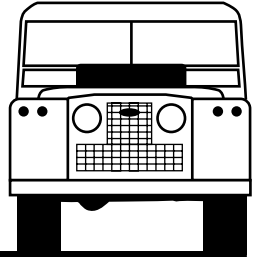


# OTTAWA VALLEY LAND ROVERS



April 15, 2019

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

Volume XXXVI, Number 4



*"Rover owners frantically getting their Rover ready for Spring and hopefully the Maple Syrup Rally". (Anon)*



**P.O. Box 494  
Carp, Ontario, Canada K0A 1L0**

## General Information

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

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

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

## Radio Frequencies

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

## Online

<http://www.ovlr.ca>

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

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

## Newsletter Archive

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

## OVL R Executive and General Hangers-On

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

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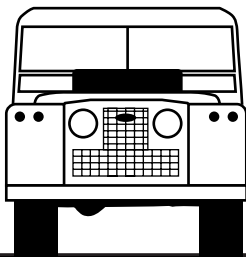
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## OVL R Newsletter

ISSN 1203-8237

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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Greg Fitzgerald

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Ottawa Valley Land Rovers April 2019 Newsletter

*“Since the tube is hollow AND spilt at the end, it had quite a bit of give. Just place it on an anvil and whack the snot out of it all around whilst levering on the ball joint end to unthread it. As with all things threaded, copious heat and PB Blaster will be of much assistance.”*  
-Dave Bobeck

Greetings,

Spring is slowly arriving as I write. My backyard is still thirty percent snow and ice, but it won't be there for very much longer. For Vern and the sugar bush, I note Michel Gagnon sent a couple photos showing how they managed to get the tracked Nodwell stuck in the snow.

The Club celebrated the 300th Social at the Prescott. Starting back in the mid to late Nineties, it was felt that moving a combined executive meeting and social around the city was counter productive. So having the executive meeting float on one day, and the social be fixed would be more productive. Three hundred visits later, and we have racked up an impressive statistic. A number of people appeared at the social to discuss everything from Unimogs, obviously Francois Juneau was there filling us in on his project, as well as trials with it, to Series vehicles and the future of Land Rover.

With Spring arriving, the dust is getting blown off a variety of Aluminium vehicles and the events are about to get started. By the time this arrives, the Maple Syrup Rally will have come and gone, being scheduled for the targeted newsletter publication date. Hopefully Spring will have reduced the snow depth in the bush, making it somewhat passible. At the time of writing in early April, Vern is already out there gathering sap and firing up the evaporators to ensure you have the freshest possible maple syrup for breakfast.<sup>1</sup>

The next event of note, found further within the pages of this issue, will be the irregularly annual Spring Tune-Up our near Pakenham/ Almonte. An opportunity to tune your aluminium friend, or at the very least, learn something about what makes it tick. Shore Street Motors will be there to assist in the learning process. The Albatross, the club expedition trailer, will also be in attendance to supply coffee &c to the assembled.

After that, it is the preparations for the Birthday Party. Much information will be published in the May issue of the newsletter on that event.

The Annual General meeting has finally passed. The reports from the various executive members can be found within the newsletter in the OVLN news section. In a quick summary, a solid number of members came to ratify the new executive on April Fool's Day.

On the executive front, Kevin Newell, our Off-Road Co-ordinator for the past seven years (since 2011), will become the new President of the club. Chris Dowell, becomes the new Off-road co-ordinator. Executive member at large will be Patrick Lariviere. Patrick will Adlai assume the role of “chief beggar”, being the point man for soliciting donations in support of the

Birthday Party.

For the balance of the various roles, there was little change. The role of Events Co-ordinator is filled collectively by the event leads (Peter Gaby for MSR & ABCD; Andrew Jones for the Tune-Up; Dave Pell for the Birthday Party &c.). Terry King remains as Club Secretary for a third term, leaving Dixon Kenner as the Newsletter Editor for a third consecutive year. Dave Pell remains the Club Treasurer, responsible for the wealth of the Club. The balance of the positions were reappointments, with the exception of the Club Equipment supremo moving from Andrew Finlayson to Andrew Jones.

Andrew Jones promptly called for an Albatross appreciation day at his abode and several volunteers appeared to help empty the expedition trailer, clean it out of all of the cobwebs, repack the trailer, as well as mount a spare tire on the front of the trailer. While the trailer uses standard Land Rover (Series/ Defender) rims, it would be helpful if the trailer had a spare that matched the tires and not one off of a row vehicle that might not.

Other than that, planning continues for the Birthday Party.

On an interesting note, it seems that the New Defender will be based on a new platform known as the Modular Longitudinal Architecture (MLA), which will be shared with next-generation versions of the Range Rover, Range Rover Sport and Discovery. This means fully independent suspension front and rear, with the new rear design in clear view in recent spy shots under the vehicle. That JLR is also testing the truck on the Nurburgring is rather interesting.


Notes.

1. The MSR would be moved from the 14th to the 28th after this was written.



*“Low ratio is used . . . on heavy ground and for heavy pulling.”*

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

 Pay attention, this is important information for OVL R Club members.

It will soon be the insurance and OF4WD confusing email time of year again.


In past years we have included insurance costs with your club membership. Its is almost three years since we moved to OF4WD clubs insurance. Paying the \$25 gets you access to all the GPS files of trails in Ontario and some additional off road and club insurance.

If you are a paid in full club member (and not just lurking on our FB page) shortly you will receive an email from OF4WD clubs reminding you that renewal is approaching in January.

**DO NOT RENEW** and pay right now. Once you renew your club membership you will then get a discount code email to then go and pay for the OF4WD insurance and full site access.

If you are already a member of another allied club like LRAA you will not have to pay OF4WD again as you will already have paid it for that club.

If you pay without the discount code it will cost you double without your OVL R club membership.

 A photo of a work weekend on an early Discovery. A number of OVL R (current and former) gathered together to resurrect a Discovery, slated to become a daily driver. The list of requirements stretches from heads to brakes, but with a manual, some patience, enthusiasm, parts and some friends, lots of positive things can happen.



