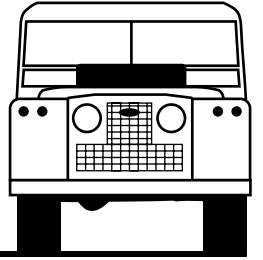


OTTAWA VALLEY LAND ROVERS



October 15, 2018

www.ovlr.ca

Volume XXXV, Number 10



Alaistair Sinclair's engine comes out again

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

General Information

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

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

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

Radio Frequencies

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

Online

<http://www.ovlr.ca>

<http://www.facebook.com/groups/147733366589818/>

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

Newsletter Archive

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

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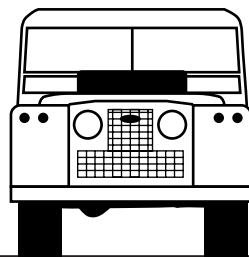
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OVL R Newsletter

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In accordance with the Library and Archives Act, and the Legal Deposit of Publications Regulations, all OVL R newsletters are deposited with the Library of Canada and available to the public under ISSN 1203-8237.

The OVL R newsletter is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

Submissions: Articles and photographs may be submitted to the Editor, Dixon Kenner (dkenner@gmail.com) or via post to the club address. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back. For the best reproduction of photos, use the highest resolution possible. Do not include photos in the text files.

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

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

Editorial Policy: The Editor of the OVL R newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVL R newsletter do not necessarily reflect the position of the officers, board of director, members of the OVL R or its sponsors or advertisers. Where specific data regarding operation, safety, repairs or legislation are concerned, you are advised to obtain an independent verification. The Club, officers and contributors can accept no responsibilities for the result of errors or omissions given in this newsletter or by any other means.

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“Happiness is owning only one Land-Rover.”
--Mark Letourney, owner of Rovers North, circa 1999

Greetings,

Another month has passed and the Land-Rover calendar continues to wind down. No news on the Cedar Hill Rally in Pakenham. Nor on the possibilities of a Frame Oiler this Fall. Leaving the next event the Christmas Party, though probably too early to say anything on that for this year.

The Virginia Club held their annual rally, the Mid-Atlantic, a couple weeks ago. Unfortunately, they have moved it to the southwestern corner of Virginia, turning it into a twelve to thirteen hour drive from Ottawa. In a modern LR product. However, some of our American membership may have attended and be able to report in a future issue.

The event has been held the past few years at Wheatland Farm, with the event camp set up on a hillside with commanding views over the mountains across the valley which are host to the trails. There are guided trail runs for all skill sets, from stock trucks to heavily modified vehicles.

There are a few fun activities at the main site as well, including a multi-stage RTV course - a maze of canes that you have to drive through without either stopping or hitting a cane - and this year, a blindfold competition. Saturday culminates in a barbeque group dinner, including the distribution of awards for the various competitions.

Speaking of events, 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. This year I believe is the seventeenth. Featuring an RTV, or related challenge (there have been scavenger-type hunts to gather stamps, winching challenges, prizes from Atlantic British), some very satisfying thick mud on the upper field, and a huge bonfire and potluck for the people that show. This event has a lot of regulars. If you are interested in attending, send Howard Smith an email.

In outside news, Jaguar Land Rover USA moved to a new headquarters in Mahwah, New Jersey in March, but it was on September 20th, that they formally inaugurated it in the presence of His Royal Highness Prince Edward, Earl of Wessex. Land Rover has been headquartered in New Jersey since the early 2000s, while Jaguar has roots in Mahwah into the 1990s. New Jersey has an unusual number of foreign auto manufacturers' North American headquarters and has for many years. Besides Jaguar Land Rover, the Garden State is home to BMW/MINI/Rolls Royce, Subaru, Volvo, and Ferarri. JLR's prior headquarters was also in Mahwah, but the new one is larger and has a prime location right off I-287 and Route 17, near the New York state line.

Speaking of JLR, the popular news from earlier in Sep-

tember into October has been the plethora of photos of disguised Defender and Evoque 2020 mules. If JLR wanted to attract attention to these vehicles, they have gone about it well. Though putting a McGovern inspired body that evokes the Toyota FI cruiser and the previous DC100 prototype design is interesting and sure to attract a lot of press, which it certainly has. Though given the cancellation of the Defender in 2016 to a 2020 relaunch, contracted to the 1947 to 1948 design and launch of the original Land-Rover one has to wonder about the company's ability to plan and execute in a timely manner. As per the next Evoque, one hopes the mules are wrong as it will soon be difficult to tell a Sport from Discovery from Evoque.


And, speaking of JLR, the Savannah Reborn Centre we noted last month opening for 2019. Well, JLR announced that it won't be opening. JLR stated that a 46% drop in sales into China, anti diesel pressures in the UK and Europe, and Brexit uncertainties all contributed to the decision.

For the more technology with it who like long podcasts on long drives, a good one to subscribe to is the CentreSteer Podcast coming out of Pittsburgh. Running since 2013, the podcast, now in its 68th edition manages to cover a lot of interesting news and finds some fascinating people to Interview every month. A worthwhile download. Available via iTunes, Overcast, or their website at <http://www.centresteer.com>.

Inspiration for someone with a lot of money and a lot of land. Move a bit of dirt around and you too could make one of these to show up in the 1:50,000 map series.



