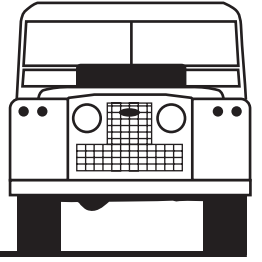


**OTTAWA  
VALLEY  
LAND  
ROVERS**



November 15, 2019

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

Volume XXXVI, Number 11



*Neil Brewer's SIIA 88 in the LaRose Forest in the late 1980s*

**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>

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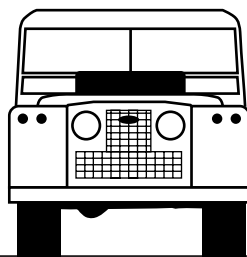
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## OVL R Newsletter

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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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*“What a wonderful day was had by all at Montebello that attended. Great bunch of people came out, friends were made, and the Land Rover Experience Centre made the day worthwhile” -Mathias Ibex*

## Greetings

The weather has turned distinctly colder this year, seemingly earlier than normal. In fact, as I write this on the 15th, there was an inch of snow on the 7th. Rather early this year! A further four to eight inches, depending where you are, arrived on the 11th, to cement the beginning of an early winter. Time to check the Farmer's Almanac.

Ravus has headed to New Jersey and hibernation for the winter. The TRSS has observed Ted's heading into storage. In fact, many are heading away for the winter given more comfortable modes of transportation. As Christine Rose said long ago, “comfort over nostalgia”. And why fill an ageing vehicle full of salt? For the more modern members with their recent vehicles, corrosion protection is slightly better and they don't have the forty year head start that the series vehicles have in this respect.

No news on the possibility of a frame oiler, of the type that the club has put on in the past. I have not heard of any executive meetings since the AGM.

The federal incorporation papers and bylaws require that an announcement is made for the various executive positions that will be open for voting at the Annual General Meeting. See OVLN news for details

Christmas party is the next event. Unfortunately, at the time of writing this, no news on any plans for a Christmas Party. More details from the executive on that one on the Facebook group.

In terms of past events, early November saw two events. The first was an invitation to the Land-Rover Experience at Montebello Québec. The second was the nineteenth Guy Fawkes Rally in Cooperstown New York. Sadly they were both the same weekend, so one had to choose between the two.

But first, some reactions from participants on Montebello: Russel King writes “Great day today on the trails! Amazing turn out.” Frank Castano wrote - “Thank you for a great day in Montebello with Land Rover experience owners Day and Ottawa Valley Land Rovers”. And for those who were unsure about their Land Rover product, Alexandre Labrecque probably summed it up best with “You should have come with us on the hard trail!”

Montebello was quite an opportunity. Normally, the Land Rover Experience is a bit eye-watering expensive for a lot of the population. But, one a year, they have a sort of open invitation where the Club is invited to try out the terrain with their instructors. About twenty vehicles showed up from eastern Ontario and Montreal. Kevin Newell has written up an excellent summary of the event inside this issue.

For the other, Guy Fawkes, upwards of thirty vehicles appeared to the event. The oldest, a 1951, the newest, something much more recent.

The event had its usual assortment of relaxed fun. There are a few trails around on the terraced property that provide some fun and challenging terrain.

There was a “mud run” with running water, that allowed lots of opportunities for driving faster than a crawl in mud and making some nice splashes. A large rock halfway along on the cattail side ensured that you did not go too fast. If you were soft or hardtop less, you could easily get soaked as Brandon Rabbi and his passenger Tom Annino managed to get soaked rather spectacularly.

One person managed to get hung up on a log, making for an impromptu winching exercise and removing the tree, over which he had passed. Howard to the rescue with a chainsaw.

While some events have RTVs as a challenge, Guy Fawkes has two challenges for people this year. The traditional winch challenge to recover a “vehicle” in the form of a pair of large logs bolted together, and a second, more erudite one based on paper.


The winch challenge was won by Dan Marcello and Tom Annino from New York City in about seven or eight minutes. For comparison, Kurt Schmidt and his son managed to complete the entire competition in twenty three minutes. Entirely using a hand winch as opposed to a fast electric winch. The competition this year included winching the vehicle forward several lengths for positioning.

The paper challenge was about how one proposed to recover an expedition equipped Discovery that had gently slide off a road and was somewhat precariously perched against a tree, next to a ravine. And to help the development of a solution, there was a Discovery perched against a tree next to a ravine to be the model for the exercise.

A careful reading of the instructions were necessary for clues to the solution, a visit to the “accident scene” helpful in coming up with a proposal. I believe Howard received upwards of twenty proposals, though no perfect solutions in the sense, while there are multiple possibilities, everyone missed at least one small detail. It was a very instructive exercise for everyone to try. And no, cutting down the tree the Discovery was leaning against and letting it roll into the ravine as an insurance claim was not allowed.

Overall, the event was a lot of fun. Amongst the attending vehicles were three Series Ones, a couple of Series IIAs, two or three Series IIIs, a lightweight, a 101GS and three D130 high-caps. As well as the usual Discovery's, Range Rovers and Defenders.

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


 A brief note from JL, possibly an entry for the Procrastination Award - "I am making note of this for historical reasons. Procrastination paid off for the first time ever."

In August I took the roof off the Defender and pressure washed/disinfected the interior to remove the last traces of french hippie grossness. It even smelled good after that, and appeared nearly presentable. I found the trick was to use deathly chemicals, and to agitate them into all the nooks and crannies with a cheap 4" paintbrush. Years of grease/dust/hemp oil dissolved before my eyes. It was very encouraging.

For the rest of the summer, I left the roof off, and it sat overturned on some 2X4s. It filled up with water and sat there, like a duck pond.

