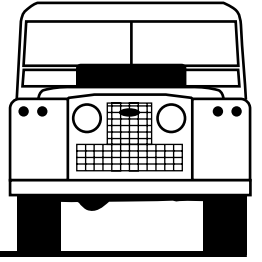


# OTTAWA VALLEY LAND ROVERS



September 15, 2018

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

Volume XXXV, Number 9



*Willow, Anne and Katherine ham it up in front of Ravus the 1951 80inch, BTN August 2018*



**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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This could be you!

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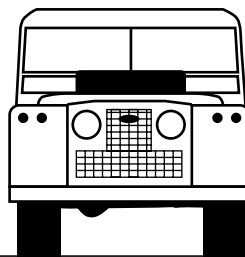
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## OVL R Newsletter

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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.

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“Even though the entire left side of the truck is effectively missing, I have to say it’s not as bad as I thought...”

--Greg Fitzgerald, when discussing the rust on his 1993 RRC body shell

Greetings,

Another month, and another set of dwindling rallies and activities for the Fall. This month saw two large events outside of Ottawa. The huge British Car rally at Bronte Creek, very possibly the largest in North America, and the smaller British Invasion in Stowe, a picturesque small town in the northern part of Vermont.

The British Invasion attracts some 400+ cars. This year saw a reversal of a trend where modern Land Rovers have completely dominated the Land Rover field. For the first time in some fifteen plus years, there were more Series Land-Rovers than new. Though, at the same time, Series Ones, remains low. However, as photos show next month, there were several beautiful vehicles of note there. Jim Macri, of High Meadows Farms, had his reproduction 80 inch centre-steer replica there, and a 1948, along with several other beautifully restored Land-Rovers.

The former has been reviewed in numerous other publications, and I must say is a sight to behold. The later, I believe number 149 off the production line, has been restored to an incredible state<sup>1</sup>. It was interesting to see the differences between my 1951 and the 1948. Jim also had several other restored vehicles there, including a 1957 88”, an early IIA 109 station wagon, a Series 3 88, and a Defender.

In the numbers game, series vehicles outnumbered defenders nineteen<sup>2</sup> to nine<sup>3</sup>. Included in the Series count is a 101FC and an ex-military FFR. Overall, Stowe is an enjoyable, multi-day show and, if you are in the area, worth visiting in in the New England region at that time of the year.

On the other hand, there was also the massive British Car Day at Bronte Creek Provincial Park, just west of Toronto. Probably the largest British car show in North America, drawing more than a thousand British cars of all types. Chatting with Peter Baker, this was the busiest show ever. He had never seen so many Land Rovers in attendance. Normally, the Land Rovers are parked in Land Rover Alley that goes up a small hill. This year the line went around the corner of the hill. By afternoon, the alley had doubled with a second row of Land Rovers in front of the first row.

Given the paucity of Land Rover advertising for the 70th in Canada, this rise in turnout is remarkable. It certainly made up for last year. Though given the last Land Rover advert I saw for the 70th has a Defender front and centre, a vehicle you can’t buy, may have contributed.

In the numbers game, Series vehicles made up about 15% of the Land-Rovers in attendance. All types of Land-Rovers were represented, though the numbers were dominated by Defenders.

Of note, Dave Hodge’s Series One that went around the world in the 1950’s was there, front and centre near where the awards were given out. There was a second Series One to represent the beginnings of Land-Rover, all the way to a 2016 Range Rover. Despite threatening weather, the day turned out beautifully.

For upcoming events, we await details on this year’s edition of the Cedar Hill Rally. Nothing has been seen from our esteemed President. Cedar Hill is normally an October event held in Pakenham, just west of Ottawa.

Another very enjoyable event is the annual Guy Fawkes Rally, near Cooperstown in central New York State. An invitational, for Series and ex-military vehicles, an email to the host, Howard Smith usually gets a welcome. Featuring an RTV, or related challenge, some very satisfying mud on the upper field, and a huge bonfire and potluck for the people that show. This event has a lot of regulars. Remember to email.

Jaguar Land Rover is looking to duplicate the success of their Classic Restoration programme in England. In late August, Land-Rover announced a new workshop in Savannah Georgia to restore both Land-Rovers and Jaguars. With a US\$15 million, 75,000 square foot facility with a 42 bay garage, it will employ 75 people and should be open for the Summer next year.

It is interesting to see that JLR sees the potential of the North American classic car market, possibly the world’s largest, especially with Defenders commanding classic Jaguar-like astronomical values over in the USA. How this restoration service will handle vehicles between the NADA years (to 1974) and the NAS from 1987 onwards will be interesting.<sup>4</sup>

Finally, JLR claims that some 50% of Land Rover owners have dogs. While surveys show between 36.5% and 50% (on-line) households owning a dog, this has been sufficient for Land Rover to introduce “Pet Packs”, that includes: a luggage partition; foldable LR pet carrier; a quilted load space liner; a pet access ramp (really!); portable rinse system and spill resistant water bowl. Personally, the Series One doesn’t need any of this, just a good hosing after an off-road event.

Notes:

1. Which reignited a old philosophical debate amongst some on whether it is possible to over restore a vehicle based upon Donald Healy’s apocryphal statement about a 100 point Pebble Beach Car “that vehicle never came out of an Austin factory”


2. 3 x Series I, 2 x Series II, 9 x Series IIA, 4 x Series III, 1 x 101FC

3. 5 x Defender 90, 4 x Defender 110


4. NADA = North American Dollar Area, a term used from the 1950’s. NAS = North American Specification, as opposed to Rest of World or other markets.




