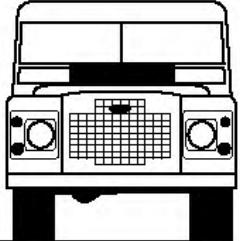


# OTTAWA VALLEY **LAND ROVERS**



15 August 1999

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

Volume XVI, Number 8



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## OTTAWA VALLEY LAND ROVERS

PO Box 36055, 1318 Wellington Street,  
Ottawa, Ontario, CANADA K1Y 4V3

### 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.

### The Ottawa Valley Land Rovers Newsletter

ISSN 1203-8237

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

**Submissions:** Articles may be submitted to the Editor, Dixon Kenner ([dkenner@fourfold.org](mailto:dkenner@fourfold.org)) or via post, to the club address. Photographs should be sent directly to Spencer Norcross at **1631 N. Barton Street, Arlington, VA 22201, USA**. Please include captions and a return address with photographs.

**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 of any kind.

**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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Standard OVLR Radio Frequencies:

CB Radio: Channel 1

FRS: Channel 1 sub 5

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# The OVLR Newsletter

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More details regarding Land Rover events can be found at:

<http://www.ovlr.org/Events.other.html>

Land-Rover FAQ:

[http://www.fourfold.org/LR\\_FAQ/](http://www.fourfold.org/LR_FAQ/)

OVLR/Land Rover HAM:

14.160Mhz @ 01:00GMT Tuesdays

"It's nothing some simple 18th century wood cutting will solve..."

— Peter Gaby

## Greetings;

Well, where to start. The major event of the month (in fact the same event will bracket the month of August) was the Calabogie-Flower Station run on the Bank Holiday Weekend. Ted Rose was there in his Land Rover. He had Andrew Finlayson as a co-pilot. Dale showed up in the Gin Palace with François Juneau (of German Unimog fame, sadly still out of commission. Christine Rose was there in her new Discovery, all ready to bring it off-road. Kevin Wiley and Martin Rothman both were there in their vehicles. Peter Gaby showed up with his ancient Toyota Land Cruiser, and finally, Rino Granito from Montreal in his Range Rover which is slowly being Dale-ified.

A quick breakfast special and we were off to Calabogie, initially A bit off-course, but once we got onto the correct trails and the fun started almost immediately. A long winding uphill climb to make sure that you had a working low range gearbox and that all four wheel went around under power. This up and down, winding set of trails went on for several miles. In places the trail was wide enough for a ski-doo only, as the branches and undergrowth pushed onto the trail. Other places were like a Sunday drive in the deep woods.

A little after lunch we arrived at the first obstacle. A stream bed. This wee stream, flowing three years ago, no water this time, held us up for three or four hours in 1995. This time, with no visible water, we thought it would be easier. Dale with the locking axles and the Range Rover went first. He didn't make it. Hopeless

mired. Rino and his Range Rover tried about thirty feet along the trail. He got about a tenth of the distance before getting mired.

Much shoveling and rocking went on with Dale. Eventually I came up behind him, attached a tow strap to the left side of my bumper by the frame and in dozen jerks managed to get him back a ways so he could try again. Well, I got him back that far because the angle of pulling had slid the Land Rover into a cedar tree. So much for my nice new fender. <crunch> The pair of Range Rovers worked their way into a race to see who could get through first. As both were taking their time some scouting indicated that another thirty feet or so down, we could attempt another spot at crossing. So chainsaw out, and a new trail was cut, which several people managed to cross without too much trouble. Then it was my turn.

Nope... By then there were nice deep ruts. I also weigh more than them. So Peter Gaby and his Land Cruiser came along to pull me out, which he did almost to the end. However, as the tow strap was on the bumper to the left of the left frame horn, he pulled me right up on top of a huge stump where he couldn't pull me off of it. Ingenuity arrived then. As Rino's Range Rover was still stuck, yet slowly winching itself through, his cable was extended through a pulley ahead of him, and then at a right angle to the rear hitch on the BGB. Then with him pulling, me trying to drive forward, and Peter pulling forward, I did a kind of a pirouette off the stump and forward.



The BGB before and after its off-road repair.

Photos: Kevin Willey

## This Month's Cover:

On the fridge at Chez Bobeck...

Photo: Spencer Norcross

# Upcoming Events

*in the next month or so...*

- August 22            10th Annual Boots 'n Bonnet  
British Car Day, Kingston,  
Ontario. (info – (613) 386-3797)
- August                R.O.V.E.R.S. Annual Club Picnic  
Batsto Village, NJ  
(Info, 908-537-4247)
- September 4-5      Calabogie – Flower Station  
revisit.
- September 6          Executive Meeting. Telephone  
Andrew Finlayson for details
- Sept 17-19           British Invasion Stowe, VT.  
A not to be missed event!
- September 20        Social at the Prescott,  
Preston Street, Ottawa

## *future events:*

*(Dates & times subject to change)*

- October 1-3           ROAV Mid-Atlantic Rally
- Oct 16-17             R.O.V.E.R.S. Fall Assateague  
Camping and beach run  
Assateague Island, MD
- October                Frame Oiler
- December 11           The Christmas Party



Right: Martin Rothman and Dixon watch the work being done to the BGB;  
Above from top: Petrol stop before hitting the trail; Dixon wields a chainsaw  
whilst doing some trail maintenance (see, he will do some kinds of maintenance);  
Dale's Gin Palace finds a nice inconvenient place to take a drink.

Photos: Kevin Willey

It didn't take long to get the rest of the vehicles through and off down the trail. Eventually, but about six o'clock we got to the top of a ridge where there was a lovely meadow. We stopped and decided this was the perfect place to camp out. A tarp was run between my Land Rover and Christine's in case it rained, and Christine set out to make dinner for us. Surplus Birthday Party sausage! And other vittles of course. We built a nice big fire and sat down to talk, drink beer and general have a rather nice evening.

The next morning when most of us were up, Christine made breakfast for us. That done, we struck camp and continued down the trail. Lost more rock sections. I was going along second, with Martin and his 80 inch leading the way. François was with him with axe to clear some of the fallen branches. I had the chainsaw for larger items. As the 80" was nimble, and I didn't mind branches, we could keep up a good pace a few minutes ahead of everyone, with them catching up when we stopped to clear the trail. Eventually, as François watched me come down another section of the trail he motioned for me to stop.

"You have broken your frame" was his comment. Mine was more graphic... Yes, the front left frame horn was in tatters. It had ripped, starting at the bottom. Only the top piece of metal was holding it on. We looked at it, trying to figure out what to do. Then Peter Gaby came up to take a look.

"It's nothing some simple 18th century wood cutting will solve..." was his comment... Peter you see restores 17th and 18th century furniture and is heavily involved in delicate woodworking for embassies etc. We figured that if we could block the axle from moving up and down. However, we were not sure how we would actu-

ally do it without it coming adrift. He came up and saw us fiddling like amateurs and stated the obvious...

And thus spoke Peter Gaby as he examined the broken left horn where it had ripped apart from one to many tugs a) pulling the Gin Palace out of a stream bed b) getting simultaneously pulled by the same horn to get off a large stump/rock projection by Peter Gaby whilst being winched sideways by the rear pintle. Pirouette anyone? and c) taking one too many hits on the rather technical, and rock strewn Calabogie-Flower Station trail.

