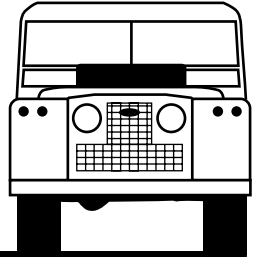


# OTTAWA VALLEY LAND ROVERS



August 15, 2018

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

Volume XXXV, Number 8



*Boots & Bonnets Car Show*

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

## General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada and the second oldest in North America. Membership is open to all Land Rover enthusiasts. Executive meetings are held on the first Monday of every month. Social meetings are held on the third Monday of every month, generally at the Prescott Hotel on Preston Street.

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

Membership: Canadians joining throughout the year pay \$35 CDN per year, Americans and others pay \$35 US per year (Membership is \$75/year if you want a printed Newsletter via mail). Membership is valid for one year.

## Radio Frequencies

VHF 146.520  
CB channel 1  
FRS channel 1 sub 5  
SW 14.160 MHz  
OVL R/Land Rover HAM:  
14.160 MHz @ 01:00GMT Tuesdays

## Online

<http://www.ovlr.ca>

<http://www.facebook.com/groups/1477333665898918/>

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

## Newsletter Archive

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

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

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Position Open  
This could be you!

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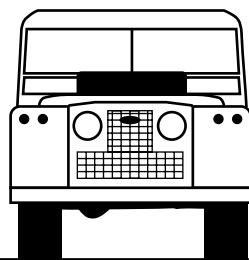
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## OVL R Newsletter

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

“To improve the turning circle from 50 ft to 48-49 feet on the Land-Rover 107 the solid block stop bolt has been replaced by an adjustable type bolt. Part No. 250698 with two locknuts Part No. 2823, for each bolt.”  
--*Technical Service Newsletter No. 42, March 1954, Item 29*

Greetings,

A bit of a late August newsletter. Work and other activities precluding a timely issue for the newsletter. However, the rise of the OVL R Facebook page and emails from the Club Secretary (Terry King) take some of the pressure off unreasonable demands elsewhere. All this to say, we are endeavouring to catch up to where we should be.

There were four events of note since the July newsletter. The Maxville Highland Games, to which OVL R was invited to appear with vehicles. Blacker than Night, an OVL R sponsored event in New Jersey. Événement Pierre Gauthier in northern Maine that attracts a good number of current and former OVL R members, and finally the annual Boots 'n Bonnets summer British car day in Kingston, which was an enjoyable distraction.

An article within these pages can be found discussing that day trip down to Kingston for that enjoyable show as well as an event report from Terry and Kevin on the Maxville Highland Games

Articles on Blacker than Night, an OVL R sponsored event down in New Jersey for our American members will appear in the September issue. Along with a brief account of the other week long Événement Pierre Gauthier that was in northern Maine this year.

Jonathon Wheatcroft writes an interesting article about driving about in Iceland. Listening to JL Morin, and Dan Marcello, Iceland seems to be quite an adventure to go and see. And finally, Greg Fitzgerald continues to wrestle with his conscious about the wisdom of Plushie Love. How many modern Land Rovers can one have that all will work at the same time? We shall see!

While work is interfering with the newsletter, September should see some catch up on the regularly occurring RoverNights where the Summer activity has been the removal of a suddenly deceased 2.25l petrol engine, recently rebuilt locally, and fast and dirty rebuild of a spare. As well, 80 inch weekends down south have become 88 inch weekends as work there has become distracted by some rejuvenative work on a 1957 that has appeared down there.

September brings an interesting choice of events. On one hand you have Bronte Creek bear Toronto. A thousand plus British Car show, the largest in North America in the

provincial park. A one day event. Four and a half hours west of Ottawa. The other, at the same time, four and a half hours east of Ottawa, there is the British Invasion in Stowe. A four hundred car show over a couple of days. Stowe used to have a huge Land Rover presence, but that dwindled down to nothing about fifteen years ago. I've heard that it has revived somewhat.


After that, locally, Cedar Hill, and further afield, the Mid Atlantic Rally in southwest Virginia.

The quote included above was found scanning through an archive of Technical Service Newsletters (which is different from Technical Service Bulletins and Technical Service Product Investigation Newsletters). Interestingly the TSNs started with issue No. 40 in January 1954. Why 40? Who knows. Before that they were Rover Service Bulletins which from 1951 to 1953 were numbered based on the section of the Workshop Manual that they updated. Before August 1951 Services Bulletins were numbered in the 5000 range. More for a later article, but interesting none the less. By way of comparison with the quote found above the mighty 80inch had a 35 foot turning circle and the 101FC had a 37inch turning circle.

Thinking of special parts below is a photo from Troubles in Northern Ireland. The squaddies are doing something like sending tear gas or smoke grenades into a street or two over. But for Land-Rover people we wonder what was that part number? How did it mount to the tub? Are they more accurate than potato cannons? Perhaps a test at the Birthday Party will be required. Do you think that if we called Les at Rovers North if there are any in the scratch and dent bin?