## 2018 OVL R Award Winners

The club has a number of traditional and non-traditional awards that are given out every year. Decided upon by a secret cabal of erudite members, this was your opportunity to rat out a trusted friend as we all know that he, or she, has already ratted you out. No, mutual trust doesn't work. Remember the prisoner's dilemma. Co-operating and revealing all is the optimal

course of action, as the list below gives use reason to celebrate both the worthy and the guilty. Remember, when it comes to awards, and you hear about something, openness and transparency is the best course of action, after bribing witnesses and enforcing draconian silence, neither or which are supportable for very long. A secret always wants to be set free!

### Lugnut Award

The first award established in the beginning of the club. This entry was submitted to Ben Smith to the Learned Awards Panel -

So now you know when I was so gleeful when Dixon came in with a guilty expression the other night.

Dixon was out in my barn fettling with his 1951 80". He was working on his fuel lines to be precise. His 80" is parked all the way in the back near the rear doors. Once he got the fuel lines all sorted out he figured that he should test that the Rover would still run. And not, say, catch on fire. Or make a large puddle of fuel on the floor. Or any host of maladies.

So he figured that he should do a test. He reached in and turned on the ignition. Then, declining to check to see if she was still in gear, because why would the Land Rover be in gear, hit the starter button. She fired up on the first cylinder compression.

And yearned to be free. She wanted out of the barn. She wanted to mount Dixon's 101FC which was right outside the door just feet away! And so the 80" leaped forward, crashing into the barn doors, knocking it out of the ground track, bending the brackets, and pushing it away from the barn.

After a short exclamation of surprise at a Land-Rover happily springing into life with alacrity, Dixon made a mad grab for the gearshift lever and got her back into neutral. The 80" had only pushed the door out of the tracks by few feet or so.

Dixon then wrangled the 80" back into the barn. And pushed the door vaguely back in place to conceal the evidence. He then confessed to me.

Dixon is now the clear leader for the Lugnut award. Until someone else comes forward with better claim for a club Member.

Dixon's only defence was "What Series Land-Rover fires right at sub freezing temperatures immediately upon hitting the starter button?" To which one person on the LRO list responded "Your's!"

Lacking any clear competition, Dixon was recommended for this year's Lugnut. And not his first either..



## Towball award

The second award created by the Club has a bit of a chequered history. It can denote two very different things. On one extreme we have Spencer Norcross who had his 88 towed to Vermont to have Charlie Haigh look at a, potential, catastrophic engine and gearbox failure, when it really was a loose shock bolt rubbing on a tire.

On the other hand it is towing things around for the good of others. So, do you give the Towball to Spenny for being rather entertaining, or to Eric Zipkin for doing The towing? Normally, we defer to the Spenny side.

However, this past year we don't seem to have anyone towing perfectly serviceable vehicles around for no good reason, so we need to look on the other side.

We would like to nominate JL Morin for the towball.

Why? Because when the MSR rolled around last year the Albatross was in Ontario and it needed to be at Vern's. Despite the resources the club has at moving the trailer, nobody was available to do so for a variety of reasons.

JL left Cantley, drove to Pankenham, brought the trailer to Vern's and returned home. That was a long drive and it ensured that the MSR was the traditional success that it has been for some thirty plus years. That deserves recognition for a job well done.

Certainly we need to get our act together vis-à-vis the movement of the trailer, but when push came to shove, JL came through and towed the trailer to where it needed to be. We believe that he is an ideal candidate for the 2018 award.

## Gasket under Glass

There was much discussion over this award. However the Illuminati-like Awards Tribunal felt that the ideal candidate would be Alastair Sinclair. Given this award does pertain to keeping vehicles alive, amongst other things such as skilful neglect, it should go to a person who is in the process of becoming one with his truck.

Alastair has managed to redo the engine on the Little Blue Truck not once in recent years, but twice. After a successful maiden voyage for the Birthday Party, it again came out of the vehicle and another engine has been working its way in since August. As some may recall, last Summer, on a side street in Westboro, the LBT broke its crank. An almost unheard of event, especially after the short block was sent out to be rebuilt. Since then, there have been many a RoverNight working away on his Series III since it rescued the Tundra at the MSR and braved the new Light Off-Road trail (a trail that even stopped Patrick Finlay of Montreal).

As trivia, the person who suggested the creation of Gasket under Glass was Bob Woods after seeing and discussing the head gasket Ted Rose took out of the BGB, a 1964 109 Station Wagon, many years ago.

## Silver Swivel Ball Award

This award is given out irregularly to a person who has contributed significantly to the operation and well being of the Club. Oh his fifteenth (15th) year as Club Treasurer, it was felt that Dave Pell has put in an extraordinary effort at keeping the Club's finances in tip-top shape and deserved some recognition for his support of Club activities. In addition to Treasurer, Dave has been the central organising co-ordinator for the Birthday Party for a decade or more. He is at the Maple Syrup Rally taking in money, assisting with the cooking. He is a regular assistant to Botulism Pete, the official Club Chef.

## Concours d'élégance Award

While the Grey Poupon is for the most salubrious vehicle, preferably off road, and the Concours d'élégance is about excellence, I feel that these should be combined this year into a join award for an accomplishment rarely seen anywhere.

This was the year of Morgan and TVR as the featured marques. A pair of snooty nosed marques for the rich and the plutocrats. Any vote gathering for the "Official OVLR tow vehicle" would have to compete against some pretty deep pockets.

Competition included Dixon's recently rebuilt Series One eighty inch and Kevin Newell's lovely Defender 110, there was a very lovely 1960 Rover P4 from Carp. In other marques, there were a pair of Morgan three wheelers. A Lagonda, a Bentley or two and earlier Rolls Royce added some prestige to the end of the show field. There were a lot of dollar signs out upon the show field. Big numbers. Big!

However, when the votes were tallied and announced to a hushed crowd third place went to a 1996 TVR. Obviously the assembled crowds had not looked very far from the featured corral. Second was announced. It went to another pretty late model TVR. The fix seemed in... Maybe a Morgan for first?

No! From a respectable Third place finish in 2016, followed by a very controversial Second place in 2017, which nearly caused a schism in the Jaguar world ... Peter Gaby came in a solid FIRST place this year with his very original 1958 Mk II.

