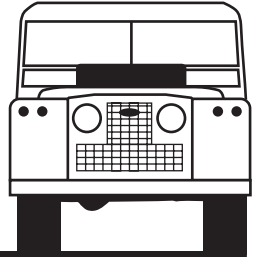


# OTTAWA VALLEY LAND ROVERS



August 15, 2019

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

Volume XXXVI, Number 8



*Spotted in the wild in NY State a former OVLTR truck*

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

## General Information

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

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

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

## Radio Frequencies

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

## Online

<http://www.ovlr.ca>

<http://www.facebook.com/groups/1477333665898918/>

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

## Newsletter Archive

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

## OVL R Executive and General Hangers-On

### President

Kevin Newell  
Newellandscott@me.com

### Secretary

Terry King  
terrycking@gmail.com

### Treasurer

Dave Pell  
djpells3@yahoo.ca

### Events Coordinator

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

### Off-road Coordinator

Chris Dowell  
chris.dowell@live.ca

### Executive Members-at-Large

Patrick Lariviere  
Patricklariviere@me.com

### Past-President

Andrew Jones  
andrew.jones@explornet.ca

### Club Equipment Officer

Andrew Finlayson  
andrewf@explornet.com

### Archivist

Benjamin Smith  
bens101fc@gmail.com

### Interclub Coördinator

Peter Gaby

### Returning Officer

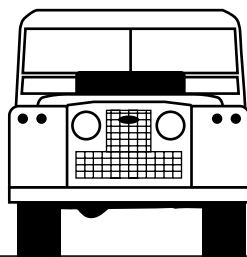
Dixon Kenner  
temporaryEditor.OVLR@gmail.com

### Merchandising Coordinator

William Ficner  
will@wilboro.com

### Webmasters

Dixon Kenner  
Benjamin Smith



## OVL R Newsletter

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.

**Copyright:** Pursuant to the Berne Convention, no portion of the OVL R Newsletter may be reprinted without written permission of the editor. Copyright is held by the author of articles or photographer and the balance by OVL R. Where permission is granted, citation must include month and year of the OVL R issue.

### Newsletter Editor:

Dixon Kenner  
temporaryEditor.OVLR@gmail.com

### Newsletter Production Editor

Benjamin Smith (γδβγ)

### Production Assistance:

Bruce Ricker

*'He who is with out oil shall throw the first rod.'  
--Compressions 8.7:1*

Greetings,

Another month passes from the last newsletter. There were three events of note over the past month. All British Car Day, run by the Jaguar Club, Blacker than Night, an OVLR supported event in New Jersey, primarily for our American members, and Evenement Pierre Gauthier at Mont Radar, Quebec.

All British Car Day in Britannia Park had a bit of a subdued attendance this year on account of a weather forecast that included intermittent thundershowers. Weather radar showed a wave of thunderstorms that were approaching, though they would pass to the north and south of the City. What ABCD did manage was to have an event on the hottest July 20th on record. If you were in the sun, it could be a bit brutal, which caused many to flee after lunch and the awarding of best of show to be moved earlier.



However, there were still six Defenders in the field. Some of them were Kevin Newell with his D110; Patrick Lariviere (green 300 TDi D90); Mike Curtis (blue 200 TDi D90 I believe); Yannick Cote (RHD Titthonis with Sanky trailer). On the Series side

of things, Ted Rose (of TRSS fame) was there with his Series III, and finally myself with the 1951 Series One. I only spotted one plushie (modern Land Rover product) from Shore Street Automotive, who was set up in the centre advertising their services.

Weather kept some vehicles away, but not the owners. Francois Juneau (like Peter's prototype RRC that looks like a Toyota, I am sure the Uni-mog could be said to be a 101 FC variant!), Andrew Finlayson in a nice looking



Austin Mini. Matt Grant with the Q7 and not TDi 110. Finally, there was a Fifties Rover car there from Carp.

Model aficionados would have liked all of the diecast models from Oxford available from FaresPlease out in

Stittsville. Quite a selection of Land-Rovers and British cars were available.

Albatross duty was Peter Gaby, Andrew Jones, and Dave Pell flipping burgers and handling the feeding of all of the event participants. The Albatross set up and tear down was Kevin, Andrew, William Ficner, Peter Gaby, Joseph Sfier, and Roy Parsons. Andrew Jones brought the Albatross from Packenham to and from the event. Again, OVLR was central to the needs of the event.


The August long weekend was the opportunity for a southern event. Ben Smith hosted the 17th Blacker than Night at his place in central New Jersey. Always an opportunity for some Canadian, but generally OVLR's American members to gather for a bit of comradery and fun. While the event is written up later in the Newsletter, the RTV course proved to be popular as ever, but what really got people interesting in trying it out in the future was a third stage set up in the field. No trees or hills, just canes. It attracted a lot of people, and later those trying it at speed. Hmmm.... An idea for the future!

A final event, which some club members made it to, is the Evenement Pierre Gauthier, which is currently underway at Mont Radar in southern Quebec. Mont Radar is less than three hours east of Montreal, probably a half hour south south east of Quebec near highway 73. Mont Radar was a Cold War RCAF radar base, and was part of the PineTree Line, and was abandoned in 1967 when satellites took over the need of a string of radar stations across Canada. The location, the site of the first EPG, offers up all sorts of terrain for Land-Rovers to play on, as well as camping and chalets.

As for upcoming events, September brings the need to choose. The massive British Car Day at Bronte Creek Provincial Park is the same weekend as the British Invasion, so members can travel an equal distance east or west in search of large static British car shows. Details can be found within the newsletter.



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

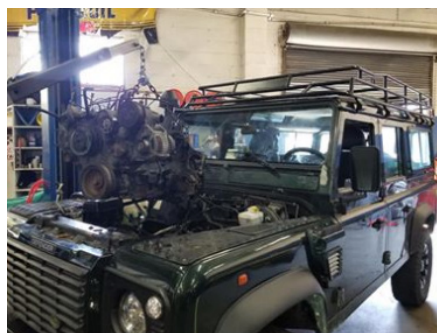
 Jean-Jacques Hechler writes one of these days I really must take the time to join you at one of your meetings. Always so busy in my forest!