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

 For some who may have received a renewal notice from OF4WD. Assuage those fears, OF4WD is not a club, but in fact an association of clubs, check out their website: <http://www.of4wd.com/>


Under Events you will see that they list individual Clubs' events, not their events.

In addition to managing our insurance, as for all the member clubs, they regularly attend meetings and speak on all the clubs' behalf to maintain offroading rights in our province.


Incidentally, our insurance was previously managed through John Farley, president of one of those clubs, so we are now one step removed from that 'sister' relationship. He had to abandon that this year due to the workload.

OF4WD also maintains an online database of trails that paid-up members can reference.


There is no need to pay or do anything.

 Dave Stauffer, a former OVL member, now in Colorado, tries to disguise a Toyota with a 110 roof.




 Dixon Kenner writes about Land-Rover Publications: Another find arrived. This is the Owners Manual for the 1951, headlamps through the Grille, 80 inch Series One. Jeff Meyer pointed out the fourth edition had too many options that the first edition 80 inch lacked, so had to find the first edition. This is TP/131/A, or part no. 3909.



 Owen Edge of Ely (Cambridgeshire Classic Cars) is now supplying some hard to find 80" parts. If you are looking for Light Behind The Grille (LBTG) breakfasts,

grilles, early oil warning lamps, 80" bulkhead repair sections, LBTG headlamps and ring pull floor sections. The website is <http://www.cambridgeshireclassiccars.co.uk/>. There is also a Facebook presence with photos and lists of what is available.

 An update from Andreas Niedermeyer. He writes - "how are things going in good old Canada? Here things are developing ok. Our little company has bought its first Defender, but which needs a lot of body work to fix it. Good thing the 200TDI engine only has 153T km on it. I am currently looking for 1-2 more from Spain. So if anyone wants one I happy to assist. In addition we have now two Landcruiser HJ61 and one BJ40 for sale. Although the hype of the Defenders is high here but prices already got to high, even for crapy cars. so you need to select very well and search a lot to get a good deal. But we have our contact in Spain and also looking into Saudia Arabia where cars are cheap and rust free. In addition I got a new job at MAN trucks in Dachau/ Munich where I start 1.10 as a project lead. Not that I want to work again, but it is good to have a back up as long as our company is developing and Munich is a great area for outdoor activities. We were in Norway in July and had great fun, except that my new Defender Mercedes engine overheated after 3 days and had to be shipped back while we continued with a Volvo, and guess, without any problems. argggg... thats all for now. Say high to everybody, best regards. Andreas



# Highland Games Report - Maxville, ON Aug.3, 2018

by Terry King (photos: Kevin Newell and Wayne Cuddington)

OVL R received an invitation to the 71st Highland Games because of our membership in the local car clubs group. This event is highlighted by the games and competitions that form the traditional Scottish heritage, but have an offshoot for British Cars to attend free if you register and present your vehicle for the crowd. Kevin Newell and I found we had the Friday off so decided to attend in his D110. You can see the vehicles in behind the caber toss in the first photo.



the First Toronto Scottish Regiment.

Seventy-two runners competed in the Kilt Run through the cornfields with Andrew McCormick winning in a time of 18:23 for the 5K run. Highland Dancing results are still being tabulated and will be available with other full results on the Games website.

Everyone has their own special memories of this year's Games and

certainly among them will be the Official Ceremonies on Saturday with the thunder rumbling and lightning flashing in the surrounding skies.

We walked around the entire grounds for about a half-hour then settled under an awning to watch some of the events. There were both women's and men's events, some amateur and some world class competitors. You can see the caber toss and sheaf toss in photos 2 and 3.

Friday night's Tattoo was another magical moment with perfect skies for an outdoor performance. Starting with the massed fiddlers and the MacCulloch dancers, Glengarry showed their great appreciation for these two groups that signal that the Games are really here.



Rather than try to describe what we saw, I will bow to the experts:

Highland Games events from Wikipedia:

With traditional heavy athletic

events like tug-o-war and the caber toss and sheaf toss, as well as Highland dance competitions, track and field events, and piping, the games are a spectacle like no other. And it all takes place against a scenic Scottish backdrop.

In addition to the heavy events, there were the following:

(Extracted from <https://glengarryhighlandgames.com/news/>):

This year's Games was certainly a celebration of all things Scottish, but it was also a celebration of Glengarry and how as a small rural area of Ontario, everyone comes together at the Games either as competitor, performer, volunteer or spectator and for two glorious days in the middle of summer, just has a great time.

In the Highland Regiment Tug of War, the long-standing champs Ottawa's Cameron Highlanders were upset by

The entertainment venues were warm but it certainly didn't keep the crowds from gathering to dance and listen to Glengarry's finest. One of the highlights from Saturday night was the Ceilidh in the Metcalfe Centre where the combined bands kept the dance floor filled.

The Games Souvenir booth was selling the iconic Games t-shirts like the proverbial hot-cakes and had a steady lineup throughout the Games. Throughout the grounds, the crowds around the vendors were thick with shoppers finding their clan crests carved in stone, kilt pins and celtic broaches and the bargain kilts were flying off the racks.