So, add a chain saw wielded by François Juneau, Peter Gaby's expertise and guidance in 17-18th century furniture repair, and a chunk of wood was "whittled" into shape and securely roped in between the frame & axle, that allowed the BGB to proceed several miles down challenging trails and out to the highway, and then to Ted's where it awaited Mr. Welder on Monday. We were all quite amazed that the repair lasted for several miles along very rough terrain. By comparison, the drive sixty miles back to Ottawa was a piece of cake for the repair.

Lunch that afternoon was at an old abandoned farm. The fields around the old farmhouse had raspberries. Sadly out of season, but there were acres and acres of raspberry plants. Simply amazing.

To end the story Monday was a visit to Ted Rose's for a little welding action. I brought steel up, he already had my welder. However, it wasn't going to be such an easy repair. Christine had figured that this needed to be an even trade of work. She handed me some cloths and some car polish and I was set off on the Discovery removing all the marks the branches had made through the day... Oh well, its a fair trade! By six, the frame was all welded up and I was on my way home!



Christine Rose & Fred Joyce prepare dinner. Calabogie  
Photos: Kevin Willey



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

**Truck** Well, the July social wasn't that bad. I drove over to Dale's and ferried him along so he wouldn't have an excuse to not attend. About a dozen people showed up. Such regulars as Fred and Murray. Where you will find one, you generally find the other. Usually with beer in hand. Keith Elliot was there to get specifications on leaf springs for his sisters 80 inch. Older sister, who keeps him aware of who the boss really is. Keith is behind on his repair maintenance regime! Shannon Lee Mannion showed up to fill us in on the latest news of Brave Sir Robin. He is playing hard to get about his little drive around Parliament Hill with his Ferret (miniature British tank) complete with .30 calibre machine gun. Andrew Finlayson brought along the broken end of his crankshaft to show people. A rather interesting paperweight. Unrepairable and he hasn't found a replacement yet.

## **Truck** OVLR Balance Sheet as of 6/30/99

ASSETS	
Cash & Trust Accounts	
-Canada Trust	\$5,266.46
-Cash Advance	\$0.00
-Investment Acct	\$2,568.63
-Petty Cash	\$0.00
Total Cash & Bank Accounts	\$7,835.09
Other Assets	
-Accts Rec.	\$0.00
-Merchandise Inventory	\$2,497.00
-Tools & Equipment	\$425.00
-Trailer	\$4,633.69
Total Other Assets	\$7,555.69
TOTAL ASSETS	\$15,390.78
LIABILITIES & EQUITY	
LIABILITIES	\$0.00
EQUITY	\$15,390.78
TOTAL LIABILITIES & EQUITY	\$15,390.78

Note. \$3,056.33 held in trust for ANARC

**Truck** EVENTS: Calabogie – Flower Station Revisit - A number of people who participated in, as well missed the August 1st Calabogie – Flower Station run have expressed great interest in either redoing the same trail, or doing some exploring on the miles of trails that surround this area. As a result, on the Labour Day weekend, we shall again be venturing up to Calabogie.

British Invasion: OVLR will again be heading down to the British Invasion in Stowe Vermont on the third week-

end in September. For those who have never been, the British Invasion is a fairly large (700 vehicles) British car show held for the past eight years. From humble beginnings of two or three Land Rovers in attendance, Land Rover participation has grown to such an extent where the organizers have put us off to one side behind a barbed wire fence where we can have lots of fun. Rovers North has set up a trials course for people to try, OVLR has the Expedition Trailer down to feed OVLR/Land Rover owners the occasional meal and act as a co-ordinating spot for some great socialising. Information on the British Invasion can be found on <http://www.britishinvasion.com>

Look for details of these upcoming events in this newsletter, at the end of this section.

## **Truck** ANARC Balance sheet (US Funds) as of 6/30/99

Assets	
Cash and Bank Accounts	
-ANARC (US)	\$8,706.11
Total cash and bank accounts	<u>\$8,706.11</u>
Total Assets	<u>\$8,706.11</u>
Liabilities and Equity	
Liabilities	\$0.00
Equity	<u>\$8,706.11</u>
Total Liabilities and Equity	<u>\$8,706.11</u>



A lord-only-knows-what from Australia.  
A special prize for positive identification  
Photo: Shannon Lee Mannion

 Dave Bobeck has a few notes for those interested in the coil-sprung conversion he and club member Rich Biby are doing.

Greetings, Just got off the phone with Mike at ECR. Asked a few questions about the coil-spring swap. Here's the scoop.

The chassis is nice. The rails are 14 guage just like a Series truck. There are however, some differences between the two set ups that require some modifications.

1. There is a brake bias valve for the rear circuit that requires mounting at a specific angle. The valve basically prevents the rear end locking up under hard braking. It has a wee ball bearing inside or something. It's off a UK spec D90.
2. The brake lines are all non-standard, since the axles are a mish-mash. There are two-line calipers, so the circuits are split differently than on an 88. Mike says to use metric fittings and buy bulk line, make your own lines. So I get to learn how to make brake lines.
3. The pitman arm on top of the steering relay needs to be flipped over so that the relay rod clears the spring mount gusset.



Camp Dixon-Dale, Calabogie trail.

Photos: Kevin Willey



Jared Silbershaber tosses his 101 around on the teeter-totter, 1996 Mid-Atlantic Rally

Photo: Dixon Kenner

4. The inner fenders need trimming to fit over the shock towers
5. The top left fender needs to be trimmed to fit the brake booster.
6. The front axle is new, and comes with a 3.54 diff installed. This is because the axles are 24 spline. So the axle has to come apart, halfshafts get pulled, and then the diff comes out and gets set up with the 4.71 R&P off the old front diff. This means buy a spacer for the ring gear from Ashcroft, ECR or ARB or whoever. And it means that yours truly gets to learn how to set up a diff. Joy. Also get to learn how to take apart a late model front end. Double joy.
7. The front mounting brackets for the rear tub get bolted to the frame instead of welded. These were missing from the kit.
8. The steering stabilizer is missing from the kit. Mike says he will provide this and the brackets, no problem.

This should be an interesting challenge.

I'll keep the newsletter posted as things progress.

 Russ Wilson sent in this note: Well, I just bought an engine for my Dormobile, Gambrinus. It's a Chevy straight-6 with the Scotty's ring for \$250. Some local fellow is running around with it in his 109 and is putting the whole truck back to "original" with a 5 main bearing 2.25. Seemed like too good of a deal to pass on. I'd love to shove a V-8 in there or a CAT diesel for that matter **but** reality is that the Chevy 6 is the best engine conversion for this thing with the least amount of problems. I've heard that Tim Cooper has done some impressive conversions shoving Chevy V8 and Ford V8 engines into series rovers, a la our queen of the internet. It just seemed like too much of a hatchet job to put up with. Pat Young has a the straight 6 in his 88 and if you didn't know any better you'd swear up and down it was an original rover 6. It just looks that good. As for the power of the engine I've been talking to some "hot-rod" types around here who swear you can take that Chevy 6 up to over 250hp

without spending any “real” money or getting “crazy” as they called it. I don’t need anywhere near that much ooomph so this engine should suit me just fine. Now to decide if I want a Series II or III box... I’m thinking II is the way to fly on this one but is also about a year away on the project schedule.

