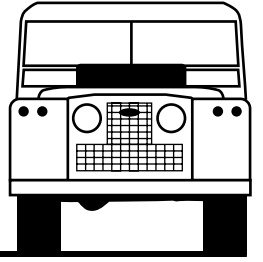


OTTAWA VALLEY LAND ROVERS



June 15, 2018

www.ovlr.ca

Volume XXXV, Number 6



RoverNight #163, the final steps for a shake down cruise (and Birthday Party prep)

**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/147733366589818/>

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

Newsletter Archive

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

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Birthday Party: Dave Pell
ABCD: Peter Gaby
Cedar Hill: Andrew Jones
Christmas Party: Executive
Other Events: ad hoc

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This could be you!

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OVL R Newsletter

ISSN 1203-8237

In accordance with the Library and Archives Act, and the Legal Deposit of Publications Regulations, all OVL R newsletters are deposited with the Library of Canada and available to the public under 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 Editor, Dixon Kenner (dkenner@gmail.com) or via post to the club address. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back. For the best reproduction of photos, use the highest resolution possible. Do not include photos in the text files.

Advertising Information: \$35 CDN for 1/4 page ad. Must run for minimum of three months. Free ad space is provided to members.

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

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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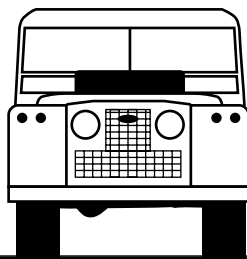
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“The crankshaft should rotate freely by hand, but become tight if a cigarette paper is placed between the bearings and the journal. “ (LR manual)

Greetings,

June has arrived and while we did not get time to organise the annual Tune Up, A's has been planned for May, the annual Birthday Party is the next major event of note. Further information on that can be found on the OVL R Shopify instance, the OVL R website, and on the club's Facebook group.

After the Birthday Party, the next event of note for local members is the annual All British Car Day at Britannia Park. Think about coming out and voting for Peter Gaby's 1957 Mark 1 Jaguar as best of show. It is the official OVL R tow vehicle for the Albatross! Then we get into the Summer doldrums around Ottawa unless you are interested in driving further afield, at which time there are always interesting things happening here and there.

A Call for Volunteers

Since it's inception in 1991 when the slate of candidates running for election made a promise that needed to be kept (imagine that today with politicians!), the OVL R club trailer has needed to be moved from various storage/resting locations and events.

In a typical year it will start off in April with a trip up to Shawville Quebec for the Maple Syrup Rally. It has made every one of those since 1992 where a lovely breakfast of pancakes, baked beans, sausage and bacon, covered in maple syrup have feasted members. Even when Al Pilgrim tried to mix the batter using a coat hanger.

From Shawville, in June it moves to the Birthday Party. Where, with perfect attendance, it has served thousands of meals to club members in the days before catering the event. (If there was ever a need for organisation and volunteers, the Saturday dinner was an incredible example of people pitching in and getting it done)

Since 2005, it has been the centrepiece of the show field while helping out the Jaguar Club of Ottawa and the All British Car Day in mid July. OVL R pitches in to help out that summer event with lunch for the attendees. (Reminder, come out and vote Peter Gaby's Jaguar "Best in Show"!)

Finally, in recent years it will go to the Cedar Hill Rally near Almonte where it is used for lunch and supporting activities.

This is not to say it has not travelled further. In the past, the trailer has made many trips down to Stowe Vermont and the British Invasion, where it acted as the centrepiece of the Land-Rover contingent in the late Nineties and early years of the century. Stories could

be written about its impact there and the notoriety of the Land-Rover owners amongst the prim and proper owners nearby. In fact, the trailer has been to other events further afield too.

All this to say if you have a 2 inch ball and a 4-pin wiring harness for your vehicle we would like to hear from you. In fact, a class 3 receiver and we might even lend you the ball. Imagine, Series vehicles have even towed it in the past, starting with a Series One. Can you?

The club does cover the cost of your fuel to bring it between the event site and its current storage location. The trailer is fully braked with hydraulic brakes and is very easily attached to a vehicle for towing. No special wiring harness required for your vehicle.

In the past several months this year, Andrew Jones, J-L Morin, Kevin Newell, Jonathan Wheatcroft and Dixon Kenner are on this illustrious list of volunteers.

To better plan for the future, why not add your name to the list of volunteers who could tow the trailer to or from an event? If you are so inclined, send Terry King, the club secretary a note at terryking@gmail.com

Think about it!