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


 Andrew Hutton writes when you own a Defender you really need to change bolts regularly, apply antiseize, loctite etc. This photo is of the remains of two bulkhead bolts, from the outside everything looked perfect, but once removed.




underside rot all of these seem to have and is generally in really nice shape...barring wear items. It was owned by a chappie who couldn't afford the maintenance when it came up. When i got it the brakes were shot as was one front hub. Car had been basically parked up and the guy was trying to get rid of it.

Since then I've been slaving away on this thing. Got the brakes almost done, replaced both front hubs, and it still needs an oil change and a brake fluid flush. Also needs a detailing, but that's neither here nor there at present.


For one, i am looking forward to trying it out on a proper drive. Channelling Franc Buxton here...super-charged RR! WHEE! SUCH fun. Just thought you lot would be amused.

 A quick note for people planning some off-road trips. Every year from December 1 to May 1 many of the trails and access roads are closed for the winter months to allow for snowmobile use by our fellow trail users the Ontario Federation of Snowmobile Clubs (OFSC). These trails are off-limits for 4WD use and you could be charged if you travel on the trails without a valid snowmobile permit. Goto <http://www.of4wd.com> for more details


One thing - where the F#\$% can I buy a service manual for this damn thing? Also, any recommendations on a service computer for it - what do folks who might have one think of the iLand line of readers?

 Jerry Dowell writes that saving Gertie moves ahead with new galvy frame. Sanded, washed and 2 multiple coats of black epoxy primer. Gloss black top coat to back applied Monday. Axles to be bolted to new chassis to make it easier to move the chassis around.




 Terry King writes that he and a few others went out on a Newbie Run with the Ontario Federation of 4WD Recreationalists (OF4WD). It looks like we had a few Defenders there.




 Alan Richer writes on one going and one coming... Not sure if I mentioned this, but my daughter had her Disco II blown out from under her by a moron in a Honda SUV running a stop sign. She walked away from it, but the poor car was no more.

Since that happened she's been trying to find something she liked, to no avail. She'd basically given up trying to find a car she liked looking at LR3s and RR Sports. The search got put on hold till Spring, and she's driving her husband's truck. And that's where sneaky, devious Daddy comes in.

I located and bought a 2008 Range Rover Sport Supercharged. (wheee!) This one is remarkably free of the

 Andrew Hutton writes it is winter clear-out time again and I'm getting rid of a pile of items that are usable, mostly D2, some D1, some RRC, but excess to what I can reasonably store and use. Happy to have you come and look through if you don't mind helping out putting a few other things away at the same time, most will go free, I'm trying only to keep what I can reasonably use in the next year or two.


Some Non-OVLR News & Rumours

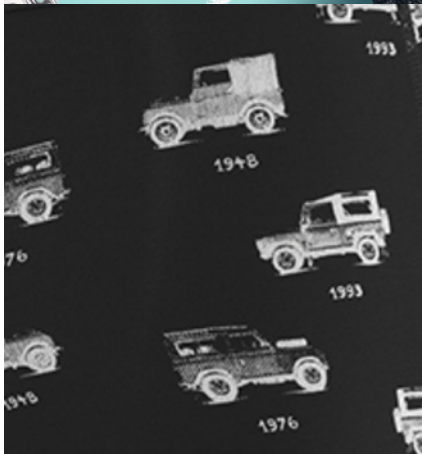
 New Defender mules have been spotted in the wild. Let the comments begin.



 The website Industry & Supply (<http://industryandsupply.com>) has Land Rover Christmas wrapping paper available. 6.99 pounds for three (3) 50x70 cm sheets. Printed from their original artwork, printed on quality silk paper.




 Looking for gift suggestions? Michel Bertrand found these Land Rover themed boxer shorts whilst prowling about on-line.



https://www.saxx-underwear.ca/products/sxbb30f_jeep


Poorly named as being Jeep, the silhouette is an 80", a Series III 88 and a D90

 Non-OVLR news for UK residents wanting to know more about the history of their vehicle: You are entitled to info they hold about your vehicle, but NOT info on any previous owners. What you receive will be copies of all info they hold, with keepers details redacted. It appears they have now altered V888 where you fill in "Option A"


https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/705041/

v888-request-by-an-individual-for-information-about-a-vehicle.pdf

It is still free. See "request information about your vehicle - <https://www.gov.uk/request-information-from-dvla>

 Land Rover prototype from 1965. The early version of the military half ton which would later evolve into the Lightweight.



 For those of you looking for an interesting desk in the den or home office, this semi-Plushie desk is on offer on the auction site The SaleRoom. Starting bid is £340. Not so sure about the chequer plate wings for a smooth note taking surface though.



 Jaguar Land Rover USA moved to a new headquarters in Mahwah, New Jersey in March, but on September 20th, they formally inaugurated it in the presence of His Royal Highness Prince Edward, Earl of Wessex.

