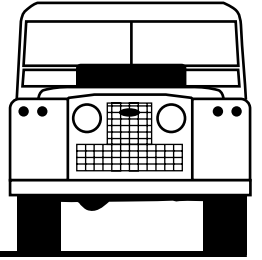


# OTTAWA VALLEY LAND ROVERS



July 15, 2018

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

Volume XXXV, Number 7



*Alisdair gets good and stuck on new light off-road at BP site*

**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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ABCD: Peter Gaby  
Cedar Hill: Andrew Jones  
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Position Open  
This could be you!

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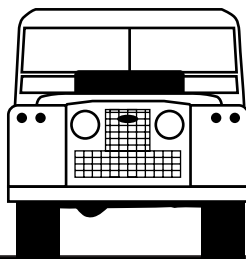
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## OVL R Newsletter

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](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 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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Benjamin Smith (γδβγ)

### Production Assistance:

Bruce Ricker

“Who would have thought that we would be driving Series One Land-Rovers and filling them up for less than the cost of a cup of tea...”  
 “Aye, from a cracked cup, ‘n all...”  
 “Cracked cup, you were lucky...”!

Greetings,

This issue sees twin reports on a pair of events. The Birthday Part and the All British Car Day.

It is also the four hundredth issue of this newsletter since Operation Frank and the beginnings of OVLRL as a chapter of the Association of Land-Rover Owners of Canada (1974-1992). For those of you collecting it on paper, you have quite the pile of paper. 4,769 pages in fact or about half a box of standard copier paper. For those of you interested, in the 2008 issues of the newsletter, Mike McDermott wrote a multi-part series on the history of OVLRL for the first twenty five years, which you can download from the OVLRL website. For those interested, he plans on updating it with the last ten years towards the end of this year.

As you will read later in this issue, attendance was down overall at ABCD this year, not just with Land-Rovers but overall. But in terms of creating profile and awareness of OVLRL, the club was again front and centre with the club expedition trailer serving lunch to the participants, and more spectacularly, the official OVLRL Albatross Tow Vehicle taking a first for the People’s Choice award!

The next significant events, will require some driving for local members, possibly a lot shorter for members further afield.

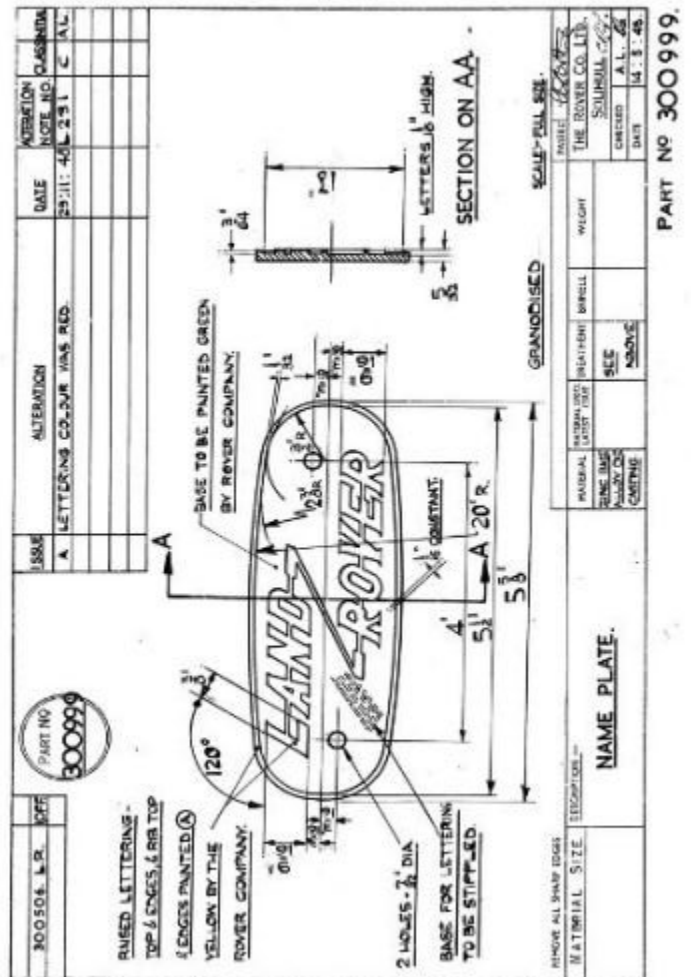
The first even of note is the annual Blacker than Night event in Readington New Jersey (roughly in central New Jersey). This year, it will be on the weekend from August third to the fifth. For more than fifteen years, this event has served as a southern gathering of OVLRL members since its inception, allowing members who otherwise miss the Birthday Party an opportunity to gather together for an RTV and other Land-Rover related pastimes.