I have known of this event for 40 years, and finally attended; it was fun to go, a very hot day, but well worthwhile to see the events. Didn't hurt arriving in a Land Rover to save the 2x\$25 entry fee either :)



# Boots and Bonnets

by Dixon Kenner, Kevin Newell and Terry King

In many years the annual Boots and Bonnets British Car show at the park in downtown Kingston has been an enjoyable drive down from Ottawa for many. In fact, a number of Ottawa based sports cars made it this year, though the show seemed smaller this year than last. Certainly smaller than in the past when there was rain coming down, or misty and there were over a hundred and fifty cars in attendance.

Smaller in while last year there were five boxy Land Rovers (a pair of Series Ones, an early ex-Saudi 88, two D90's) there were but two Defender Nineties this year.



One was an ex Italian police version. One of 840 built in 1995, it originally sported a two litre, 16 valve, twin cam Rover MPI engine rather than the 300 TDi. It has since been converted to TDi. This particular D90 has been in Land Rover Monthly magazine in 2012. It normally resides in Picton.

The second, a 1993, is owned by OVL R member Michael Curtis. While the steel screens suggest the vehicle was originally from Belfast in the Troubles, this particular 90 was used for nature photography and the screens to keep the camera equipment safe.

As per other, former members, Martin Cunningham was there in his Series IIA replacement, a lively red MGA with the hardtop.

Usually it is held the same weekend as the Frontenac Military Vehicle Bivouac in nearby Odessa, an opportunity to stop in and see a number of Canadian soft and hard skinned vehicles. Unfortunately this year, the two shows are on different weekends. Seems that the antique show got the Odessa fair grounds before the military club.

The Kingston British car show is a lovely small show for British vehicles. If you like ABCD, and to see the

other British cars, Kingston is about one hundred miles (one hundred and sixty four kilometres) from Ottawa. A lovely summer drive to and from with some nice pubs in between.




*A tool kit from a Rolls Royce*




*The Queen and a SIIA*

# Some Non-OVLR News & Rumours

 Memories of winter as the summer rolls on in August. This is a Discovery 2 that found itself stopped right where a snow drift formed.



 Sceptre accessories. Many would know Scepter as the producer of the heavy plastic Jerry cans that the Canadian Army has been using for about thirty years. Strong. Almost indestructible (except for the one of mine that former member George Kearney tossed into a bonfire by mistake...). Now there seems to be a company that makes various accessories for the Scepter Jerry cans. Called JagMTE of Florida. They make A lot of neat products, but, not everything is cheap. For example, US\$250 for the petrol tank adapter cap. I like the idea of the cap. That is great. But the cost is out of this world. [Http://www.jagmte.com](http://www.jagmte.com).

 Range Rover Classic Cocktail Cabinet (STC8147)

The HUGELY RARE and MASSIVELY DESIRABLE Cocktail Cabinet for a Range Rover Classic. This particular one is out of a '93 LSE. The Cabinet comes complete with the rear a/c unit installed within the Cabinet to give additional cooling to rear seat passengers and to chill the stowage compartment.

The console itself is covered in saddle leather with an Italian Poplar veneer door.

This has been removed from the vehicle as carefully as possible, complete with the relevant multi-plugs, bracketry and even the hoses from the underside of the vehicle to be used as a pattern to allow you to have



new ones made up. Please be aware, one of the unions on the a/c unit will need to be re-made as it sheared off when removed - I don't believe this will be a huge drama though...

I have also removed the front gear selector panel as this was a bespoke addition and matches the cabinet.

As you will see from the photographs, the condition of all the components is generally good, although I have not tested the a/c unit so cannot verify whether it works or not.

Although I am sure they exist and have probably come up for auction in the past, I have NEVER seen one of these on eBay before and they are rarer than a rare thing on a rare day so go on don't just sit there, spoil yourself and your Range!



# General Servicing: Repairs, Humour, Tales & Trivia

## Terry Leaf Spring Greaser

by Dixon Kenner

An interesting tool from yesteryear. A leaf spring which is allowed to become rusty loses its value as a shock-absorbing medium and, in time, may actually 'become a shock-transmitter. One of the reasons for neglect of spring lubrication is the difficulty experienced' in separating the leaves so as to be able to insert grease or oil.

To overcome this obstacle, before the War, Herbert Terry and Sons, Ltd., of Redditch, marketed a leaf-spring greaser of the type shown in the accompanying illustrations. The fixed wedge-shaped blade is passed inside the spring whilst the movable blade is outside it. Rotation of the screwed bar forces the spring leaves apart and the grease-gun is then applied to the nipple fitted to the end of the bar. The lubricant exudes through an aperture in the movable blade. In operation, the clip around the spring leaves has to be removed before applying the greaser. The price of the device was 8s. 6d. In 1929.



**The Terry Leaf Spring GREASER**  
Patents Pending.

—grease, an economic shock absorber.