I am about to finish a second SIIA! And I am in the process of licensing it to my name here in Quebec, since I found it in the forest with no longer any owner.



Here is a photo of the car as I found it. It stayed years in the forest. It was a target for hunters, frame rotten, engine seized (no spark plugs!), gearbox not too bad, body really bad with 4-5 layers of paint, instruments missing, no radiator, no carburetor, etc... Nevertheless with a few good parts. Needless to say that I used many parts from other basket cases to rebuild it!

 A tale of woe from John Cockell - "Damn bloody hell. Driving the 300tdi 110 and am broken down in Binghamton, NY. Engine started to make a horrendous clacking noise on an uphill and is down on power.




Limped into the next exit. Engine starts and drivetrain gets power but horrible metallic clacking from engine. Lots of oil in the sump. Head gasket blown? It is brand new, put in maybe a year ago." Following this, the vehicle was

moved to RoverTek on Long Island where the diagnosis commenced.

Upon examination, the situation evolved - "Some progress so far. It is not the timing belt. Some coolant has seeped past the head gasket but not major amounts. Push rods and valves look all good. Vacuum pump is frozen/seized, which is weird because I did not notice any change in braking feel when I pulled off the highway."

Eventually, when the engine was opened up, the worst possible news - "Sigh - the worst possible news. The bottom end. #3 rod bearing disintegrated, thrust bearing also not in good shape. New engine, basically. :-(("

But, things began to look up - "I cannot even find the words to describe how awesome Chris Viola at Rovertek is. Stand up guy does not even come close. He worked on this last night and this morning to diagnose the issue and he already has the lump out, in 100 degrees plus F heat down here"

 Alan Richer in Massachusetts writes, the dipped headlights on my 109 have long been dim - annoyingly so. Considering they had Hella halogen conversions in them (ones that worked quite well in my RRC) they shouldn't have been. Oh, well - high resistance somewhere, says I.

Over two or three frustrating sessions I went through the whole damn system and poked around. And again....And AGAIN! This was frustrating. None of the connections to the buckets showed voltage drops or any other problem. Grounds were good, everything was right and proper. In short, the lights shouldn't have been dim - but they were.

Dove back into it yesterday - going camping in a few weeks with this truck and a week in northern New Hampshire wilderness requires good headlights.

Same tests, same results. I then get frustrated and hooked a heavy-gauge wire direct to the battery and started using that as an injection probe - hooking a good solid current source right to the circuit. Nowt. It made no difference. The application of a ground did the same.

Finally, in frustration I dismantled one of the lights and applied the wire direct to the bulb - could I have two bad halogens? Result - the bulb flared to full brightness.

Applied the same wire to the end of the pigtail coming from the headlight bucket - nothing.

AHA!

After a fair amount of cursing and expletives, and dissection with a scalpel it turned out that my problem was TWO problems - specifically the stub wiring harnesses from each headlight to the main harness at the radiator panel. Replaced them with spares I had and the lights now work perfectly.


Further examination of the military harness bits showed that the wiring in the crimped Lucas had corroded in both of the dipped power wires - one broke off as I attempted to cut the insulation back, and the other showed much green as I split the wiring.

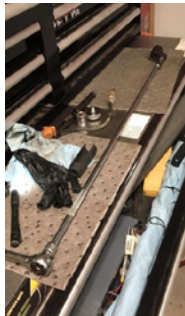
I can only attribute this to Lucas' adamant refusal to use tinned wire - it seemed from analysis that the wire corroded in the crimped Lucas due to moisture and electrolytic action, essentially creating a high resistance path. So, and in conclusion - test ALL of the connections end to end. This was two failures masquerading as one. Also, remember the voltage injection trick above - start at the affected device and work your way backward. When the voltage doesn't help...you've hit the affected item.


 Naji Mhanna writes about putting together a front winch bumper the old fashioned way - "Today was a long day of grinding welding grinding and welding 8 hours in total.



Note to my self when you are tired know when to stop. 5 hours into working on my bumper the grinder got jammed and flew in the air hit the table than hit my forearm resulted in a 4 inch surface wound. Did I stop? No. Cleaned the wound as much as possible thank to the shop they had some first aid kit rapped my hand with extra layer off napkins then masking tape. No Land-Tover, you will not win. An hour later I managed to jam my finger between 2 plates, no stopping.


 David Roberge writes that he been doing some maintenance on his truck - "Alright. Finished replacing the 4 oxygen sensors on my disco quite late last night... If you consider doing this, have a very long extension And an assortment of other extensions, breaker bar, a few different ox sensor adaptors 22mm and: PB Blaster, 22mm box wrench, hammer, and HEAT source for the last one that doesn't want to come out!!! And buy a ox sensor thread chaser tool, great advice from Adam Chappell! I should be ready to drive 3500km over the next couple weeks."



 Andrew Jones updates us with progress on the restoration of Fred Joyce's 109 "Made real progress on the 109 project truck. With a lot of help from Kevin Newell and Terry King. Clutch plumbed, bled and tested, alternator fitted, radiator cleaned, pressure tested, painted and fitted plus oil pressure gauge plumbed along with a period ashtray...


oh and plumbed fitted fuel line between tank and pump. Horribly hot under the dome but careful attention to hydration - water and barley juice paid off. Next on the job list - plumb and fill the radiator, fit handbrake .. so it'll have some sort of brake ... and do some wiring to see if it'll run.




 Charlie Speedie claims that he was out for a sedate drive in the countryside when the antennae started to jingle and the next thing he - "Found a mud pit last Saturday at the deepest point on the passenger side it swallowed the entire wheel almost . Never assume its what it looks to be"



the entire wheel almost . Never assume its what it looks to be"

 A progress photo from Jerry Dowell on progress with his restoration of Gertie, a 1968 NADA six cylinder. Only 811 of these Rovers were ever built and imported into North America. A bit of a rare beast, and looking fantastic in this photo.