Upcoming Events

Mid October 2018

Cedar Hill Classic

Where: Pakenham, Ontario (west of Ottawa)

Organiser: Andrew Jones

Comments: Small, one day rally

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)

January 21, 2018

297th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

February 2019

Annual General Meeting

Location: TBD

February 16-18, 2019

Maine Winter Romp

Benton, ME

Organizer: Bruce Fowler

www.winterromp.me

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

February 18, 2018

298th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

April 2019

32nd Maple Syrup Rallye

Location: Shawville, QC

June 21-23, 2019

36th Birthday Party

Location: Maberly, ON

Anorak's Corner

An occasional photo to help hone the skills of the aspiring anorak or river counter¹. The photo (Above/Below) is of three parking brake levers. What should immediately stand out is that they are all straight. Later Series II and Series IIA are slightly bent upwards. The bottom level was used from 1948 to '53 on the 80".² The middle on 1954 to '58 Series Ones. The top on the early Series II. While they look interchangeable, if you use the longer Series II lever on an 80" you will find that you will have great difficulty removing the floor panel.

1. Other opportunities are the annual Feelie & Seelie Meelie competitions held at the Christmas Party, in December, and the Blacker than Night Rally in early August. Attempts at a Feelie Meelie at the WinterRomp failed when the parts kept sticking/freezing to the players fingers.

2. There are about four different 80" levers. But that level of detail is reserved for SERIES (the Supreme Edition of the Rivet Identification & Examination Section of the secret Ted Rose Sighting Society (TRSS)) members.



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Tales from RoverNight

Deja vu or Alastair and Crew Get a Refresher on Engine Swaps

by Dlxon Kenner

From last month, we left off with the engine sitting in the truck. Well, we never did get the plastic fan shroud off of the radiator. The Phillips sheet metal screws were rusted in place. It did not want to move. But, the engine crane had come over from Kirkwood again and the engine needs to come out. So...

The sump had gone back on the engine after the broken crank discovery. So, in theory the next step should be quick. Right? Of course not. The last time when the engine went in and out after the shop put the spin-on oil adapter on backwards and starved the engine of oil, leading to this rebuild, the engine went in and out in relative luxury. Meaning the breakfast and radiator, wings, all of those wires and things, gone and stored elsewhere. Luxury we say. This time, we are leaving all of that in place. Well, at least for engine removal. Famous last words eh...

Undo the metric nuts that hold the engine mounts to the engine. Loosen the bolt that holds the starter cable on the top corner of the flywheel housing. Remove the mounting plate for the clutch line on the fuel pump cover.

Oil filler tube is off the engine, as is the distributor and the fuel pump. We've labelled more wires to make the reassembly go easier.



Next step the fan and water pump. A pain, but a lot easier than putting it on was.

Water pump is off. The alternator is coming off. The block is drained. Progress is happening. Holding the alternator as Alastair is under the vehicle undoing the bolts and a moth flies in my shirt. Then is fluttering all around as one hand is holding up the alternator and the



other is flapping my shirt to get rid of it. Then it flew in my ear... Oil filter is off. Did I mention that we have been labelling everything with masking tape. Floors out. Tunnel out. Eleven (12) nuts holding the gearbox to the engine off.

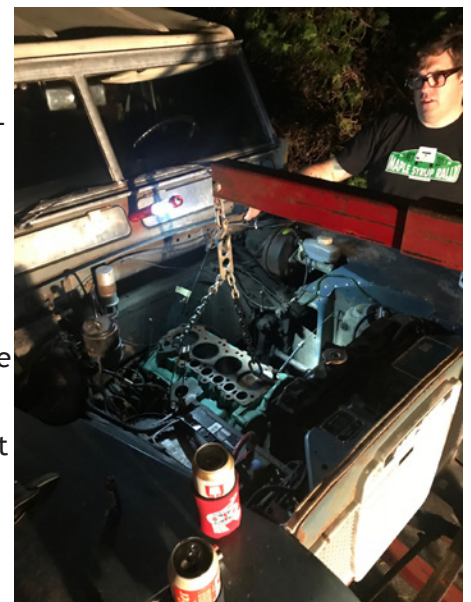
A pair of head bolts, a chain, and the trusty crane¹. Take up the tension, wiggle and pull the engine forward until it is clear of the layshaft and start finessing. Step one. Remove the flywheel housing bolt holding the starter cable to the block. Lift a bit more and turn the nose towards the left. Note how the crank is going to foul on the plastic fan shroud. Demonstrate the power of the hydraulic cylinder by allowing the crank nut push the plastic shroud in and out of the way. Crank now in where the fan once was. Sense victory!

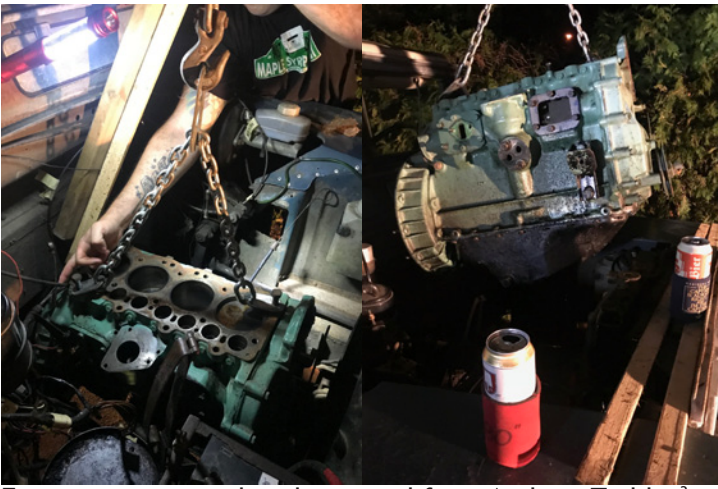


Then note that the afore mentioned crank is now inside the fan shroud, and that it won't bend the plastic out of the way. Reposition. Jostle. Find a 1x2 and use to wedge against crank and shroud to move the later out of the way. Success! Engine can now be deposited into the corner of the garage for future examination. The head and parts are on top of it. Bagged with garbage bags for the time being.