SECTION SHOWING GREASE GUN

- maintains the original efficiency of leaf springs—grease prevents rust destroying the action of individual leaves.
- ungreased springs tends to become a rusted-up solid mass, unable to function as a shock-absorbing unit.
- the "Terry" enables you to force the grease between each layer of springs easily.
- this keeps each spring a free-acting unit, sliding and working smoothly on its neighbour.

—a private car owner lately greased his leaf springs.. the car ran so luxuriously he could not believe it was his.

For Leaf Springs 1½" to 2½" breadth	For Leaf Springs 2½" to 3½" breadth
Each <b>8/6</b>	Each <b>10/6</b>
To fit "Enots" or "Tcalemit" Grease Gun.	
From motor agents, garages, or in difficulty, from us. List free.	

TRADE MARK

**HERBERT TERRY & SONS, LTD., Mfrs., REDDITCH, Eng. Est. 1855.**



# On the Road in Iceland

by Jonathan Wheatcroft

Friends and Family,

I was going to do a blog but I am having recurring technical difficulties uploading photos into Wordpress so I have finally decided to do a series of emails instead, with appropriate photos attached. This message is going to be somewhat dated because I am getting off to a late start, but I will try to summarize the high points of the arrival until I left Reykjavik and continue in subsequent periodic messages.

After worrying about all the ways this adventure could go sideways before it even started things are coming together very nicely. I arrived very early in the morning July 19 and spent the day making sure all the documents required to clear customs were signed and had gotten to the right place, before checking into my simple but comfortable hotel right in downtown Reykjavik (Hotel Metropolitan). None of my luggage arrived with me and it was two days before I finally received it, so I had to spend some time shopping. (I submitted a claim for the things I had to buy and have already received a response from Iceland Air saying that the amount of the claim I submitted on Saturday for clothes has been returned to my credit card.

My impression of Reykjavik is how European it feels. It is a small, very accessible city, with streets are lined with 4 or 5 story pastel apartment buildings, interspersed with flashes of color from the small wooden house surrounded by a yard with a flower garden. It feels very Nordic.



*Hotel Metropolitan in Reykjavik*

I have not had a chance to sample much Icelandic



food yet. One night in Reykjavik we had delicious fried cod with tomatoes from a food truck for the equivalent of about CAD 13; which is great value for Reykjavik. It is very expensive here: restaurants dinners average \$50 or \$60 before drinks; a beer during Happy Hour is \$10; we saw a very cheap, poorly-made portable BBQ that would cost \$100 at Canadian Tire for the equivalent of \$500. Obviously, we won't

be barbecuing.

After a weekend spent exploring and planning and resting I picked up Maurice at the airport at 5:00 Monday (July 23) morning in a little one-day rent-a-car and we came back to the Hotel so he could take a nap. By the time he woke up at 9:00 I had received an email saying that the Defender had been cleared by Customs and was ready for pick-up from the Port. By 11:00 with the help of a couple of

guys from EIMSKIP, the local freight company that is handling it, we had gotten the vehicle and the tent out of the container and installed the tent on the roof. We are now ready to camp.



I am smiling in this picture because I was so happy to actually have the Defender arrive intact and on



time. The timing could not have been better. I would not have been terribly surprised if the Defender was a week or two or more late; or the customs clearance took a days or weeks. None of that happened.

After Maurice and I picked up the Defender on Tuesday we left the rent-a-car parked at the port and continued in the Defender out to a town about 10 km north of Reykjavik to try to track down a mechanic that had been recommended to me Friday by a local tour operator that uses Land Rovers. I need a mechanic to install a "snorkel" (a raised air intake) because there are a lot of river crossings on some of the highland trails we want to do. Obviously, it would have been better to do that in Ottawa, but the snorkel I had ordered from England had not arrived when time came to put the Defender in a container, so I brought it with me in one of my suitcases. I only had a street name to find the mechanic but we just drove along until we saw the Land Rovers and Mr. Gislason said we just needed to come back the next day and he could do it in an hour. It actually took two hours, but they did a great job - we are now ready to cross rivers.

We then had time to research propane and buy a 5 lb tank that fits perfectly into the same carrier from Front Runner that bore a propane tank when Laura and I did our West Africa Wander 6 years ago.

The next priority was grocery shopping, before we could actually move into the Land Rover. That is always fun in a foreign country, and Iceland was no exception. We went to Bonus supermarket, apparently a discount place, but it is pretty nice. Our first shop is a big one because we are starting (almost) from scratch, we each brought a few things from home but we still need lots of basics to be able to cook. Maurice and I have travelled together like this in the trailer for many weeks so we have a fairly developed idea of what we need to cook, and we know



each other's preferences. There was some culture shock on this occasion, because while some products have English labels, lots do not. So... what kind of fish is this, exactly? Or, what is the word for nutmeg? As is often the case in Iceland there was some sticker shock, grocery prices do not seem as inflated as those in restaurants, but still exceed those in Canada.