You may recall that the french hippies had glued cork board to the roof and roof sides with some really strong adhesive. I suspect it's marine stuff, like Sikaflex. Well, I guess the water went to work on it, and started softening the bond somehow. After a month, the cork started peeling up easily with the adhesive. I now have 90% of it removed, leaving a roof panel with nearly no trace of adhesive and zero cork.

My plan is to do as little as possible, and see if this amazing trend continues. I might separate the roof sides from the roof, and try and immerse them in water, to get the sikaflex off of them too, but I am worried that actually working on it will impair the process."

 Greg Fitzgerald wrote, I spent today picking up my latest Silhullian acquisition, a 1961 IIA 109 pickup from fellow OVLR member Lori Kennedy, to use for my long-plotted 108" Hybrid project, "Project Spennydeux." (A revival of my beloved 1993 RRC LWB, Spenny, whose body rusted, but whose frame is still in good shape.)



It's got incredible patina, a Marine Blue faded to a great chalky shade on one side and almost bare Bir-mabright on the other. It's pretty much complete as far as the bits and bobs go, though all of them need tidying.


The frame could best be described as "crusty." The rear crossmember? "Conceptual." It's basically a towing plate dangling on the three middle tabs on the tub. It's the perfect base for this project.

Ben Smith is graciously hosting it for a few weeks while


I knock the body down into its bits to prepare it for the merger with the RRC frame. The goal is that this is going to have attention to detail put into it, especially regarding aesthetics. It's not going to look 100% like a Series, because it's not 100% a Series, but I'm looking to make the effort to maintain the main aesthetic points. In particular, I am extremely dedicated to retaining the proportions of the front end with the V8. My goal is that 90% of the top half comes from the IIA catalog, and 90% of the bottom half comes from the RRC catalog. We'll see how it works.

So here I am...after 25 years of Rover madness, I finally got myself a Land-dash-Rover. I do feel a bit complete, even if I'm not keeping it pure. I got my first thumbs up and horn honk on the way home. It felt pretty cool. I was sorting the few loose parts I took home, and it's sort of funny putting floorboards and tailgates next to the wood trim and dashboard bits from the RRC. I like having the two (three) different things.

Editors note: The Butler Rebuild finishes with its appearance at WinterRomp 2020. The Spenny Reurrection completes when this truck arrives in Mendicino National Forest in California in Spring 2021. Place your bets!


 Kevin Newell, to an attempt to quieten the CTX experience, as well as reduce cracking plastic noises writes - Spent more time today glamping up the interior of CTX with leather. Wrapped the top dash pad and drivers side cover in black leather this morning.



 A note from Charlie Speedie - On Sunday we got our 300TDI LT77 Defender 90 running. In April we put the Series II tub on top of the frame I believe the plan is to make a hybrid.



Ran great considering it hasn't ran in about 3 years since the last owner imported it as a complete truck but didn't pass a vehicle inspection and began a restoration on the frame then it needed to much. (There are some videos on Facebook of it running)

 Robin Craig writes of Larose Forest trips in the 80s and 90s. Slowly I am thinning things out. Thanks go to Andrew Jones for storing my life in boxes in one of his barns during the dark years, these pictures are with us today.

Many years ago, when the hub of OVLR was located

on Normandy Crescent, vehicles had leaf springs and before dealerships were back in the country, the club had a tow bar, we went on day trips. I was always a passenger in other peoples vehicles then so photography was possible.



The Larose forest was a local playground that we and many others enjoyed, we did at the time note how it was getting carved up by the ATV brigade and knew that things would change eventually. These images are from those times. Looking back it was inevitable that because of the routes we chose lots of water and winching was going to be needed.



Here are few of Jerry Dowell in his blue 88 planted in the muck and doing all he can to avoid getting wet. The 107 is Sally and then owned by Al Pilgrim

the fall guy for everything McDermott could throw at him or blame him for.

The green 88 planted (see cover page -ed) with onlookers is Neil Brewer's wagon. Neil should always be credited as the father of the OVLR logo. The Series 1 on the is the hybrid vehicle of McDermott. The two onlookers are Kevin Burton of Newfoundland and his buddy in the college jacket.



## Elections

'Tis the time again as the weather grows colder that the writ of our valued Executive begins to come to an end after a successful year of activities. When OVLR was established in 1984 as a chapter of ALROC, it was established under various guidelines. Some of the fundamental ones were the creation of an elected Executive, fixed Annual General Meetings of the local membership, full financial disclosure to the membership, a regular newsletter and regular elections of the Executive.

This lead to a sense of duty where members were encouraged to run for office, serve their turn, and rotate the Executive members to prevent burnout and keep new ideas flowing. After thirty-six years, OVLR is the second oldest Land-Rover club in the Americas, as well as continuously running two events longer than any other Land-Rover club in the hemisphere.

The following elected executive positions are open for nomination:

- **President:** Responsible for the overall operation of the club. He's the man, or as Truman wrote "The Buck Stops Here"
- **Events Co-ordinator:** As Events can be a large and oner-ous load, the Events Co-ordinator position co-ordinates the overall Events proper. The larger "family oriented" events such as the Maple Syrup Rally, the Birthday Party, and the Christmas Party have dedicated organisers.
- **Off-road Co-ordinator:** Responsible for all green-laning, off-road events and RTV Trials that the club will under- take. This will include everything from jaunts to LaRose Forest to the light off-road and RTV Trials at the Birthday Party.
- **Executive Member at Large:** A position that would allow for members to learn the ropes, assist the other Executive in undertaking their tasks. If you're thinking you wanted to help the club and was thinking about getting onto the executive all is not lost. This is your opportunity to help with the future direction of the club.

