OTTAWA VALLEY LAND ROVERS

15 February 1998 Volume XV, Number 2

PO Box 36055, 1318 Wellington Street,
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General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada. 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.

OVLR 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 ranging from cedar swamp to rocky hill winching.

Membership: Those joining throughout the year pay a flat $25 per year, membership expires one year from the last dues submission.

Visit the OVLR Web site:
`http://www.off-road.com/OVLR/`

The Ottawa Valley Land Rovers Newsletter

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

Deadlines: Submissions to the OVLR Newsletter must be received by the first of every month for inclusion in that month's newsletter. All items submitted for publication should be legible and signed. Names maybe withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input, in any format.

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

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Advertising Rates: Competitive with other North American Land Rover clubs. Available upon request.

Upcoming Events

in the next month or so…

February 13	**3rd Annual Winter Romp** Unity Maine (see Non-OVLR news for details)
February 16	**Social at the Prescott Hotel**
February 21	**Off-road event at Kevin Wiley's farm** (see OVLR news for details)
March 2	**Executive meeting.** Phone Bruce for the location
March 15	**Off-road event at Vern Fairhead's** to help clean up storm damage
March 16	**Social at the Prescott Hotel**
March 21	**Off-road event.** Contact Ted Rose for details.

future events:

(Dates & times subject to change)

March 28	**Spring Sodbury Sort-out,** Sodbury, UK
April	**11th Annual Maple Syrup Rally**
April 17-20	**Solihull Society Spring Rally** in Moab Utah.
April 30	**Land Rover Toast,** the Mid-Town Brew Pub on Clyde Avenue, 7PM
May 6	**Annual Tune-up at the MiniMan,** Stittsville
May 9-10	**Carlisle Import Car Show,** Carlisle, Pennsylvania
May 22-31	**ARC 50th Anniversary** at Eastnor Castle, England
May 31	**Oxford Mills, Ontario old car show**
June 14	**Richmond Car Show,** Richmond Ontario (eastern Ontario car club's annual get together)
June 19-21	**15th Birthday Party,** Silver Lake, Ontario
June 27-28	**Downeast Rally X,** Camden, Maine
June 27-28	**50th Anniversary Rally,** Series One Club, Stafford England
June 27-28	**Land Rover North America's 50th Anniv. event,** Lanham Maryland
June 27-28	**Solihull Society "National Rally"** in Colorado
July 17-19	**LRO-Billing,** Billing Aquadrome 50th Anniversary

The OVLR Newsletter

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OVLR MARSHAL:	Murray Jackson

Bob Wood: (looking under the bonnet of Dixon's 109) "Wow, a genuine maintenance free battery!"
Andrew Finlayson: "Yeah, like the rest of the vehicle."

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President:	Bruce Ricker	(613-592-6548)	Secretary:	Dave Meadows	(613 599-8746)
Vice-President:	Andrew Finlayson	(613-798-9211)	Treasurer:	Christine Rose	(613-823-3150)

Greetings;

A recent Ice Storm kind of rendered many activities moot recently as Land Rovers became encased under several inches of ice, or off-roading opportunities disappeared as trails were blocked with fallen branches and trees. (Consider an area the size of England blacked out, the nearest help in Scotland or France). However, everything was not lost. There are still some Land Rovers moving about, while the rest wait to thaw. For example, Harry Bligh's is acting as a refrigerator right about now.

Event planning was the focus of the February Executive meeting. Planning has begun for the 15th Birthday Party. Christine Rose is leading the organisation. Several off-road events were given some form. February 21st sees an off-road event at Kevin Wiley's farm near Stittsville. People can meet at the Country-Style Restaurant in Stittsville at 9am. (Located in the same mall as the McDonalds & the LCBO). There is a proposed work detail for Vern Fairhead's Sugar Bush on March 15th. While Vern's sugar bush escaped most of the damaging ice storm, there are some large branches down and trails blocked. Beyond that it will be in May, the annual tune-up at Mini-Man will comprise a morning session, lunch and some off-roading in the afternoon to test out the morning exertions. The Maple Syrup Rally is not on April 11th, which was a misprint. It is the 11th time the rally will be held. Vern gives us a date a few weeks ahead as the sap run is dependent on the weather (and whether or not the weather weasels in Pennsylvania saw their shadows). Finally, since it is a Thursday, there will be a "Toast" to Land Rover on April 30th at the Mid-Town BrewPub at 1632 Woodward Drive in Ottawa. Looking for 50th Anniversary celebrations to attend? A partial list appears inside.

