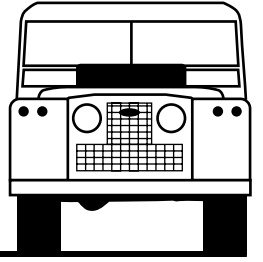


OTTAWA VALLEY LAND ROVERS



February 15, 2019

www.ovlr.ca

Volume XXXVI, Number 2



“Another recent Rover refugee from America trying to take advantage of our Rover Medicare system...”

**P.O. Box 478
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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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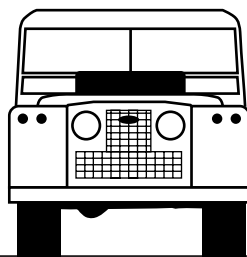
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OVL R Newsletter

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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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“But I do like bullet connectors and IMO, they are worth keeping. ... Best of all, for cheapskates like me, they are imminently rebuildable, given patience, emory cloth, a dental pick, and gentle application of propane-inspired heat. Cleaned up and properly soldered, they are good as new.”

--Russell Dushin on Lucar bullet connectors. (LRO mailing list, 2019)

Greetings,

The Winter doldrums have arrived ... well, in terms of activities and events. But, as you have been reading, RoverNights continue and progress is being made elsewhere in Ottawa, Oshkosh, Boston, and central New Jersey, readying vehicles for the Spring. One cannot underestimate or appreciate where there is slow and steady effort, progress happens.

While the 15th, when this is being written from Cuba, also is the sole notable winter event, the next OVLР event of note will be the AGM. The executive has moved the AGM one month to March 18th at the Prescott in Ottawa. Terry relates that there are too many reasons to relate, but attendance and readiness are high among them. This gives you more time to contemplate the following: at the AGM, there will be Elections and Appointments, and perhaps awards.

Elections: Our Returning Officer awaits your nominations for all positions, Executive or otherwise, they can be sent to: temporaryEditor.OVLР@gmail.com

The board of directors consists of the following elected positions: President; Events Co-ordinator; Off-road Co-ordinator; Executive Members at Large (1-2-3); and Past-President, which is self fulfilling.

There are a number of appointed positions: Secretary; Treasurer; Club Equipment Officer; Archivist; Auditor; Returning Officer; Merchandising Co-ordinator; and Webmasters.

This seems as good an opportunity as any to place the Editor's report for the upcoming (as I write this from Cuba on the 15th, and missing the WinterRomp) AGM. 2018 was the second year of my tenure as temporary editor of this publication. And, given my mania for spreadsheets this represents another 12 issues undertaken, 23 since I was deemed editor at the January 2017 Social. In pages of material, 200 pages this past year, a tie for fifth place overall in the number of pages produced per year since 1984.

Many thanks have to go to Ben Smith for taking the time from his busy schedule laying out the newsletter every month. You wouldn't be reading this if it was not for him. Also to regular contributors of material, such as Ben Smith, Steve Owen in Wisconsin, David Place in Manitoba, Alan Richer in Massachusetts, Greg Fitzgerald in New Jersey, Terry King and Jonathon Wheatcroft of Ottawa. This is a common effort and the more material that can get submitted for these pages, the more we can share information and experiences.

Remember, Facebook is very ephemeral. Try and find

something you wrote or saw last year. With the newsletter, it is filed away in multiple archives on the Internet, as well as being deposited in the National Archives of Canada. What you wrote here won't easily go away. So consider writing and submitting material to the newsletter.

In overall totals for the club, since Operation Frank, OVLР has produced at least 406 issues. These issues comprise 4,877 pages of material. Quite a stack of paper. The total is higher, but some issues remain missing. At the projected rate, we will hit 5,000 pages in September this year with our 414th Edition. Given OVLР is a child of The Association of Land-Rovers Owners of Canada, who's core members produced the ALROC Transfer Box, OVLР's share of information sharing rises further.

Back copies of the OVLР Newsletter can be downloaded from the OVLР website at <http://www.ovlr.org>. If you are interested in seeing back issues of many of the ALROC Transfer Box newsletters, they can be downloaded from the OVLР sister website <http://www.RoverWeb.org>. These were donated by Gordon Bernius and Bob Wood many a year ago.

Speaking of back issues, a query: would anyone have a copy of the following missing issues:

1987: February & March
1988: July & August & October
2003: May & August

[An early spy report from the WinterRomp: Dixon claims to have mis-scheduled and been in Cuba during the Romp. Several usually-reliable sources said that they saw him in Waterville, ME during the Romp. One sent in this hotel photo. We see the obligatory beer in hand. Socks and sandals were observed under those booties. We are convinced.]



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

 Michel Bertrand proposes a new OVLAR Award for consideration: A new OVLAR award could be the Procrastination Award. I am sure I am not the only one who has more projects than time allows... so as a group therapy, perhaps sharing our worst procrastinated projects could help provide the right motivation to get these projects moving... I can start with my 1967 109 NADA, which I bought in 1990, changed the frame, bulkhead, drivetrain and moved from storage space to storage space 5 times.... Can anyone beat that? (*Editor's note: Some proposals in the March Newsletter. For an annual award criteria needs to be developed, least the same person wins every year*)




 Yuri Botero writes - Guys, anybody here in the Club that may have a Series III brake tower and servo sitting around and would like to part with? Even if it is just the brake tower. I am now starting the brake/clutch part of my project and certainly this upgrade to dual circuit brake lines will be helpful for better braking



 A note from Konrad - Evening all. I'll be listing a Fairey drum winch on eBay in the UK in the next few weeks. Just trying to gauge if there would be interest here too and whether it's worth the hassle and cost of shipping over. No idea what it would be worth. I also have some 24 spline Fairey FWs in the US. I believe that these fit later series 3s. Here is a picture of the winch.



