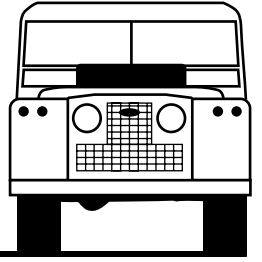


OTTAWA VALLEY LAND ROVERS



October 15, 2019

www.ovlr.ca

Volume XXXVI, Number 10



Alisdair Sinclair's Series III 88" before front horn replacement

**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 Coördinator

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

Off-road Coördinator

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

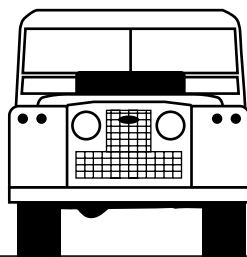
Dixon Kenner
temporaryEditor.OVLR@gmail.com

Merchandising Coordinator

William Ficner
will@wilboro.com

Webmasters

Dixon Kenner
Benjamin Smith



OVL R Newsletter

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In accordance with the Library and Archives Act, and the Legal Deposit of Publications Regulations, all OVL R newsletters are deposited with the Library of Canada and available to the public under ISSN 1203-8237.

The OVL R newsletter is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

Submissions: Articles and photographs may be submitted to the Editor, Dixon Kenner (dkenner@gmail.com) or via post to the club address. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back. For the best reproduction of photos, use the highest resolution possible. Do not include photos in the text files.

Advertising Information: \$35 CDN for 1/4 page ad. Must run for minimum of three months. Free ad space is provided to members.

Deadlines: Submissions to the OVL R Newsletter must be received by the 5th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and attributable. Names may be withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

Editorial Policy: The Editor of the OVL R newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVL R newsletter do not necessarily reflect the position of the officers, board of director, members of the OVL R or its sponsors or advertisers. Where specific data regarding operation, safety, repairs or legislation are concerned, you are advised to obtain an independent verification. The Club, officers and contributors can accept no responsibilities for the result of errors or omissions given in this newsletter or by any other means.

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Newsletter Editor:

Dixon Kenner
temporaryEditor.OVLR@gmail.com

Newsletter Production Editor

Benjamin Smith (γδβγ)

Production Assistance:

Bruce Ricker

Greetings,

Fall is quickly approaching. I still don't have a new garage (long story), so the time is coming to put the 1951 to bed down in the USA for the winter.

It has been a fairly quiet month since mid September. The only events of note have been the Rover Owners of Virginia "Mid-Atlantic Rally" in southwestern Virginia, the All Metal Dash event in Petersham, Massachusetts, and a work weekend helping prepare trails for the annual WinterRomp in central Maine in February (why this event in the middle of the winter is one of the largest Rover events in the hemisphere only goes to show Rover owners are interesting people!)

From the Ottawa Citizen - The Prescott Hotel, home to the city's most legendary tavern, is being sold, shocking news only a beer might soothe. But lest a poor, wretched city begin weeping in its pints, both sides say nothing will change for years – possibly as long as 10 – and that Disipio, 69, will continue to oversee operations. Not only is it located in the heart of Little Italy, but the Prescott represents a continuous link to another era: the days of men-only sides and nickel glasses of draft, a time when it was known as the "Last Chance" watering hole on the highway south (No. 16) out of town. The business began as the Preston Hotel in 1934, operating from the home of Antonio Disipio, Tony's grandfather, at Preston and Beech Street. A sign in the front window said: "Purveyors of Beer and Wine." And were they ever. It was renamed the Prescott in 1941 and gradually expanded to include a proper sit-down restaurant beside the main beer hall and banquet space up and downstairs.

The Social was a quiet affair. Not too many members appeared. Seems paper newsletters were more effective at promoting memories than Terry's emails! I do note that the next Social will be on Election Day. Canada has modified the elections act to allow taverns and other similar establishments to be open while the polls are open. Those 19th century laws are no longer in effect.

The next notable event that OVLV members have been participating in will be the annual Guy Fawkes Rally down near Cooperstown New York. Always an enjoyable event, complete with a rather large bonfire. However, a small change from the previous eighteen iterations of this event.

Last year's event for large and Howard felt that it exceeded the capacity of the farm to sustain. The land is a working horse farm, where the fields supply feed for the horses. To control the growth, this event has become an invitation. Though an invitation in the sense that if you don't have a Series or Ex-Military Land Rover, or known Howard for a number of years (he has been at Birthday Parties back to the late 1990's), you will need to send him an email, or contact him, for an invitation. This doesn't mean you need a Land-Rover, it just means that there are limits to growth. Like so many great events out there, they can become too popular.


On the other hand, if you don't feel like driving down to Cooperstown New York, Land Rover Experience is offering a fantastic opportunity to take your Rover out on their miles and miles of trails at the Chateau Montebello. And cheap compared to the normal price. Check out the details in the newsletter or on the OVLV Facebook pages.

Finally, the new Defender has been revealed to the world in Frankfurt. While it has been fun to follow Land Rover's well planned and staged reveal over the past many months, it is out and opinions will be divided about it. While it fits the market demographics of many of our members, it was never intended to meet everyone's preferences. All we can do now is await them rolling off the assembly line next March and appearing at events. I expect a bit of a repeat of the arrival of the Discovery at events, where it slowly gained the respect of the older enthusiasts.

Lastly a bit of a challenge for those with keen eyes. Below is a photo of a club member's home. Recently members of the Time Warp Overland team took off on a photo recce mission to find long-lost Land-Rovers that once were regulars at the OVLV Birthday Party, but now hide in far flung lands with leaders of ill repute. There is a Series Land-Rover hiding in that photo. Can you find it? Can you figure out who it is and why they are deserving of Lugnut this year? Send your answers to the editor.