PS. For those volunteers who wish to show their efforts, the Club merchandising manager (William) is exploring a recognition award for people who tow the trailer. The current design proposal is a white oval with a black border. In the centre is a silhouette of an albatross in flight and the letters OVL R.

Think about it.


Other news: Not too much to report from other quarters. Few reports have been received locally about trials and tribulations from various members trying to keep their Land-Rover functional. In fact, it has been surprising to observe the changing demographics of vehicles appearing at events. From all Series to a rise in Discovery's and the occasional Range Rover, Defenders seem to be quite popular. Which raises the question, where have all the Series gone? Hiding in garages I guess.

Editor's note: This scribbling assumes that the issue is out before the end of the month. It also acknowledges that for a variety of reasons it might be a bit late. [No, that would never happen... -Ed]

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

 Greg Fitzgerald has ordered a new anti-curling sticker for his Discovery to replace one that fell off. The former sticker was affixed by person(s) unknown and despite his love for curling discovered that he missed it. All this to say, Greg prefers that people tagging his vehicle follow a simple set of rules. The attached photo shows that round stickers go on the right hand side of the vehicle and square and other odd shapes are assumed to go on the left. Take this into consideration when considering which sticker you might feel necessary to add. Greg adds, "Further, all stickers should be placed in a way that follows the natural forms of the vehicle and adjacent features and stickers. And the goal is efficiency, especially on the windows where I tend to put stickers from trips and need all the room I can get."




 Dixon writes about Dinky toys found on EBay: Dinky toys 340. Set of three 80" Land-Rovers, 27D. Description reads, "Here we have THREE original Dinky Land Rovers, they are in good condition, with light play wear, however all three have damaged front bumpers. All three have good un-damaged window frames, all are complete with, original drivers, spare wheels and tin tow hooks. All have good original tyres and straight axles."

The original trade Box is in very good condition, with all corners and edges fully attached. A good firm box, showing a little handle and age wear. Unfortunately there is graffiti to the lid.

Comes complete with original 340 Land Rover box, only missing one end flap, all other flaps are fully attached. A box showing an amount of shelf and age wear to corners and edges. A clean box that displays well, with very good art-work and no graffiti."


£99 plus shipping. Auction no. 323208767526



 A brief note and a couple of photos from David Place, our lone member out in Manitoba. He writes that he was recently able to open the IRLP node in Glasgow from my mobile in Selkirk (Manitoba). "I hope to offer chats to Scotland at the Manitoba Highland Games on the 23rd of June. I am using a 3 element beam and 50 Watts." Below are some photos from David of his amateur radio (Ham) set up in his Series 3 88".




Some Non-OVLR News & Rumours


 I've been meaning to post the following quote from the official LR shop manual for some time. It is from the 1.6l Series 1 engine rebuild section and is one of the more effective summaries of both the good and the bad approaches to LR assembly conveniently in one sentence:

“The crankshaft should rotate freely by hand, but become tight if a cigarette paper is placed between the bearings and the journal. “


Vis-à-vis the quote, one person observed that if one considers that those instructions may have been written before the wide spread availability of plastigauge and wide spread availability of cigarette papers. It is not a bad guideline. Cigarette paper I suspect is between .001 and .002 in thickness. The specification for a 2.6 crank with plastigauge is .0006 to .002.

Common machining practice is to set cutter clearance on a milling machine with a slip of paper at .004.

 Under the “interesting modifications” category, an 88” sporting some custom features. First, the parking and turn indicators above the wing are a rare modification done by Land-Rover for Dormobiles and other vehicles destined on long range expeditions. It allows a jerry can to be mounted in front of the wings, or in this case the interesting modifications to the front of the wings. The front horns have been extended, probably to aid the mechanical winch fitting, also allowing the forment of a pair of spots to strap in a pair of Jerry cans. Finally, the modifications to the front of the wings for two compartments is interesting. An Australian modification. In Canada those two compartments would fill with water and ice. *[Perfect to keep your beer cold! -Ed]*

 When you live in a damp climate.... An interesting set of photos of a Series III that was residing in the English countryside where it was a bit misty and damp a lot of the time. Over the course of a few years, the patina changes significantly towards a green shade as it sought to turn a bronze green like so many other Land-Rovers.



 While your engine is running, there is constant wear happening. This wear will contribute to bushing wearing faster than normal. The wear that happens in these is from metal dust that is dispersed throughout your engine from wear over time. The metal gets imbedded in the soft rocker bushes, and then quickly wrecks the rocker shaft. Your best bet might be to drop the pan and oil pump and try to flush out some of the oil galleries. Another thing to get is a magnetic sump plug. This one Speedograph DP7) is from a Datsun. It fits a Series One, and probably every series (I've not checked the parts books) to 1983.



