OTTAWA VALLEY **LAND ROVERS**

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P.O Box 478

Carp, Ontario Canada K0A 1L0

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada. 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: Canadians joining throughout the year pay $45 CDN per year, Americans and others pay $45 US per year (discounts available if you receive newsletter by email). Membership is valid for one year.

Radio Frequencies

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

Online

http://www.ovlr.org
Any ideas for the web site please contact
Dixon Kenner
Land Rover FAQ:
http://www.lrfaq.org

OVLR Forums

Please see:
http://www.ovlr.ca/phpBB3/index.php

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could you help out?

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OVLR Newsletter

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

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

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

Deadlines: Submissions to the OVLR Newsletter must be received by the 15th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and signed. Names may be withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

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Greetings;

After a bit of a hiatus, here is another guest issue by myself and Ben Smith. As you will note it is a bit delayed. My apologies. It seems that having oral surgery is not like having some wisdom teeth extracted and this put me out of action for two weeks and this effort languished as a result. Add some travel on Ben's part to the mix and we are a week or two late delivering this to you. Next time, we won't schedule travel or any operations around the time when it gets all put together.

That said, the event of the past month was the ninth annual Blacker Than Night Rally down in Central New Jersey. Ben Smith has been running a small rally every Summer. Timed to the Canadian Summer Bank/Civic Holiday to allow Canadians to make the journey south, it has proven popular with a core group of members. This year however, events conspired to preclude many of the Canadians from showing up, leaving just myself to come down the 666.6 kilometers from my doorstep in Canada to Ben's.

The past couple of BtN's have had a distraction of Ben, and his wife Christina building them self a house. This year, the house was 99% done, allowing some of the usual suspects to forgo camping and stay indoors. Also, unlike some years, the weather was actually fairly mild, and the humidity not too bad. A little off to the west was the usual congregation of tents and Alan Richer's cute little 1960's vintage trailer that he restored over the past couple of years.

As with the last couple BtN events, there was not a drive down to the Pine Barrens in southern New Jersey (an area of soft white sands and lot of pine trees and trails, with the occasional water hazard). The event stayed around Ben's property and Ben Smith and Howard Smith joined together to put up an RTV course on the north west corner of the property which Ben and Dixon marshalled with help from Howard. With twisting trails that looped back and forth, from field down to the bottom of an intermittent stream, it was designed to make it challenging. With forty gates that was run in two stages. More OVLR rules than UK RTV rules. A point per cane, a point per shunt and a point if you needed to winch. Stopping was OK, but don't shunt. Ben ran the course after everyone finished and his score (4) was subtracted from all to create the handicap. The premise was to level the playing field and make sure that a zero score was impossible.

Seven people decided to participate, and with no (working) 80" in attendance, it attracted an eclectic mix of vehicles, all of which did reasonably well! Having a well kitted vehicle did not necessarily help you against a modern coil sprung Disco or Range Rover, versus a leaf sprung Series IIA 109 or lightweight. We should note, one of the fun bits was when Dave was carefully missing a tight gate an ran into a tree with a bang. The tree shed a small dead limb which hit his Land Rover on the bonnet. He was then so flustered, that he completely forgot the next gate and drove right over it..

Saturday afternoon also saw the introduction of an OVLR favourite, the Seelie-Meelie. Dave Boback visited Ben's parts stash and came up with a very challenging contest for everyone. From obvious and easy parts, to some that were very challenging, the whole gamut was there to try. One must observe that despite the reputation for being a problem, nobody has ever fixed a Discovery One Rotoflex joint. The heavy bolt was missed by everyone without fail. For the few that did not participate, as well as those that did, the discussion of the parts went on for quite a while once the contest was closed.

As is also traditional at this event, the assembly of Land Rovers, knowledgeable people, with differing skill sets, inevitably leads to Rover work. Bruce Fowler gave a demonstration on welding Jeff Meyer;s leaking radiator on Wash-Me. Jeff himself got more work done on his ressurected truck. Howard Smith, with assistance from Mike Loiodice, Quintin, and Dave diagnosed poor running characteristics on Howard's V8 equipped Lightweight. Bill O'Hara worked on rear lighting issues with Bill Fishel assisting in a lighting renewal, Bruce Fowler replaced transmission mounts on his Range Rover. Jarrack replaced the ball joint on the leveller of his Disco I. Other assorted work, some on Ben's 80" hiding in the barn, other work on other vehicles.

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President's Message

BY PETER McGOUGH

Sorry I missed the Social, being in Vancouver, Moncton or Somewhere else in Canada, other than Preston Street. This travel schedule is getting tiring. I arrived home last night (Friday) after two weeks on the road and with great intentions of wiring the welder etc. etc. Like most roads to hell, the intentions became a few episodes of Top Gear and cutting the Grass, while the projects mount up. I have however, not had time to collect any other projects for myself, so that is a good side of the time crunch.

But collecting projects is what Andrew Jones has been into and I assisted him in picking up a "Time Capsule" 109 from its resting Place in Galetta, quite near to my home in Dunrobin. It must have been hidden deep in the bush or I'm sure I would have spotted it. The 109 Four Wheel Drive Station Wagon, with safari roof and capstan winch had at one point been used (probably originally) by Mines and Technical Surveys Canada and I'm sure some of our members can give a short history on that group.