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

 Katerina Borshevetsky writes - And so the LT230 rebuild begins: WSM method for tranny removal followed, with the exception of removing the gear selector housings completely to easier clear the seatbox instead of just lifting the vehicle higher, removing the crossmember and tilting more as described in the WSM. Crossmember is seating in there very tight (as in, get a bottle jack to spread the frame tight) and I didn't want to remove it. With the gear selector housings off, the gearbox/tcase assy clears everything nicely. Aside from disconnecting the cables and wires, I only needed to remove the exhaust pipe middle section and floors/tunnel. T-case rebuild seems timely.

It doesn't appear it was ever rebuilt or, at the very least, it hasn't been touched for a very long time. Still has paper gaskets all around, felt washer on the drive flanges were reduced to dust, and a bunch of other signs that work on it was overdue.


Plan is to replace the input shaft with a cross-drilled one; replace 2-piece diff cross pin with the new HD one-piece version from Ashcroft. Replace all seals, o-rings and bearings. Install new drive flanges. Possibly replace the worn out front output shaft and planetary gears. Rest of the gears look decent. Replacing all gaskets with Hylomar 100 RTV sealant. Intermediate shaft hole seems a bit out of round, so, ordered a sleeve from Ashcroft, and hoping to use one of the local machine shops to shrink-fit it to avoid typical O-ring leakage fiascos in the future. Ashcroft's rebuilt unit would've costed me ~C\$1700 delivered. We'll see where I will end up with parts alone.

 A note from the President: Further to what your OVLR club is doing for you... Earlier I posted that we had purchased a defibrillator for member use at our events. I have also secured a resuscitator bag valve mask unit and pocket face shield to provide artificial respirations.


These two adjuncts will allow any member so trained or inclined to assist anyone else who may need urgent are. They will be stored with the AED at all times in the pouch provided. As you can see in the attached pictures it is easily visible and accessible.

Your executive is working to build a rack and install this along with the trauma kit and a fire extinguisher on the club expedition trailer.

Lets hope this is just like a fire extinguisher, in that, we hope we'll never need it. If we do, I say its better to have it and not need it than to need it and not have it.

 A note from David Place in Selkirk Manitoba - WOW WOW. I got my Land Rover back from the local shop and it is like a new truck!! I had every flui drained and synthetic put in. It is like I got a new transmis-

sion!! I was still using the original 90 wt stuff. He put in 80/90 synthetic and now the synchros shift without any sound. The swivel balls are also 80/90 synthetic and steering is much lighter. I had a professional rad flush and the pail had sludge in it. I had them plumb in a rear heater and next week it is getting a small line pump to increase the heater flow to both the original and the new heater. One last install will be an electric fuel pump. Yippee, a new Land Rover.


 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!

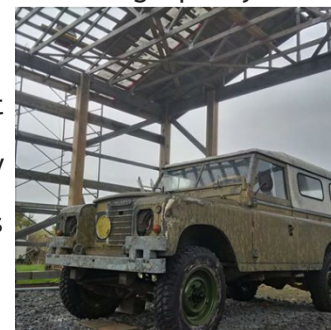
I am about to finish a second SIIA! And I am in the process of licensing it to my name here in Quebec, since I found it in the forest with no longer any owner.

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... never-


theless with a few good parts. Needless to say that I used many parts from other basket cases to rebuilt it! Lastly a photo with me dismantling it.




 A quick note from Robin Craig - My entry for Satisfaction Sunday. I m at the roofing stage on our garage, steel sheets are nearly 15ft long and I am doing it myself because I am stubborn and saving money for other distractions. Made an angled platform (same as truss angle) on top of a pallet and using a tractor to elevate the sheets to the edge of the roof. Using a pulley and a pair of vice grips and some rope I pull the sheets up the roof and fix into place. Any marks from the vice grips get hidden by the ridge cap / vent. It has been a bit windy last few days. The Land Rover looks mottled as it was just starting to rain. I'm using tyvek under the steel in case of moisture under the



steel at the dew point. A big debt of thanks to my co worker Doug Richardson, as every time I have a problem I ask myself "how would Doug solve this?" You can, if you try, do a lot solo with some ingenuity.

 A note from Kevin Newell: Dave Pell, Terry King and I spent the past couple of days off roading in the Lanark Highlands and at a small lake. What fabulous couple of days with good friends. A little new trail exploring and using established trails.




 Terry Jones writes, spent the day shunting Rovers around the property...objective being to get the Galvy 109 into the shop to be worked on in the evenings to get



it ready for sale and to get the new Lightweight under cover. Pleased with the result ... the 2 GT lightweights



and the NADA rolling frame in the coverall and the Galvy in the shop ... now it's time for a beer or two and a curry


 Alan Richer has embarked upon building an alternative to towing a trailer to an event. He is modifying a Marshall's ambulance body for use as a camper on a 110. His report on progress follows:

Got the windows out of the ambulance body this weekend - may the saints be praised. They're in really good shape barring the thick encrustation of squaddy-applied paint. While I removed a lot of it getting to the point I could find the damn mounting screws, more is still there.


I tried an abrasive 'wire' brush and while it did power off the paint and primer on the pouter frames it beat up the aluminium more than I like. So, do I:


- a) stick with the powerabrasive brush and accept the damage,
- b) go back to the nasty toxic but relatively effective stripper,
- c) Suggestions?

I really don't want to hack up the aluminium - these things other than the paint encrustation are in really good shape.