35th Annual OVL R Birthday Party

June 14-18, 2018

OVL R BP main site & HQ:
325 Fagan Lake Rd, Maberly, ON K0H 2B0

The Birthday party is the annual celebration of the founding of the club. The event will be held near Maberly, Ontario, because of the geographical location being central to the bulk of OVL R regional members as well as having some diverse terrain upon which to host the event, (bedrock, cedars swamp, and mud). Maberly is located about sixty miles west of Ottawa on Highway 7. Members come from Quebec and Ontario and the northeastern United States to participate in activities and share ideas, experiences and yarns. The event is open to all Land Rover Products - Land Rover, Range Rovers and Discoveries. Owners of Rover cars and other vehicle makes are most welcome to attend and participate in the spirit of the event. However, certain activities will be only for Land Rovers (i.e. RTV Trials, Land Rover displays.) You do not have to be a member of any club to attend and participate in the event; however, because of insurance requirements you must be a member of OVL R to drive on the off-road.

Accommodation

There are a variety of accommodation options available. Firstly you can camp the OVL R HQ site for free. Alternately nearby is Silver Lake Provincial Park which has a number of campsites available (plus showers and flush toilets. OVL R has traditionally stayed in the western portion of the park for people attending the Birthday Party. If you wish to stay in this portion of the park (sites 1 through 42), you will need to make your reservation with Ontario Parks. There are also some rooms available in the town of Sharbot Lake.

Payment

Payment must be received by the seventh of June in order to guarantee admission to the Birthday Party as well as take advantage of the cheaper registration fee. Please go to the club's shopify site (<https://ovlr.myshopify.com>) to register and submit payment. Payment received after June 8th, or payment made on-site at the event will not have a discount.

Rules and Regulations

Please leave your camp site cleaner than when you arrived. We have provided a garbage bag with your registration package. Please use your garbage bag, recycling and garbage collection is available at the OVL R Trailer.

DOGS:

Although dogs are permitted, it must be clearly understood that they must be on a leash at all times and a minimum of twenty five (25) feet away from the Club Trailer. If you are planning on off-roading do remember it is not courteous to tie your beloved pet to a tree and leave him barking for the afternoon. This said:

Dogs are discouraged for a number of reasons including heat, barking, and not being permitted on any of the off-road courses (who will take care of it if you go?). Dogs must be kept on a short leash at all times. We ask that your dog does not accompany you to the kitchen trailer area during cooking or meal times. They must be kept at least twenty five (25) feet away from the trailer at all times.

Open fires at the event site are strictly prohibited

We recommend that all children wear a helmet on the light off-road

Children under ten (10) years of age are not permitted on the heavy off-road event.

Some off-road events traverse public roads. You are reminded, the consumption of alcoholic beverages on public roads is prohibited in Ontario. OVL R supports the responsible use of alcohol - Drive Safely

OVL R reserves the right to deny access to its off-road courses by vehicles which in the opinion of its scrutineers are unfit for off-road use or not properly equipped to participate in off-road events.

Activities

Friday:

