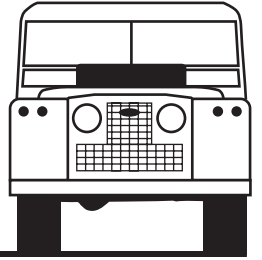


OTTAWA VALLEY LAND ROVERS



November 15, 2018

www.ovlr.ca

Volume XXXV, Number 11



Rod Steele's 1954 Series I 86" plow truck

**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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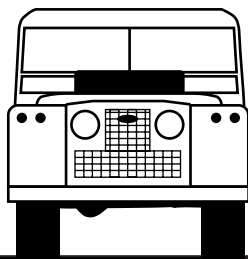
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OVL R Newsletter

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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.

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On Land-Rover's problems in 1978 "that supply shortages and high prices are responsible for Land Rover's declining annual output and world market share. Land Rover's rivals are interested in market share and profitability, not "superiority"'"

Greetings,

November has arrived and now comes the time of year when most NADA Land-Rovers go to bed for the year and the NAS get to stay up and drive about in the snow (WinterRomp excepted).¹

Given the short notice, the Christmas Party will be lower key this year. The Club has found that conflicts with family life, work parties, have made scheduling the Christmas Party a challenge. So, this year, the Christmas Party will be combined with the December Social on Monday the 18th of December. Those that decide to come out for a drink, the traditional Prescott Tavern fare, will also heat who are in the running for the annual Awards. There are a few on offer, from Lugnut, to Towball, Gasket Under Glass, Silver Swivel Ball, and Golden Wench. No idea if the inventive elves within the club structure have come up with any unique awards for anybody.

It is expected that the annual arm twisting for executive positions will recommence. So, if you have a spare moment, and wish to contribute towards keeping the oldest Canadian Land-Rover club going, consider playing a more active role. There are lots of possibilities available.

As some may have noticed, Cedar Hill did not happen this year. Not was there much interest on the Annual Frame Oiler, which used to be a fixture on the events calendar.

One regular event that did occur was the annual Guy Fawkes Rally in upstate² New York. This year the event hit about forty vehicles, and with that an instructive lesson. There are numerous, small, events that door the calendar. A number are mentioned through the year in these pages. However, there is a finite capacity for any event to remain small and intimate, enjoyable and personal. Once they pass a certain point, control begins to get lost. Guy Fawkes is a wonderful event at fewer trucks. It started as a 101FC event, added ex-military vehicles, then Series. Modern Land Rovers followed.

All this to say, next year's Guy Fawkes Rally will see a return towards its' roots and the invitational aspect reapplied. To quote the organiser, "if you don't have a Series Rover, an ex-military Rover ..." or know the host, you will need to email for an invitation. Other events, such as WinterRomp³, have already moved to curtail growth. WinterRomp has been ingenious by requiring new attendees to donate to a charity, either a set monetary or time amount, to be registered for the event, thus helping out the community.

Not to turn into an editorial, but a rally can be of volunteers and cheap, if not free, but they have to be

relatively small. As they grow, they incur costs, and need to recover those costs somehow.


Notes:

1. NADA is a term from the 1950's to describe Land-Rovers sold into the North American Dollar Area. Valid from 1949 to British Leyland pulling Land-Rover from North America in 1974. NAS is a term for "modern" Land Rover products, especially for Defenders, to describe the North American Specification. Valid from 1987, thereabouts, to date.
2. Is Cooperstown upstate? Depends upon your frame of reference. Growing up in NYC, your editor's frame of reference is anything north of about the Bronx is upstate. West Point/Garrison if you really want to push it.
3. Possibly the largest Land-Rover Rally in North America now that the huge Mid-Atlantic Rallies of a decade plus ago at Pearl's Pond have moved on.


What an excellent find out in British Columbia! A stretch IIA station wagon. I guess they could have some real parties in that vehicle on the way to the Wedding Reception or prom. Fit a few kegs in there. You'd need them, as that would be quite a slow trip. Even more special if it has a two litre and is a Series II! Currently being used as a woodshed. Owner recently passed, so this may be becoming available for someone who wishes to start up a Land-Rover themed limousine service.




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


 Jerry Dowell writes of his recent battles with Gertie the NADA S11A 109 Station Wagon. An epic 4 hour battle with rear leaf springs. Cut off of old chassis, remove a pins and bushings ready for sand blast, epoxy primer, and a coat of chassis black before new bushings are installed.




 Brett Storey writes, VW bought back my 2011 Golf Wagon Tdi on Tuesday as part of the dieselgate settlement. Great car and I'm going to miss it. That means my 1974 diesel 88 is back to being my daily driver as it has been off and on these last 34 years. No worries. Wednesday, no problem. Thursday on my way home from work, I make a quick stop at Home Depot. When I go to start the 88, all I get is a single click. This happens two more times, then all dash lights go out. Pop the bonnet, have a good stare at the battery connectors, give them a couple wiggles and the truck starts right up. Once home I clean and tighten all the connections and all seems well. Today (Friday) I leave work in the pouring rain. Put the wipers on and hear a nasty shrieking coming from the wiper motor with each pass of the wipers. Gingerly drive home with very limited use of said wipers. Have a spare motor, hope it's good.

I also started hearing a squeal sound in the engine bay. Suspect either the water pump or alternator. Not off to a promising start here. Can't wait to see what tomorrow brings.

 Andrew Hutton writes, if anyone has some Series 2/3 parts they would like to clear out I am looking for some parts for a new Series/RRC LWB hybrid I building as an OHV. I have the main chassis and a suitably modified bulkhead and Def seatbox now, I will probably build the tub from scratch but finding a usable one would be great too, as well as some half doors. A split screen frame is probably the part I need the most though, and I remember someone mentioned they had one a while back. Undecided on the rear body and roof really, probably just enough to stay out of the rain so any roof I could shorten to fit would be great.

 Jerry Dowell writes that he and McDermott have been working on Gertie. The NADA 2.6 lump out of the old chassis ready to be resealed and checked over before going into the new chassis. A good days work for two old guys. Thanks again to Mc D for another productive day.




 Greg Fitzgerald reports, in my part of New Jersey, we have a serious problem with luxury car theft. Rovers, BMWs, Benzes, etc. get lifted from driveways and parking lots, sped a half hour down the Interstate to Port Newark, and get smuggled out of the country to West Africa, South America, etc., where they're sold for huge money. In 2013 someone was even murdered during a carjacking for their 2012 Range Rover at the Short Hills Mall parking garage.


This cover story of a Newark Star-Ledger, however, about the attempted theft of two 2017 Range Rovers, contained the most Land Rover news line ever: "The pair only made off with the first car. After having trouble starting the second, Millburn police say one of the men ran off and fled in a third vehicle that was waiting nearby."

http://www.nj.com/essex/index.ssf/2017/11/men_threatened_to_kill_my_13-year-old_daughter_dad.html

Some Non-OVLR News & Rumours

 OVLR is a member of OF4WD. Your OF4WD membership dollars hard at work! Building bridges and multi-user relationships for a safer today and a brighter future for us all. Huge thanks to the BDSC snowmobile club and KATVA ATV club for their lead and support with this project. Funds provided by OF4WD, HATVA and OFTR. OF4WD was well represented by our hardworking volunteers from adopt-a-trail club COORJC. Here are before and after photos.