The Rescue Rover Trailer was put to good use and soon the Series II (waiting to be corrected by an avalanche of emails) was putting a goodly tongue weight on the Range Rover. With the soft springs and the Boge not working to well (for the last 15 years) it was just as well we weren't driving at night as my lights would have been mistaken for search lights. When we stopped for ice cream at Packenham, well you have to, don't you, the polite and slightly bemused wave from the new Range Rover driver was a sight to see. Dropping the Rover at Andrew's adjacent to his other collection, I realized that I am not the only one with a lifetime of fettling in front of me and Andrew travels as much as I do. What are we thinking of!

You can view the Rescued Rover if you can help out at the Therapeutic Ride, as I mentioned last month, this Thanksgiving or a week later at the Cedar Hill Classic.

I hope to see as many members as possible at Dom and Scarlett's Fallout event in Madoc on September 25th, which is where Canada's first Gold Mine (Eldorado) was found (it's amazing what rubbish you read on the Plane isn't it.) With the price of Gold, perhaps we can encourage a few members to bring their pans and maybe the ghost of the other Survey's and Mines Canada 109's might show up.

With our Guest Editor this Month, Dixon Kenner, probably in a bad mood from all his Dental work it remains to be seen if all this Presidential Drivel makes it to Press.

Cheers, Tread Lightly, and check for Gold in the tire treads!

Peter
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Saturday also saw the huge feast put on by Christina, assisted by Deborah Sevigny, Kris Anderson, Dick Joltes and others. The RTV and Seelie-Meelie winners announced and then a repair back to the barn for some discussion and work on the keg of Bass that was there.

Sunday was a quiet day. At nine thirty we were off to the country store/restaurant for breakfast. We took over an entire room. After that, some quality time was spent on Ben's 80", addresing the brake issues and then, in a random fashion, people began to drift away home. Bruce for Maine, Alan & Amanda Richer to Boston, Dave, Quintin & Mike to Washington, Bill Fishel back to Ohio, with other heading to other compass points. The New Jersey Land Rovers, an informal group that meets regularly to discuss Rover related things was there.

For those who are interested, Eric Choy posted a link on FaceBook of some clips from the RTV course that he took from his iPhone on YouTube. Go to http://www.youtube.com/watch?v=hLeOgL6K2go if you are interested in seeing them.

As it seemed that there was so much fun with the RTV and seelie-mealie, that that will return next year. The Blacker than Night Rally is held on the Canadian Bank/Civic holiday weekend, which will be August 2nd through 4th.

The other notable event of the month was the annual Pierre Gauthier Rally or Event (Evenement Pierre Gauthier) held every year alternating between Quebec and New Brunswick and organised to no small extent by OVLR member Francois Kirouac. This year was North of Three Rivers. A number of current, and former OVLR members or associates were at the event. Bruce Fowler from Maine, Ben Smith from New Jersey, Bill Nickson, Con Seitl and Craig Bauchman from the Maritimes, as well as a number of familiar names from our Quebec membership, such as Thomas Buigs, Eric Bouchard and Eric Paquet. Read all about it inside the newsletter.

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

Some quick happenings gleened from recent socials:

Dale Desprey's famed "Gin Palace", a 1989 Range Rover that was known for being almost unstoppable as well as having a uniquely classic approach to addressing complicated maintenace issues. Namely, if those wires in the harness add weight and don't make any sense, remove them. Through this approach, as well as the removal of what seemed to be hundreds of pounds of wet, soggy carpetting and sound deadening, made for quite the unique Range Rover. Granted, the ECU was kept dry in a uniquely waterproof manner. "Dear, please hold this high as we ford this body of water" as the vehicle filled to near the windows with water. Sadly, we must report that the Gin Palace has been recently broken up, but at the same time lives on through Rino Granito and Bruce Ricker's Range Rovers.

Francois Juneau, our 101 challenging, Unimog loving member reports that his vehicle is getting close to resurrection. A TDi conversion is going in and if all works out well, he will be looking to see if there are any brave 101 FC owners that might like to follow him down a heavy off-road trail or two at next year's Birthday Party.

Speaking of which, Brutus is dead, Long Live Brutus! A visit to Moab by our esteemed JL with his mighty steed Brutus has produced some new ideas of improvement, as well as the realisation that reusing frames that appear to be very solid, might not be solid enough for the torture that JL can throw at a vehicle. So, Brutus is coming apart and a new Brutus Mk II should be ready in the future to go lead, or follow as the case.

might be, Francois and his Unimog. Comments about 101 Forward Controls & Ben Smith were also hear muttered.

Those members who have frequented the Winter-Romp in Maine, a rather frigid event in the middle of February, which weather-wise is not unlike the Annual General Meeting, may be familiar with a radiator repair shop nearby. There once can see the latest in nineteen twenties and thirty body work tools, notably a lead sprayer. None of this wimpy fibreglass or bondo. With a little heat brought on by power through asbestos wrapped wires, a wee fan, a mercury flux, and you can spray lead upon the body panels to file down to a lovely smoothness. Peter Gaby filled the assembled masses at the July Social with an account on how this worked, with a note that while this might be the best way to smooth down a panel, it is not necessarily the most healthy.