Questions have come up vis-a-vis the Crossword Puzzle competition that Atlantic British is sponsoring. The rules appear on the next page. In their simplest form, your submission must be postmarked (or handed over) before the answer grid appears in the (April) issue. Your answers must match those in the grid. Synonyms may fit, but they don't count. For consistence, 8 down should read (1,1,1) and not (3). The comma in the brackets, splitting up the squares indicates separate words or letters. An answer of LandRover would be denoted (4,5). OVLR would be (1,1,1,1). Enough hints! If you have questions, talk to Dixon, not Murray. Finally, after being raised by Bob Wood at the AGM, some exploratory work will be done on creating an OVLR Flag. Send your ideas to Dave Meadows.

Preparations continue for the 50th celebrations at Greek Peak, New York. The Toronto Area Rover club has announced that they will be supporting the North American International Land Rover 50th Anniversary Party, joining OVLR, ROAV, and BSROA in their efforts to make this the largest Land Rover Rally in North America. Kevin Girling at Land Rover Owner International has said that Carl Rodgerson, editor of LROi has agreed to fly over for the event. OVLR member Alan Richer has volunteered to handle tech sessions (including, we understand, one on how to replace IIA starters without removing the front exhaust pipe! Oh yes, and the proper application of Lemon Pledge)

Keith Elliot's SIIA runs the ice trails during last month's Marleborough Forest trip. Photo: Dixon Kenner

This Month's Cover:

Keith Elliot's *SIIA and* ***Andrew Finlayson's*** *SI on the Marleborough Forest trip. Photo: Dixon Kenner*

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

A note from the Editor: The January newsletter manager to get off with its large load of insertions, membership cards and the like. It actually made us earn our beverages this time, cutting deeply into our reserve stock. We shall be replenishing with the help of Mike Rooth's donation to the Collation Fund. With the Pound up lately, that will keep us going for, er, a short time! Thanks Mike! Collation was done again with that familiar crew, Fred Joyce, Murray Jackson, Bruce Ricker, not Ted Rose, and Bob Wood. Desperate Dale passed (out we believe).

The January social was a well attended affair. Roy Parsons brought along his brother John who was visiting from British Columbia. John filled us in on the Land Rover scene out there, compared experience with various diff locking devices. Dale continued to dither over whether or not to acquire a Mini Moke. Keith Elliot regaled us with the latest tales on unknown engines noises and what they could possibly imply.

Crossword Puzzle Contest: In the last issue of the newsletter the first installment in a series of puzzles by our crossword puzzle expert Murray Jackson appeared. This was an easy one, and they are going to get much harder. Atlantic British is sponsoring a year long contest. They are offering prizes for first, second and third place. Not your normal run of the mill prizes, but ones that are slightly more significant (read valuable, useful etc., a good reason not to help your friends with their efforts etc.). The Rules:

The prizes will go to the OVLR members who score the highest correct answers. Scoring will be simple. A crossword puzzle has so many questions. For example, January's has thirty one. If you get the whole thing correct, you get thirty one points. The next crossword will be larger and have more questions etc. Whoever gets the highest total number of correct answers for all puzzles at the end of the year wins. Simple eh…

To be eligible, you must send your completed puzzle to the club address, addressed to "Crossword Puzzle". It will be scored and recorded. The correct answers will be published with the next crossword puzzle in the newsletter, so you MUST mail it in as soon as possible (this way you get to track how you are doing, so keep a copy of your submission). If we see a postmark after we publish the answers, it will be discarded. The next puzzle will be published in the April newsletter. (Yes, you can also hand it to Dixon in person)

Winners will be announced at the Christmas Party. We expect Eric Riston from Atlantic British will give the prizes.

You must be a member of OVLR to take part in the contest. Only Murray and Dixon are ineligible to compete since the creator obviously knows what the answers are (excepting "synchromesh") and Dixon gets them too far in advance.

If you have any questions, contact Dixon Kenner.

Jeff Meyer is in print yet again. In the February issue of Land Rover World, Jeff manages to borrow a brand new SE7 Discovery to tour around the US southwest.