Insert Interlude: Storm. Lightning! Tree hit! Split! Alastair had experience with broken trees! Get tree removed ASAP!

Continuing onwards, we rolled 88 into interim term laneway storage as activities will move inside the garage. The engine crane was used again to lift the blue engine onto the engine stand². From there some preliminary steps are required as this engine most certainly does not look the part for something to go into Alastair's 88.





bonnet and make the inside a lot cleaner. A future step will be to get some Canadian Tire Foamy engine cleaner and coat the engine now that all of the big dirt is off the engine. That done and the "Blue" motor can come apart for examination, assessment as a short term replacement, and reassembly.

Notes:

RoverNight articles summarise several RoverNights, not just one.

¹Never did I realise when I bought the crane off Murray Jackson (former lightweight owner) that it would get so much use. Offhand, the Little Earth Pig, the BGB several times, Dale Desprey's Hogarth (IIA diesel) a couple of times, '67 Dormobile, 1951 Series One, Alastair's previous 88 and current Series III, others...

²This one borrowed from William Fincer, our esteemed past president.

³Andrew is a regular participant at RoverNights. A Porsche aficionado (he has experience working on and rebuilding them) who is fascinated by the shipyard brutality of British automotive design and practice as demonstrated on the Series Land Rover.

Enter pressure washer, borrowed from Andrew Treble.³ Engine pressure washed very thoroughly of residual oil and debris. I think Alastair finds this cathartic. There was a bit of struggling to get pressure washer going. we've got the engine all ready for lots of water. Got pressure washer hooked up. Next step, open up the

Valve Seal Replacement A Bit of Doggerel to List the Sequence

by Alan J. Richer

A few years back, one of the denizens on the Land-Rover Internet list was planning to replace the valve seals on his engine. However, the thought of just reading the manual and following the instructions along with advice from the other list participants seemed to be a bit much for him.

After trying hard to explain the rope trick (soft rope in the cylinder hole to keep the valves from dropping) and get him past the I'm-going-to-break it stage, it occurred to me a step by step description was probably in order.

The need for the description, combined with a REALLY boring afternoon of coding automated software tests resulted in the following bit of doggerel.

I present it here for anyone planning to do valve seals - follow this sequence of events and the manual instructions for seal replacement and you won't go wrong.

Valve seals - a gentle rhyme.
 Replacing seals is not a treat
 but hardly could one say a feat.
 Start valve cover off right quick
 Soon you'll have it in good nick!
 Rockers off the head is true,
 Clean them up they're just like new.
 Now the plugs out one by one,
 Here they say begins the fun.
 Soft rope down the sparkplug hole
 then turn the crank till it won't roll.
 Springs and keepers off, won't you?
 Whack them with a socket first, please do.
 Slide the old seal off and dump,
 Then seat the new one on its rump.
 Springs and keepers back and seated,

On to the next one as is needed.
 Slowly do cylinders four
 Till eight old seals are on the floor.
 Seat all valves with a good tap,
 Else parts come off and valves they rap.
 Rockers back on and adjust,
 Rule of nine here is a must.
 Valve cover on, change gasket too,
 then warm up engine and tea brew.
 Adjust again now if you must,
 Or in your early work just trust.
 Your seals are done, the rubber new
 Now time for beer, a good strong brew!

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 brace of Series IIAs and a Series I. Though are they dead forever or just resting waiting on a new owner?



Plushie Preservation, Part 7

by Greg Fitzgerald

This installment of Plushie Preservation brings the exciting new third member of the fleet into play. Butler is my new-to-me 1994 Range Rover LWB, obtained from certain doom as a parts car in Atlanta. The details of his journey home are detailed in another article in this issue, so let's cut to the exciting part, the initial analysis in the driveway.



the next year or two, and I expect mild tapping when I get it started up. But it should run even if a tiny bit down on power. No other major concerns seen. The heads still have to come off.

Nobody really knew what took this truck off the road. Apparently, it failed emissions inspection, which is apparently unusually strict in Georgia. The owner, who had already taken out a \$1,400 title loan on the truck, sold it to the British car workshop I purchased it from. He parked it in his part yard for spares. However, not much had been pulled; I'd say it's 98% complete.

I originally purchased the truck to use the rust-free body on the solid chassis of my old 1993 RRC LWB, Spenny. However, at some point, I had a revelation that a rust-free body would have a rust-free chassis. So I changed tactics to have the new rust-free truck as my everyday RRC, and to take Spenny in full and turn him into some kind of off-road project. What it will be, exactly, not sure yet. Whatever it is will involve no part of the original bodyshell. The truck will be carefully disassembled for spares and then cut down to a rolling chassis.