 A note from Ron Barr: After over 15 years in storage, Morris is back on the roads of Ontario. Another 1962 Station wagon coming to a slow lane near you. [Great to see another Series back on the road. -ed]




 The OVLRL Montreal crew did a recent video of a trip up to Calabogie in a mix of Defender and Disco 1's. While it is a little more than an hour in length, it shows the Quinn trail, as well as some of the sights along the way. Led by Patrick Findlay, the video and does a good job showing the trail and their adventures. From watching the video, the Quinn Trail looks like an interesting thing to add to the list of places to visit. The video was made by James Michael and can be found at: <https://tinyurl.com/yxwwk854>

 A recent post from Kurt Schmidt suggests: Need to reduce the size of the herd... One of these is coming to BAT (Bring a Trailer) soon.... [Why would one want to thin the Land Rover herd? All three look great! -ed]




 Another note from Katerina Borshevetsky later on in the month: LT77 fully assembled now (excluding the bellhousing). Shifter attached temporarily and tested for going through the gears. Shaft seems a bit tight to rotate with the gears engaged, especially the reverse, but I'm blaming it on lack of lubrication at this time. Will see how she acts once she's installed, filled with oil, and has the 200TDI spinning in the front.




 The Club has purchased an AED to assist in certain cardiac medical emergencies. The AED will be present a major club events going forward.



Some Non-OVLR News & Rumours

 Ethanol in current Canadian gasoline: For those of you looking for safeguards against the ravages of ethanol-blended gasoline, there are a number of precautions you can take. The first is that you can simply avoid it in the first place. Shell and Esso 91 are both ethanol free. All other grades from the companies have some ethanol content, but the mid-grade blend is pure gas, which means it not only corrodes less than ethanol blends, but is less likely to deteriorate when stored. Don't be misled into thinking higher octane gas contains less ethanol. In fact, it has more! The octane rating of pure ethanol is 100, but when it's blended with gasoline, it performs as if it's 112. In other words, higher-octane blends – Petro Canada's 94 and Esso's 93 – use more ethanol, not less

More troublesome for older, carbureted vehicles is that ethanol is 35 per cent oxygen. Burning it can cause an older carbureted engine to run "lean" – combining too much air with too little fuel. In mild cases, said overenthusiastic blending of oxygen can cause older engines to stumble, spit and cough. (Excerpted from Driving.ca)


 This unusual vehicle with a split personality was prepared for the 1994 Motor Show at the NEC to illustrate the versatility of the Discovery, coinciding with the introduction of the 300 TDi engine.



The base vehicle is actually a 200 TDi modified to look like a 300 series with modified lights and dashboard but retaining its 200 TDi engine. A great deal of effort went into cutting everything in half - the winch and sunroof are particularly noteworthy! All the leftover parts were made into a mirror image vehicle and this is believed to have been scrapped.




After the Motor Show it went on a bit of a World Tour and at some point it acquired the names of a Belgian Camel Trophy team. The vehicle runs and drives but is obviously not road legal.

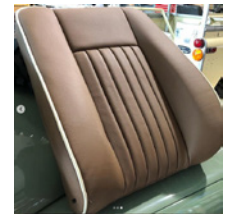
 The Prescott Hotel, home to the city's most legendary tavern, is being sold, shocking news only a beer might soothe. Third-generation owner Tony Disipio confirmed that talks are being finalized with Brian Lahey, a principal at The Properties Group, an Ottawa-based real estate investment and management firm that is eyeing a handover date of April 2020. (Lahey owns most, if not the entire block to Rochester Street now) But lest a poor, wretched city begin weeping in its pints, both sides say nothing will change for years – possibly

as long as 10 – and that Disipio, 69, will continue to oversee operations.

Not only is it located in the heart of Little Italy, but the Prescott represents a continuous link to another era: the days of men-only sides and nickel glasses of draft, a time when it was known as the "Last Chance" watering hole on the highway south (No. 16) out of town. Both sides in the deal were keen to emphasize that this is not the beginning of the end of square pizza, meatballs sandwiches or hard, seal-barking chairs dragged on terrazzo floors, or long tables full of half-uniformed ball teams recapping their amateur heroics.

The business began as the Preston Hotel in 1934, operating from the home of Antonio Disipio, Tony's grandfather, at Preston and Beech Street. A sign in the front window said: "Purveyors of Beer and Wine." And were they ever. It was renamed the Prescott in 1941 and gradually expanded to include a proper sit-down restaurant beside the main beer hall and banquet space up and downstairs. In its heyday, cops drank at tables not far from known scoundrels – the truce was understood – and blue-collar workers joined government pencil-pushers for ale-filled lunches. Waiters – and they were all men at one time – moved as many as 12,000 to 15,000 quarts a beer a week, one of the highest volumes in Canada.

 Another new product from Pangolin 4x4 - "If you have ever worked with the aftermarket "deluxe" seats you know that nothing about them is deluxe from the fake pleats to the hard foam is disappointing. These deluxe seats for an upcoming project are worthy of the name - top grain leather wrapped around genuine Land Rover back and base hardware. These are going to wear in and look right at home in this restored 88." Note: These are the same design as the Series III seats, but in leather, rather than the black vinyl.



 A cute, Toylander camper combination



Upcoming Events

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
 Website: None, see FaceBook Group

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

January 20, 2020
309th Monthly Social
 Prescott Hotel (Beach & Preston Streets in Ottawa)

April 3, 2020
Annual General Meeting
 Prescott Hotel (Beach & Preston Streets in Ottawa)

June 2020
37th Annual Birthday Party
 Mabery, Ontario
 [Never too early to start planning]

19th Annual Guy Fawkes Day Rally

Sign up now!

TEAMS WANTED

A more traditional laid back event at OVLRL member Howard Smith's 100 acre farm in update New York. His property has farm fields on different levels of a hillside with trails connecting them. Mug bog, hill climbs, The RTV course has been replaced by the GF winch challenge (see poster). Saturday night is, of course, a large (yes LARGE) bonfire in memory of Guy (the only man to enter Parliament with honest intentions 415 years ago).

