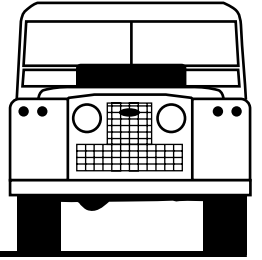


# OTTAWA VALLEY LAND ROVERS



April 15, 2018

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

Volume XXXV, Number 4



*Russ Wilson's SIIA 109 Dormobile*

**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.

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

Membership: Canadians joining throughout the year pay \$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  
OVLRL/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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This could be you!

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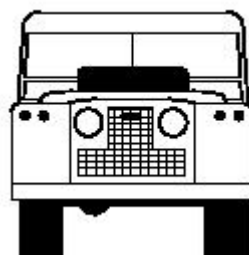
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## OVLRL Newsletter

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The OVLRL 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 ad space is provided to members.

**Deadlines:** Submissions to the OVLRL Newsletter must be received by the 5th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and attributable. Names may be withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

**Editorial Policy:** The Editor of the OVLRL newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVLRL newsletter do not necessarily reflect the position of the officers, board of director, members of the OVLRL 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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This issue: Benjamin Smith (γδβγ)

### Production Assistance:

Bruce Ricker

### Moose Trained by:

Yutte Hermsegerordenbrøtbørda

“One of the greatest disappointments of my childhood was the discovery that petroleum jelly was not flammable.” --Dale Desprey

Greetings,

The April edition comes without an account of the annual Maple Syrup Rally simply because Mother Nature, who was being so co-operative leading up to April with lovely weather decided to be mischievous and drop the morning temperature back down to -12c the other morning. This in turn lead to the Sugar Maples being less that impressed and wanting to stay snuggled and warm, leaving all of that sap down in the root base rather than heading up towards the branches, where a small quantity could be diverted towards Vern's sugar shack. All this to say, rather than an early MSR this year, the new tentative date has been moved back to April 22nd with a "rain/blizzard date" of April 28th.

Given the lateness in the year and that we seem to have not been able to reschedule the Annual General Meeting yet, to keep things moving forward a few more reports and announcements.

For the first announcement, the new executive.

As there are no elections required because there are single candidates for the various positions, the following are deemed by the Returning Officer to be in their new roles today:

William Ficner moves from President to Past-President  
Andrew Jones moves from Past President to President (or more accurately- Our Esteemed President, redux)  
Kevin Newell remains as Off-Road Co-Ordinator.  
The Role of Events Co-Ordinator will be filled by a committee composed of the three main event organisers, namely Peter Gaby as the Maple Syrup Rally; Dave Pell as the Birthday Party; and Andrew Jones (or delegate) as the Cedar Hill Classic.

Other changes with the non-Director roles include William Ficner taking on Merchandising from Gabe Pell. Deborah Sevigny will be the interim Treasurer giving Dave a break after thirteen years as Secretary-Treasurer (2004-2017), the longest continuous run in any role in the club since it was created in 1984 as a chapter of The Association of Land-Rover Owners of Canada. All of the rest of the supporting roles remain the same.

The report from the Secretary can be found in the OVLR news section of the newsletter. While Events could use a report in a fashion, the past year of newsletters seems to document the successes that the Club enjoyed with the major events that it put on by Peter Gaby & Vern Fairhead (Maple Syrup Rally); Dave Pell and host of assistants (Birthday Party); Andrew Jones (Cedar Hill Classic) and Bruce Ricker & Sue Rawson (Christmas Party). Kevin Newell organised some smaller events through the year that did not all make it into the newsletter.

A report is expected on changes to the Club's insurance plan given the loss of the old federated plan through a

eastern Ontario 4x4 association as its organisers retire out of the hobby. Given that we have enjoyed low rates for nearly two decades, the increase from some \$5/10 per full member to an expected \$25 per driver will prompt some minor tweaking to the bylaws over the coming year.

The next event of note, after the Maple Syrup Rally will be the Tune-Up, tentatively scheduled for The May timeframe, hosted by Shore Street Motors. More on that in a future newsletter.

Other than that, another successful Social at the Prescott with quite a few members showing up to discuss everything from the new insurance plan, to new member Vince's Land Rover, to happenings elsewhere in the Land-Rover community

Finally, 30 April 2018 is, of course, the 70th anniversary of the 1948 Amsterdam Motor Show. To celebrate, Land Rover has declared it "World Land Rover Day," and they have an online event planned for 3PM ET/Noon PT, with a celebration of those who have shaped the brand, including Range Rover and Discovery.

The announcement has been marked by the drawing of a Defender shape in the snow, which logic would suggest reflects the coming vehicle, not the original.


[www.dailymail.co.uk/wires/pa/article-5596747/amp/Land-Rover-Defender-anniversary-marked-snow.html](http://www.dailymail.co.uk/wires/pa/article-5596747/amp/Land-Rover-Defender-anniversary-marked-snow.html)

Logic might also suggest that the day will be marked by the reveal of said vehicle of there is to be such pomp and circumstance and a gathering of the minds.

As a final thought for the month here is an amusing t-shirt from a company called Blue Sailboat Company. This is one of their latest shirts and features a quirky design. It's a Land Rover take on the Swiss army knife mixed in with the leatherman beautifully encompasses inside a Land Rover Defender. They think this one is rather fun as it shows off the multiple use of a Land Rover as a completely versatile tool for any occasion. An amusing way for anyone who wants to show off their Land Rover as the ultimate utility machine. It comes again in two beautiful colours - flagship white which is featured or a beautiful ash marl grey. To check out both colours and see the logo close up please visit their store at [TheBlueSailboatCompany.etsy.com](http://TheBlueSailboatCompany.etsy.com). They have no relation to OVLR or its members.



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

 Terry King writes: After 11 years as editor of our newsletter, I sought out a change of duties and requested the position of Secretary, which had been teamed with Treasurer for many years, but whose duties seemed to have grown from its initial status.