The Ted Rose Sighting Society reports a sighting! On Silverstone Day (a famous British motor race for the uninitiated) down in Lowertown Ottawa!

Dixon's decade plus 80" project saw some recent action. As many of you recall immediately upon Dixon's wedding last fall, the 80" fled Canada in a vaguely bolted together shape. In August DIxon removed all of the added bits and it is now a rolling chassis with firewall in New Jersey. The frame was inspected to see what needed to get welded (or more correctly what didn't need weldng) and then he had a beer in contemplation.

British Car Day in Britannia had a much lower than normal Land Rover turnout this year. With Gordon passed on, Dave Pell was the only member to make it out there to carry the club flag.

A reminder, the socials are generally held at The Prescott Hotel, on Preston Street near Dow's Lake in Ottawa. Every third Monday at approximately seven o'-clock. Members come and go, enjoy a pint or two, and discuss the latest Rover news.

A real off-road journey from the past: On the 15th January 1975 The British Joint Services Expedition led by Squadron Leader Tom Sheppard MBE AMBIM FRGS RAF set off across Westminster Bridge to mark the official start of the "West East Sahara Expedition". A short write up on this exercise as well as photos have been posted on the following website - http://www.101fc.net/westeast/index.htm

The future of Land-Rover? The stories keep changing, almost as often as model changes in modern Land Rover production (1) The stories keep whipsawing back and forth. Defender is dead in 2012! Defender will live in 2013. Brand new, all different, ground up reboot Defender in 2013. Defender will stay mostly the same in 2015! Will it die? Will it live? Will it change? Maybe. Go to http://www.4wheelsnews.com/new-land-rover-defender-coming-by-2015/ for recent take on what might be coming!

Spotted by member Russ Wilson in Colorado, a Shortland Armored Car.

Some news from Spenny, one of our former production editors of the newsletter - "I guess its time for a Tuesday story. As it would happen one of my favorite sounds in the world is a Land-Rover gearbox in reverse. Some of you guys know this, but my dad recently bought a French/Spanish 110. It has been almost fifty years since he had one that was "his" even if the one he got to use in the army in Africa didn't actually belong to him. Anyway after thinking about other marques he finally decided to buy a Defender. What he found is pretty nice, the underside is seriously clean. LHD. 3.5 V8. LT 95 (overdrive in box in back), air conditioned (unfortunately not currently working). It is a Saudi spec truck (explaining the LHD and AC)

Anyway my folks were out of town last weekend and I wanted to do some things to the truck (like drive it) take off the French plates, get spare keys made, get a fire extinguisher, etc. As it would so happen, "kidswoot" had car booster seats about a week ago, less than half price for some that have pretty good rat-

ings... in for 3. They arrived on Thursday. Friday after work I drove to their house, picked up the truck, went home figured out the seats, put them in and we all drove to meet Dave Bobeck and Sonoe for dinner. The following day we were running errands in the truck and Abigail starts asking me me about the "cow sound". I had no idea what she was talking about. we head on to the next stop as we are backing out Abigail says, "the cow sound! the cow sound!" The LT 95 sounds as good in reverse as the series boxes do!

So, how long till I stop trying to double clutch?

Top three BtN Seelie-Meelie results were:
First: Dixon Kenner (-1)
Second: Quintin Aspin (-5)
Third: Jeff Meyer (-6)

The objects selected by Dave and Bruce were: (1) Disco 1 rotoflex bolt; (2) MoD light boot; (3) MoD (101) rifle mount; (4) Series LR oil filter gasket; (5) 101 tilt hold down braket; (6) Series/Defender safari door window holder; (7) 24v alternator tightening bracket; (8) Overdrive linkage rod; (9) Series LR tailgate chain mount; (10) Solex accelerator pump linkage; (11) Series rocker shaft tower; (12) Series roofside to body cap bracket; (13) Series door hinge bolt & ball; (14) Wiper motot mount (single motor); (15) Series brake adjuster cam; and (15) Disco/RR seat switch knob

BtN RTV was a 40 gate course run in two sections of gates 1 to 29, then 30 to 40. The results were:

1. Dave Bobeck (RHD D90) 5 pts
2. Howard (RHD lghtwt) 6 pts (helped w/course)
3. Bruce Fowler (RR) 9 pts
4. Bill Fishel (Disco I) 9 pts
5. Dan Marcello (NAS D90) 10 pts
6. Quintin (RHD SIIA 88) 11 pts
7. Jeff Meyer (SIIA 109) 12 pts

Looking over the scores and where people failed, there were some interesting observations, There were some points where everyone hit. For example, cane 35 was hit by everyone except Dave. A note on the scoring: Ben ran the course in his SIII 88 and hit 4 out of the 40 gates; this was subtracted off each score as the handicap (hence Dave's raw score was 9).

Q: Is there a RAVE CD for Series Rovers? The only ones I'm finding are for Discovery II; Freelander 2001 onwards; Range Rover P38A; Range Rover L322; Defender; Discovery I; Range Rover Classic; and Freelander up to 2001.

A1: Hahahahahahahaha!