► A note from Dixon: “So here I am at Dale’s. He came by the Kirkwood LR centre to pick me up along with my broken gearshift lever. (No, the BGB was no longer sitting blocking southbound Kirkwood traffic, I had figured out a new gear lever. A pair of vice grips on the rods going into the gearbox. A bit annoying, but it worked... So Dale came by and, we slid by the Beer Store. A small box was procured and onwards to the DaleZone™. Arriving, I carried in both the beer, Dale’s new recovery option (Series II Disco recovery point, they toss them out at the dealerships when fitting nudgebars) etc. into the underground lair. Dale brought in the gear shifter. While loading up the fridge with lots of beer, what do I hear? Dale examining said shifter parts: “There *must* be a cheesy way that I can fix this...” Save us... The Poor BGB...

► A note from John Cranfield in Nova Scotia – “My shop was broken into last night and thousands of dollars worth of tools and equipment were stolen. All my air tools, MIG welder, MAC socket sets, Pioneer stereo from Muddy, 3 Makita electric drills etc. Canadians please keep you eyes open at the flea markets and let me or Constable D. L. Allen at the Kingston

NS detachment of the RCMP know if you see any thing. If we get them back I’ll buy you a beer, Hell I’ll buy enough beer for you to drown in.”

► OVLR Members in the news: From Ben Smith – “July LRM. I picked up a copy the other day. There you can see part of what the D90 twist off was like. On the photo on page 109 in the 2nd from the right in the upper right corner is me. On Page 81 in John Hong’s Stateside Beat is the photo of Spenny and Dave Sheidt in the Deathride™ on Assateague Island with a lacrosse stick. Above that is the photo of the Series that rolled at Mendo (the one with new parabolic springs).

From Bill Maloney: Jeff Meyer has his latest installment in Land Rover World. This article start a series on the rebuild of his 109 Station Wagon while he was staying with Jan Hilborn in Vermont and doing much of the work over at Pam & Charlie Haigh’s.

► Steering trivia: Toe-in and toe-out?

Toe in - Outer edges of tire wear, steering not as responsive and vehicle understeers

Toe out - Inner edges of tire may wear, steering very responsive or twitchy, less directional stability on straight runs.

First check that your wheel bearings are not loose, then that swivels are adjusted and not loose. Tie rod nuts and clamps should be tight too. Ensure tire pressures are the same,



The 1996 Birthday Party  
Photo: Martin Rothman

Toe-in is something like 1/16th of an inch or so. Some ridiculous range like 1/32 to 5/64 of an inch. I don't believe you can get that level of accuracy, so I just shot for 1/16th. Driving forward you should brake before taking your measurements. This takes up the clearance in the steering components before you take your measurements. If you happen to back up and brake, your settings will be way off. You want toe in on a rear wheel drive because as you roll along the resistance causes the wheels to be pointing more straight forward (lessens the toe in). On a front drive car, you want toe out, because as power is transmitted to the wheels it makes them point more forward also (lessens the toe out).

 An amusing note from Ben Smith: This came over the PA at work: "This is security. It has been reported that a '92 Toyota Corolla license plate such-and-so in our parking lot is loosing a lot of oil. There is a substantial puddle under it. So if it is your car, don't drive it because you probably don't have any oil left." Obviously they haven't a Series Land Rover park in their lot...

 A progress report from Alan Richer on progress on Lucy, his early 1980's Range Rover – "Didn't have time last night to do the alignment check on Churchill- but I decided to have a quick peek at all the oils just to make sure all was OK. Is the steering relay supposed to be able to take 4 ounces of oil without overflowing? Someone was a bit dry....

This wasn't all of it, but it looks like it might explain why it was getting worse. WhattheHell, works for me... On another note, I got the old exhaust off the Lucy last night. I got smart - before I touched anything I sprayed the crap out of it with penetrating oil and let it sit for an hour or two. Then a long extension on a small socket wrench let me work the nuts off the studs without breaking anything.

All of them came easily, except for one (of course). This one finally succumbed to a 10-minute roasting with a propane torch, followed by a liberal dosing with the penetrating oil, followed by a 6-point box wrench gently wielded. Works for me. It all finally popped loose. God, what a mess. The old exhaust was a cobbled-together mass of old pipe, patch sections, rusted trash, and 9 - yes, 9 - U-bolts holding various pieces together. Yuck. I'm really glad I just bought a complete new system - there was nothing there worth salvaging at all. So, stainless steel or brass nuts on the studs? Which works best on Rangies? I tend toward brass, myself, but input is appreciated."

 Russell Dushin writes to us about tie rod ends: Periodically over the past two years or so I've had a stiff steer-



Dave Bobeck & Bonnie Kelso on the medium-light off-road, sixteenth Birthday Party  
Photo: Quintin Aspin

ing problem (Nige wanders over the line now and then and it can't be attributed to the sobriety of his driver 'cause it happens at all times of the day or night). I've always just presumed it's the steering relay in need of oil again but lately, believe it or not, it seems to have given up its habit of leaking all the 90 wt I've put into it within the previous 24 hours. I guess those seals have finally swell (and I can leave the no longer new but old stock ones in the box where they belong)!

Anyhow, last few times I've pulled out my hypo to snake the needle down deep into my relay and pumped in some 90 wt. I've only managed to get in a few cc's before she's topped off. Accordingly, I've had this sneaking suspicion that Nigel's stiff steering problem isn't the relay any more. So late yesterday after the sun had past its peak of the day I pulled off the drag link where it mates to the lower arm of the steering relay and low and behold, my steering felt just fine. Further inspection revealed I've got at least two very stiff tie rod ends, and these only 7 or so years old.

I did my best to free up the first of these using everything I had in a can, then swabbed some grease on there for good measure, reinstalled the boot, and put it back together. All to no avail, I might add.

So, the question of the day, folks, is do I replace all four of my lower tie rod ends with "regular" ones, be they genuine or not, or with those fitted with grease fittings, which I've heard in the past are susceptible to breakage? I'm sure if I had fittings on them and remembered what they were for I'd of gotten more than seven years out of them. Hell, the ones on the 9N are sixty now...

 Another note from Russ Wilson: Well, Leslie and I spent the morning at the British Car show at the airport and then headed over to Ben Smith's new place and helped him unload the rolled 101.

We got the monster off of the trailer and had a quick chat and he was off to the bay area (350 miles) to get more of his things and the other 101. He got lucky and found himself a great place to have lots of vehicles to work on. The house has a paved drive on each side, a paved pad in front of the house, and a patio big enough to strip down a pair of 101's, which is a good thing since this is Ben we're talking about. I'm meeting him again tomorrow to unload 101 #2 and if all is well in the universe it will be as easy as today's operation.

 Dave Bobeck sent us this note: How is Nigel's Handbrake? Mine is acting up again, it goes clunk clunk clunk when you roll to a stop. Last time this happened I ended up penning the masterpiece repair article, "How to Fix the Handbrake" (step 1. Do NOT fix the handbrake. [OCLR Newsletter Vol. XIII, No. 5, May 1996.])