While editor, in addition to coordinating the content of the newsletter, I was often in the position to be the front line of information regarding events, including handling the RSVP headcount, answering questions on the venue and such. This grew from the fact that I was in regular contact with the membership, maybe 3 times a month just on newsletter business. In addition, I received all of the submissions for ads, stories and photos, so I got to feel the pulse of the club.

It was just a little jump to step away from the production of the newsletter, but stay in the mix as club communicator (secretary).


The managing of the membership has become a multi-faceted deal. The Treasurer handles all of the physical mail and cheques regarding membership and event fees. As we moved to electronic signups, we had our president also processing the online membership applications as well as merchandising and event payments. The details of the membership have to flow between those two and get into the database (spreadsheet) and then on to the secretary to ensure that new members are kept informed, including newsletter distribution.


When charged with mass emailing, you get to see whose email no longer works, perhaps due to a typo, or a change in provider. Sometimes this leads to a phone call or a snail-mail to see if the member is still current.


After deciding to step down as editor, I figured that keeping that part of the club together was enough for one person, so I chose to do that.

Logic being; someone handles the money and the mail, and someone else handles the online processes, and the secretary can concentrate on getting the right information out to the membership in a timely fashion, without worrying about the money, etc.

If you are still reading this, then you may have a future in helping to keep this club current and viable.

 A sad note from Fred Barret: "Nancy passed away on March 10th. All her family was with her at the final moments. All the best to everyone, especially from Nancy. She loved OVLRL and everyone involved with Land Rovers." Nancy and Fred were among the original members of OVLRL and its predecessor, the Association of Land-Rover Owners of Canada (ALROC). Nancy and Fred were at many a OVLRL event, and regulars at the Birthday party.


 A note from David Place: Well, I seem to be the last man standing on the Manitoba Club site. I have sent a couple of messages to try to get something going again but still nothing happening. I guess OVLRL is still the only really active group. Just shined mine up and registered for the first car show at Steinbach Manitoba. I won there last year so I really need to go back!! Still no soft top but I can live without that. I have installed new 144/440 UHF and VHF in my vehicle and am about to put a second station in the rear so I can be the mobile command station for any disaster work in Manitoba. No floods this year. If anything forest fires and grass fires might be really bad as we have had very little snow and it will likely be droughty this summer. Happy Easter

 A restoration success story from Russ Wilson - "Drove it home today. After many, many setbacks... it's finally home. urgh... If I think too much about all of the bs I went through I'll start to cry or scream or giggle like a mental patient..

It runs like a champ.. Spending some quality time in the garage with it tonight putting the seats back etc... Now to put some miles on it and start going through the punch list things that I can take care of. WOOOO HOOOOO!!

It wasn't exactly in 100% tip top shape before the engine project... then it got to sit in a storage lot for 2yrs outside.. so there is a LOOOONG list of things to fix before we go off on any long trips. Around town stuff for a month or so, then we'll head up to the foothills for some spring camping. Already booked for a week long Boy Scout camp with Gus in July... after than we'll see."

For reference, Gambrinus is a Series IIA 109 Dormobile that sported a Robert Davis engine for a decade or two.

 New member Daniel John Gulka writes: I just joined and recognize some names here. I've been playing with Land Rovers a long time and have managed to accumulate a bunch. Anyway I'm building replacement parts for the early Series trucks, I'm trying to make a new product every month. I know it's a hefty goal for a stay-at-home dad but I'm going to give it a try.

All my parts are patterned off original parts and the attention to the details is my top priority. Unlike some replacement parts, mine are made of the same material or as close to as possible. I was




tired of buying parts and spending more time to fit them than it took me to make my own. This is why I am building my own. They are not cheap but they are easy to install. My theory is you can always make more money but you can't make more time. I'm doing another run of my lower bulkhead assemblies; if you're interested please message me (Facebook: Daniel John Gulka ). The cost is 900.00 for complete resistance and TIG welded where appropriate lower section. Not the most expensive on the market but they are the best.




Also I'm going to try my new tooling out tonight on my new part for the month. Cat flap / upper tailgate skins which ever you prefer. Now you can remove that corroded skin and repair / clean the frame properly.



 Spy photos from a secret Mexican workshop, a custom order from William Ficner destined to grace the underside of his home rebuild Plushie (Defender 110). We understand that an exchange of leather goods for these priceless axles between William and a Latin American drug lord cartel was successfully negotiated via the OVL R post-Series membership section.



 Breaking news: While the next unread pamphlet upon the reading table was Thomas Paine's Common Sense (1776), Roy Caldwell of Helena Montana, a Series Land Rover owner and former OVL R member has acquired one of those rarest of beasts, a Frelander (2004 edition), at a very, very, reasonable price.

Looking into this new acquisition, he discovered a police blotter's worth of problems centred on the KV6 engine. A quick call to Eric Riston, of Atlantic British Parts fame, and he knew that these vehicles were becoming more rare that Series One eighty inch Land-Rovers! A situation that could not be allowed to happen.

As a result of an epiphany, Roy has established the



April 16, 2018

### 288th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

A monthly gathering of the club faithful to have a pint, swap tails about past trips, plan attendance for future trips, discuss the newsletter, solicit advise about current projects, gain encouragement to continue languishing projects, arm-twist fellow members into volunteering for the club, and rat out your fellow club member for the LugNut. Come by, pull up a chair and have a pint.

April or May 2018

### Opeongo Colonization Trail

Where: West of Ottawa Up towards Barrie's Bay

Organiser: Kevin Newell

A one or two day event past historical cemeteries, foundations and ghost towns. Or somewhere else.

Mid May 2018

### Spring Tuneup

When: Mid-May

Where: Locally in Ottawa, probably at Shore Street Motors

A strong level of awareness that this event is a learning and guidance session, not free work done on your vehicle. Trying to plug OBD2 into a Series III gives curious results. Given the complexity of the SIII electrical system vis-à-vis a IIA or 80", this is understandable.