A second long running event is the Événement Pierre Gauthier. Named after a former OVLRL member and Land-Rover enthusiast, this long running event moves between Quebec and New Brunswick, with side trips to Ontario and now northern Maine. A week long event starting Saturday August fourth and running to the eleventh, it is a family oriented event, with a variety of different activities scheduled through the week. Attendees can take in the whole thing, or just a small part, depending upon their schedules. The event will be based out of the Allagashgateway Campground & Cabins. For further information, there is a Facebook group for the event. Search on “Événement Pierre Gauthier 2018” for more information.


Further into the future there will be a Rally Labour Day weekend in Nova Scotia. The weekend of September

fifteenth sees both the British Invasion in Stowe Vermont and British Car Day at Bronte Creek west of Toronto (probably one of the largest British car shows in North America). Take your choice going east or west, or enjoy the weekend in Ottawa or on some other planned adventure.


For the collectors of ephemera, these two images came past on the Land Rover Owner mailing list on the Internet recently. They are the “blueprints” for the name plates found on the early and later Series One vehicles. The later version would sport Solihull rather than Birmingham as the place the vehicles were assembled. If you are interested in joining the Mailing list and chatting about Land-Rovers, goto <http://www.fourfold.org/mailman/listinfo/lro>. It is a less annoying conversation that being on Facebook. [as an interesting aside the photo was first posted on the FaceBook group “They Found Our Engineer” 7 years ago with claims that it was taken from a James Taylor post to LRM magazine. And yes this is the highest resolution copy that we could find. -ed]



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

 William Ficner has been having some challenges with his Defender 110 not starting at random. So, working the problem he figured that it must be related to the alarm system and sent us this. - Thought you all might enjoy this electrical hack. Hopefully it prevents the remains of the alarm ecu randomly immobilizing the Rover (which has been happening) Looks simple but took many hours of staring at the wiring diagrams and alarm schematics. If successful a more permanent fix will follow.



 Ottawa (Reuters). At the esteemed All British Car Day today, despite a dramatically reduced Land Rover presence, Peter pulled off a hat trick.

This was the year of Morgan and TVR as the featured marque. A pair of snooty nosed marques for the rich and the plutocrats. Any vote gathering would have to compete against some pretty deep pockets.

At three o'clock the votes were tallied and announced




to a hushed crowd. Third place went to a 1996 TVR. Obviously the assembled crowds had not looked very far from the featured corral. Second was announced. It went to another pretty late model TVR. The fix seemed in...

However, from a respectable Third place finish in 2016, followed by a very controversial Second place in 2017, which nearly caused a schism in the Jaguar world ...

Peter came in a solid FIRST place this year with his very original 1958 Mk II.

Alas, for those of you who missed this august event of the "Official OVL R Albatross tow vehicle" this year, and hope to experience yourself a repeat next year, his window card will have to have a large "Retired" printed across it, to allow another worthy vehicle to win. [see the ABCD article later in the issue for more.]

 Bill Maloney writes, I took the Series IIA 88" out for a drive yesterday morning and got a half mile before the engine quit. Right on that dam bridge (for those who have been here). Thankfully three women (one I went to grammar school with and two others I know) were getting their morning walk in and offered to help push it. The strikingly beautiful one got behind the wheel (I really should have gotten a shot of this) and the rest of us pushed it off the bridge and into the nearest driveway. It turned over easily but not a peep from the exhaust.

I walked home and came back with tools and plugs and a can of carb cleaner. First thinking it was electrical, but wanting to rule out fuel I sprayed the carb cleaner into the carb and turned the key and it fired right up and died. Pumping the fuel pump lever didn't do anything, even with the line to the carb disconnected. The sediment bowl looked clean and there were no signs of breaks in the line in the engine compartment so I took the seat out and removed the cover over the tank. The problem was obvious.

Something had chewed through the line. and there was a big hole in it. What was strange though was that a few inches further towards the engine it had snapped clean off. That part was a puzzle. There must have been just enough fuel in the carb and line to be able to get me down the street until it died.


I removed the old plastic line from the fittings and ran a new quarter inch line from the tank to the pump. All looked OK but when I tried priming it with the lever on the pump nothing was getting pumped through. I disconnected the line at the tank and was able to blow into the tank, and blow through the fuel pump. It seemed like one of the poppet valves in the pump was hanging up. I sprayed carb cleaner in the fitting on the

pump on the output side til it filled up, then pumped the lever and it seemed to be pumping. I reconnected everything and after some more pumping the fuel filter was getting fuel and filling up. After some more pumping to fill the float bowl I turned the key and it fired right up.

It was a hot morning and a pain in the ass, but I was able to get done just in time to make it for our 4th of July parade for the kids and the picnic afterwards. I had left the truck in my neighbor's driveway and was going to get it afterwards. After the picnic I was so wiped out and full of tasty unhealthy barbecue fare that I stretched out on the couch inside with the AC running.


