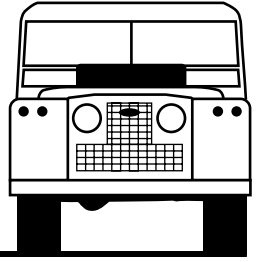


OTTAWA VALLEY LAND ROVERS



January 15, 2019

www.ovlr.ca

Volume XXXVI, Number 1



Ben Smith moving Land-Rover parts the Mobile Engine Shunt

**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>

OVL R Executive and General Hangers-On

President

Andrew Jones
andrew.jones@explornet.ca

Secretary

Terry King
terrycking@gmail.com

Treasurer

Deborah Sevigny
djpells3@yahoo.ca

Events Coordinator

Maple Syrup: Peter Gaby
Birthday Party: Dave Pell
ABCD: Peter Gaby
Cedar Hill: Andrew Jones
Christmas Party: Executive
Other Events: ad hoc

Off-road Coordinator

Kevin Newell
Newellandscott@me.com

Executive Members-at-Large

Position Open
This could be you!

Past-President

William Ficner
will@wilboro.com

Club Equipment Officer

Andrew Finlayson
andrewf@explornet.com

Archivist

Benjamin Smith
bens101fc@gmail.com

Interclub Coördinator

Peter Gaby

Returning Officer

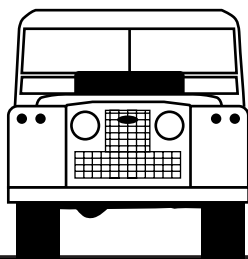
Dixon Kenner
temporaryEditor.OVLR@gmail.com

Merchandising Coordinator

William Ficner
will@wilboro.com

Webmasters

Dixon Kenner
Benjamin Smith



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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Newsletter Editor:

Dixon Kenner
temporaryEditor.OVLR@gmail.com

Newsletter Production Editor

Benjamin Smith (γδβγ)

Production Assistance:

Bruce Ricker

“On behalf of Land Rover and our retailers, we are proud to announce the voices of American and Canadian customers have been heard: the all-new Defender will be for sale here starting in 2020,” said Kim McCullough, Vice President of Marketing at JLR North America, Dec 2018

Greetings,

January has rolled in. A rather cold one too. -21c (-6f for people with Series Land-Rovers with engine temperature gauges in Fahrenheit) out as I write this up.

I also note that no nominations, even rumoured suggestions, have arrived concerning eligible candidates for the 2019 executive. Changing hats for a few sentences and putting on my Returning Officer hat, if the current incumbents wish some spare minutes in the upcoming year (people over estimate the burden of these roles. They are really quite easy and there is a wealth of support within the club for all of the executive positions) they should start looking for replacements! (Editor's hat back on)

2018 was not a bad year newsletter-wise. Delays of course. Life, the universe and everything getting in the way all the time. But through 2018 two hundred pages of material were produced, which by today's standards is a novel¹. Later, within these pages, you will find an index of all of the articles and items published since January 2017.

It also, as of December, brings OVL R's newsletter total to 405 known issues, comprising 4,853 pages of material since 1984 when Mike McDermott started this monthly effort.

Yes, this issue brings your editor to two years as “temporary editor” for the newsletter. So much for walking into the Prescott for the Social at the wrong time as Terry announced his retirement.

Speaking of Social's, for those that count, the April Social at the Prescott will be the three hundredth (300th) Social at that location since we started having separate Executive meetings and Socials back in the 1990's sometime. Maybe a reason to appear and have a pint on the fifteenth. So, April 15th, Social at the Prescott, 7pm.²

As for some repetitive news from the December OVL R executive meeting:

AGM: The date for the Annual General Meeting is deemed to be February 18, 2019, with venue being The Prescott which coincides with the date and venue of the monthly Social. Time TBD but in the past it has been 6:00 for the Social and 7:00 for the meeting.

Early 2019 Planning:

The following events were discussed as Events to include or promote in the coming year:

- WinterRomp (The American President's Day, or Ontario Family Day weekend in February)

- Maple Syrup Rally - (late March or early April, depending when Mother Nature tells Vern that it will be.)
- Newbie Run, either with or without EOTB
- Spring Tune Up, possibly at AJ's, possibly at Shore. More details to follow closer to the event in later April or early May.
- Birthday Party, June 20-23, a 4 day event as in the past, probably in Maberly
- ABCD July in Ottawa
- Blacker Than Night in NJ in August
- Attending the Boot and Bonnet event, Kingston, August
- British Car Day, Bronte Creek, Oakville, mid-September
- Fall Run, perhaps a Tulip Chart, or Opeongo type heritage/ghost town run
- October camping weekend in Calabogie with OVL R Montreal
- Winter Romp in Maine (which is the next event in a few months)

Given the AGM will be on February 18th, at the Prescott, the March newsletter will have the 2018 financial statement as well as the reports from the various executive members.

And to conclude this month's Page 3, I must point out the scurrilous lies that appeared in the December newsletter, penned by Ben Smith, no doubt into many gin and tonics, writing about a supposed incident where my 1951 allegedly drove into the barn doors one evening. It isn't like there are any security cameras in the barn to prove any of that fabulist prose. Enough said. Won't dignify such rumours anymore. Nope... [We think that Dixon protests too much, don't you?]


Notes:

1. No, we are not going to do a Dickens or Tolstoy and repeat 2013 and 304 pages again. There is no faster recipe for burn-out.

2. Thank Barry Hunt, a former member now living in Charlottetown PEI for suggesting the Prescott all of those years ago. Central location, unchanging atmosphere, older than the oldest Land-Rover in the club.




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


 Brett Storey writes - OK, time for a WTF! How the flip do you get the pulley and damper off the front of the crank on a 200Tdi? I am seriously struggling here. I have a puller but it hasn't moved more than a 1/4 inch. Pushed it back on with the crank bolt, now it's not really moving at all. Been soaking it in penetrating oil for a couple days, but no joy. Not sure what to try next? And yes, that is a chip out of the front portion of the pulley. : Thought I would do some prep work on the engine including a timing belt before I got serious about "upgrading" the Series 3.




Well, an update. The centre bolt on my puller was starting to strip so there was not much point babying it at that point. Put the impact gun to it and after a struggle, the pulley came off about half way before the bolt stripped completely. So I went to Part Source and using their tool loan, borrowed a 7 ton three arm puller. This made short work of the job and the pulley finally came free. Have now removed the timing cover and it looks like the key is pretty much bugged. Don't know yet what shape the crank is in. If I get some time this weekend, I will hoist the engine off it's cradle to get the timing pin in, then see about stripping off the timing bits. Worried about what I might find when (or if) that crank shaft gear comes off. Other than that, everything else looks good and the belt is in good shape with no fuzzies floating around.