A2: Oh, a serious question. Well, yes, kind of. Rover's North has them. They only work with the Lucas OBD-0 reader attachment for a laptop and only on positive earth vehicles. You plug the USB connector (with special adapter) into the dual socket on the lower left hand side of the body-coloured dash panel while the ignition is on. There is a paper tape that gets read through the Lucas OBD-0 reader to preload special settings (Series I, II, or IIA, diesel or petrol). All of the vehicle issues & problems rapidly appear in a "flash" on the laptop.

I saw some in Les's Loft the other year, give him a ring.

The paper tape reader sounds like a big improvement over the old system that required the use of either a Sinclair or Lucas POD computer. Is the reader 5 level or 8 level?

For those who do not recall the details of the Lucas POD and to save overloading the FAQ, here is the report from the early days of personal computing some dozen or more years ago:

Some news from the net. One LR owner was going through the iTunes store looking for an app for his iPhone and thought he would do a search for Land Rover. Lo and behold "First Overland: From London to Singapore by Land Rover" by Tim Slessor about the 1956 expedition came up. The audio book is narrated by team members Sir David Attenborough, Antony Barrington Brown, Patrick Murphy and Tim Slessor. It is about 6.5 hours long and costs $5.95 at the iTunes Store. We don't know how to link to the iTunes store but you can also find this same book at www.audible.com. For PDF readers click here - http://www.audible.com/adbl/site/enSearch/searchResults.jsp?D=tim+slessor&Ntt=Sir+David+Attenborough&Dx=mode%2bmatchallpartial&Ntk=S_Narrator_Search&Ntx=mode%2bmatchallpartial&N=0&BV_UseBVCookie=Yes

Several members have the book and the recently created DVD documentary by Greame Aldus of the expedition and have found them both to be very good. The actual Land Rovers are now long gone, though people are trying to track them down. There was a photo of one on an island in the South Atlantic years later. Some people in the UK have made replicas and are working to re-create the trip. http://www.lrsoc.com/forum/index.php?page=overland;variant=overland For Greame's web page and newsletters on the topic go to: http://www.teeafit.co.uk/firstoverland/

Armored engine bay of the Shoreland

Some Non-oVLR News & Rumours

A sad day for the Land Rover community. Spen King has passed away in early July. For those who may not know who Spen King was, he designed the Range Rover. There was a special edition Classic Range Rover in England called the CSK for Charles Spencer King. These where the last 2 door trucks built.

The new(ish) 2010 Range Rover Autobiography edition is now available. Once upon a time, about the only wood you'd find in one of the original Land Rovers – the rugged Series labelled predecessors of the luxurious Range Rover was if someone was hauling a load of the dried and split kind. But if you opt to add the $14,200 Autobiography edition package to the already plushie-feature-laden $111,900 Range Rover Supercharged edition, you get no less than fourteen (14) pieces of real tree-wood – cherry or burr walnut – polished to perfection and adding its traditional old-world elegance to dash, doors and other surfaces (as opposed to the traditional, old-world elegance of naugahide and painted steel of the classic Land-Rovers). According to the dealer spec sheet that's only two more pieces than you get with a regular Supercharged, but, well, percentage wise that's quite a bit more, isn't it? The leather is a better deal with the Autoboigraphy edition as you not only get leather upholstered seats, but the headliner, roof pillars and door panels, dash, console sides are leather and the floor mats are edged in the supple stuff. Take that steel and aluminium, rattling, noise transmitting 80"! We note that the package also includes a rear-seat DVD system with six-disc capacity, special thermal tinted glass and a four-zone climate control system. And let's not forget the Autobiography badge on the tailgate. Also availble as options are is a $990 five-camera surround-view system and an $1,100 leather and wood (that matches the other trim) steering wheel. (OK, that steering wheel won't come apart in your hands like the old Series ones forty years on! But, before you run down to buy, this totals up to $129,460!

For the GPS equiped members this note recently appeared in our inbox: "We are pleased to announce the release of our new Backroad GPS Maps for all of Ontario. The amount of information (*e.g.,* topography, bush roads, trail systems, camping info) and level of detail is far, far better than any other product on the market. They have an entire site dedicated to this new series www.gpsmaps.ca The Ontario GPS Maps are on a Micro SD Card with an SD adaptor which you simply plug and play in your Garmin GPS unit. They retail for $150 and include a free Mapsource program & map download for your computer when registered. You can view some Map Comparisons between Garmin's Topo Canada and the new Backroads GPS Maps here: http://backroadmapbooks.com/GPS/Benefits.html" If anyone tries this out, we'd be pleased to hear about it!

In a move not seen since the Belgians demanded two wheel drive for some of their Land-Rovers, Land Rover will launch its first ever two-wheel-drive car this autumn, an ultra-frugal version of its Range Rover 'coupé SUV', the LRX. The new Golf-size coupé — whose interior is likely to focus on style instead of full-blown practicality — is due to make its public debut at the Paris show and enter production next year. Land Rover had ruled out a front-drive variant, arguing that its brand values would be compromised by such a move. But now the firm says it "cannot ignore the growth of the two-wheel-drive SUV segment". Read about it on the Autocar website.

Some people love their Land Rovers. One is a professional musician. He writes that he has two Discoverys. Great for hauling band instruments, sound gear,etc. A 98 and a 04. While living in south western Colorado near some of the scarest jeep roads in the US "Black Bear and Imagene pass" he wrote a song about my Land Rovers. It's on his
myspace musician site if some one would like to hear it. www.myspace.com/stevenmcvay look for the Land Rover Song in the player.