Once we got the food we could start to camp. I wanted to do a test camp here in Reykjavik before we head off into highlands because inevitably there will be things we have forgotten and better to discover that while we are within easy reach of stores. Reykjavik Campground is great, quite European, with lots of tents but also lots 'caravans', as RVs are called here in Europe. There is quite a large covered common area, with lots of shared kitchen facilities, a library and Wi-Fi. The best part is it is located next to the largest thermal pool in Reykjavik. Because I have been so focussed on getting organized I have not had much time to sight see so hopefully we will be able to see some of the sites here before heading out.

We finally got into a pool on Wednesday. Iceland is (apparently) full of naturally heated "swimming pools" that are (apparently) very popular with the locals. One guidebook said the pools in Iceland have a similar social function as pubs in Britain or cafés in France. You go there to hang out with friends. These are geo-thermally heated and I am looking forward to seeing partaking in lots of these all over the country as I travel around for the next few weeks. We went on Wednesday night and it was quite something. We bopped around between 4 pools or tubs that ranged from 4 deg cool to a blistering 44 deg. C. A great experience, and one that made me feel like I have finally arrived in Iceland. Inline image

The first stage route that Maurice and I have plotted out focusses on the southwest area, starting



with the so-called Golden Circle route, not to be confused (as many people do) with the Ring Road that goes around the island. The Golden Circle is a relatively small area close to Reyk that features the Pingvellir (pron. 'Thingveyir' I think) National Park (where the Icelandic parliament met every summer in a big valley for a few centuries from 930 AD) Gulfoss (pronounced 'Gotfoss' I think) and Porsmork (pronounced 'Thorsmork' I think), which apparently is just a lovely area, and where we will get to cross some rivers.

We are now on the road and have gone through Pingvellir and arrived at Geysir springs to the east of Reykjavik. It is beautiful, with lots of tourists. Won't be long we will be take the Land Rover up to the highlands where no buses and few tourists venture.

## Land-Rovers at Balmoral

David Place writes that his brother visited the Land-Rover Museum near Balmoral Castle. They look to have a couple of Defenders, a Series I 107" SW, a Range Rover Classic and a Series III Mountain Ambulance. Outside was spotted a Series III 109" Ambulance converted to a camper. Also outside was a D90 with a pickup top towing a box trailer.

A Land-Rover pulled our wagon full of tourists at the castle There is a Sherridan little van also in the castle museum.



## Steering Boxes

Question: Even though it's been a few years since I last drove my Series, I am concerned at the lack of steering lock. How many turns should there be on the steering?

Answer: It depends on which type of steering box your wagon has.

The early worm and nut boxes provided 2.4 turns from lock to lock. For your later recirculating ball type 3.3 turns.

The turning circle is always poor, and takes some getting used to. The lock stop bolts can be adjusted to suit the size of tyres you are using. When the stop bolt on each swivel housing is set so the tyre just does not quite catch at any spring articulation, this is the best you will get .

The workshop manual (publication 4291) gives the correct length for these bolts for several tyre sizes Page F17. Something between 17.5 mm for 6.00 tyres and 22 mm in length for 7.00 and so on is needed. With 7.50x 16 longer still.

# Upcoming Events

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)

October 15, 2018

## 294th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

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/>

November 19th, 2018

## 295th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

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

December 17, 2018

## 296th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

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/>

## 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 late Series IIA. Is it real or a diarama? Who knows?



## 3 Brothers Classic Rovers

What's your next adventure?



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# Human Leg Analogy for Rover Repair

by Alan J. Richer

How often have you been in the midst of some work on the brakes or clutch on your Rover and needed someone to hold the pedal down? For example, when changing a caliper or a brake cylinder it's ever so much tidier if you can get someone to hold the pedal down to block off the reservoir and preserve the fluid - makes bleeding so much easier as well.

Or you're chasing a problem in the brake lights and you need them on to find the difficulty - but you can't be in the cab and wielding a multimeter at the same time.

We've all tried jamming broom handles and the like on the pedal - invariably they slip and the fluid leaks.

There's a better way - the Human Leg Analog (or HLA).

Go to your local hardware store or discount tool pur-



veyor and buy a 24-inch bar clamp with a trigger for tightening. The one I used was this one (<https://www.harborfreight.com/24-in-ratcheting-bar-clamps-spreader-62112.html>) - Canadian Tire has similar items.

Once you have the clamp, convert it to a spreader by removing the fixed clamp from one end and mounting it on the other, clamp pad facing outward as seen in the accompanying image.

Usage is simple. Adjust the HLA to fit between the steering wheel or another fixed point (edge of the dash on a Series truck is good too) and press the ratchet handle to depress the pedal. The clamp will nicely hold in place till you finish your task, then a press of the release button frees it off.

Simple, cheap and direct - my favourite combination for tools.



# 101 Prototypes

by Dixon Kenner

FVRDE had their first Forward Control mockups in 1966. Rover and FVRDE had their first discussions in 1967. The FVRDE requirements document (GSR 3463) is dated June 1968 and was issued to the motor industry in August 1968. Bids were submitted in September 1968 and two were received, Land Rover and Volvo.