Problem then was a broken return spring. This time they are both ok. Adjusting the handbrake worked for a few months, but it has returned with a vengeance. Driveshaft wobbles up and down if you grab it and try to wobble it up and down.

Also my speedo has become "wonky". Seems I will be revisiting that area some time in the near future. Since I just bought an OD advertised on the LR Exchange, perhaps I will do all of that together. Joy.

Last night I cut off the rear x-member on Red Square. An absolutely terrifying experience. **Shudder**. I am still picking grinder debris out of my ears.

 Jeeps in London!, or a note from Dick Joltes: Well, the Better Half™ & I were on our way to a restaurant in Hampstead the other day, and what should pull up to the stoplight but a 1940s-vintage original Jeep, painted in authentic livery (with a brush!). Sporting full US Army markings of the period, ditching equipment, spare tyre, jerrican, and even a whip antenna (albeit fake), it was driven by a reedy-looking bloke in jeans & t-shirt. Beside him was his own Better Half, looking none too happy about going out for a pint in an open-topped vehicle with no sides or doors.

Walking intentionally past and checking out the car, I smiled and complimented him on the resto work he'd done. "Ah, thanks, but it's really just a lot of work with a brush. You do these things too, then?" "I have a Spitfire I'm starting work on, and I have a bunch of friends who are Rover addicts" said I. A look of pain crossed his face, and then with (probably) feigned disgust, he mimed spitting on the road and said "Land Rovers! Faugh!!" then the light changed. As he pulled away I yelled "got tired of Lucas, eh?" He turned, grinned, nodded, and was gone. I don't know that trading for Delco & God-knocks what else in that thing was much of a bargain, but he seemed to think so!

## Calabogie - Flower Station

**The Event:** Calabogie - Flower Station is a two day cross-country journey encompassing a hydro cut, and some serious abandoned logging roads and current ski-doo trails in the forests south of Calabogie. The total length of the trail we shall be driving is about forty kilometres. Under ideal conditions, you could do the entire trail in about nine hours, but ideal conditions never occur. On a previous visit, it took several hours to cross just one stream.

**When:** Labour Day weekend; September 4-5

**Accomodations & Food:** Food will be whatever you bring to eat. Camping along the trail will be the flavour of the event, whether it be tent, vehicle or whatever. The trailer will **not** be in attendance

**Reservations/RSVP:** Telephone or email Kevin Willey to say whether you will be coming along. *Note: Because of the nature of this trip, and the problems associated with long convoys of vehicles, participation may be limited in the number of vehicles that attend. The club also reserves the right to turn away vehicles for mechanical or other associated reasons. If your vehicle is not fit for a fairly challenging off-road trip, it won't be going.*

**Cost:** Gas and food since we are not charging anything. The cost after will depend on how many parts you break and how bad you pound your body panels, if you care.

**Activities:** A medium off road. There are a lot of narrow trails, up along ridges through heavily wooded forest. Many trails are very rocky, from field stone to bedrock. There are some streams that require crossing and depending on the water table may require some winching. The run is rather technical. A similar trail for comparison would be the off-road course at the ABP rally in 1998 with the drive through the dry stream bed. Lots of that and more. Test your woodsmanship by clearing out windfallen trees etc. There:

We will be meeting at Girotti's gas bar and dinner at 8:00 on Saturday for breakfast (south side of Fallowfield at Moodie). We will then convoy to Calabogie where the fun will begin.



To get to Girotti's, take the 416 exit for Fallowfield road and turn west. The diner is about an eight of a mile from the 416 at the corner of Fallowfield and Moodie Drive

Event Co-ordinator: Kevin Willey (613) 825-0603  
Internet: <http://www.ovlr.org/OVLR.events.calabogie.html>  
Email: [willeys@cyberus.ca](mailto:willeys@cyberus.ca)



Calabogie Photos: Kevin Willey  
British Invasion Photos: Martin Rothman

## The British Invasion Tour

**The Event:** The preliminary plan goes like this, we plan to leave Ottawa, 11 September and arrive in Stowe for the British Invasion on 17 September. Exactly how we plan to get to Stowe has not been decided, but in general we plan to go through Vermont, New Hampshire and Maine to Portland, then south through Portsmouth, somewhere near Boston, then back inland to Stowe and the British Invasion.

At one of the recent Executive meetings the thought occurred, why not invade Stowe and the USA in the form of a tour. Looking back in history, we thought 1776 could be termed a minor set back in the long view of things and since we have had sufficient time to regroup, it is time to have another go at it. Although we do not plan to burn the White House or anything as drastic as that, we do plan to have fun and visit OVLR members that reside in the thirteen colonies and vicinity, in fact we hope you will join us for all or part of the tour to the British Invasion in Stowe

**When:** This event is planned to run from September 11th through to the British Invasion starting on September 17th

**Reservations/RSPV:** Telephone or email David Meadows.

**Cost:** Unknown

**Getting There:** If you have any ideas about the route and what we can see, please let us know, so we can make an interesting and challenging tour. We are looking for back woods off-road trails along the way. Maps will be provided on different routes to each night's stop, all that will be required is arriving at some pre-set time for evening libations and supper. We intend to select overnight stops where full china and a roof over your head is available along with camping. Breakfast and supper is on the club Expedition trailer.

**Other:** If you are interested in going on the tour or have a suggestion about the tour, contact the David Meadows at the club address, email or phone

Event Co-ordinator: David Meadows (613) 599-8746  
Internet: <http://www.ovlr.org/OVLR.events.gbitour.html>  
Email: [tour@ovlr.org](mailto:tour@ovlr.org)



# Some Non-OVLR News & Rumours

Excerpted from "Automotive News" July 19, 1999 issue:  
(See the next entry for Ben Smith's review of this... —Ed.)

"Land Rover North America, facing more competition in the luxury sport-utility category, has turned to "non-programs" for the first time. Its 26-minute "non-program" debuts Tuesday, July 20, on 15 national Cable stations. Depending on the station, Land Rover will have three or four minutes per airing to run separate brand commercials."

"The "non-program" discusses the company's 50-year history, the Land Rover Centres dealerships, the off-road capabilities of the Range Rover and Discovery and off-road driving techniques."

"Viewers can call toll-free to order the Land Rover Journal, a lifestyle magazine with product data and branded merchandise; The Authoritative Guide to Sport Utility Vehicles; and a 60-minute video of the brand's history, The Fifty Year Adventure. The magazine and the guide are free, the video is \$4.95."

The video sounds like it could be interesting for \$4.95. (800) FINE 4X4 is the toll free number.

The article also notes that LR sold 13,562 sport-utilities in the US in the first half of '99 compared to 10,053 the same period a year ago. I've seen estimates of 10,000 to 12,000 as the total number of LRs sold in the US through '74.

Ben Smith writes: I was flipping through the channels Friday night and found a LRNA infomercial on the Family Channel at 1:30 AM PDT. It was about the 1999 RR Mk. II and the 1999 Disco Series II. With the same 2 stupid LR commercials over and over (one is a guy playing chess with a RR and giving up without making a move because the RR is too smart. The other is about the Disco ACE (active cornering system).