 Since announcing the 70th Anniversary commemorative Defender Works V8 earlier this year, the Land Rover Classic Works division has been busy fulfilling the orders for the sold-out limited edition. While most of them are being built in the Classic Works shop, one particular Works V8 Defender 110 was built somewhere very different.




Getting the Defender into the store wasn't the easiest thing, and the rolling chassis and crates of parts had to be hoisted 36 feet/11 meters through an upper window. Once it was inside, it took just four days for the Land Rover Classic technicians to completely build up the rolling chassis.

Selfridges did put their own twists on the already-special truck, with 25 special parts above and beyond the tweaks already made for the Works V8 trucks. The truck is painted in Bronze Green, with a soft top dyed in the store's iconic yellow. The truck has several Selfridges badges across it. No news on whether the drivetrain has any oil in it.

 Jaguar Land Rover has opened their new \$1.6 billion factory in Nitra, Slovakia, which will soon commence full-scale production of Discoverys. All Discovery

production will be shifted to Nitra from Solihull, England.

The Nitra plant was originally going to produce Discovery 5 models alongside Solihull, but full production has now been moved there to make room to begin developing new platforms in Solihull, including a heavy investment in electric and hybrid vehicles on a custom platform that can also be used with gasoline and diesel motors. Solihull will continue to produce Range Rovers, Range Rover Sports, and Range Rover Velars. Range Rover Evoques and Discovery Sports will continue to be built in Halewood, England, near Liverpool. There are rumors that the new Defender may be built in Nitra.

 The National Post came out on a trail run in September to do a story on the 70th anniversary of Land Rover. Ted Matthews coordinated this with the LRAA

“Ever see a penguin walk around? Their tall bodies wobble around precariously on top of short, stubby legs as they waddle slowly from place to place. This is a lot like how an older Land Rover goes down the road – they're slower than your average Toyota Camry, they lean precariously on off-ramps, and they're hardly smooth over expansion joints and potholes.

But the penguin is transformed when it hops into the water: suddenly that awkward form becomes a bullet-shaped projectile underwater; agile and fast, a creature designed for one purpose. And when the tires leave the pavement, a Land Rover comes into its element.”

The article continues at [driving .ca](https://driving.ca) The specific link is - https://driving.ca/land-rover/auto-news/entertainment/off-roading-in-classic-land-rovers-is-the-ultimate-adventure?fbclid=IwAR3Q4xFHkmqfIE7nh1Gp06pR0R8u9Ev7jCbLlNmGYwB_5dpxKM_nY2GRsZA



General Servicing: Repairs, Humour, Tales & Trivia

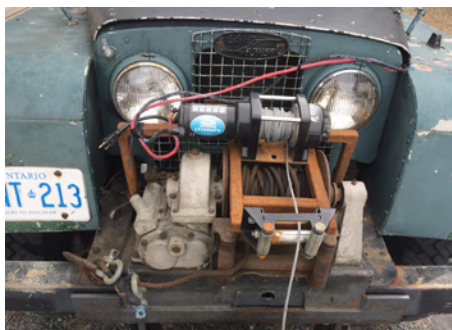
Sequence of Winterizing Series 1 Land Rover 1954 (86" WB Hard Top)

by Rod Steele

After damaging our snow blower many times over, we decided to invest in whatever the Land Rover required to be able to plough our driveway.

Almost fifteen years ago we had a full size plough on the front of the Rover using a electric over hydraulic cylinder lift. This had long since been sold due to my concern that sooner or later I would bend the frame of the Rover.

STEP 1 - 2014 Winter: This time around the first step was the addition of a small ultra light John Deere ATV snow plough, lifted with a small ATV electric winch. The weakest link is the plough, and in fact it has been bent a few times. LR - 1, John Deere - 0. Our Rover has a large front PTO driven Koenig winch for fun in the summer.



The ATV winch was installed on a frame that bolts over the Koenig that is easily removeable.

Step 2 - 2015: The Land-Rover has an inline rad heater, which is very effective at heating the engine block and therefore also the coolant. This was a critical step in starting at any temperature. The Land-Rover is plugged into a 110v wall timer, to come on for two hours, at 5 am and 3 pm throughout the winter. Never failing to allow me to get up early or plough when I come home.

I also plugged three electric battery blankets into the wall timer. One was on the battery, one was around the carburettor, and the third and most impactful was around the fuel pump

I need to mention that I have always had a master switch on the LR, that interrupts the ground cable preventing any battery leakage. A habit from working in the mines where wiring harness become brittle and electrical drains are common. So with the battery blanket, and the master switch, my power conservation is effective enough, that the relatively low dyno charge is enough to handle the starter and also the ATV winch needs.



Step 3 - 2016: To prevent the windows fogging to this point I had to keep the windows

open, sometimes even the doors. I extended the heater hoses from the tap behind the radiator to run, instead of through the original path through the firewall to the interior mounted LR heater, rather through to the right hand side wing, where I have mounted under the wing an old same era, small heater radiator, drawing air in through a new hole in the wing, through the rad, and into a heater box that I mounted inside the passenger footwell. From here it feeds up into the windshield blower tubes.



Step 4 - 2017: This was a busy year. I noticed in 2015 and especially 2016, once I noticed it reappear, that the starting was no longer an issue, but the Land-Rover definitely lost power the longer I ran it, particularly below -20 C. A chat about this with a snow mobile mechanic, suggested I heat the carburettor and the air coming in.

First I added additional length to the heater rad hoses, and ran them around the fuel pump under the battery blanket using it for insulation, then the same technique around the carburettor. So now the fuel circuit items maintained their warmth no matter how long the LR ran.

Finally I added a crude heater box of aluminum and duct tape, an open intake of 5 x 5 inches above the



exhaust manifold leading to a loose fitting circular box above the oil bath air filter. There is enough leakage to make sure there is plenty of oxygen, but the box still becomes warm to the touch very quickly. This has noticeably reduced the amount of warm up time using the choke to only a few minutes, if at all.

Conclusion: The horsepower has increased dramatically. Until 2017 pushing snow on a decline or flat was fine, this winter I was pushing large amounts of snow up the steep incline without any



faltering.

I have many techniques to learn yet, but mainly to not underestimate the traction and power to weight ratio in bull gear of our old 1954 war horse. I have not traced our serial number but when we bought our LR almost twenty five years ago, it still had air force roundels on the front wings, and apparently came from a local air base in the Midland, Ontario area.

(Rod lives near Sudbury Ontario. -Ed)

Plushie Preservation, Part 8

by Greg Fitzgerald

And so here we find ourselves again preserving examples of the golden era of the coil sprung Land Rovers in the 1990s.

We left off with me diving full on into my new-to-me 1994 Range Rover Classic, Butler. That truck was the majority of my focus this month.