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


 A restoration candidate, and definitely not for sale out in British Columbia. A new strain of Alastair's Disease, which recently struck Bruce Fowler's Series I 86". Bruce was storing this 86" in Tall Tree Storage (tm) out back, when one of the trees fell right on the poor 86" (For reference, Alastair Sinclair has the first Land Rover that was directly and very efficiently shortened by a tree a number of years ago. Though a house and the crown of the tree absorbed much of the energy, leaving a shorter, yet perfectly serviceable Series III).



 Konrad Barraclough writes, evening all, I'm new to the club (thanks for accepting me). Here are my little beasties on 3 continents. The defenders' in Italy (being imported to the US), the lightweight is in the UK (up for sale soon) and the series 1 NADA, in the US. Konrad joins the club from Michigan.




 Brian Jose writes a word of caution if you're thinking of importing a Defender from Europe or the USA. A friend of mine with connections in US Customs tells me that they taking extra measures to monitor Defender imports -- an increasing number are being stolen in the UK (or elsewhere) and then shipped to USA via Eastern Europe. I guess it would be wise to double check the paperwork and history. And since I probably have to sell mine due to personal circumstances, you can always buy my 1986 110 County anyway.

 Curtis Chow writes, I joined the group a few days ago. I'm now the proud owner of a 2003 Disco. Does anyone have or know where to get OEM cross bars? I would like to keep the stock low profile roof rack as opposed to getting Thule crossbars with feet or a gutter mount rack system.



Kevin Newell writes, finally finished up moving the AC switches to the centre console. Added another vent to replace the switch panel where they were by the ignition and the drivers left knee. □  
I am very happy with the changes and it is so much more ergonomic.

 Alexandre Labrecque writes that he has a new Land-Rover in his fleet. [Looking closely at the photo shows this 88" to have a Series III bulkhead, but a Series IIA breakfast. We shall have to see at the Birthday Party if it is a IIA or III! -ed]



 Derrick Hammond reports that he has been taking photos of military Land-Rovers in Europe. "The squad die took exception and told me no photos... I told him I owned one back in Canada, he didn't care much..." He also about his phography said, "this is why no one in my family wants to go to the UK with me!"



# Blacker Than Night XVII

by Benjamin Smith

The August Bank Weekend again saw OVL R faithful and other LROs gathering at Ben Smith and Christina Albrecht's place in Readington, NJ for the 17th annual Blacker Than Night Rally, otherwise known as BTN. As usual Ben and Christina opened up their home and property to LROs for a weekend of good times, off-roading, camping, great food, some wrenching and the usual camaraderie.



trucks to show up.

We were sorry to hear that Bill Fishel, a regular attendee, started out from Ohio and made just a few miles towards before his daughter had a medical issue requiring an ER visit. All was well in the end, but it made them cancel their attendance. Dave Bobeck also

Christina had high hopes this year to encourage various people to remove their dead cars from the property. High on the list were a Series IIA 109 SW that Alasdair had agreed to buy earlier in the year, a 1987 RRC for David Bobeck that had come from Dave Stauffer, and Dan Marcello's rusted out 1974 Alpha Romeo GTV 2000. She even left subtle notes ("this must leave!") on each car addressed to their owners.



called in his regrets. He chose to break his perfect attendance record in favor of using the time for packing a container to be sent out to Burning Man.

Bruce Fowler sent in his last minute regrets as he needed to sit shiva for a friend who had just passed. Sean and Virgie Marks set out for BTN, but their LR3 had a mechanical failure and they had to abort back to a dealership—the first LR to fail at BTN this year.

Brandon Rabbie arrived on Friday for his first BTN in his Range Rover Sport and proceeded to drive across the grass to the barn instead of taking the perimeter trail. Leaving a large rut in the lawn. Dixon texted a photo to Ben at work. Ben's comment was, "has Christina killed him yet?" Apparently a very apologetic Brandon immediately fessed up to Christina (after some subtle encouragement from the spectators) and got a shovel to fix the mess. Cones were then deployed to prevent others from making the same mistake.



The first arrival to the event had some interesting portents. It wasn't a person, but a dead Discovery 1 that was dropped off by George Miniotis for Carlane Mattson. The truck was her brothers and was not to be hers. It needed head gaskets and brakes. There was an idea of a plan for people to work on the truck that weekend to get it running after years of sitting. Hence we started the weekend up one dead Land-Rover from when we started.

As usual Dixon Kenner and Quintin Aspin were the first arrivals on Thursday. We got half an inch of rain on Thursday. On Friday a storm rolled in and it rained another full inch. This made the lawn a bit soggy on Friday and into Saturday. Just in time for a bunch of

As the afternoon wore into evening everyone showing up. Greg Fitzgerald in his Disco 1, Jeff Meyer, Mike Loiodice in his SIIA 88, Russel Dushin in his infamous 1960 SII 88" Nigel, Will Skidmore, Dan Marcello in his newly acquired 101FC VAMPIRE (formerly Gerald Ruder-



Dixon goes steam punk



Bill M, Carl Smith & Quintin



Kurt S., Russ D, George B., Christina, Karl D & Dave P





man's). Dan had issues enroute with his fuel pump requiring field repairs (it was a wiring issue). From Ottawa Kurt Schmidt drove down in his D130 with his son, the only one from Ottawa who drove down in a Land Rover product, as did Dave Pell. George and Joanna Bull drove down from NH with their kids in a LR3 and picked up George's sister on the way. Eric & Ann Zipkin attended with their boys and their D110.