If you have a couple of free hours a month, and want to help run the club, contact the executive and let your intentions be known. If you are interested in running, or would like to nominate someone for a position on the executive, either pass me a note at the Social, or drop and email to: [temporaryEditor.OVLR@gmail.com](mailto:temporaryEditor.OVLR@gmail.com). The elections take place at the Annual General Meeting.

## Upcoming Events

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)

February 14-16, 2020

### Maine Winter Romp

Location: Waterville, ME

[www.winterromp.me](http://www.winterromp.me)

February 17, 2020

### 310th 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

# OVLR Visits Land-Rover Experience at Montebello

by Kevin Newell

This event was a nice gesture from The Land Rover Experience to decide to offer the first ever Owners Day at the Kenauk nature preserve course. They had never done this before and decide to offer this to OVLR members for their first go at it. Many OVLR members were present from Montreal, Ottawa, Toronto and Kingston about twenty Trucks in all were in attendance. Defenders and Discovery's both Disco I and II were The main vehicles in attendance though there was a new Disco 5 on the trails along with the Land Rover Experience's own Disco 4. Several members had decided to make an extended weekend of it and booked rooms at the Chateau for a few days (myself and Linda included).



We rendezvoused and returned to the grounds of the Chateau. The rocky trail group had not had any issues and was finished their run well before the muddy trail group. Once back everyone shook hands and some departed as they had long distances to travel, others gathered for a drink at the bar and still more headed to clean their Land Rovers. Some gained assistance for troublesome issues with their trucks identified by the trails. A Td5 110 had a loose main line on the alternator and a Disco had what turned out to be a dry front drive shaft U joint.

The day started with a drivers briefing for all drivers and the obligatory signing of waivers at the Land Rover Experience office on the beautiful grounds of the Chateau Montebello. a convoy headed to the Kenauk forest preserve and to the off road course built by the Land Rover

Experience to test your vehicle. Everyone enjoyed cross axle testing . Steep up and down hill, extreme slope traversing, fording deep water and general all round fun. Within a couple of hours the back trail was opened for those willing to tackle it and it was rocky steep climb with a bit of mud. Trucks were slowly crawling everywhere and the site was abuzz with activity, muddy Land Rovers and grinning faces. Everywhere you looked people were testing their vehicles and snapping pictures.

Next we proceeded to a catered lunch of chicken, sausages, salads and desert. A fire was started by a couple clever members of the band and many gathered around to get warm as the temperature had dropped to near zero.



After lunch the trail leaders briefed us on a choice of two trails, one heavy and rocky and very difficult the other a medium trail and muddy. the group Split into two and we convoyed out to the two trail heads. En



route it began to snow and it was very peaceful if not kind of surrealistic. The muddy trail group got stalled for at least an hour when street tires demonstrated that they are, in fact, no match for soft Canadian Shield terrain.

The day was a lot a fun for everyone. Most members were not challenged by the trails and a few had their first day in their Land Rover out on a



trail. The Land Rover Experience had great trail leaders who were all well experienced and demonstrated great skill and leadership.


We remain hopeful that this can become an annual event. While the trails were not seriously challenging for many members it was none the less and great day out on the trails in a gorgeous part of our beautiful country. The Kenauk Nature preserve is a fantastic area to be seen and it is well worth investigating to spend some time there. The Chateau is a historic old all wood log home style hotel also worth investigating to spend some time away from the big city.



Photo credits, Linda Scott, Naji Manna, Clint Legg, Jeremy Magne, Frank Castano and others. Photos grabbed from OVLR FB posts.




# Some Non-OVLR News & Rumours

 New Land Rover Defender SVR to take on Mercedes-AMG G 63 with 500bhp.



“The new, hot Land Rover Defender SVR will get a BMW-sourced 4.4-litre twin-turbo V8, and our exclusive images preview how it could look.

A running prototype of the hot Defender already exists at Land Rover’s engineering base in Gaydon, Warwickshire. JLR’s Special Vehicle Operations (SVO) division is likely to be heavily involved in the vehicle that is set to rival Mercedes-AMG’s iconic 577bhp G 63. It’s expected to be called Defender SVR, following the lead of the Range Rover Sport SVR and Range Rover SV-Autobiography cars” Via @autoexpressmagazine

 For most events, you don’t need to bother with too much planning ahead of time. However, with the slow growing popularity of the WinterRomp in Benton Maine, sometimes it is best to plan ahead. So, if you know you are going to WR but haven’t booked a room?

The Best Western in Waterville has approximately 70 rooms available (as end of October) at this time. Phone direct to the hotel 207-873-0111. Do NOT try to book online it wont work as they have blocked off the dates from online reservations. CALL THEM! Come Romp, this hotel will be booked solid.

Recommend you call during the day, not at night to make your reservation. Day Staff know they aren’t fully booked. Tell them you are coming for the Winter Romp. They know the date even if you don’t. They will give you a confirmation number.


You will still need to register for the event. That is at <http://www.winterromp.me>.

 Finland’s Plasto has been manufacturing plastic toys and packaging since 1954 in its home in the Åland Islands. In the 1970s, prior to producing its current line of sturdy generic cars and trucks, the company made 1/43 and 1/32 scale soft plastic models of VW Beetle, Mini, Citroën 2 CV and CX, Saab 99 Combi Coupé, Volvo 244, and Range Rover.




As far as is known at


time of writing, the plain versions are only in red and lime green vinyl in 1:43 scale and were made in the 1970s.

 While there are numerous videos on You-Tube about model making and restoration, here is one specifically oriented to restoring a Series III model Land-Rover. They make it look easy - <https://youtu.be/IXyPFtWGVYo>




 An interesting contribution found by Lori Kennedy. A Land-Rover themed sweater. No details on price or availability, or if this was a one off, but you know it exists. Google is your friend!