 Dave Bobeck writes. for those who don't already know, or somehow forgot, at Winter Romp in 2016 I could not get Yamelo (1984 RHD 90 with a 300tdi engine) to crank over, despite charging the battery and using a jump start pack. The only way we could get it to start was by covering the entire vehicle with a tarp and running a propane torpedo heater under it. After


that I didn't have any problems starting until the following winter. I think I finally discovered the cause. The starter was bad when cold. It finally crapped out for good this year. The symptoms mimicked a bad battery, but were intermittent, and would go away when warm. Jump-starting was not possible. I took the starter out and put it on the bench (ok, on the dirt floor of the Yamelodome™) with some jumper cables to a good battery. Like the head of a scared turtle, the pinion would ever so slooowly emerge from hiding, and after a good 30 seconds or maybe even a full minute, upon reaching the end of its travel, would then happily spin away at normal speed. All of which should happen in a split second on a good starter.

I presume that the rare occasions where Yammie would crank were due to the pinion teeth getting lucky and lining up with those on the flywheel. Otherwise it would probably just stop dead in its tracks.

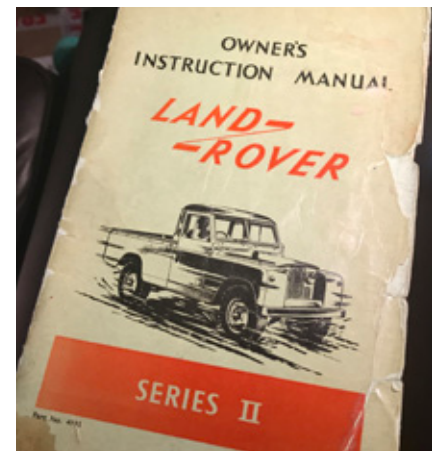
I borrowed the good starter off of the 200tdi in my 109. Now Yamelo cranks normally. None of this was an issue until it got cold. That explains why at Romp, charging the battery didn't help and neither did using the jump start kit. And also explains why I never had any problems out on the trail the rest of the day when the engine was good and warmed up.

Another multi-year mystery issue hopefully solved.


*I bought another el cheapo carport in which to perform Pre-Romp maintenance on Yammie. Hence the Yamelodome™. It is wonderful to be out of the elements-ish. Even with one end of the carport totally open, the temperature inside is quite good. Propane heater is helpful below the mid 30's. Sub-freezing temps are actually kind of nice as the floor becomes much more solid.

 Land Rover Publications: Dixon reports on another recent find. A Land Rover Series 2 owners manual from 1958. Technical Publication TP/216/A, or part no. 4215 from July 1958.


Quite interesting to see how they gave advice and guidance compared to today. These are the days when the owners manual was a synopsis of the factory workshop manuals, but with the consumer in mind. No 800-help-me in there. Be prepared to get your hands a bit dirty.



Some Non-OVLR News & Rumours

 A note forwarded from Keith Barrett - Doug and I here at Transatlantic Concepts have decided to change the name of our business. Over the last 3 years, since bringing our Land Rover business over from the UK have found the aspects that we enjoy working on the most in support of your needs here in Canada. Going forward we are going to focus on what was our area of expertise in the UK which is bulkhead and chassis swaps, often as part of a full restoration or conversion. We are also very happy to help members who choose to undertake anything on their own with advice and support. We are only a phone call away. We look forward to continuing to support Land Rover owners across Ontario. We are conveniently based in Roseneath, between Toronto and Ottawa.



 Model enthusiasts, for your attention to a new Land-Rover Series 1 model that has just been launched on the market in subscription form for the parts.



It is by Eaglemoss, is 1/8 scale, along with being the 'build your own' type. The model based around a very late 1950 model 80" and Land Rover Reborn Car 0 that is a Queensland spec CKD by Annund and Thompson.

You will find this model available on their web page

<https://en-gb.eaglemoss.com/land-rover-series-1>

Please note the images are of the prototype models. Part of the brief that came from the model manufacturer was for it to have many of the original accessories from the time including front capstan winch, rear power take off and a Brockhouse trailer.



The FAQ page does not say how many mailings there are for this. Previous editions have had a lot. With this, a total could be estimated that might turn people off from subscribing. Similar magazines which include parts to build your own Titanic,


Robot or whatever, are advertised on TV they could work out at £600 - £1000. Yet, other items do come in cheaper. Your mileage may vary.

A pity because it does look to be a good model, so long as front hubs are corrected and watching the how to assembly bonnet video the hinges didn't look right, they appeared to be handed rather than both the same

Do note, it appears this is only available by subscription. As some have observed, they would rather buy the whole kit and get on with it. Nothing worse than starting it only to miss an edition/batch of parts and find they've run out when you chase them.

 We have seen several prototypes testing on public roads in Europe (UK?) and this new fresh batch of photos shows another trial car in a winter wonderland. These photos show a four-door Defender but this time it's featuring a different set of alloy wheels. It is reported, from these photos, that it looks like the Defender is testing some kind of regenerative braking on the front axle as there are small additional sensors attached to the brake disc.



 An opportunity for just \$54.99 to own your own Chinese Defenerd d90. Described as the camel Trophy MN-90 1/12 2.4G 4WD Radio Control Car. It comes with Front LED Lights, 2 Body Shell Roof Rack. It is a true Crawler Monster Truck RTR Toy. It is available in Camel Trophy yellow. If the Camel Trophy isn't your thing, simpler Green and Red "Defenerd" models are also available for the same price. From the photos, the hard top is removable to make a pick-up. Available from www.BangGood.com.



