712553

\$17,995

City of Toronto

<https://www.kijiji.ca/v-cars-other/city-of-toronto/land-rover-series-i-80-1952/1238445279>



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LAND-ROVER

1948-50 MODELS

First published in the MOTOR TRADER February 8, 1950

Manufacturers: Rover Co., Ltd., Solihull, Birmingham.

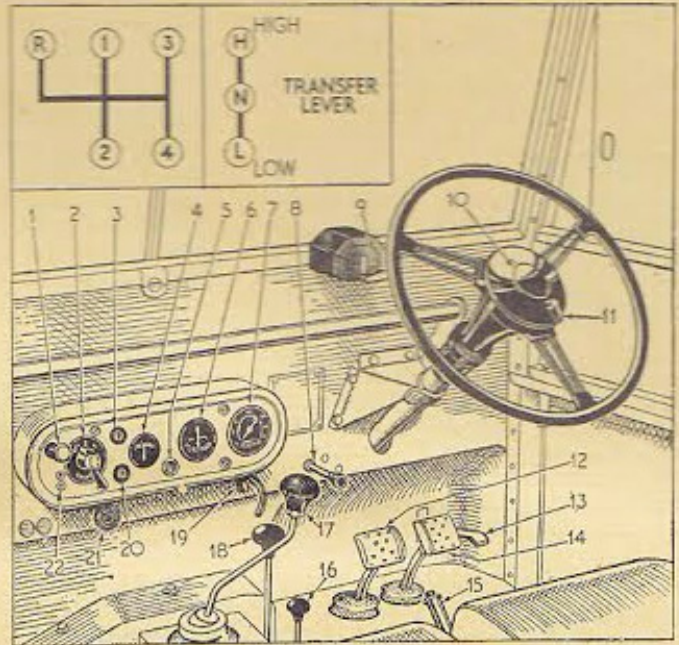
FIRST produced in August, 1948, this vehicle was designed as a general purpose utility car primarily for farmers. Briefly, it uses the same engine as the 1948 Rover 60 car and a similar gearbox, modified to incorporate a two-speed transfer gearbox for the four wheel drive. Front and rear final drive units, which are interchangeable, are the same as those on the car. The front wheel drive is permanently engaged through the free wheel.

Vehicle numbers consist of a six-, seven- or eight-figure number prefixed R or L to indicate right- or left-hand drive. Originally the first figure (8) indicated the year of manufacture (1948), though this was carried on through the 1949 season. The second figure (6) indicated Land-Rover as distinct from car. The last four figures were the serial number, starting from 0001. Later the station wagon was introduced and was given serial numbers starting from 70001, so that the whole number appeared as 8670001. For the 1950 season a five-figure serial number is used throughout, and a third prefix figure is added to indicate the type of vehicle. The basic vehicle is 1, the station wagon 2 and the welding outfit 3. The vehicle number is stamped on a plate on the near side of the dash under the bonnet. The chassis number is the same, and is stamped on the nearside front engine mounting bracket. The engine number, which does not necessarily correspond, is on the nearside of the cylinder block.

All threads and hexagons are B.S.F.

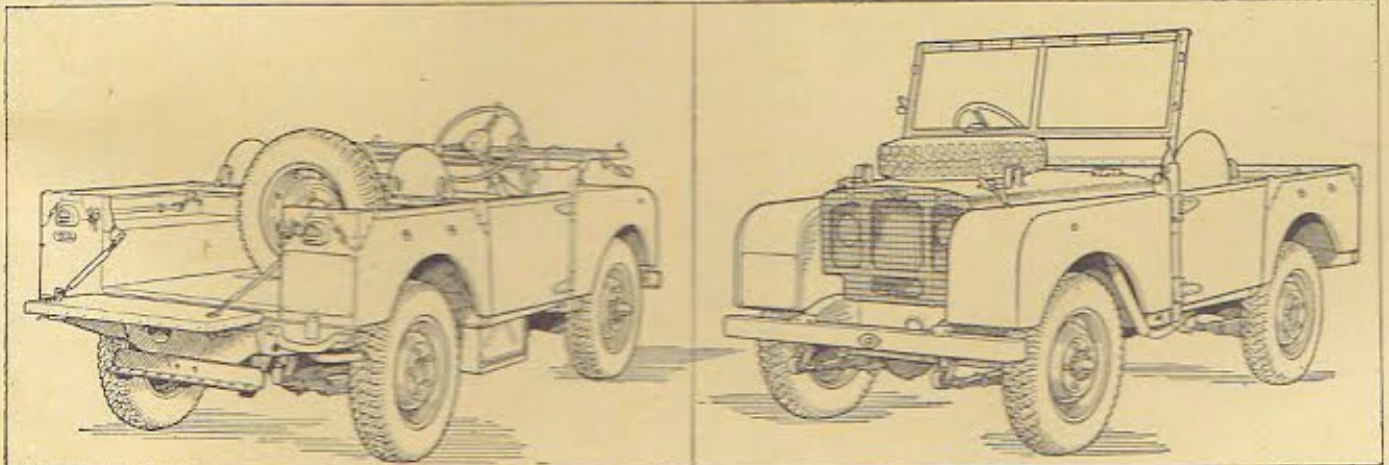
Instruments and controls:

1. Panel lamp switch
2. Lighting and ignition switch
3. Choke control warning light
4. Ammeter
5. Oil pressure warning light
6. Petrol gauge
7. Speedometer
8. Choke control
9. Screenwiper switch
10. Horn push
11. Dipper switch
12. Clutch pedal
13. Accelerator
14. Brake pedal
15. Handbrake
16. Freewheel lock
17. Gear lever
18. Transfer lever
19. Hand throttle
20. Ignition warning light
21. Starter switch
22. Inspection lamp sockets



ENGINEERING CHANGES

ENGINE	Engine No.	VEHICLE	Vehicle No.
Carburettor linkage adapted for fitting of governor ...	861872	Brake fluid tank moved from scuttle to seat box ...	861001
Starter changed from M418 G/O to M418 G/76 ...	862235	Gear lever moved from cover panel to gearbox casing. Pressed dash adopted. Seat box and floorboards changed ...	861501
Main bearing nuts changed from self-locking to castellated ...	867432	Front shock absorbers changed to same type as rear. Extra leaf added to front springs ...	862115
Clutch assembly changed from Rover to Borg & Beck. Release sleeve changed from built-up to integral ...	06100201	Rear spring camber (o/s only) changed	862258
Dynamo changed from C39P to C39PV	06106001	Rear spring camber (both) changed ...	8664115
Clutch release sleeve changed to slide in bush in housing, was bushed on primary shaft. Cross-shaft serrated, was splined ...	06108001	Hydrastatic brakes discontinued—Snail cam adjustment adopted, smaller wheel cylinders ...	8667721
AXLES (FINAL DRIVE)	Axle No.	Front bumper brackets welded to bumpers instead of frame ...	06100156
Ratios changed from 4.88 to 4.7 (approx. units) ...	861371	Freewheel control changed—Push knob instead of pull ring. Offside floorboard changed ...	06104001
Bevel pinion shaft bearings changed from ball and roller to taper roller. Shorter pinion shafts, longer prop. shafts ...	06106001	Control box changed from RF86 to RF95. Fuse box discontinued ...	06108001



DISTINGUISHING FEATURES—No outward changes have been made during the currency of this model except that rope cleats have replaced strap loops for the hood fixing. Note alternative mounting of spare wheel