 Another interesting contribution from Lori Kennedy to inspire the woodworker and artist. A wooden Land-Rover in Holland. Possibly an early design concept for a modern Trojan Horse.



 Last year we reported that shortly before the Winter Romp neighboring land owners were threatening to purchase a key parcel used in the Winter Romp to block the event. LROs quickly helped Bruce Fowler to crowd source the funds to buy the land. This fall the same land owners threatened to purchase another parcel to block access. LROs stepped up again and funded the purchase--ensuring that the event will continue.

# General Servicing: Repairs, Humour, Tales & Trivia

## Brake Lines

by Bill Maloney

Recently the brakes on my IIA 88 began pulling to the right slightly, then a week ago on one outing they pulled hard to the right, then would not fully release on the left side. The left side was awfully warm when I stopped, and I carefully drove it straight home. After things cooled off I took each wheel and drum off one at a time. There were no apparent leaks of brake fluid or oil, and cylinder by brake cylinder all of the pistons moved freely.

I cleaned up the linings and drums with brake parts cleaner just to be safe and took it for a short run. I had the same results. Hard pulling to the right, then the left front brake shoes not releasing. It could only be the left front flexible brake line. A call to Eric at ABP had the lines in the mail that day, and a couple of days later they were in my mailbox. I wanted to be able to drive it the next day and already had the front wheels off. With my new line in hand with the threaded ends coated with anti seize, I began by cleaning the top of the master cylinder cap, then covering the breather hole with a small piece of duct tape. That would help slow the draining of fluid once I had the line disconnected. Next I had a small rubber conical adapter from an old brake bleed kit that never seemed to work right and as soon as I had the upper end of the line disconnected, I stuck it (with a nail inside to plug it off) into the hard line and only a small stain of fluid leaked out. Off came the old flex line from the wheel cylinder, then I cleaned the acorn like securing nut on the hard line and where it contacts the hard line and coated the mating surfaces so they won't be seized up in 24 years when I have to take it apart again. Threading the line back into the wheel cylinder was a bit fiddly, but all came together much quicker than it did the first time I did it.

For the bleeding the system I use a cinder block on its end, a clear glass jar, and a length of rubber hose just large enough to fit over the bleeder nipple and long enough to reach the bottom of the jar. With the jar on top of the cinder block on its side, it was slightly above the bleeder screw. This keeps the air bubbles from going downwards back into the wheel cylinder. I opened the bleed screw with the hose attached and pumped the brake pedal a few times and re checked the master cylinder. I wanted it to be close to empty without becoming empty and introducing more air into the system. When it was almost empty I filled it with fresh Castrol LMA. After pumping until it was almost empty again I refilled it, then did the same once more and closed the bleeder screw. The pedal was now as hard as it was before.

Since I had the other front wheel off I did the same on that side to pump some fresh fluid through the system. The pedal still felt hard but I sure felt better. I replaced

the wheels and took it for a spin. It was such a relief to have the 88 stopping normally again. It was braking straight, the pedal seemed lighter for the same amount of braking, it was easier to steer, and it seemed peppier. I have heard and read about brake lines failing internally, but this was the first time it happened to me. Now I am a believer.

Afterwards I took a length of galvanized wire and shoved it in to see roughly where the blockage was, then I cut the line open to have a look. If you look carefully at the photo, the line is completely blocked with decomposing rubber. This happened even using only Castrol brake fluid for the entire life of the brake line. I will be replacing the rest of the lines soon.



An amusing poster from the Internet. It presents a bit of a philosophical quandary. If the vehicle is driving about, why does it need a new part, and if it is not driving, does it really need a part? Kind of like Schroeder's cat. Will the Rover move on its own? Where does "perfectly serviceable" come into play? Maybe just some fettling is required. Define "new". Many LR owners have an inventory of parts gently ageing on the shelf. Are they "new" parts? So many possibilities.



# Shipfitters Disease: Part XXVII

by Dave Bobeck

My plan this fall was to take Yamelo up to Vermont for Peter Voller's "VOBS" event, then, the following weekend, to MAR in SW Virginia. Instead, I was in a tent in my backyard, huffing lacquer thinner while wiping 3 coats of uncured 2K Marine Blue urethane from a pair of Defender-style one-piece roll-up-window doors.



In a previous episode, (May 2018) I replaced the doors and did a bunch of other work, but never painted the doors to match the rest of the car. In July of this year, I bought a quart of custom-mixed paint along with the necessary reducer and hardener to finally finish the doors. The first opportunity to work on the doors didn't come until September, a few weeks prior to the Vermont event. I also needed to find the source of the fuel issue that interrupted my trip up to BTN this summer.

To diagnose the fueling issue, I wanted to see if I had an air leak in the supply lines. I put an electric pump temporarily at the tank to push fuel into the system—this pressurizes the lines and any air leak will become a visible fuel leak. No leaks showed up, but I had earlier discovered the fuel filter was about a quarter to half a turn loose on its housing. Fixed that, but decided to change the filter too.

While prepping the new filter for install, I looked down inside it and noticed a little face with antennae inside, looking back out at me. "A bug must have crawled up in there and died" I thought. I tapped the filter on my work bench and the stowaway stinkbug emerged and flew happily away. Ok. New filter installed, everything working fine. No leaks. Hooray.

Back to the doors. I first sprayed them with epoxy primer, using my 20 year-old suction feed gun. The gun barely functioned for a number of reasons, but the primer did end up on the doors at least. I ended up getting a new gun and also pulling out the big compressor to keep up with the air supply. We are always learning, or so one hopes.

Now, on to the color. When I bought the paint, the guy at the counter didn't want me to have to buy a whole tin of hardener and reducer, so gave me some in a small paint can. When I mixed the first cup of paint, it used all the hardener and reducer I had. Given that I was running out of time to work on the project, and knowing that some paints will still dry without the hardener, I kept going anyway. Big mistake.