May 14, 2018

### 289th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

Jun 18, 2018

### 290th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

Western Hemisphere Frelander Owners Club. While he thought that maybe he should call it the Montana FOC, in his heart if he was to have more than himself as a member he needed to think larger. After referencing the Land Rover Owners (LRO) mailing list in the Internet, he discovered that even the United States might not reach a quorum. Adding Canada didn't help potential numbers, so remembering John Winthrop's Sermon upon a Hill (1630) and Thomas Jefferson's letter to John Monroe on the Manifest Destiny from primary school, Roy is taking in the entire Hemisphere into account.

Take heart! If you have a Frelander that runs, you are no longer alone.

June 22-24, 2018

### 35th OVL R Birthday Party

Where: Silver Lake, Ontario

Organizer: Club Executive

Comment: The largest and most complex event the club undertakes. Numerous parallel activities intertwine. Off-roading of various complexity, RTV course, Tulip navigation course, light off-road, heavy-off-road, Bolton Creek Trail, Earnie's land, annual auction, and other activities.

August 4th & 5th, 2018

### 17th Blacker than Night

Where: Readington, New Jersey

Organizer: Benjamin Smith

An event for OVL R's American membership to which the club contributes. Well attended, focus has varied on off-roading in the Pine Barrens in the southern part of the state, or an RTV and work & tune-up sessions on various Land-Rovers.

Late Sept to Mid Oct

### Frame Oiler

Where: TBD

Organizer: TBD

Comment: The executive considers running this event on an annual basis. Given the dramatic rise of non-Series vehicles in the club, this event has not been run in recent years due to a lack of interest.

Mid October 2018

### Cedar Hill Classic

Where: Pakenham, Ontario (west of Ottawa)

Organiser: Andrew Jones

Comments: Small, one day rally which is slowly establishing itself as a traditional event. See the November newsletter for recent photos.

Early December

### Christmas Party


Where: Early December

When: Varies

Organizer: Club Executive

Comment: Games (crossword, feelie & seelie meelies), photos from the year, and the annual awards given to deserving members. A great way to end the Land Rover season for the year.

# Some Non-OVLR News & Rumours

 **OutHERE Adventure.com:** Established in 2012 the Canadian based online magazine is dedicated to overland travel, exploration and what that means to Canadians. Overland travel is simply exploring out of the way places by self-sufficient vehicle travel. It's not that complicated, and part of the allure is the creation of your own vehicles and gear. You can overland and back-country travel in anything from a Land Rover to a motorcycle to a converted delivery truck. If you are not already familiar with this concept, please have a look at some of the links we provided on our website.

They have made OutHEREadventure.com to showcase Canadian overland travel, people, vehicles, equipment and honest gear reviews. The site will hopefully inspire others to begin their own adventures. Overland travel is not for the elite, quite the contrary actually. It is an ideal way to travel and the see rare and unique places while keeping the traditional costs of travelling at bay. They have tried wherever possible to pass on advice and links that may help others with their builds and travels. Their experience has helped them to create and engineer some handy and remarkable custom equipment.

They write that they hope we will enjoy it and learn a little from their experiences. The media is free to all without subscriptions.

 In the fine tradition of Winter Romp, Guy Fawkes, BTN, OVLR Birthday Party, Pierre Gauthier and other classic northeast Land Rover gatherings, Vermont Overland Rover is a weekend of fun-filled, dyed-in-the-wool rover frolicking. Designed as a local community vintage 4x4 gathering within a classic Land Rover rally, this casual, unstructured event will be the perfect kickoff to the summer off-road season.

The details-

- May 25-28 Memorial Day Weekend
- 419 Bailey's Mills Road, Reading, VT
- On-site vendors
- Led off-road excursions
- -Open to all rover owners of any rover year or model and local area owners of vintage 4x4s of any make (at least 25 years old)

No registration fee, but we would like everyone to make a donation to the Reading PTO which you can do by going to <http://www.vermontoverland.com/volr>

 **St. Trinian's Lower School girls start RoverPolo practice sessions.**

Some early photos from the St Trinian's Lower School RoverPolo team the Belles. Given the dramatic and sad decline of the carriage industry and diminishment of the equestrian aspects of school life, St. Trinian's, with other learned schools, are evolving a traditional school

sporting activity, polo, for modern times. The Land-Rover offers a stable platform for driver, and players, to attack the ball and ride to victory. (1). While schools are free to pick their own motor car, St. Trinian's feels that the open concept, rather than closed Bentley or Rolls, offers greater opportunities to allow the maximum number of players to participate simultaneously.



These photos show an early practice session before the girls are issued their brooms. At this stage, they are still getting used to the transition from horse drawn carriage to motor car. As touched above, depending in injuries and team size, there could be a dozen players in the vehicle, all "armed" with brooms. It should be noted that the team motto is « Semper debeat percutis ictu primo » (2). It is believed that this only refers to the sheer noise generated by the players when the vehicle is in motion.

Notes:

(1) In the actual matches, the driver would be one of the girls after suitable training in the operation of a motor car.

(2) For those who skipped the mandatory Latin classes in grade school, the motto loosely translated as "get your blow in first"

(3) Note, if you have not seen the 1954 British film the Belles of St Trinians, it is well worth looking for. Don't let Young girls watch it though, least they get ideas...



# General Servicing: Repairs, Humour, Tales & Trivia

## Plushie Preservation, Part 2

by Greg Fitzgerald

I had my editorial plan all sorted out. Part 1 focused on my axle swap. This month, I'd detail in full my driveline work on the 1994 Discovery in preparation for the coming trip to California, including rebuilding and installing an LT230Q transfer case, replacing the kickdown cable and transmission filter, and replacing the throttle cable. I would have it all tidily tied up in a perfect little contained story well in advance of deadline.

As press time approaches, I've been informed by Dear Editor that imperfection is okay, and to write it as it lies right now. The point of these articles is to show that the Land Rovers of the 1990s are not as hard to maintain and restore as some may think. So here's an update as things stand.

My truck lies in about 10 pieces in the middle of my garage. I leave in nine days. My friends are more anxious than I am.

When we left off, I was going to rebuild the LT230Q on the bench, pop it in, and Bob's your uncle. Two weeks max, considering I had a job and a long commute to deal with and could only work on it nights and weekends. A test drive beginning of April, then it's good to go. Then the timeline went off the rails.