George and Paula Miniotis and their kids showed up in a convoy of two Disco 1s and a RRC. Carlane Mattson and Willow Riston arrived, as did Bill O'Hara, Howard Smith, and Bogdan in a LR3.

A buffet dinner was out in the house for all to grab as they arrived. In the barn there were two 6-gallon kegs that Ben had brewed, a red ale and a lager, and one store-bought 6-gallon keg of a pilsner.

Saturday arrivals included Steve & Suzie Hoare in their D110, Bryan Joslin and Chris Holewski to round out most of the Alloy + Grit staff with Dan M. Chris lives just six miles away. He had been working on getting his SII 88 running all year. BTN came around and it was finally time to start the motor and take it for the first test run. He started it up and drove it down his street. The temps were ok, but the truck sounds very loud to him. He shut it down to figure out the issue, but when he went to start it, the engine was seized. Lack of oil pressure is thought to be the issue. Bryan came by to tow him home and then take him to BTN.

Other Saturday arrivals included Cristina Calado, Peter Kim and their kids with her Disco 2, BTN newbies Bill and Patty Cooper who have a great collection of LR's—sadly they did not bring their Pinkie—in their Tdi powers SI 86", Bill Maloney in his SIIA 88", George Hughes (a local LR mechanic) in a LR3, Eric, Helen & Emilia Choi with their Disco 2, Ryan & Jill Muller & family in their Disco 2, Karl Dushin, and Boguslaw "Bogdan" Gremza in his LR3.

One feature of the weekend was an attempt by many

spearheaded by Quintin to get Dixon's poorly running 80", Ravus, into better tune. They spent a few hours disassembling dead 25D distributors to make one complete one to replace a 45D. Poor Ravus was a bit of a hangar queen, in and out of the barn many times.



While everyone was giving advice on Dixon's 80" Ben went off into the woods in Dora, his SIII 88, to set up the RTV for the afternoon. An hour later Dora was limping back. It seems that in the woods the clutch decided to stop working. He got it back to the barn, but found the barn blocked. Dora had the indignity of being pushed inside once the path was clear. Saturday night we did a quick rebleed and she was back in action.

Now in the 80" Ben set off to set up the 2nd section in the "River of Tears". After lunch it was time for the RTV. This year nine people chose to compete, though four chose to drive either Ben's 80" or Dixon's 80". One of the handicaps was that the clutches engaged at wildly different places on the two 80s. The other was that Ben's had nearly no brakes, which was a surprise to a few.



The first section began with an uphill, around through the trees on the path, down an off camber incline, looping back around to the right to head down into the stream bed briefly and cross axles, back out through a narrow

gap of treed and up a short steep hill to a 1 gate at the top. First up was George in his RRC who sailed through getting a 0. Bill Cooper in his 86" got tripped up with a turn and scored a 2. Ryan Mullers D2 tagged the 9 gate. Eric Z (80), Quintin (80), Russ D (88"), Dixon (800



Dan Marcello's 101FC Vampire



George Bull's LR3



Mike Loiodic's SIIA 88"





and Jeff M (80) all scored a 1 as either they couldn't get up the last hill or tagged the 1 gate. Kurt came through last in his D130 and did really well for a big truck, but unfortunately tagged the 11 gate with his rear corner.

took a turn with Dixon's 80", down the hill, forgot the 11 gate and drove right over it and got stuck in the bush next to it. Another 11. Then George M. tried with his RRC. Down the hill, into



stream, through the 11 gate, across the stream to the 1 meter climb and... stuck hard. Spinning tires. He tried a few times getting more and more stuck. In the end a winch. Last up was Russ D in his trusty Nigel. Down the hill into the stream, across the channel, back across again, up the 1 meter, up the hill, through the off camber, down back into the stream and he couldn't quite get back out to the 6 gate. The other four competitors saw the carnage and decided that the better course of valor was to take as 12 for DNF on the that section.

Going into Stage 2 the pack was fairly tight with seven people either with a 0, 1 or 2, and the last two with a 9 and a 11. A very competitive heat. But then came the Section 2 in the River of Tears. Section 2 started off technical and continued to the end. Ben had driven the whole thing cleanly in his 80" when setting it up, so it was doable. The section started off at the top of a two meter drop down a steep slope. Immediately at the bottom one had to choose which way around a bush and then down into the stream area, across the channel cross axled, back across with a 1 meter climb out, across the trail, up hill a short bit then right on the side slope to head back down across the trail, into the stream, climb back out, across the trail, hard right to come back down across the trail, into the stream, back and forth across the channel and then climb out on an off camber to the 1 gate which you had to get 1 hub across. There were a few mutters of, "we have to do what?!?"



Final scores:

Russ Dushin (88):	1 + 6 = 7
George M (RRC):	0 + 10 = 10
Eric Z (Ben's 80):	1 + 11 = 12
Quintin (Dixon 80):	1 + 11 = 12
Dixon (80):	1 + 11 = 12
Jeff M (Ben 80):	1 + 12 = 13
Bill Cooper (86):	2 + 12 = 14
Ryan M (D2):	9 + 12 = 21
Kurt (D130):	11 + 12 = 23

The first brave soul was Dixon in his 80". Down the hill, forgot where to go, turned late, into the stream channel and stalled trying to get out of the channel but not quite to the 11 gate. Next up was Eric Z in Ben's 80". Down the hill into the stream, manages to hit the 11 gate, but presses on, across the stream channel up the 1 meter climb, across the trail, up the hill....loses traction...rolls back and down into the stream....crunch! Good and stuck, nose in the air. We tried to extract with the D130, but no. It took a winch. The rear cross-member is bent and the tub crunched in. Then Quintin

After the RTV it was back to the Barn to lick our wounds. And to get ready for another spectacular dinner of grilled meat and various dishes that everyone brought. Thanks to the generosity of Atlantic British Parts prizes were handed out to RTV winners.