So time to start rebuilding the new truck. And yes, it might have been smarter to have bought at least a runner, but I had committed and now here we are. The truck is very clean. The only issue is that it seems to have been in a small fender bender at some point. The body is straight except the headlight box is bashed in a tiny bit. The fenders, bonnet, and driver's door seem new, from a 1995 RRC. The A post is not tweaked, nor is any other internal body part, so that's the key. All workable. The entire truck was also painted black at some point, over the original Montpellier Red, a gorgeous deep, metallic burgundy. When funds allow at some point, I'd really love to bring it back to that colour.



The first goal was to begin stripping the engine to see what was up with that. My plan: pull the heads, see what's up with the gaskets, see what's up in the pistons, and then preemptively reseal the engine. So the first weekend I began to take it apart, down to getting the intake manifold off. Every rubber seal disintegrated in my hands. This was not a bad thing to do for sure.

Things look fine so far, but the camshaft does look a little worn. Probably could use replacement at some point in

The other project I began was stripping the interior out to inspect for rust and treat as such. The preservation of the bodyshell is so important to me with this truck, and I plan to heavily rustproof it as much as I can. Over a long life here in New Jersey, I expect I will eventually have to weld one thing or another. But I want to hold that off and minimize it.

The only concerns were the front floorboards, where I found some surface rust from water retained by the sponge padding. Not unexpected. If these get wet at all -- and with the cuts in them to form around the tunnel and such, they can even get saturated over time from wet shoes in the rain -- they will NEVER dry out. Even a clean Georgia truck, I was wringing them out. I call them the "Sponge of Death." There was surface rust, but jabbing the floor thoroughly with a screwdriver only revealed three perforations, all around the screws that held the seat base trim in place. Not bad. The largest is about an inch in diameter, and the two others about a half inch. Decently simple fixes. I will need to rust convert the surface rust, and I need to find an alternative padding that is not absorbent but still protects from road noise and heat.



The interior of this truck is interesting. The replacement door has the VIN of one of the 250 25th Anniversary Edition Rangies, the run-out of the LWB model. The entire interior seems to have been transferred from that truck -- and it's almost mint. These had a special black interior, with black seats with a dark grey piping with the 25th Edition logo stamped in the headrests. The truck also had the door cards from the 1995, with the Harman Kardon front speaker with the infamous easy-to-crack grilles. In fact, one was sitting in the back seat, but can be re-installed. If I use these with the a/d/s/ mirror tweeter mounts from the old 1993 RRC, I can actually build a pretty nice three-channel stereo system in this truck.

But now that entire interior is in the garage in pieces, the interior will be really cleaned up, and then it goes back in. This truck will be strictly a daily driver, the goal being a nice, classy, classic truck that I know how to fix like the back of my hand, with parts commonality across the fleet. So I want it to look nice and be more civilised. The process continues next month.

Land-Rover Stamps, an Introduction

by Dixon Kenner

So, your Land-Rover is out languishing in the hot sun, or under a snow bank, you are inside, and looking for a distraction. Maybe you collect stamps and are looking for a diversion as I was, or you want to expand your collection of Land-Rover paraphernalia in a new direction.

Well, one different tangent to take is to start looking for Land-Rovers depicted on postage stamps. A quick search on the Internet will turn up a few, and as you identify them, then want to go and get one to put in an album, or maybe frame to go up on the wall, you will discover that this can be a lot more rewarding, as well as time consuming. You may then learn about eBay, its joys and disasters, about your local stamp dealer, or about the plethora of stamp vendors upon the Internet. Further searches will lead you to the Land-Rover-Owners mailing lists, established by onetime OVL member Bill Calocchia. In those pages you will find discussions between T.F. Mills and myself about this very topic.

Postage stamps are just one of many collectibles for the hardcore Land Rover enthusiast who has some time and money to throw around after the latest rebuild. Whether it is badges, manuals, books, or brochures, stamps are yet another piece of ephemera. Likewise, Land Rovers are but one of a myriad of obscure topics for the philatelist. Few hobbies can provide quite the same history and geography lesson as stamp collecting. Given that Land Rovers have been reported in just about every country on earth (yes, even North Korea), not to mention many of the world's civil and military services, it is not surprising that so many postal services have commemorated them. The images range from superbly accurate representations of the vehicles (e.g. Tuvalu, 1985; and Ascension Island, 1996) to barely recognisable tiny cars in a larger scene (Australia, 1992).



This is the first article in an irregular series. Later articles will look at specific issues, and eventually conclude with a rather large listing of what I have been able to put together on and off over the past twenty-five plus years. Future articles will deal with such things as:

Land-Rover Series, Defenders, and Plushies on postage stamps;



The Queen and Land-Rovers; Series One 80 inches or later; Land-Rovers as police cars, fire appliances or ambulances;

Planned is discussion on what "may be" a Land-Rover, where the balance of the argument is that they really most probably are, ranking them whether it "is", "maybe", and "most probably not";

An article on what are not Land-Rovers when people claim they are - EG, there is a series of stamps from Lesotho with the theme "Africa in film". There is a stamp for the movie Hatari! starring John Wayne. The vehicle on the stamp is indistinct,

looks like a LR, but is actually a Jeep when you check on what vehicles were used in the movie. Yes, there are Land-Rovers in two scenes, one broken down with the bonnet up. Kind of appropriate really. Or another Australian set, on out-doors activity, which is actually a Toyota FJ towing a caravan/camper, but short of a very good image, you can argue either way. In the end actually getting the stamp, getting a good magnifying glass, or photographing and blowing it up reveals the rear corner wrap around window gives it away.