I can now reliably state with

utmost certitude that 2K urethane absolutely will not cure without the hardener. I ended up missing the Vermont trip, and had to buy more paint as well as a gallon of lacquer thinner and lots of other crap. Now, the doors are done with all new glass channels and look great. And my paint game is significantly stronger than it was. We are always learning, or so one hopes.

I did wrap up in time to make it to the MAR, with Julie. The weather and trails were excellent, and I even managed to scratch the driver's side door when a tree jumped out and caught the roof rack. That should help it blend with the rest of the vehicle. Unrepaired dents are solving that problem on the passenger side.

Arriving home, I removed the damaged rack and cleaned up the car real good, and moved out to street parking. I then pumped up the flat tire on Chewbacca ('88 RRC) and moved him around to the yard for a round of upgrades and repairs: belts, steering rods, and a few other odds and ends.

Approaching the crosswalk at the corner of my street, I was surprised by both the unusual amount of brake pedal travel and the proportional lack of adjustment to my rate of forward progress. The pedestrian in the crosswalk was not so alarmed; he was moving imperceptibly slow because every ounce of his focus was directed to the process of placing one foot in front of the other. Fortunately, the brakes, though late to the party, did not completely decline the invitation.

With Chewy now safely ensconced in the backyard tent-garage-tent, I set out to do all the things. The tie rods went pretty easily. It is so nice to just change them complete rather than trying to extract the rod ends from the old bars. I relocated the steering damper to the front of the axle, allowing the under-axle skid plate to be bolted up correctly. The belts are now changed, but that took some doing because the power steering pump doesn't have enough adjustment to remove and install the belt, and the alternator fan has a hand guard that was broken and needed to be welded up.

The brake issue was due to a leaky driver's side front caliper. New calipers and pads are now installed and awaiting bleed. It's raining and I'm out of brake fluid so I may just enjoy a day off from car work. We are always learning, or so one hopes.

# Smiths Dual Oil/Temp Guage Final Assembly

by Larry Simpson

Today didn't go nearly as well as planned - However - the Smiths gauge is finally finished and installed.

Photo 1 - What you see here are the raw materials used to make a couple of the components that were needed. You will note the aluminium, non-Cuban, cigar container, Mountain Dew (caffeinated in the USA), and cigar.



Photos 2 & 3 - The rounded end of the cigar tube was turned into a light shield. I decided to make a light shield so that the light is focused down onto the gauge and not flooding the innermost dash area. The original plan was to paint it black, but when I saw it it made me think of an astronaut.

I have named him "Major Tom" and have decided not to paint him because he makes me smile.



Photos 4, 5 & 6 - I couldn't find a blue plastic bottle so I opted to "do the Dew". Not sure why I dreaded doing this, it turned out to be the easiest thing I did all day! The idea is to provide a coloured shield to keep dust out of the gauge as well lend a bit of colour to the light.

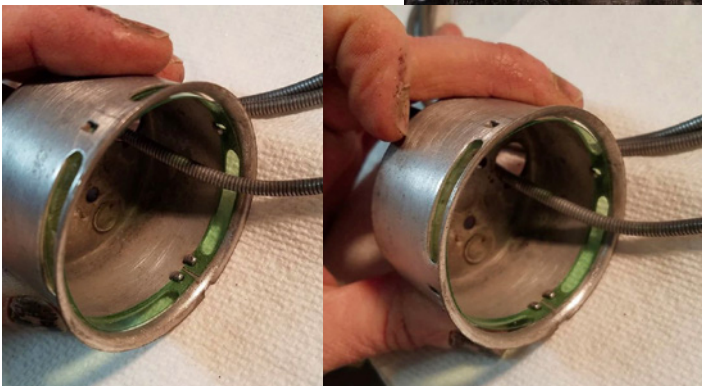


Photo 7 - The gauge is nestled in and Major Tom is tethered and making his spacewalk. I am not too thrilled with the placement, it seems that it should be closer. I

did try placing in other spots, yet it interfered with the capillary sender and the oil pressure tube. I even looked at attaching it to the bulkhead or the little side panel, but this was the only one that seemed to work. If someone knows a better way, please let me know. Power for the lamp comes from any of the red wires within the centre dash providing power to the other dash lights. Branching off one of them allows the dash light switch to control this lamp too.

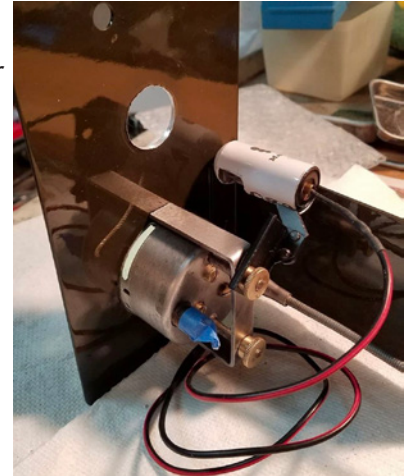


Photo 8 - The cigar lighter is attached (The cigar lighter is discussed on page 10& 11 of the September newsletter). I would note that I wish the Smiths gauge had a light like this does. This auxiliary panel is fairly common in North American Land-Rovers, where many got a more up-market trim level than elsewhere in the world.

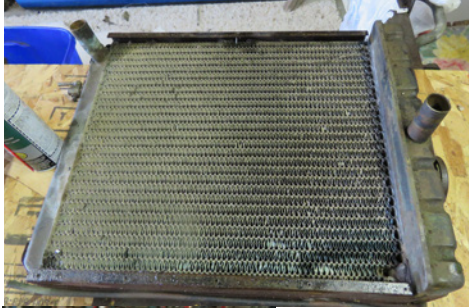


Photo 9 - The oil tube to the "tree" on the oil filter assembly is attached and the panel is now ready for installation.