A note from Bill Davis at Great Basin Rovers: One of the common misconceptions about Rover CW&P gears is that 3.54 gears are substantially stronger than 4.70. This is not correct. The inaccurate information that propagates this myth is that the size of the pinion gear is the major determining factor of the overall durability of the gear set. In reality the most crucial factor is the size of the ring gear teeth. A 3.54 gear set has 46 teeth. A 4.7 has 47 teeth so there is very little difference in ring gear tooth size and hence not much difference in overall durability. Why are the ring gear tooth size more important? Think of it this way, the pinion gear teeth are always larger than the ring gear teeth. It doesn't matter whether you have a 3.54 or 4.7 ratio's. Whether you have a hypoid or non-hypoid design. It just doesn't matter because the pinion gear teeth are always larger. So assume you shock load a differential gear set hard enough to break a tooth. Which tooth is going to break? The larger tooth (pinion) or the smaller tooth (ring). If you answered - the smaller tooth, you are correct. The cross section diameter of the pinion gear is not really much of a factor.

Along these same lines, all aftermarket gear ratios are actually more durable that both stock ratios. Here are some examples with ring gear tooth counts - 3.9 (39 teeth), 4.1 (41 teeth) 4.11 (37 teeth) 4.14 (29 teeth), 4.43 (31 teeth), 4.71 (33 teeth) and 4.75 (38 teeth).

Événement Pierre Gauthier 2010

by François Kirouac

English:http://www.ovlr.ca/Pierre_Gauthier_2010.html

Photos: Julie Rosvall, François Kirouac, Bruce Fowler, Marie-Ève Kirouac, Michelle Bauchman, Benjamin Smith

Nous sommes vendredi le 13 août 2010, Nous sommes assis en plein milieu du lac Mékinac, un immense lac de près de 20 kilomètres de long. Nous assistons tous ensemble à une extraordinaire partie de « Rover Polo » sous la surveillance du maître du jeu, nul autre que son inventeur, Bruce Fowler. L'expérience est tout-à-fait curieuse et magique car nous sommes sur une immense plage formée par le delta de la rivière, plage qui est normalement sous le niveau de l'eau! Mais voilà, lors de nos explorations de la semaine, nous avons découvert cette plage révélée par le niveau exceptionnellement bas du lac car le barrage qui retient normalement l'eau est en réparation.

Le moment est merveilleux et fantastique. C'est le dernier grand moment d'une semaine fantastique, l'événement Pierre Gauthier. « Mais qui est Pierre Gauthier? » me demande une famille d'aventuriers Suisses récemment débarqués par bateau avec leur Land et venus tout spécialement lorsqu'ils ont appris d'amis à Halifax la tenue de cet Événement. J'étais un peu embarrassé, mais voilà!

HISTORIQUE:
En 2001, un nouveau propriétaire de Land Rover très estimé, Pierre Gauthier, participait avec nous aux divers événements Land Rover. Cependant, l'épouse de Pierre ne participait jamais avec nous et les enfants s'embêtaient. Pierre, qui travaillait à l'époque à la Baie James, ne voyait sa famille qu'une semaine par mois et ces moments étaient pour lui particulièrement pré-

cieux. Il était donc déchiré entre sa passion des Land Rovers et sa famille. Nous avons donc convenus qu'il serait bien de créer un événement familial de plus qu'un jour ou deux puisque c'est presque les même préparatifs pour partir pour 2 jours ou pour 7, et que les distances sont souvent très grandes. Il faudrait aussi que cet événement comprenne des activités pour tous, pas seulement pour les propriétaires de Land Rovers.

J'ai donc organisé l'événement du mont Radar à la fin juin 2001 en Beauce. L'événement a réuni des tas de participants du Canada et des États-Unis. Il y avait du hors-route, des visites du vieux Québec, des activités pour les enfants, bref du bonheur pour tous!
Mais nous n'allions pas nous en tenir là! Le succès incroyable de cette semaine nous incita à poursuivre. L'année suivante, un événement similaire était organisé par Pierre Gauthier et Gilbert Doyle, le triangle du Saguenay. Cet année-là, la semaine fut tellement extraordinaire qu'il fut alors convenu d'alterner d'année en année entre le Québec et le Nouveau Brunswick. La troisième année fut donc celle du «Chipman circle».

L'hiver suivant, Pierre Gauthier mourut tragiquement à son travail pendant l'inspection d'un barrage. Sa famille vit apparaître lors de ses funérailles des amateurs le Land Rovers venus du Québec, des maritimes et des Etats-Unis pour lui rendre hommage. Pas mal, pour quelqu'un qui ne parlait pas anglais! Mais Pierre avait marqué ces gens par sa vision, son amour de sa famille, sa générosité! Pour tous ces amateurs de Land Rovers, venus du Canada et des États-Unis, Pierre possédait plus que quiconque « l'esprit » Land Rover. Pour cette raison, il a été alors décidé qu'à partir de ce moment, cet événement unique dédié aux familles porterait son nom. Il n'est pas relié à une marque de commerce, mais bien à un esprit d'amitié, de solidarité et de partage.