A note from Mike Rooth on Nigel's Disease.The Next Mutation "I happened to reply to a bloke on the Internet UK LR mailing-list list, (said bloke having unaccountable "Keith Elliot-like" noises on his SIII station wagon) along the lines of "check your propshaft bolts are tight, this has happened to me before

Kevin Willey & Andrew Finlayson, Marleborough Forest trip. Photo: Dixon Kenner

now". Me and my big mouth. On the way home last night, Nora developed a severe vibration. I began to worry about it when the bottles in the case of wine in the passenger side footwell began to clatter in sympathy. Didn't want any broken. Sure enough, the rear propshaft bolts were loose. Again. So it now appears that Nigel's Disease can be caught by just *mentioning* a fault that another Rover *may* have, rather than a fault another Rover *actually* has. I fear that this latest manifestation cannot be dealt with even by scrapping Nigel. It now has a life of its own…"

A challenging note from John Hong – "I am going to try and make as many of the 50th anniversary events as I can this summer. Hopefully this means both the OVLR Birthday Party and the ANARC 50th event in Greek Peak, NY. I'll probably be in my 1960 109. I also wish all to know that I intend to challenge Alan Richer for the DorkTari Award." I also used to work for Lotus and live in Massachussets, so this will indeed have overtones of a grudge match. I pity to foooo (apologies to Mr. T). Dixon, vis-a-vis the LugNut Award, I shan't infringe upon your domain!"

A later note was more specific! "Hear ye! hear ye! I do on this day Tuesday, January 27th, in the year of a deity, 1998, challenge Alan J. Richer, 1997 inaugural recipient of the OVLR Dork Tari Award, to joust against me for the second instance of this honour at the OVLR Birthday Festival, Ottawa Canada, June 19 to 21, 1998. Rue Paul this day like no other my friend for bad taste hath no greater fury than a Kalifornian scorned! Judgement day shall soon be upon thee and thoust can of Lemon Pledge thee has affixed to thine 109 rover, Churchill, in a mount intended for a fire suppression device. The gauntlet is thrown, Sir. Your reply?"

A note from Ian Harper – "Donna-Claire and Ian (and Jess) would like to announce <insert trumpet fanfare here> seven new additions to our family… click on our home page at http://www.golden.net/~tantramar/ and then click on through to see the cutest Border Collies yet! These pups will be ready to leave the nest around March 15th, so if you know of anyone who is looking for a Border Collie, please have them get in touch with us at the number below. There will be 4 dogs and 2 bitches available (we're keeping one) and we'd really like to see them go to our friends, as we know what GREAT dogs they'll be!

More news from Keith "Gasket unde Glass" Elliott – "I am going into Land Rover withdrawl lately. I have not gotten my license sticker for the 88" yet and according to "The Boss Lady" it has to wait until next month. Oh well, I can still go out and take it for short little drives up and down our road for now…" (and listen for new sounds!) "I got energetic last night and decided to get rid of all the ice in the rear tub on my 88. For those of you that didn't have the pleasure of experiencing the storm picture this, the ice in the back was about 1 inch from being level with the wheel boxes. (I don't know if this is the proper term for them but you know the place where the inward facing seats are mounted on a SW). Out comes the hammer and about half an hour later the ice is gone. Now on to the subject of heaters… Everyone has told me that the heaters in these LR are really poor. Last night was the first time in the really cold weather that I let the engine warm-up enough to really produce some heat in the cab and I found it way too hot in there. I understand that I have a pickup roof on it so there is less space to heat (which is why I did put it on) but is there that much of a difference when you put a SW top on? I suppose that there could be but I still think that the little furnace in this LR would eventually heat the SW up to the same temperature. Hmmm… I just read what I have written and I guess I'm just babbling for nothing. I guess after playing with the 88 last night I realize how much I love the noisey little thing :)

OVLR in the News: From the Rovers North newsletter (January 1998). An article on British Invasion VII – "In between trials course runs, I wandered through the row of some 60 Series Land Rovers, Defenders, Discoverys and Range Rovers. The Land Rovers in general have always been placed in what might politely be called "the outer rows"; this year, we found ourselves somewhere near the town line, alongside a barbed wire fence. The Ottawa Valley Land Rovers Club always anchors the Series Rovers at this event, generally with a beer cooler or two. Happily, they also brought their famous field kitchen trailer, whose tarps, hot coffee, and hot dogs warmed the insides of members and non-members alike"

John Parsons sends greetings from the west as well as this little tidbit: I just thought that I would submit this little lesson (which occurred twice before I learned it) for possible submission in the newsletter - When installing an electric fan on series trucks to replace the original fan it would be advisable to fabricate a stiffening plate that would bolt onto the front of the pulley to replace the original fan. Without this it is possible for the nose of the pulley (which is really quite thin) to flex during normal operation which over time will cause it to fail rendering you without ancillaries, a water pump and possibly a radiator if the pulley decides to go through it. I have witnessed this type of failure twice now, on a race car and on my Land Rover.