# 1953 Series 1 Restoration: Part 11, Radiator Refurbishment

by Steve Owen



The Radiator was removed and sent too a Local (to me) specialist radiator shop, funny thing They had never done a Land-Rover rad before but where up of the challenge.



The wind screen frame The glass was tinted and cracked when I found the vehicle. Search was on for new glass. I had decided that I was going to use "modern" Laminated wind screen glass.



The company is Pickart's Radiator Service in Fond Du Lac

The radiator was tested and had more leaks than a Rover engine. A new core was needed. The nearest to the original pattern they could find was a Buick

pattern from the 1940's and it matches pretty close.

They did a great job of finishing and painting and re soldered everything.



I got measurements for the glass from LRSOC Forums. They drove up from West Bend picked up the frame and the old glass. Three weeks later delivered the installed new glass back to me.

This service for less than \$240 US.



## Random Series 1s

An Australian 107 pick-up. Note the stencilling on the door. This was a Volkswagen support vehicle. At one point in time a Land-Rover was considered a more reliable vehicle than a VW bug or bus.

An interesting photo that is labelled as being a Series

One in Brazil. We think that the roof must somewhat increase the Land-Rover's already poor coefficient of drag.



# RoverNight: Gremlins

by Dixon Kenner

While October solved chassis issues, the Little Blue Truck still has some on-going gremlins which continue to attract attention. Obviously it is not exercised enough, so November brought some more evening sessions of discussion, work, and the occasional beer. RoverNights are a relaxed affair. Any progress is progress indeed, as the likelihood of you getting motivated to do it on your own tends to be low.



problem. The bulb was coming apart. The glass was not attached to the metallic base and had died. The other, spare assembly, has the same problem with the bulb. Another item to add to the parts acquisition list.

When the weather is reasonable for half the year, the LBT is rolled out into the driveway and work commences. This time, on the electrical system. When the engine was redone prior to the Birthday Party (long story there), we had labelled the wires using a combination of painters tale and a Trump approved Sharpie. However, over time, many of these labels had come off the wires and the front end needed to be rewired yet again.

William to the rescue. He had taken the wires apart, he was volunteered, with Andrew to put it together again. A little fiddling, some reference to photos that had been taken, and the headlamps were working again. Following that, we got the signal lamps working front and back, but we were challenged with the parking lamps.

Word of advice. When the vehicles were originally built, Rover used some good brackets to hold the wires to the inside of wings and such. When assemblies failed, DPOs (dreaded previous owners) put in new fixtures, cutting the wires off the old fixtures, and ran the new wires through the grommet to plug into the harness. This leaves extra wires that tend to distract. Cut them out.

In the end, one parking lamp would not work. Pulling out the Fluke (American made multimeter. Very robust,



unlike current Canadian Tire and related products) we determined that power was getting to the assembly. So, time to test the inside. Then we discovered the

Another issue was related to the charging system. It seems to still be having some intermittent problems. An examination of the wiring harness showed that the exciter wire had melted where it was touching the exhaust manifold. The wire was repaired and the harness from the plug to the front of the engine was taped up completely into a single harness assembly. It was also re-routed in front of the head, rather than up and over the valve cover, where the previous path allowed it to touch the manifold.

Have I mentioned that RoverNights can be weekly? On another, the LBT was rolled out into the driveway.

Would it start? No Was it flooded? Didn't seem so. We eventually going with a quick spray of brake cleaner, and noticed that the petrol looked rather dark. The filter looked like it has a Newcastle brown ale in there and not a light German pilsner. And it was not flowing through as it should be. The fuel pump had been changed last year, so should be good. Obviously there are on-going challenges with the original fuel line, which was never cleaned when the tank was replaced the other year. We did take a ten minute drive around the neighbourhood. The LBT ran fairly well. But evident fuel starvation issues and time to make another list of parts. And think about next month's "RoverNight, the Christmas Edition", one of the more entertaining gatherings of the year.



# What's in Your First-Aid Kit?

by Kevin Newell

What's in your first-aid kit? The one you always take with your in your Land Rover...

Some of you know and many maybe not. I am a Paramedic and have been for 35 years. I have extensive experience in trauma care, wound care and all the fancy shmancy stuff that goes with being a Paramedic. I have wilderness first-aid training as well many, many other qualifications.

I ask this question of you as it seems appropriate considering our recent club acquisition of an automatic defibrillator.

This is our opportunity to learn from each other and hopefully be better prepared when we are out there. I will not yet say or list what I carry in my basic kit.

My emergency "bad stuff happened" kit is a small pouch under the passenger seat in my Defender.

This is a small pouch to deal with life threatening emergencies, essentially something happened and it might kill you. It is attached to the underside of my passenger front seat.

- 1 Large pressure dressing - helps cover a large bleed and slow the flow of blood
- 1 Small pressure dressing - helps cover a medium bleed and slow the flow of blood
- 2 Gloves - protect yourself first
- 1 Foil blanket- warmth is vital to survival
- 1 Sphygmomanometer (blood pressure cuff) & 1 Stethoscope - allows me to determine just how bad things really are
- 1 Combat Application Tourniquet (CAT) - stops major extremity bleed
- 1 Small towel - always keep one nearby it is the first go to first-aid device

And... because these are used more than anything else  
Antiseptic wipes - cleans a boo boo  
Band-aids - covers a boo boo.

My recommendation is to use ziploc bags, small ones to secure your bandages and stuff you chose to carry in your vehicle. Put these into a large ziploc bag. All your stuff will be easily visible and easily accessible. You really don't need much more than most of the stuff in my small pouch (minus the BP Cuff and Stethoscope). The CAT is super easy to use and comes with instructions. Simply put they work and they are kinda inexpensive.