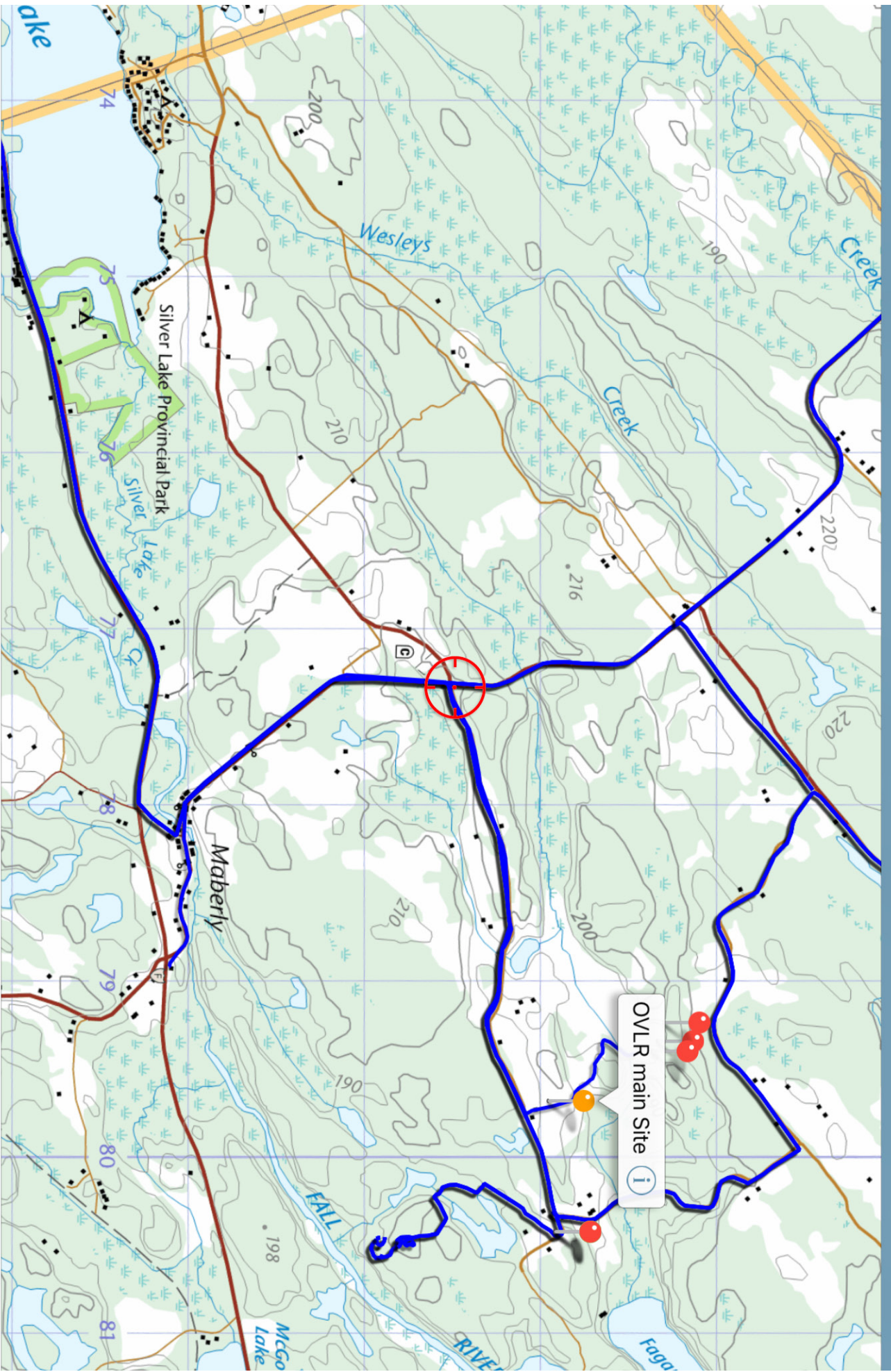
- Participants arrive. There are no organized activities and everyone looks after their own meals.
- The registration desk will be open after 4pm. It will be located near the club Expedition/Kitchen trailer. Please be sure to sign in and pick up the event package

Saturday:

- **Breakfast:** Egg sandwiches at the club trailer.
- **9am:** Registration opens at the Expedition Trailer on the Birthday Party site.
- **10 am:** Off-road groups leave (Light OffRoad, Bolton Creek, K&P)
- **1 - 2pm:** Lunch You are responsible for your own lunch.
- **2pm - 4pm:** RTV
- **7pm - 8pm:** Dinner at the Expedition Trailer. Dinner will be provided by OVL R.
- **8pm on:** Social, party, night mission off-roading