Charles Henderson gave a ring to tell us that he has now happily retired and is going to turn his garage into Land Rover heaven. While some of us toil in snow banks or manure piles (really!) working on our vehicles, Bill has installed a four post hoist in his garage. Some things are just not fair!

Dave Place writes: Having trouble with your starter overheating? If you look in the J. C. Whitney Catalogue, they list a heat blanket for the G.M. starters. It is an aluminum covered blanket that goes over the starter to protect it from manifold heat. GM had the same problem we have with the starter too close to the down pipe. I had the same problem we all suffer from trying to replace the starter in a IIA without taking out the exhaust. I had the muffler shop put a joint in the pipe so I could take just the down pipe out to remove the starter. If you look at the original Land Rover exhaust system, this is what they do with a four bolt flange just under the driver's floor area. You split the exhaust there and remove it from the manifold and then you can take out the starter. I would think that with the right hand drive vehicles there may have been a little more room without the steering and foot pedals to contend with..

Some Non-OVLR News & Rumours

Last week I received the official Land Rover Journal issue number one from Land Rover North America. As expected it's a large coffee table mag 12x13 with a mixture of eye catching ads for anything from LR logo backpacks to new Discos! There are a few articles of adventuring and some old vintage LR ads and interviews. Overall it's pretty neat especially the price - FREE!! Call 1-800-fine-4wd to get yours today!!

Since the January newsletter, we have received: The Fairlead from ROVERS (January '98), and the Review from the Land Rover Owners Club of Victoria Inc. (October '97), and the Toronto Area Rover Club newsletter (January '98). If anyone wishes to peruse them, give the editor a call.

Trivia: Not only is 1998 the 50th anniversary of Land Rover, but also of Coles Notes, the little yellow and black book that got most people through high school.

50th Anniversary Events, a general guide:

May 9-10 The R.O.V.E.R.S. club of eastern Pennsylvannia and southern New Jersey will be holding their 50th celebrations at the Carlisle Import Car Show in Carlisle, Pennsylvania. The Import show is a large affair where the vendors are usually more impressive than the cars on display. You want some British parts, this is one of the best events to hit. Call Pete Cosmides at (609) 778-3695 for more information

May 15-18 Land Rover Register of South Australia 50th Anniversary Blinman Jamboree, Flinders Ranges, South Australia.

May 22-31 The Association of Rover Clubs (ARC) is holding a nine day affair at Eastnor Castle, England. Far too many details to write here. Special events include a timed trial, a big band evening of '40's fancy dress, visits to the Solihull factory, and a concours d'elegance. Also the usual RTV, CCV and comp safari. Check out a copy of Land Rover Owner or Land Rover World magazines for details.

June 19-21 Ottawa Valley Land Rovers holds its 15th Birthday Party at Silver Lake, Ontario. Off-roading, trials course, swap meet. More information in future newsletters.

June 27-29 The Series One Club of England holds its 50th Anniversary Rally at Shugborough Hall in Stafford England. There will be a live band on Friday night, a display of model Land Rovers, a professional photography service, and a selection of club stands. The club is expecting some 300 Series I's to attend. For more details write to John Robinson, 112 Hillylaid Road, Littlew Thornton, Cleveleys, Lancashire FY5 4ED, or call the Series One Club at 01363-82666

June 27-29 The Solihull Society holds its "National Rally" in Steamboat Springs, Colorado. Registration for the Rally is US$130 (US$30 if you are coming in a Series One). Contact John Wood at (303) 774-9225 for more information.

June 27-29 Land Rover North America's 50th Anniversary event in Lanham Maryland. Current rumours imply this will be a GM-Saturn-like event near their corporate headquarters. Off-roading opportunities will be available on their corporate track.

July 17-19 LRO-Billing Aquadrome 50th Anniversary celebration. A lakeside quarry off-road course has been created for participants, a Freelander demonstration, Land Rover exhibition, etc. Check out Land Rover Owner magazine for further details.

August 1-3 North American 50th Anniversary Rally at the Greek Peak Ski Resort near Cortland, New York. Hosted by the Association of North American Rover Clubs (OVLR, BSROA, ROAV) and supported by the Toronto Area Rover Club, R.O.V.E.R.S. and the Finger Lake Rover Club. Trials course, tech sessions, and off-roading opportunities.