I feel such an accomplishment merits not only receiving the Concours d'élégance For this impressive accomplishment but for the people of the British car community in eastern Ontario and western Quebec recognising that Peter has the most salubrious vehicle in the club. His Jag stands as a model for the rest of us.

## Golden Wench Award

An award, similar to the Silver Swivel Ball, bestowed upon one of the wives of an OVLR member and Land-Rover enthusiast. It goes to someone who has put up with her husband's antics, and helped the club an events.

This year it was thought that the perfect candidate would be Gabe Pell, who sadly passed away last year. Gabe was not only an enthusiastic supporter of the Club, assisted her husband in the administration of events and finances, but also served as the Club Merchandising Officer for a decade. All of those embroidered polo shirts, vests, monogrammed water bottles and other items that you have collected since 2008 were all managed by Gabe.

### Procrastination Award

The Secretive Awards Committee of OVL R debates this one for quite a while. It was a several point discussion. We concluded that the very first award given should set an example for others. Kind of like Gasket Under Glass. And, given that it has been discussed at length on the FB forum, people effectively nominating themselves should be discounted this year.

Our recommendation for consideration of this valued award is Bob Wood. We feel that Bob set the gold standard in procrastination with the Shrine of the Galvanised Land-Rover. A vehicle that sat, upon carpet no less, for two decades before his unfortunate and too early passing sent it onwards to completion as a near showroom example of the marque by longtime friend Mark Pankhurst.

Bob not only set a high standard in procrastination, but he supplemented it with a supply chain of parts that guaranteed procrastination would overcome all other efforts. You see, Bob had an extensive inventory of parts, all triaged (though that implies just three parts, when there were more) for eventual use.

There were the perfect or near perfect parts. Would the best quality be used? Never! You needed an example to compare against. Like the finely measured official weights and measures held in bank vaults, the best quality parts were the standard to measure against. Sometimes, given the "standard" part might be dropped or mishandled, a second "example" part would be retained.

From there, as quality diminished, parts were assigned to the Shrine, to the Breadwagon, to the ambulance. There was a distinct method to a clear madness that precludes any progress on the Shrine.

Procrastination on Bob's part was so deeply engrained, that nobody was allowed to touch the Shrine (we considered ourselves privileged to be allowed to gaze upon it during Newsletter stuffing sessions held in the garage). The only deviation from this, ever witnessed, what when Ted Rose, bores while awaiting Bob, attached a part onto the Shrine.

Was this sacrilege? No! Bob has long said that only qualified people could touch the Shrine. (Bob's definition of what constituted qualified would take paragraphs to inadequately explain).

Bob walked in on Ted affixing a part. A look of horror

ensued! Someone was touching the Shrine! Badness! Evil! Yet, this person was a Land Rover Factory trained technician! If anyone could touch it, it had to be Ted! Bob's initial complaints, and muttering between sips of rum and coke, quickly turned to Bob sorting through his triaged parts supply to hand Ted the bits and pieces he needed. But Bob never did any work himself, keeping the procrastination trend alive.

We feel that Bob Woods should be the recipient of the first annual OVL R Procrastination Award.

### Grey Poupon Award

The Grey Poupon award goes to that brave soul who brings a salubrious vehicle off-road. Inspired by Peter Gaby and Andrew Watson with a Holland and Holland Edition Range Rover, amongst others, the Awards Selection Committee did not find any worthy candidates this year, so the award is not being given out.



May 20, 2018

#### 301st Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

May 2019

#### Spring Tune Up

Possibly at Short or AJ's

June 17, 2018

#### 302nd Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

June 21-23, 2019

#### 36th Birthday Party

Location: Maberly, ON

July 14, 2019

#### All British Car Day (ABCD)

Location: Britannia Beach Park, Ottawa

July 15, 2018

#### 303rd Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

August 3-4, 2019

#### 18th Blacker than Night Rallye

Location: Readington, NJ

Organizer: Ben Smith

August 19, 2018

#### 304th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)


August 2019

#### Boots 'n' Bonnet

Location: Kingston, ON




# Some Non-OVLR News & Rumours

 Spotted in an English garden centre for the gardener who does not have enough Land-Rover in their life. A Series One pick-up in concrete. And if Series




One isn't your thing, there are Series Two pick-ups available. Shipping from the U.K. is probably complete outrageous. Order today and it may be here for Spring planting in mid May before Victoria Day.

 After weeks of speculation and a leaked memo, an insider from Tata Motors has confirmed the pending sale of Jaguar Land Rover to German car maker Volkswagen. JLR posted a loss of \$3.9 billion in the last quarter that ended on December 31st, ultimately forcing S&P Global Ratings to lower its credit rating.

The sale of JLR by Tata Motors doesn't come as a surprise, the only surprise was Volkswagen's interest in the ownership of the British company, also during interesting times when Brexit is a major concern for UK based car manufacturers. VW is currently valued at over £35 billion including Chery Jaguar Land Rover in China.


At the Geneva Motor Show 2018, speaking to GTspirit.com JLR CEO Dr Ralf Speth hinted vaguely at a pending major shift of events when asked about the recent losses. "We are actively working on a contingency plan which should be announced in coming weeks."

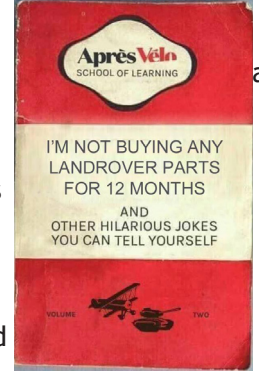
VW declined to comment on this issue but sources familiar to the matter from the German side stated that all future JLR vehicles will be electrified soon after the change of ownership, while some models will be deleted. VW will likely focus on the Range Rover, Discovery, a new Defender and Jaguar SUVs while models like Evoque and Jaguar sedans will be discontinued. [This is the April 1st edition.... -ed]


 New Defender edition announced! The Defender Gilligan's Island Edition. Saw it in person. I would not think it would cut it. It goes against the grain. It's lumbering, sappy, and has a small trunk. All bark and no bite. Mill it over and you'll agree to leaf it alone,



bud. It's not true to our roots.