New Jersey's been suffering a long spell of damp weather this summer and autumn. It's just never been dry enough long enough to get it out of the air. Now, Butler spent five years laid up in Atlanta, a city known to be both wet and hot. Yet it wasn't until he was two weeks into his new life in New Jersey that he started to develop mildew on the seats and steering wheel.

Spenny, my old, clapped-out 1993 RRC, was also suffering mildew, but even that totally exploded this summer across many interior panels. Since Butler's new and has a nice, rare, unobtainium 25th Anniversary Edition black and grey interior, I needed to get those seats out of there stat. While it was Thanksgiving in Canada, I had off for Columbus Day, so I took advantage of the three day weekend to finish stripping out the interior.

Somehow, though the truck is almost totally rust-free, the seat bolts were really stuck in there. I ended up really screwing them up even more, rounding out most of the allen heads. This led to taking out the "big guns" -- grinders, cutters, and Dremels, all in a quest to get the bolts out without damaging the seats themselves. It took a full day's worth of work to get them out using this level of care. They're definitely all wrecked now but the seats survived, and the bolts can be replaced.

Then it was time to clean them up. I used a solution of rubbing alcohol and water first to wipe away the mildew and disinfect them, as per the Internet. Then, of course, that risked removing drying out the seats, which



could lead to shrinking the leather. So I took the next step of using Lexol leather cleaner and conditioner to rejuvenate them. To make sure I got every spore out, I even took off armrests and latches and disassembled the back and bottom cushions. I have to say, after all this, they really did look sharp. The driver's seat has a little wear, but it looks like nobody even ever sat on the others.

I haven't accomplished much more on the engine. It's just been so wet, and now it's getting dark earlier and harder to work on it after work. The seats could at least be done inside. I can get some accomplished on work from home days, at least. But the leather issues were a bit of an unexpected diversion, but the cleaning and conditioning were needed to preserve them.

It's pushing November now, and I have to admit I don't love the pace I've been working at. I really need to get the truck in the garage soonish to get some heavy work done in the cold weather. But the Discovery continues to remain serviceable enough, so on we trudge doing the RRC project as thoroughly as possible.



Tales From RoverNight: The Blue Block Goes Green

by Dixon Kenner

When we left off last month, the blue engine was on William's engine stand, nice and, more or less, clean and ready for some disassembly and assessment. As the engine is less most ancillaries, including manifolds, this should be easy. So, off with the head.

The engine shows the usual signs of a lot of use. There are some nice ridges up above the piston rings, that will need to be addressed. Happily, this is where a ridge reamer comes in handy.



rest out. Number three popped out. As for the last two, a lesson in preparation. The two that were Ridge reamed were easy. The two that were not were a PITA.

Next step, clean up the pistons and put on new rings.

The tools: Toothbrush; Wire brush; Pointy screwdriver or small screwdriver; and Rubber gloves.

Tasks:

1. Remove the rings from the pistons
2. Using the brushes and gloves, with carb cleaner, clean out all of the grooves on the pistons until they are nice and clean.
3. Put new rings onto the pistons. An easy task for the top and bottom rings. The middle one can be a bitch to do. Sometime sliding it down a very thin piece of metal, covering a groove, works well if available.
4. Repeat for all four pistons.
5. Optionally, use ring compressor and see how nicely, if at all, the pistons will go back home. No banging allowed, just gentle tapping.



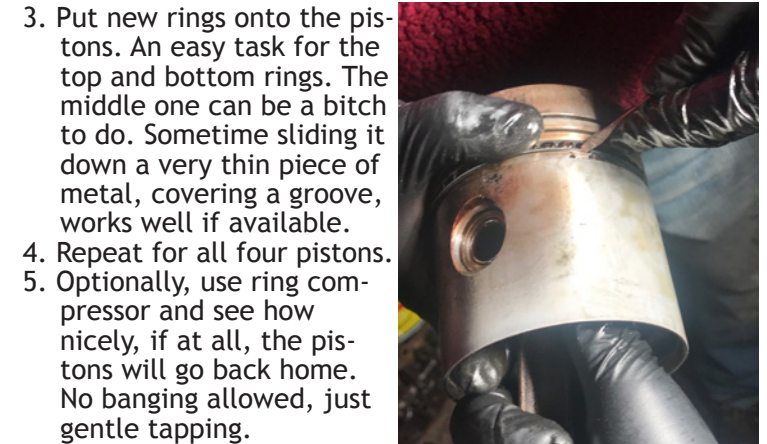
Reaming out the cylinders, one by one, eliminating the ridge created by piston wear is a fairly easy task. Put in the reamer, attach to a half inch drive ratchet and start turning. Not doing this task will make piston removal a lot harder. Oak and large mallet harder. No ridges and we will be able to get the pistons out to change

the rings. It is actually a bit of work to cut away the metal in the bore. Turn a lot. Tighten. Check the Ridge. Repeat. On cylinder no. two. Three and four were to wait for another RoverNight.

Starting afresh, we flipped the engine upside down and all the coolant in the block drained out onto the floor. Oops... Forgot to make sure the block was drained. Oh well. We undid the rod bolts. Got the caps off and into labelled bags. And then went to get the pistons out. That required wood and a mallet.



Since there was Alastair, Andrew, William and I we decided to take turns. I got one out with a lot of hammering with a piece of pine and a mallet. Took a bit but out it came. That was number four. No ridge reaming. The next (no. three) would not go. William went home and got some pieces of hardwood, a hand held sledge and for the



It was another successful evening. The four pistons went into the bores with almost no struggle. But, a bit of a remembering experience at first.

When we did the first one, tapped it all the way into the bore and down to the crank, flipped the engine over on the stand, we realised that, not only did we forget to put oil on the bearing journal, we forgot to put a bearing in. Oops... Too many distracting discussions on other subjects.

That was a bit of fun to move the piston down a little bit, crank over and away enough to get oil on it and the bearing in. I was not so silly for the next two. By which point we rotated the tasks around so all could share in this learning experience. So, engine flipped over. Poured oil into the bores, on top of the pistons, to let the oil run through so all is well lubricated. So, in theory, the engine is ready to go back together.

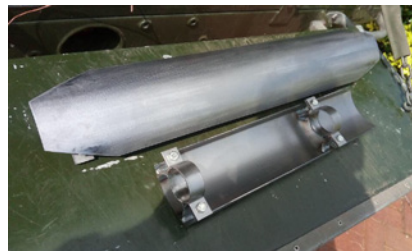
Series I Repro Parts

For anyone who wants to have a more original look for their Series One Neil "Fen Boy" in the U.K. is reproducing Exhaust Heat Shields for the front pipe on all Series One exhausts, and for Series Two exhausts that exit out through the wing rather than straight down. IIA Station waggon owners could benefit from one of these for under the driver's floor.



They are reproduced in mild steel. Closely copied from originals in all details. The cost is £39.00 + £8.00 pnp for UK. Overseas welcome but with prior agreed postage quote. To Ottawa the cost of postage is £27 for one, £42 for two.

Contact Neil via the Land Rover Series One club forum message system <http://www.lrsoc.com> if you are interested.