 Robin Craig writes that yesterday was a round robin day, not because of my shape but because of making a circumnavigation of Lake Ontario by road with a Land Rover theme. I had collected from Steve Smith earlier this week a 90 tub for a friend in south western Ontario with a 90 that had no tub, thanks Steve Smith for that. Despite the picture, the tie downs are underneath.

The traffic for a weekend was rubbish but A/C makes it bearable. We crossed into the US at Lewiston and made for the home of William Leacock to collect a safari roof he had offered for sale a while ago. The run up through NY state and back over into Canada at Hill Island and a ferry ride back to Howe at just after 1am finished the day.




The roof wasn't the main interest but the full length blind sides were the gems. The extra roof now will mean I can work on the Carawagon roof indoors and have a top on the vehicle all the time.

I know Mr Roy Parsons has been after some blind sides, they are hard to find, so I jumped on them when they were offered.

Total kilometers traveled in the day was just over 1,000.

Nice to have my partner Jan along for the ride to keep me in check.

 A quick note and photo from Clint Legg while in Plattsburgh NY. He spotted this early IIA pick-up, complete with OVL window decal from the late 90's. Don Leaming suggests that looks like his old 1968 S2a Rover which was sold to a gentleman from near or in Oswego NY.



# Blacker Than Night XVIII

by Benjamin Smith

The August bank holiday weekend brings a traditional southern OVLR event in New Jersey. 2019 saw the 18th iteration of this event with a sunny, warm weekend. OVLR members, local Land-Rovers owners traveled from near and far to attend. Some with Land-Rovers and some by other transport. The first attendee drifted in on Thursday.



variation in British cars.

Much of Friday was last minute preparations and people arriving from their long drives. Tents sprouted up and people laid claim to various sleeping locations like the kids "tree" house, the sugar shack and various couches. The kegs were tapped in one of the barn bays which was soon labeled as the "Bloody Knuckles Pub" which was

Heading up the Ottawa contingent was Dixon Kenner with his Series I 80" wand Dave Pell. Kurt Schmidt came with his son from the Toronto area. The longest distance to attend goes to Mike "hypoid-boy" Malone who managed to schedule a business trip nearby so that he could attend from Salt Lake City, Utah. Longest driven to attend (in a Land-Rover even) goes to Jarek

deemed to be an official "Land-Rover-Owner" email lists watering hole. Dinner was the standard buffet that people ate as they arrived.

Attendees wandered out to Barn 2 to see white 1987 RRC that Lori had given to Bruce as a parts truck. As part the RURR (Roverparts Underground Rail Road) it was enroute from Lori's in Pennsylvania to Bruce in Maine via



New Jersey. George M is scheduled to bring the RRC up to Maine in September (if Christina doesn't get annoyed and scrap it first). Sitting for 10 years in a field was not kind to this RRC. The frame in places is rust flakes held together by some paint. The rusting of this frame may be worse than what we saw with original Series III frames!

& Barbara Maras with their family who drove up from Florida in their Range Rover L322. Other usual attendees included Bruce Fowler in his RRC from Maine, Quintin Aspin, Dave Bobeck, and Spencer Norcross

each from the Washington, DC area. Howard Smith brought a V8 Lightweight from upstate New York and Russ Dushin brought the infamous Nigel (Series II 88") along with his brother Karl came from NY and CT. Lori Kennedy came from eastern PA in her Disco 2. Long discussions were had on how to get her Series III 88" running again. George & Joanna Bull & family came down from the hills of New Hampshire in a LR3. Mike Loiodice came from Maryland.

More local attendees includes Bill Cooper with his Series I 107" SW, most of the Alloy + Grit team (Steve Hoare with a SI 107" SW, Chris H. with a Series IIA 88" and a Dan Marcello with his D90), Greg Fitzgerald



in a Disco 1, and Will Skidmore and Katie Vince with a Series III 109" SW. George & Paula Miniotis & Karl Kohler and families brought a fleet of RRC and Discos 1s. Ryan and Jill Muller & family came with their Disco II. John O'Mara brought his Tdi SIIA 88". Carlane Mattson brought her daughter Willow Riston from CT. Bill O'Hara brought his Series IIA 88". Bill Maloney brought his Series IIA 88". Jeff Meyer took lots of photos. Ben's parents brought their 1970 Jaguar E-type for some

Talk went into the wee hours with Ben "Tom Sawyering" a few people into adding 90wt to his 80". Dora, Ben's SIII 88" had been undergoing prolonged engine repairs. A crank swap and refreshing the prior year had not gone as well as hoped with extensive blowby. The head had come off last summer. A ring job had been completed and the steering box replaced. Almost ready for BTN, but not quite. The brake tower needed to be installed and bled, steering hooked up, and the engine tested. Friday night the engine was checked and determined to be frozen hard. Sigh.

Saturday, while everyone kicked the tired and played with Land-Rovers a two section RTV was set up. A third test section was set up in the middle of the field for anyone to try





at any time. This let people try the concept without the pressure of an audience and with out the risk of damage from trees. The course was run repeatedly by many people.

Fifteen people competed in the RTV this year. The first section of the RTV was in the upper woods section with the berm. Enter the roads, right off the berm, sweep around the through the tree to come back over the berm, through the cross axle humps to a finish. No problem, right? Many people misjudged the sweeping turn through

the woods and were caught out at the big sweeping turn in the trees after the 8 gate getting 7 points or hitting the 8 gate itself for 8. Both Dixon and Quintin



driving Dixon' 80" misjudged the turn and got 8 points each. Howard managed to get his Lightweight lodged against a tree in the turn and needed to be tugged out by a grinning Dixon with his 80". Mike Malone and Jeff Meyer in Dixon's 80" both got the only clean scores. Carlane in a RRC and Ryan in a Disco 2 used their shunts well to post scores of 6 despite being in long wheel bases.