Nothing went especially wrong, it's just that the things I was doing took longer than expected, and work got hectic as I prepared to be gone and off the grid for two weeks while working at a very small business in a very busy period.

The transfer case was a simple job, but cleaning off old RTV took a while, gathering the right new consumables took a while, being OCD didn't help. The kickdown cable took a lot of research on the function of the ZF

4HP22 gearbox, and until I start the truck up I'm still not 100% if I did it right, or the thing will grenade on a Rocky Mountain pass. Transmission cooler lines were locked onto fittings after almost a quarter century.

The first interesting development was actually the cooler lines. After several days of PB Blasting them, I finally got them off, the most difficult ones being the tube cooler in front of the radiator. This wasn't leaking and wasn't in terrible shape, but there was rust and the date stamp was from early 1994, like the rest of the truck.

At that point, I remembered that one of the spares I'd been shuffling around the garage for the last decade-plus was an almost-new cooler from 2005 that was only on our old 1994 Discovery a few months before it was totalled. I installed this one instead and routed the new cooler lines through the truck. I'd heard a lot of complaints about the upper line on the transmission being a pain to install, but I have to say I didn't find it hard.

Next was dropping the transmission pan to remove the kickdown cable and replace it. Mine had developed a serious kink in the middle, and it wasn't withdrawing and extending properly at all, leading to some interesting highway entry experiences. There are two ways to do this: the really, really annoying way where you don't drop the valve block, and the easy-peasy one where you do. I chose the latter.



Removing the valve block was something that very few of my friends seemed to have ventured into. Everyone felt it was daunting, something best not to tinker with. I may have made a very stupid idea disturbing it, but it was too late. I pulled it, replaced the cable easily, and looking happily at the lack of any significant sediment or buildup in the system, put it back on.

The manual is a bit sketchy about installing the kickdown cable, and specifies doing it with a special tool and without removing the block. When you do remove the block, it has a special tool to reset the distance between the block and the cam that activates the throttle valve, which competes with the governor for dominance to control the gear selection, the valve by throttle pressure and the governor by road speed.

Finding a possible solution to this required mostly delving away from Land Rover resources. The 4HP22 was a







popular box in 80s and 90s European luxury cars. My dad has one in his 1992 BMW 735i, many Volvos and Jags had them, even the Renault 505. Unlike Land Rover owners, these other communities seem more likely to rebuild them. Some of these had electronically controlled valve blocks, including the BMW, but it was the Volvo owners that gave the most useful advice for the cable-driven version. I think I can find the proper adjust-

ment, if need be, by tinkering with the kickdown and throttle cables on the block. I don't think I can really grenade the transmission, especially as the cable is within manual spec. I may be wrong. I may be swapping a transmission this weekend.

The LT230Q is finally sealed up and installed, in no small part thanks to my brother, who has far more upper body strength than I do. This article being composed on a Wednesday, the goal is to have the truck on the road by

Thursday evening and to test drive it this weekend. It has suggested that if I can make it out of the state of New Jersey, it should be fine to make it to California. I think a little jaunt to Pennsylvania may be in store. By Pennsylvania, I had already encountered the failures that resulted in my taking a rental pickup to the Birthday Party last year.

Let's see how this goes. Worst case, San Francisco has flights to every corner of the United States, so I'll drop the truck in airport parking somewhere, fly-drive to the Mendo event, and figure it out later.

Curious if I survived, or got eaten by a coyote in the Mojave? I'll be live blogging the trip on my website, Greg-Fitzgerald.net, and next month I'll give a condensed update on the trip and the mechanical successes and challenges thereof in Part 3, as well as some previews of the coming Summer of Bodywork.



## Jäger gets a new rear cross member

by Terry King

One of the weak points on Jäger was the rear cross member, probably suffered from no anti-corrosion spray for 15 years. So off I went to Adam Chappell's for a replacement. Included are six photos showing the progress.

All in all it took Adam parts of 3 days from beginning to end. Great job, Adam!

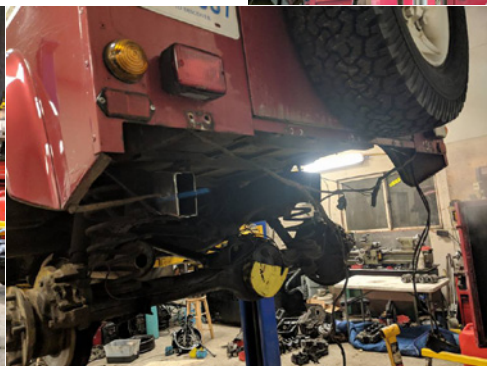
Bottom (left to right)

- The pre-existing condition, including the plywood step.
- Jäger up on a life with the rear crossmember removed
- The finished product, looking very sweet

All photos by A.Chappell

Right shows the old and new rear crossmembers side by side

Below shows the welds and pre-painting of the new crossmember



# 1988 LR 110 CSW Rebuild

by Kterina Borshevetsky

We recently got our LR 110 CSW road legal in QC. Altogether, approximately 2 years in the making, since we brought it into Canada after buying it at the US CBP Auction for US\$201. The first out-of-province inspection list from Alberta (where the truck was originally imported to) was more than a few pages long.

My husband was then still in the progress of a mechanical and structural rebuild when we needed to relocate from Calgary to just outside of Montreal for a new job.

After moving to QC we actually had to customs-clear the Landy again, because customs in AB didn't charge us anything, not even GST



due to low purchase price. Not CRA Quebec or SAAQ, though, they made damn sure the Government got their \$13 in GST..... So, we now have the vehicle that's been officially imported into Canada twice despite having only crossed the provincial borders.

Then the QC mechanical inspection only required us to do minor things that the AB out-of-province inspectors didn't require (replace Euro-headlights with DOT/SAE, add side reflectors, and replace wheel hub bearings (which in our case meant replace the swivels, rotors, calipers, etc.)).