Leaving a Morgan & Land-Rover Alone in a Garage...

What do you get when you leave a Morgan, or a Lotus 7, unsupervised in a garage together? Well, maybe this is the result of that union. Probably a very rare occurrence. There are not any current or former OVL R members with both a Morgan and a Land-Rover are there? (Ed's note: hint, at least two)



At which point we decided that the engine could use more cleaning before it was to be painted. The engine was all cleaned up with scrapers and a nylon wheel on a drill that worked wonderfully. A suggestion from Andrew Treble. Much less harsh that a wire wheel on an angle grinder. Must be a Porsche thing. Soft touch, less brutality.



Once the block was rotated around to get the three sides clean, we wrapped up the sump in newspaper and bolted it on with two bolts. Then we flipped it. Put the head on, with four bolts. More taping (blue or green painters' tape is wonderful for this kind of thing), then the valve cover went on and more tape. We are ready for paint.

Alastair had splurged and had propane, so the radiant burner gently warmed the block. Alastair nearly managed one coat of paint before running out. (Same can used on the previous engine which has the broken crank) Jerrid, a regular attendee, though prefers Japan Auto to mechanical work, commented was that paint made such a difference. It went "from being a \$50 engine to a \$300 engine!" We told him that a good rebuildable engine starts at about \$200 to \$300 and that a rebuilt one can easily cost US\$3,000.



Unfortunately, Detroit Diesel Green is very difficult to find in Ottawa, so a can was obtained from Ben Smith during a subsequent 80 inch weekend, and Alastair was ready to put the engine back into the Rover.



Next adventure, will the engine go back in with the breakfast, radiator and wings in place?

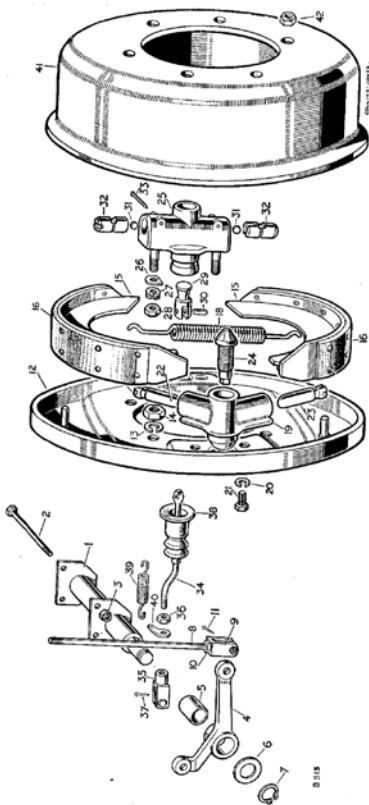
80inch Weekend - Parking Brake Challenges

by Dixon Kenner

One of the recent vehicles that arrived at the Barn is a 1957 Series One 88" Station Wagon. In for a spot of work. One noticeable aspect about this vehicle was a lack of power when moving. This could be from a number of things, the first of which could be related to the fact that when you tried to raise or lower the parking brake lever, it did not move. To be brief. Not good.

So some disassembly was in order. What exactly isn't moving. The simple thing to do is add some penetrating oil, liberally, and, here or there some heat. Happily, on the pivot arm, both of the clevis pins came out.

HAND BRAKE, TRANSMISSION



One pin connects a pivot point to the lever in the can of the vehicle. From there getting the lever to free up was not too onerous a task. It can even be taken out of the vehicle from below if necessary. The other pin connects to a wedge, that expands the shoes in the drum on the back of the gearbox. Now free, you can assess the



situation inside the drum by seeing if the drum now freely moves. It does!

In summary, looking at the diagram, the lower bracket, that attaches to the bottom of the chassis rail, is seized. Namely, part 4 is seized to part 1 - Part 9 and part 35 have been disconnected. So, remove the assembly.



This should simply be removing the two bolts and nuts (part 2 & 3) to pull the assembly off. There it can be wire wheeled, apply heat, WD40 etc to it so it is free and can be put back on. Simple eh?

Unfortunately, not.

However, if you look in the photo below, and specifically on the left side of the bracket, at the corner of the chassis rail, you will notice that it is not a straight line. Yes, it has been welded to the frame. So, time to get the angle grinder and make that go away?



Problem. It is welded in all four corners inside and out on the chassis. I can't use the MAPP torch on the pivot directly because I am close to the petrol tank. To get rid of the welds on the outside puts a cutting wheel quite close to the petrol tank. What to do?

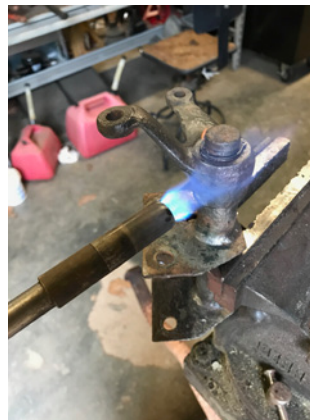
In theory, drop the petrol tank to grind off the welds and put the tank back in again. On the good side, the rest of the mechanism now works quite well. Been hit with PB blaster and thoroughly exercised. Sprayed the nuts and bolts on the petrol tank. That will get dropped out so the welding can get ground off.

Now to remove a petrol tank. In theory is just six nuts and bolts. They are all rusted. Won't budge. There is the fuel line to disconnect, and the single wire to the fuel gauge. Apply air tools and the tank is ready to drop out with the help of a floor jack.

Petrol tank dropped easily. Being half full of petrol didn't make it too heavy to drop. Now I can grind the welds off of the parking brake lever pivot point and remove it.

And with that, the nasty, unfriendly, pivot point for the hand brake came off, disassembled and all anti-seized up for reassembly.

Heated it with the favourite Mapp torch to get it to move and then disassembled. Wire wheeled that. Used the grinding stone to go and grind off the welds and make it look a little more original again. Then applied anti-seize and reassembled. Hung up and painted - Cleaned up the assembly, hung it up and applied red primer. Cleaned up the chassis where it used to be with the wire wheel and applied red primer. Chassis painted.





Time to put the petrol tank back in. Happily some of the original nuts and bolts broke when they were being removed. Makes life so much easier. Then reassembled the complete hand brake assembly. So satisfying when the works. Better than the BGB or other Land-Rovers that I have known where applying that brake while moving could mean (1) nothing happens, ie the drum is full of oil, (2) it kinda works, and smoke comes out as the oil starts to burn off, or (3), it actually works. It is actually a brutally simple system. All rods and pivots. No cables, no electric motors or relays.



Wonderful!

Upcoming Events

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)

March 18, 2018

299th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

April 2019

32nd Maple Syrup Rallye

Location: Shawville, QC

Date TBD based on the sap run

April 15, 2018

300th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

June 21-23, 2019

36th Birthday Party

Location: Maberly, ON

August 3-4, 2019

18th Blacker than Night Rallye

Location: Readington, NJ

Organizer: Ben Smith

Not a Survivor

Many moons ago Land-Rover claimed that 70% of all Land-Rover are still on the road. We continue a monthly series of photos of Land-Rovers that are not part of this statistic. Here is a Series III with a IIA identity crisis in the snow.