 A rare book discovery, at garage sale, from an attic in Chelmsford New England. Notably, this is volume two, and no sign of the original volume one, which was a classic and rather more common at the time.



 In 2015 Jaguar-Land Rover's Special Vehicle Operations revealed an armored version of the swanky Range Rover with the Sentinel badge. In March Range Rover Sentinel got a shot in the arm of more power.

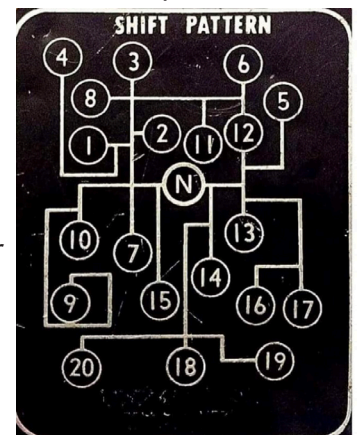
SVO announced the armored SUV is now fitted with the supercharged 5.0-liter V-8. The supercharged 5.0-liter V-8 brings 375 hp to the party and lets the hulking SUV lumber from 0-60 mph in 9.8 seconds. That sounds slow, but there's more than one ton worth of armor protection baked into the Range Rover Sentinel. It's also six tenths of a second faster than it was with the V-6. Land Rover offers 500-plus horsepower versions of the V-8, but this vehicle is about protection, not performance.

The SUV is fully ballistic- and blast-certified thanks to its six-piece armored passenger cell made of high-strength steel. Multi-laminated armored glass is also used for the windows to make the most-susceptible areas safe. Other features that

make the Range Rover Sentinel one of the best beasts for protection include an anti-tamper exhaust, a self-sealing fuel tank, a backup battery system, and run-flat tires. The tires can keep the SUV moving at speeds up to 50 mph for 30 miles if one should puncture.



To handle all of the extra weight, the Range Rover Sentinel packs all the necessary suspension, braking, electronic assist, and chassis upgrades. Land Rover said the hefty SUV still performs like a regular model when it comes to handling and driving dynamics, though some may find that impossible given all the extra weight.





# General Servicing: Repairs, Humour, Tales & Trivia

## Alternative Parts List

Series One rear roller bearing: part no. 270604. This part was not unique to Land-Rover. It was also used on:

- BUICK Centurian, Electra, Estate Wagon, LeSabre, Limited, Riviera, Super, Wildcat 1963-1967 10/15
- CHEVROLET/GMC 1/2 TON Blazer/Jimmy (Full Size), C-10/15, K-10/15, R-10/15, Silverado/Sierra, Silverado/Sierra HD, Suburban, Tahoe/Yukon, V-10/15
- FORD Brougham, Country Sedan, Country Squire, Crown Victoria, Custom, Edsel, Galaxie, LTD Parklane, Ranch Wagon, Squire, Skyliner, XL 1949-1978, Elite, Fairlane, LTD II, Torino, Ranchero 1962-1964 1973-1975, Granada 1977, Thunderbird 1955-1973, 1/2 TON Econoline, E100, E150, F100, F150, Parcel Delivery, Pickup 1948-1975, 3/4 TON Econoline, E200, E250, F200, F250, Parcel Delivery, Pickup 1968-1974, Bronco - Full-Size 1972-1977
- LINCOLN Continental, LS, Mark Series, Town Car, Versailles 1949-1973 1978-1980.
- MERCURY Brougham, Colony Park, Commuter, Grand Marquis, Marquis, Marauder, Medalist, Montclair, Park Lane 1949-1979, rear wheel.
- Land Rover 1948 - 1958

### Details

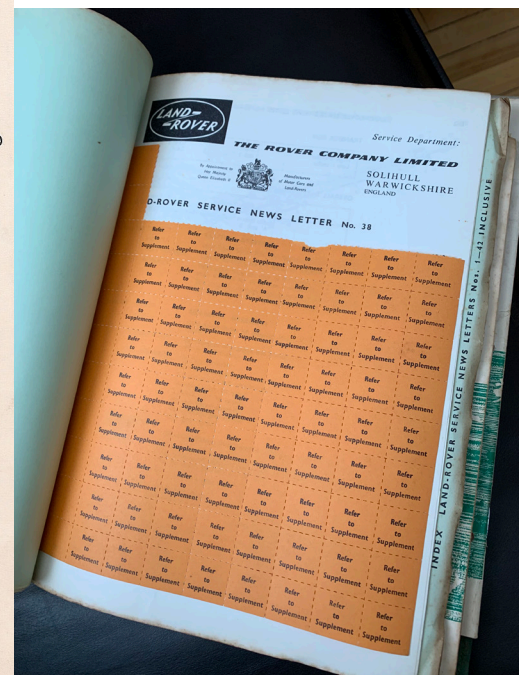
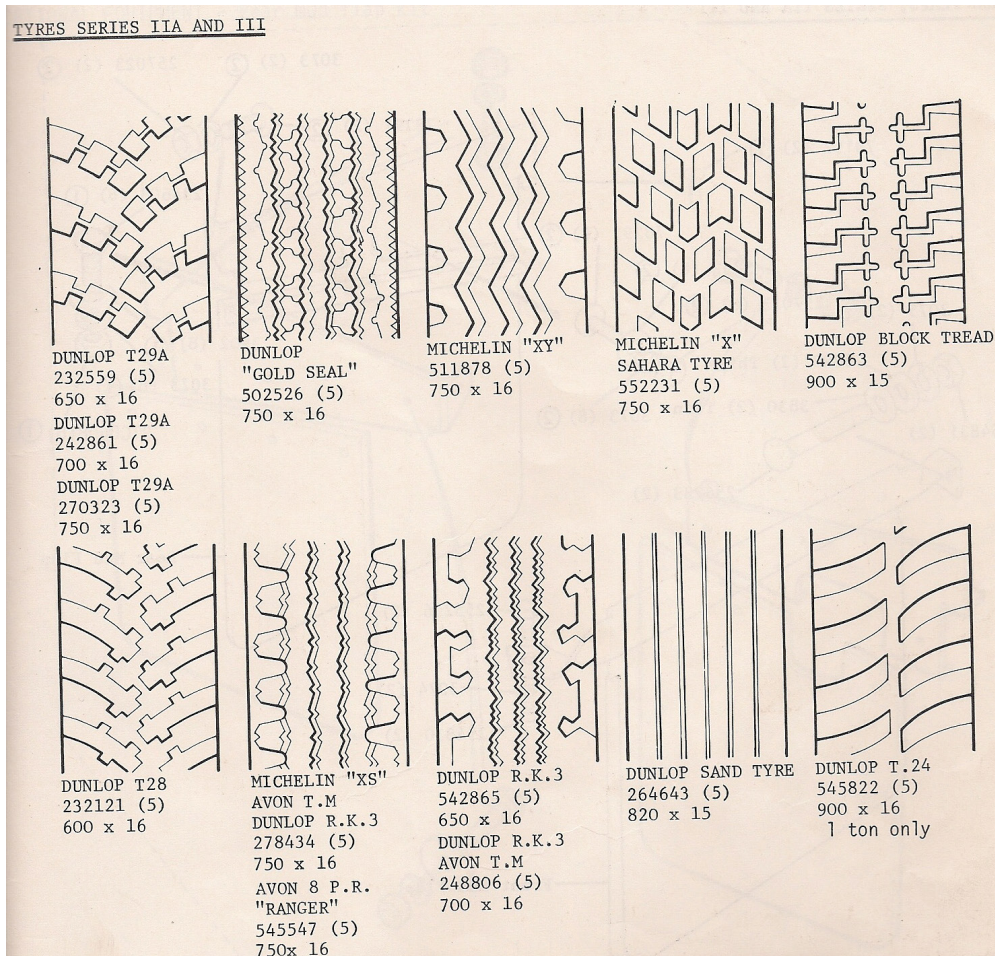
- Inside Diameter (d) 38.89mm
- Outside Diameter (D) 80mm. Width (B) 27.50mm