The first 6 prototypes had 6 cylinder engines (Rover 3.0L), standard Rover transmission and ENV axles (later ones had Dana from the SIIB FC.

101/FC/1, built between Feb and May 1968, later converted to Rover V8 and production body in 1969, unregistered, went to Malaysia for trials in Aug 1970 with power trailer from 101/FC/8.

101/FC/2, built between Mar and Oct 1968, went to military for trials, 01 SP 13, sold July 1975 and location unknown

101/FC/3, built between Mar and Oct 1968, went to military for trials, 01 SP 14, sold July 1975, registered as OAB 266P in 1988 and in private ownership

101/FC/4, built between Mar and Oct 1968, went to military for trials, 01 SP 15, went to Malaysia as demonstrator, fate unknown.

101/FC/5, built between Mar and Oct 1968, went to military for trials, 01 SP 16, sold Nov 1973, registered as XRC 779M. In 1990 it was owned by Ampleforth School in Yorkshire and is thought to have a Rover V8 engine

101/FC/6 built between Aug and Dec 1968, went to military for trials, 01 SP 17, box body fitted by Marshalls of Cambridge in 1969 or 1970, was at Bevery Museum of Army Transport, but last known at REME collection at Bordon.

101/FC/7, built as Australian demonstrator, with Ford Falcon 6 cylinder engine, built by end of 1968, private ownership in Australia

101/FC/8, construction began Nov 1968, Rover V8 and LT95 transmission, registration HXC805H, later designated as 101/FC/8A with new frame and body by Sept 1969 and then again as 101/FC/8B in spring 1970, sold July 1975, registered as OAA 224P, private ownership

101/FC/8C was built in 1971 from spare parts with Rover V8--this is different from 101/FC/8 aka 101/FC/8A aka 101/FC/8B as project engineer--needed another truck and played fast and loose with accounting/rules/budget, 03 SP 77, registered as VXC 754K, fate unknown

101/FC/9, built 1971 with Rover V8, registered as YXC 503K, last known in 1972, fate unknown

101FC prototypes with the ENV axles have 5 stud wheel patterns. Later ones had the familiar 6 stud pattern with Salisbury axles.

# Plushie Preservation, Part V

by Greg Fitzgerald

We left off at the end of June with me diving into work on my clapped-out Range Rover Classic. After much deliberation, I've decided that I can't easily bring this truck to be a nice daily driver again. I also decided that I really miss driving an RRC. So, never being one to shirk a project, I've sourced a rust-free RRC LWB in Atlanta from a Rover shop's parts car yard, thanks to my friend Max Thomason. I'll be going down the beginning of September to get it and tow it home. It needs an engine, so I'll put the 4.2 Rover V8 from my current RRC in it, as well as some other parts.

Then the current truck will get laid up as a long-term tinker project to make into more of a trail rig, which does not require the same precision in body-work. I like how I built my Discovery on my trip out west, but back east I don't really like beating up a nice truck I drive daily, with our mud and rocks. This project will mostly wait until the other two trucks are relatively set up -- as much as you can do when they're a quarter of a century old daily drivers.

I know a fleet of three is nine times the headaches. The priority will always be to have one of the two daily drivers in good shape; having two of them should help with that. I say this, but I know it's just more the misery. One must learn this firsthand when one is obstinate.

I've halted the dash disassembly on the current RRC (Spenny), while I wait to assess the new one (already named Butler, as in Rhett, after its Georgia roots).

As for the Discovery, a few things have come up. The transfer case rebuild I did before I left for California has developed a small issue. There's a tiny leak on the case, and a rumble coming on. I think the front seal may have gone; you know, the one you have to remove the whole case to replace, which is the one I didn't replace before. Sometime it'll have to all come down again. I'm dreading that a bit, especially as I hate to take down the new exhaust; I finally have one that lines up really nice.

I also think something is maybe wonky with the rear prop shaft as part of this. It's one that a friend gave me that got stuck in a small basement flood, that then got installed during a time crunch pre-trip tech session in which I had to convert from my old 3-bolt Rotoflex diff to fit the only diff I had on hand, a 4-bolt U-joint shaft one. I think it had mild water damage from the flood and I just think it's reaching the end of its time in my truck. Grease doesn't help. I may experiment with a heavy-duty shaft, not sure. I can obviously replace the UJs but I'm not sure about damage to the slip joint.

The engine in the Disco really sounds like crap right now. I did a compression test, and I'm pulling 115 psi (792.897 kPa) on cylinder 1, and the standard

+/- 180 psi (1241.06 kPa) on the others. That may explain the knock. Quintin Aspin, a Rover whisperer, has diagnosed it as piston slap, which I now need to look into. I may need a new cam, lifters, rods, and rocker arms; if you don't do them all one of them fails again. Not a project to look forward to, but it can be done with the engine in the car. I may pull it and also replace the main and con-rod bearings and really get the whole thing tight. How far does the shipfitters go? I've considered building a larger, bulletproof-ish Rover V8, but to do that the way I really want is a lot of money, and I have a lot of other projects and non-Rover goals. A refresh of the 3.9 might well be more effective than dropping a clapped-out 4.2 or 4.6 in.