Gauging Your Progress - Or How to Fix it When You Can't!

by Alan J. Richer

It's a lovely day.

You hop into your trusty IIA or III to run off into the wilderness for a day of fun, switch on the key, and the gauges don't move at all even though you filled the gas tank - or, more ominously, rise to the tops of their scales and stay there. It seems like a bit of gauge work is in order here.

Let's start out with the basics. The gauges on Land-Rovers are designed to inform you of certain information on your steed's health - oil pressure, water temperature, fuel level and the like. To do this, sensors of some kind get activated by the force we want to check, and this gets transmitted to the indicator built into your gauge cluster.

The medium in between can be mechanical (like a capillary tube or an oil-pressure sender line on IIAs and earlier), or it can be electrical (usually the case on later IIA and Series III vehicles). We'll be concentrating on the latter type here, as most folk have little trouble identifying problems with the earlier type.

Fuel gauges: Pre-IIa or Post IIA?

On the early IIA and earlier Rovers, the fuel gauge is a simple (though wobbly) device. It consists of nothing more than a sender (a variable resistance not unlike a volume control), hooked directly to ground on one side and to 12 volts through the gauge on the dashboard. The change in voltage caused by the movement of the float in the gas tank directly influences the movement of the meter.

This has several drawbacks - with the galvanometer type of meter movement (fundamentally a balanced vane needle on the shaft), there's no lag in the movement to damp random changes - so you get the floppy-needle effect we all live with. Also, variations in the 12-volt supply (headlights being on, charging/not charging, accessories and so forth) can cause inaccurate readings.

This is the simplest type of system to diagnose. A little prodding around with a voltmeter can usually turn up the reason the current isn't flowing - most likely a bad ground wire at the tank, oxidized connectors at either the tank or gauge, or a bad sender. Oddball symptoms (I read OK between half and full, but nothing below), are usually the fault of the sender - the resistor is simply wire wrapped around a form with a contact passing over it, and can oxidize or break leading to interesting symptoms.

The simplest test is usually to remove the wire from the sender at the tank end and ground it to a good electrical ground. If the gauge then reads full, the problem's in the sender. If it doesn't then the problem's in the wire or at the gauge end - start checking for voltage there.

The late and post-IIa Rovers used a different, more sophisticated system involving a voltage regulator and a hot-wire type gauge. Gone were the fluttering fuel gauge and inaccurate readings because of voltage changes - the new hot-wire type gauge (which worked on the same principle as a thermostat - a bimetal strip heated by a wire moved the pointer) responds slowly to changes and damps the sender swings, and the voltage regulator maintains a constant 10 volts to the instruments, regardless of what the electrical system is doing.

Lucky for us, diagnosing these is basically the same as diagnosing the older system above. In addition to the above hints, checking the input and output of the voltage regulator (12 volts in, 10 volts out to the gauge), making sure the gauge itself is grounded properly as well as the sender. Again, grounding the wire at the sender should make the gauge move to full-scale - if not, then the voltage regulator or supply (or the gauge itself) is probably defective.

Temperature and Oil Pressure - Hot or Not?

The electrical coolant temperature and oil pressure gauges used on the late IIA and Series III cars work like the fuel gauge - a voltage regulator supplies 10 volts to the gauge, and a variable resistance (sender) then regulates the current to affect the needle of the hot-wire gauge.

Most of the failures in these systems can usually be attributed to bad grounding or bad wiring connections. Oftentimes, loss of a ground lead at the gauge or at the voltage regulator will cause excessively high or low readings, leading to large amounts of panic on the part of the driver.

The exception to this is the Smiths water-temperature sender used on these cars - they have a reputation for failure, usually leading to a dead gauge.

Common sense, a voltmeter and a jumper lead are your best tools here. Looking at the schematics, simply break the failing units up into easy-to-test sections, and work each one of them individually until the problem is found. For example, if both of the gauges (fuel and water temp.) have failed, it's far more likely that the voltage regulator has gone away, or a wire has become disconnected than that both senders have failed. Check the most likely item first, then backtrack down the line until the fault is found.

Conclusion: A gauge is just like a light or motor as far as diagnosing failure. If the switch (sender) is broken, or the current path interrupted, it's not going to work. Use the same commonsense attitude that you would with diagnosing any electrical problem on the old beasts, and you'll do fine with it.

Land-Rover Stamps: 80 inch Land-Rovers

by Dixon Kenner

While Land-Rovers are a very engaging pastime, over in Canada there are times of the year when working on one's vehicle becomes exceedingly challenging. I speak of Winters where the temperatures tend towards those where the Fahrenheit and Celsius scales cross, beer freezes, all the while you try and accomplish some task in a very inadequately heated temporary shelter. That is when I engage in another pastime of mine, philately, or stamp collecting. While the Victorian British line engraved stamps (1d red, 2d blue) are where I concentrate, over the years I have combined an interest in Land-Rovers with stamps. Also known as topical collecting, in the early Nineties I wondered if there were any stamps with an image of a Land-Rover on them. With over half a million different stamps issued around the world since the 1840's, surely there would have to be a couple of them. Thus, I started seeking out Land-Rovers on postage stamps.

At the beginning, I thought, "How many could there be really? A dozen maybe?" Well, after years of looking, the total stands at more than a hundred and forty, putting Land-Rover ahead of most other vehicles. The sheer number of stamps led to the collection being divided into various categories that not only reflect philately as a hobby, but also the many guises of Land-Rovers. There are "real" stamps, there are the cinderella's (not "real" stamps really), and there are the pure fakes. There are Land-Rover fire appliances, Range Rovers, military Land Rovers, et cetera. However, this particular article will deal with 80" Land-Rovers on postage stamps of which there are, currently, eleven stamps.



As background, the very first postage stamp issued with a Land-Rover on it was by French West Africa in 1957. The stamp, issued on March 11th, 1957, celebrates the Sovereign Military Order of Malta, and their good works in medicine (1).

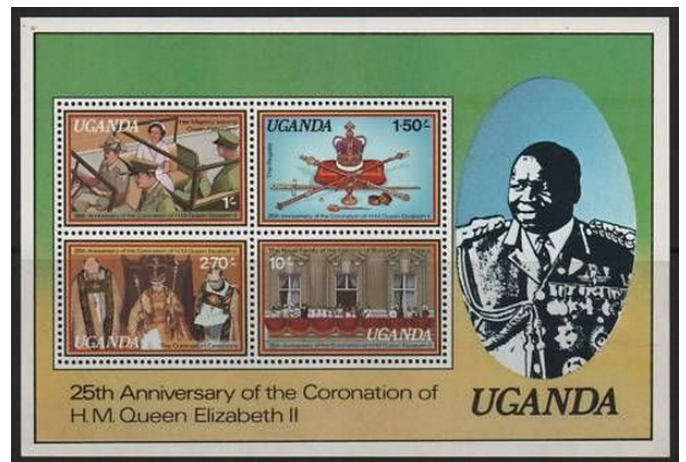
The stamp depicts a small convoy of three vehicles, the first an unmistakable short wheelbase Series One, followed by a pair of vehicles that could be anything, but look like J20 Toyota Land Cruisers in front of some traditional homes. French West Africa was a federation of eight French colonial territories in Africa: Mauritania, Senegal, French Sudan (now Mali), French Guinea, Côte d'Ivoire (Ivory Coast), Upper Volta (now Burkina Faso), Dahomey (now Benin) and Niger. The capital of the federation was Dakar. The federation existed from 1895 until 1960. I include this stamp in this article, but do not count it, as it is impossible to say if this is an 80" or an 86". Possibly someone in the Register might know if the SMOM took delivery of any 80" Land-Rovers. If not, this would be 86" inch. Anyone know?