Just as I closed my eyes it began to thunder and lightning. Rather than walking I got the bike out and made the quick downhill run there and across the bridge, heaved the bike in the back and drove it home before the deluge didn't come. There was lightning and heavy rain north and south, but none were I am.

That was my excitement for yesterday.


 Not to be outdone by Bill M., Mike Loiodice related...chewed fuel lines.. yeah.. Mickey Mouse capades..

The last Suzuki Samurai I had was sitting for the winter (two winters ago). Went to start it and it cranked like crazy but wouldn't start. No fuel going to the carb... Thought the pump had crapped out so I got a new one. Nope...

Fuel filter is inboard of the right frame rail above the rear axel and is a right pain to get to. Some rodent had chewed through the (short) rubber lines on either side of the filter.. New filter and new lines and it started right up.

 DJ Joltes then picks up with a rodent story...Not lines, but electrical -- last year I had the Lightweight parked in the woods for a while since my shed was full of building supplies. Got in one day, turned the key, and it cranked but wouldn't start and the lights were flickering.

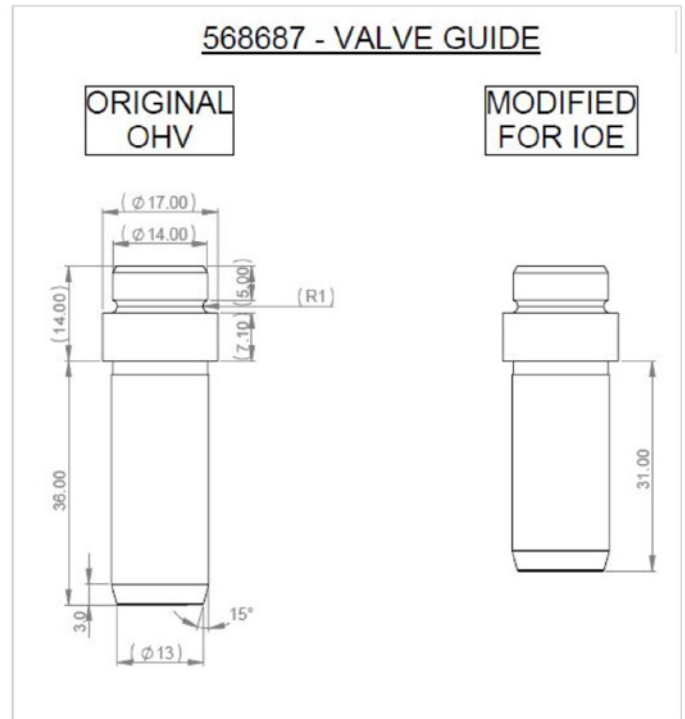
Then I noticed some seed hulls on the floor under the steering column; pulled the shroud (the ignition for a Lightweight is on the column) and out popped two field mice. They'd turned the area into a nest, and had eaten the insulation off the ignition wires. Several hours of rewiring later...


 Dixon writes that the valve guides for the Series One engines (who's original design dates back into the 1930's, though new for the mid 1940's) are getting expensive and rare<sup>1</sup>. Happily, there is an alternative. The 2.25l exhaust guide which was used to the end of the 2.5l petrol engine in the mid 1980's<sup>2</sup>.

However, some disassembly is required. Per the diagram, the 2.25l valve guide needs to visit a lathe and be shorted as shown. Then it can be used in the block.

Notes:

1. Part no. 265444. Also part no. 217791. Both a uperseded by 90511833. £10.38 plus shipping each.
2. Part no. 568687. £1.79 plus shipping.



 David Place writes, here is my Field Day Station set up at The Highland Heavy Games in Selkirk Manitoba.

Lots of people dropped by to see me working such places as Scotland and Ireland through an IRLP node 50 miles away, then Satellite to Europe. The Europe ground station node was in Waterford Ireland.



# Upcoming Events

August 4th & 5th, 2018

## 17th Blacker than Night

Where: Readington, New Jersey

Organizer: Benjamin Smith

An event for OVL's American membership to which the club contributes. Well attended, on-site trails, RTV, RoverPolo and work & tune-up sessions

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: 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

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, photos from the year, and annual awards given to deserving members

February 2019

## Annual General Meeting

Location: TBD

February 17-19, 2019

## Maine Winter Romp

Benton, ME

Organizer: Bruce Fowler

[www.winterromp.me](http://www.winterromp.me)

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

## Albatross Forward Planning

As a follow-up to last month's article asking for potential volunteers for moving the Club Trailer, fondly named the Albatross, a list of events has been prepared for people to work against. With an ability to plan into the future, some people won't mind a commitment today for a tow in the future. As of writing, we need ten volunteers to take us to the end of 2019. So, with that in mind, the rest of 2018

**Cedar Hill Rally** - A lovely rally that occurs in the Pakenham area, approximately 36 miles from Parliament Hill. The trailer needs to move to that location in the October timeframe and afterwards, needs to move to its Winter storage location. Note, if history repeats itself, the distances between event and storage location might be significantly shorter. Two volunteers are needed.