August Eurolink (A European version of ARC/ANARC) will be celebrating 50 years of Land Rover in Germany. More details to appear in Land Rover World magazine

September The Dutch 50th celebration in Epen, Netherlands. More details to appear in Land Rover World magazine

R-L Fred Joyce's military 109, Dixon Kenner's long suffering SIIA SW; the Big Green Beastie, and Roy Bailie's SIII. Photo: Dixon Kenner

New Members

One member this month:

Tim Stinson of Egbert Ontario with a 1979 Range Rover

Rovers & Parts for Sale

1973 Series III Lightweight. In excellent condition, US$12,000. Phone Dave Despaques at 802-885-3681 for more details. (Vehicle has been at a number of US events. It is the lightweight with Royal Air Force on the side of the box.)

Price: US$6,500.00. Wanted: Series Land Rover. I wish to sell or trade a 5 to 8 thousand year old buffalo skull in excellent condition (for collectors). I am looking for any Series Land Rover in equal price range or even a little less. Pictures available upon request. All Rovers will be considered. Pat M. (msafari@sweetwater.net) Wyoming, USA

Leaf Sprung; One – Coil Sprung; Zero

Dixon Kenner's Green Beastie tows Desparate Dale's Gin Palace home

General Servicing: Repairs, Humour, Tales & Trivia

Journal Entry 3: Doing the Bulkhead Strip

by Alan Richer

When last we left off, we had a rolling chassis with a replacement crossmember, gleaming in black Hammerite. Now that the chassis was once again movable, I turned my eyes to the bulkhead - and tried not to lose my lunch.

In its life this car had been broadsided by something large - to the extent that the left frame rail was bent 3/4" out of position at the bulkhead outrigger. The bulkhead itself had suffered the same fate, but rather than reshaping the chassis and the bulkhead, the orangutans that repaired it had Bondoed the job - in some cases 3/4" thick.

The bulkhead was toast, but it needed to come off so a replacement (which I already possessed) could be prepared with its parts.

First step - off the car and on the floor!

Pulling the bulkhead minus most of the car was not the nightmare it could have been. Luckily, the main mounting bolts yielded to an application of penetrating wintergreen oil and a large sledgehammer (along with an air wrench). Once the nuts were off, all it took was a drift and the sledge to knock the bolts partly through.

The sill bolts were much the same, needing persuasion at the back ends but nothing nightmarish. Again the wintergreen oil had to come into play, but I was actually able to undo all the bolts rather than have to fiddle with a grinder.

With the sills loose and the outrigger bolts ready to drive out, it was time to pull the support bracket bolts. These were so rusted that the angle-grinder came to play, taking off the heads and allowing all 3 (yes 3 - total!) to be driven out. The steering bits were separated by removing the balljoint on the steering box's pitman arm, and the bulkhead had a chain attached to it and tension put on the chain to hold it from above.

Next, the wiring and plumbing had its turn. As they were being replaced, the hydraulic lines were simply cut with compound shears and removed. The wiring was disconnected at the chassis and tagged except for the main leads, which came off at the battery. The speedometer cable was disconnected at the transmission, removed and discarded.

With all of this done, I then lifted the bulkhead off the car with a Come-Along attached to a rafter in my garage. For those without such facilities but with friends, 2 husky types can lift off a bulkhead and take it over the front end with the assistance of a spotter for stray wires and pipes.

Second step - take off all the good bits

With the rolling chassis backed out of the garage, stripping the bulkhead of all the good bits could begin. Everything had to come off, to allow the condition of each item to be checked, the items cleaned and painted, and then shelved for reinstallation on the replacement bulkhead.

I decided to take a systematic approach, So, Baggies and Sharpie marker in hand, I attacked the bulkhead's electrical items first. Out came the gauge panel intact, to be shelved until cleaned and repainted. Next, the wiring harness was separated from the bulkhead with each terminal labeled as to its connections, to be bagged for cleaning and re-taping. The wire clips that hold the harness in place were also removed and bagged, except those around the bottom of the transmission tunnel which had to be cut.

With the removal of the harness, the steering-column mounted electrical bits like the horn push and the turn signal switch assembly came off, each to its own container. The turn signal assembly was carefully disconnected from the blinker, then reconnected before bagging. This save a lot of tagging and miscellaneous nonsense with the switch, whose insulation had faded-away its colour codes long ago.