As a tangent, the reason that stamps where the image is "most probably" or "certainly not" a Land-Rover, are included in this silly exercise because some

claims that they were a Land-Rover, it then got into some listing on the Internet, and the misinformation stays alive forever. Best example of this is Qatar, the "Security Forces" set from 1969, where there are some Ferret armoured cars on one stamp which keep popping up in random lists as being Land-Rovers. No, no, no!

And, interspaced through all of this as interest takes me, a lengthy series of pages with images of all of these stamps, along with descriptive information that will make your efforts to find them a little easier than mine. Frankly, I am both astonished, as well as appalled with the number of stamps I managed to find over the past twenty years of looking on and off.

But, since we need an image or two, these two stamps represent the first postage stamp with a Land-Rover on it, and the second is the most recent postage stamp with one.



G

TECHNICAL SERVICE DEPARTMENT
PRODUCT INVESTIGATION NEWS LETTER.

No. 232 - AUGUST 1966

COMPANY CIRCULATION - CONFIDENTIAL FOR ADDRESSEES ONLY.

SUBJECT : EXHAUST MANIFOLD CRACKING
MODEL : Land-Rover (Petrol)
REMARKS : Due to the large number of instances of exhaust manifolds cracking on the 2 $\frac{1}{4}$ litre petrol engines, a metal 'slipper' has been produced for fitment to vehicles complaining of this fault.

The slipper follows the shape of the existing manifold gasket but is manufactured out of thin sheet steel.

It should be placed between the exhaust manifold and the gasket to enable the manifold to expand and contract freely and still maintain an airtight seal.

This slipper will eventually be incorporated on production but a number are available from Product Investigation for Service use for a limited period of time.

C. 5090

80 Inch Weekends - Ravus Needs Some (Original) Parts

by Dixon Kenner

It has been a while since the last installment. Ben has been busy with Dora, Ravus has been sitting awaiting parts. A distraction has arrived. You see, it all started at Blacker than Night. During the RTV trials it was noted that driving Ravus (my 1951) and Grail (Ben's 1951) was a different experience. Personally, I did not think so. The major difference between the two was the clutch. While on Ravus you have to put your foot to the floor to engage the clutch, on Grail, it engaged immediately when your foot hit the clutch pedal. Makes for an interesting ride when trying the RTV. You could say entertaining as some people used one 80 inch on the first stage, and the other on the second. Takes a bit of getting used to, especially if your normal Rover is an automatic.



All this to say, Ravus had a very un-original 45D4 distributor (Series III era, it was \$40 or so from Paddocks, new...) and it was not seen as being productive to the well running efficiency that it had been displaying earlier¹.

Further, when Ravus was rebuilt over the preceding years, it did not have the original Solex 32pib-2 carburettor. It had something unidentifiable at the time². Given that the original carburettors were unobtainium, a search of various suppliers and internet for a indicated that there was a south Asian copy available, though was known to have issues. Issues, that depending upon luck, meant the carburettor needed to be rebuilt out of the box³.



Suffice it to say, when you decide to change things, or improve things, you should do one at a time. New parts have to learn from the old parts, and one at a time hastens this educational process. Do two or more, and everything gets confused by the new

parts smell. Or in other words, there was opportunity for further improvements.

For the carburetor, WWspares in the UK now has rebuilt, original Solex 32pib carburettors available.⁴ One was ordered.

For the distributor, the original DVXH4 distributor was sitting on the tool box. Its challenge was a distributor cap and rotor. The original cap was dropped during the rebuilt. It was bakelite and it shattered. Little was thought of that at the time, and when it came time to replace the broken cap, the prices were starting at a hundred pounds (C\$170), plus exorbitant shipping costs.⁵ Luckily, The Land-Rover Series One Club has sponsored the remanufacture of these caps, bringing the price down to a more reasonable, eye-watering, fifty pounds. I note that a service kit for the Lucas 25D4 costs thirteen pounds, and includes cap, condenser, points and rotor.

Speaking of the rotor, you would think that getting a rotor would be easy. Nope. You will note from the photo, that the rotor on the right seems to have a long tail. The one on the left doesn't. Care to guess which is the original, and which is south or east Asian? And, they tend to have the same price, leaving you very much with a buyer beware situation.

You want the long tail on the rotor⁶. Why? The rotor camshaft fitment is identical for both rotors. This fixes the rotor to the cam, and the reach of the rotor to the four contact points in the distributor cap. The only difference is the length of the brass contact area.

Bear in mind, in the 1940's, manufacturing, as good as





it was, was still a bit hit and miss. Tooling worn, et cetera. This lead to extremely generous internal movement. First, the distributor body is locked in position by the clamp on the engine. But there

is a micro-adjustment nut that moves the internal base plate to advance and retard the distributor as the engine revs increase and decrease. The DVXH4 is also fitted with a centrifugal advance mechanism where two weights below the base plate move outwards through centrifugal force to advance the distributor cam. This advances further as the engine revs.