The second RTV section again featured the stream bed. This year it ran down stream. Starting out on firm ground into the stream bed, climb back out off camber, around a tree, back in, then another off choice of climbing

out off camber or straight but steep, up an off camber hill, back down towards the stream, but miss the steep drop, a cross axle crossing and sweep around to end on a hill climb to a narrow gate. Five competitors chose not to run the section. Quintin worked really hard to get one of two clean runs in section 2 in Dixon's 80". But at the top of the hill in the gate lifted a front wheel and dropped it while on the throttle. The mighty 1.6L engine shattered the front diff. This took the 80" out of the running and caused Dixon to DNF the section. Mike Malone also scored cleanly. Most people scored 7,

8 or 9 being caught up earlier in the stream bed. Jarek did well in a borrowed RRC with a 5.

Since the 80" have such a turning advantage it was decided that the RTV would be in 3 classes this year (and going forward): 80", SWB (86" and 88") and LWB (100" and longer).

Overall the scores were:

80"	SWB	LWB
0 Mike M.	15 Russ D. (88")	13 Ryan M. (D2)
8 Quintin A.	16 Chris H (88")	15 Bill C. (107")
12 Jeff M.	16 Howard S. (88")	16 George M. (RRC)
20 Dixon K	20 Karl D. (88")	17 Jarek M. (RRC)
		18 Carlane M. (RRC)
		23 Will S. (109")

After the RTV was a group photo with the Land Rovers before the light faded. Dinner was a communal effort by bringing something or grilling on site. Epic. The evening featured Quintin and Mike Malone finding a diff from Ben's spares pile and starting to install it into Dixon's 80". Many spectators provided advise. The kegs were kicked in the wee hours.

Sunday featured a trip to the Whitehouse General Store for a private breakfast event. Once back not enough people were around to play RoverPolo so that event was cancelled. Dixon's 80" repairs were completed. Dora's head came off and pistons checked. It seems that if pistons are installed 180" out that they can seize up. This issue was resolved.



Thanks to Atlantic British for donating prizes and to Alloy + Grit for donating various Land Rover swag.

All to soon everyone had to go home. Most left on Sunday. A few stayed for Monday before heading home. Same time, next year!





## British Invasion

The largest All-British Motorcar Show and British Lifestyle Event in the north east of the USA, annually attracting around 500 - 600 British Motorcars to the scenic town of Stowe, Vermont (September 13th-15th, 2019).

It's 1964 all over again. It was February of that year, 55 years ago, when The Beatles first played "The Ed Sullivan Show," sparking "Beatlemania" and the "British Invasion" of music, which also included the Kinks, the Rolling Stones and the Who. On the second weekend of September Stowe will see a different sort of "British Invasion" – a three-day event that draws enthusiasts of British cars and lifestyle from all around the world.

Now in its 29th year, the car show is the largest of its sort in the United States, drawing upwards of 600 British automobiles from around the United States and Canada, and bringing together Anglophiles to enjoy their shared love of cars and culture.

The invasion is usually held on the third week in September. This year, the event has been moved up to the second weekend.

While the event is centered on the Stowe Events Field, revelers will kick things off with a block party Friday from 6:30 to 9:30 p.m. on Main Street, which will be closed to through traffic. The street will be lined with Aston Martins, Jaguars, Minis

Saturday is the competition day at the events field, with no fewer than 65 categories (Peoples Choice). Numerous vendors will sell an array of British items, from auto parts to antique furniture. There's also a "car corral" for visitors looking to buy or sell a vehicle. The Concours d'Elegance Competition (Judged). There is a British Marketplace of Vendors as well as British Invasion Music. Food & Beverages are available on site. Further, there will be a Queen's Court (Ladies Hat Competition) as well as a British Attire Competition (open to the public).

Sunday adds the "Notch Run" (70 minutes driving Tour); a Competition of Colours; and a Tailgate Picnic Competition.

Throughout the weekend, visitors will enjoy music from the other kind of British Invasion, and there will be fundraising efforts by representatives from the Lamoille County chapter of Habitat for Humanity – which will hold a 50-50 raffle and art auction – and the American Cancer Society.

A two-day, spectator's admission pass to the event is \$15. Leave your dogs at home.

Fees for Participants with British automobiles -

British Classic Motor Car Show (People's Choice) - \$65 per car. Includes Registrant & Spouse - or 1st guest. Accompanying children under age 12 - No Charge

Concours d'Elegance (Judged Competition) - \$75 per car. Includes Registrant & Spouse - or 1st guest. Accompanying children under age 12 - No Charge

The Registration Fee includes admission for two for the following events: Friday - Registrant's Reception with Beverage Coupon; Saturday - Classic British Motor Car Show & All Field Events; Sunday - All Field Events; and a Meet Gift (for the first 300 to Pre-register)

Additional Options: (in addition to the Event Registration Fee)  
- Additional Guests: \$25 per person

Car Corral Registration: \$20 per car. (in addition to the British Invasion Registration Fee of \$65)

To register for the British Invasion and place 1 car in the car corral is \$85. Only registered attendees may place cars in the car corral. Cars for display in the car corral must be of British manufacture. Please note, "For Sale" signs are not allowed on the show field.

Tailgate Picnic Competition: - \$20.00 per car (open to all British Invasion Car Show Registrants)

Information: <http://www.britishinvasion.com>.



# Upcoming Events

August 19, 2019

## 304th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

September 15, 2019

## 36th British Car Day -- Bronte Creek

Location: Kingston, ON

September 13-15, 2019

## British Invasion

Location: Stowe, VT

September 16, 2019

## 305th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

October 21, 2019

## 306th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

November 2-3, 2019

## Guy Fawkes Rallye

Location: East Springfield, NY

Contact: Howard Smith

November 18, 2019

## 307th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

December 16, 2019

## 308th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

January 2020

## Annual Christmas Party

Location: TBD

off the Queen Elizabeth Way. The south entrance is for non-British cars & spectators, while the north entrance is reserved for British car exhibitors & vendors.