 David Roberge writes that he found the leak that has been bothering him for a while. Located on the passenger side Discovery 2 2004. "It comes in from that bolt hole and that seam just above my finger. I wonder why though! It comes in fast too. Maybe there is a plugged body drain behind the panel?"





 Roving Gertie gets her heart put back in place. Dropped the Nada 6 cylinder in the engine bay. Now that it is in the frame I will start removing the bits and pieces to clean them up and make them pretty.



 Yuri Botero writes, "my daughter's choice of transportation for her princesses and movie characters



 David Place writes from Manitoba - Maybe some good news. Met the son of a 35 year factory mechanic from Brixton yesterday. He is moving to Winnipeg and is thinking of settling up a garage. He wants to import parts and be a service centre. Seems he had lots of experience at Tata Motors as well. His son came to see my Ser III and is going to give me a bunch of limited edition decals and a jacket and hat. His son said his dad was one of the Camel Trophy mechanics. I am drooling of course. I will keep you up to date. Anyone got a Ser III bull nose pulley cheap so I can prep my power steering job in my shop before I touch my engine?

 Ben Smith writes that he continues to work on Dora's engine when no distracted by Dixon or Greg projects. The pistons are out and cleaned up. Initial diagnosis is that the rings were chrome and never seated. And that when the machine shop bored out the block, they bored it a few thousandth's too big. Joy. Going to install iron rings this time around.

Upcoming Events

Annual General Meeting

The Annual General Meeting will occur before the February Newsletter is published. Tentatively the Agenda will be:

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)

May 2019
Sprint Tune Up
Possibly at Short or AJ's

June 21-23, 2019
36th Birthday Party
Location: Maberly, ON

July 14, 2019
All British Car Day (ABCD)
Location: Britannia Beach Park, Ottawa

August 3-4, 2019
18th Blacker than Night Rallye
Location: Readington, NJ
Organizer: Ben Smith

August 2019
Boots 'n' Bonnet
Location: Kingston, ON

September 15, 2019
British Car Day, Bronte Creek
Location: Oakville, ON

1. Meeting called to order by the President

2. Reports from the Executive:

- President's Report (Andrew Jones)
- Event's Co-ordinator's report (Various event heads to report, Peter Gaby for ABCD, Terry King for the Maple Syrup, Dave Pell for the Birthday Party)
- Off-Road Co-ordinator (Kevin Newell)
- Executive-at-Large ()
- Editor's report (Dixon Kenner)
- Financial report (Dave Pell)
- Auditor's Report (Need to find an auditor)

3. Notice of Motion: Bylaw changes (There are none for this AGM)

4. Elections, or ratification of the new executive (Report or motion from the Returning Officer)

5. Appointments to various non-elected positions (Secretary-Treasurer, Editor, Auditor, Merchandise, Club Equipment, Returning Officer, et cetera)

6. 2019 Events discussion - Confirmation of various dates of upcoming events.

7. Motion to adjourn.


8. Announcement of the 2018 OVLR Awards:

- Lugnut
- Gasket Under Glass
- Towball Award
- Silver Swivel Ball (Not an annual award)
- Golden Wench
- Other special awards as deemed necessary

Kevin Newell uses his Defender to haul fire wood.




Some Non-OVLR News & Rumours

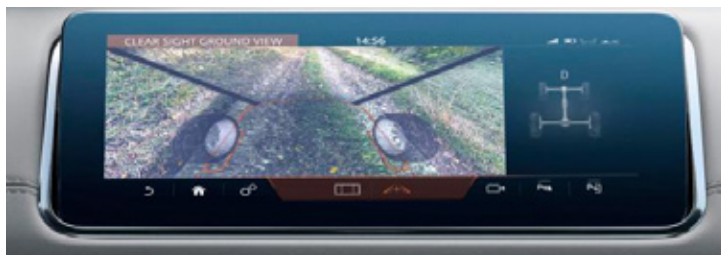
 Frank Elson has been a motor journalist for his entire career and past retirement. He has been a Land Rover owner 40 years and writing about them for 30 years. Over the years he has owned many Land Rovers including an early RR Classic, Lightweight, Defender 110, Range Rove P38 and currently a Range Rover L322. Most recently club members may have read his monthly column in Land Rover Monthly for the past decade or so. I LRM made the decision at the end of 2017 to cut back on monthly columns. After so many years Frank found himself without a forum for his muse. Like many he turned to the Internet and in August 2018 he started a blog. If you fancy a read, take a look at: <https://frankelson.home.blog/columns/>
We even got Frank to write a version of Dixon's Lugnut earning misdeeds.

 Kurdistan News Report Turns Into Unplanned Toyota Ad, Embarrassment for Range Rover
<https://jalopnik.com/kurdistani-news-report-turns-into-unplanned-toyota-ad-1831106491>


A bit of video that's probably a better Toyota commercial than what they usually pay their ad agencies to do, and is also an effective way to get Range Rover drivers to give you a dirty look if you show this to them.





 New Range Rover Evoque 2019 revealed with world-first 'invisibility' feature - and it costs £31,600. The most notable of which is what Range Rover claim as a world-first 'invisible' setting that allows drivers to see through the car on the centre-console screen to view the surroundings around and below them. ClearSight views that allow the driver to see the surroundings below them on the 10-inch HD central touchscreen. While



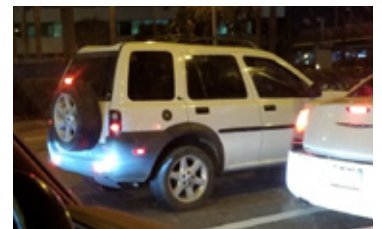
this feature can be used to see rugged terrain under the car floor when driving off-road, no doubt for the most part it will be used to manoeuvre around parking lots and tight corners in laneway.

 RANGE Rovers really are off-road vehicles – because they spend more time under repair than other motors. New research suggests an eight-year-old Range Rover Sport, the model popular with footballers such as Luke Shaw and John Terry, is the least reliable car on the road. The least reliable car was found to be a 2010 Range Rover Sport, with common faults including suspension, alternator, brakes and electrics. (Source: The Sun, London)

 Land Rover Canada celebrated 70 years with an (on-road) convoy - To commemorate 70 years in business, 2018 has been a 'year of celebration' for Land Rover. Compared to other events world wide, Drivers. CA reported "By comparison, a 110-km 'Anniversary Convoy' from Mississauga to Niagara-on-the-Lake feels more than a little underwhelming, an observation Land Rover Canada president Wolfgang Hoffman is quick to correct when I put it to him at the end of the drive." Land Rover Canada président Hoffman was quoted saying "Land Rover has always been about 'going places', so a road trip seemed more appropriate," Hoffman explains. "We also wanted something very down-to-earth. In this day and age, we sometimes forget that and make these 'events' flashy with great Powerpoint presentations, etc." Followed by "For me, today is about fans of the brand getting together, enjoying a drive together, and talking with each other as true enthusiasts. So a grassroots event like this made perfect sense to us."