There are no other planned events for 2018. In the past, the Albatross did go to the British Invasion in Stowe Vermont. It has been mooted that one day it go to the huge British Car show in Bronte Creek just west of Toronto. However, at this juncture, there are no plans on it leaving Ottawa.

**The Maple Syrup Rally.** Held just west of Shawville Quebec (sixty miles from Parliament Hill), the trailer needs to move from the Winter storage location, out to Vern's in early April, and after the event return to the Ottawa area to be reset for the next event. Two volunteers are needed. The trip outwards can be pre-arranged with Vern ahead of the event. Ideally, the trailer should return on the Sunday.

**The Birthday Party.** To be held near Silver Lake/ Maberly Ontario on June 21st through to Sunday the 23rd. (approximately sixty miles west of Ottawa from Parliament Hill). The trailer needs to move from the Ottawa area, or to Silver Lake, and return after the event. Two volunteers are needed.

**All British Car Day (ABCD).** To be held in Britannia Park in the Ottawa west end, probably on Sunday July 14th. (approximately seven miles from Parliament Hill). The trailer needs to move from its temporary storage location to Britannia Bay and back. Two volunteers are needed.

**Cedar Hill Rally** - A lovely rally that occurs in the Pakenham area. The trailer needs to move to that location in the October timeframe and afterwards, needs to move to its Winter storage location. Two volunteers would be ideal.

**Current unknowns:** the storage location and intermediary locations between events are not currently known, but they will be in the Ottawa area. While this will affect travel distance, it will not significantly increase or decrease the distances cited above. If you are interested in volunteering and helping out for one leg of any of the above noted missions, there will be more than adequate lead time for planning.


**Compensation:** As noted in the past, if you wish to be compensated for the fuel used, the club will happily reimburse the expense.

The trailer may move about for other events, a call for volunteers will be made as soon as any of those plans are mooted. Have an interest? Send a message to Terry King, the OVL Secretary at [TerryKing@gmail.com](mailto:TerryKing@gmail.com)

# Some Non-OVLR News & Rumours


 The New Age Steeper's were a British Dub group (post punk, kind of reggae) that formed in 1980 and came out with three albums. The first, self titled is interesting to collectors of Land Rover ephemera because of the image of the centre steer prototype on the album. For those looking, the vinyl album was issued in 1980 and can be seen from time to time on eBay and other sites. The group lasted until 2012.




 It has turned out that the new owner of the first production Land-Rover is not Jaguar Land-Rover, but Jim Ratcliffe, Britain's wealthiest man. He is also the chap behind Project Grenadier, and owner of India, a chemical company.

<https://www.autocar.co.uk/car-news/new-cars/ineos-grenadier-prototypes-due-2018-under-new-engineering-deal>

Ineos is targeting sales of around 25,000 units per year. The company has previously outlined its vision for the 4x4 to be sold globally, but particularly targeting the US, sub-Saharan Africa and Europe. Prices are set to stick closely to those of the outgoing Defender, which was priced from £25,000.

 Lori Kennedy submitted this image of wooden Land Rovers that some chap in South Africa is carving and selling. From the look of it, quite a fleet is available.



 Earlier, we saw a Scalecraft Scaletrix breakdown truck. As previously noted, Scalecraft Model kits were produced by the Eldon toy company in the UK from the late 1950s up to 1977 when they were taken over by Airfix. Typical Scalecraft sets featured cars, military vehicles, boats and aeroplanes. They came as 'snap-together' kits and were sometimes motorised. This was opposed to other traditional model companies that required glue to hold all of the parts together. Whether this was good or bad depended on the parent .

Scalecraft also had another Rover product, most notably a Range Rover. The R suffix on the registration plate implies a 1977 model year, the year that the company was absorbed by Airfix. The kit was issued until about 1980.

The Range Rover is easily found on eBay. Though commentary on this kit is that it didn't always act or perform as expected. While the car did require a battery, anecdotal commentary suggests ignition problems at times with the modern Tesla-like motor and steering issues (a model's version of death wobble?). In my own mind I'm sure the kit was more accurate than what is reality, given it is not surprising what a child's eye sees.



# 35th Annual Birthday Party

by Benjamin Smith

The summer Solstice rolled around again and it was time for the annual OVL R Birthday Party. For the early arrivals the BP overlapped the Solstice on Thursday, as the rally ran from the 21st to 24th. For the thirty fifth time, the OVL R faithful fired up their Land Rovers, or put them on a trailer, and headed out to the Silver Lake, or Maberly, area west of Perth Ontario. This was the third year Therese Steenbergher and Jeroen Kerrebijn, owners of the Fall River Restaurant, graciously gave the club access to their land north of Maberly to host our event.