## Rover Publications Newsletter & Cumulative Amendment Stickers

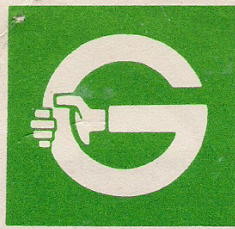
Land-Rover Publications. This photo shows an interesting discovery. This green binder of Series IIA Service Newsletters came with a surprise inside. At regular intervals, and with the cumulative amendments for the parts catalogues, there were numerous sheets of orange stickers to be affixed into the workshop manual or parts catalogue.

88 stickers to the sheet. They appeared with the cumulative index for service newsletters 1 - 36 in June or July 1963.

Personally, this is the first time I have seen these stickers, despite seeing numerous binders of service newsletters, or in the workshop manual or parts catalogues that may have come from dealerships or other authorised repair centres. Interesting and obviously not a great success given their rarity.







# TECHNICAL SERVICE BULLETIN

**GIRLING** *Technical advice and information*

## LANDROVER BRAKES

Difficulties in obtaining a satisfactory firm brake pedal often result from work being carried out on the vehicle. This usually means that 'A' new brake shoes have been fitted, or 'B' the hydraulic system has been disturbed by the fitting of new cylinders or seals.

To help eliminate this problem, the following service procedures are recommended.

Series II 88" W/B Landrovers

'A' New Brake Shoes fitted,  
Hydraulic System undisturbed

### 1) Early Types

- a) When new shoes are fitted adjustable type steady posts must always be correctly reset. If there is still a poor or long recentralising on the backplate (Fig. 1).
- b) Proceed to each wheel in turn and loosen the anchor pin locknut one full turn. Pump the brake pedal until a firm resistance is felt, and whilst holding the brake pedal down, tighten the locknut. Although the movement of the anchor pin is barely visible the pedal should improve and will improve still further when the new shoes are correctly bedded in.

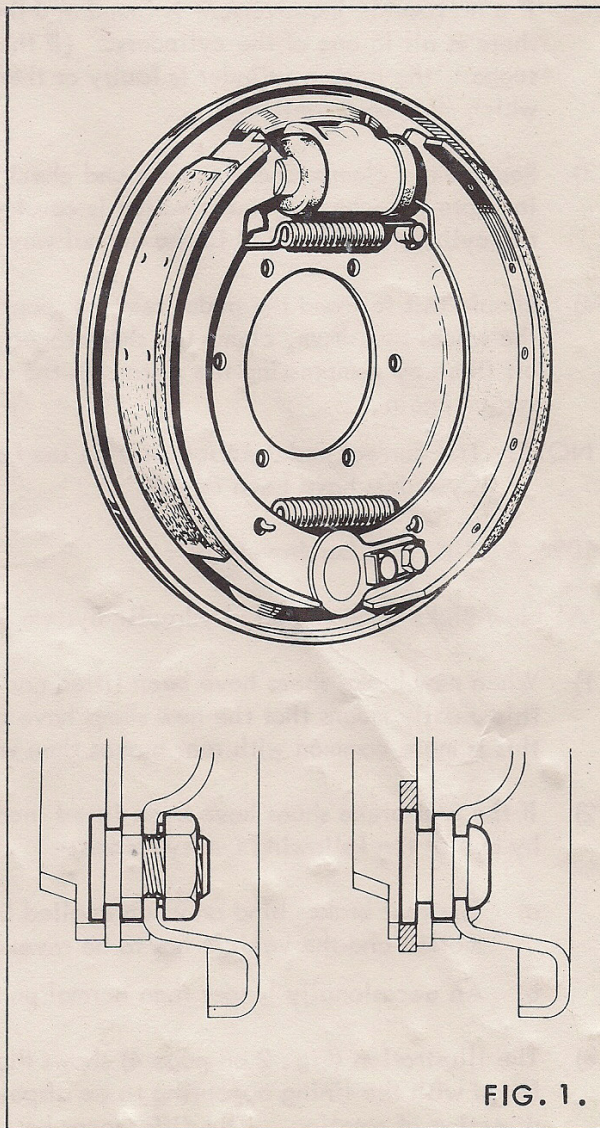


FIG. 1.

### REFERENCE

U.K.	EXPORT
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TS 22	TS 20
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DATE DEC 1975

### SUBJECT

LANDROVER  
BRAKES

### APPLICATIONS

LANDROVER

### PAGE

1 OF 4

Girling Ltd., Parts & Service Division,  
Birmingham Road, West Bromwich, West Midlands, B71 4JR.