1979 - Uganda - Elizabeth II Leaving Owen Falls Dam

It took until 1979 for an 80" to appear on a postage stamp. The stamp, part of a series of four, it commemorates the anniversary of the Queen visited the newly built Owen Falls Dam in Uganda



in 1954 (2). A one shilling stamp, it is a drawing of the Queen in an open Land-Rover. Given the date the dam was inaugurated, the vehicle would have been an 80".



There is also a souvenir sheet associated with this particular event. Idi Amin was quite the anglophile in many ways and this stamp issue exemplified it, despite some erratic behaviours. On the right of the souvenir sheet, in a poor quality black and white image is Idi Amin (Besides President, his title included 'Lord of All the Beasts of the Earth and Fishes of the Seas' and 'Conqueror of the British Empire in Africa in General and Uganda in Particular'. He also claimed to be the uncrowned King of Scotland).

Idi Amin fled to Uganda on April 11th, 1979 after attacking Tanzania in January and losing badly. This loss led to another variant of the stamp. With the departure of Idi



Amin to Saudi Arabia, where in return for a health allowance, he was to keep out of the limelight, the new government overprinted a number of the, then current, issue with "Uganda Liberated 1979". This particular issue was one of them. The souvenir sheet vanished.

1980 - Anguilla - Anguilla 1980 Separation from St Kitts.



Anguilla is a British colony in the leeward islands of the Caribbean. In the 1960's, it was going to be granted independence as part of a country composed of the islands of St Kitts, Nevis, and Anguil-

la. By 1967 & later in 1969, the locals did not like this idea very much, less the folks over in St. Kitts, so they declared independence from St. Kitts. How was this accomplished? Well, in 1967 they bundled up the few policemen, who were from St. Kitts and drove a bunch of vehicles onto the grassy strip that served as an airport, and put out a lot of barrels to stop planes from landing. By 1969 the British sent an envoy with a proposed solution. He was sent on his way. A week later, the island was invaded by the Scotland Yard, with the SAS as support.

In 1980 they issued a set of five stamps celebrating their separation from St. Kitts. The 35 cent stamp shows the above mentioned event at the airport, and in the background, one of the heroic vehicles is a grey Land-Rover. However, it is not an 80". But, there is an accompanying souvenir sheet. While the souvenir sheet has the same five stamps as previously noted, the larger sheet also depicts the British "invasion". Amongst the various scenes is a fanciful airdrop, from a Hercules, of a pair of 80" Land-Rovers with round chutes. In reality, the landing was by sea in a very dignified and civilised manner. Anguilla regained colonial status in 1980, where it remains today as a British Overseas Territory. So, not a stamp per se, but also counted in the 80 inch category because of the drawing on the souvenir sheet.

1985 - Gambia - The 85th Anniversary of the Birth of Queen Elizabeth the Queen Mother. Set of 4.



The Gambia is the smallest country in Africa, being at its widest, 30 miles north to south, and extending up the Gambia River for two hundred miles, with borders with Senegal ten miles either way from the river. On July 29th, 1985, they issued a set of three stamps celebrating the 85th birthday of Queen Elizabeth, the queen mother. There was also an associated miniature sheet, but alas, no

Land Rover. The 85 bututs (1) stamp has an image of the Queen Mother reviewing troops in a 1950 or 51 Land-Rover. Despite the series, in 2013 Gambia withdrew from the British Commonwealth, calling it neo-colonialist, though they still issued stamps commemorating Margaret Thatcher, Princess Diana and Prince George that year. Perf is 14x14.25. 1. The currency of the Gambia is the Dalasi. There are 100

bututs per dalasi. About 34 dalasi to the dollar if you were curious.

1985 - Tuvalu-Nukufetau - Cars #2 (leaders of the world) set of 16 - line drawing

Part of a pair, this stamp is from Tuvalu-Nukufetau. Tuvalu is a former British colony, and now independent state in the middle of the Pacific. It has about eleven thousand people on ten square miles of countryside comprising three reef islands and six atolls. Revenue from the .TV (dot TeeVee) internet domain and stamps makes up a good portion of their revenue. Nukufetau is one of those atolls producing lots of postage stamps. It has a population of about six hundred. It isn't very big. Tuvalu, along with Gibraltar, the Republic of Kiribati, Saint Kitts-Nevis, Saint Vincent and the Grenadines, Montserrat, the Virgin Islands, and St. Lucia all contracted out their stamp production to a company called Philatelists Limited. The subsequent court proceedings were illuminating when it came to deliberate errors, over-production and other things, such as overprinting "Specimen" et al. They have, however, managed to produce what is a very popular stamp series under the banner "Leaders of the World". For the curious, a document listing all of these stamps from early 1984 to August 1987 runs forty pages. Tuvalu has demonetised this entire series. See www.tuvalu.islands.com for further information.

The top stamp on a light blue background is a line drawing of a 1950 Land Rover 80 inch with headlamps behind the grille. It is rather well done and is easily found on eBay all the time.



The second stamp in the set shows the same vehicle, in a rather good rendering, driving along with enough speed to kick up a good bit of dust. The 80 inch depicted also has trafficators and a capstan winch.



1996 - Ascension Island: International Stamp Exhibition "CAPEX '96" - Toronto, Canada - Island Transport



On June 8th, 1996 Ascension issued the first of three Land-Rover stamps over the years. This series of stamps, printed to commemorate the 1996 International Stamp Exposition in

Canada oddly uses four early vehicles, with the 65p stamp having a Series One Land-Rover 80". It is an early 80 inch because of the canvas cover to reach inside to open the door, though out of scale when it comes to the distance from wheel wells to the door. The stamp was designed B. Dare, printed by Walsall using lithography. The perforations are 14 per inch.

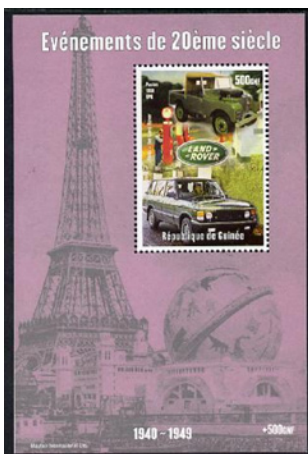
1997 - Uruguay - History of Automobiles - Set of four (souvenir sheet?)