**Vendors & Food:** Every year one of the most popular destinations at British Car Day is the Vendors' area. Over 60 British-related vendors offer their new and used goods for sale, including car parts, complete cars, t-shirts, hats, tools, books, supplies, and so on. Many vendors offer end-of-season specials, so there are lots of bargains to be had and great food is available from the many food vendors on site.

**Access & Times:** Show cars gain access to the park via the north maintenance/service entrance, at the bend where Burloak Drive becomes Upper Middle Road, from 8:00am onwards. The spectator gates open at 9:00am and Participant's Choice & Best of Show judging begins in earnest. The judging wraps up at 1:00pm and the awards ceremony begins at 2:00pm. Some cars attend from a long distance away, so they may leave the show early to make it home before dark. Best to plan to be at the show as early as possible so as not to miss any of the amazing vehicles on display.

**Spectator Information:** Spectators should enter the park via the main park entrance on Burloak Drive, please follow the signs. The entry fee to the park for spectators is \$18 per car (or you can use a Parks Ontario season pass). There is no limit on the number of people in the car. Please pay using cash if possible, as use of credit/debit cards really slows down entry to the park and causes long line-ups. Arriving early will help alleviate any delays. There is no entry charge for pedestrians and bicycles.

**NOTE:** The Toronto Triumph Club, organizers of British Car Day, have no financial connection with Parks Ontario and Bronte Creek Provincial Park. All fees collected by them at the main park entrance remain theirs and they do not offer refunds.

If you are driving a car for display at British Car Day, please follow the signs carefully and use the north maintenance entrance at the corner of Burloak Drive, where it turns into Upper Middle Road. Money collected at the show car entrance goes towards putting on the show and supporting the Toronto Triumph Club, a non-profit organization.

**57 Classes:** BCD comprises 57 classes of cars and motorcycles, running the whole range of British automobile marques from Austin to Westfield with model names from Anglia to Zephyr, and everything in between. The organizers encourage everyone to bring along their British cars, whether they be current model cars, daily drivers, partially restored cars or projects-in-progress, to line up with the many classic and concours-class cars in the appropriate marque and model class. British Car Day® is the opportunity everyone looks forward to, to chat, to scrutinize, and to plan for next year. It's a car show but it is also a big, end of season, social event.

Website for more information:  
<http://www.torontotriumph.com/BCD/>

## 36th British Car Day (Bronte Creek)

**When:** Hosted annually by the Toronto Triumph Club, on the third Sunday of September.

Since its inaugural event in 1984, it has grown in leaps and bounds, and now draws over 1,000 British cars and 8,000 spectators, with room to grow even bigger. The event is the largest, one-day, all-British car event in North America, with visitors from throughout the north-east United States, the Maritime provinces, Quebec, and Manitoba. They have even had visitors from Alberta, Texas, the UK, and New Zealand.

**Where:** The venue for British Car Day is Bronte Creek Provincial Park, about 20 miles west of downtown Toronto, conveniently located at the Burloak Drive exit

# Some Non-OVLR News & Rumours

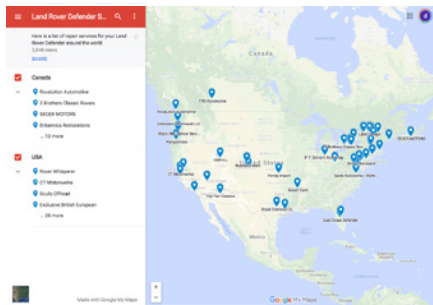
For those interested in listening to Land-Rover news and events, as well as interesting interviews, the August CentreSteer podcast is out. The chap interviewed this month is Dan Warden, from the U.K. based One Tonne Land Rover club, discussing the one tonne Land Rover.



Something interesting from the U.K. a re-issue of the classic Corgi Chipperfields circus Land Rover. Corgi 487 from 1967 has been reissued in light of the developing political scene in England. A classic reinterpretation, inclusive of the promise that Brexit will deliver a net £350 million pounds a week into the U.K. coffers. Surely a collectors item.



An interesting resource that is leveraging Google Maps. A Land Rover Defender Specialists map that Jeremy Magne has put together and maintains. He is seeking some collaborators to expand the map pasts its current North American focus. It is available at <https://tinyurl.com/y6j3fd85>



Registration for the ROAV Mid-Atlantic Rally has opened on their website: 2019 Mid-Atlantic Rally (MAR): Wheatland Farm, Giles County Virginia Dates: October 3 - 6, 2019 WEBSITE: <http://www.ROAV.org> Location: 100 Hoges Orchard Ln, Pembroke, VA 24136

REGISTRATION: Early Bird registration through September 15th includes the reduced price of \$99 and a free t-shirt. Registrations after September 15th will cost \$120 and will not include a free T-shirt.

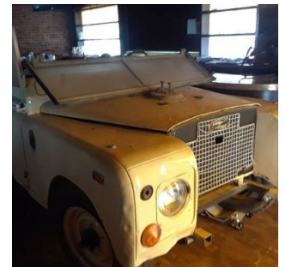
TRAILS: Available for all skill levels. The property manager will again allow us to travel through the lower fields across the street from the rally camp area to gain improved access to the trails. This negates the need to drive the 7 miles to the top of the mountain to enter. The lower fields will be stocked with cows and as a condition of this access, we must have guides escort trucks.

EVENTS: Rovers North sponsored RTV course, Blind Race, and Tire Change Race. A prize to the person that drives the farthest to attend the rally and the person that drives the farthest in a Series Land-Rover.

CAMPING/LODGING: Primitive camping is available onsite. Tents, campers, and trailers are all allowed. The short road in to the rally area may not be friendly to over-sized rigs. Flat ground is at a premium, so please plan ahead and bring plenty of leveling blocks. No electricity or plumbing facilities. Port-a-Loos will be provided. Hotel accommodations can be found nearby at Mountain Lake Hotel or at any of the various hotels in Blacksburg, VA.