General Servicing: Repairs, Humour, Tales & Trivia

1953 NADA 80", Part 4, the Saga Continues

by Steve Owen

The engine strip down was complete, but the Wisconsin Winter had arrived and it got too bloody cold to work out in the unheated garage. The engine block was covered in a coating of oil, blanketed and then



Ode meter came back like new. Other things overhauled, cleaned are the carburettor, throttle linkage. Coil. Distributor. Keep Calm & Rover On!



shrink wrapped for the winter.

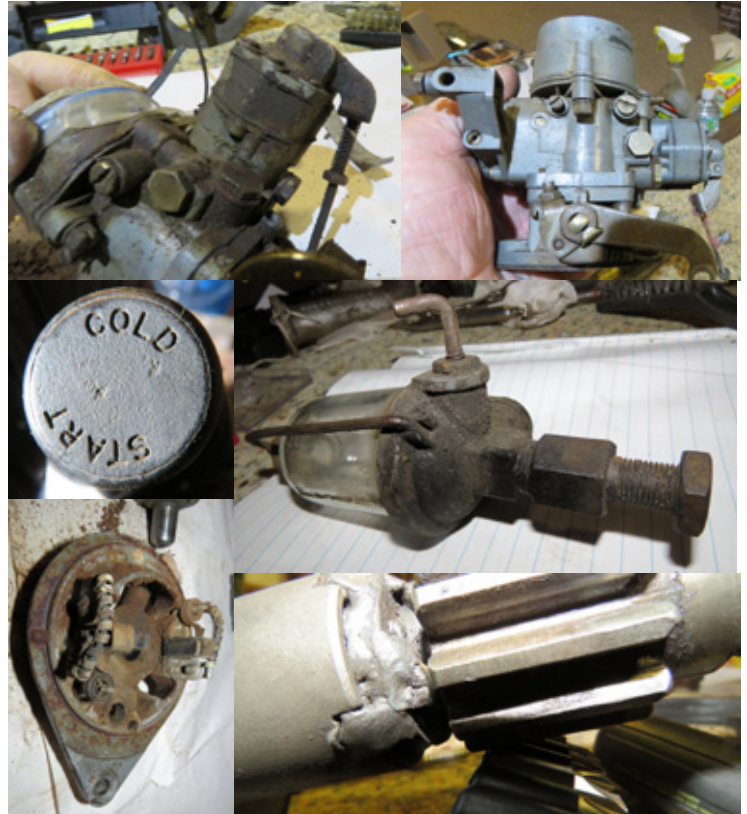
Time to move inside. Much to the "amusement" and annoyance of the boss, aka the wife, I set up a repair station in the basement

and set about repairing the small stuff on the Rover.

Again many pictures taken and used a reference later.



Fuse box when opened I found a piece of copper tubing as a fuse, more like a 3500Amp fuse rather than the 35A that should be in there. Voltage regulator cleaned and checked. All of these are dated 10-52 and are original to the vehicle and will go back.



Ignition switch taken apart, contacts cleaned and rebuilt, not for the faint of heart and I'll never do again.

Dynamo taken apart and cleaned, new bushing installed.

Starter motor when taken apart, I found that the pinion had been welded. I tried to fix, but in the end I threw up the white flag and contacted Ike Goss at Pangolin 4x4 in Springfield Oregon. Working between Ike and Ian Cox of Cox & Turner Engineering in the UK parts were sourced and Ike managed to rebuild the unit.

Dash board instruments were shipped to Mike Flannery in the UK for overhaul. I cannot say enough about the service Mike provides. My Amp meter, Fuel Gauge and

[Look at that ugly weld on the starter bushing. -ed]

The photo below is semi ancient and was taken in St. Helen's in Lancashire. Back in the day the trolley lines had dead sections due to a variety of issues. The work-around is seen at the rear, on the relocation job, getting the bus to the next hot section. This was a regular ritual for some period in the 50s I'm told the LR's bumper was specifically padded for the task. Does this in anyway help explain Brexit? (From G. Mugele)



Rusting Series One Brake and Clutch Levers

by Dixon Kenner

An observation on Land-Rover design in the mid 1950s¹. When Rover first produced the Series One, initially as a stop-gap, many aspects of the vehicle were borrowed from the contemporary Rover cars to save on R&D, parts et cetera. Really no different that the common platform vehicles we see today with the various manufacturers.

The 80" had brake and clutch levers through the floor as the P3 had the same arrangement. When the 86" and 107" arrived, Rover again moved over a familiar arrangement, though this time on a single pivot point. However, the 80" and 86 differed in another significant area. While the 80" levers are solid cast steel, the 86" used an inverted U channel.



What did the change do? Well, given the location of the brake and clutch pedals, they were just off-set from the front wheel. This put them in perfect position to catch road spray,

mud, dirt, debris, and winter salt. Not an issue with the 80 inch with the oval, solid, lever. But, when looking at the design of the lever, at the pivot point, for strength, the inverted U channel becomes a box section. The box facing the road wheel. Perfectly position to catch and hold any debris.

The photos show the brake and clutch levers off of a 1957 88 inch. The broken lever is the brake lever. The one with the holes is the clutch. Notably, the outer lever is the clutch. That would be hit by much more road spray, which would tend to wash away more dirt that was collecting in the box section. This would slow the accumulation and reaction with salt. The brake, more protected by being further offset, would hold dirt and salt, the road spray wetting the mass and keeping the electrical-chemical reaction



going between the salt and impurities in the steel. As one can see with the pivot portion of the brake lever, it is filled solid with debris.

Failure was only a matter of time.