I carry a larger bag with some splints and more first-aid supplies and an advanced kit as well. Personally I do not think most people need more than this.

As I wrote above a small towel is always my first go to. Slap it on an injury and wipe away the debris and blood and see what you are dealing with. Perhaps leave it on and get to definitive care and if that is not immediately possible use a dressing and wrap it up.

So if you don't have anything or are looking to set one up here you go. I hope that this is useful. Feel free to contact me for any tips.

## 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.



# 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

# Rovers & Parts for Sale

## For Sale: 1975 Series III 109" Regular Land Rover

This is a combo pickup and full "hardtop safari" - It comes with both tops. Both tops were assembled at the original Land Rover CKD body factory in Bangkok. Fitted with Mitsubishi Military Jeep 2.7L Turbo Diesel, 4 speed (hi-low). BF Goodrich KO2's have only about 500 km's on them. NEVER SEEN WINTER = Rust free Chassis. I have pictures chronicling the complete chassis-up build process. Current pictures are in safari full top form. The truck cab assembly is included and whole assembly can be swapped with a ratchet set and a couple friends to help lift) Note: pictures of truck with Land Rover decal on door are from 2015. Others were taken this week. I have owned this truck for nearly 14 years, imported it to Canada mid-2015. It is currently registered, licensed and insured in Ontario. Open to REASONABLE offers. \$26,900. Ottawa Kijiji advert no. 1467233912



## For Sale: 1960 SII 88" Land-Rover

Not running, no papers, but license plate still on, not sure exact year, but all is completely engine was running before was stored, needs a new clutch, but nothing is missing last insurance was 1993 solid car for a restoration, will trade open for offers, can deliver for extra money. Stewart, BC. \$2,000 Note, advert lists it as a LR2. Kijiji advert no. 1442933948.



## For Sale: 1970 SIIA 88" Land-Rover

Total off frame (galvanized) nut bolt drive train restoration. (Best in show British car show Bronte 2019 Participants. Three year restoration by Wraxall in Mosport. Possible trade for corrosion free Defender 110 110 dbl cab or 130 dbl cab. Must be corrosion free. Huntsville, Ont, \$39,000 US. Kijiji advert no. 1464492042



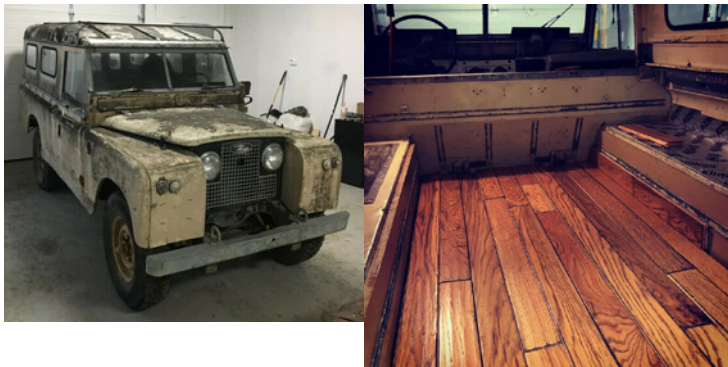
## For Sale: 1967 SIIA 88" Land-Rover

Project 1967 "Bug Eye" Series 11A Land Rover. Still runs. Asking 6500 OBO. Phone Calls only please. 506-473-3102. New Denmark, NB



## For Sale: 1968 Series IIA 109" PU Land-Rover

1968 Land Rover 109, Series 2. This earlier version of Land Rover LHD, 2 Fuel tanks Has some restoration done to frame / Engine Bay/ an inside clean up. No rust Soundproofing/ sound deadening of floors. Vehicle runs but needs distributor calibration. A must-see project for Land Rover Enthusiast Asking \$12,000 open to reasonable offers. Halifax, NS Kijiji advert no. 1453804309



## For Sale: 1965 SIII 88" Land-Rover

Rare 1965 Land Rover Series 2, 2 door, Left-hand Drive Only 70,000 km Fab restoration for LR enthusiast. Halifax, \$3,500 Kijiji advert no. 1468954167



## For Sale: ZF 4HP22 Transmission & LT320 Transfer Box

From 1988 Range Rover. Worked before removed from vehicle. Current condition unknown. Pick up in North Gower (K0A 2T0). Free. Get it before it is buried in snow.

### Your Ad Here

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Send information and/or photo to the editors

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

### For Sale: 1952 SI 80" Land-Rover

Land Rover 1952 Series 1 4x4 , moteur diesel qui fonctionne, les freins sont à réparer, beau projet à restaurer! Négociable! Three Rivers/ Trois Rivières Québec, \$5,500. Kijiji advert no. 1468099082



stretched the chassis and body by 40 inches, incorporating two additional fixed Range Rover doors in the center and a roof raised by 8 inches. Interior features include a full electric center division with glass panel; three rear seats (two electrically operated); full air conditioning; stereo/CD player and two remote control 8-inch television monitors with a VHS recorder.

The most impressive but also the most dated parts of the interior are the CRT television sets with headphones, which probably account for a big fraction of the Range Rover's curb weight. In fact, we're a little concerned about the Range Rover's center of gravity, given where those TV sets are positioned. Estimated to sell for between £18-24,000.