Trail (A greenlane on a portion of the 108 kilometre long road-bed of the Kingston & Pembroke Railway), Mud Nest Trail, Bolton Creek, Earnie's land, the Traditional Light Off-road (aka Dodd Lake for some) and the Lavant Mountain Trail (medium to heavy).

There were dry conditions this year for some trails. Of note Bolton Creek was way

Most people chose to camp for free in the field at the main site or in the small field above it. Others chose familiar territory five miles (8 km) away of the Silver Lake Provincial Park in the Dawson Campground as they have been doing for the past 20 years. There were at least ten parties in the Provincial Park near site 40.

Eager beaver Dixon Kenner set up his camp at Silver Lake early in the week. Other early arrivals gathered at the Fall River Restaurant nearby Maberly Ontario for dinner Thursday night. They included Kevin Newell, Terry King, Dave Pell, Mike McDermott, and Chris and Jerry Dowell. Terry, Dave, Mike, Chris and Jerry did a pre-run of Bolton Creek trail to check field conditions and to kick off the Birthday Party before setting up their camp. A few others arrived on Thursday. The main wave of attendees started drifting in on Friday during the day and ramped up into the evening. Though this year did feature a long sighting of Mike McDermott, yet again the Ted Rose Sighting Society (TRSS) was sorely disappointed. Robin Craig was also absent as were a number of the Birthday Party usual suspects (<cough> Team Daphne <cough>).

Saturday morning dawned with the cooking crew up early to fire up the grills on the off-road trailer to feed everyone fried egg sandwiches. Tim Horton's coffee was provided to scatter the cobwebs from late night antics, revelry and boasting on trails conquered in previous years. Once the coffee kicked in everyone divided up into groups and headed out to attack the various trails in the area. These trails included the scenic K&P

down in run-off making the river crossing trivial as all of the usually hidden rocks were visible. However the traditional Light Off-Road Trail (aka Dodd Lake) was even wetter this year with the beavers reinforcing their dam and raising the water at the first long water crossing (when driving the trail west). The bypass has been extended, so vehicles do not have to enter the lake and then quickly exit to the left, up and around some trees to descend back into the lake and continue in the lake in relatively shallow (foot or two) deep water, as opposed to the three plus feet deep section that the bypass addresses. Further on, the raised causeway through the lake remained mostly dry this year, the aspens have been sufficient to attract back a family of beavers. But water into the final lake was up from last year with the beaver dam being flooded with running water and once over the dam, a good long run in the lake on hard bottom. The trail remains a pleasure to drive.



The traditional Heavy Off-Road trail on the hydro cut off the east-west rail line behind the old Birthday Party main site was inaccessible this year due to another beaver dam. The water backed up in the drainage channel at the entrance to the trail to the level of the old rail-





road right of way. Past experience implies that the entrance water hole would be a depth of four to five feet to navigate across causing people to look elsewhere for fun. Not to say that there were a few challenges issued to people simply to make it across!

Three years ago Kevin and others cut a new trail on the back part of Terese And Jeroen's land called the Mud Nest Trail. To find it, if you head out of the main site and take a left. One follows the farm track over hill and yon, then around a large field to find the entrance on the right in a "slightly" wet part. When they cut the trail initially, Francois Juneau buried his early 1960's Unimog in the entrance. However, this year the trail looked solid and tempting. An adventurous Alastair Sinclair intrepidly drove forth in his Series III 88 forward and immediately sunk to his frame in the muck (see cover photo). He was winched back and Patrick's lifted and kitted Disco tried. It was winched through with some effort accompanied by many sucking sounds as the muck tried to keep its' victim. In fact everyone was eventually winched through. This was followed by a tricky stream gully that some managed to navigate and others need a little help from a winch. From there the trail rises out of the wet bottom and up the hillside to the road behind. The chainsaw teams were busy clearing at least a dozen fallen trees. This is a fun little trail with lots of potential for expansion. Later on, it offers some boulder strewn areas on hill sides to navigate, and over all is a pleasurable run in the forest.



As darkness fell (and the mozzies came out) many retired to their mozzie-free shelters or to Silver Lake. An intrepid crew set off for the traditional night mission on the Light Off-Road. In the provincial park there was the traditional gathering around the bonfire in site 40, down by the lake.



Sunday morning dawned and people dragged themselves out of their tents again. The cooking crew was up again with another great egg sandwich breakfast for all. Tim Horton's coffee again. Soon it was time for the traditional auction. Ben Smith was the auctioneer with Dave Pell recording prices and Terry King and Peter Gaby running out items to the winners. There were some interesting items on offer dug out of people's garages.

A few damage reports tricked in. Alastair's Series took



some panel damage on the Mud Nest Trail. There are reports that J-L damaged his Toyota Land Cruiser on some trail. Kevin Newell managed to banged up his roof at Ernie's... and they had to

cut six trees to extricate him. However, this year there were no incidents to damage anyones pride, nor be fodder for a future Awards Night. At least none that have reached the ears of any Newsletter spies.