HAUT PORTNEUF 2010

Mais cette 9' édition de l'événement Pierre Gauthier a vraiment été extraordinaire. Elle avait lieu dans la ZEC Tawachiche avec pour camp de base le camping « Domaine lac & forêt ». Il a été organisé par Francis Groleau, Éric Bouchard et Gilbert Doyle et s'est tenu du 7 au 14 août 2010. Toute une section du camping avait été réservée pour les participants qui se sont succédés toute la semaine. (En effet, certains sont venus pour toute la semaine alors que d'autres ne sont venus que pour quelques jours, à leur convenance.)
Bilan dune semaine :

- Plus de 600 kilomètres de pistes;
- Des explorations spectaculaires avec des points de vues exceptionnels;

- Une visite de site historique pour toute la famille suivi d'un repas communautaire à prix modique à la piste de courses de Trois-Rivières;
- Une journée d'activités Land Rover tordues (Drapeaux & Roer Polo);
- Baignade chaque jour dans la piscine à vagues géantes duCamping
- Quatre soupers communautaires préparés par les membres les plus actifs (et appréciés!) du groupe;
- Et tout ça sans autres frais que ceux exigés par le Camping et savamment négociés par les organisateurs, soit moins de $300 pour toute la semaine.

Des moments extraordinaires, avec des traversées de rivières, des ascensions de montagnes, des traversées de forêts et le tout entrecoupé d'activités.

Et comme dans tous les événements Pierre Gauthier, il y avait le «Ladies day», où les filles font tout ce qu'elles veulent, le «Kids revenge day», où les enfants nous font faire ce qu'ils veulent, et la visite guidée, pour découvrir des choses nouvelles. Cette année, il y a eu une journée d'activités exceptionnelle où nous avons eudroit à une innovation remarquable: Une chasse aux drapeaux stratégique!

En effet, dans une grande carrière de sable, des drapeaux étaient fixés à des bâtons plantés stratégiquement dans des endroits difficiles. 15 drapeaux à récupérer! Ce qu'il y a de différent avec un RTV habituel est que les RHD ne sont pas défavorisés, que la stratégie est importante puisque c'est chaque participant qui détermine sa trajectoire et qu'il s'agit d'un travail d'équipe où le conducteur est aussi important que l'attrapeur! Cette activité permettait de former des équipes et laissait la chance aux couples et aux enfants de participer. Elle s'est avérée tellement spectaculaire que très vite, un grand nombre d'observateurs en VTT s'étaient joint au groupe pour observer la course. Des équipes de filles ont épatés la galerie et les plus jeunes étaient mis à contribution pour replacer les drapeaux après chaque parcours.

La journée s'est terminée sur la plage, où Bruce, muni de son célèbre « canon à patates », a procédé au Rover Polo, innovant cette fois avec un tour où les conduites à droite allaient à reculons, et un tour où ç'étaient les conduites à gauche qui allaient à reculons!

Serez-vous étonnés d'apprendre que Con & Rose Seitl ont gagné avec le Range Rover de Bruce, mais que le prix a été cédé à leur demande à Steven Wuhr et Coleen Smith!

Alors, si vous voulez du offroad où vous pourrez détruire votre camion, ou si la vue d'un Jeep ou d'un Toyota vous déprime, ou si vous allez à un événement pour

A être servi et amusé, ou si vous êtes le genre de personne à aller à des événements pour exhiber votre statut social, si d'entendre parler autant français qu'anglais vous écœure ou si vous êtes le genre à demeurer dans votre camion climatisé et les vitres fermées pendant que les autres poussent et dépannent, ne pensez même pas au Pierre Gauthier, ce n'est pas pour vous.

Mais si vous voulez partager, échanger, aider, rire, forcer, suer, relaxer, visiter, risquer, et que vous êtes quelqu'un qui aime la famille et les enfants, même si ce ne sont pas les vôtres, alors le Pierre Gauthier est pour vous et vous serez la bienvenue. Il aura lieu l'an prochain à Mactaquac au Nouveau Brunswick à la deuxième semaine d'août 2011. Vous pourrez me contacter pour des détails si vous le désirez à francois.kirouac@gmail.com.

Pour avoir des détails ou voir des images de l'événement de cette année, allez sur facebook à «Événement Pierre Gauthier event». Pour ceux qui le désirent, vous pouvez aussi voir les vidéos sur youtube, à http://www.youtube.com/user/yellow109 .

Oxygen Sensor Replacement for the Discovery I

by Alan J. Richer

BLINK.

Oh, dear. Not again....

The dreaded Check Engine light has turned its baleful amber eye on you from your instrument panel. A quick trip to the local chain auto store to borrow their code reader yeilds a code P1193 (O2 sensor heater open downstream), or perhaps its mate P1185 (O2 sensor heater open upstream).

Whatever it may be (and many places on the Web can provide a translation of the codes - there are many regarding O2 sensor function) the O2 sensors are no longer doing what they must. As such, they need to be replaced.

Now, before anything else, a word on O2 sensors for the Discovery I. There are three setups in the D1 - Rover/Lucas 14 CUX injection, GEMS, and the later Bosch system of engine management. Each of these has its own unique O2 sensors, and you need to be aware of which you have when you purchase replacement sensors from your friendly Rover parts shop.