Note: Because of the growing popularity of the event and the inability of the land to support too many vehicles, following last year's event Howard made a couple of changes. It is now an invitational, and if you don't have a Series or ex-Military vehicle, or known Howard for a few years, drop him a line via Facebook or email for an invite. Like with some other events that are great, everyone wants to go, and that isn't always possible.

Learning:
Preparation
Planning
Safety
Teamwork

WHAT YOU'LL NEED

- 1 Winch Rover
- 2 Team members
- Team Name!
- Relevant safety gear
- 2 Snatch blocks
- Tree strap
- Ground Anchor (pins etc., able to pull your Rover) **
- Sledge Hammer **
- Crowbar/Pickaxe **
- Aux Tow Rope **

Must supply an unbiased judge for another team

** Can borrow mine but will cost time penalty!

SAME AS LAST YEAR :-
 Silence mode - HAND SIGNALS only..
 Its much funnier for spectators!!

NEW THIS YEAR :-
 Sat 1pm at 1st level arena - entrance field - was camping last year.

General Servicing: Repairs, Humour, Tales & Trivia

RRC Transmissions Woes

by Alan J. Richer

So, as we last left things I had a Range Rover with a duff gearbox. I had three choices - gearbox from the shed, gearbox from a scrappie and one from a supplier rebuilt to a new standard. Being absolutely mad I decided to opt for option 3. So, a gearbox was shipped in and the RRC went up on jacks to have its underside disassembled.

Oh - before that I took the time to build the gearbox/transfer case holding fixture from the manual - more on that later. I also sourced a transmission jack of the heavy-duty persuasion - I was just NOT up for a hassle on this job. Little did I know...

Stripped out the underside - dropped the exhaust, the crossmember and the swaybar, as well as completely stripping the interior center console and all its riveted panels in the floor. Why strip the panels? They were all bent-up and some orangutan had been at them with seam sealer...poorly.

Propshafts out, wiring and vents disconnected and all looked more-or-less ready to come out. Not bad for an old man working alone. Bolted the gearbox to the lift, dropped the back and undid the torque converter and the bellhousing and she slid out pretty as you please. Don't assume I did this all in one day - did this over a couple of days on the holiday the truck and I were supposed to have taken to Canada...I was NOT amused but it worked out. Pulled the new box off the pallet, pulled the old box off the fixture and swapped the two. OOOOOOOooooo...shiny. Set the new gearbox under the truck, angled the jack....and tried to couple the two.. Yeah....no.

I blew the next two days (DAYS, mind you) under the truck trying to get the gearbox to bolt up. Lift, align, bolts in...gap. Fail. The torque converter despite all of my efforts would NOT move backwards (though theoretically properly seated) to give sufficient clearance to bolt up. Far too many iterations later and after continuous phone calls to the vendor and their technicians I gave up and told them to send a truck. OUT, DAMNED GEARBOX!

I am very deliberately not naming names here. My supplier treated me well and worked with me, and the gearbox rebuilder is supposedly addressing their issues so not naming and shaming. However, this left me with a serious problem - what to do for a gearbox? A few hours searching found me a gearbox in Auburn, Maine - still in the D1 and low mileage (about 100K, as opposed to most which were 150K and up). Bit of a haul to go and get it but I didn't care. Hoofed up to Maine when they had it out of the truck, picked it up and the transfer case to go with, and decamped back to Massachusetts with my prize.

Gearbox coupled to the transfer, whole lot shoved under the car (did I mention how wonderful the transmission fixture was? Impossible to do otherwise in my opinion!) and finally we got the gearbox and the engine mated. Bellhousing bolts in, flex plate connected, all's right with the world...till I realized that I'd gotten the damned ring gear back in backwards. AAAAAAAAAAAAAA AAAAAAAAAAAAAA! Gearbox back out, ring gear and flex off the back of the engine, flip it all about, reinstall and lock everything in again.

{NOTE: During the death march with the rebuilt gearbox I'd had the whole back of the engine apart to make parts and ensure there wasn't something odd there - which is how that happened. My own stupidity, actually...but I digress}.

{NOTE 2: While the 'new to me' gearbox was out it got a new kickdown cable (the old one had been cut by the scrappers - I got a discount for it) and the filter was changed - seemed the prudent thing to do while it was easily accessible. I also swapped the pan for the one off the dead gearbox - pan was rusty.}

Finally got everything back together last week. Bunged a gallon of DexMerc in it, turned on the key and... nothing. Two days of interrupted diagnostic time later I discover a pin pulled out of the harness at the connection for the transmission harness. Shove that back in... and it cranks but won't stay running. (memo to me: reconnecting the IAS is not a bad idea)

Finally managed to get the engine to run and was incredibly happy to see the wheels turn on the jacks. Got to drive it over the weekend and was very surprised at the shift patterns - more on that in a bit. It's not drive-able yet - the engine is popping a CHECK ENGINE light and it's stalling (I expect an IAS issue - haven't had time to look at it yet) but it runs and drives - put 30 or so miles on it, some highway.

Shifting is completely different to the original box. Tach actually shows RPM changes as the truck accelerates, and the shift points are definite. The old box used to just mush its way up to speed.

Also, at 50ish MPH there is a very definite shift and RPM drop as the torque converter locks - which the old box did not do. 70 MPH highway - new box 2400 RPM. OLD box 3000 RPM. Yeah, there was something very wrong there. I suspect the locking torque converter didn't lock anymore so it just revved the knackers off the engine. SO, it's back together more or less...but this was far more work than I ever want to have to do on a car at any one time.