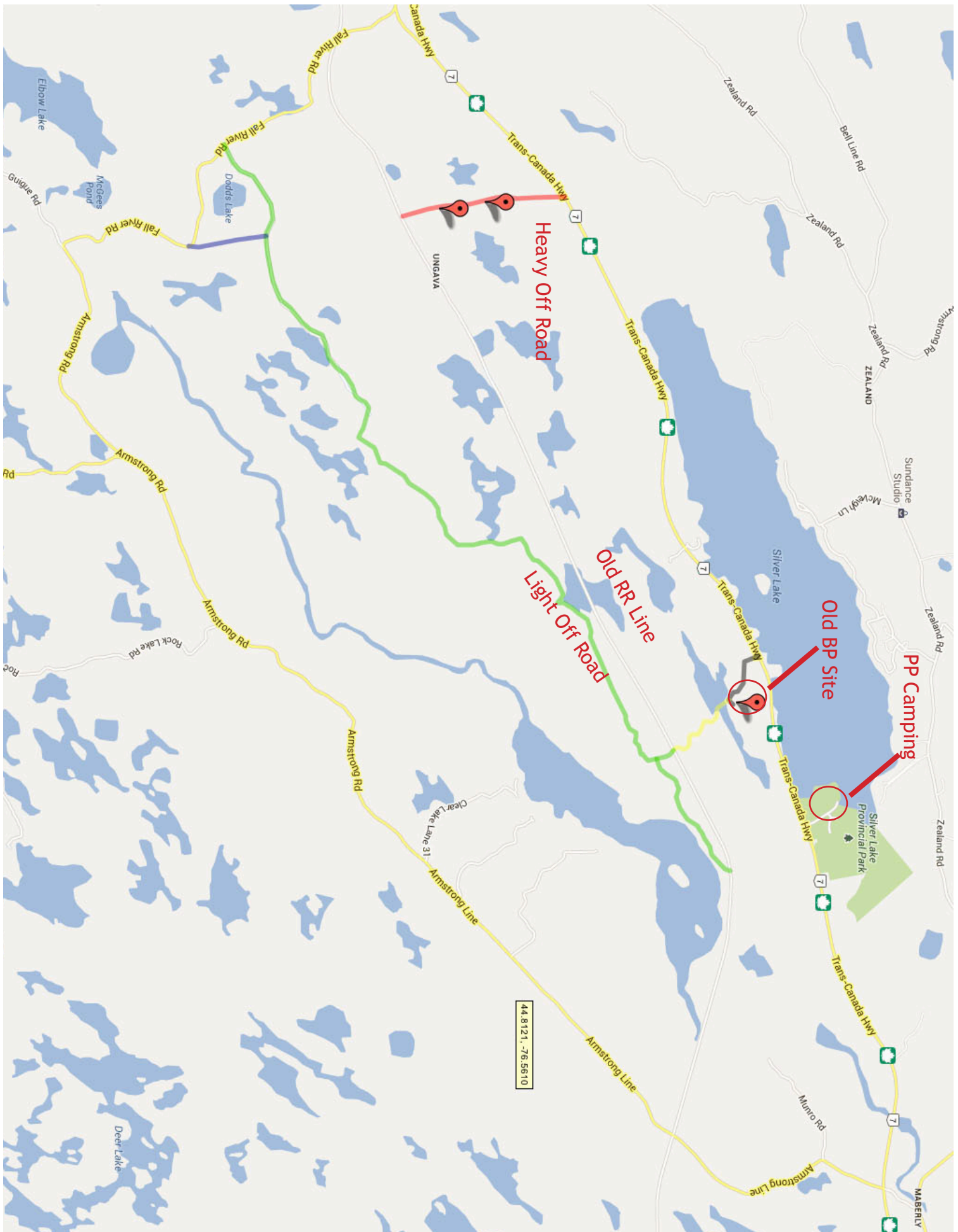
Sunday:

- **8am:** Breakfast, Tim Horton's Coffee, Egg sandwiches
- **11 am sharp:** Auction of Land Rover accessories generously donated by many of our sponsors!
- **12pm:** Lunch (you are on you own), start breaking down the Club HQ site.
- **1:30:** Mud bog and light off-road



44°51.028', -76°33.138'





Upcoming Events

Jun 18, 2018

290th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

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.

Jul 16, 2018

291st Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

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.

August 20, 2018

292nd Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

September 17, 2018

293rd Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

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.

November 5-6, 2017

17th Annual Guy Fawkes Rally

Cherry Vally, NY

Contact Howard Smith

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

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.

February 2019

Annual General Meeting

Location: TBD

February 17-19, 2019

Maine Winter Romp

Benton, ME

Organizer: Bruce Fowler

www.winterromp.me

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

Western Hemisphere Area Freelander Enthusiasts (WHAFF) Update

Montana - Breaking news. WHAFF (pronounced waif) has launched a study into the origins of the Freelander and its subsequent export to North America where it proved a spectacular failure, revelling at the bottom of the JD Powers owner satisfaction charts. Their current hypothesis is that all of the Freelander were infested with evil daemons, intent on escaping being trapped in England in a future Brexit. Initial research into exorcism rituals for Land Rover products turned up OVL R member, the famed Reverend Alan Richer. Residing within spitting distance of Salem Massachusetts, the site of the famous witch trials in the seventeenth century, Alan is known for his long, and some say, symbiotic relationship with the evil daemon Lucy (1)

However, it is this long association, combined with his last exorcism resulting in the Range Rover vanishing, and the spirit of Lucy being let upon the world that concerns us. Alan, you are, has another Range Rover. And from the wails, screams, and sounds of anguish coming from that general direction, seem to imply that Lucy has returned to her (unsuspecting) master yet again. It seems that Alan attracts evil daemons as fast as he can exorcise them.