The night was filled with tall tales and people driving the trails in the woods and getting stuck. The cover of darkness lead to few photos and no incriminating evidence.

Sunday morning the group set off in two convoys to the



Now what do we do? Pull it?



Jeff M hams it up waiting for a tug



The damage. That'll buff out, right?



Whitehouse General Store for a breakfast. The owner opens her store for us as she has for the past few years. This gives our our fabulous cooks one meal off and lets every appreciate driving through the historic village of Whitehouse. Afterward we returned to the Haven.

Since there was an unusual amount of rain this year, the field had still not been hayed. With the crop still on the stalk as it were there was no driving through the middle of the field all weekend. Which also meant no Rover Polo. Disappointment. RoverPolo will return to BTN in 2019.



Instead we headed back into the woods to see if we could get stuck. Dora was back in action with a bled clutch. Ben took her back into the stream right where Russ D had his issues. Overnight everyone had churned up the mud and turned it into deep goo, so when Ben dropped into the stream bead Dora sank to the hubs and and was suck fast in a cross axle. No amount of pushing, or tipping would get her to budge. Dixon and Jeff Meyer gleefully offered to pulled Ben out with Dixon's 80" (and take more than a few photos for evidence). The light-weight 80" struggled a bit on more than a few yanks and eventually pulled Dora



a bit and sideways to even more off camber. Ballast was added. A few more yanks and the 80" pulled Dora free.

For those counting we had 23 Land-Rovers present at BTN: 2 80", 1 86", 1 SII 88, 3 SIIA 88, 1 SIII 88, 2 D110, 1 D130, 1 RRC, 1 RR Sport, 2 Disco1, 4 Disco2, 3 LR3, and a 101FC. A bit of everything.



Through out the day people packed up their camp and headed home. As for the dead cars slated to leave. No one got around to working in Carlane's Disco1. Dave Pell volunteers

to take the wheel of Dora to tow the Discolt around the back of the barn (and out of view from the kitchen window).



There she will wait for the volunteers to assemble for a work weekend.

As for the dead Land-Rovers due to leave, Dave Bobeck and Alasdair attend BTN, so got off Scot-free for that day. Dan escaped without his Alpha, but his fuel issue dogged him all the way home to Brooklyn. Karma or something.

Another fine time was had by all. And now to start planning for next year!



Will S., Christina and Mike L. have a chat




Sheep inspect Dixon's 80"



Howard "WreckerFC" Smith




# Some Non-OVLR News & Rumours

 **Nuts & Nipples:** For those who wish to rebuild fuel lines and needs the nuts and nipples that are required to make said line and make it look original and solid, they are available from a site in the United Kingdom.



The URL is <https://www.woolies-trim.co.uk/category/46/nuts-nipples>


Price seems reasonable for a unique item. These items will be primarily of interest for Series owners. Series ones were using copper pipe. Later vehicles using a hard plastic sweated to these fittings.

 **Norev Toy:** Another interesting and aggressive eBay auction. This time for a Norev 1:43 Series Gendarmerie short wheel base. Ref no. 152. The "Buy it Now" is at C\$212. Available in France.



This was also available with reference number 153 and 154. And in several colours besides blue. (Two shades of Limestone, green and a dark red) The bonnet opens, and comes off, to show the engine. The front grille comes off. The doors open. Norev had quite a collection of add-ons available. eBay item 302149367113



 On the LRO mailing list recently, one person reported on having received some 1.6l engine paint from the S1 Club. He said that it seemed to be rather high quality enamel. As he writes "But that's not the real story. The paint, as described on the can, comes from [craftmasterpaints.co.uk](http://craftmasterpaints.co.uk) Visiting their website is rather interesting. Under their automotive section they have a section devoted to Land Rover and they seem to be able to supply a wide range of original colours. I can't say if they'll ship to the USA since I ordered mine via the S1 Club but I'd guess they would so it might be worth looking at if you're looking for that kind of thing.

Here's the relevant link:  
<https://craftmaster.myshopify.com/collections/colours-classic-cars/products/land-rover-1>  
Lots of other paint too such as Railway colours, Canal boats, etc. Clearly into what they do. As one list member wrote, based on my little sample, high quality paint".

 Ever seen a Morris Cowley 11.9 dating from 1926?

It can keep a Series One Land Rover comfortable in the garage. But what's the technical connection between the two? - there is at least one! The answer is the RAC horsepower tax, which had long lasting implications and eventually helped kill the British car industry.

The tax was introduced with a very deliberate hidden aim of protectionism. The Model T Ford posed an existential threat to the British car industry, but by designing a tax based on piston area rather than cc, the tax effectively killed the Model T Ford in Britain. It was replaced by the Morris Cowley, making it Britain's most popular car. Short term success!

But like all protectionist measures, also containing the seeds of long term destruction. By basing the tax on piston area, the way to make a bigger engine without costing too much in tax is to lengthen stroke. And so the British car industry became wedded to narrow bore, long stroke engines. That has two consequences.