RoverNight: September & October

by Dixon Kenner

Lots has happened since the last update. The engine is happier, though the one item that has slowed progress forward, in a driving sense, was a frame horn starting to part ways with the rest of the chassis while on one of the off-road trails at the Birthday Party. While certain challenges remain, the first and foremost for September & October was going to be addressing the fast deteriorating front horn. Not that Alastair didn't mind the semi parabolic feel to the greater spring travel, but it affected steering too. The Little Blue Truck



engine, wires intact. Then the steering arm comes off the relay, getting that out of the way.



was restricted to a drive around the block to entertain the kids, not to do anything serious. So, this time, it was a RoverDay, and not a RoverNight.

Preparation work had been undertaken. Partick Lariviere had offered welding services as one of the items at the Birthday Party auction. Alastair had bid, but not enthusiastically, as at that point he did not know he had a problem. I am sure a few people since then regretted not bidding. New horns had been procured from 3 Brothers Classic Rover, Alastair made arrangements, and the LBT was off to Lariviere for a spot of welding. Also participating were William Ficner, Andrew Treble (a German car enthusiast who remains in awe at the shipyard qualities of Land-Rovers) and myself.



The LBT drove over to the shop, albeit with an escort. It was not going to be towed this time. That was for later. The truck made it there without a problem. First item on the agenda... a conversation with Danny, the welder and prepare the work area. First things first, the horns cannot come on and new ones welded on as a Land-Rover sits. The breakfast and wings are in the way and



need to come off. This means draining and disconnecting the radiator. Labelling wires as the harness needs to be pulled back from the left hand wing and breakfast. The right hand wing can be draped over the

By this point it was ten past noon, so the disassembly & reassembly team retired to the British Hotel for lunch. The only observation on the British Hotel is OMG.



From quite an interesting place back in the late Eighties and early Nineties, the British Hotel is as far from that country & western band, quart serving "tavern", as you could imagine. Much more sophisticated. A dozen beers on tap. Not necessarily domestic either.

Returning from lunch, we found that the welder at that point had both horns cut off. And both new ones tacked on. He was finishing welding the left when we arrived. He moved at an incredible clip. Very fast. Very efficient and with good solid welds. It was almost as if he had done this many times before. Once the left was finished, it was onto the right. He was finished welding by 2:40. After that, tighten down the spring bolts and reattach the steering arm to the relay.



Then it was time to re-engage the support team. Put the LBT back together again, though this time it would be towed back to Alastair's for speed, the balance of the restorative work undertaken on successive RoverNights. To



accomplish this the wings and breakfast went back on. The radiator reconnected, the wings bolted to the breakfast panel. This took about an hour and a half. The wiring not replaced, the radiator was empty, but we could exit the shop before it

Alastair's, albeit with a quick stop for the assembled team to move a spare 109 ambulance chassis from in front of my garage, into the back yard.



Success!

While there were a couple of RoverNights, they were aimed at prep work for this mission. Labelling wires, et cetera.

closed.

The Little Blue Truck was towed by William back to

1953 Series 1: Engine Rebuild Continues, Winter Work Part 10

by Steve Owen

Continuation of refurbishments of various engine parts. In this installment the manifolds and the fuel sediment bowl.



Not sure what is in the water in Arizona, were the Rover spent most of its life, but anything aluminium was badly corroded.

A NOS part was obtained, ex Belgium Military stock, no less.

Sediment bowl was cleaned and inspected.

Nearly everything was cleaned with a combination of simple green cleaner and small bronze brushes some of the bigger items I used a drill and wire wheel brush.

Many an evening was spent on each part..

Keep Calm & Rover On!

So the winter overhaul of the 1.6L engine continued, with the Exhaust Manifold cleaned once the years of crud where removed I found a huge hole in the water channel.



Winter Armour

by David Place

For those of you who live in a climate like Winnipeg, here is the perfect armour against those -30C temps. I installed the 12 volt approximately 1 foot square cube heater from Princess Auto. This heater fits perfectly between the



dividing wall and the rear wall mounted bench seat. I put the hoses through the floor and inside the frame. This protected it from rough conditions. The three speed fan switch fits beautifully in the middle triangular dash divider in a Series III.

This heater is likely all you will need in Eastern Canada or B.C., but in Manitoba I installed an additional emer-



gency heat source, namely, a Webasto Airtop 2000 gas heater. Normally they run on diesel and are used as bunk heaters.

My 1974 Series III is a gas vehicle,

so I burn Kerosene, drawn from a hip tank mounted on the driver side tub. In the next few weeks, I am going to plumb in some lines from this heater to the window defroster ducts. These heaters make the cab warm enough to drive in my shirt sleeves.



Installing Floors in Grover

by Larry Simpson

This time the floors have been addressed. I have to say, it took a heckuva lot longer to finalize the floorboards than expected.

I was able to locally source a couple of spiral nuts for those to corner bolts in the floorboards. The ones I got are better than the originals - IMHO - they are thinner, but just as strong. It took more effort to pry open the jaws than it did on the originals, a lot more. Wonder if the quality of metal on the new ones are better, or are they made of a stronger metal...

Installing the hi/lo boot took a lot more effort than expected as well and that surprised me. Another short article on that another day. Suffice it to say, what's available today isn't always that enabling.

I tossed in the last pic because I forgot to take a pic of it when I first fitted it. When I got Grover the hinges were attached to the cover with 3/16 pop rivets and attached with bigger pop rivets. I decided to go with bolts instead. I'm hoping the inner wings will go on tomorrow.

[editor's note - complete floor hardware kits are available from 3 Brothers Classic Rover in Canada and Rovers North in the United States, though may not be original to your vehicle, if that matters]



Land Rover Stamps - Series III, Part 3

by Dixon Kenner

Thailand 1987

As with the 1981 issue (OVLN news-letter, August 2019, p12/13), this re-issue used the same stamp, but over printed with a new denomination of 2 baht with a 50s surcharge. The issue supports the Thai Red Cross with the theme "There when it hurts".