Next, the heavy electrical items like the starter switch, starter wiring, heater and its electrical controls came off. The starter wires were discarded (Insulation? WHAT insulation?), and the rest bagged with its mounting hardware.

The heater was a difficult case, though. The 6 bolts holding it to the inside of the passenger footwell and the blower had seized thoroughly, snapping even with copious amounts of LPS applied. This is going to mean some repair work - basically grinding off the studs from the inside of the heater and welding in replacements. Not a problem - I had planned to rebuild the heater anyway, and this is just a small task if included in the rebuild.

The heater cables were difficult also - they were essentially seized solid, and I ended up having to cut away the original mounting panel away from the dash to remove the cables and the plate in one unit. As these will end up going to a new panel I wasn't concerned, and just coiled them in a container of Diesel fuel to free them up.

The steering box and its associated goodies were next. Pulling this was a bear, as the hardware holding it in place had long since gone to rust and couldn't be budged, but there was no room to get in with the angle grinder. I eventually ended up slip-

ping the blade of a Sawzall between the remains of the footwell and the box bracket and cut the hardware free that way.

NOTE: When pulling the steering box, note the position and number of the aluminum spacers between the bracket and the footwell on the package holding them. This is information you'll need when it's time to reassemble, as the spacers determine the relation of the bulkhead to the mounts and can make the bulkhead sit crookedly if mis-spaced.

The internal mountings for the column were stripped and bagged also, for an eventual date with a can of wrinkle paint and the new bulkhead.

With the column and its mount slid away, the next bit of fun was the pedal boxes. Only one (the clutch master) was going to be reused as the car's being updated with dual brakes, but they were still good and I didn't want to discard them. Out came the air wrench, and the 4 bolts (shouldn't it be 6?) holding the pedal boxes were removed. The hydraulic lines were cut, and the boxes lifted away to be shelved for later salvage.

The throttle stayed where it was. As it had been welded to the shaft and bodged badly, it wasn't worth the salvage.

Things moved quickly now, with the vent screens and flaps taking 10 minutes to strip with a power screwdriver. All of the ID plates came off also, especially the all-important serial-number plate. At the same time, all the little clips holding the hydraulic lines (at least all the salvageable ones) came off, to be reused as possible.

At the end, there was very little left of the bulkhead - nothing but a stripped shell of little value except as scrap metal. This was unceremoniously pitched into the rubbish, and the replacement dragged in to be stripped in the same fashion. Between the two, I'll have more than enough parts to complete this part of the project.

Conclusion - Cleanup time

At the end of the day (actually the better part of a week of evenings), I was left with a garage floor covered in steering boxes and braces, wiring harnesses, and boxes of Baggies, all neatly labeled as to their origins and location. A lot of this stuff (especially the hardware itself) is simply not going back on the car, but was kept for tracing use - to remind me what held it in place when it was on the car.

None of it's going back on without refurbishment, as it all needs painting and cleaning at a minimum. All the electricals need to be re-harnessed, and the mechanicals (like the steering box, pedal boxes and heater) will need thorough overhauls and bearings replaced, along with new Hammerite and wrinkle-finish coats.

From here, though, I'll be proceeding into the rebuild of the donor bulkhead - specifically doorpost and footwell replacement and sheet-metal repair. A lot of MIG work's going to be needed, but that's what makes this so interesting.

More Dave Stories...

by David Bobeck

Drove up to Baltimore this weekend, right after retightening (3rd time since the new manifold) the exhaust downpipe, and fixing the right front turn signal which wasn't working due to a mud-filled LUCAR connector. Why is it that in Land Rovers, more than any other vehicle, one can simply assume that a light out is NOT due to the bulb being burned out. In the lighting industry one *usually* assumes the opposite.

Anyway, I drove up there to meet my friend Mike, who lives right next to a powerline cut. We tried to drive it, but it looked a little too steep at the end, and overgrown. Probably could have done it, but it just wasn't worth it. So anyway, we go to Fresh Fields supermarket, and the truck isn't idling right, so I get out the gizmos and try to figure out what's going on. After removing and reinstalling every possible culprit, I give up and start packing things away. A white late model Jeep Grand Cherokee pulls up and out pops a typical upper crust Mt. Washington* baby boomer couple, clad in their J Crew gear, who take one look at me with the bonnet up, and a pile o'tools and greasy hands, and the husband, in a fit of misguided helpfulness, says to me "Hey you oughtta trade that thing in for a new Jeep". Completely taken aback by this insult, I race through my mind in search of a witty comeback, desperate with the need to save face against these well-dressed heathens.