 An exclusive update from the Western Hemisphere Area Freelander Enthusiasts club. It seems one of their members-operatives spotted a Freelander at the Los Angelas aéroport. Roy Caldwell, spokesman and chairman of WHAFE suggested that maybe owned by a ride sharing company for masochists is using Freelanders. A customer comes by and thinks: "Will I get there?" Or "Will it be an adventure? Maybe I'll be lucky and it will be a catastrophe!" For transparency, WHAFE notes that a second Freelander was spotted in New Jersey in the Fall. However, WHAFE HQ reported that they need to check licence plate number to ensure that *it* is not the same Freelander being driven by dangerous international terrorists, who are stopping by Earl Scheib's paint shop every week or two to hid their identities to the casual observer.

Notes: the huge majority of WHAFE members do not own a Freelander. Their scarcity and ultra rare status make 1948-51 Land-Rovers seem positively common.



General Servicing: Repairs, Humour, Tales & Trivia

1953 Series 1 NADA: Dismantling the Engine, Part 4

by Steve Owen

Well the Brakes were done and worked. What to tackle next? Autumn was fast coming to an end and the Garage is unheated and I live in Northern Wisconsin. So a next phase was needed.

I decided to tear the engine down, to see what I was up against.

Ancillaries were removed and stored. The oil drained looked like thick crude oil and smelt like rotten eggs..



The exhaust side was as bad and heavily carbon'd up. The head removed to reveal the same mess.



I had the starter handle, so after soaking the head in a mixture of ATF and diesel fuel it was time to see what was free. I backed off all the tappets to avoid shock and the possibility of bent rods and started to turn the engine over by hand. Low and behold all four pistons moved.



The exhaust valves were a different story. Only

number 3 moved, the others were stuck fast.

More soaking and more time on the LRSOC Forums.¹ So good advice was gleamed and tried.

After several weeks I got all four valves out without damage to the guides etc.



A minor disaster of my own doing happened. While removing the thermostat housing I sheared off one of the bolts, the only one I that I had sheared so far. OK easy fix. Drill out, get an EZ-out and remove the broken stud.

Well long story short, I was tired, and not paying full attention and managed to shear the EZ-Out bit and could not drill that out.

The head went out to a machine shop to be fixed, the bolt removed and re-tapped. They boiled the head and cleaned it.

Moral of the story DO NOT WORK on Rover when tired.

Bottom end dropped and oil pump system removed and cleaned. Pistons and bearings removed and cleaned. The rings were brittle and removed, snapped off.

Keep Calm & Carry On!

Notes:
1. LRSOC is the Land-Rover Series One Club



Land-Rover Stamps: Stamp Covers, Part 4

by Dixon Kenner

Covers is the term applied to a stamp that is tied to an envelope with a post mark. This is in contrast to a “first day cover” which is a stamp, with an envelope denoting that this is the first day of use for that particular stamp, and postmarked on the day of issue. There is a whole business on that side of things, especially with nineteenth century stamps. However, first day issues aside, a cover can be anything from a penny red in 1851 on an envelope to an envelope printed with something to denote an event, with a stamp attached to said cover.

To digress for a moment, to assign value a cover there are a few areas to consider. The first is the Stamp itself. Usually, they are with mostly common stamps. Using the Penny Red, after twenty billion printed, they are not worth that much. However, common stamps, the cheaper the better leads to a tangential aspect of stamp collecting. Collecting postmarks. There are as many different postmarks as there are stamps. Then consider any additional labels that may have been affixed to the envelope. Was the envelope redirected? If so, there could be all sorts of interesting marks upon the envelope. This is especially interesting with much older letters that may have gone by steamship, aeroplane or even zeppelin. Who sent or received the letter adds yet another layer to the discussion.

Don't forget to look on the back of the envelope too. Often forgotten is any additional marking on the back of the envelope that also adds value. These are just the basics that need to be considered, especially if you are looking at establishing a value for the cover. However, we are not interested in value as there is only a couple of covers of note that I thought interesting enough to include as an example in this series of articles.



The first kind of a stamp cover would be the more traditional one with a stamp with a Land-Rover on it. Specialising further, a first day cover which has the aforementioned Land-

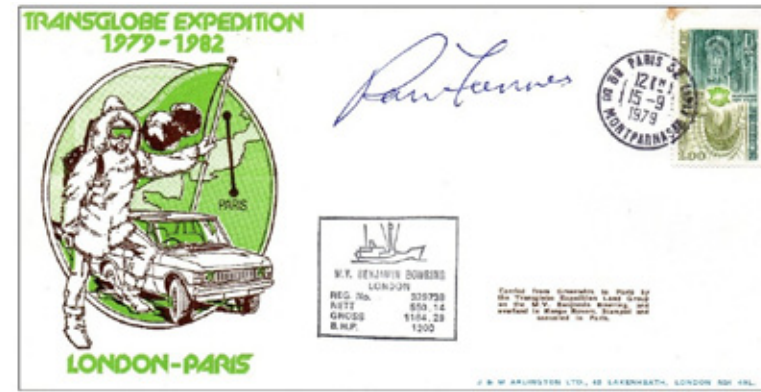
Rover stamp on an envelope that depicts the theme of the issue, and is postmarked on the first day of issue of that particular stamp. In this particular example, we have a Kenyan stamp with a Series IIA as part of the Flying Doctor's Service that operated in the country at that time. The cover has all four stamps of the



series, postmarked March 20th, 1980, the day the series was issued. This particular cover was either produced by the Kenyan post office, or by a third party doing this to sell them onwards to people who collect first day covers. Yes, there is a how aspect of philately out there just with this.



This cover hits many of the points mentioned above. While it does not have a stamp with a Land-Rover on it, the cover itself does have a Range Rover. Reading up on Ranulph Fiennes brings forth an adventurer in the nineteenth century ideal. In this case, it was a trans-globe expedition of circumnavigating the globe. But, rather than going around and trying to follow a latitude, a task first accomplished by Magellan in 1521, he went following the longitude (north-south for those with GPS in your Land Rover)



That expedition is documented in book, DVD “To the Ends of the Earth”, and on their website <http://www.transglobe-expedition.org>. The expedition is notable from a philatelic standpoint in that to help raise money to finance it, they issued covers at various points along the route, eleven in total. The second was at the conclusion of their crossing of the Sahara from north to south, Algeria to Ivory Coast, using Range Rovers and Series III station wagons.