I had to replace the tailgate hinges on the Discovery, since they were sagging pretty badly, as they are wont to do after 24 years of holding up a heavy door and a tire. I got the Allmakes hinges, made in China. The quality is decent enough, though I am an after-market pattern curmudgeon and can find issues. They are, however, better than the old Genuine 1994-era hinges, which are about to snap in half and leave my door on the Interstate implanted in someone's windscreen. The install was easy, about an hour and a half with help.

The end of the month found me on a 4-day roadtrip to Ann Arbor, Michigan with a friend to see a Liverpool FC game, (a rental car, as she liked the idea of air conditioning that worked). Beyond that it was all about preparing for Blacker Than Night, which of all of the events on the annual dance card is by far the easiest to attend; Bensfold is only a half hour away from my house. Camping when my own bed is so close feels so exotic and adventurous.

August will bring a quiet month for Rover adventure, so some time to continue tweaking the Disco. The driver's door latch needs adjusting, the driveline tinkering, the engine diagnosing. It's never the end of the fun when you have.



*Greg ponders his next plushie project*

# Rovers & Parts for Sale

## For Sale: 1960 SII 109" SW

Complete but in need of restoration this 109 is in American spec and has clean title matching numbers photo's upon request. \$6,500. Near Philadelphia.  
<https://philadelphia.craigslist.org/cto/d/1960-land-rover-series-109/6700417947.html>



## For Sale: Series II, 2.0L Diesel

Previous frame off restoration with all components rebuilt and/or refurbished including engine, transmission, suspension, brakes, controls, wiring and electronics. I purchased the vehicle last year with intentions of doing a full body-off restoration and after driving it around receiving so many thumbs up and positive chats in parking lots I have decided not to make it perfect after all.

My change of heart is your gift as I have almost every gasket, bushing, seal, body panel, interior piece, lights, chrome, bearings and spare part to complete a frame off restoration to bring her back to original shine and/or make a terrific driver.

\$4,000 in Rovers North and British Atlantic parts with full price offer.

PHOTOS, parts lists and info at [https://www.dropbox.com/sh/hae2ckg4h7hcbr1/AAAZ\\_tsGUjLsD6PIVlGsgcX2a?dl=0](https://www.dropbox.com/sh/hae2ckg4h7hcbr1/AAAZ_tsGUjLsD6PIVlGsgcX2a?dl=0)

Rare 2.0l diesel fires right up, 4 speed transmission is smooth shifting, differentials sound good, chassis lubed, no squeaks, locking hubs turn with two fingers and all new fluids topped up. All new brakes including new shoes, new wheel cylinders, new flex lines and new master cylinder. New emergency brake mechanism and shoes. Power unit with winch and cable.

Drives straight, brakes well, new tires, all gauges and lights on dash work including Smiths Oil Pressure and H2O Temp gauges. New Exmore high back seats installed and second set of new Exmore Rhino Hide grey original style seats included.