All returned to the main OVL R BP site for a great dinner with all the fixings catered by the Fall River Restaurant.

After all was done people helped take down the awning, broke camp and headed home from another great Birthday party.

The winner for the longest distance travelled was Bill Fishell and Debbie with their Series III 88 from Ohio. Long distance Canadians included Peter Baker and his brothers came from Cambridge Ontario, Dave Davies from Bracebridge, ON, and from the Toronto area came Ian DeJordan & family, Toza DaSilva, Kurt Schmidt, and Charlie Speedie & Family. Others from the USA included Ben Smith and girls and Greg Fitzgerald from New Jersey, Alan Richer from Boston, and Bruce Fowler from Maine. We received reports that Bill Maloney of New Jersey got attacked by spiders while geocaching right before the event, so was unable to attend. Next year Bill!

Many thanks to the many volunteers who made the Birthday Party possible. They included:



- Overall organizer and el supremo: Dave Pell
- Dragging the Off-road Trailer to the event: Jonathon Wheatcroft and Terry King
- Fetching and bring the Albatross back to Ottawa: Dixon Kenner
- Able cooks for our breakfasts: Terry King, Andrew Jones, Peter Gaby, Mike McDermott
- Trail mapping & event prep: Dave Pell, Terry King, Kevin Newell, Jerry & Chris Dowell
- Putting up/taking down the shelter: Terry King, Dave Pell, Kevin Newell, Toze, Ben, Fernando
- Auction: Ben Smith, Peter Gaby, Terry King, Dave Pell

Thanks to our vendors donated and supported the event: 3 Brothers Classic Rovers, Atlantic British Parts (NY), The Prescott, Mike McDermott, Garo, Kevin Newell, Toze, & Bruce Ricker



# General Servicing: Repairs, Humour, Tales & Trivia

## 80 Inch Weekend, or How to Make a Series II CB Work in an 80"

by Dixon Kenner

The weekend's primary task was with Ravus, the 80 inch, with the weeping master cylinder, was to fit the "identical cylinder from a Series II. That is if the fact that the 80" uses a three bolt flange and the Series II/IIA a two bolt flange. Oh, and the inlet and outlet ports are different sizes. A simple task, if you have access to a great kit of brake line fittings from FedHill<sup>1</sup> and other spares hanging about.

Required: (a) Sacrificial 3/16" brake line. A little more than a foot as you need about six inches each for the pair. (b) The aforementioned kit from FedHill. Tremendously useful. (c) Three way union off of a Series I rear axle. Part no. 219826<sup>2</sup> (d) Series II/IIA CB brake master for an 88"<sup>3</sup> (e). A little patience.

The rest is develop the concept as the brake lines that are on the 80" are not moving very far and figure out how to execute it. Given the Series II master ports are smaller, you can't use any of the fittings off the 80" master. But you still need to mate with the pipes.

It is further complicated by the fact that the original master is for a 1/4" brake system. This particular 80" uses a Series II/IIA 3/16" system (you could buy the whole 3/16" system from pipes to wheel cylinders for the cost of a single 1/4" flex line).

Cupro-nickel pipes are your friend. In steel, this would be a miserable job.



Once the pipes are bent up in a conceptual fashion that seems like it will work, the next step is drill a hole. This time, anti seize on the flange of the Series II master. Put in master and push against the mount. Remove. Drill in the centre of the spot without any anti-seize. Bolt up.

Then start with the front pipe that goes to the reservoir. I found it easier to attach the lines together before put-

ting the other end into the master. You have to access the fittings from behind and from the side. Use short spanners. If you are rebuilding an 80" think about how you will be running the pipes. The seat box base is very close.

The second is done in the same fashion. Attach the three way junction to the lines going to the front and rear. Then put the bridging line into the master. Finally, adjust the end so it fits into the three way union. Not trivial. Patience, it works.

Tighten everything up and bleed the system. Try and have wheel cylinders that are all 7/16" or 10mm bleed screws. Unlike mine which has an annoying mixture.

Note: This is a bit more complicated on the 86" and later Series Ones. An adapter is available to buy and use as it mounts on the outrigger. The 80" is just the metal plate to be drilled.<sup>4</sup>

### Notes:

1. Too bad this wasn't cheaper. US\$93  
<http://store.fedhillusa.com/p86.aspx>

2. £30 from PA Blanchard. This part is NLA in many places. Whether you need this depends on how your breaks lines are set up. You may not.

3. C\$53 from 3 Brothers Classic Rover in Paris Ontario.  
[http://www.3brothersclassicrovers.com/3bcr\\_parts\\_bb\\_m cyl.html#Master%20Cylinders](http://www.3brothersclassicrovers.com/3bcr_parts_bb_m cyl.html#Master%20Cylinders)

4. £37 from John Wearing Rover Parts in the U.K. (Rover P4 parts vendor). Search for jwrp2008 on eBay or for his web site.