The earliest system is the Lucas 14CUX that was used in the later Range Rover with the 3.9L engine (found in the Discovery through 1995). This system has only two O2 sensors which are upstream of the catalytic converters. The exact replacement for these is a 3-wire titania type O2 sensor with a 12-MM thread - Bosch 13946 is an exact fit replacement part. A generic of the same type can also be used, but will require wire splicing and the reuse of the original plug.

The later system is the GEMS - this has four O2 sensors in the system, one before and after each catalytic converter. The GEMS in the 1996-early 98 vehicles can be identified by the color of the plug
attachment for the O2 sensor where it plugs into the harness - the plug body is black. The exact replacement for these (and the ones I used on my 1996 Discovery) were Bosch 13927 - a 4-wire titania internally heated sensor with a 12-mm thread. All four of the sensors in the system are the same, whether up or down stream.

The last is the Bosch system (starting in 1999, though there was some overlap into mid to late 98). This too has the four sensor configuration, but the plugs on the ends of the O2 sensor wires are grey rather than the black of the earlier GEMS system. Upstream sensors are Bosch 15175, downstream are 15630 also Bosch.

OK, with the where and the what out of the way, let's get to the actual replacement procedure.

Tools required are fairly simple - the hex on the O2 sensors is a simple 17 MM hex, and a standard deep-well socket will fit over the sensor body and reach the nut with adequate room to spare. Unfortunately, the standard 22MM O2 sensor socket from the auto parts store does not fit.

Rover's use of a non-standard size sensor leaves you with three options. Either buy a proper 17MM O2 sensor socket from Atlantic British or some other parts purveyor (less than $20), grind a slot for the wire in a sacrificial 17MM deep-wall socket (my choice), or clip the wire off the old sensor and use an uncut 17MM deep-well socket to
remove it. Reinstalling the sensor requires much less torque and can be done with a tubing wrench or an open-end wrench, though this is an annoying problem because of the lip Land-Rover saw fit to put around the O2 sensor bung on the header pipe. A tubing wrench would be my call on this one, though it is useless for taking them out.
The actual replacement procedure for the O2 sensors is much the same no matter what engine or computer you have. Really, all you need to do
is disconnect the wire at the plug, remove the old sensor, install the new, reroute the wire correctly (having noted it on removal) and connect the new sensor in place of the old one.

First off, take the vehicle for a run to warm up the exhaust system. O2 sensors come out much more easily on a warm system than a cold one. Put the vehicle up on ramps for access and block the wheels to prevent movement.

Locate the sensors to be replaced,and trace the wiring back to the plug where they connect to the wiring harness. In my case when replacing the downstream sensors on my 1996 D1 the wire traveled toward the rear of the vehicle and upward, through a clip on the transmission mount, then to the plug mounted to the side of the transfer case on each side. On a 3.9 vehicle the plugs are in a much
less accessible spot - they are at the back of the engine above the transmission bellhousing. Having not had the pleasure of replacing them on a later D1 I cannot speak to the connector placement, but following the wires will let you find them.

With the plugs located, disconnect the O2 sensors from the wiring harness and pull the wires from the sensors back to the sensor location on the exhaust pipe.

Using a 17 MM 6-point socket, remove the old sensor from the Y-pipe. This can require a bit of leverage - 100,000 miles in the exhaust stream and the hot/cold cycles can stick one of these pretty thoroughly in the pipe's threaded bung.I ended up using a dead-blow mallet on the end of my socket wrench handle to jar the threads loose, and once loose they unscrewed stiffly but with little difficulty. The mileage of the vehicle seems to have little to do with it - the 75,000 miles of my D1 were little different from the 175,000 miles of the
Range Rover3.9 Y-pipe I removed the sensors from recently.

NOTE: There are two schools of thought as to the use of a copper-based anti-seize product on O2 sensors. One thinks that it is acceptable if not gotten on the sensor itself inside the pipe (a little on the threads only) the other that the possibility of poisoning the sensor is real if one is not very careful. Personally I can't see where it will do any good in a thermal Hades like an exhaust, so I did not use it. Do what you like, but I can't see it doing any good.

With the old sensor clear of the pipe, remove the new from its packet and screw it into the Y-pipe. You won't get far threading it by hand, so once it is engaged in the threads use a wrench or the proper socket to seat the sensor in the pipe. 3/4 to 1 turn once the sensor gasket contacts the pipe bung is the right torque - 17-20 foot pounds if you want to use a torque wrench.

Route the wire from the sensor in the path of the old one, inserting it into clips as required, and connect the plug to the wiring harness.

One down, two (or four as required) to go...

Once complete, another visit to the auto-parts shop with the code reader should see the codes cleared and many miles of more efficient driving ahead.

Diagnosing a Problem, Where the Real Problem is Not Apparent

by Henny, Cape Town, South Africa

First, some background. This one came from South Africa to the website where some OVLR members looked into it: A rebuild project land rover 1967-109 cylinder petrol model. It ran fine for some time and then gave some problems recently. One of newly replaced spark plugs went dead which was replaced. New plugs, distributor cap and rotor & ht leads fitted along with an "Igniter" system to the distributor. Spark plugs are NGK BP6ES.