Truck is now a daily driver which we hope to repaint next year or the year after. (ed: When asked: should I repost the rebuild story here? I said by all means).

The rear tub floor didn't look too bad at first glance, except for aluminum cancer in the safety belt hook areas, however, the stiffeners didn't appear trustworthy when looking from below.



So I pulled the floor off and sure enough the aluminum floor stiffeners (aka "top hats") are completely gone.

Struts didn't look too bad, but would need to be blasted and galvanized or repainted. I contemplated fabricating new top hats briefly but then just ordered brand new top hats and galvanized struts along with a rear underfloor support from YRM.

While waiting for my new shiny YRM parts, I pulled the old crap out, cleaned and Zinc-sprayed the existing metal contact areas.

Thinking about what to use for the new floor, I checked the price of a precut floor plate from the UK, a cost of an 1/8" aluminum sheet and then, finally, in a stroke of wisdom, of a 1/8" checker plate (that's base material thickness, not including tread height).

All the folks I called, though, were going to order a 1/8" checker plate in as they usually stocked thinner sheets. 4x6 sheet was going to run me \$350 at most places I called. Pretty pricey but not much more than a plain sheet.

I then called another place and they said they could sell me a 4x8 sheet of a 1/8" checker plate for a "minimum order price" of \$250. Not bad, I thought. The guy was reluctant to give me a price of an individual sheet, though, but then he finally gave in and said a 4x8 sheet was a bit over \$125, so I could get two 4x8 sheets for a tiny bit over \$250 if I wanted to.

Sonofagun, if I didn't grill him on the individual sheet prices, he was going to sell me just one sheet for \$250, and I thought I was getting a deal then! Anyway, I picked up two sheets which now let me, pretty much, wrap the entire tub in it and still have some material left for a toolbox.

I also made the rear seats upstand and all bottom floor panels (front and rear) from it. All for less than what I would've paid for a precut floor panel from the UK. The 1/8" plate thickness is a bit thicker than the original aluminum sheet (3mm) used for these parts, so it





worked great.

When YRM parts showed up, I put a bit of Zinc primer and then also some vinyl tape on all galvanized metal parts where they could contact with aluminum top hats (will be adding more when installing the floor too). That's my attempt to prevent galvanic corrosion.

I then installed the struts and top hats (initially riveting them together from inside out using a hand riveter as the nozzle of the pneumatic one was too wide to fit inside a top hat profile) and fit the old floor for now, getting the tub ready for removal.

The reason I went with temporary rivets is: a) I didn't want to remove the fuel tank just yet and b) even with the tank removed you still can't get to the second and third strut, as they are obstructed with the chassis cross members. I also didn't want to just leave the struts unattached to top hats and remove the tub as I was concerned with maintaining the original geometry.

With buddy's help, the tub was pulled off and put away for subsequent work. The tub is not heavy at all, the two of us were able to lift and handle it easily.

Once it was on the side, I drilled out the temporary rivets and put the final ones using pneumatic riveter (I've no idea how people can go about riveting the entire Landy with a hand riveter, I put just the 12 rivets in and I was tired from that, pneumatic riveter does the same job effortlessly).

My Landy at that point looked even less like a station wagon and more like a go-kart...

From what I saw right away, I knew that from the structural perspective, I needed to address rear cross member, doors, sills, C-posts and second row seat upstand. The cross member was so bad, I kicked a hole through it. But nothing that you can't fix with just the right amount of cardboard and bondo, right?

I also took it in for an out-of-province inspection and sure enough, they gave me a 4-page long laundry list that included mostly the structural issues I've noted above as well as a couple of oil leaks (ha-ha), addition of the third brake

light, addition of rear bumper and addition of DRL (the latter being a bogus requirement, as the DRL is only required for vehicles manufactured after 1989).

The first item I wanted to attend to were the sill rails and C-Post, which were completely shot. I bought new sill rails and C-post repair parts from YRM. Rails were good but they are Zintec-coated, not galvanized, and welds and any grinding they do during assembly are not treated against corrosion, which is bad.

(watch for more installments)  
KB



# Another Beer, Another Electrical Problem

by Dixon Kenner

Another RoverNight, another beer, another electrical problem. It seems that the Prince of Darkness has firmly taken a hold of this poor suffering Series III. It is almost as if the evil spirit of Lucy, a malevolent creature that inhabited numbers Range Rovers that OVLR member Alan Richer owned. Yet, this RoverNight was to continue with some attempts at pinning down and eliminating some more sources of the rattling noise.



The Land-Rover had the stays, but were only connected at one end. So, connect them both up. Fire up the Land-Rover for a short test drive and... Noise continues, but has again changed slightly. The stays were only part of the issue.

Onto the second item of the evening. Further listening lead to a second item that could be adding to the noisy woes. The speedo cable. When the Land-Rover is assembled in the factory, the speedometer cable is firmly

First up, the traditional start up and backing into the laneway to give both room and a source for noise. That is when the vehicle wishes to co-operate (This vehicle needs a name... Hmmm...)



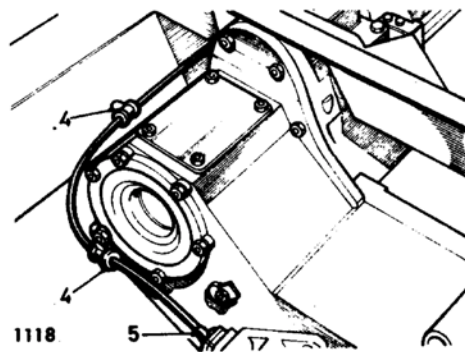
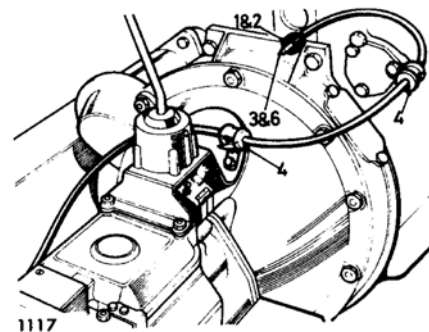
Identified targets for the night. There is a stay that goes from the bottom of the footwells to the bottom of the wing just behind the wheel well. Each stay is held on by a pair of 7/16" nuts, bolts, washers and lock washers. One can imagine that if the wing ever has to be removed, getting at the nut on the wing, down in a recessed channel, probably full of dirt and debris, contributing to a modicum of corrosion, won't be the most enjoyable thing to unbolt.