The covers can be found on eBay, or directly from their website thirty years later for twenty pounds. They are signed by Ranulph Fiennes and postmarked from the destination of that leg of the expedition.

While this example is a pretty basic cover, it will be

of value to different collectors. In this case, someone interested in stamps from the Ivory Coast, another who is interested in expeditions of note in general, and for us, who collect based on the aspect of the Land-Rover on the cover, and used in the crossing of the Sahara.

To conclude on covers, in most cases of stamps on an envelope, it is a case of cut the stamp off the envelope and steam it off the paper (and recently, reuse if Canadian and uncanceled by Canada Post, something becoming more and more common), and you will have a five cent stamp. But leave it intact and you have an item of value because of the above items listed. The Ivory Coast stamp is essentially worthless. Tie that to an expedition, a famous name, signed by the explorer, and that worthless stamp is now at thirty or forty dollars.



Another example of this type of cover is the one from the Trans-America expedition of 1971/2, where the Darien Gap was crossed with the help of some Series III vehicles. In this case, the envelopes stayed the same, the location from where they were mailed out changed. These two images show one being mailed from London England, while the other was sent from Quito Ecuador.



A third type of cover that is collectible would be covers that are associated with the topical collector. In this case Land-Rovers on postage stamps where the Land-Rovers are in a more supporting role for other reasons. The first good example is the cover from Belgium aimed

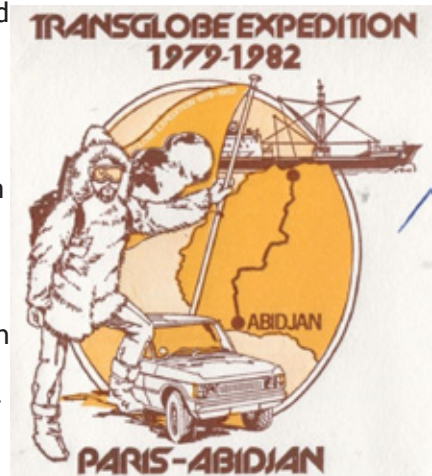
at collectors of all things Tintin. As we can see, this series was aimed at the various automobiles that Tintin had used in some of his adventures. In this case, a Series III station wagon.



A similar example is the cover celebrating the 25th anniversary of the Royal Air Base base at Akrotiri in Cyprus. On this particular envelope we have an image of a Lightweight Land-Rover superimposed on the western half of the island of Cyprus. Upon the map is the route that the cover followed. By helicopter and by Land-Rover, detailed down to the number plate of the Land-Rover in question that carried it.



Now, if you want to pursue this further, research markings, postal marks, then you are in danger of becoming a postal historian. Twenty years ago in Ottawa, this was a valid past time as Ottawa hosted what was regarded as the fourth best postal museum in the world. However, when it was merged into the Museum of Civilisation, moved from Laurier and Kent into the obscurity of some rooms in the new museum in Hull, attendance was hurt, and the philistines running the larger museum destroyed the collection several years ago but for the stamps through dispersal, storage and neglect. Which describes many of our museums, but I digress.



Plushie Preservation, Part 9

by Greg Fitzgerald

Last month brought us no Plushie Preservation column, as most of the month was dedicated to another project -- stripping down my rusty 1993 RRC LWB, Spenny, to a rolling chassis. After my other projects are done, I'll be turning him into a IIA 108" hybrid. Right after south-of-the-border Thanksgiving, I towed him over to Bensfold for this process. Ben and I cut up most of the body in mid-January. Once that's all done, there will be a dedicated article on that whole project.



Meanwhile, things picked up significantly on Butler. I decided to rebuild the engine fully, after seeing that the rocker covers were pretty filthy. So I pulled him in the garage to get it out. I had already gotten most of the ancillaries off when beginning the first stage of this as a head gasket job, so it was a relatively quick process. Relatively.



Because of that, not a ton happened on the rest of the fleet in November and December, but as the Spenny project wound down, I picked up work again on restoring my 1994 RRC LWB, Butler,

which I am doing a full rebuild on.

First though, there was one small bit of work in December, replacing the door latch on Duncan, my 1994 Disco 1 daily driver and cross-country expedition vehicle. The driver's door latch had been pretty worn for a while, requiring more and more pumps to open it. Finally, the rods that control the handles had wound themselves loose just enough (a task required every few years on a D1 or an RRC that gets daily use) that I needed to pull the door card to replace them.

This ended up taking on a case of Shipfitters, and I ended up replacing the latch, which required basically gutting the door. In the re-installation, I managed to somehow mis-align the window regulator, but since it was stuck closed and I needed to drive the truck, I just lived with it. It's winter, anyway. I had by that point made plans to do a fly-drive Rover trip to Death Valley over the new year with a group of California LRO friends, and decided that I would deal with it when I got home. Now I'm complacent and it's still not fixed. This is the lament of the Land Rover owner.



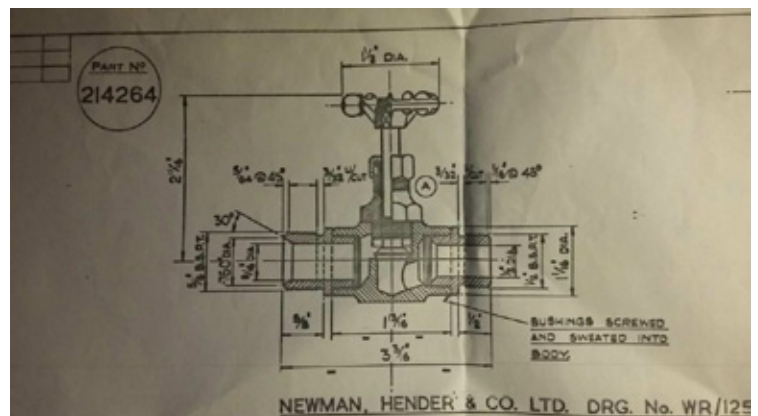
Thanks to my local LRO friend Will Skidmore, I was able to get it out in a Sunday afternoon. I started pulling it apart, largely in one over-motivated evening that began as "remove front cover" and ended with an almost-bare block at 2:00 AM. The bearings are worn, the camshaft is worn, but the rest of it, though filthy, looks rebuildable. Once it's all ready I'll measure all tolerances by the manual and send the appropriate things out for rebuilding.

I have ambitions to take this truck to the Birthday Party. Keep tuned to see if I'm going to be able to do that!



Series I Heater Pipe Valve

An interesting old drawing that surfaced. A technical drawing of a part that was purchased for the Series Ones to control the flow of coolant to the optional Clayton or Smiths heater mounted on the bulkhead in the cab.



RoverNight, Part 9: A Seasonal Slowdown

by Dixon Kenner

The slow return of Alastair's engine continued in December. Though the season's holidays did make a big dent in productivity. But, carrying on from the last part, we had the engine in the vehicle, mostly bolted to the gearbox. Enough to claim success.