One is that there isn't really sufficient area to fit effective overhead valves, and so Britain stuck with side valves longer than most other countries. As a work around, an ingenious fix is the F-head as on our Land Rovers. That allows you to fit a single overhead valve even over a small bore piston. And so, the Land Rover engine design is a consequence of the tax introduced to kill the Model T and displace it on the market with the Morris.

But there is an even more significant downside to narrow bores and that is excessive piston speeds. As soon as motorways were introduced, the short service life of British engines became all too apparent, and killed exports. Why buy British when you could buy German who had never been pushed down the narrow bore/long stroke route by a piston area taxation?

A long stroke increases pressure on the big end bearings, dramatically increasing wear over sixty mph. Another loss with a long stroke relative to the bore is pumping losses moving the air round the crankcase. Engines did not change rapidly after the tax was withdrawn as investments went into styling and body work while the engines remained hidden and only may have increased compression for better quality fuels.

So, next time that you are cursing because your oil consumption has gone up and its time for another rebore, remember that short term protectionism usually means problems down the road that will really cost you...

Notes:  
The RAC tax was gone by the time the 2.25 was designed (withdrawn 1 January 1947). The 2.25 petrol & Diesel engine went oversquare. (Just) 3.562" bore 3.50" stroke.



# General Servicing: Repairs, Humour, Tales & Trivia

## Asking for Advice on a Disco3 or RR Sport

by Dave Haynes

An interesting message from a thread on what to look for if you are in the market for a used Discovery 3 or a Range Rover Sport -

My only experience is with my D3, which is similar but not the same in many details... My advice (as with any LR) is buy only on condition, not price. I've owned 5 years or so, and driven 120k (coming up on 180k on the dash).

It's usually reckoned that if the rev's flutter the torque converter has had it. But I've kept mine together for the last 80k since it started fluttering with oil changes every 20k or so. Oil change is easy but expensive - a proper flush with the correct ZF branded oil is nearly £200 (C\$340) for the oil alone! Also look out for the dubiously named 'Dr Tranny' shudder fix additive, which is probably the only additive I know of that really seems to work.

Oil pumps were bad from 07 onwards due to a change in the front cover casting. It got sorted later, not sure when, but it certainly should be changed if in the affected range.

Air suspension seems pretty reliable except for the air dryer (change the drying agent inside it for a fiver) and the compressor itself. Later compressor is available with an retrofit kit (also ideally needs a software upgrade) but pricey. Doesn't need doing until it fails though, and it's a simple job.

Wheel bearings can get very bad with no symptoms at all, then fail with no warning. Not a roadside job unless you carry a press around with you.

Loads of bushes in the suspension, which will fail, but better than D3 as lighter car and stiffer bushes. After the ARB bushes, the front lower arms are next - easyish job if the bolts come undone, and will almost certainly NEED a four wheel alignment. A lot of tyre places take the opportunity to charge extra to put the suspension in adjustment mode to do the job. Buy a diagnostic tool that can do the job, and save the money. You will be in the alignment bay every time you touch the suspension. Last time I drove 10 miles to the alignment rig, on frozen roads, with all the warning lights on, suspension lowered and the traction control doing overtime to control a car that wasn't in trouble in the first place.

Not sure if it's the same as the D3 but if it has a sun-roof, check for water ingress in the front footwells. There's a lot of soundproofing in there, you can go a long time before spotting the prob-

lem, and it can cause a lot of wiring damage. There was so much water in mine I actually heard it running from one end of the car to the other!

D3 suffers from rusty rear brake pipes. Mine failed while heavy towing on the motorway. Luckily traffic was slow and heavy, so I didn't really know what the problem was (other than poor stopping) until I found the puddle on my driveway :-O Replacement is easy if you cut the pipe and only replace the rear end, otherwise I'd still be under there.

Check the handbrake function. Once you know it applies and releases correctly, leave it alone. It serves no function other than as a toy for the MoT man to play with. If it doesn't work, just wedge your wallet under the back wheel - it'll probably be cheaper than a proper fix.

If tdv6, get the glowplugs checked. Seriously. It's rare to get them all out without breaking one, and then it's usually a head off job to fix it. On D3 it's usually body off as well, not sure on RRS. Mine starts fine down to -6C with only 4 plugs working. Others seem to have more issues. At the very least it's a negotiating point ;-)

Lock solenoids are a weak point, check all the doors, the boot, and the filler flap all lock / unlock correctly. Fiddly and gets expensive quickly if more than one needs sorting.

It's a big complicated car, there are many things that can go wrong. Most parts are surprisingly reasonably priced, the problem is finding a sympathetic, knowledgeable, mechanic to use them. These are only my edited highlights :-)

(Slightly edited. Source: UK-LRO@fourfold.org, the U.K. Land-Rover email list, which has been around since the early 1990's)

## 80" Seatbox

The seatbox in an 80" and the floor boards are held down by 1/4" BSF nuts and bolts. However, the nuts are sitting in a small little box that is spot welded to the seatbox or other piece. Inside this wee aluminium cage is a square 1/4" nut. Given the lack of anti-seize used when these were assembled, it is probable that they are seized. Replacement nuts are not the easiest to find, and while to back make them easily enough, another short cut is possible. Just get M6 square roofing nuts and tap them out 1/4 BSF!



# Upcoming Events

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/>

April 2019

## 32nd Maple Syrup Rallye

Location: Shawville, QC

June 21-23, 2019

## 36th Birthday Party

Location: Maberly, ON

## Land-Rover Rims

Finding TDC the new fashioned way...