The infomercial had good and bad points. Naturally they spent a lot of time going over the features. Tom Collins of Camel Trophy fame was the expert advising the narrator.

## Good points:

Showed Series ones and called them Series ones  
Showed Series twos and called them Series twos  
Said that the Range Rover was first sold in 1970.

COUNTRY LIFE—JUNE 18, 1953



By Appointment to the late King George VI  
Manufacturers of Land-Rovers  
The Rover Co. Ltd.

Whatever the load . . .



wherever you go . . .

the **LAND-**  
**-ROVER** can take it!  
FOUR-WHEEL DRIVE

MADE BY THE ROVER COMPANY LIMITED · SOLIHULL, BIRMINGHAM ALSO DEVONSHIRE HOUSE · LONDON  
cvs-84 AR

Said that the Disco was 9 years old (so it was filmed last fall)  
Showed Sahara video with Series trucks  
Showed RR Classics on Darien Gap and other expeditions.  
I think there was a quick camel trophy shot.  
Mentioned that in the UK there were club rallies and showed footage of one from the 1960s.

They explained that off road driving was slow and careful and showed that.

#### **Bad points:**

They said that all enthusiast activity centers around the dealership (funny they haven't done a single rally). They implied that more of the dealership than 4 people are in the Trek and how it builds the team. They showed footage from "the lodge" and implied that this was what enthusiasts did even though attendance was severely limited.

At the end Tom Collins maintained that there was a saying among LR enthusiasts that "we all bleed green". We what? If someone asked me what LR enthusiasts bled the first thing that would come to my mind would be oil.

No mention of US or Canadian clubs whatsoever.

#### **Just plain goofy points:**

Explained approach and departure angle and how the RR was better because it could lift up. Funny, if they removed the plastic spoiler, it wouldn't be an issue.

#### **Alternative Cleaners:**

For Walnut Dashed vehicles and Range Rovers... Furniture Polish. Polish unvarnished wood with almond, walnut, or olive oil. Work it in well and wipe off excess. Oily surfaces attract dirt. To clean and polish varnished wood, use a mild vegetable oil soap. Use linseed oil to revitalize old furniture. Wash painted wood with a mix of 1 tsp. washing soda in a gallon of hot water; rinse with clear water. To remove watermarks from wood furniture, rub toothpaste on spot and polish with a soft cloth. Many furniture polishes contain petroleum distillates - very dangerous if swallowed

Metal Polishes... Brass: Mix 1/2 tsp. salt and 1/2 cup white vinegar with enough flour to make a paste. Apply thickly. Let sit for 15 min-1/2 hr. Rinse thoroughly with water to avoid corrosion. Copper: Polish with a paste of lemon juice and salt. Silver: Boil silver 3 minutes in a quart of water containing: 1 teaspoon baking soda, 1 teaspoon salt, and a piece of aluminum foil. - Or, rub silver with a baking soda/water paste and a soft cloth; rinse and polish dry. - Or, rub with toothpaste. Use a toothbrush to clean raised surfaces. Be careful not to scratch surfaces. Be gentle and use a light hand. Chrome: Wipe with vinegar, rinse with water, then dry. (Good for removing hard water deposits.) - Or, shine chrome fixtures with baby oil and a soft cloth. (Good for removing soap scum off faucets.) Stainless steel: Clean and polish with a baking soda/water paste or a cleanser like Bon Ami

Surface Cleaners... Find a combination that works for you, and always keep some ready in a squirt bottle. You'll find that weak acids like vinegar & lemon juice are good at cutting grease. Mix: 1 quart hot water, 1 tsp. vegetable oil-based

soap/detergent, 1 tsp. borax, & 2 tbl. vinegar. Note: vinegar is used here as mild acid to cut grease; borax is used as a water softener, esp. good in areas with hard water, to prevent soapy deposits. Or, mix 1/2 cup vinegar in 1 quart of warm water. Or, dissolve baking soda in hot water for a general cleaner

 Alternative parts and repairs: Salisbury axle drive flange from Bill Jarvis and Dave Bobeck - The Salisbury Speedi Sleeve is the same as for a Ford F-250. Just go to NAPA and ask for a '75 F-250 rear axle Speedi sleeve and it'll work. Also get the pinion seal for same from same and it worked just fine. A Dana 60 is a Dana 60 in some instances. Part numbers differ from one manufacturer to another, the important thing is the size.

 Alternative parts: Hub lock washer from Sandy Grice – When you don't want to pull an Alan Richer and hammer them flat and reuse them, what do you do? Go find spare parts for an International Scout. The part number is IH 860291R1. It's a little heavier gauge metal than the Rover equivalent - good for mashing flat over and over - 'cept the key is actually a little "foot" (turned 90 degrees) that rides in the keyway. I bought a dozen or more a decade ago and haven't gone through 'em yet.

#### **Land Rover hint #614:**

If you buy powder laundry detergent, it often comes with a little plastic scoop for measuring. These scoops, when washed, are the perfect containers for paints like POR-15 that can't be used directly from the can. They don't contain a lot of paint, which means wastage can be kept to a minimum, and the cup itself is a good size (in most cases) for a two-inch or three-inch paintbrush.

 General Information found from Andy Grafton - I did a bit of looking for information about the operation of Detroit TruTrac differentials (the torque biasing/non-lockup type) and came up with the following URL which describes their operation very well.

From diagrams I have the construction and operation of a TruTrac is almost identical to that of a Torsen. <http://www.sonic.net/garyg/zonc/TechnicalInformation/TorsenDifferential.html>



The road to Calabogie  
Photo: Kevin Willey

# Rovers & Parts for Sale

Some Vehicles etc. For Sale received in the club mailbag. (Note: If anyone wants to sell or trade parts of vehicles, drop a line, either by post or e-mail with all the pertinent details, and they will appear here.)

For sale: 1969 SWB. Complete rebuild but I know it still needs a carb and I would really like to do the wheel cyl. once again. Everything else is like new and works very well. Lots of parts including a second diff and axle, front shafts, lots of engine parts including lots of the hard to get bearings, seals etc. Some are still in the original packages. Everything from new tyres, springs, interior, paint, engine rebuilt, trans had new bearings, safari roof rack, winch, rear wiper, etc. Land Rover light green and sandstone. Four extra 15" wheels replaced when the 16's went on. Call Dave Place 1-204-482-7461 after 6 PM central daylight saving time or e-mail to dplace@mb.sympatico.ca or dplace@granite.mb.ca anytime for more information. Price: somewhere around \$6000.

Mil. Defender 110s in Canada – “David Young at 905-727-4470 has four 110 2.5 Diesel ex military Defenders for sale 2 ‘92s and two ‘81s all are 3 doors 3 with tops 1 without, all with lotsa camo paint. These are landed in Canada and cannot go to the USA without removal of the engines. Note: These don’t run and were disposed of by the British Army. This should give you an indication as to condition.