The next RoverNight had two major objectives for the evening. The gearbox needs to be tightened down. The engine needs to be on the engine mounts. So, remembering that this is a small post-War single car garage, space is limited. The area behind the Rover was cleared of snowblower etc. And the Rover pushed back about three or four feet as it was hard against the crane.



First step, Alastair got under the Rover and installed the bottom nuts on the gearbox. (The host gets the nastier jobs. Builds character as Ted would say). There are only eleven to do, and really only two are annoying. One at about four o'clock where the front drive shaft is in the way, and one at twelve o'clock where the gear shift is in the way of a ratchet. Slow and steady with a spanner.

Then we struggled with the engine mounts for a while. In the end, we used the aluminium floor jack to adjust things vertically, a 2x4 horizontally, screwdrivers to try and align the stud through the mount. Keep fingers away, least an ouch occurs. Eventually got the left hand mount on. Then lost it when we tried to get the right hand on and had forgotten to put a bit on the left. Oops. So, change of strategy. Loosened the bottom nut on the LH nut. Got it in the mount. Put a nut on it this time. Then playing with the engine and floor jack got the right hand side in. We promptly declared victory and started planning the Christmas party.

Thus, next up was RoverNight, the Christmas Edition. A near repeat of last year, with a slightly similar cast, but not the spectacular ribs that Thompson brought last year. Though Denis (Jeep owner) bought a box of wings from Costco (cooked on the barbecue, turned out rather well) and William (our esteemed ex-President) brought a bag of porc egg rolls. Jerrod the hard sausage and a wedge of cheese that came from one aisle over. Lots of German beer, though people brought other things. William brought dry cider. (This led to a discussion on dry vs sweet



ciders and wines). Single malt was a choice between Balvenie and Glenfiddich. Also wine and port. I don't think the port was touched. Same bottle as last year. Was not touched then either.

Attendance was over a dozen at any one time, people coming and going. Not bad for an evening in a frozen garage (ok, there was a lone propane heater to help cut the chill) to discuss Land-Rovers. RoverNight beat out OVLRL for a Christmas celebration, much like the WinterRomp beats out most east coast Land-Rover events. I guess warmth is over rated!

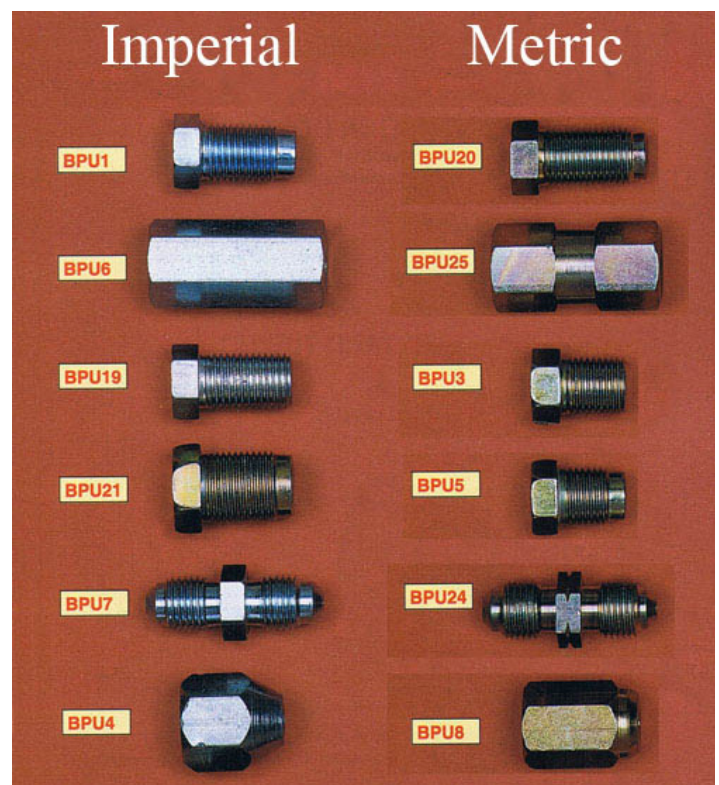


Imperial vs. Metric Fittings

From a discussion on the LRO mailing list on the Internet (1980's technology, 1982 to be exact) about the differences between imperial (all of the North American Series vehicles) and metric (all of the North American plushies, RRC et al).

The most obvious way to see what type you have is by the female nuts shown at the bottom. (BPU4 - Imperial & BPU8 - Metric)

Imperial - 3/8" UNF x 24TPI & Metric - M10 x 1mm



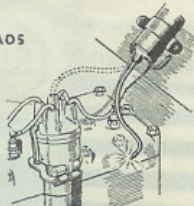
SUDDEN FAILURE

Sometimes preceded by misfiring or an occasional cut-out with return to operation before finally stopping altogether.

IGNITION FAILURE

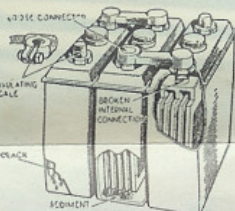
BROKEN LEADS

Broken or disconnected leads from the distributor head to coil, from coil to switch or from the switch to the battery.



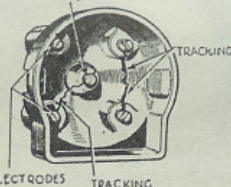
BATTERY TROUBLES

A battery, after a period of use, may suffer from internal shorts. Current failure can follow broken connections and dirty terminals, as indicated here.



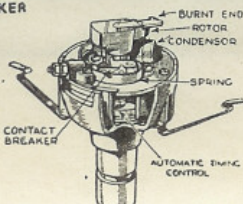
DISTRIBUTOR HEAD

Where to look for troubles in the distributor head. Tracking between the points may be caused by carbon dust. Central brush may not make good contact. Examine also for crack in distributor head.



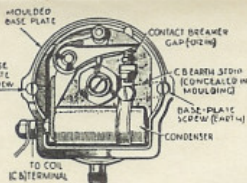
CONTACT BREAKER

Look for a broken contact-breaker spring and incorrect adjustment of contact breaker (should be .012 in.); or oil on the points. A faulty condenser causes points to burn quickly.



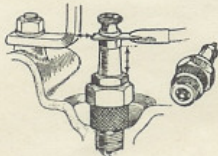
GAPS, CONNECTIONS

Plan view of contact breaker showing connections, gap clearance and screws which have to be removed to facilitate examination of automatic timing.