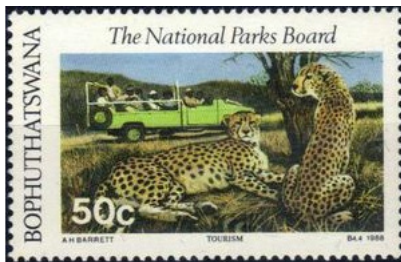
The stamp, a green upon white line drawing, shows a nurse assisting a rather emaciated looking child with a Series III station wagon in the background with Red Cross logo on the passenger door.

For the collector:

Issue: Red Cross - surcharged
 Date issued: April 4th, 1987
 Value: 2 + 0.50 B - Thai baht
 Perforation: 12 1/2
 Printing: Offset lithography
 Catalogue no.: SG , Scott B65 , Michel 1197 , Yvert 1176
 Size: 45 x 27 mm
 Print run - 130,000

Bophuthatswana (South Africa) 1988

Bophuthatswana was a nominally independent enclave within South Africa that existed from 1974 to 1994. During this period, it issued a large number of postage stamps that were recognised by South Africa, and as well used internationally for postage. So, not a cinderella per se, but a territory that did exist, if only having limited recognition.



The stamp in question here is another wildlife viewing stamp¹ that form part of the National Parks Board Activities series from 1988. It shows a rather modified long wheel base Land-Rover being used for sightseeing



and viewing wildlife in their national parks. There are a pair of cheetahs in the foreground.

Whether or not

this is actually a Land-Rover is arguable, but given the number of modified vehicles done for safaris and game watching it seems possible. Further, considering this was issued right after the OVLN Birthday Party the previous weekend it seems to be easy to err on the side that is probably is. There is also a miniature, as opposed to souvenir, sheet available for this stamp.



1. See Botswana (1980), Rwanda (1972), and Zimbabwe (1999) for other examples.

For the collector: stamp

Issue: National Parks: Tourism - Gepard (*Acinonyx jubatus*)
 Date issued: June 23rd, 1988
 Value: 50 c - South African cent
 Perforation: 14 1/2 x 14
 Printing: Offset lithography
 Catalogue no.: SG , Scott 211 , Michel 205 , Yvert 205
 Size:

For the collector: Miniature sheet

Issue: National Parks: Tourism - Gepard (*Acinonyx jubatus*)
 Date issued: June 23rd, 1988
 Value: 50 c - South African cent
 Perforation: 14 1/2 x 14
 Printing: Offset lithography
 Catalogue no.: SG , Scott , Michel BL3 , Yvert
 Size:

British Indian Ocean Territory 1991

The British Indian Ocean Territory is a group of islands in the middle of the Indian Ocean. It consists of a large number of uninhabited islands and the large American military base at Diago Garcia. Of the some 3,000 inhabitants, over 2,000 are American military personnel. About 100 of the islanders are British. The group of islands are a bit controversial, as the British evacuated the 924 islanders a very long time ago, turning the main island into a military base for the Cold War. It now serves as a crucial military airfield. Court cases have suggested that the British did not separate the territory properly from Mauritius and should return it, but the rulings are not binding.



On June 3rd, 1991, the postal administration issued a



set of four stamps that showed some of the Island administration functions. A postal carrier and red mailbox on one, inspecting Marines on another, Customs boarding a yacht on a third. The 34p stamp shows the police station and two

police officers, possibly the entire local police force. To the right is possibly their only vehicle, a Series III 88”.

For the collector:

Issue: Government Services
 Date issued: June 3rd, 1991
 Value: 34p - British penny
 Perforation: 14 1/4
 Printing:
 Catalogue no.: SG 113, Scott , Michel 113 , Yvert 113
 Size:

Tuvalu 1993

In 1993, to celebrate the fortieth anniversary of the coronation of Elizabeth the Second, Tuvalu issued a set of four stamps depicting some images of them while visiting the islands. From reference to the Golden Wedding issue in 1997, the photograph is probably from the 1984 visit to the island as the vehicle looks the same given the limited image available. The stamps were issued on the 5th of July, 1993, and have a perf of 14.



While it seems impossible to determine if this stamp depicts a Series II, IIA, or III, a search of news events for her last visit to the island turned up other photographs, which showed the entire vehicle with the Queen and Prince Phillip.

There is a second stamp available. It is the same stamp, overprinted “Specimen”. Deliberately done to increase sales of the stamps. A specimen stamp is a postage stamp sent to postmasters and postal administrations so that they are able to identify valid stamps and to avoid forgeries. The practice started with the very first postage stamp, the Penny Black, Blue and Mulready envelopes. It is a way for the postal authorities to make money. The only specimen stamps worth much are early stamps before the 1960’s.

For the collector:

Issue: Coronation of Queen Elizabeth II, 40th Anniversary
 Date issued: July 5th, 1993
 Value: 40c - Tuvaluan cents

Perforation: 14

Printing:

Catalogue no.: SG , Scott 642 , Michel 663 , Yvert
 Size:

Tuvalu 1997

In 1997, to celebrate the golden wedding anniversary of Queen Elizabeth, Tuvalu, along with a number of other nations (1), issued a set of seven stamps commemorating this anniversary. This particular set has the Queen and Prince Philip photographed upon a Series III pick-up during her visit to the island in 1984. As with the previous stamp above, it is the same vehicle, though a different day of the visit.