For Sale: To be restored 1962 Series IIA, 109, 2-door model. All original parts except front fenders. Sound frame, no through rust. Very good overall mechanical state - \$1800.00 CDN. Inquiries: Philippe Keroack 514-376-7212

For Sale: Series III 88 RHD. Galvanised chassis, overdrive, new 235/85/16 tires, tropical roof, roll bar, late type seats w/ rear folding seats, rear wiper/washer, full canvas roof with hoops and tailgate, Dixon-Bate adjustable hitch, rear tire carrier on separate frame, Kenlowe fan, Lucas halogen headlamps, centre ‘cubby’ box, rear fog and working lamps, free wheeling hubs, etc. US\$11,000. For more info, call Eric at MiniMan (613) 836-4283.

Rebuilt Rover 3.5 litre engines: These motors are late 1980 and 1990 3.5L blocks. They have been fully rebuilt by a British Government agency for military purposes. Each unit was given

a coat of protective paint, cocooned and encased in a crate suitable for transportation by helicopter. Storage has been in a military environment controlled storage facility. Several units have been stripped and examined and all have been found to be built to extremely high standards using brand new genuine Rover parts. Remember we are talking about government refurbishing here where money is no object! These motors make a superb base on which to build but may need minor modifications when used for MGB V8 conversions - although I cannot think of what at the moment! The price is incredible when one considers the ancillaries that come with it. The oil filter is interesting as it is the “back and under” variety which should make a remote oil filter assembly redundant. The compression ratio is an 8.25 with stump pulling torque. The heads are for leaded gas but can be modified -see below. The intake equipment is currently Stromberg carbs with Rover manifold but is easily replaced. The compression can be increased if required by changing the new Rover pistons for higher ones - or decking the head when converting to unleaded. The distributor is new or rebuilt but is the old style but can be changed. Price US\$1,500 Plus shipping charges dependent on destination. No cores required. Crate has to be returned to Barrie, Ontario, Canada. Please note there is no choice between rebuilt and new. Limited supply and price subject to change without notice. Payment by money order, VISA, or Mastercard. Barrie Robinson robinson@baradv.on.ca

For Sale: ‘66 Series IIA LR, 88” SWB, petrol, hardtop, 16” wheels. Alternator conversion, rewired, spin-on oil filter. Overdrive rebuilt ‘94, gearbox rebuilt ‘97, new X-members (rear, transmission), frame repair, new springs ‘95. Very original, with many newer Genuine Parts. Have all bills. Assorted spares, including transfer case, diff, shafts. Daily driven for five years till recently. Not running, needs engine work (head woes). Some rust, but swivel balls gaitered and clean. Bulkhead has had footwell repair. Cosmetics not great, but a well cared-for and well-driven Land Rover. \$3000 CDN. Mark Perry, Winnipeg, Man., Canada marperry@videon.wave.ca

## Known North American Land Rover events, a general guide for 1999:

September 4-5 - Portland All British Field Meet. Always an excellent turnout of Rovers. Free camping on the grounds of the Portland International Raceway. Swap meet Sunday

September 17-19 - 9th British Invasion, Stowe, Vermont. 600+ British cars of all marques. 40 Land Rovers last year. Events include: Static car show, People’s Choice Awards. Tug of war (Austin Mini owners vs. Rover owners), Battle re-enact-

ment, rugby, polo, cricket. Contacts: Chris Francis at Ye Olde England Inn, Stowe Vermont or Mike Gaetano 508-497-9655.

Sept 24-26 Bay State (BSROA) Fall Heritage Run

October 1-3 - Rover Owners of Virginia’s Mid Atlantic Rally, An All American hoe-down featuring The NAS Defender 90

November 5-7 - Solihull Society Fall Trip, Moab and Canyonlands (Info, jwrover@colo-net.com or 303-774-9225)

# General Servicing: Repairs, Humour, Tales & Trivia

## Boring Weekend, A Sunday Story

by Mike Rooth

Well, it was. House surrounded by scaffolding, can't get Bloody Nora up the drive to do any work on her.

At least the roofers have (just) finished, so the scaffolding can come down as early as possible. And the pantiles look *much* better than the slate did, with the added bonus that the thing is now fully watertight and windproof.

At least Saturday afternoon provided a little innocent merriment. The house next door has been bought by an attractive blonde teacher, (god, this ball and chain is heavy), who is having repairs done by a succession of people who arrive in plain, unmarked vans. I was treated to the sight of a large Irishman pouring buckets of water down a gutter drainpipe. From the subsequent conversations it became obvious that he was searching for the sewer pipe down which this water flowed, because the Irishman and three teachers proceeded to lift every manhole cover in sight. No water. I was then treated even further to the positively hilarious sight of two teachers, each with yellow rubber gloves on, emptying buckets of water down the drains in the street outside. To what end I didn't even begin to speculate. Eventually, I couldn't stand it any more and went round to tell them the glad tidings. The drain they were looking for was a soakaway.

The Irishman then soberly informed me that he, d had a survey done on the house and it had asbestos in it. Faintly, I asked exactly where this asbestos was. "It's de gutters" he said. I pointed out that knowing the previous owner this was highly unlikely, and that the gutters and downpipes were cast iron, as are mine. He then picked up two short bits of gutter which were lying on the ground by the garage, insisting these were the evil asbestos. So I asked him how often, in his opinion, did asbestos go rusty. Having disposed of these two bits, he maintained the downpipes were asbestos. So I produced my overlarge lock knife and scratched the paint off, to reveal.... cast iron. I

then told him that there was an easy way to determine the nature of these fittings. "Try" I said "A magnet". The reply? "Oh boi gar, woi didn't oi t'ink of dat?" Exerting considerable self control, I forbore to answer.

The whole point of this hoo haa was that the teacher, (Liz by name, I gathered) was originally going to waste her money having the gutters replaced by plastic, and since the two houses are one building, (I don't know what you call 'em) this gave Bogside Bert a problem joining plastic gutters to my CI system *unless I too replaced with plastic*. Which, needless to say I'm not going to do. So I seem to have saved her some money, since BB seems to have decided that a good scrape down and a coat or three of black Hammerite would see them OK. Verily I kid you not, chaps, this Irishman frightens me. Its always difficult being around these towering intellects.....

The Sunday proved the downside. Her mother came to help. And has she got a gob on her. I didn't know anyone could talk non-stop for more than four hours. Their method of working takes some getting used to as well. The front door was given a coat of white undercoat, except for the fanlight above it, which is still blue. The front window frames were "repaired" with putty or somesuch, the repairs being given a coat of grey primer. And left! The French Doors were rubbed down and primed *then* they found that the weather strip over the top was rotten, so they pulled that off (exposing what looks



Eric & Ann Zipkin in their series one

Photo: Spencer Norcross

like a rotten upper door frame rail as well) and left that too.

BB, having found that the back gutter drainpipe was broken, causing water to run down the wall, and a damp patch inside, proceeded to replace the lower half of the *front* one, which wasn't. Despite my best efforts I can't seem to be able to determine any method in the proceedings. Except when the firm came to replace the central heating system. This system, installed by the previous occupant, was a masterpiece of misplaced ingenuity. Instead of using 1/2" pipe he used 3/4". The use, he explained to me, of 1/2" pipe would have necessitated the installation of a pump to circulate the water. An *electric* pump. Which meant that should one get a power cut, one would have no circ pump hence no heating. So he used 3/4" pipe with compression fittings in order to use the thermosyphon system. Which, of itself needed a rather peculiar pipe run. This meaning he actually drilled through about eight feet of brickwork, using ever longer extension drill bits, and came out three feet from where he intended because of drill wander. Once he got

the bugs out, I understand it worked after a fashion, but then we had a power cut. And he had forgotten that the gas valve was a solenoid valve....