MEALS: Catered meals Saturday evening: \$25 per adult and \$15 per child. Please pre-purchase meal tickets.

In early August this notice appeared in various fora - "Do we have any Land rover freaks in our group, or anyone know someone who would make a reasonable offer on the 'Monkey Joes Land rover'? Drop me a PM !! must be picked up. It's mostly a prop but some really good stuff to someone that's into these things !!!" This Land-Rover had been up in the rafters of the restaurant for years, and now that the restaurant was slated for demolition, to be replaced with another ubiquitous condo tower, the Rover was available. It did not last long after this message appeared. No idea where it went though.



Here are a couple of interesting photos found by way of rumour and Google Earth. The United Arab Emirates has a large, private Automobile Museum. The "Emirates National Auto Museum" located near Abu Dhabi. While housing a large collection of vehicles, including numerous Land Rovers, it also has some gigantic versions of vehicles. One interesting one is this giant Series Land-Rover that is out front of the museum, and doubles as a cafeteria. If you want to visit the address is - South of Abu Dhabi, Hamim Road, Off E11, Al Dhafra - Abu Dhabi - United Arab Emirates



# General Servicing: Repairs, Humour, Tales & Trivia

## 1953 Series 1 NADA: Engine Rebuild, Part 8

by Steve Owen

Spring finally arrived in Northern WI and time to get back to work on the actual vehicle. Major plan for season, put the engine back together.

Oil lines and fitting from Dunsfold DLR completed the system.



Next was contact with Ian Cox of Cox & Turner Engineering with regards to rings and bearing.

Final cleaning of the engine was done with care, plenty of oil and grease remover and soft bronze brushes to get the nooks and crannies.

Then the important measurements of bores.



Over the winter as well as cleaning parts I was busy draining the piggy bank and ordering new parts, that I knew were going to be needed.

From the cylinder head the Thermostat housing was badly corroded and needed replacing.

The choke warning sensor and backer plate were missing from the block, again these were ordered.

From the LRSOC Shop a de-coke kit and oil filter conversion kit ordered. The engine came with NO oil filter system at all!

From Ike Goss at Pangolin 4x4 new bracket for the oil filter.



## New Manufacture Hand Throttles

An announcement from Pangolin 4x4 in Oregon. We are very pleased to offer these optional equipment hand throttle control assemblies. We have reproduced to spec every piece and part of these assemblies and them either plated or powder coated for superior longevity. You will not find these control assemblies anywhere else, as they have not been available for many years.

These hand throttles were optional equipment and found on a good percentage of Series Land-Rovers sold into North America, but today are difficult to find.

These hand throttles are great for operating your PTO driven accessories and much more. We are offering a special introductory price for a limited time to see what everyone thinks. So get yours quick.



Part #503033.  
Price is US\$195.

# Land-Rover Stamps - Series III Part 1/4 (part 10)

by Dixon Kenner

Continuing to march forward, the next in the queue of Land-Rover stamp issues are the Series III. There are approximately twenty six different stamp issues with Series III land-Rovers depicted in various guises. And while the first could be in 1971, with the introduction of the Series III, it is also possible that the stamp depicts a late IIA, so that issues is noted in the subsequent chapter for II/IIA/III, where it is impossible to tell.

## Great Britain 1979

Despite being the birthplace of an iconic vehicle for Great Britain, it was not until September 26th 1979, that a Land-Rover appeared on a British postage stamp. In this case, it was a set of stamps issued to denote the 150th anniversary of the Metropolitan Police (Scotland Yard). The four stamps show a Bobbie helping some children, another with a policeman upon a horse, a third with a boat upon the Thames, and the final, with a policeman directing traffic with a Series III hardtop in the background. This is a well known and popular Land-Rover stamp.



Most people buy stamps over the counter in single issues, booklet panes or small sheetlets or panes. Stamp gutter pairs, gutter blocks and cross gutters are stamps that are divided by a blank space between them. In the majority of cases stamps purchased at your local post offices will not be found in this form.

The gutter is a separator between stamp panes. It is where the panes are cut from the press sheets before being packaged and shipped to your local post offices. Stamp agencies in seeing the popularity growing began having the gutters themselves designed and printed with special logo's, vignettes and image labels. Earlier gutters were blanks or may have the printers logo or have colour guides, some call them "traffic lights", printed



on them. By placing special vignettes and such on the gutters it caused and is causing collectors to buy gutter strips so as to have the whole vignette or set of vignettes or image labels. Basically another tactic used to increase revenues from the issues.



The set of stamps was designed by Brian Sanders. Each stamp is 41mm (h) x 30mm (v). They were printed by Harrison & Sons Ltd; the printing process was photogravure; the number per sheet 100 stamps per sheet; the perforations are 15 x 14 per inch; the gum is PVA Dextrin

For the collector:

Issue: 150th Anniversary of Metropolitan Police  
Date issued: 26 September 1979  
Value: 11½ p - British penny  
Perforation: 14¾ x 14¼  
Printing: Photogravure  
Catalogue no.: SG 1101, Michel 809, Yvert 914  
Size: 41 x 30 mm  
Printing: 17,190,000  
Paper: Phosphor coated paper  
Gum: PVAD (Polyvinyl Alcohol with Dextrin added)

## Greece 1980

In 1980 Greece issued a set of five stamps commemorating a number of anniversaries in the country. The 6 drachma stamp was for the 20th anniversary of the Road Assistance Service of the Automobile Touring Club of Greece. What better to show this off than by an image of a yellow 109 wrecker.