Add in component wear, or “lag” created by worn parts. Add all of this together and you will realise that the rotor contact area is capable of shifting a significant degree in relation to the four contact areas in the distributor cap. Hence the extra length of the brass contact in the original 418355 rotor arm. The shorter arm can lead to power loss, which would be exceedingly difficult to diagnose⁷.



For complete originality, the Series One club is re-manufacturing the bakelite “castles” that went over the spark plugs. For those you use “acorns” for the plug caps. Do note that there are two different thread



patterns that were used, and they are not compatible. There is some cheap “get rich quick” out there.

A final new part, being brought into play is the fuel pump.

The original SU was dead and there was an even deader electric pump in the vehicle. Hence the pressure regulator on the Carter. As an intermediate step, a US\$12 electric fuel pump was purchased off of Amazon. Small, quiet, cheap, apparently prone to catch fire, it has worked well. However, an SU has been acquired and is getting ready to be plumbed into the fuel system, when the flexible hose can be acquired.



Next month, a 1957 arrives at Bensfold for some work.

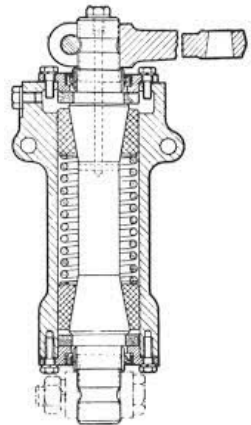
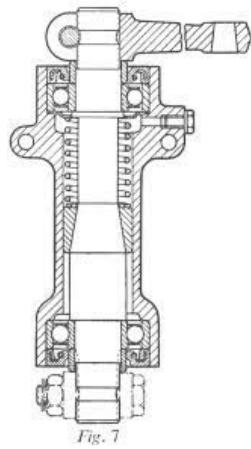
Notes:

1. We can discuss how these engine foul no. 2 or 3 cylinders with oil another day.
2. Later identified as a Carter WO type 636 off of a late Jeep CJ2a. Given the Solex was an after-market change for Jeep owners for numerous reasons. Add a pressure regulator, and the opposite direction is very plausible. (ref: https://www.thecj2apage.com/forums/carburetors-carter-w0_topic6161.html)
3. As reference, if you need a carburettor rebuild kit, Burlen (<http://www.burlen.co.uk>) in the U.K. has been reproducing classic vehicle carburettors, fuel pumps and associated spares, including SU, Amal, Zenith, Stromberg and Solex.
4. <http://www.wvspares.co.uk>
5. Anyone noticed how expensive it is to ship overseas, especially from the UK? Ironically, the International Postal Union started with every originating country keeping all of the money collected from the postage. A nice tidy profit centre there. Later, in the 90's, countries tried to rebalance this a little, based on the total volumes of mail going one way of the other. Essentially, our international rates are helping to keep Post Office executive bonuses up.
6. Lucas part 408355 and not 415088. 415088 replaces/supersedes 40730, 408355, and 418726. Further, and ideally, you want genuine Lucas and not Lucas (India)
7. Many thanks to Ron Garford in the southern USA for explaining the rationale for the long tail and its importance with older distributors.

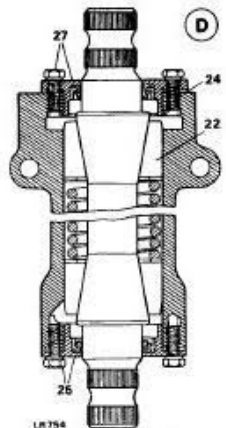
Steering Relay Trivia

Some steering relay trivia for the reader. Did you know that there are three different types of steering relays?

The first was only available in 1948. They are rather rare as there was an issue with 'wheel wobble' on the 1948s so they were recalled by dealers for a redesigned unit without the bearings. These relays are now very dear as most were recalled. Some people replaced the bolt on the side of the casting with a zerk fitting to pack them with grease.



The replacement had two sets of bushes to add more friction. This type has an oil filler hole down the centre of the shaft so can be identified by the bolt head on top of shaft. These relays were used from 1948 through to the end of the Series II and possibly into the early IIIA's.



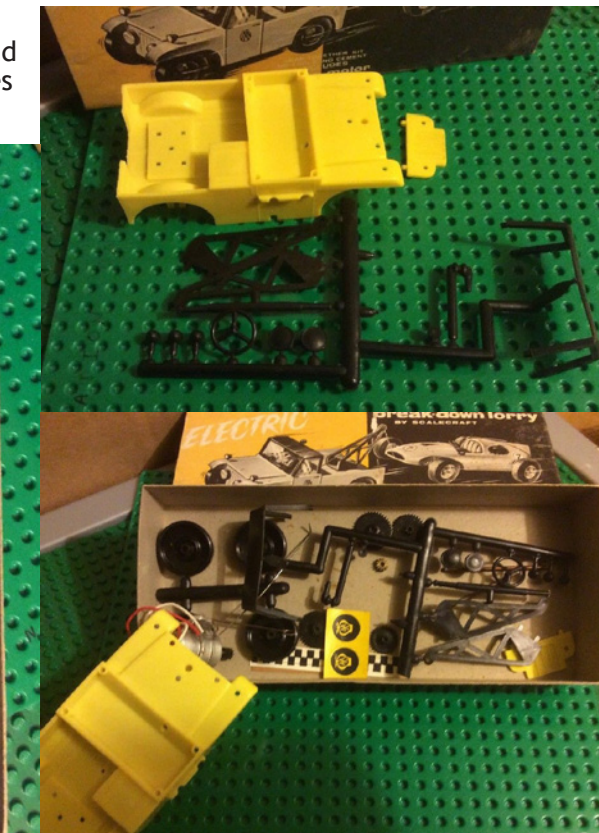
The third type (approx. 1964) did away with the hole down the shaft so oil is topped up through one of the four top bolts. This lasted until the end of the Series III in 1984.