Ever faced with this problem? You need to find TDC on the flywheel and the access port is in one of the more stupid locations? When I look on eBay for the tool rolls for the earlier Series vehicles I have yet to find a complete one that still has the dentil style mirror on it that might allow you to find TDC, or any other faint mark on the flywheel.

Enter twenty first century technology to address a problem from the forties to sixties ( when they botched the front crank pulls and added a timing pointer to the front of the engine. )

Ben and i were trying to get TDC to set the 45D distributor on Ravus, the 1951 eighty inch. Yes, very wrong distributor, but there was a reason for it a few years ago when the Rover was rebuilt. The obvious was is TDC on the flywheel. But look where it is! How did they ever see the markings? Probably just pulled the no. 1 spark plug and go from there. But we decided on using what was available.

Looking in proves to be impossible. The sight lines even for the best sighted person are blocked by the panel on the bulkhead that holds the (single) fuse box, the voltage regulator and SU fuel pump. That is a study in frustration.

Ok, let's deploy technology. iPhone using the camera and the flash. Rotate engine slowly to find the marks. A slow process and frustrating getting focus when you are looking into a black hole. And very time consuming.

Then an Archimedean moment (eureka!) we realised that we had two iPhones available. Thus we could be like the Millennials and FaceTime between the two. Thus, deploy lots of light in the form of a LED shop lamp (Costco), iPhone (Apple) and FaceTime, change the camera from the Justin (selfie) mode to the front camera and now we could turn the crank with the starter handle and watch the second iPhone screen for the timing markings to come by.

Maybe a bit extravagant in terms of spending, but an excuse to get a smart phone if the spouse is still insisting the old Blackberry with the scroll wheel on the side is sufficient for your needs.





# Series I Radiator Cap Crossover Part Numbers

by Alan J. Richer

My Series I's radiator cap had seen better days. It was bent, grungy and while still sealing I was not at all sure that it was still releasing at the right pressure.

Calls to the usual suppliers turned up nothing. I was advised to call Paddock or Craddock in the UK and have one air-mailed. This I wanted to avoid like the plague - a 3-quid cap would soon turn into a 20-quid one once freight and the inevitable "customs charges" were added by the shippers.

After asking for and getting the original part numbers for the caps applicable to a Series I from friends I decided to do a bit of digging. Out came the dial caliper and the general physical dimensions of the cap were jotted down for reference.

A bit of detective work in the Stant catalogue and old-car references turned up suitable replacement part numbers available at your local NAPA retailer. I love it when a plan comes together.

First off, this is what is called a B-size cap. It crosses over to things like Fordson and Massey-Ferguson tractors (not to mention Freightliner over-the-road tractors), so seems more of an implement item here in the States.

The Series I had 3 possible flavors of radiator cap determined by the pressure - 4, 9 and 10 pounds. 4 was for the small petrol engines, 9 for the Diesel and 10 was listed as an alternative. I was not able to locate this cap in a 9-pound, but for those not wanting to go to 10 there is a 7-pound alternative.

Part numbers are:

Stant 10283 - B size 10 pound - NAPA  
703-1422

Stant 10282 - B size 7 pounds - NAPA  
703-1418

Stant 10281 - B size 4 pounds - NAPA  
703-1419

One of these in a 7-pound size is adorning my radiator now - works for me!



*Barn find old stock parts. We think that this coil is a wee bit past its "sell by date". Also know as, "I didn't know that it could rust that way."*

# Engine Block Colours

by Dixon Kenner

A question that comes up from time to time. Roughly, what were the colours that the engine blocks were painted? Bear in mind, the blocks were painted when they were manufactured with the cheapest paint possible, which is why all blocks look rusty and the paint generally long gone. Paint the block with modern engine enamels is going way further than the manufacturer ever intended. Further, when looking up colours in photographs, remember that your screen, the camera, and the lighting at the time of the photo is not colour corrected and won't look like the colour you buy. Given the transient nature of the original paint, nobody is going to give you much trouble if the shade is not exact.



Series 1 engines were: a green (early 80"); a light green duck egg blue colour for the balance of the 1.6l engines or a grey starting with the 2l engine. Paint is/was available from the LR Series One Club.

The 2l diesel engine was light grey until 1960.

The 2.25l were a light green. The common replacement colour over here is "Detroit Diesel Green" which approximates it well. Another, which some say is closer, is Krylon Jade Green. A third choice is Plastikote Alpine Green.



The 2.25l 5 main bearing and 2.5l blocks are a reddish colour

Engines rebuilt at Bensfold can have a pink engine colour, depending on the owner's involvement in the rebuild process. (Hint: If you don't show up to you own engine painting party, then your friends get the pick the colours!)





# Tales from RoverNight

by Dixon Kenner

It has been a while since the last RoverNight update. Much has happened. In mid-July, while driving over to a nearby friend's place, the engine suddenly got a lot louder and then became quiet. A text and I was by with Basil (trusty diesel Audi Q5) to tow the 88 inch the four of five blocks home. Symptoms were simple. Starter would not turn. Using the hand crank would not budge the engine at all. OK, onwards to a new series of adventures, rather than the recent of chasing the rattles after putting an engine in a vehicle (that could be an article on its own...)



Given that the starter dog could of seized upon the flywheel, the first and easiest step is to take the starter out. Starter is fine. It is not the starter as several people had postulated. That means something is stopping it. If I have Ravus (1951 80") in gear and try

and turn the starter handle I am turning the engine, gearbox and the wheels. I can move it that way, but it is a slow and difficult way to do it. So, take out of gear and just the engine turns.