The series was designed by Miller & Shewring and were printed by House of Questa using lithography in sheets of 40 (2 x 20). The stamps are 30.5mm x 38mm on CA block watermarked paper with a greenish gum with a perforation of 14.2 x 14.4.

1. This stamp is part of a larger international series of stamps produced by the Cayman Islands, Falkland Islands, Kiribati, Norfolk Island, Papua New Guinea, Saint Lucia, amongst others. They all have the same basic design, though use photographs taken locally or in the UK.



And, as above for the 1993, there is a specimen version of this stamp.

For the collector:

Issue: 50th wedding anniversary of QEII
 Date issued: October 1st, 1997
 Value: 40c - Tuvaluan cent
 Perforation: 14 1.2 x 14 1/4
 Printing: Offset lithography
 Catalogue no.: SG , Scott 751a , Michel 777 , Yvert
 Size: 30.5 mm x 38 mm



Series Door Locks

Ever wondered what key your door locks use on your Series IIA? The key number is found stamped on the plate adjacent to the bonnet lock as shown in the photograph. Now, given the lack of Land-Rover dealerships supporting Series vehicles, it might be superfluous information that you have, but someone might have the same key. There were not very many different key patterns. Some British cars had only seven different keys for all of the cars made.

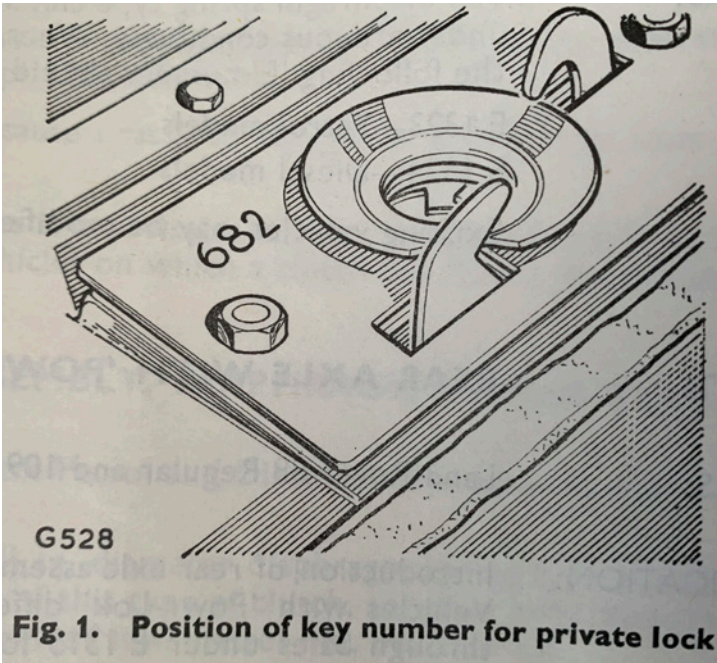


Fig. 1. Position of key number for private lock

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1949 Pricing 2019 CDN Dollars

The Land-Rover is £540, what is that today? Well, adjusting for inflation and we find out that this rather simple and unsophisticated vehicle is £18,684 in 2018. Which, when converted would be C\$32,754.92 today at the dealership.



PRICE OF VEHICLE, INCLUDING

Two aluminium doors with Perspex sidescreens.
 Full hood with rear panel.
 Cushions and back-rests for two front seat passengers.
 Spare wheel and tyre, 600 x 16.
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 Towing plate for rear draw bar.
 Pintle hook.
 Socket and cable for trailer light.
 Hand rail.

£540

OTHER ITEMS OF EXTRA EQUIPMENT AVAILABLE IF
 REQUIRED AS DETAILED IN LIST BELOW

	£	s.	d.
Driver's hood complete with hood sticks and rear panel	9	0	0
Extra for five 700 x 16 super traction tyres and tubes, instead of five Standard 600 x 16 tyres and tubes	9	0	0
Extra for five detachable rim wheels, instead of five standard wheels	8	14	6
Carrier on bonnet for spare wheel	1	0	0
Rear power take-off	20	0	0
Engine governor	15	0	0
Pulley unit for rear power take-off	15	0	0
Trafficators	2	10	0
Chaff guard	2	0	0
Heater	Price to be announced		
Brockhouse 15 cwt. trailer (for description see separate leaflet)	75	0	0

NOTES

A centre power take-off will be available for special purposes at extra cost. The price will depend upon the requirements.

An Engine governor is essential if the rear power take-off is specified with a pulley drive, or if a centre power take-off is fitted.

The specification and prices shown above are subject to change without notice. Delivery ex Works.

No allowance can be made for any item of standard equipment not required.

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E. & O. E. Jan. 49



An interesting modification of you believe 4WD is insufficient. This should do quite well on the Heavy Off-Road at the Birthday Party.

Rovers & Parts for Sale

For Sale: British Military Shop in Alberta Closing Down

I have a selection of NEW parts for a variety of British Army equipment. Please note I do not have any vehicles. Truck parts including Bedford, Foden, Leyland, DAF, (LV7). Engine parts including Perkins, Leyland, Rolls Royce, Earth moving equipment including Fiat Allis, Caterpillar, JCB, Volvo, (LV8RE) Armoured vehicles parts including Chieftain Tank, Centurion Tank, Ferret armoured car, Saracen, (LV9ACR, LV9AHY, LV9CVW, LV9CVT, LV9BTN, LV9BTR, LV9MCV, LV9ASC). Also electrical, brakes, radio cables.