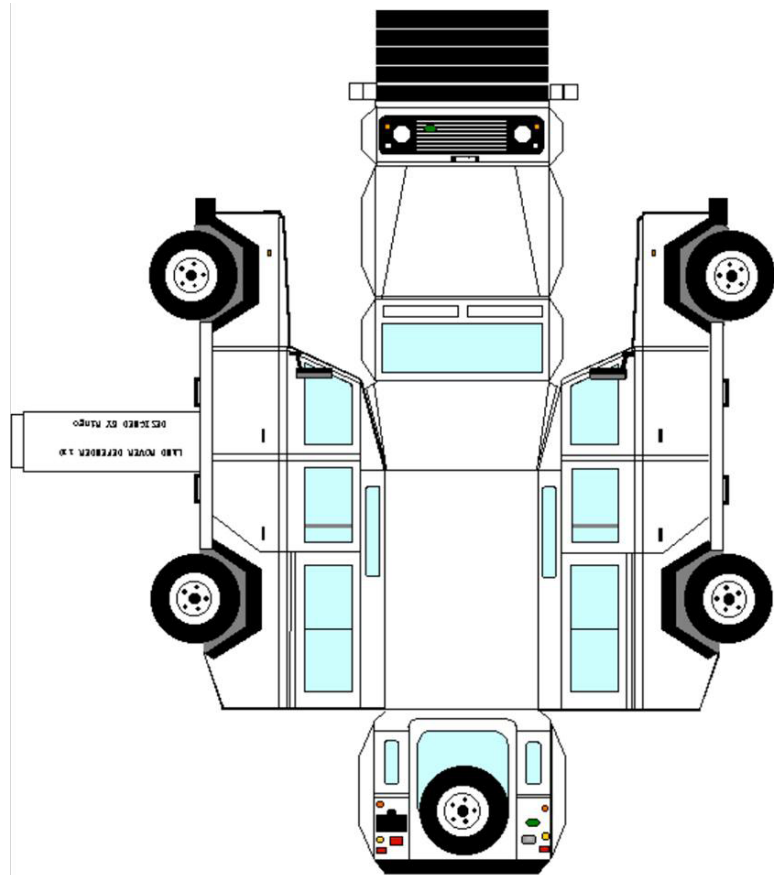
## For Sale: Two Series II Land Rovers

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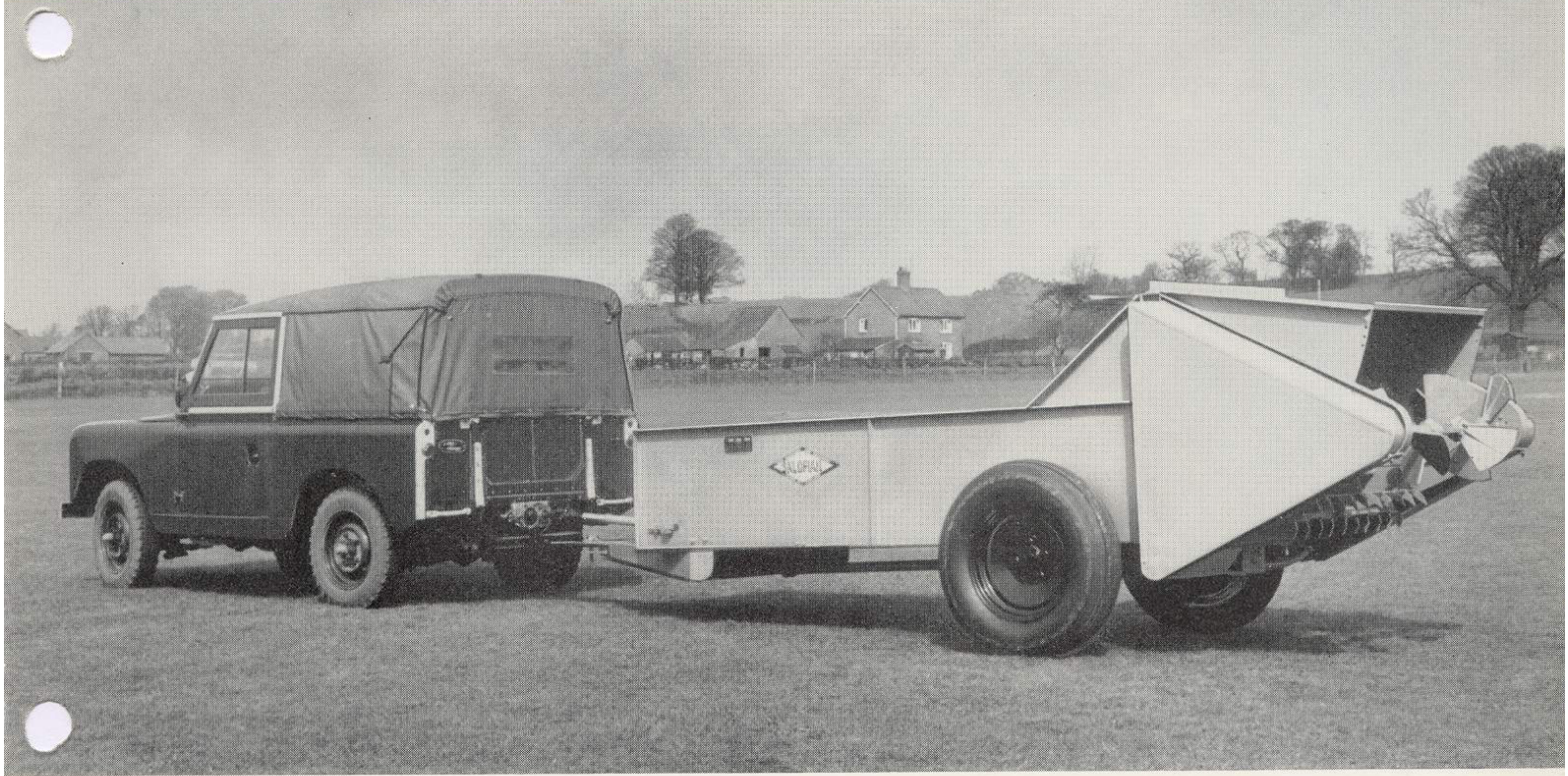
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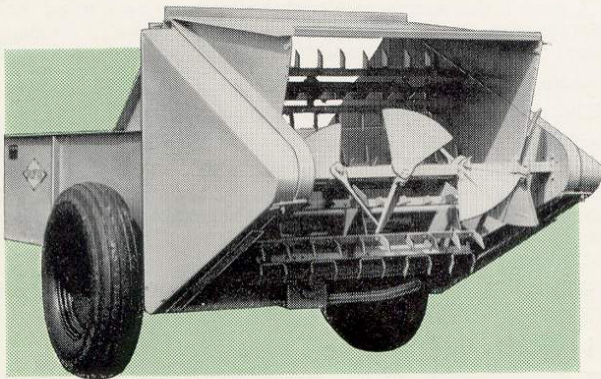
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