This stamp appeared in the series "History of the Automobile". This set of four stamps, all with a value of \$6 (Uruguay), has one that shows the first Land-Rover. Not an Series One 80", but the first centre steering prototype

with a single centre seat. A three quarters image, which is identical to the photograph of this vehicle on the Wikipedia page. Interestingly, it does not have an image of Maurice Wilks on the stamp as the other three stamps depict the inventor, Ford with his first automobile, Bosch with the magneto, and Diesel and an engine.

1998 - Guinea-Corakry (Rep de Guinee) - Events of the 20th century 1940-49 - Launch of Land Rover perf souvenir sheet



Guinea-Conakry, or officially the Republic of Guinea, but hyphenated to distinguish it from Equatorial Guinea and Guinea-Bissau, two other, well governed (sic) alternatives. Conakry is the capital of this Guinea, as Bissau is the capital of the other Guinea. This Guinea has its challenges as do most of the west African countries, and despite large exports of aluminium ore, it supplements the government coffers with postal issues for collectors.

To that end, in 1998 or so, Guinea started issuing a huge number of stamps to note the upcoming new millennium. Within this was a series on events of the 20th century. One such souvenir sheet for 1940-49 shows a Series One Land-Rover and, oddly for the decade, a Range Rover for the launch of the Land-Rover. Do note, this series does not appear in the Scott catalogue. Whether or not they are legitimate is an open question. This series is not referenced with a Scott or Stanley Gibbon's number, nor do they appear in several of the on-line catalogues. Given all of this, they are probably fakes, but available from numerous sources. An entire article can be written on Cinderella stamps.

2006 - Iceland - General purpose vehicles

Iceland issued its second Land Rover stamp on March 29th, 2006 within the theme of road transportation. Specifically, "the First Jeeps" as all four by fours are referred to in Iceland. There were



four stamps in the series. The stamps depict the first 4x4's that were imported by Iceland between 1940 and 1970, and the year that they first appeared: Jeep (Willys, 1946), Land-Rover (1951), Austin Gypsy (1965), and Gaz (69, 1955). The Land-Rover on the 70 kroner stamp is a Series One eighty inch soft top. Unlike Djibouti, the number plate doesn't resolve to anything. In fact, the image almost looks like a model. These stamps were 36.94 mm x 26.0 mm and only offered in booklets of 4 with two of the designs in each. Because of this, they are perforated at 13 x imperf. They were printed by Carter Security Printing using the offset printing process.

2015 - Falkland Islands - Queen Elizabeth II, longest reigning monarch.

By 2015, the Falklands had outsourced their stamp programme to a third party company, in this case PobjoyStamps. The company issued collections of 4 different stamps from 6 territories which covers events that occurred during the reign of Elizabeth II, as part of the commemoration of her becoming the longest reigning monarch. The issues stress the local relevance to each individual territory participating in the omnibus series. In the case of the Falklands, there are four stamps. The 75p stamp has an image of a Series One Land-Rover. The first Land Rovers arrived in the Falklands in the 1950's. Government records from 1951 show that the first, Registration Number 168, belonged to the Falkland Islands Company. With no roads outside Stanley the introduction of the Land Rovers made life much easier. Even the Dentist (with his treadle operated drill) and the Doctor had to travel by horse until the Rovers arrived. The Falkland Islands are also home to the southernmost official Land Rover dealership in the world. The portrait of her Majesty (often seen driving Land Rovers herself over the years) shows her wearing her coronation crown, in 1953. Known as the St Edward's Crown, it was made in 1661 for the coronation of King Charles II, and is reputed to contain gold from the crown of Edward the Confessor. It is set with 444 precious stones. (Photo by Hulton Archive/Getty Images).



TECHNICAL SERVICE DEPARTMENT
PRODUCT INVESTIGATION NEWS LETTER

No. 259 - December, 1966

COMPANY CIRCULATION - CONFIDENTIAL FOR ADDRESSEES ONLY.

SUBJECT : Exhaust manifold.
MODEL : 2 $\frac{1}{4}$ litre petrol Land-Rover
REMARKS : Exhaust manifold cracking has been a serious problem on the 2 $\frac{1}{4}$ litre petrol engine for some years. Whilst exhaust manifold slipper gaskets tested during the last twelve months have proved to be a great improvement, it has been found that the exhaust manifold to the cylinder head without a gasket at all is even more effective. The exact procedure to be followed is given below, and this modification will be introduced on production within the near future, as soon as the new inlet manifold gaskets are available.

- 1) Assemble the inlet and exhaust manifold using a new gasket (Part No. 247824) tighten the four securing nuts to pre-press the joint and then slacken off the nuts slightly.
- 2) Prepare two inlet manifold gaskets from 'Klingerite'. Treat these gaskets on both sides with 'Hylomar' and fit the complete manifold to the engine block i. e., metal to metal joint on exhaust manifold ports and tighten the manifold nuts to the recommended torque figure.
- 3) Finally tighten the four nuts securing the two manifolds previously slackened off.

N. B. This method can only be used when a NEW MANIFOLD IS FITTED.

C. 5669

TECHNICAL SERVICE DEPARTMENT
PRODUCT INVESTIGATION NEWS LETTER

No. 259A - JANUARY, 1967

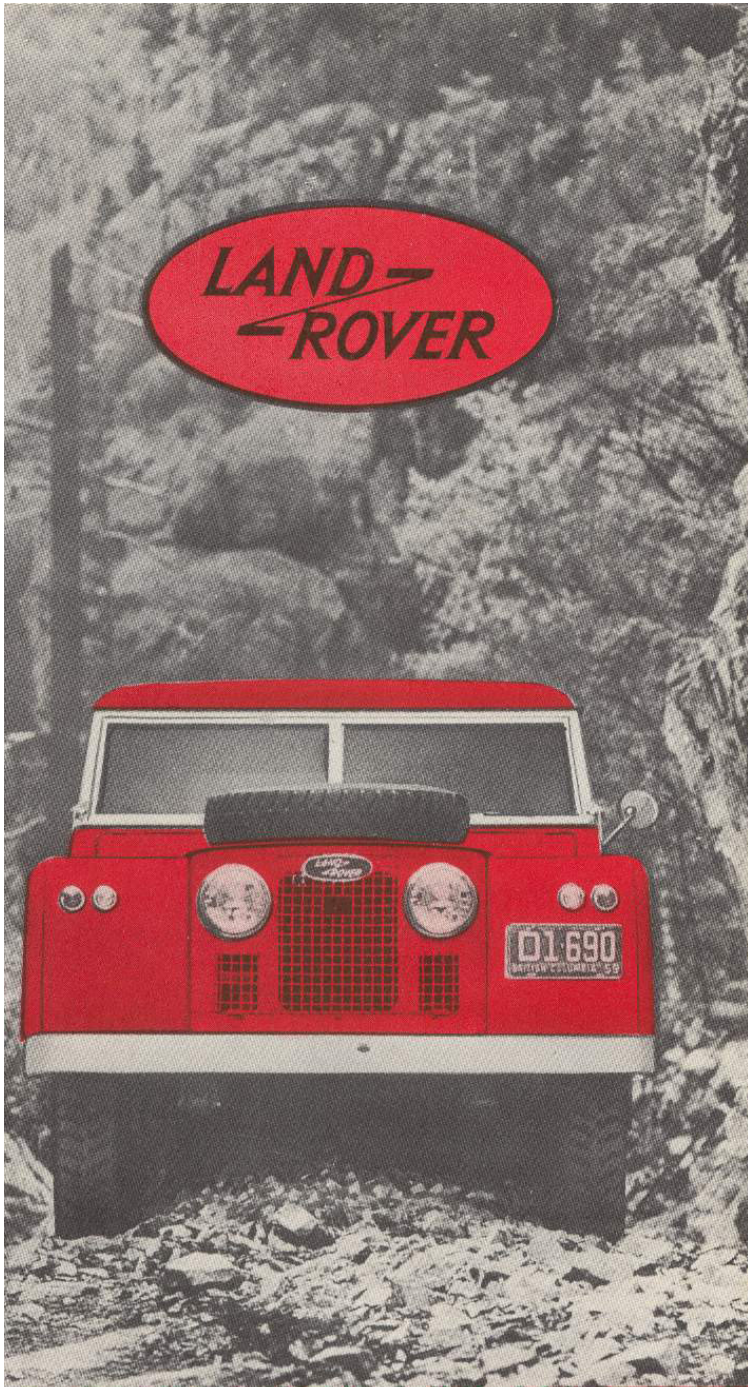
COMPANY CIRCULATION - CONFIDENTIAL FOR ADDRESSEES ONLY.