Further, the other end where the bolt is through the bottom of the footwell immediately raises the issue of more corrosion of not just the fasteners, but of the footwell itself. Add the nut on the bottom of the floor, the nut inside above, and you have a frustrating piece of work for one person. Deploy grinder is a common approach, don't reinstall is the second. However, without that stay, the wing, a long flat surface, can vibrate and create noise.



attached in several places. If the engine and/or gearbox have been out, it is doubtful if any of these points remain connected.

For the record, leaving the back of the gearbox there is an attachment points, metal clips with a rubber grommet that fits within, at the back of the engine (off a nut that covers the back of the camshaft), the flywheel housing (attached to the bolt that holds the gearshift down), the chassis side member (left side, behind the mount), and on the back of the intermediate/ transfer box.



They were not connected, and were contributing to some of the noise, but nothing that was very significant.

One must also note that this is not your normal dockyard job. The Land-Rover is used on a regular basis, so while the evening starts with disassembly and exploratory measures, it ends with everything back together, leaving the vehicle useable. A couple of people have become very good at removing floorboards and gearbox tunnel covers.

Oh well, enough until next time!

# Rebuilding Gertie

by Jerry Dowell

Roving Gertie my 67 109 Nada # 137 is the shop for a long overdue rebuild.

Week one has the hood, fenders and 4 doors primed and ready for paint seat box end panels replaced.

This week will be firewall repairs..

Saving Gertie progress report. Firewall sand blasted and epoxy primed. Roof repaired primed and inside painted. Paint removed from rear box side panels and repairs in progress. Will it ever end?



Had a great weekend working on Storm'n Norman my other 1967 Nada station wagon. This one is number 496. He is much better shape then Roving Gertie.



Mike McD.spent the weekend here in Perth and was a great help as we replaced the clutch slave and master cylinder, cleaned and serviced the brakes and install a new ac delco alternator bracket and mount.

We even had time to work on the Disco 2 that belongs to my son Chris. We bypassed the abs shuttle valve switch and were able to get his 3 amigo lights to disappear.

It was great to have Mike around to lend a helping hand, it was just like old times on Normandy Crescent in Ottawa. Lots of laughs, good food and drinks and some Land Rover wrenching. Huge thanks to Mike!

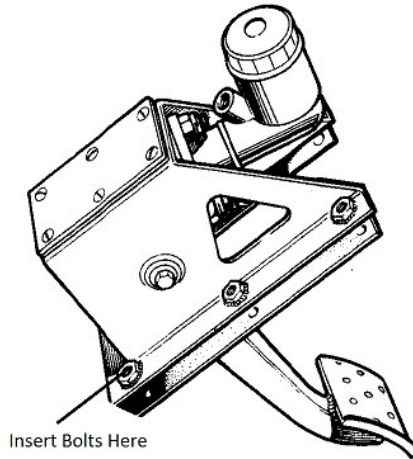


# Handy Hint: Remounting a brake/clutch pedal single-handed

by Alan J. Richer

When replacing or rebuilding the master cylinder on pre-boosted brake or clutch it is normal practice to simply remove the tower from the bulkhead, refit or replace the cylinder, then reinstall the assembly to the bulkhead.

Remounting the tower is usually the difficult part - trying to hold the tower in the proper position and not dislodge the gasket or any sealer used is difficult unless done as a two-person job. However, there is a simple, easy way to avoid this that requires only the use of two of the bolts from the tower mounting, and will save great deal of time.



positioning the tower. If you prefer not to use sealant, thin threads tied through the bolt holes can be used instead - the threads can be snipped and pulled through before fitting the bolts if desired - the thread will not otherwise interfere with the installation.

When the first four bolts are in place and hand-tight, you can then extract the loosely-fitted bottom bolts, take them into the cabin and refit them in their positions, tightening all of the bolts then to the proper torque.

When preparing the tower for installation, take two of the bolts that will be used for mounting the tower and install them upside-down loosely in the two bottom holes of the tower's threaded mounts. The threaded portions of the bolts protruding toward the cabin will act as locator pins, holding the tower in position so that you can move into the cabin and fasten the tower in place with the other four bolts.

Mount the gasket to the tower using a smear of non-hardening sealant - this will hold it in place while

A minor alternative to this job for those with altered Rovers with a lack of reach to the tower bolts is to take two longer bolts of the proper thread, and slot the threaded ends of them for a screwdriver. With the use of a thin bladed slotted screwdriver these can be removed from the tower mounts from the inside of the cabin, and allowed to fall out onto the ground, making way for the mounting bolts.

Either way, this is an easy way to perform what is for me usually a very annoying task.

## 80 inch Weekend Diaries

by Dixon Kenner

Another trip south to the slumbering eighty inch. While there had been a list of Winter chores to undertake, I had thought that it would be easier, faster, and more convenient to undertake aid chores in the relative luxury of the Bensfold Barn rather than in the frozen wasteland of the DormieDome. Unfortunately, various obligations and distractions limited the work done up to this point. However, this weekend there was progress, and distractions (see the later story on the 2.25l test bed Ben and I fashioned).

The stated ambition for the visit was to deal with a leaking rear diff plug and take a look at the oil weeping from the front right backing plate. Never a good sign. The rear diff drip was a mangled filler plug and relocating one from a spare diff casing and a new copper washer from Peter at 3 Brothers, that problem was solved.

The weeping front hub was a different story. Removing the tire and drum, a rather messy situation was uncovered. Not only was everything coated in oil, but it was pooling in the bottom of the brake drum. What a mess... So, step one, clean up all of this, disassembling as you went along.