Scalecraft Breakdown Truck

A fascinating find on eBay the other month. A Vintage Scalecraft polythene plastic motorised kit of a Land Rover Series 1 breakdown vehicle with AA decals. Model requires no glue and just clicks together.



Scalecraft Model kits were produced by the Eldon toy company in the UK from the late 1950s up to 1977 when they were taken over by Airfix. Typical Scalecraft sets featured cars, military vehicles, boats and aeroplanes. They came as 'snap-together' kits and were sometimes motorised.



Rovers & Parts for Sale

For Sale: 1957 Land-Rover Series I 88" SW

Very good running condition still, Land Rover back then was known to be unstoppable in the mud. And this thing still is. Has been started up lots and left running, maybe a spin around the block quick.



Needs new gas tank which I'm in works of replacing now. These things in fair condition go for lots more. Whether your a collector or wanting a good old vehicle perfect for hunting.

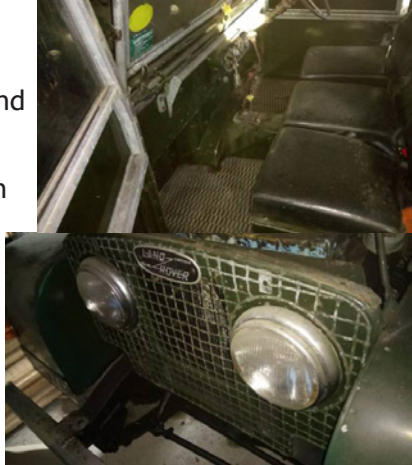


\$13,000.00
Kijiji as no. 1396150073

1952 Series 1 80"

80" land rover in great original condition. Imported from New Zealand 15 years ago, chassis great condition. New canvas 5 years ago, won first place at Stowe VT British Invasion, Been stored in Barn for 2 years, will get better pics when pulled out of Barn.

US\$20,000.
Call 603-439-1263



For Sale: 1954-57 Steering Box

For sale. NOS 1954-57 steering box. New old stock lhd steering box for Land Rover Series 1 86", 88" or 107". Part # 270840. Purchased from Dunsfold in England for a project which I subsequently sold, Never installed and still covered in protective grease. \$650.00 firm. Kijiji ad no. 1395944853



For Sale: Two Discoveries, free

2 parts cars. Message with needs. Located in Warkworth, Ontario -

- (1) 2002 blue/tan 5 seater. Good motor, no trans
 - (2) 2004 silver/black 7 seater. Something wrong with motor. No tcase no bumpers.
- Contact Zack Merry via Facebook



For Sale: 1954-57 Steering Box

1958 LAND ROVER, Series 1, Factory Aluminum Top and Doors, All Removable, Runs Great, New Brakes. Craigslist is # 6756044658



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D-B

ARTICULATED LAND-ROVER

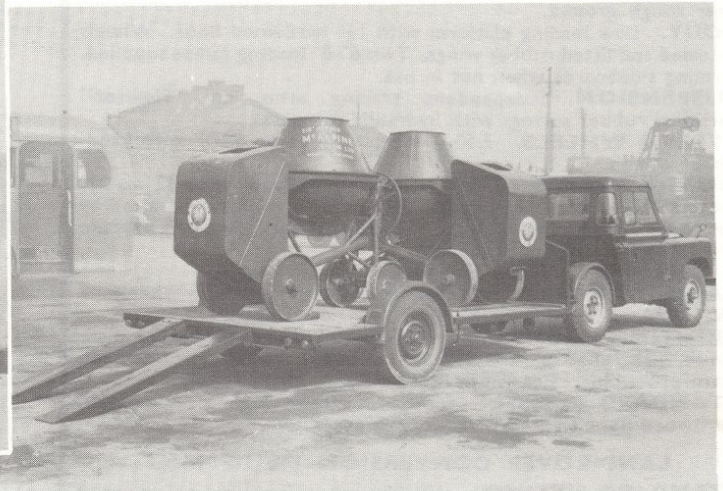
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LAND-ROVER



12-6 X 7-6 PLATFORM.



STANDARD 11-2 X 7-6 PLATFORM

35cwt LOW LOADING MODELS.

- A versatile, lightweight articulated vehicle, equally at home on or off the road.
- Wide range of semi-trailer designs for every purpose.
- Detachable pick-up body for quick and simple attachment to Land-Rover when Trailer is not in use.
- Automatic fifth wheel coupling and all fittings supplied as kit for easy fitting to chassis and cab unit.
- Existing vehicles can be converted.
- Does not affect the fitting of the majority of Rover approved equipment.

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