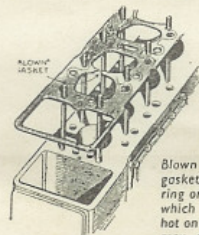
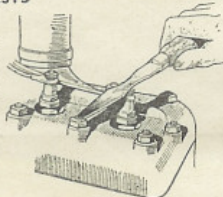
SPARKING PLUGS

Dirty sparking plugs, inside and out; clean and re-set gaps; remove any deposit of oil from insulator. Shorting might take place between terminal and adjacent metal parts.

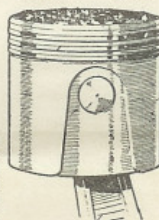


TROUBLE TESTS

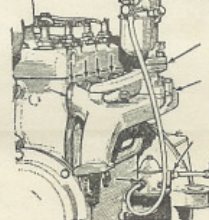
To locate faulty plug, short it by means of a screw-driver, as shown in this sketch. Shorting a good plug will accentuate erratic running; shorting faulty plug will make no difference.



CARBON BROKEN RING



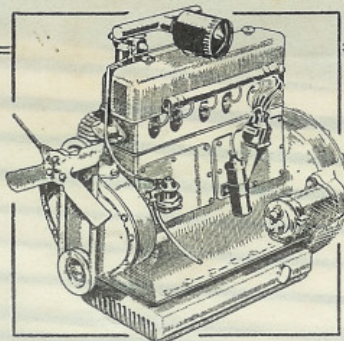
AIR LEAKS



Bad running and difficult starting will follow air leaks at the various points indicated here. Loose connections should be tightened and, where necessary, new gaskets fitted such as at the inlet manifold.

DIFFICULT STARTING. No petrol, contact breaker stuck or contact-breaker spring broken; broken connection (for these test for spark as shown in top left-hand sketch). Choke stuck open; choked jet; air leaks caused by valves not seating properly or loose connection on air line to ignition control or suction-operated windscreen wiper. Obstructed fuel supply; mixture too weak caused by choked pilot jet or too rich (through excessive use of choke)—to correct open choke and spin engine with throttle full open, ignition off—or float level too high). Dirty plugs, ignition too advanced; coil at fault (clean away oil and dust at terminals).

CONSUMPTION INCREASES. Caused by any of the faults outlined above; erratic running always leads to higher fuel consumption.
OVERHEATING. Air leaks, valves not seating properly, wrong grade of oil in sump, cooling system choked or insufficient water. Fan slip caused by loose belt. Engine knock follows overheating, wrong type of plug, too much spark advance, need for decarbonizing, low grade fuel.
LOSS OF POWER. Need for decarbonizing and valve grinding; ignition retarded; partially choked jets, poor fuel supply. Impression of loss of power can also follow brakes binding.

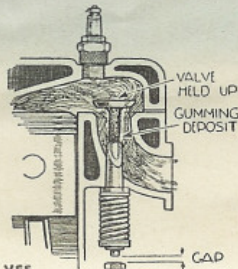


TRACING ENGINE TROUBLES

Reasons for faulty running and how to detect them

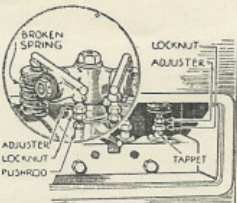
MISFIRING

(Caused by valve troubles below or any of the faults outlined left and right.)



VALVES

Incorrect tappet clearance, badly seating valves and those held up by gummy deposits. Inject petrol-paraffin mixture into air intake while engine is running to free gummed-up valves.

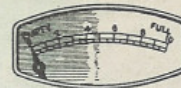


Broken valve spring is another source of trouble. Inlet valve troubles cause blow-back through the carburetter; exhaust valve troubles cause erratic firing and possibly explosions in silencer.

GRADUAL FADE-OUT

Intermittent gasps, jerky running sometimes accompanied by carburetter blow-back or misfiring and finally stoppage.

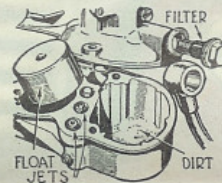
CARBURATION FAULTS



NO PETROL

Faulty gauge may easily cause one to run out of fuel.

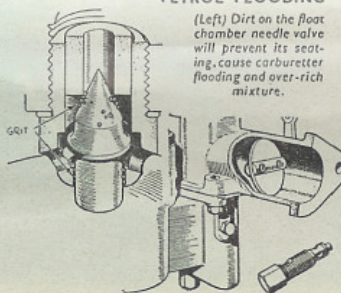
DIRT



Dirt may be drawn through from the tank, ultimately choking the inlet filter or jets. This shows the various parts of a modern carburetter.

PETROL FLOODING

(Left) Dirt on the float chamber needle valve will prevent its seating, cause carburetter flooding and over-rich mixture.

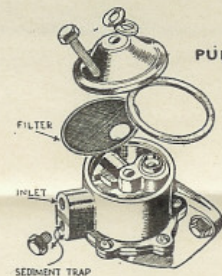


STRANGLER SHUT

Broken strangler control may cause excessively strong mixture. This shows also another type of jet assembly, removed for cleaning.

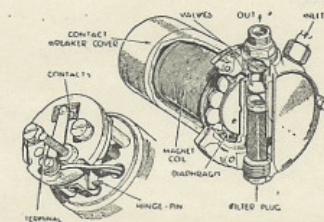
PUMP TROUBLE

Erratic fuel supply will follow dirt drawn into the petrol pump. This shows assembly and filter of a mechanical pump; note the sediment trap for releasing collected dirt. See that the gasket and washers are good.



ELECTRIC PUMP

The main parts of an electric fuel pump, the filter position and plug, also the contacts which may need cleaning in the fullness of time.



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Dixon Kenner	RoverNight, Part 1	Jan 2018	9, 10
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British Leyland	Series III North American wiring diagram	Feb 2018	8
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Anon	Steering Relay Trivia	Oct 2018	14
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Rod Steele	Sequence of Winterising Series One LandRover 1954 (86")	Nov 2018	6, 7
Greg Fitzgerald	Plushie Preservation, part 8	Nov 2018	7
Dixon Kenner	Tales from RoverNight, part 6 - Blue bock goes green	Nov 2018	8, 9
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Anon	Leaving a Morgan & Land-Rover alone in a garage	Nov 2018	9
Dixon Kenner	80 inch weekend - Parking Brake Challenges	Nov 2018	10, 11
Alan Richer	Gauging your progress - or how to fix it when you can't	Nov 2018	12
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J. Eason Gibson	The Land-Rover Starion Wagon (reprinted- Country Life, September 6, 1956)	Dec 2018	13
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Anon	Not a Survivor - 109 pick-up becoming one with the jungle	Dec 2018	14