For the collector:

Issue: Anniversaries and events - 20th. Anniv. of Automobile and Touring Club of Greece road assistance service  
Date issued: 31 October 1980  
Value: 6 ¢ - Greek drachma  
Perforation: 12½  
Printing: Offset lithography  
Catalogue no.: SG 1536, Michel 1433, Yvert 1411  
Size: 36 x 28 mm  
Printing: 3,000,000

## Thailand 1981

This stamp, and the next, are not truly postage stamps and appear "in the back of the book" so to speak as they are surcharged issues designed to raise money<sup>1</sup>, in





this case for the Thai Red Cross with the theme “There when it hurts”. The stamp, a green upon white line drawing, shows a nurse assisting a rather emaciated looking child with a Series III station wagon in the background with Red Cross logo on the passenger door. a denomination of 75 satang, with a surcharge of 25s (100 santang = 1 baht). At this time, the refugees from Cambodia and the mass killings under Pol Pot had just ended, but the camps would remain for several more years.

**Note:**

1. Canada has a similar series of semi-postal issues in 1974, 5 & 6 to try and raise money to help pay for the Montreal Olympics at 2 or 5 cents per stamp.

**For the collector:**

Issue: Red Cross - surcharged  
 Date issued: 6 April, 1981  
 Value: 75+25 st - Thai satang  
 Perforation: 12½  
 Printing: Offset lithography  
 Catalogue no.: Michel 971  
 Size: 45 x 27 mm  
 Print run: 500,000

**Libya 1981**

When one goes hunting for Land-Rovers on stamps you quickly come across a pair of souvenir sheets with large



Series III 88's on them. Further research turns up a third set of stamps with the same Series III military 88s. The first set of stamps, issued in 1981 comes as a block of four stamps celebrating the “12th anniversary of the



First September Revolution”. The stamps are monochrome, done in shades of brown. The block is organised into two pairs of stamps each making up an image of a pair of military parades. The daytime parade shows a fleet of tracked armoured

personnel carriers going past a reviewing stand, presumably in Tripoli. The second shows a pair of 8x8 wheeled personnel carriers on the left stamp, being followed by three Series IIIs, windscreens down, carrying five soldiers.



**For the collector:**

Issue: September 1 Revolution, 12th Anniv.  
 Date issued: September 1st, 1981  
 Value: 25 Libyan dirham  
 Perforation: 14½  
 Printing: Offset lithography  
 Catalogue no.: SG , Michel 918, Yvert 962  
 Size:

**Cameroon 1982**

On October 30th, 1982 the United Republic of Cameroon issued a pair of stamps commemorating the twenty-fifth anniversary of the Presbyterian church in the Cameroon. The 45F stamp shows a number of people leaving the chapel of Buba. Parked in front of the chapel is a yellow short wheelbase Land Rover.



**For the collector:**

Issue: 25th Ann. of the presbyterian church in Cameroon  
 Date issued: October 30th, 1982  
 Value: 45 FCFA - Central African CFA franc  
 Perforation: 12½ x 13  
 Printing: Offset lithography  
 Catalogue no.: SG , Michel 991, Yvert 702  
 Size:

**Tristan da Cunha 1983**

Tristan da Cunha is a remote British dependency in the middle of the south Atlantic with a population under three hundred. In fact, it is the most remote inhabited archipelago in the world, lying 2,000 kilometres (1,243 mi) from nearest inhabited land, Saint Helena, where they sent Napoleon after Waterloo. Another island in the group is aptly named Inaccessible Island and has been visited only a few times. Given this, and being off the trade routes, the island's transportation systems were a bit lacking.



This series of stamps, on transportation modes, shows a person walking, a cart being hauled by a pair of bulls, a tractor, and a Series III Land-Rover. All are line draw-



ings. The stamps were issued on May 2nd, 1983 and designed by C Abbott. They were printed by Format using lithography and have a perforations of 14.

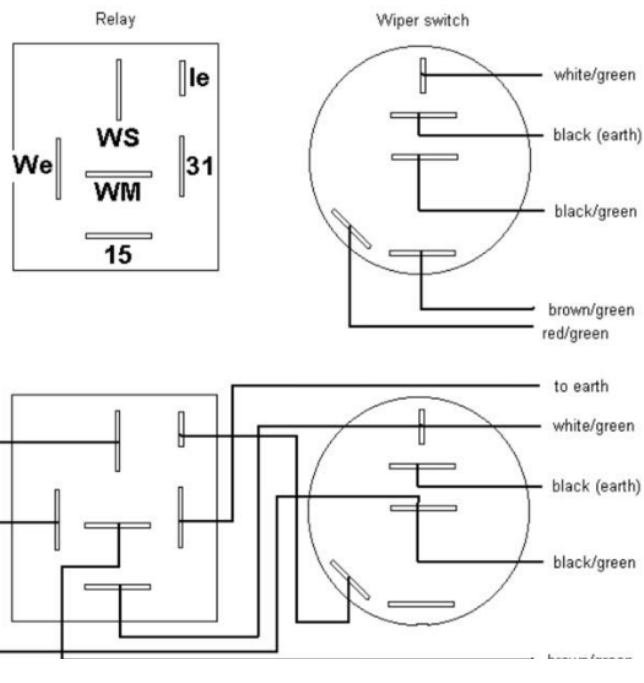
For the collector:

Issue: Land Transport  
 Date issued: May 2nd, 1983  
 Value: 50 p - Saint Helena penny  
 Perforation: 14  
 Printing: Offset lithography  
 Catalogue no.: SG 348, Scott 331, Michel 344, Yvert 330  
 Size:

## Making the Defender Rear Wiper Intermittent

by Kevin Newell

I came across this in my files while looking for another document and thought I'd share it. How to make your Defender rear wiper intermittent. I did this on mine a few years ago and it is well worth it. It's a good modification. Use the normal relay for front wipers and bury it in the dash.



## 3 Brothers Classic Rovers

What's your next adventure?