"This thing eats Jeeps for breakfast!", I snap at them, at the same time flashing a greasy-faced, condescending yet appropriately pleasant smile. His poor wife, probably used to her hubby always coming out on top in these kind of verbal sparring matches, simply drew in an sharp, audible, high pitched deep breath, as if she just witnessed a public beheading. The husband didn't make a sound. They went along on their way, trying to hold on to the last of their pride. I can just imagine her asking questions after they're in the store.

"Honey, is it true what that man said? If it is then we MUST have one of those". Yes, another Jeep will be traded in for a Disco or Range Rover, which will be used for market duty and soccer games only, traded in after a few rounds with Joe Lucas… After arriving back in Virginia, the idling problem was gone, replaced by a sharp rattle in the vicinity of the muffler. Looked in the "bible" and found that certain vacuum gauge readings, similar to the ones I was getting, can be caused by a restricted exhaust. Now, a loose baffle in the muffler was what caused me to finally trade in the first one. So what gives? Anybody else have this problem? What could cause this to happen? Should I just call RN and tell them to send me a new one? It IS still under warranty after all… Just when things were starting to get quiet in there. Shee

Stopping nuts from moving.

by Mike Rooth

No, not hiding Alan's keys for Churchill, nut the things made of steel, brass, et al that hold things together. There are 5 main types of self locking.

1. Nylok. I am sure you know.
2. Precrush. These usually have 2 arrows on and the nut has been made slightly oval to grip. When rusty they are hard to tell.
3. Split. These have a cut in them that open out when inserted and grips.
4. Castle. These have a split pin through the castelation and the bolt.
5. Taper. Mainly on gas pipes.

Only the first three could be found properly on springs, (castles are rare on these) Normally now only Nylok. Precrushed ones are difficult to spot.

Also you could use a locknut but this needs more thread. A thin first nut is put on then a thicker top nut butted up to it. (believe it or not, I was told this is the correct way. Else 2 thick nuts can be used. Obviously a fan of the late K. N. Harris, a Model Engineer of note, and world class curmudgeon, who, despite the fact that just about every machine drawing from about the year dot-and-a-bit showed the thick nut on first, maintained it had to be the other way round. His argument was that the thin nut was put on first to position the component, and it was the thick one that took the strain so it had to go on last. Everybody else said that, yes, the thick nut took the strain, so put it on first and tighten it down, then the thin one was just there to lock the other one. On a practical level, if you do it Harriswise you need a thin spanner to hold the nut to stop them both turning together when you remove them. Or come to that when you are doing the assembly. And it looks better, too, particularly on marine engine eccentric straps. My 1904 copy of "The Marine Steam Engine" (newly updated to take account of the steam turbine) shows the thin nut on top. The authors, Sennet and Oram, were both Engineers-in-Chief to the Royal Navy, and I would think, knew their stuff rather better than K.N.H.

Also you could go into spring or better still tab washers or drill and wire the nuts (SEE LR DIESEL ENGINES). The first 3 should only be used once. (I know there are tricks but when a con rod nut falls off, you won't ever do it again!

Rescuing Discos

by Dixon Kenner

Got a call from Ted the other night. He wanted to know if I wanted to help extract someone from Marlborough Forest. Sure, why not I thought, especially when Ted mentioned that it could be amusing. So, the next morning I was off to Ted's, jumped in his 88 and headed over to gather Kevin Wiley and from there proceeded to this chaps house. There we had some coffee while we all waited for Dale and Madeleine to show up. Once they arrived we off to Marleborough Forest. Finding the Disco was easy. Chris Rawlings had left it overnight in the middle of a Ski-doo highway. Since this was billed as being rather swampy, discretion suggested that we walk down to the Disco

What we found was a Disco that had fallen through some ice. Front right wheel only. About up to the axle. You couldn't drive it out, but Ted and I couldn't figure out how he couldn't get it out with his winch (Warn 8k lb., mounts into fore & aft receivers. Interesting…) So, Ted & I watched him try again. He hooks the winch up, wraps the cable around an ironwood tree. Engage winch (at a 45 angle as there are very few trees around. This is swampy territory) and pull taught the cable. The Disco stays in the hole. We give him a helpful, and constructive suggestion. How about getting in the Disco & driving while the winch pulls? A confused look follows, but the advice is taken. The Disco pops out of the hole immediately. So the winch is disengaged etc. Ted tells him to drive off & out. Low second, just keep going. This should have been the end of it.