1. OVL R Newsletter:
1998, Nov pp. 7 & 8;
1998, Dec pp. 10 & 11;
1999, Aug p. 9;
1999, Nov pp. 6 & 7;



General Servicing: Repairs, Humour, Tales & Trivia

Spark Plugs - Removing the Mystery

by Alan J. Richer

Spark plugs.

Simple little things, a few dollars each in even the smallest auto parts store.

Problem is - what kind do you get? The original listings in the manual that came with your car are sadly long out of production, and in some cases even the company that made them is long defunct. When was the last time you saw a Lodge spark plug on the shelf at the auto parts store?

Thankfully (and due to standardization) there are newer sparkplugs that can be purchased to fit your Series Rover's engine. The following listing is for the Rover 2.25, in all of its vintages - there is some debate that the very early Series II engines require a different sparkplug but I have never had issues with using these in all of the ones I have owned.

Now, before we proceed, a word about the construction of spark plugs. The measurements that determine the fit of a spark plug to a particular application are pretty simple.

Does it thread in (thread pitch)?
Does it reach the combustion chamber but not too long (reach)?
Does it seat and seal properly (gasket or tapered seat)?
Is it the right heat range?

The first three of these are pretty simple physical measurements - thread pitch, reach and seating type re simple enough to cross over. The only item here that is a little hard to determine is the heat range.

Heat range is the ability of the plug to shed heat from its structure to the surrounding metal. If the plug does not transfer heat as quickly it's a hot plug (long center electrode structure) - if it is efficient about transfer it is a cold one (shorter center electrode). The balance here is that if too hot, the plug will cause preignition - if too cold it will not clean itself of deposits in normal operation.

If you want to fiddle with heat ranges just realize that the numeric values for plug "heat" are not the same from manufacturer to manufacturer. When specifying Japanese-made plugs the plug gets hotter as the number gets lower. For American-made (and Bosch) the number rises as the plug gets hotter.

For example an NGK BK5 series plug is hotter than a BK6 which is hotter than a BK7. Conversely, a Champion 14 or 16 plug is hotter than an 11/12 series which is hotter than a 9/10. Each of these changes represents

about a 100C change of temperature at the plug tip in engine operation.

One note: All of the new plugs called out in the list below are resistor-type plugs rather than non-resistor plugs. I have never had an issue using these with both stock and electronic versions of the Rover ignition systems, and definitely experienced much less RF interference from the ignition on my radio equipment. Anyway, just about everything made today is a resistor plug so might as well enjoy the reduced noise on your AM radio. :)

For the Rover 2.25, the required spark plug is:

- 14 MM plug thread
- 3/4" reach (length of the threaded portion of the plug)
- Gasketed seat
- 13/16" hex
- Resistor (optional - see above)
- Copper core
- Medium heat range (range from hot to cold)

In looking at this I hear you ask, "What about platinum plugs? Iridium? Multiple electrode?"

In short, don't bother. Not worth the effort for an engine as lightly stressed as the old 2.25. Personally, I don't even like them in my Rover V8s. If the engine isn't designed to use them it's not worth the effort.

For the Rover 2.25:

- Champion RN11YC4
- AC Delco R44XL
- Autolite 64
- NGK BPR5ES
- NipponDenso W16EPR-U
- Bosch WR8DS

[Two notes. (1) For the SIII the factory recommended Champion UN12Y for 8:1 heads and N8 for 7:1 heads.

(2) For the 1.6L engine a cross from the original plug is the NGK BP5ES. However as recently discovered NGK changed the reach on this plug, so the same plug is **longer!** Which meant that the piston would strike the plug and close up the spark gap. Imagine your surprise when an engine starts, runs and dies 30 seconds later - refusing to catch again. Checking spark plug gaps is the last thing on the debug list. Switching over to BR7ES is a shorter plug and doesn't currently have that interference problem. -Ed]

80" Rebuild in Oshkosh, Part Two

by Steve Owen

1953 Series 1 80" NADA Vin #36131621

I now had the Rover safe at home and a Plan of action was needed. Were to start? The task looked daunting. I had restored my 1974 Lightweight I had owned in the UK. This Rover was a lot rarer and I could not "just run down to the local store" to pick up parts.

I did at this stage wonder what the heck I got myself into. Step back take a deep breath and get organised.

I then took the body panels off but to find room to store them. In that I had to strike a deal with the "boss" aka the wife here on in called Pat.

Pat is an avid gardener and we shared on storage area part for her supplies, the rest for my tools of the trade etc.

There is a second garden shed as was solely used for garden ornament storage over the winter. I gave up most of my tool storage area and move all the benches, lawn mowers etc into the main storage area.