# All British Car Day (ABCD 2018)

by Dixon Kenner

Ottawa (Reuters). At the fourteenth All British Car Day<sup>1</sup>, despite a dramatically reduced Land Rover presence<sup>2</sup>, Peter pulled off a hat trick.

This was the year of Morgan and TVR as the featured marques. A pair of snooty nosed marques for the rich and the plutocrats. Any vote gathering for the "Official OVLRL tow vehicle" would have to compete against some pretty deep pockets. The rain that stopped by seven AM seemed to scare off many potential cars, as this year saw a rather dramatic drop in attendance, the show field being a third to a half empty in comparison to last year.

Not to say that there were not some interesting vehicles there. On the Rover side, besides Dixon's Series One eighty inch and Kevin Newell's Defender 110, there was a very lovely 1960 Rover P4 from Carp. Interesting gearshift. In other marques, there were a pair of Morgan three wheelers. A Lagonda, a Bentley or two and earlier Rolls Royce added some prestige to the end of the show field.

Again, as OVLRL has done since 2005, the club Albatross was in attendance to serve up a couple hundred burgers to the drivers and companions. Andrew Jones and David Pell provided the majority of the cooking for the lunch, other club members contributing to setting up the tent and other trailer set-up, prep and tear down.<sup>3</sup>

At three o'clock the votes were tallied and announced to a hushed crowd. Third place went to a 1996 TVR. Obviously the assembled crowds had not looked very far from the featured corral. Second was announced. It went to another pretty late model TVR. The fix seemed in...

However, from a respectable Third place finish in 2016, followed by a very controversial Second place in 2017, which nearly caused a schism in the Jaguar world ...Peter came in a solid FIRST place this year with



his very original 1958 Mk II! The shock and awe on Peter's face was a sight to behold! Not paying attention, he initially thought he had another second or third place.

Alas, for those of you who missed this august event of the "Official OVLRL Albatross tow vehicle" this year, and hope to experience yourself a repeat next year, his window card will have to have a large "Retired" printed across it, to allow another worthy vehicle to win. Are there any other worthy candidates out there?

All in all, ABCD is an enjoyable distraction. Matt Grant was in attendance, though with his diesel Audi Q7 towing the trailer loaded with Cornish pasties from the Great British Pasty & Pie company, so everyone could stomp up on their favourites<sup>4</sup>. No Defender 110 this year. Ken Janzen, an aspiring painter, (see photo on next page) was again in attendance, having finished his painting of a 1951 Land Rover. And for the toy collector, FaresPlease, a seller of scale model buses and quite the selection of Oxford and Hornby diecast toys had a tent<sup>5</sup>.



## Notes:

1. Before the Jaguar club created ABCD, the Triumph club ran a multi British marque show that lasted many a year from the late Eighties into the late nineties if not into the early 2000's.
2. OVLRL newsletter, August 2017, p6. From some sixteen vehicles to two.
3. Add Andrew Jones for towing the Albatross to and from Dave Pell's place. Other volunteers/ helpers included: Peter Gaby, Jerry Dowell, Michel Gagne, Roy Parsons, Dixon Kenner, Deborah Sevigny, Kevin Newell, and Joseph Sfeir.
4. [Http://www.gbpastyandpie.ca](http://www.gbpastyandpie.ca)
5. [Http://www.faresplease.ca](http://www.faresplease.ca)

# Manifolds are the Problem

by Alan J. Richer

How to stop from snapping the studs on your Rover V8 exhaust manifold...NEXT time.

In the ongoing madness of engine issues in my Range Rover Classic I had to remove the engine - and with it the exhaust manifolds. Luckily I only snapped one bolt (yes, bolt - a Dread Previous Owner bodge) on each side - and those yielded to drilling and retapping. With three new studs each the manifolds are quite ready to go in again - but how to keep the hardware from seizing up next time?

Turns out there's a simple answer to the problem - copper nuts. As we use brass hardware on Series trucks and Minis to keep the manifold to downpipe nuts from seizing, we can do the same on Range Rover Classics and D1s.

The hardware on the downpipe attachments is metric - M8 x 1.25 pitch. Conveniently, this is also a very common size for downpipe nuts for BMWs, and these were fitted with copper nuts from the factory. Once I found out about that, a quick trip to my local independent motor factor's provided new copper nuts at the inexpensive price of \$1.25 each.

Fitted with a dab of nickel anti-seize they'll hold beautifully and can't rust in place, thereby making disassembly easier the next time - and making stud replacement a thing of the past.

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# Series One 80 inch Engine Mounts, or Lack Thereof

by Dixon Kenner

After a bit of a struggle, the remains of the front engine mounts are out of Grail (Ben's 1951 80")

In photo one observant readers will note the use of non standard parts, as I am sure that the sign above the parts department read « abandon all ye hope » if you expected to get these parts anytime from the 1950's to after the turn of the century and the rise of the Internet.