A case of a picture being worth a thousand words
Photo: Dixon Kenner

With our small group standing in awe, Chris goes flying down the trail. He hits broken ice, skids a bit to the left, to the right, back again, never slowing down. Finally he takes a good skid to the left and down it goes into deep water off the trail. The vehicle at about a 16 degree angle, nose buried to the bumper. Get the winch out, try to pull back, forwards (off of Dale's Gin Palace that backed down the trail to act as an anchor point), vehicle eventually gets more towards the 45 angle as it moves forward. Chop ice away, hammer ice away… Pull the vehicle sideways, eventually (after hours and little helpful things from him) it comes out. To get it back up on the trail we used a 4x4 post under the cable vertically to help lift the vehicle up and out. We all escape, leaving him & his friend there once he is clear. Damage to his Disco was pretty minor. Front right bumper caved in. Minor damage to right rear fender. Observations… Discos really suck if they get stuck and need any kind of jacking. There are no points to jack the damn things. It is hard to winch a vehicle if the parking brake is left on while buried in the ice and mud and any other things that may come up at the Christmas Party if certain individuals are in the running for the OVLR Triple Crown.

Toy Land Rovers, an occasional series

by Dixon Kenner

While working on the January newsletter it looked for a time that our layout and graphics expert, Spencer Norcross (himself a nascent toy collector) would need some short articles to fill some space here and there to round out the issue in February. So, grabbing some xeroxed material I had received from Ted Rose, I set out to make a short list of toy Land Rovers from various suppliers. As you will see, some lists did turn out to be short and sweet. However, in a variant of that old saying that nothing survives contact with the enemy, I showed the proposed five articles to Ted Rose. That prompted boxes and beers to fly open, toys and beers compared, er, toys to be displayed and beer consumed, more reference material found, and some of these lists to grow rather significantly to, at this time, eleven articles. He also pointed out missing suppliers, varieties and the like. Though Ted has been my primary reference source on these toys, if anyone has further information on these things that they would like to share, I'd appreciate a copy. (Robin?) Some provisos about this list. It is not exhaustive, nor will it at this time deal with model, or kit Land Rovers (ie Airfix etc.). That will be a future session with Robin Craig and Ted Rose Secondly, this list will only deal with Series Land Rovers at this time. For more modern vehicles, I must defer to the club expert, Andy Graham, who's collection of Range Rovers, 90's and the like is second to none. (I have only been bugging Andy for three years to write about them! Hint, hint…)

Toy Land Rovers, A partial list, part one - Benbros

by Dixon Kenner

Benbros is a London based firm founded by two brothers, Jack and Nathan Benenson. In 1954 they started a "TV Series" of miniature toys. The series was to compete against Lesney's "Matchbox Series". The models were packed in a cardboard box resembling a 1950's television set. In 1956 there were 24 toys in the series and soon after the packaging was changed to red and yellow "Mighty Midget" boxes. These continued to be available until 1965 when Benbros ceased all toy production. Land Rovers produced in the series were:

34 AA Land Rover
34 Army Land Rover
34 Royal Mail Land Rover
50 RAC Land Rover

Benbros also produced toys under the "Qualitoy" name as well as Benbros. Qualitoy's were larger scale than the four toys above. Some of them were re-issues of Timpo Toys. However, none of the Land Rovers were Timpo re-issues.

A101 Army Open Land Rover with field gun
A107 Army closed Land Rover
223 Land Rover 'Royal Mail'
228 A Set of three which included an AA Land Rover. (The other two were an AEC lorry and an arctic box van)

Next installment will be Budgie Toys. (Anyone have any information on Britains?)

Toy Land Rovers, A partial list, part two - Budgie Toys

by Dixon Kenner

Budgie Toys started producing toys in 1959. It was largely a working partnership between Modern Products and Morestone. The name had a number of owners from 1959 and production in later years was confined to just a few items. In general these were the more popular models and enjoyed a substantial sale among the souvineer trade. Production finally ceased in 1985.

Only two Land Rovers were produced by Budgie Toys:

268 AA Land Rover
278 RAC Land Rover

Next installment will be Corgi Toys single toys

The LAND-ROVER

with the

BULLOWS AIR COMPRESSOR

CARRIES COMPRESSOR AND CREW!