This gave me the smaller shed to store body panel, wheels etc in. Phew first problem solved.

Internet searches led to suppliers of parts for Series 1's Most in the UK. Ike Goss at Pangolin4x4 in Oregon being the best option for a North American supplier.

Luckily I had brought a set of Whitworth spanners and sockets with me when I moved to the US and I still had them. One less thing to worry about.

Dismantling the body took 2-3 weeks of slow methodical spraying bolts with a freeing agent and removing bolts. I managed to remove all the panels and bulkhead and only sheared one bolt.

The wiring was fried and brittle, a complete rewiring will need to be done when time comes.

First nice surprise was the chassis was rock solid with 80% of the factory paint work visible. No bad corrosion anywhere, all out rigger are solid. Rear cross member was slightly dinged.



year. The wheel rims are dated 11-52, the Starter Motor 10-52 Dynamo 7-52 Radiator 10-52 It looks like I have a very unmolested Land Rover.

Now to the troubles.

The petrol tank has more holes than I care to count. The steering system was completely "home made" with NO LR parts on it whatsoever. As mentioned the wiring was toast, the Lucas smoke generator was in evidence. Brakes did not work. As luck would have it the Hand brake was free and worked and will hold the Rover on a hill.

The engine did turn over, with the starter handle, but I did not try to start it.

There is (was) oil in the engine, gear box and diff's and no major leaks on the axles etc could be seen. As we all know if a Land Rover doesn't leak oil it run out of oil...

The condition of the chassis led to some soul searching, How to proceed. A complete strip down and shot blast and re-paint or leave as is and continue.

The decision was made, that if i did paint, etc., I would lose all the history of the this survivor and it would be just another Rebuilt Land Rover and being I had most of the original parts I would have a mechanically sound vehicle but keeping all the "patina" as found. The story, the history would be preserved.

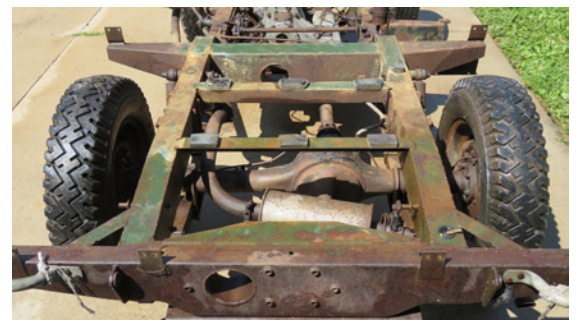
I did set up a FaceBook page so friends around the world could follow along. I joined a few other FB Pages.

Owners manual, Parts manuals etc were purchased. Question asked on the forums.



Engine was the original to the vehicle. All the axles Number correct for the year and the gear box also correct for the

Next was to photograph and tag everything as I stripped parts off the Rover.



Plushie Preservation, Part Four

by Greg Fitzgerald

Last we left off, I'd just returned from my road-trip to California. Home from that, it was time to prep for the next event, the Birthday Party. Usually the BP is about a 1,200 mile trip between getting there and back and toodling around for the weekend, so nothing like the prior month's 7,100-mile effort. Honestly, I didn't have to prep much for it. The truck has been a decent daily driver lately, except for the top end issues causing ticking and power loss and the loosening throttle cable. I put a few hundred miles on it earlier in the month on a trip to Connecticut with friends, and I felt pretty good to head to the BP mostly as-is.



a lot of the trip home, I was in rain of varying intensity. The intermittent setting on the wipers isn't working right -- they often stall mid-swipe. The full-time setting is fine. At some point the deck panel will have to come off to inspect -- not now. I did have a bit of a skid in a road-flooding bit of monsoon close to home, and I think the brakes and ABS block need a new bleed after the loose pipe issue I had in Wyoming.

One issue that started cropping up later in the trip that got really bad on return home was my panhard rod bushings. The broken shock issue on the White Rim Trail in Utah, and resulting 1,000 mile drive on a bad trailing arm triangle bushing, created a lot of stress on other bushings. The panhard bushing was a "Britpart OEM" part, and the driver's side one failed in a way that's deserving of blue bagged parts without "OEM" in them. After a few weeks of occasionally swerving left and then right to reset the death wobble from the bad bushing, I finally pulled the panhard rod. The centre sleeve of the panhard bushing pushed out by hand.

I ordered all new genuine bushings all around from Rovers North. I need to take the time to do them all, but for now the panhard was critical. My little 6 ton tabletop press wasn't working right, so I went over to Ben Smith's to fix them with his vintage press (15 ton, Murphy Engineering, Concord, NC, likely 1950s vintage). They were pretty well locked in the rod, but after about an hour of work we had them swapped. The rest will have to wait for later in the summer.