So he *bypassed* the gas valve....

So, it came to pass that he went away for Christmas, two years ago, and asked the bloke across the road to keep an eye on the place. It was cold. There was no heating on. Yep it froze. Guy across the road knocked on my door to see if I knew where the water main stopcock was, so we could stop water running down the stairs. And through the ceiling. And through the kitchen...I found it but it would only shut so far. Bloke across the road ses he'd been in touch and was to turn the heating on. I asked him whether his insurance was up to date so his widow could benefit. The instructions to lighting the boiler went something like: Find the 18" long bit of steel rod in the kitchen, and poke it inside the boiler till you hear gas, then stick a match inside....

I'm bored. Can you tell?

## Series II Indicators

by David R. Bobeck

After several nights of wrestling with grinders and spending lots of time making welds that will all need to be undone, I decided to take a night off from the metalwork and try to fix some little things. Spenny came over to the garage to look at what I had been working on, and we decided to try and fix the SII turn signal switch. This is an interesting part that is a big switch body about two inches around and 2.5" long, with 3 wires going into the back. There's a white lever that you move left or right according to which way you want to turn, and it is supposed to return automatically after a period of time. This is apparently the same switch that was used in MGAs. I've seen new old stock switches of this type that go for \$75 US and more.

The switch that came with my truck was returning too quickly, in fact it was returning as soon as you let go of the handle. I asked around at Bowie British Car Day and one woman who was running one of the booths offered some advice. There is an adjustment screw on the back of the switch that controls the return speed of

the switch by regulating the amount of air in the switch body through a cone type orifice similar to the idle mixture screw on a carburetor.

Turn the screw in for slow return and out for fast return. According to this woman there is a leather seal and a piston that form a vacuum seal against the inside of the switch body. The screw basically controls the amount of vacuum. Close the



OH Y ME, Series one 86", Sixteenth Birthday Party

Photo: Spencer Norcross

opening down, and there is more vacuum, and the piston takes longer to return and therefore the little lights go blink blink just a little bit longer.

So ok, I says to Mr. Spenny, we are going to turn that screw and everything will be fine. So's I start turnin, and a turnin and basically nothing happens. Bummer. Well, she's comin' apart I says, and we set about, Spenny holding and me screwing, don't visualize please, (*umm, can we get some editing here, please! — Spenny*) and we disassemble the switch to what I sense is its "about to go boing point" and take a breather. Carefully remove the remaining 3 screws to achieve a "controlled boing", where all the parts remain together. This being achieved we marvel at the marvelous (hence our marveling) design of this little piece of LUCAS history. The whole thing is made of bakelite. Cool. I like bakelite.

Here's how the switch works.

You turn the knob, which turns a shaft upon which is

mounted a cam that activates either of two sets of points to make the connection to the lights. On the other end is a perpendicular shaft running through the first shaft. This perpendicular shaft rides against the lip of a piston cup which has a sloped sort of "fishmouth" rim. In the off position the perpendicular shaft is at the bottom of the fishmouth and when you signal, it turns and rides up to the high part of the fishmouth, which forces the piston cup down into its chamber, where it is held by vacuum, against return spring pressure for however long it takes for the bottom of the chamber to refill with air. The seal is made by a leather diaphragm which for future reference can be resurrected by soaking in the oil of your choice. I used ATF. The switch now works as it is supposed to. A true success with no cost involved and an incredibly educational and nifty job that can even be done without changing into work attire.

Sort of a roundabout way of getting turn signals, but elegant nonetheless. And field repairable! As if...

## **Oil Filters**

*by Richard Atkinson*

In selecting a replacement oil filter, there are a couple of points one should bear in mind. Oil filters made for automotive use are  $3/4"$  x 16 inside thread, with a  $2\frac{1}{2}"$  diameter O-ring (Ford, Mercury, Lincoln, Plymouth, Dodge, Chrysler, and most imports, including Rover),  $13/16"$  x 16 with  $2\frac{1}{2}"$  or  $3\frac{1}{8}"$  O-ring (Chevy small and big blocks, small block AMC, Buick, Cadillac, Olds and Pontiac V8s), 18mm x 1.5 with  $2\frac{1}{2}"$  O-ring (Buick, GM, Chevy V6s), and 20mm x 1.5 with either  $2\frac{1}{2}"$  or  $3\frac{1}{8}"$  O-ring (many Honda, Mazda, Isuzu, Mitsubishi, Opel). With a given thread and O-ring size, the major differences between filters and manufacturers are

- 1) the filtration medium,
- 2) overall dimensions,
- 3) antitrainback valve, and
- 4) overpressure valve.

The first point is up to the filter manufacturers. The 'allowed' particle sizes and flow per unit area are usually found in comparison reports, but, to be acceptable to consumers and not to void manufacturers' warranties, I'd say there are very few 'bad' ones out there.

Specifying the size of the filter is really up to the engine designers. A Large capacity filter acts as an extra reservoir, as well as an additional cooler, but adds a couple of pounds cantilever weight to its attachment point. A smaller filter will clog faster for a given total flow so a compromise must be made here. A point to remember in an elderly(!) design like the Rover V8, is that the lubrication system relies on volume, rather than pressure. In fact, raising the pressure results in more 'co-lateral damage' to the pump drive parts, the timing chain, cogs, and cam and distributor drive gears specifically. The minimum allowable pressure for the V8 is usually taken

to be 10psi per 1000 RPM. From this, you will appreciate that a larger filter, the size of the old FLIA/PH8A, should be better. However, remember that you don't want a huge cantilever on the pump mountings when you're hitting the big bumps while out 'wheelin'! So, there's your first compromise...

The third point is very important to the Rover V8. Because the pump is mounted far remote from, and above the level of, the oil in the pan, air will 'break the vacuum' in a loose engine, and allow the oil to drain back through the pump. Most filters in use today have an antitrainback valve (it's the black, or reddish color, neoprene or silicone flap under the ring of filter inlet holes - they're just inside the sealing gasket), since modern engines often use the front of the crankshaft to



Swiss Family Loiodice, light off-road, Sixteenth Birthday Party

Photo: Spencer Norcross

drive a crescent gear pump, and therefore, again, are above the mean oil level. To check if a filter has such a valve, avoiding the startled looks of sales clerks and other customers, purse your lips and blow into the filter outlet (the threaded hole). If your breath rustles through your moustache out the ring of inlet holes, the valve does not exist or is inadequate for our (Rover) use. If your ears pop and eyeballs bulge, it has the required antdrainback valve.