I particularly draw your attention to the shaft of the right most bolt. Who puts a split pin on a bolt for an engine mount!? It was possibly a struggle to get it on there in the first place. Getting it off was an adventure.

The second bolt, note how it is no longer hexagonal. They cut a side off so they could push the bolt up from the bottom along

the frame. Yes, I must also observe that the design of the left hand engine mount on the frame was someone interesting. Too many beers at the pub methinks, but, bolts from the bottom?

To the left of the bolts are the spacers used to centre the bolt on the engine mounts, probably from a flat-head V8 or similar of the era. A pipe fitting and a brass sleeve that wore into a C shape over the years. Now to see how to put the new into the limited space available.

Changing the mounts is interesting. In this case I had a transmission jack down in a pit and was about to raise, first the gearbox, and then the engine.

The second photo is of the original gearbox mounts in situ. Perishing, but looking fairly good at a quick glance. These are easy to replace as the pair of rubber pieces go in above and below the flat plate in photo. The recessed nut makes it a bit challenging, but there is room around the mounts to have easy access for the job.

The last photo is the new right hand mount all assembled and lined up and ready to be tightened down once the bolt is in the other side. Left hand bolt a bit challenging, but new parts makes the job a lot easier.

Moving to the front, the same process is followed. Because the chassis is threaded for the bolts (3/8" BSW



spanner required) when a previous owner needed to change things after removing the old bolts, they inserted the bolts up through the chassis, past the threaded portion and put the nuts on the top.

Removal was a challenge. Care should be taken not to damage the threads in the chassis.

Reassembly is the same process as in the rear. Jack the engine up on the sump. Until the large dough-nought shaped rubber mount will fit under the cupped sides of the engine front support bracket attached to the block. You will find using a long Phillips screwdriver will help everything line up. You may also have to move the engine a bit from side to side to get the bolts to thread. But once they all do, it all goes together quickly.

Now Grail has all new engine and gearbox mounts. Only ten years after it was first noticed that they needed to be replaced. The new sets were ordered at the same time as mine, and while mine went on with the rebuilt, these gently aged on the shelf until today.



# Rovers & Parts for Sale

## For Sale: 1955 Series I 107" PU

Nice sample of the iconic Series 1 Land Rover. Needs restoration. Many rare Land Rover options - center PTO, rear PTO, rear PTO drum, agricultural draw bar, pintle extender, tow pintle, split rims, front capstan winch, mosquito screens, matching set of rare 1955 Ontario plates, full rear hood, spare rust free firewall, spare rust free chassis needing some restoration to out riggers, spare 2l motor, etc No showings until August 15th. Price based on \$5000 for the vehicle and \$5000 for the optional equipment. Typical of old Land Rovers, it runs rough no matter how worn out it is. Engine runs but needs rebuilding. Gear box works - all gears ok. Brakes need servicing. Have all wheel cylinders and the master cylinder - genuine Girling NOS parts. Fuel tank rusted out. Currently certified and insurable - can be driven around the block for inspection. Kijiji advert no. 1371823361. Located in Port Hope, Ontario.



## 1956 Series I on RRC chassis

On eBay, a 1956 with a Range Rover classic chassis, coil sprung, power steering, disc brakes all round. A Series 1 body with canvas back. Electric front winch. Rear towbar. Landrover 200 Tdi Engine starts first time every time. Landrover series 3 gearbox just had oil change including transfer box. Fairy over drive just had oil change. Starting price of approx £10,000. It will certainly turn heads at a Rover event. EBay auction no. 292613169851



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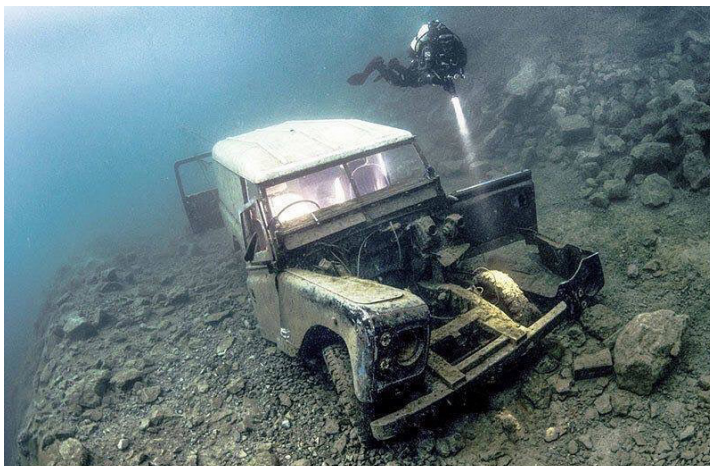
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## Not a Survivor

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 Series III sunk for a diver's playground.



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