What does this mean in a Canadian or northeastern American context? Check your levers and hit them with a pressure washer to clean them out so they dry out and slow any reactions. You may need a hammer and screwdriver to chip out some of the dirt, rust and debris. Prime



and paint them. Ideally, they are easy enough to remove for any repairs. A cut lip and they slide off after removing connecting pins, which may have seized cotter pins. Heat is your friend.

Well, that is after you detach the pedals from the levers. That is more challenging. I recommend Home Depot for a yellow cylinder of Mapp gas to turn the bolts, then the end of the lever as red as can be to get them apart. Oxy-acetylene is ideal but not cheap. Good luck.

New levers for RHD are available, but not cheap. PA Blanchard has the RHD pedals at £170 each². The LHD are NLA everywhere when I quickly looked. Used may be your only option and they are not thick on the ground.



Notes:

1. One day there may be an article on what a terrible design the 80 inch was when contrasted with the 86 inch, which is almost revolutionary in comparison, later vehicles to the last Defender being refinements on the 86 inch design.
2. Part number 241431 for the brake lever, 241433 for the clutch.
3. Part number 241435 for the brake lever, 241437 for the clutch



Land-Rover Stamps - Series II and IIA's on Stamps, Part 5 (1961 to 1966)

by Dixon Kenner

While it would be ideal to break Series II and IIA apart for the purposes of keeping things separate, given the majority of the mild Land-Rover enthusiast population can't tell a Series II from a Series IIA when they are in front of them, trying to determine this off of a postage stamp that just isn't going to happen. So, they are all mixed together and present by year of issue.

The explosion of Land-Rover production into the Third world was so incredible through the Series II/IIA era that there is nearly a stamp produced every year. Twenty-two of them in this list as of writing, though only nine of them printed when the II/IIA was in production. Six if you only count early IIA's with headlamps in the break-fast.

Grenada - 1961

The second Land-Rover stamp ever issued did a much better job at representing Land-Rover than the first. From a colony in the Caribbean, this stamp has become one of the most iconic of all Land-Rover issues. Commemorating the one hundredth anniversary of Grenada's postage stamps, it has a bright red Series II 88" in the centre of the stamp. It is an unmistakable image that easily sticks in the mind. Upon a first day cover, it makes for a striking introduction to a collection of Land-Rover themed stamps. First written about by Bill McLellan in the March 1995 issue of the newsletter, it kicked off a collecting habit that is now coming full circle. The stamp also demonstrates how sophisticated printing processes had evolved before the massive change-over to photo-



gravure and lithography would bring in the near future.

one stamp per sheet. Called the "closed S", it is where an error on the original caused a white space to appear in the Letter S of the word POSTAL giving it the appearance of the number 8.

For the collector: The stamp is Stanley Gibbons no. 208. Michel no. 179, Yvert & Tellier no. 178. Perforation is 14.75 x 14.5. Printing is photogravure. Value is 3 Caribbean cents.

Congo - 1961

This particular stamp from 1961 is actually a postage due stamp. Part of a twelve stamp series issues in 1961. (Yes, most countries had postage due stamps in the past. The post office used them when there was insufficient postage on an envelope¹). This stamp is also triangular shaped, the only such shaped stamp in this entire collection of Land-Rover themed stamps. The third stamp in the this series shows a Series II 88 going through the jungle. Issued se-tennent with another 1F stamp, the second of which has a pair of bearers carrying a hammock with a person reclining in it. Whether this is to a pot, or someone important is left to the imagination. Which is the more efficient manner of transportation is also debatable in the Congo, in the rainforest of deepest, darkest, Africa.



For the collector: The stamp was issued December 4th, 1961. Michel no. T1-T12, this particular stamp seems to be T3. Yvert-Tellier no. T34/5. Scott J35. Commonly found

on eBay or any stamp dealer nearby.

Note 1: Unlike today, where half the time it seems Communist Post can be bothered to even cancel the stamps.

Guinea - 1964

This series of five stamps is about the "Inauguration of Piped Water Supply to Conakry". This was the construction of a water pipeline to the capital in March, 1964. The 50 franc stamp (in green) has a scene where a crane is placing a section of pipe onto the pipeline. Just behind the pipeline are



1961 Stamp Centenary

POST

2

Plates 1B-1B. Row 7. No. 1. A white flaw to "S" of POSTAL joins the upper loop to centre of letter giving the appearance of a figure 8. Positional strip of 4

V21 3c. crimson and grey. . . 25 0 20 0

Another unique aspect of this stamp is that it is the only Land-Rover stamp that has a variety. A printing error that appeared on

several vehicles, one of which has been claimed, and seems to be accepted as being a Land-Rover. On a scale of 1 to 3, this is a definite three. I would say that someone is reaching with this conclusion, but the Internet says yes, though I am more likely to say no. Given the current opinion it is included in this article.

For the collector: It was issued April 1st, 1964. Perforation is 11.75. Size is 37x26 mm. Michel no. 234, Yvette-Tellier no. 194, and Scott no. 332. Printing is photogravure.

Gabon - 1965

This Land-Rover stamp is an interesting one. In a union that depicts the rapidity of the postal service, and high speeds attained and experienced



by Land-Rover, an image of a short wheelbase Land-Rover whizzing past the forest of Gabon appears on the stamp. Well, artistic licence resulted in a kind of a half Rover car, half Land-Rover, or as another put it, half Rover, half gypsy looking vehicle, complete with all the markings of a speeding vehicle.



Issued on December 16th, 1965, the stamp celebrates the "Day of the Postage Stamp". The 'journée du timbre', as it is in French, was created in France in 1944, and each year a postage stamp was

issued. From 1944 to 1998, the theme was some aspect of the postal service and sending mail. From 1998 onwards, the theme changed to one more youth oriented and despite being a "stamp festival" issue, it was not always philatelic or postal in nature. Additionally, before the independence of Algeria, Morocco, Tunisia, and Gabon, amongst some, several stamps for "Stamp Day" were issued. Gabon continued until at least 1970 issuing stamps for this day.