## 2) Later Types

- a) It should be noted that not all the above Landrovers have adjustable steady posts or anchor pins and therefore the pedal on such vehicles will only improve when the new shoes have correctly bedded in.

## 3) All Types

The use of genuine Girling brake shoes is strongly recommended as they are crown ground and the bedding in period is considerably reduced.

### 'B' Hydraulic System disturbed

- 1) Spongy pedal sometimes results from the replacement or servicing of the hydraulic cylinders.
- 2) Clamp off all brake hoses with Girling Hose Clamps and recheck the pedal. If a noticeable improvement is found and the pedal is no longer spongy there is air in one of the cylinders. (If the pedal remains spongy this suggests the master cylinder is faulty or there is air in the master cylinder, which must be dispelled).
- 3) Remove the clamps one at a time and check the pedal, this will usually indicate the wheel cylinder which is causing the trouble. Once located the cylinder can be bled in the normal way.
- 4) Should this fail and the pedal remains spongy it will be necessary to remove the wheel and drum, clamp the shoes together with the adjuster wound right off (thereby compressing the pistons in the wheel cylinder) and bleed the system again.

NOTE: The correct pedal action must be used as both CB and CV Master Cylinders have been fitted.

### 109" & 110" W/B Landrovers

#### 'A' New Brake Shoes fitted, Hydraulic System undisturbed

- 1) When new brake shoes have been fitted and a poor or long pedal results, this usually means that the new shoes have not been fitted correctly and this is more common with rear brakes than with front brakes.
- 2) If the rear brake shoes have been fitted incorrectly this is usually indicated by one of the following two symptoms:-
  - a) The rear brakes bind on when applied in the forward direction of motion and the vehicle has to be reversed in order to release them
  - b) An occasionally longer than normal pedal on first application only.
- 3) The illustration (Fig. 2 on page 4) shows the rear brake shoes correctly fitted with the lining appearing to be dispelled on the shoes in the forward direction of rotation. The differences between the shoes on the brake are the position of the lining on the shoe web and the position of the shoe pin which abuts the snail cam adjuster.



- 4) Providing therefore the shoes are fitted correctly as shown on the illustration and the adjustable steady posts are adjusted correctly, the pedal should be satisfactory after the linings have bedded in.
- 5) Worn adjusters can also be a contributory factor towards a poor or long pedal; the serrations on the cam may be worn, or the stem may be loose and under stress from the pull of the shoe return springs, worn adjusters cannot always keep the brake shoes in adjustment. It is a simple job to fit new ones and the part number is GA11.
- 6) The illustration (Fig. 3 overleaf) shows the correct method of fitting the shoes to the front brakes.
- 7) Not all brakes have adjustable steady posts.
- 8) The use of genuine Girling Brake Shoes is strongly recommended as they are crown ground and the bedding in period is considerably reduced.

'B' Hydraulic System disturbed

Refer to the information given for 88" W/B Landrovers.

#### ALL MODELS

Listed below is a list of satisfactory pedal travel figures for the various Landrovers. IT CANNOT BE OVER-EMPHASIZED THAT THE BEST RESULTS CAN ONLY BE OBTAINED WHEN THE CORRECT SPARES ARE USED AND THE SHOES ARE PROPERLY FITTED AND BEDDED IN.

Test conducted with engine switched off.

MODEL	PEDAL EFFORT		PEDAL TRAVEL	
	lb. f		in.	mm
88" W/B	50		$2\frac{3}{8}$	60
	100		$3\frac{1}{4}$	82
109" W/B 2.25 Litres	50		$2\frac{1}{8}$	53
	100		$2\frac{3}{8}$	60
109" W/B 2.6 Litres	50		$1\frac{7}{8}$	48
	100		$2\frac{3}{8}$	60
101" W/B Forward Control	50		$2\frac{1}{4}$	57
	100		$2\frac{3}{4}$	70

An increase in pedal travel of  $\frac{1}{4}$ " (6mm) can be expected with models fitted with servos when the engine is running.