So, clutch in. Gearbox in gear (might as well be in first, high range). Get several "volunteers" to push the vehicle back to the street to ensure that the gearbox is happily turning, to make sure it is not the thrust bearing in the front of the gearbox or the clutch plate that has not. It still could of grenaded in the Bell housing and despite the clutch being in, still connected. Push back up drive and block the wheels.



But with Alastair's that is not happening. So, what stops the engine from turning? Well, it is still connected to the gearbox. Which was the test with the clutch with the drivetrain. If there was something in a cylinder, like water or oil, it would hydraulically lock as the piston cannot compress oil or water. So take out the spark plugs to allow that to escape if that was the problem... Nope.



So... what is stopping the crank from turning? Has to be seized, but the top and bottom look fine with the head on. So, off will come the head. Then we try and turn it. If not, undo the bolts holding each rod on and see what piston



won't move. Now for some all too familiar steps

1. Get out the tape and the marker for the various lines and such. Mark all as we go. Makes for faster reassembly, though everyone, will know where the wires and lines go by now.
2. Remove the spare and the bonnet. Put aside. As the vehicle will be outside, it will go back each time to maintain an aura of functionality.
3. Drain radiator (why do I think that we will undo head bolts with the radiator full?). Drain the oil.
4. Separate the exhaust. (We are leaving the manifolds and carburettor on the head)
5. Disconnect all sorts of things: (a) lines to carb (vacuum, carb heater if there, choke cable, throttle linkage, fuel already disconnected); (b). wires to the distributor; (c). pair of heater pipes to heater (control cable already free); (d). oil feed on back corner of the head; (e). harness to temperature sender & Oscar switch.
6. Undo the valve train. See if the valves all move for amusement. Get a hammer and tap on each of the valves and see that they all move. They do. We assumed they will. That means the problem is in the short block. Did I say that it would have been nice if the starter had gone
7. Undo the head bolts and lift away.



Oh... Look at that... Two pistons are at one level, the other two are at a slightly different level. The crank broke on a newly rebuilt engine with under 120 miles on it. Interesting...

Remove sump for good measure.

Take more photos. OK, the engine will not turn over.

Time for a Plenary session or two. What to do... An obvious option is to telephone the rebuilder and see what he will say. However, in the meantime, the idea will be to get the Rover rolling again. Over a pint or two, eyes turn to the "blue" engine sitting forlorn in the corner of the garage. The blue motor is a tired 2.25 that we took from Alastair's 88 a decade ago after a decade of use as a daily driver. Do a quick and dirty rebuild on that engine, and transfer all of the ancillaries over and we should be ready to go. Right?





# 3 Brothers Classic Rovers

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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 are a few xMOD Series III barn finds.



For Sale: 80 inch Series I

1600cc (stuck) motor great for parts or restoration, quite complete, located in southern Quebec will consider motorcycle trades. Contact through Kijiji advert no. 1399982522



How many 109s do you want?

Trying to help a good friend out with his overwhelming hoarding problem. Part of the hoard is around a dozen or so 109's, I lost count. Patina warranty included.

We can fix you up with an military ambulance, or a five door fire brigade, or tropical roof 5 door truck, or three door vans, or a pickup cab truck, hi cap, what are you looking for ? Most of these should be considered projects as they are not currently in use. Priced as projects. One mans 40+ years of accumulated series trucks and parts available. The reality that he will never get to all of these has finally set in.

Series 2, Series 2a, Series 3 ? Left hand drive ? Right hand drive ? Rare and esoteric parts, or new old stock parts, also available.

Bring your tow vehicle (preferably a pickup with empty bed for additional parts) and come to Virginia. No trading, stuff needs to leave not arrive.

Bringing ice cold Belgian tripels will improve pricing, In this case I would likely attend the negotiations and help his wife load you up.

Pre scheduled appointment required. My friends wife will help you load.

Seriously! PM me to discuss your needs, interests.

Dead serious, lets make a deal on your next project rover Uhaul car trailers rent for \$55 a day. As with all hoards, the first to enter gets the juicy morsels.

Contact "Uncle Douglas" on Defender Source



# Rovers & Parts for Sale

## For Sale: Two 1973/4 NAS Series III SWB & Parts

Both were sold new in Toronto. One was one-owner, the other two-owner when I bought them both in 1985. One lacks engine and transmission and driver's side door. The other has a Pontiac 250 cu in straight six (defunct now, though I ran it for 5 years) but all transmission/transfer case components. Both frames are shot, but there are many good body parts and glass.