SUBJECT : EXHAUST MANIFOLD

MODEL : 2 $\frac{1}{4}$ litre Petrol Land-Rover

REMARKS : Omitted from I. N. L. 259 was the fact that the manifold gaskets made from 'Klingerite' should not exceed 0.025" in thickness, any increase over this figure can lead to misalignment of the manifold assembly. Contrary to I. N. L. 259 the original manifold can be re-fitted to the engine minus the gasket, providing the face of the manifold is checked for alignment and found to be true.

C. 5851



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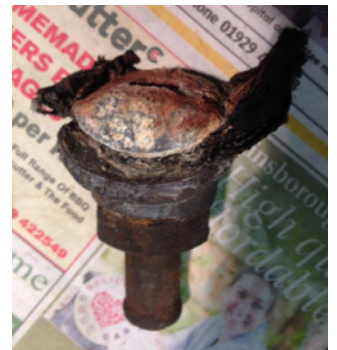
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Adaptor for Adding a Heater

An interesting piece from the nineteen fifties. You want to fit a heater, but the hoses or pipes have no provision for this. What do you do? Today, you would probably go to Canadian Tire, buy a T-Junction, cut a heater hose in half, put in the T-junction and using jubilee clips or tridon clamps, tighten everything down. This leaves two joints to possibly leak, as well as guessing how much hose to cut out for the T-junction.



With this solution, you just make a hole in the hose in a convenient spot and screw this assembly down tight on the hose to create the necessary junction for the heater line. And, it takes up less space than a T-junction would.

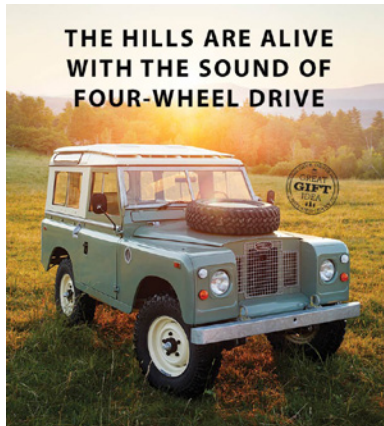
The first photo is of the item found in a heater line. The subsequent two photos show it clean up and apart.



Rovers & Parts for Sale

1969 Von Trapp SIIA 88”

The Von Trapp’s family, 1969 Series IIA Land-Rover. \$125,000. Getting your hands on a properly—and expertly—restored 1969 Land Rover Model 88 would be thrill enough for fans of the 4-wheel drive classic. But add in its storied history with the von Trapp family of “Sound of Music” fame, and you have a prized possession with a legendary lineage. Johannes von Trapp, the 10th and youngest child of Georg and Maria, bought this Land Rover new in 1969 for the family property in Stowe, Vermont. “I live on a backroad that is difficult in mud season and winter when the snow drifts,” says Johannes. “This was a great rig and it would go anywhere. I enjoyed it for years. It stood me in good stead.” Restored by Lanny Clarke.



For Sale: 1969 Series IIA 88”

LATE 2A SWB has good numbers, sold with NH bill of sale. Engine turns and was filled with oil when stored, would make a good core vehicle for restoration, body pretty straight, but has rusty frame and firewall, only missing rockers and grille.



Please call (603-757-3223) emails will not be answered. Keene New Hampshire, US\$1,600

For Sale: 1973 Series III 88”

US\$1,600 - Series three had really good drive train and body is pretty straight has full syncro trans all there except (3) doors. Sold with NH bill of sale, rusty frame good for parts or core vehicle for restoration.....



US\$1,600
Please call (603-757-3223)
Craigslist no. 6767790605
Keene, New Hampshire

For Sale: 1975 ex-military Begian III 88”

Here is my Land Rover Series 3 project that I ran out of time on. I just finished my Masters Degree program and will be moving. This Series III is extremely rare in that it is a LHD vehicle that was originally rear wheel drive. I have converted it to 4x4, but the original drivetrain parts are included. It comes with a soft top as well as a hard top. There is some rust on the rear frame, but the firewall is solid. Obviously the aluminum body panels are in good shape. I have videos of it running and driving, but the throw out bearing (clutch) needs adjusting before it can be driven safely on the roads. Clean NC title in hand. NEED IT GONE YESTERDAY! Honest, all original never been restored. Located in Thomasville, North Carolina. Craigslist no. 6768281314, US\$4,200.



For Sale: 1978 FV102 Striker

Striker anti tank missile launcher from the “ CVRT” family of vehicles of the British army .. With its new engine it will easily do over 40mph and has rubber padded tracks, so road damage is not an issue .. In order to own this you must obtain a “controlled goods“ license from the federal government which isn’t too hard. This is the vehicle featured in “Trailer Park Boys“ Season 9, Episode 8. Will consider trades.

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FIREFLY

TRUCK FIRE ENGINE

STD/REL/11/65 109"
STD/REL/11/65 88"



APPROVED BY THE ROVER COMPANY LIMITED



GENERAL DESCRIPTION

This Land Rover fire engine has been developed to provide a simple yet practical fire appliance at an economical price.

The unit is based on the selected wheelbase (88" or 109") Land Rover regular with truck rear body, but to a special Home or Export fire appliance specification and in its basic form offers:

Seating in standard crew cab for driver and crew of two.

40-90 galls. (182-409 litres) of water dependent upon the wheelbase and the total ancillary equipment to be carried.

Rear mounted fire pump of 350-400 g.p.m. (1590-1816 litres per minute) output.

One first aid hose reel.

Stowage for ladder and 2 x 10ft suction hose on the roof.

An open top hose trough either side to the rear of the water tank is provided for small equipment and hose.

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