For the collector: Michel no. 235. Yvette & Tellier no. 187. Printing is multi-colour. Postage is 30 Central African Francs. Perforation is 13.

Bahrain - 1966

The 50 Fils stamp is a dark carmine-rose and black stamp. Where the 30 and 40 Fils stamps had an aeroport scene, these two stamps show the late Ruler of Bahrain Sheikh Isa bin Salman Al Khalifa and a pier in Mina Salman Harbor. The harbour scene has a number of ships unloading cargo. In the foreground are a number of re-



cently unloaded vehicles, arriving no doubt in response to the oil wealth of Bahrain. In the front and centre is a vehicle that has been identified by many as a 109 hard-top. While the certainty is less than that of the aeroport scene, artistic licence gives the benefit of the doubt to that it is plausible given the lock-hold Great Britain has on trade. Your mileage may vary, but this one counts.

The 75 Fils stamp is a violet and black version of the 50 Fils stamp.



Of note is that the Bahrain Post Office fully took over postal services from Britain on 1 January 1966 and this is the first definitive set issued.

For the Collector: Issued January 21, 1966. Perforation is 15 x 14. No watermark. For the 50 Fils stamp: Michel no. 155; Scott no. 147; and Stanley Gibbons no. 145. Printed using photogravure. For the 75 fils stamp: Michel no. 156; Scott no. 148; and SG no. 146.

Virgin Islands (British) 1966

On April 25th, 1966 The British Virgin Islands issues a set of four postage stamps to celebrate a centenary of the mail on the Virgin Is-



lands. The series shows, on the left, Queen Elizabeth II, and on the right, the first Virgin Island postage stamps. Various denominations have a sloop and paddle wheeler used to move mail between the islands, and finally, a scene from the Beef Island Airfield entitled "Dispatching mail". In the centre is a single engine aeroplane (a Piper PA-23 Apache) and a short wheelbase Land-Rover.

For the Collector: Perforation is 13. The stamp is watermarked. Michel no. 157; SG no. 205. Printed using offset lithography. The value is 25 US cents.



Dixon-Bates? No, Dixon-Ben!

by Dixon Kenner

Introducing the Dixon-Ben Mobile Engine Shunt.

The New Year generally brings an extended visit down to New Jersey and 2018/9 was no different. Except, when you have projects that are languishing because you are ultimately, a little bit bored, well, things happen.

In this case, the initial inspiration was standing around in Alastair's garage one RoverNight looking at my engine crane folded up at the end of the garage. The legs were up, but the boom was still extended after the previous RoverNight when we got the short block down onto the mounts. Thinking "if turned around..." then Alastair distracted me by giving me another pint and the thought vanished.

Fast forward to the last weekend of 2018. I was trying to rejig the fuel line from SU fuel pump to Solex. Seeing what bits and pieces I could cobble together. Not successfully at that moment either. Ben was measuring and remeasuring cylinder bores in Dora (a story there...). Lateness arrived, so we retreated back to the house for some single malt.

Over a couple of fuel bowls of Ardbeg, we discussed the rain, soft ground and challenges of moving about a dozen engines from the end bay in the barn so my 101 FC could go into that spot. But how to move them? Crane to trailer, trailer towed by 80 inch to Barn2. Then inspiration hit. What if the crane was mounted on an 80"?

I quickly described my idea to Ben.

- Disassemble his engine crane.
- Bolt the vertical piece onto a 4x4 post.
- Ratchet strap or u-bolt or bolt the 4x4 to the front bumper.
- Make two steel straps that go from near the top of the crane and send them back to the windscreen bolts on the 80".¹

Get some big ratchet straps that can go from the top of



the crane all the way back to the rear cross member. Reassemble.

Ben was intrigued. We switched to Bunnahabhain. We discussed further. A trip to Home Depot was scheduled for the morning.

Home Depot doesn't have steel strapping of any significant gauge. What it does have is L shaped pieces that are six foot and hefty. Two of those, a 4x4 inch post and we were back to the Barn. The crane was disassembled. Boom off, upright and hydraulic cylinder separated from the rolling base.



The post was cut to length. Two holes drilled and counter sunk into the bottom so a pair of five inch long, half inch bolts could be run through to attach the crane to the post. The pair was then lifted onto the front bumper where ratchet straps were wrapped around the post and the bumper.

Two half inch holes were drilled in the ends of the two L pieces. Then we bolted the pair to the top of the winch. Ben then cut a pie shaped piece out by the crane, allowing me to bend the steel bracket out towards the windscreen mount. More cutting, we had it right. Then we cut the steel to allow it to be bent parallel to the side of Grail to bolt onto the mount. Mark where the bolt hole will need to be drilled. Repeat for the other side. Remove.

Ben then welded the cut closed on one end, cut a





wedge, and filled in the cut on the other end. The second two half inch holes were drilled into the brackets that will support the crane. We then could bolt the brackets to the crane and bulkhead.

Adding the boom, it was time to test. Ravus blocked the engines, so Will Skidmore's dead two and a quarter block was pressed into service².

Success!



The next 80 inch weekend the mobile engine Shunt was tested with moving over a dozen axles that were stacked on some very robust shelving outside the barn and deposited in Barn2, but more on that next time. Success? Yes, but with a proviso.

Remember the initial design idea using a large ratchet strap to the rear cross member? Well, we did not have that initially. Lifting a complete axle resulted in the bulkhead shifting forward slightly at the top. This allowed both doors to swing open. This was annoying.