### PARTS INVENTORY (in no special order of merit):

- Box of assorted rear side-window catches, dash switches, some distributor parts.
- NEW gas tank filler hose and gas tank sender.
- OE oil filter housing and 3 new OE paper filters.
- 2 yellow transfer case shifter nobs.
- Gearbox final drive endplate (removed when overdrive was installed in another Rover).
- Box of reversing light and reflector parts, frames, lenses.
- NEW Radiator top hose, plus used but good bottom hose and heater hose.
- NEW starter bushing.
- NEW rear main oil seals (two).
- NEW 2 replacement brake/clutch pedal rubbers.
- Used but good fuel pump assembly, with glass bowl, for 2.25 engine.
- NEW thermostat for 2.25-litre engine.
- NEW pair of left and right track rod ends.
- Dashboard clock, unused, analog.
- NEW OE assortment of overhaul kits (gaskets, bushings etc) for master cylinder, steering relay, hub seals.
- Gear shift lever and pivot ball, with bridge housing, plus spare shifter rod.
- Two complete Ser. III hub assemblies with lug nuts, in perfect condition.
- Box of various hood hinges, handbrake brackets, dash housing brackets.
- 2 ignition coils, used.
- NEW full set of rear window track.
- Interior trim panels
- Dash centre housing.
- Complete Ser. III North American spec dash top, with heater/air grills (Ser. III dash tops are very hard to get. There is also another, not as good, in one of the Rovers).
- NEW muffler box for 2.25 4-cylinder engine.
- Hard to find original wire grill for later Series Land Rovers (not 2 or 2A). Will fit a Ser. III, supplanted for North America by the silver- grey plastic ones.
- Front brake drums and back plates, used but good, with short brake lines and connectors.
- set of four 16-inch rims, one needs a LOT of lead.
- 4 15-inch rims
- \*3 gas tanks (2 good enough to epoxy re-coat.
- \*1 radiator and housing
- \*set of front and rear drive shafts

- \*An extra hood, dished for spare wheel
- \*Various light lenses some intact, some broken
- 
- Assortment of OE upholstered seat cushions (not sure exactly how many, but enough to make up one Rover front. No rear seats )
- TWO VIN plates, in very good shape
- TWO transfer case/4-wheel drive instruction plates, also very good.
- ONE towing instruction/warning plate
- ONE oval Land Rover name plate, plastic, very good.

Everything for sale in one lot for CDN \$3000



Location: Parry Sound, ON  
Contact: Peter Brewer, 416-557-5813  
peter.brewer@gmail.com

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# BULLOWS

## R4504 Hydrovane Compressor

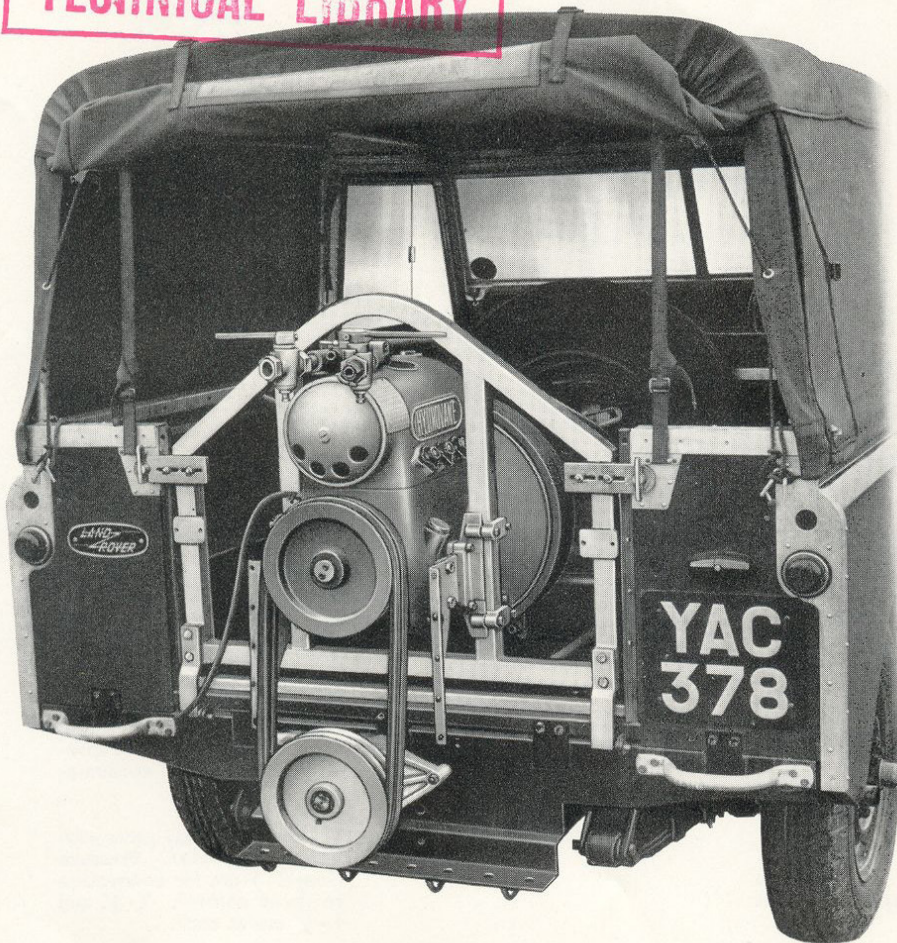
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**LAND-  
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The compressor is offered as a complete assembly, which may be fitted to any Land Rover in a few minutes. The mounting frame, a dummy tailboard, replaces the standard tailboard and drive is by vee belt from the standard Land Rover rear power take-off.

This Hydrovane compressor is a single stage machine, completely free of pumps and valves and has no external pipe-work other than from the compressor to the speed control at the engine end. Incorporated in the compressor is a servo valve mechanism which gives a pressure drop of 2-3 p.s.i. only between no flow and full flow conditions.

A speed control is fitted in the engine linkage and is operated from the compressor control gear. This is arranged to adjust the speed to balance air requirements and ensures absolutely minimum fuel consumption.

There is no pulsation in the air flow and this, coupled with the favourable conditions created by the servo mechanism, eliminates the need for an Air Receiver.

The compressor has a continuous rating of 60 c.f.m. F.A.D., at 100 p.s.i. rotating at 2400 r.p.m. and an intermittent rating of 75 c.f.m. F.A.D., at 100 p.s.i. rotating at 3000 r.p.m.

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