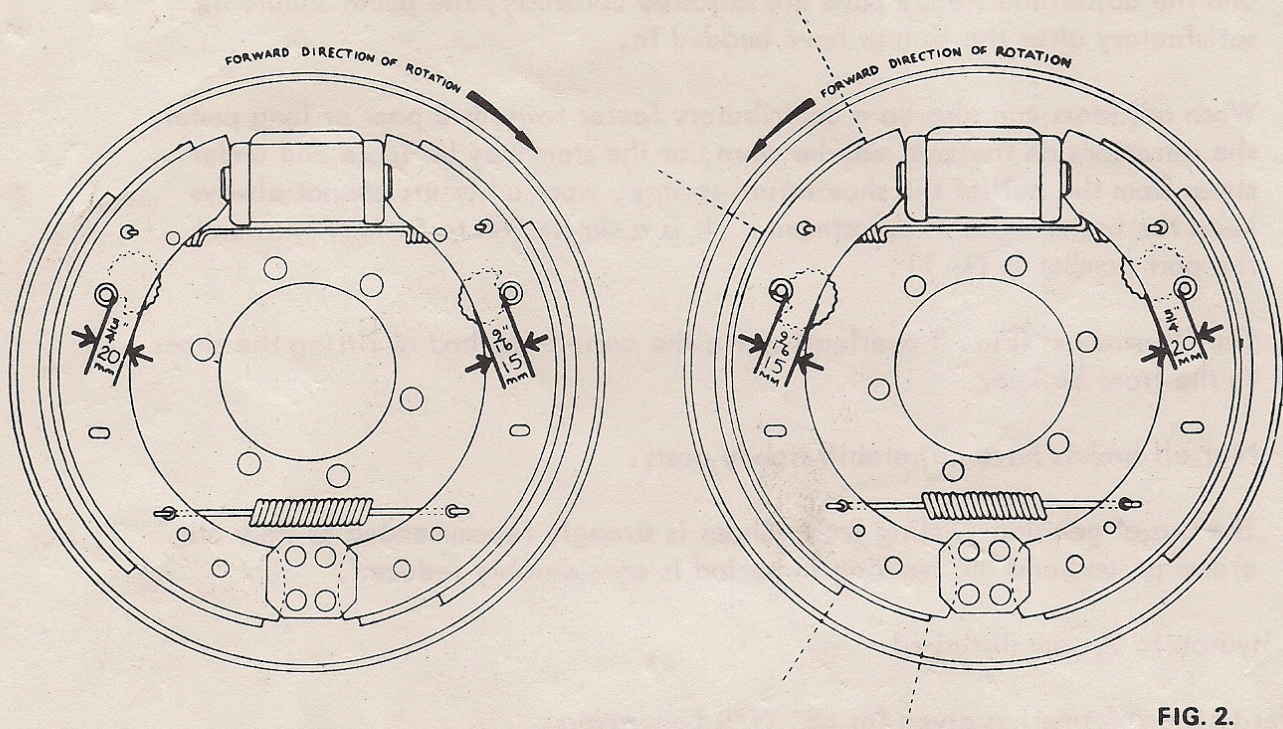


FIG. 2.

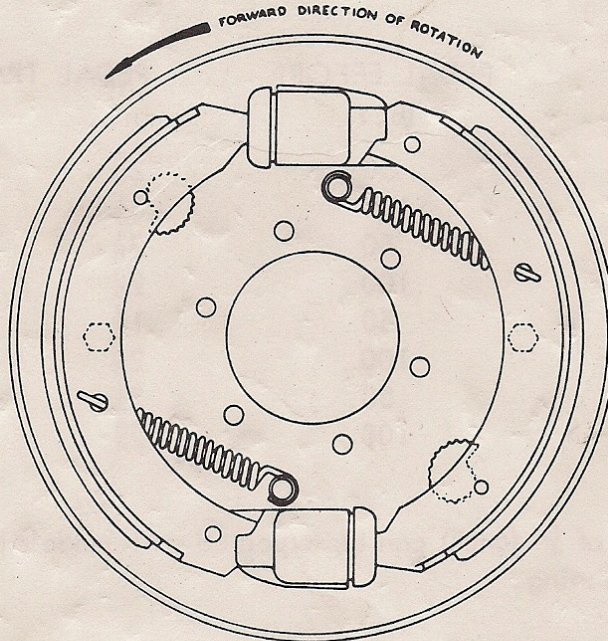


FIG. 3.



# How Many 86" and 107" Land-Rovers Were Built?

by Dixon Kenner

An interesting question sometimes asked over a few pints. The answer is not as many as you might think. The table below shows totals for all 86" and 107" (pick-up and station wagon) vehicles produced between 1954 and the end of the Series One when the Series II was

introduced. From a North American perspective, the USA and Canada only received Export Left Hand Drive (LHD) vehicles. The number received being a subset of the totals shown below.

Model	Type	1954	1955	1956	1957	1958	Total
86" Petrol	Home RHD	2,681	8,185	4,807			15,673
86" Petrol	Export LHD	5,125	5,760	4,433			15,318
86" Petrol	Export RHD	3,434	3,537	2,441			941
86" Petrol	CKD LHD	564	482	1,000			2,046
86" Petrol	CKD RHD	3,096	2,250	1,367			6,713
	Total	14,900	20,214	14,048			49,162
107" Petrol	Home RHD	441	1,205	948			2,594
107" Petrol	Export LHD	1,245	2,120	2,399			5,764
107" Petrol	Export RHD	1,674	3,863	3,054			8,591
107" Petrol	CKD LHD	114	66	246			426
107" Petrol	CKD RHD	346	1,436	1,188			2,970
	Total	3,820	8,690	7,835			20,345
107" Petrol SW	Home RHD			66	53	120	239
107" Petrol SW	Export LHD			632	1,283	1,618	3,533
107" Petrol SW	Export RHD			550	1,024	1,541	3,115
107" Petrol SW	CKD LHD			6	36	0	42
107" Petrol SW	CKD RHD			12	24	36	72
	Total			1,266	2,420	3,315	7,001

The total production for the world for export LHD 86" and 107" vehicles was 24,615. Now thanks to the research of Ben Smith we can give the currently known totals for those sent to North America. As a note Rover recorded destination port, so while Toronto and New

York are easy to pick the country, some were labeled only as "North America" and Puerto Rico as a US Territory was listed on its own. Exports to Mexico were via CKD at this time. This data is subject to be revised upwards if additional data is found.

Model	Type	1954	1955	1956	1957	1958	Total
86" Petrol LHD	Canada	55	248	389			692
86" Petrol LHD	USA	7	55	69			131
86" Petrol LHD	North Amer.	1	3	0			4
86" Petrol LHD	Puerto Rico	0	3	2			5
	Total	63	309	460			802
107" Petrol LHD	Canada	112	137	165			414
107" Petrol LHD	USA	0	1	31			32
107" Petrol LHD	Puerto Rico	0	9	0			9
	Total	112	147	196			455
107" Petrol SW	Canada			70	74	23	167
107" Petrol SW	USA			0	43	5	48
	Total			70	107	28	215

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## Not a Survivor

Many moons ago Land-Rover claimed that 70% of all Land-Rover are still on the road. We continue a monthly series of photos of Land-Rovers that are not part of this statistic. Here is a Series IIA 109" Station Wagon in Paradise City, CA that was lost in the Camp Fire of November 2018 by a member of the mendo\_recce email list.



## For Sale: Four Series II, IIA, III Parts Trucks

I have 4 Series Land Rovers that I'm selling or parting

1. 1969 Series 2a bug-eye 88" in rough shape but a couple things are useable
2. 1958 Series 2 88" with 2.0l diesel...back half of frame is beyond rotten..rest of truck is useable
3. 1961 Series 2a 109... just have the body and some of the interior... was going to be used as a hybrid discovery frame swap
4. 1972 Series 3 88" currently restoring...has hard and soft top, galvanized frame, galvanized bulkhead, galvanized door frames, new wiring through out..