Why was this happening? Unlike the 86 inch and later Land-Rovers, the 80 inch lacks the pair of sturdy, shallow steel U-channel uprights that support the bulkhead, on the inner side of the foot wells, to the chassis. The 80 inch bulkhead, for the most part, is a single massive pressing with some stabilisation welded to it to bolt to the chassis rails. Is is nowhere near as robust as a later vehicle.

Removing the rear tailgate and adding in a three inch wide ratchet strap and tightening until the doors closed properly again and we could transport multiple axles together without any noticeable shifting of the bulk-

head. A pile of axles moved and the Mobile Engine Shunt is ready to move some engines in the future.

Requirements for your own Mobile Engine Shunt:

- A suitable engine crane that can be disassembled, that has a base that can bolt to a mount.
- A mount for the crane. While we used a 4x4 post, ratchet strapped to the front bumper, the crane could bolt directly to the bumper, u-bolts could be employed. This can mount several different ways.
- Strapping from the top of the main frame, or mast, of the crane to the windscreen mounting brackets. In theory, flat steel, drilled for bolts, should suffice.
- A heavy ratchet strap, long enough to go from the rear cross member to the top of the crane.
- Some regular ratchet straps to pull the load slightly towards the vehicle.

Notes:

1. Sorry post Series IIA owners. This only works on 1948-71 Rovers thus far. Though we do have Dora to play with.... moving the windscreen mounts in 1972 removed an important point needed to stabilisation.

2. Again proving there is no such thing as a useless Rover part.



Tales from RoverNight, part 10 - A New Hope, err, Year

by Dixon Kenner

Where to start. Hmm, while I tend to be fairly competent with Series Ones through early IIA's you would think that I have the Series III mastered. Especially after close to two decades of association with Alastair. But, one lesson with a Series III. Do not put the fuel pump on before putting on the support bracket for the clutch line. You cannot get the bracket on, no matter how long you struggle. So, fuel pump off, and Alastair put the bracket and fuel pump back on.

What else was accomplished in a frozen garage that averaged some -21c (0f) through this tale of working around the block in a counter clockwise fashion, starting with the fuel pump?

Those two bolts at the top of the flywheel housing that hold the starter cable and clutch line were a real pain to get in. Not too much room between the engine block and bulkhead/firewall. That requires lying on the wing and over the engine bay. But we got them in and done. One bolt was in already, but missing the P clip to hold it, which had slid down the line to the slave cylinder below the engine. The second? It took the Land-Rover special tool (a piece of two foot pipe) to loosen and remove the bolt. As I understand it, the vehicle was made with spanners. Spanners are different lengths to adjust how much torque you can put on a bolt so you will never be strong enough to damage the threads. Obviously someone did not use a spanner to put this bolt on before when the engine was on the stand!

The Oil filter and adapter is on. That was a bit of a struggle. In the end someone has to lay across the top of the wings, hold it in place, and put in the top bolt so it was attached to the block. It helps to wrap a piece of electrical tape around the adapter and pair of bolts to trap them there and reduce the frustration putting it on. Then have Alastair under the vehicle to deal with the bottom bolt. Mostly tight. The bolts are 5/8" and he has broken his 5/8" spanner. So he used a 17mm to get it mostly right. But now in and tight enough until he gets a 5/8" spanner from somewhere. This is an item that should be put back on the block before it gets reinstalled. Oops..

Let's see. The next task was to put the alternator on. Looking at the block it was readily apparent it couldn't. The bracket that holds it was missing. And where might it be? On the old block of course... Between the block and the garage wall. It took a while. Two bolts were on the front of the block. The last one, through a casting on the block and into the bracket. And it came out towards the back of the block. Took a while, but off it came. The other assembled observers has a good break from work. They kind of looked at it and I told them to put it on. Andrew struggled with it for more than half an hour. Eventually he gave up and had to go home. Said he needed all sorts of tools to clean up the block and get it on. Porsche owner (sigh) Expect fine tolerances! Another item that should of gone back on before the engine went in. Oops... After he left, we cleaned it all up



and got it on. A little brutality works sometimes. By that time it was one o'clock and time to bail until the next Rover Night.

Before the alternator proper could go on, we had to address the problem with the fan shroud. We broke most of the Phillips screws removing it for the engine reinstall. So, we drilled out all of the broken screws in the radiator. Alastair held a scraper on the other side of the bracket so when the drill punched through it did not go through the radiator. That could get expensive. And took a while to drill all of the broken screws out. It is annoying to have to pull the drill to you rather than push. Alastair dropped the scraper a couple of times, which meant he had to go under the LR to fetch it. Incentive not to drop it.

In surprising news, Alastair, whom is of Scottish decent, has bought a new 5/8" spanner. CTC Motorcraft brand. Expensive. Excellent. We tightened the top bolt for the spin on adapter. Sent him under the vehicle to do the bottom bolt. Next step was the alternator installation. I was curious how much I could get done from above. Much to my surprise I was able to get it on with a lot of fiddling. Even for the bolts through the mounting holes. And eventually nuts on the bolts. Then send Alastair under the land-Rover to put a spanner on the nuts while I tightened the bolts. Done. Have I mentioned how cold garage, or portable garage floors are in January?

Nylon Fuel Line Fittings

By "1936 LS1" on LS1tech

As promised, here's a step-by-step on how to install fittings on factory-style nylon fuel line WITHOUT having to buy the expensive (IMO) tool that Dorman sells.