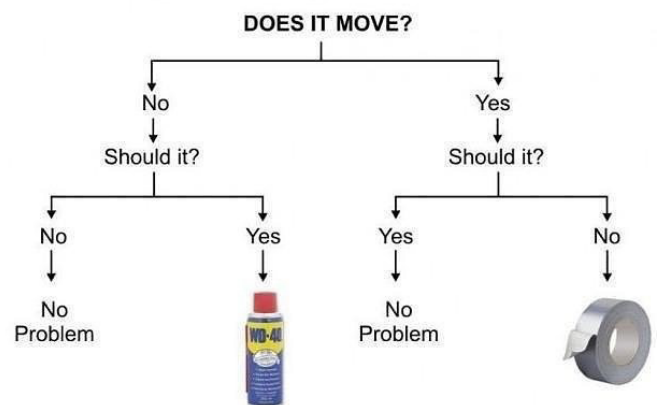
I also did a tune up with new cap, rotor, and wires, and replaced my missing taillight that I had driven to California and back without. Funny how things so easy get put off so easily. Not having to stick my hand out the window is such a small luxury.

My drive to the Birthday Party has typically been a bit of an unlucky one. This would be my third BP, and the two prior ones involved disaster, both revolving around fuel pumps and wiring. I'd already had fuel pump issues on the way home from California, and had changed out the pump to one with a tighter wiring connection. Nonetheless, I was anxious, and decided to take it easy on the drive through New York. Fortunately, there were no issues at any point on the trip, though the suspected top end issues caused some lackadaisical performance. For

Otherwise, work has begun on the RRC. The original goal was to weld up the damaged sills and pillars, but I decided on inspection that it was pretty far gone. The new goal is a body swap/frame-off rebuild. An intensive project, yes. But I think worth it, as an unabashed sentimentalist and lover of challenge. Things will be thoroughly rustproofed. Many have said that it is too difficult a task, and my stubbornness wants to prove it isn't -- or, at least, that I can pull it off. That project, and a little minor work on the Discovery, should dominate July.



Engineering Flowchart



Stuck Halfshaft Removal For the Series Truck

by Alan J. Richer

Stuck Halfshaft Removal For The Series Truck by Alan Richer

Oftentimes when a half-shaft breaks in the rear axle, the resulting broken shaft sticks in the carrier to the point where the usual nudge with a prybar will not remove it.

When this happens, removing the shaft requires some kind of a mechanical assist to get it out. Of course, this invariably happens when a puller is not to be had.

With a few bits of random hardware from the scrap bin, however, you can make a good try at pulling the stuck shaft - the method and items required are detailed below.

You will need one or two heavy washers of a size to fit over the central thread on the end of the halfshaft (3/8" or about 10 MM diameter if I recall correctly) . The other item is two long 1/4" bolts or pieces of 1/4" rod to act as spacers.

To rig for pulling, remove the hub cap on the drive flange, then the cotter pin and nut. With the drive

flange free, lever it up and loose.

Between the drive flange and the face of the hub set the two 1/4" rods on opposite sides so they will bear evenly against the hub when pressure is applied. Duct tape or heavy rubber bands can be used to good effect here to counteract the "not enough hands" problem of trying to get everything in place.

If long bolts are not available nuts with an inner diameter larger than the 3/8 Whitworth drive flange bolts can be used. Insert the flange securing bolts loosely through the large nuts to hold them in place if need be.

With the rods or nuts in place, put the washers on the threaded centre of the half-shaft, then reinstall the nut. Tighten the nut with a long socket wrench or a breaker bar, using its threads to lever the shaft out of the axle housing. If necessary remove the 1/4" bolts and substitute larger diameter items to extend the reach of the pull.

I've used this myself to good effect, as have friends of mine in the same situation. If this does not work, then renting some sort of a puller will likely be necessary.

Balancing Wheels Back in the Day

We have all seen how well balanced Land-Rover runs can be. Some initially glow with the strip of shiny silver coloured steel and lead affixed to the rim. Today we have the lead weights that clip to the edge of the rim, but these are the modern solution.



These are a pair of wheel weights from the 1950's as affixed by the factory on a Series One. These weights were attached on the inner side on the wheel slot with the small bolt through the weight. Today's balancing equipment and lead weights makes for a much faster and easier process.



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(editors note - notice
how it pulled that
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the driving compartment,
two in rear of appliance.



View to show control panel

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