### For Sale: 1979 SIII 88" Pickup Land-Rover

Right hand drive. 4cyl gas engine. Last licensed/ driven on road Summer of 2018. Some extra parts included. 9.0 r16 Michelin XZL's including spare. Extra set of rims not mounted. St. Catherine's, Ont, \$7,800 OBO Kijiji advert no. 1470412027



### For Sale: Series II Seatbox

Series 2 seat box, Kitchener, \$200 - Early Series 2 Land Rover Seat box with aluminum tool box. Kijiji no. 1471032359



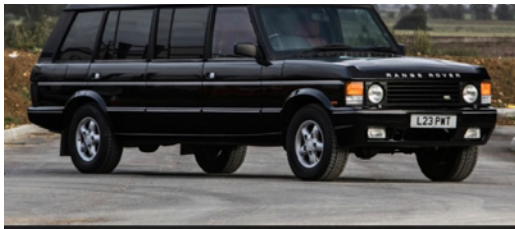
### For Sale: 1964 SIIA 88" PU Land-Rover

Has newer frame, parabolic suspension, poly bushings, new lines, shoes, wheel cylinders, etc. Was driven daily but has sat now for several years. Hard to find tuck style and have an extra cab but missing one corner window.



### Auction: 1994 Range Rover Classic

Evil villain mastermind edition - The 1994 Range Rover LSE that Silverstone Auctions will offer goes above and beyond the low-key luxury conversions made by those coachbuilders; it looks like nothing short of a private jet for the road or a Bond villain's ride from the Roger Moore or Timothy Dalton era. And in a few days, it will be up for grabs at Silverstone Auctions' NEC Classic sale in Birmingham, England.



Who was this Range Rover built for? This 1994 model was commissioned by the Sultan of Brunei for his brother, Prince Jefri. That's right: that Prince Jefri. The Range Rover reportedly took nine months to complete, which was probably a breakneck pace given the amount of things that had to be manufactured from scratch and changed inside and out.

At a reputed cost of around £135,000, Townley

### For Sale: Series Tow Attachment

Tow attachment best offer. Came from a Series III rear bumper. One of the tabs is bent. Pick up in North Gower (K0A 2T0)



Redcliff Alberta \$15,000 Kijiji advert no. 1470095694

# HARVEY FROST

## PICK-UP Crane

As approved by The Rover Co. Ltd. for use with the . .



A new lightweight detachable unit for fast pick up recovery and delivery service designed especially for mounting on the Land Rover Chassis.

The Crane has a safe working load of 30-cwts., but its capacity as a breakdown crane is determined by the carrying capacity of the truck on which it is mounted.

When mounted on the Land Rover it makes an ideal assembly for recovering cars and light vans.

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- HF UNIVERSAL PATENTED GEAR UNIT incorporating Friction Clutch. Load locked automatically. Just stop winding and Brake automatically holds the load when lifting or lowering.
- CRANE detachable from vehicle in minutes. Average weight cars slung by special Bar (optional extra) and towed in at speed.
- RIGID CONSTRUCTION — fixed to bearer bars by latch bolts and locking pins — instantly removable — enabling Crane to be easily dismantled.
- SWIVELLING HEAD — for side pulls — totally enclosed sheaves and pulley blocks — Rope guide preventing Cable from riding up on Sheaves.
- DOUBLE FALL ROPE — instantly converted to single long length haulage rope by unhitching hook fixed to Cable end on Crane head and hooking round cable above snatch block.

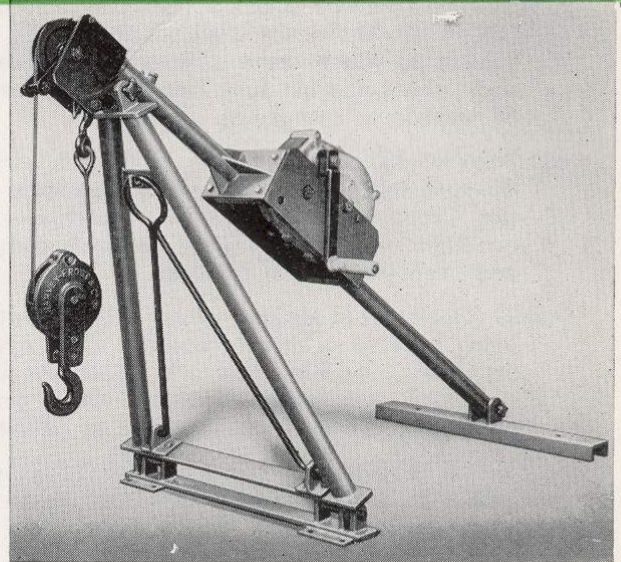


Fig. 1.

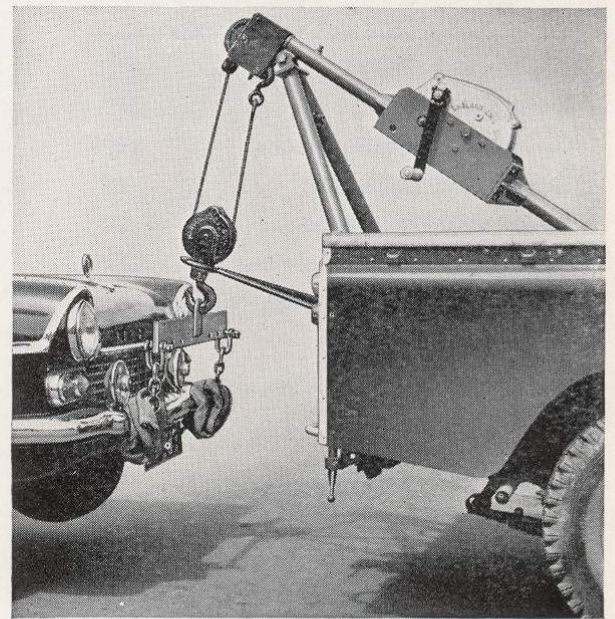


Fig. 1. View of Crane without optional extras.  
Fig. 2. Lifting with Chain Sling — optional.

Fig. 2.

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