Here's what you'll need:

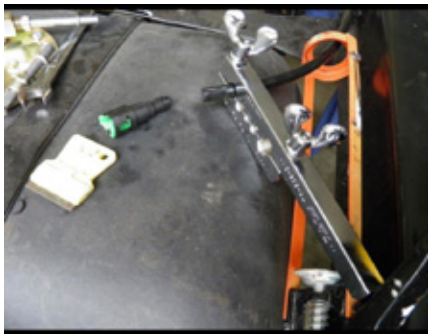
- A roll of tubing (Dorman 800-072 is the 3/8")

The appropriate fittings for your job.

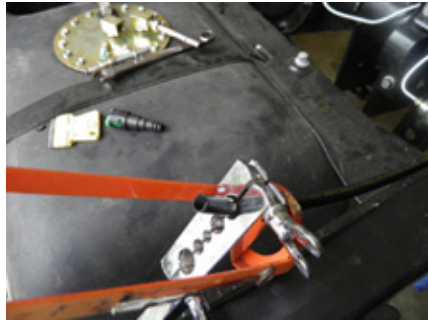
- Some light lubricant (I used hydraulic jack oil)
- The line clamp from a brake line flaring kit (don't worry if you don't have this, there's an alternative)
- A caulking gun
- A single edge razor blade or tubing cutter that used for air line (gotta be something that won't crush as it cuts)

To start, make a clean cut of the tubing. I used a single edge razor blade.





Next, insert the end of the tubing through the end of the caulk gun as shown.



Now, clamp the tubing in the flaring tool clamp using the hole in the clamp that corresponds with the size of your tubing. Leave only enough tubing sticking out to fit all the way on to the fitting (I've actually got a little too much sticking out in my pic). Clamp it tightly, but only hand tight. It won't slip. You don't need it as tight as is required when flaring brake lines. If you've

done that job, you know what I'm talking about.



Now seat the clamp in the far end of the caulk gun as shown. Be mindful of the tubing past the clamp. Don't let it get any pressure on it and get kinked.

Now add a little light lubricant to the fitting. Just enough to get it shiny, it doesn't need to be dripping wet.



Great, now it's time to assemble! Move the plunger forward in the gun until there's just enough room for the fitting between the plunger and the

tubing. Align the fitting with the end of the tubing and hold them in alignment with your fingers while you start to squeeze the handle of the caulk gun. Watch closely because it only takes 2-3 clicks to seat the fitting fully.

Take the clamp off of your tubing and you're ready to move on to the next one!



Upcoming Events

February 18, 2018

298th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

February 2019

Annual General Meeting

Prescott Hotel (Beach & Preston Streets in Ottawa)

Double header with the Social!

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)

Come and celebrate 300 gatherings!

May 2019

Spring 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



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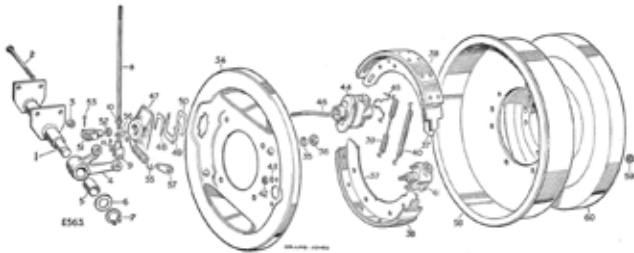
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Not a Survivor

Many moons ago Land-Rover claimed that 70% of all Land-Rovers 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: 1966 Series IIA 88"

For Sale - This one-owner Land Rover is for sale as part of an estate in Spruce Grove Alberta. Items of Interest: - One Owner and all original, bought brand new in Edmonton in 1966. -Never repainted, modified, or crashed. Original Engine and transmission with overdrive as well. -Well maintained with records dating back to 1986. -Runs and drives, everything works other than headlights which have not been looked into, burnt bulbs or a loose wire likely. -Stored in heated garage for its entire life with the exception of the past few years in which it was in a covered shed. -Frame and undercarriage are rust free, body has minimal rust with pinholes in the passenger floor only (see photo), and light surface rust elsewhere. -Mileage is unknown as odometer goes only to 99999 miles and has most certainly turned over. -For the last 20+ years it has not seen public roads, it was used as a farm vehicle performing very light duty work. For the beginning of its life it was used as a hunting, fishing, and camping vehicle for the family. Serious Inquiries only please, more photos available upon request.



Kijiji advert no. 1410384178 \$29,000 USD / \$38,000 CAD

For Sale: 1974 Series III 88"

I bought this vehicle from the States in 2008 and the previous owner reported that he had spent \$4000 on restoration including bodywork, changed many chassis parts, rebuilt the carburetor, changed the fuel pump, changed all hoses, and all fluids. He replaced the front end rod ends, and other parts. All four brakes were completely new when I bought it including the hydraulic line in the rear. The paint is very good, with very few scratches, and the interior is in good condition, with new high-back seats in the front. I have done a lot of work to bring it up to good, drivable condition and for several years used it as my primary vehicle until 2013. Been stored since then. Work I carried out included: •New wiring harness - full rewire with Land Rover original parts •New brake master cylinder •New starter motor •Seat belts front and rear •Interior panels replaced around fuel filler and rear lamps •New fuel filler and breather hoses •Installed rear bench seats (with seat belts) •New door locks •Replaced boot around hand-brake •Repaired heater •Replaced splash guard panels in front wheel wells •Replaced door and side window channels •New sensor for brake lights •New water valve for heater. The car has been stored in Richmond Hill for the past few years and has not been started. I suspect that with a new battery it will run fine. Price upon request. Located in Richmond Hill, Ontario. Kijiji advert no. 1410679303



Rovers & Parts for Sale

For Sale: 1952 Series I 80"



Here we have for sale a very rare little beast indeed! This cute as a button Series I has come from Holland. This is the first vehicle made by Land Rover, the predecessor to the Series II, III and Defenders we see on the road today. It is

a fine piece of British history, but also a usable every day drive! Fitted with a 2 litre Mercedes diesel engine, which is a very common conversion and drives beautifully. The chassis is in incredible condition. It has been fitted with a galvanised bulkhead which will never rust. A fantastic little summer runabout! The vehicle is available for viewing any time.