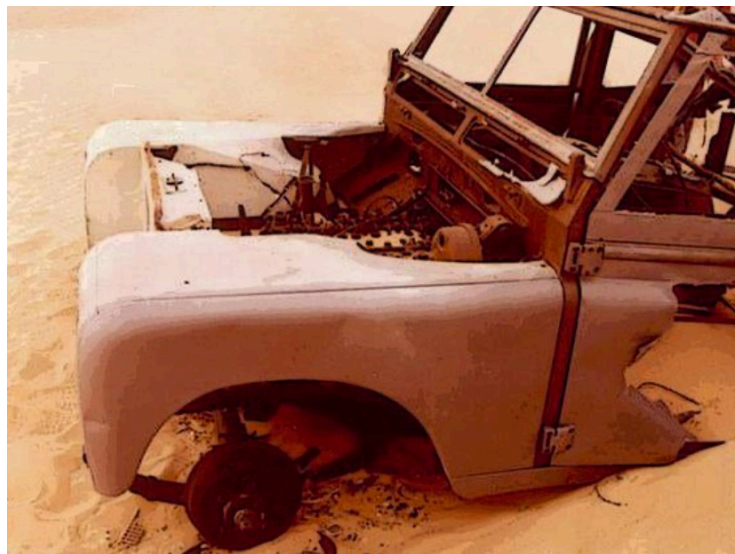
[www.3BrothersClassicRovers.com](http://www.3BrothersClassicRovers.com)

[sales@3BrothersClassicRovers.com](mailto:sales@3BrothersClassicRovers.com)

17 Gold Street, Paris ON N3L 3S3 519-302-3227

## 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. This one a Series III left in the sand somewhere. The pedal tower might be of interest to a scavenger.



# Rovers & Parts for Sale

## For Sale: Monkey Joe's Land-Rover

Do we have any Land rover freaks in our group, or anyone know someone who would make a reasonable offer on the 'Monkey Joes Land rover' ? Drop me a PM !! must be picked up. It's mostly a prop but some really good stuff to someone that's into these things !!!

Contact Gerald William McCooeye Jr on Facebook.



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

The one a only original Landrover. This Series 1 is an original example exported from the Solihull Factory, UK in lefthand drive. The engine turns but will require a full restoration. The 1957 comes with the 88" chassis which is solid. Comes with a hard top, but can be converted to a full canvas soft top if required. Since the recent Landrover Defender revival, collectors have turned to the Series Landrover for an appreciation of the original classic. Here's an opportunity to own a true classic. Only serious buyers need to enquire. Candle Lake Saskatchewan, \$15,900. Kijiji advert no. 1451535791



## For Sale: 1959 Series II 88" Project

Moving workshops and must make space. The frame is being stripped so it does NOT come with everything that is pictured. Included: New galvanized chassis 1959 Land Rover Series 2 engine (gooseneck exhaust) transmission, Series 2 ownership with original bulkhead VIN plate. Roof with sides. One set of doors Rear Safari door frame (skin removed d/t corrosion). Frame in very good shape. Galvanized replacement footwells. Seat box (rough but rebuildable). One set of fenders (rough but fixable). Windshield frame. Original galvanized trim for entire car. Restored/painted front axle housing (stripped) Restored/painted rear axle housing (stripped) Restored/painted drum brake back plates.



Steering arm and box. Rear swing away spare tire holder. Brand new set of Rocky Mountain parabolic springs and the extract from the archive at the British Motoring Heritage stating the specs. Diffs pictured are not included nor are the rear drums/brakes. Make me an offer... Mississauga, \$5,900 obo - Kijiji advert no. 1450453617

## For Sale: 1961 Series IIA 88" Land-Rover

Beautiful condition 1961 Series 2A Land Rover 4X4. Very clean Alberta vehicle that was driven (!) back last year from Alberta. 10,000lb Braden mechanical winch, Kodiak heater, Safari roof, 3 year old Goodyear Wrangler tires (5), new exhaust system, lots of accessories to go with it. Everything functional except parking brake that needs new shoes. Wasaga Beach, Ont, \$30,000 - Price is firm. Kijiji advert no. 1447967301



## For Sale: 1970 Series IIA 109" Land-Rover SW

For sale original unrestored series 2A Left hand drive 10 passenger safari wagon. 2.25 liter 4cyl gas engine 4 spd. Runs drives stops. Current registration and insured Needs interior and some TLC but very original fun truck. Edmonton. Call for details (780) 916-8001 \$11,500.00 obo.



## For Sale: 1997 P38 Range Rover

I'm trying to sell my 1997 p38. 261000km. Check engine light is on. Selling as is, asking \$3500. Contact: Arthur Cuenco <arthur.cuenco@gmail.com>



## Your Ad Here

FREE ad space to members  
Send information and/or photo to the editors

Ads run for one month--please notify the editors each month to extend

# SALOPIAN MANURE SPREADERS

AS APPROVED BY THE ROVER CO. LTD.  
FOR USE WITH THE



**LAND  
ROVER**



FOR THE FARMER WHO IS WITHOUT  
P.T.O. AND FOR THE SMALLER FARM

**THE  
LAND DRIVEN  
"Quickspreader"**

OPERATES WITH CONSISTENT EFFICIENCY

Designed for the Farmer who is without a power take-off, this Salopian Land Driven Manure Spreader is unsurpassed in its class for the quick and even spreading of all types of farmyard manure. Strongly constructed and easily manoeuvrable it weighs 15 cwt. unloaded with a carrying capacity of 25/30 cwt. The whole unit is supported on a steel axle fitted with heavy duty self-aligning hubs. Heavy tread pneumatic tyres give an even drive to the distributing mechanism.

A Manure Spreader that will operate at long periods with consistent efficiency.



**S.K.H.**

**PREES**  
Telephone : Prees 331-5  
Export enquiries to:  
**KENT HOUSE . MARKET PLACE . OXFORD CIRCUS . LONDON W.1.**  
Telephone : MUSEum 8901-6.

**S. K. H. & SON**  
(Salopian-Kenneth Hudson & Son)  
**WHITCHURCH**

**SHROPSHIRE**  
Telegrams : Implements-Prees

Telegrams : Owenorgex, London