The fourth characteristic is the overpressure valve. This can usually be found by looking down inside the threaded outlet hole and seeing if there is a coil spring, usually about an inch diameter and an inch long, near the bottom. This spring holds a steel disk over an aperture, and if the pressure differential across the filter element exceeds a preset amount (usually 8 to 12psi), such as may occur when starting an engine long overdue for an oil change on a very cold winter's day, the valve disk lifts up against the spring and allows (dirty, unfiltered!) oil into the outlet, thereby saving the oil pump and the engine from immediate (not long-term!) damage. Later filters have a phenolic plastic overpressure valve, viewed by looking into the threaded hole to the bottom, and noting the approximately one inch diameter head of the valve. However, in the Rover V8 application, this feature of the filter is less important, since on many of the engine derivatives, there is already such a valve built into the pump. The small thimble-shaped screen covering the pressure relief valve is usually directly visible. (In applications which have the oil cooler adapter is fitted, this will have to be removed to see the overpressure valve.)

In summary, then, filter size has nothing to do with pressure (per se), and if you change your oil and filter at the recommended intervals, the PH16-type equivalents are totally adequate.

On a related topic, according to Atlantic British, “[t]here is a service bulletin circulating at the Range Rover Dealers that you should know about. It suggests that you consider placing 5W-40W oil in your vehicle if you live in a cold climate. This will allow the starter to turn faster and help eliminate flooding problems in cold start situations. Move back to a 10W-40 or 20W-50 in warmer climates and in the summer.”



Roy Bailie, also missing from this year's Birthday Party festivities  
Photo: Spencer Norcross

## **Toy Land Rovers. A partial list, part nine – Norev**

by Dixon Kenner

A French manufacturer that Robin Craig and I had never heard of, but Ted Rose knew all about. Starting in 1969, this firm issued 1/43 scale Series IIA Land Rover toys for six years. These toys are accurately proportioned and finely detailed. Unlike most other toys of the era, they are made of plastic. They come with opening bonnets, doors and tailgates. The interiors are detailed and the spare wheel is removable. The headlamp is a separate clear piece of plastic. These are all features that were not common at the time.

120 Army Land-Rover (109 IIA pick-up)

Includes a trailer. Olive drab colour

152 Safari Land Rover (a 88 IIA pick-up actually)

- Purple

- Grey with a red rear seat

152 Gendarmerie Land Rover (a 88 IIA Safari LR actually with radio antenna and red roof light)

- Purple

- Beige

154 Breakdown Land Rover (88 IIA)  
Crane works

- Blue
- Yellow

154 Expedition Land Rover (a 88 IIA) red with roofrack  
Unknown numbers -

- Commando with anti-tank weapon and single axle trailer
- Missile launcher with radar dish, two axle trailer and a launcher for the rocket
- Patrol version (SWB & LWB) with driver and two to four soldiers, depending on the vehicle.
- Gift set, 'Breakdown SOS' with LR Breakdown and LR

Police station wagon, as well as Citroen, saloon ambulance and Peugeot saloon car.

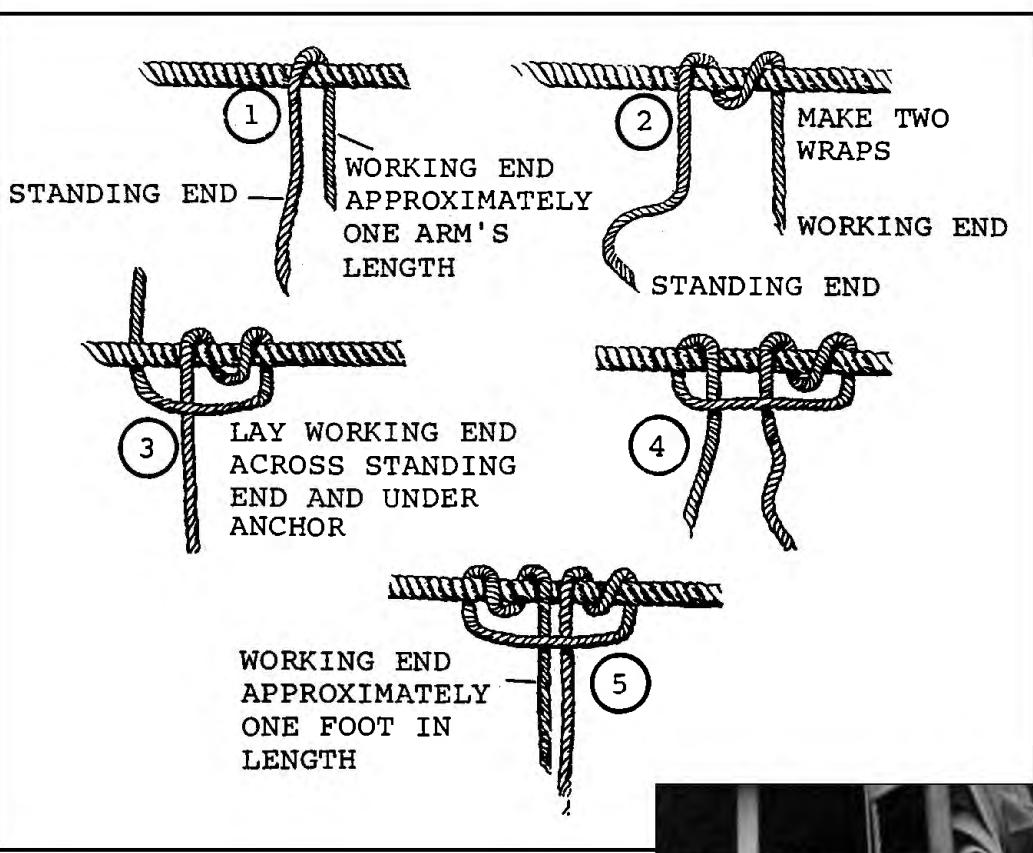
Reference: Ted Rose; Small World (Brian Norton, Mike Hardiman, Land Rover World magazine, June 1996, pp 67)

## The Prusik Knot

by Bill Rice

Having just put a soft top on my 109, (*look for an article in an upcoming newsletter on how Bill converted his IIA Station wagon to from a hard top to a soft top, — Ed.*) I pondered the attachment of the rope at the rear of the top. I have absolutely no good ideas for the ropes that run along the bottoms of the sides, but I think I've hit upon a good way to do up the rope that runs around the rear and down to those tie-off thingies.

The prusik knot is a kind of slip-knot that stays tight once you slide it to the position you desire it. It's about perfect for this application, because that rear rope needs to be adjusted several times at least once the top goes on and stretches out after 10 minutes of driving. The accompanying drawings, which I stole from a military mountaineering manual, show how it's done. Just tie the knot using the end of the rope tied on to itself, forming a loop, which goes around the tie-off thingie. This knot makes the top easy to take off, as you don't have to untie anything at the back, just loosen up both loops around the tie-off thingies and take the ropes off 'em.



Now, look at the accompanying picture, courtesy of the US Army. I tried to paraphrase the directions, but I gave up. This illustration is much clearer.

The Army recommends finishing off with a fancy bowline securing knot at the end. One hopes one won't ever be hanging from this knot in this application, so we can dispense with these formalities. Also, by this time you're out of rope to play with.

Tie the knots on either end, loop a loop over each tie-off thingie, and cinch her up, tighten and loosen as necessary, or to your heart's content.



Bill Rice's favorite sign on the way to the Birthday Party  
Photo: Anne Wingate

Right: the Prusik Knot in Action





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