Email transatlanticconcepts@gmail.com
Call 289-771-2553 \$17,995 in Toronto.

For Sale: 1971 Series IIA 109" Dormobile

Recently completed 90% renovation, Dormobile was in Storage for 12 Years. English - Right Steering, Replaced 4 Cyl with Chevy 4.3 V6, 22,000 miles on the 6 cylinder engine, Sleeps Four, Rewired, Tuned up, New Distributor, Exhaust Cross Over, Installed New Aux Battery (vehicle has 2 batteries), New Clutch Master, New Brake Master Cylinder & Boosters, Rebuilt All Wheel Cylinders, New Shoes, Replaced Left Rear Door, Replaced All Door Weather Strippings, Replaced Wind Shield Washer Motor & Blades, Replaced Horn, Head Light Dimmer Switch & Harnes, Replaced Fuel Tank, Changed Fluids, New Shocks. Located in Rio Rancho, NM (outside Albuquerque, NM). Contact Karl Reichman
Karl8644@gmail.com or 310.613.4467

For Sale: Series I 86"

For sale. 1966 Land Rover in Rose Berg Oregon. \$3,200. Described as "Rare". It's been sitting for about 30 years. Not running but has lots of potential. All original. Craigslist advert no. 6796959662



For Sale: Series II and III Parts

I have lots of vintage series land rover parts I need to clear out. Mostly series 2 and series 3 part. Years 1958 and up. Open to fair offers on all items. Parts are located in MONT TREMBLANT, north of montreal.

- Warn locking hubs (came off 1962 Series 2)
 - 2.25 L engine (good restorable complete engine with carburetor, generator , starter , fuel pump, manifold all expensive rare parts) Will sell parts separately off engine if needed.
 - Series land pick up hard top (very rare pick up hard top) needs to be restored but extremely rare- all glass in undamaged)
 - Front series 2 radiator grill/ panel (headlights in centre) Nice solid rust free condition.
 - Very early series 2 hood to mount spare tire. This in a thin hood, not thick later series3 style. very rare and cool.
 - Series land rover V8 engine conversion kit. Complete 3.5L land rover v8 engine . Bell-housing Adapter to mate Land rover V8 engine to original land rover series transmission. Series 2 transmission
 - Series 2 transercase
 - 109 galvanized body cappings
 - windshield
 - nice solid fuel tank.
- Lots of good usable bits. Kijiji advert no 1407196444

For Sale: Defender Parts

Numerous parts including: 200tdi engine rebuilt. Defender 110 galvanized frame 200 tdi injection pump rebuilt. Many parts new and used to many to list.. Series 2, 3, defender.. located in Windsor, Nova Scotia. Prices available upon request. Kijiji advert no. 1407855144



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Made by Scotland's largest snowplough manufacturers the makers of the famous "Hi-lift" snowplough. This machine is backed by snow clearance experience second to none.

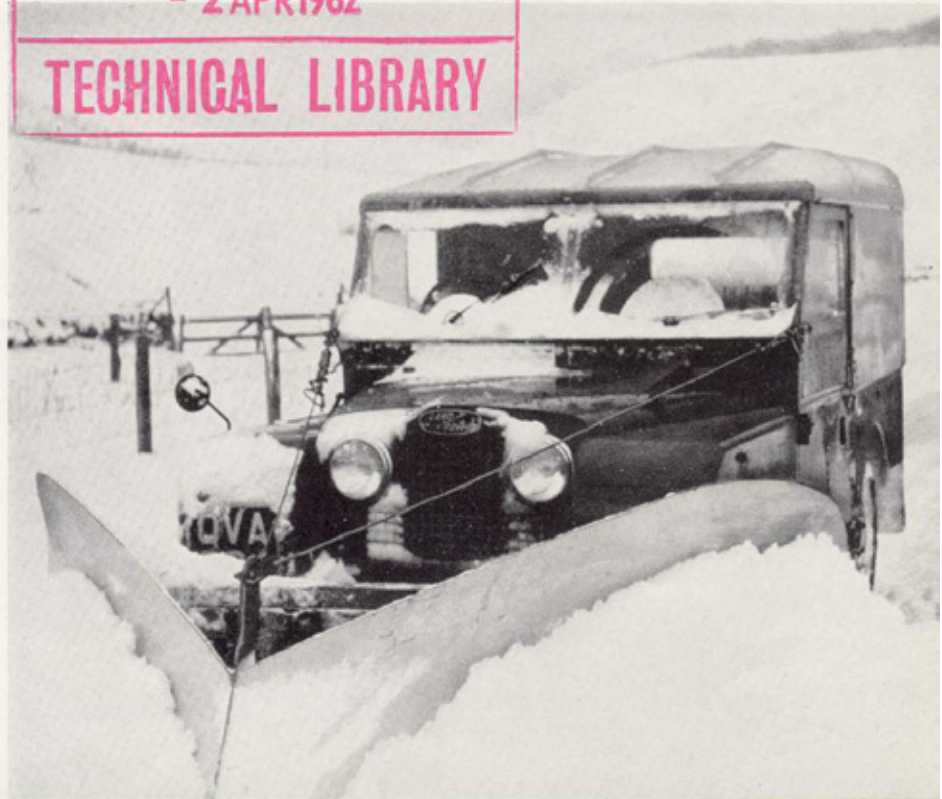
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