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For Sale	1996 Defender 110, Texas, \$33,000	Jan 2017	8
For Sale	Variety of Discovery parts, Ottawa	Jan 2017	8
For Sale	None	Feb 2017	0
For Sale	1971 & 74 Range Rovers, Virginia	Mar 2017	7
For Sale	2000 Defender, Ottawa, \$60,000	Mar 2017	7
For Sale	1959 II 88", Vernon BC, \$19,000	Mar 2017	7
For Sale	1957 SI 88", Sicmous BC, \$7,500	Mar 2017	7
For Sale	Various LR parts for sale, Toronto	Apr 2017	8
For Sale	1960 88"	Apr 2017	8
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For Sale	Early II 88" w/2l engine; Early II 109 SW; Early IIA 109 SW, Meaford, Ont, \$3k each or \$7,500 for all	May 2017	9
For Sale	1983 109 Pick-up	May 2017	9
For Sale	3 x IIA 88s, Sherwood Park, Alb,	May 2017	9
For Sale	None	Jun 2017	0
For Sale	1957 88, Calgary, \$1,750	Jul 2017	10
For Sale	RHD Defender 110, West Lincoln, Ont, \$6,500	Jul 2017	10
For Sale	IIA 88 camper,	Jul 2017	10

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For Sale	300TDi, transfer case abd transmission. Grimsby, \$5,000	Jul 2017	10
For Sale	1957 88, Calgary, \$2,100	Jul 2017	11
For Sale	1957 88 + 3 x Discovery (1996, 2001, 2002), Grenville Sur La Rouge PQ,	Jul 2017	11
For Sale	1952 Series 1, Lake Errock, BC, \$15k	Aug 2017	10
For Sale	1957 86", Cambridge Ont, \$2,200	Aug 2017	10
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For Sale	1974 88", Hope BC, \$40k	Aug 2017	11
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For Sale	1955 86" UK, auction	Sep 2017	9
For Sale	Sankey Wide Track Trailer, \$750, Ont	Sep 2017	9
For Sale	1974 88", Hope BC	Oct 2017	9
For Sale	1971 88", Hamilton, Ont, \$2,500	Oct 2017	9
For Sale	1951 80", Toronto, \$17,500	Oct 2017	9
For Sale	1954 107" pu, Sicanous BC, \$2,600	Nov 2017	11
For Sale	Hand Crank \$140	Nov 2017	11
For Sale	1951 80", Halifax NS	Nov 2017	11
For Sale	1955 86", Evansville, Ont, \$18,000	Nov 2017	11
For Sale	1998 Defender 110 Tricamper, Montreal, \$90,000	Dec 2017	10
For Sale	1966 109 NADA, Boston, POR	Dec 2017	11
For Sale	1995 Discovery manual, Marbleton, PQ, \$3,000	Dec 2017	11
For Sale	1971 88, Fredericton, NB, \$9,000	Dec 2017	11
For Sale	1983 ex-MOD 109, Toronto	Jan 2018	11
For Sale	109, Shorland Armoured car, Salt Lake City	Jan 2018	11
For Sale	V8 viscous fan clutch	Jan 2018	11

Type	Title	Date	Page
For Sale	1971 IIA 88", Fredericton NB, \$9,000	Feb 2018	11
For Sale	1960 8, Arnprior, \$20,000	Feb 2018	11
For Sale	1975 Lightweight, Trenton, Ont, \$30,000	Feb 2018	11
For Sale	1996 D110Ste Therese, PQ, \$36,000	Feb 2018	11
For Sale	NOS S1 steering box - 1955-58, \$650	Feb 2018	11
For Sale	Discovery/ 1964 series pickup hybrid, Vernon, BC, \$7,500	Mar 2018	19
For Sale	Series III 88", Montreal PQ, \$5,000	Mar 2018	19
For Sale	1982 SIII military 109 pickup, Halifax NS, \$15,000	Mar 2018	19
For Sale	NOS Steering Box for Series I, \$650,	Mar 2018	19
For Sale	1951 Tickford, England, L35,000	Mar 2018	19
For Sale	1959 88, Saanichton BC, \$22,500"	Mar 2018	19
For Sale	1987 ROW Wolf Defender 110, Lyme NH, \$40,000	Apr 2018	18
For Sale	2000 Discovery, Ottawa, \$5,000	Apr 2018	18
For Sale	1972 Defender 90L, Montreal	Apr 2018	18
For Sale	1957 Series I LWB Pickup, Lantzville BC, \$1,800	Apr 2018	19
For Sale	1958 Land-Rover LR2, Middle Sackville NS, \$9,500	Apr 2018	19
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For Sale	1961 S2, Fort Erie, Ont	May 2018	18
For Sale	Series I & II, Sault Ste Marie, trade	May 2018	19
For Sale	1987 ROW Wolf xMod 110, Lyme NH, \$40,000"	May 2018	19
For Sale	1 Tonne Ambulance, Ottawa, \$20,000	Jun 2018	15
For Sale	1971 109 SW 6 cylinder, Shorts Lake NS, \$4,000	Jun 2018	15
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For Sale	1955 107 pu, Port Hope, Ont, \$10,000	Jul 2018	15

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For Sale	1956 S1 on RR chassis, Auction	Jul 2018	15
For Sale	1960 109 SW, Philidelphie, \$6,500	Aug 2018	15
For Sale	SII 2l diesel,	Aug 2018	15
For Sale	2 x SII	Aug 2018	15
For Sale	110 cutout for kids, free	Aug 2018	15
For Sale	2 x 1973 NADA S3 and parts, Parry Sound Ont, \$3,000	Sep 2018	15
For Sale	Sale/Free - 2 Discoverys 2002, 2004	Oct 2018	15
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For Sale	1957 Series 1	Oct 2018	15
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For Sale	1975 ex-military Belgian S3	Nov 2018	19
For Sale	1969 IIA in Keene NH	Nov 2018	19
For Sale	1973 S3 in Keene NH	Nov 2018	19
For Sale	1969 Von Trapp IIA 88", Stowe Vt,	Nov 2018	19
For Sale	1960s Series IIA 88 parts truck, Frelighsburg PQ, \$500	Dec 2018	14
For Sale	1970 IIA, Scarborough, \$33,000	Dec 2018	15
For Sale	IIA Coiler diesel project, Windsor NS, \$4,000	Dec 2018	15
For Sale	1958 SII Pick-up, Calgary, \$1,750	Dec 2018	15
For Sale	1987 ex-MoD 110 softtop, Grande Prairie, \$2,600	Dec 2018	15



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A screen shot from an article in early January about a two-year-old boy who fell down a deep well in Spain. A couple of Land Rovers in use there. Sadly they recovered the body a week later.



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 109 becoming one with the jungle.