Brake Klean is wonderful stuff. I'm am sure the MSDS say lots of fascinating things about this stuff, because

the oil just goes away when hit with a solid stream of the stuff. It even worked to an extent on the fouled shoes (along with a MAPP torch, but I am getting ahead of myself).

Obviously this mess was the result of a hub seal failure. Which is interesting considering that the distance piece at the base of the spindle was new, and the hub seal was a genuine Land Rover product. Removal of the seal from the hub and comparing it to a NOS from the Series era showed that the seal had, either badly worn, or was improperly manufactured. Losing a 32nd of an inch or so of the inner lip is pretty bad.



In the meantime, when the hub came off, the colour of the oil that came out of the spindle was a tad more milky than it should be. So, both hubs were drained and refilled. This is probably something that should be done, at least on an annual basis, if you do much wading at OVLV events like the Maple Syrup Rally last year or the various trails at the Birthday Party. They only take about a pint (1.2 in the USA, half a litre anywhere else) of oil each.

With a new seal, refilling the bearing with axle grease, and reassembly of the hub and brakes, the vehicle was ready for some test drives around the Blacker than Night RTV course, where the reconditioned brake shoes demonstrated that they are still good for a couple hundred miles.

As a follow-up, the 80 inch through at least the mid Sixties used leather hub seals. Leather fell out of fashion and everyone went to neoprene seals, either single or double lipped. Neoprene won't let oil past. Leather will slightly weep, which, if the rate is low enough won't bother the brakes. As I have read, the theory was that the weeping will constantly push the dirt away from the seal and distance piece, lowering wear. On the double lipped seals, the outer lip will run more or less dry, wearing the distance piece, and on a single lipped seal,



dampness will catch the dirt. Your mileage will vary, choose your seal. Given leather seals are available again, the end of April and the Ancaster British Car flea market, only a few miles from Paris Ontario and Three Brothers and new shoes and leather seals will be in stock for another work weekend.

## Bensfold Backlog, no. 12

by Benjamin Smith

It's been a while since the last Bensfold Backlog. August 2013 to be exact and a lot has happened since then. But rather than dwell on the past, let's look at the present.

The interesting accomplishment of the day has been to build a test bed for the 2.25L engine. Dora has been off the road for four years. She had an impressive rear main seal leak that would lose a quart of oil every 70 miles. When one came to a stop before you could step out of the car there would be a 12" diameter puddle of black engine oil. No need for frame oiling as it was self-administered, but not exactly friendly to the environment. Hence she was parked.

Two years ago whilst Dixon was working on his 80" I pulled the engine. Since then I have been rebuilding it off and on. Now it is all together. In the middle I rebuilt a V8 for the 101FC. After installation it made nasty sounds and shortly seized.

For the 2.25L I wanted to test an engine before spending the time installing. To do this I needed a reasonable test stand. A vintage engine cradle formed the base. Years earlier Quintin Aspen had dropped off the front half of a former early IIA 109 Station Wagon. Useful parts had been stripped and the front half of the chassis was sitting behind the



barn. Ah ha! Meld the two.

First cut down the frame to basic needs. Chop off outriggers, front frame horns and anything aft of the #3 crossmember. The battery box is nice, but really in the way for what you want to do, so it was removed. The battery can sit lower on the cradle. The steering relay is also unnecessary, but its removal is for the OCD folks out there. Various tabs can also be cut off.

Once the chassis is down to size, several hours with a grinder and wire wheel and the remaining chassis is ready for a couple coats of paint (Dixon likes to wirewheel and paint). Once the paint is dry the next chore is to meld curved frame rails to a flat surface. The answer is you need some legs in front. Some angle iron, #4 rebar and a stick welder and you are in business. Drill some holes in the feet and the back chassis rail to match mount holes in the engine stand and you are in business. (1)

Once the engine is happily in the test bed, ancillaries can be added. In this case, a battery below to power the engine and starter. Dora's breakfast complete with radiator for cooling was readily available. Add hoses

and water. Add a front exhaust pipe, but point it forward. Bailing wire will nicely hold it up near the frame.

Then comes the electrics. The first interaction was a zip tying items to metal post that was bolted to the test bed. One needs a coil, starter solenoid, momentary switch and fuel tank to start. Wire it all up.

A later interaction had two metal posts with a board mounted between so that oil pressure, oil temperature, tachometer, power switch, starter switch, choke cable, and acceleration cable could be mounted. This way I could run the engine up to running temperature. Deluxe!

This is another useful addition to the Bensfold tool inventory. Future plans call for a scrap Disco1 front chassis to be welded up in a similar way to test Rover V8s. And maybe, just maybe, used the front half of an 80" chassis for a 1.6 and 2.0L test bed.

Video of the 2.25: running in the stand can be found at: <https://www.instagram.com/p/BhpXssTAV5g/>



Notes:

1. Bear in mind that to get the engine to a convenient working height, your engine crane needs to lift that high. This particular chassis/cradle arrangement is higher than the Land-Rover sits. We used a chain fall to put the engine in.

An extract from *Farm Implement and Machinery Review*, April 1st 1948 regarding a certain well known vehicle from Solihull.

\* \* \* \* \*

*Turn to the press—its teeming sheets survey,  
Big with the wonders of each passing day.—C. SPRAGUE.*

“AND now the Jeep-plough,” says a London evening newspaper. Then it is revealed that the “Jeep-plough” is the product of a Birmingham motor firm, that it can do 50 miles per hour on the road and then be turned into a field and “used as a plough.” It is even said that a farmer can use it for trips to market instead of the “normal-type car.” We should love to see a farmer riding at 50 miles per hour on a *plough*, but then the lay Press always did confuse tractors and ploughs, so we suppose we shall be denied that hair-raising thrill.

\* \* \* \* \*

*Invention breeds invention.—EMERSON.*

MENTION of the “Jeep” makes it opportune to state that on the Continent they have adapted these war-time vehicles to farming with considerable skill. Only the other day we saw a Dutch improvisation that had converted a “Jeep” into a multi-purpose unit, in that it could either milk 20 cows at a time by pipe-lines running along each side of the vehicle in the 10-a-side fashion, or it could also be used with an off-set cutter-bar, for which a special gearbox had been installed. Ordinary farm haulage is done as a matter of course. When the machine has done its portable milking duties, all the cans, milking machines and so forth are carried in a special box-like arrangement just behind and above the driver’s head.