Planning on selling when SIII complete for around 20k...I'll let it go with all parts for 12k if someone is really wants it Also have lots of other parts not in pics so let me know what you need and I'll see if I have it. Sudbury. Message or text Jon at 7055617338



## For Sale: Rover Transporter

The last chance before brexit. This is the only existing Land Rover Truck! It is based on an original Leyland Beaver from 1949 with the original logbook. Alan and Ken Wheelwright, which have been the most famous private 80 inch restorers and collectors, (beside Phil bashall and the Dunsfold Collection).



Has instructed a Coachbuilder factory in Yorkshire to build up this Replik of the original. They used old picture Postcards as a pattern. So in fact it is the only existing Land Rover Truck, but it is a replik, but build on an original 1949 Leyland Truck. And this truck exactly this one EFE 55 you will find in a lot of LR books f.e. Nick Dimbley. The Trailer is not with it, and the wheelwrights never build up the trailer. We bought the Truck many years ago from Alan Wheelwright for our client. Some years ago land rover lent it our for goodwood and some other shows. And it now has a nice patina again. private sell on behalf of a client. £200,000

## For Sale: 1957 Series One Pick Up

\$15,000. - The truck is in Oliver, B.C. 2.50 diesel engine. R380 transmission. Disc brakes all around. 4 parabolic springs. 2 fuel tanks. Salisbury rear end. Call Rob at 250-498-0157



# Rovers & Parts for Sale

## For Sale: 1956 Series I 86"

Oshawa/Durham, \$6,000. Very complete 1956 86" Land Rover. Engine has good compression and oil pressure. Needs frame work or replacement bulkhead work and much more. Kijiji advert no. 1419211941



## For Sale: 1967 Series IIA 88"

located in Calgary, \$5,000. - Original, unmodified, and un-molested S2A Land Rover. 2.25 petrol engine, Safari Roof, 'Deluxe' trim. Station Wagon



This is a restoration project. Engine seized. Rolls freely. Appears to have all original components. Last registered in BC.

## For Sale: 1959 Series 2 88"

Calgary, \$13,250 - For sale is my little hobby car that's a Land Rover Series 2. This lovely gem is a good little runner with all the technologies of a 1959 era vehicle. It can be a daily driver if you wish. It is in very good shape for a 60 yr old car. Features ; - Safari roof - 7 seater - Crank start or push button just like the fancy cars of today - Spare wheel - Registered Alberta Antique vehicle \$39 forever - Classic car insurance \$ 225 per year This is a enthusiasts car. If your interested, call me and serious buyers only. Kijiji advert no. 1421335289.



Excellent original vehicle. They are hard to find like this, most have been modified and fitted with all manner of non-original parts.

Steel frame in good serviceable condition with minimal rust in the rear cross member. Steel bulkhead excellent. Alloy panels in good overall shape. All original fasteners and brackets etc.

I have 5 Rover chassis in all with many NOS, new and restored parts as well as several engines gearboxes etc. Kijiji advert no. 1423931033

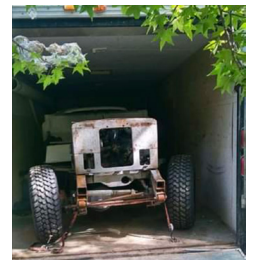
## For Sale: 1994 Defender 110

Orangeville, \$39,900 Three years in Canada, very strong runner, winch, engine webasto heater, new glow plugs, new timing belt (2000km ago) new oil throughout ,new air filter, new brakes No leaks, no issues 2 sets of tires Admissible to the United States(25 years old) Please no junk emails and texts. Serious buyers only Please call 416 574 2434 ( Mississauga, Ontario and Orangeville, Ontario location



For sale - 1969 Land Rover Series 2a diesel with title. I have 19k in this project with parts all new and no don't want to sell parts. Make me an offer on whole Rover. List is to long to put bought parts all new genders all new doors. Contact "standard benifits" on Facebook.

**For Sale: 1969 Land Rover Series IIA Diesel with title.** I have 19k in this project with parts all new and no don't want to sell parts. Make me an offer on whole Rover. List is to long to put bought parts all new genders all new doors. Contact "standard benifits" on Facebook.



**For Sale: 1961 Series II 88"** US\$11,000. Contact Ian Jenssens via Facebook.



## For Sale: 1987 1970 Series III PU

Pick-up in Spruce Grove, Alberta - Good engine, the head was redone. Runs good Needs a battery Contact me if seriously interested. Kijiji advert no. 1421517827. (Notes: LHD, ex-military)



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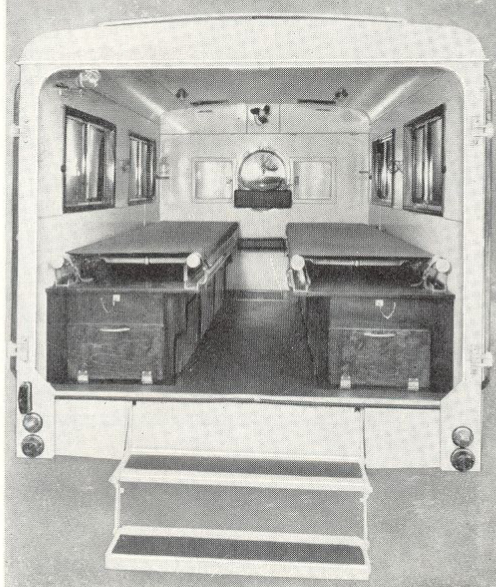
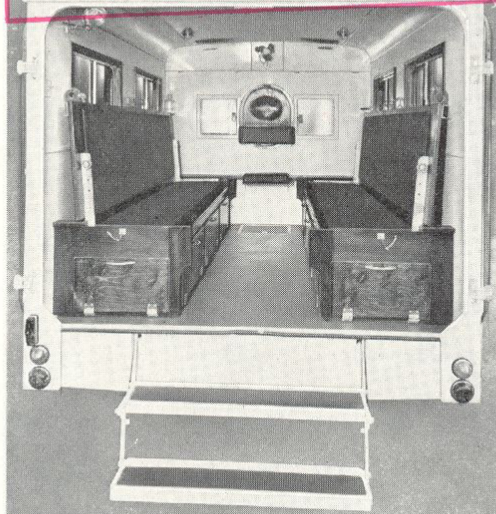


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