For Sale: Series IIA Air-Drive Harrier Prototype

This is the Air-Drive Harrier prototype based on a Land Rover Series 2a 109" chassis. Developed in late 1970 and early 1971 it was fitted with a McConnel PA44 Power Arm and a Montabert hand held hydraulic concrete breaker. WPP 101J was Air-Drive's company demonstrator and features in their brochure for the model. It was also the vehicle that was tested by Rover for type approval and many period photos of this vehicle exist in the Land Rover archives. A historically significant and rare vehicle, less than 10 are believed to have been built and only one other (unrestored) example is known to exist. As part of the conversion two hydraulic pumps were fitted to the gearbox including one under the transfer box using the rare bottom PTO attachment and an 8 blade fan with oil cooler. The chassis was also much reinforced to cope with the extra loading. Following its use as a demonstrator it was sold to a small family run plant hire firm where it remained until 2000. Two owners later it passed to myself who carried out the restoration since when it has won Best In Show at the 2017 Dunsfold Land Rover Show, Best Restoration at the 2018 Series 2 Club National and was also chosen to attend the 70th Land Rover Celebrations at JLR Classic and Goodwood Festival of Speed. It has climbed the hill at Goodwood and has featured in many Land Rover enthusiast magazines in the last 2 years. Offered for sale with V5C documentation and MOT.

The restoration included a full engine rebuild with many new parts fitted including new crankshaft, camshaft, rocker gear and timing gear and is probably one of the quietest 2.25l diesel engines in existence. The gearbox had the same treatment. The axles were rebuilt with new swivels and seals etc and the hubs were fitted with new timken bearings. The entire brake system was replaced with new components. The chassis is in excellent condition with only 2 very minor repairs. When the vehicle was stripped down, the chassis still had chalk marks and stickers on it from the factory! A new Auto-



Sparks wiring loom with alternator conversion was also fitted. The bulkhead has had new footwells fitted with correct ribbed pattern. The doors and outer front wings were replaced with new. The paint work was carefully recreated using traditional methods to match the appearance of the vehicle to how it would have appeared in 1971. The Power Arm was fully restored along with the hydraulics including having new pins remanufactured from the original drawings. All rams were rebuilt and many new pipes were fitted.

Included in the sale is the original brochure featuring WPP101J, the McConnel PA44 user and instruction manual, a copy of the Solihull build ledger and lots of other information and pictures relating to the vehicle.

Factory approved conversion. Reg. No. WPP 101J Chassis No. 27706818G. It is not often a vehicle can be described as truly unique but this one is!

£30,000. eBay advert no. 372535212650



Rovers & Parts for Sale

For Sale: 1953 Series I 80" Land Rover

On 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. (Note, has a 1951 Grille)
Call 603-439-1263. \$20,000



For Sale: 1957 Series I 88"

Very rare. All original. Lots extra parts. Safari roof. All doors and glass good shape. Body panels of frame. Engine turns over all clear fluids. Located in West Kelowna British Columbia. BC registered. Serial number starts with 1147. Will trade, make offer. Call Brent 250-859-4966. Kijiji advert no. 1406721862 \$3,300.



WANTED: Hayatee Automotive Power Steering, Series

David Place is looking for the hydraulic ram set up for a Series power Steering system made by Heyatee Automotive for the TDZ Power steering for Series Land Rover. Reference - <http://www.heystee-automotive.com/parts/pas/pas.htm>. He has everything else from the kit NOS. He is willing to pay a premium for a good unit even one that needs new seals. Contact davepla@mymts.net

For Sale: 1974 Series III 88"

Great condition Land Rover. Very rare truck. Lots of work done with new parts from the UK. All original. Needs new roof liner inside, new lower door panels and spray job to be mint. No tire kickers or scammers please, welcome to come and have a look and a drive though if you are serious. Would consider part trades/ trade for muscle car, motorcycle or jet boat. Located in Clearwater BC. Kijiji advert no. 1403911907. \$12,500



For Sale: 1970 Series IIA 88"

I have for sale a 1970 Series 2A 88 inch Land Rover. This is a frame-up restoration. Engine runs beautifully, and the transmission was rebuilt and the differentials are perfect. Located in Scarborough Ontario. Kijiji advert no. 1398522953 \$33,500.



For Sale: 1975 Custom Wooden Range Rover

Custom body on Range Rover Classic drive train. Guaranteed to be unique. Not sure of mileage or year. Runs and drives good, no issues. Body in ok shape, left rear quarter panel does have some termite damage. Located in Atlanta, Georgia. Craigslist as no. 6776631646 \$2,500.



For Sale: 2.25L Engine

Need to sell some stuff to fund my project. This is the motor from my 1966 SIIA 109. Had it running easily after sitting for 15+ years. Here is a video : <https://drive.google.com/file/d/174Ebct0dNWkq4YZXyFDLY-BTVj2P2DjP/view?usp=drivesdk> *The whining drone you can hear is the aftermarket alternator with a bad bearing * It's all complete, I have a professionally rebuilt webber carb for it, also have the electronic ignition upgrade (new distributor, and coil) and the proper alternator conversion (all of which were purchased after I pulled the motor, so they haven't been used yet) . Healthy candidate for a swap or rebuild for a resto etc. I am going a different route with an engine swap so would like to get this out of the garage. Located in Oakville Halton Hills. Kijiji advert no. 1409905709. \$1,500 takes it all.



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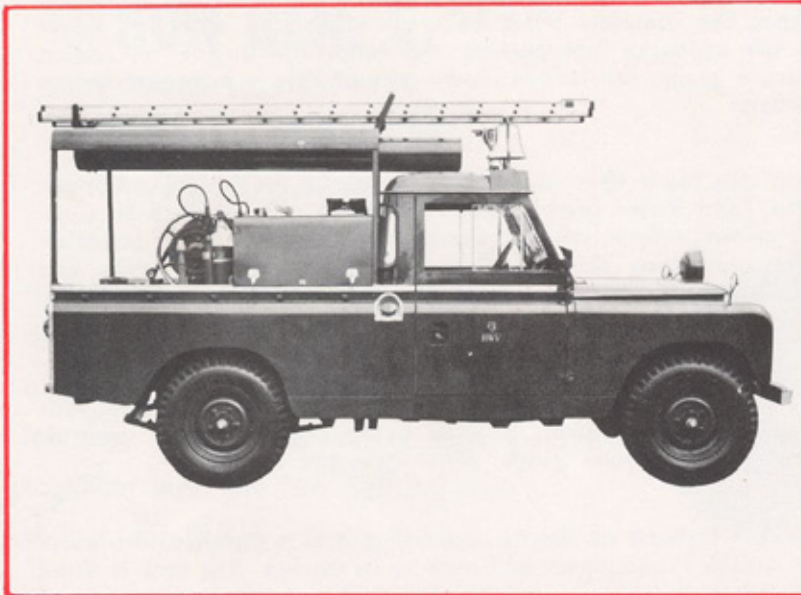
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