\* \* \* \* \*





## Not a Survivor

Many moons ago Land-Rover claimed that 70% of all Land-Rover are still on the road. We continue a monthly series of photos of Land-Rovers that are not part of this statistic. Here is a burned Stage I 109 or Land Rover/Defender 110.



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## Transfer Box Plate

by Clemens K nstner

A new Transfer Box bottom plate from germany (Clemens K nstner)



Just fitted the last bits to my gearbox and while fixing the bottom cover plate I had an idea: draining half a gallon oil every time you want to refresh the transfer box oil is a waste and not very ecological.

Contemplating this for a while, I thought maybe once in a while I'd like to drain the oil fully and get out whatever debris has accumulated in my gearbox. A second drain plug was installed and this is how it looks now:



While lifetime oil filling is all the rage, I even came up with a solution for the discerning motorist:



So I turned the plate around. This will save me lots of money and gallons of mineral oil! :woohoo:

If there's an interest in buying these improved cover plates I will consider producing a batch of plates 3 and 4.



# Rovers & Parts for Sale

## For Sale: 1987 ROW Wolf Defender 110

SALLDHAC8BA300432

Two Owners: UK Ministry of Defence was previous owner. Well Maintained by British Army!  
Original Naturally Aspirated 2.5 Liter Diesel Engine, Manual 5-Speed Trans and Transfer Case  
Original Army stickers and metal plaques in driver area. ORIGINAL Jack Handle and Jack  
Clean Frame - No Rust. Outriggers solid.  
Garaged in heated barn in New Hampshire year round.  
Runs Well. Great fun in the spring, summer, and fall. Roll up the sides and feel the wind in your hair. Fume Hood extends driving season into winter. YES we drove it in winter - cab is toasty. OR use as base for your dream 110. Recent Rallies: Muddy Chef, Metal Dash and Vermont Overland



Lots of New parts:  
D90 Steering Wheel plus Original Steering Wheel  
Safety Devices Full Body Roll Cage. NEW ExMoor Canvas Top AND ExMoor Driver Area Fume Hood  
ExMoor Elite Driver and Passenger Front Seats (heated & LUMBAR SUPPORT) plus matching Ex-Moor Middle Jump seat (child size).  
Britpart Bench Seats in tub (2) -

one seat belt each. Inertia Seat belts PLUS Black Seat Covers

BF Goodrich All Terrain Baja Tires on WOLF Steel Rims (5), Alternator, Raptor Engineering Steel Instrument Binacle, Brake Pads, Shocks, U-Joints Front and Rear, Side Mirrors, Clutch Slave unit, TerraFirma Return to Center Dampener.

Rear Recovery Loops and NEW Tow Jaw Assembly, Recovery Points

NAS Running Lights, Indicators, Brakes, Headlights and RoversNorth NAS Style Bezel PLUS Kahn Mesh Bezel, Air Horns replace Wimpy original horn

237,259 Kilometers, US\$40,000 or Trade for NAS D 110 with good body/blown engine  
Dave at 603-667-6861 Lyme, NH USA just South of the Border

## For Sale: 2000 Discovery II

Four door, four litre V8, full auto, AC, stereo, five seat, large storage lockers in rear loadspace, gold-ish body with beige leather interior, front and rear sunroofs, Goodyear 55/55R18 tires on alloy spoked wheels. New wipers. 191,876 total Kms this month.

Body and frame in general good health. Minor damage to left rear panel beneath new tail lamp assembly. Cracked plastic front bumper cover.

Land Rover experts at Shore Automotive installed new steering pump, new hydraulic sway bar linkage, front propshaft u-joint, checked and refreshed ABS, traction control and hill descent systems.

Vehicle purchased last November and passed mechanical fitness as is. Previous owner compiled large file of repairs and maintenance over its lifetime and I have bills and details of all work performed since.

I bought this vehicle to compare with my 1955 Series One 86 at this June's OVLR Birthday celebrations. It will be for sale when the party's over. \$5,000

For more info contact Mike McDermott in Ottawa at 613, 799-5662 or mikemcd40@gmail.com

## For Sale: 1972 Defender 90L

911classics.ca is proud to offer this incredible Defender 90L [looks like a late SIIA 88 to me. -ed] by Land Rover. It comes in Flag Ship Green and shows and drives like new. Right hand drive, this vehicle has only 43000 documented miles with it's service records. Must be seen to appreciate, this is a turnkey driver ready to be enjoyed! Priced to sell. For more information, call or text me at 514-865-6882 or 514-449-1159 or 514-247-5555.



### For Sale: 1957 Series I LWB Pickup

My 1957 Landrover is need of a new home, and TLC. Looking for someone to give it the love and attention it needs. Give me a call (250) 933 4901. \$1,800. Located in Lantzville British Columbia.



### 1958 Land-Rover LR2

She still starts, runs and drives great. Body is in excellent condition and all the glass is in good shape. Mostly original, still 12V positive ground with the original generator. (charging fine). 4 wheel drive works as does everything else. Underneath is in pretty good shape for being 60



years old. Runs very well. At one time a previous owner put in a body lift so that's not original. Tires are like new but have some cracking due to sitting. Locking hubs. Just took in in for a safety and bought the parts needed to safety it. (brakes, seals, rubber brake lines etc). Asking \$9500.00 13,312 miles on the speedo. Located in Middle Sackville, Nova Scotia. Kijiji advert no. 1340860957



### For Sale: 1959 Land-Rover Series II

Land Rover runs and drives fine. Rough aluminum body. Which all of them came with back then. The original gauge clusters are there but do not work. wiring for the signal lights not working Have a lot of part that go along with it Brake drum starters alternators Engine components transmission engine frame axels and a lot more thanks for taking a look. in Calgary, \$4,850 Kijiji advert no. 1346945684



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