Will sell as a lot, by vehicle type, by individual vehicle / equipment, by the piece (least preferred). Sorry I do not have an up to date comprehensive list, you will need to come take a look. As long as ad is ACTIVE, I still have more to sell, please don't waste my time asking. Will also be selling new and used Landrover parts at a weekend sale this month (19th / 20th or 26th / 27th). Location: Range Road 235, Rockyford, Wheatland County, AB. Kijiji advert no. 1464234299

[Robin Craig writes that both he and Bruce Ricker have bought from this vendor, that he has always been honourable to deal with, and very reasonable on price. -ed]

For Sale: Disco 2 Seats

Trying to clear out a ton of great condition D2 parts, these second row seats are available in Ottawa to the best offer. Need the space. Contact Andrew Hutton via Facebook



For Sale: 1970 SIIA 88" Land-Rover

Selling a lovely unmolested 1970 Series 2A 88 in a fetching shade of Algae Green .. lighter than deep bronze green but very organic. Frame is rotten and beyond repair but the bodywork is straight and undamaged. The truck is mechanically complete and was used regularly by the previous owner of 30+ years on his property until around three years ago. The bulkhead will need replacing .. rusted out in the usual places .. drivers door post was repaired but this has since failed .. hence the droopy door. An additional period correct bulkhead and door post repair panels will be included with the vehicle. Truck will be sold "as-is where-is" with a clear Ontario title. Price \$2500 ono. Contact Andrew Jones via club Facebook page.



For Sale: 1957 107" Pick-up Land-Rover

For Sale - 1957 107 pick-up, near North Saanich British Columbia, Complete unit. Not running, not seized. Has papers and original purchase history. A restoration dream. Text or phone, I'm not checking emails. Described as an Arctic Edition. \$4,900. Kijiji advert no. 1459913712



For Sale: 1958 Series I Canadian Spec 88 Land-Rover

Passed down from me dad, not really wanting to sell but no clue what I'm going to do with it and prefer see it go to a collector that would really appreciate and take care of it. Sundre, Alberta, \$15,000 - Kijiji advert no. 1460214361 (Note, this is the second time around, albeit with a higher price than last. -ed)



For Sale: 1952 Series I 80" Land-Rover

Landrover 80 série 1 année 1952 modèle très rare! Mécanique fonctionne, moteur diesel. Viens avec le papiers. Contacter moi au 819-697-7600. Note: has a Diesel engine. Ste George's Quebec, \$12,000 Kijiji advert no. 1465674467



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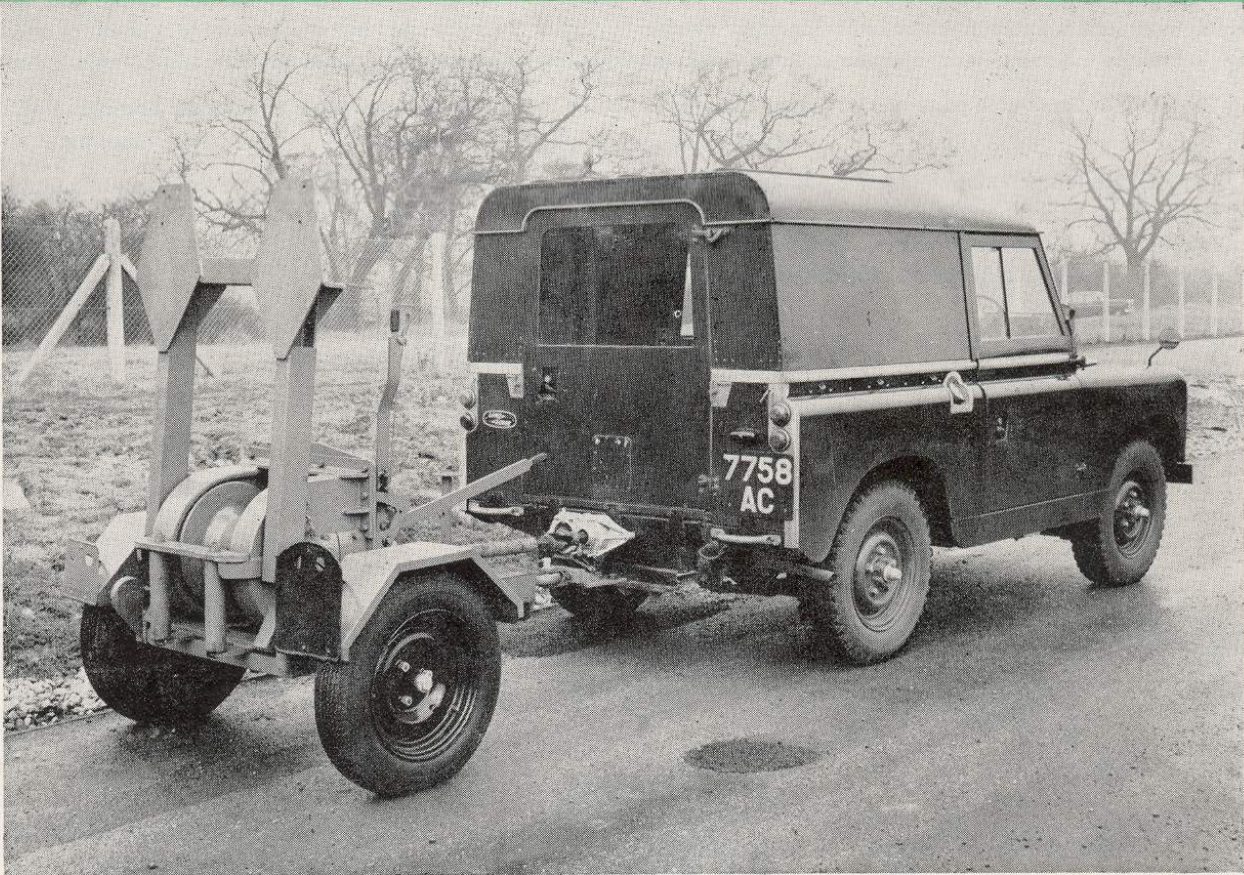
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