A statement of the problem and Question: The engine runs,but I do not feel that I get the same power as before. Using a vacuum & fuel pump tester meter I am not to sure about certain things. What are the correct gauge settings for vacuum & fuel ? Where do you connect the gauge fittings for both ? Would you not get fuel directly into the gauge when connecting to the fuel pump ? Using 95 lead petrol in South Africa I have set my timing at 6 deg BTDC,is this correct ?

Diagnosing the Problem: First - Fuel pressure to the carburetor is no more than 1 or 2 PSI. Best way to test this is with the procedure in the manual where it says to start the engine with the fuel line pointing into a container, then measure the amount of fuel pumped in 30 seconds. In this case, if you get a decent stream of fuel you're doing fine - a half-liter or more in 30 seconds is great.

Second - Vacuum: What I typically do with a vacuum gauge is to start the vehicle with the vacuum gauge attached to the manifold. Rotate the distributor back and forth till you get the maximum reading, then back down (against rotation) an inch or so on the reading of the vacuum gauge. As a petrol engine is nothing but an air pump, you want to set it to maximum efficiency moving air minus a bit to allow for advance on the distributor.

The port for power brakes, or the connection for the PCV valve is a good spot to go for manifold vacuum. You do not want it off the carburettor as that is ducted or restricted vacuum.

Now, as far as your problem goes, i'd personally go after it in a more methodical manner. Pardon me if I talk about things you have already done, but I am just going to detail what I would do.

First, reset the timing to the proper spot (factory setting) using the timing marks on the flywheel or the front pointer as may be. I realize that this is a step back, but humor me here. It's easier to tweak if you know where you're tweaking from. Also, realize that installing the electronic ignition is going to mean the distributor is likely going to move to another position to get proper timing - take this into account.

Next, with the engine running and warmed up, unplug the spark plug wires one at a time, then reattach before moving on to the next. The engine RPM should drop a bit, then recover when the plug wire is put back. If not, you have one or more cylinders that are not doing their job.

If this passes, then attach a vacuum gauge and tweak the timing as I said - max vacuum, then back an inch of manifold vacuum on the gauge.

Other thoughts I have is that perhaps you have defective components in the high-tension parts you replaced. Might be worth swapping in the old parts one at a time and seeing if it runs better.

If you have a timing light, hook it up and watch the timing marks as you rev the engine, both with and without the distributor vacuum connected. I wonder if the vacuum or mechanical advance are jammed, perhaps because of an over-long screw holding the electronic conversion in. Don't ask me why

I thought of this....been there did that.

Applying the advice in a measured fashion: Firstly I would really like to thank you for your reply,this is greatly appreciated. I did a bit of fiddling last night. Taken no 1 plug out and checked tdc with piston, this is correct. Put a meter on the coil and rotated the distributor and set the crank pulley at 6 deg btdc. I found information in the Hynes manual for 95 octane to be set at 6 deg btdc. I checked good spark from the ht coil side lead to body. I checked all plug leads as you suggested and this is fine.

Finding an underlying cause: What I did eventually notice and I think that this may be the problem. When I rev the carb at the carburetor it really sounds perfect,but when I press the accelerator pedal, then I do not get the same results. I disconnected the linkage and found about 12mm difference which I have rectified.

WASHME's pink engine

A New Bumper for Miles

by Mike Malone

Last weekend I went down to Carlsbad California to pick up a new to me Safari Gard bumper for Myles (2dr RRC). It came with a winch, synthetic line, 2 little Hella mini lights (~2") mounted in the bumper, the SG skid plate, swivel recovery eyes and 1 Roverholic bottle opener. The ad said that the free-wheel didn't work on the winch, no big deal. I thought since I have a brand spanking new winch to mount on it anyway. Aside from a bee sting that went septic in under 24 hours the pick up went smoothly.

I had previously moved the steering damper up front into the defender location and replaced all the tubes with some DOM, so I don't want/need the SG skid plate (not sure it would even fit now). In order to make sure that the bumper would still mount securely without the added leverage support of the skid plate which goes back to the front engine cross-member, I stopped and picked up some steel pipe to weld into the frame of the classic.

A photo of Miles, Mike and Q at WinterRomp 2008

Saturday morning dawned wet, cold, and apparently a little higher in elevation, snowy. JUNE?!?! for f---s sake, I am over Winter. :) When I bought the truck the stock radiator was toast, so I put one out of an 87 in. It is not the same as the stock, and some fiddling was needed to get it right. I had forgotten about this until I went to remove the bumper.

Step 1 4 bolts through frame. Step 2 remove radiator. HUH!! yup remove radiator.

Step 3 remove spring steel support brackets that were impossible to get to w/ the radiator in place. Go to weld steel pipe into bolt holes wait a minute someone already has. Excellent .Installation was fairly straight forward, Nicole helped align and lift the bumper into place while I slid the 1st couple of bolts into place. (100% waterproof I tell ya) snug all 4 bolts up, Jack the nose of the bumper till it sits right, and tighten them down till I can't tighten them down any more.

Crap, I should have put the radiator back in before putting on the big f-ing bumper. Oh well I guess I should get used to working on it like this. :) MAN this looks sweet, and its only 1pm. Maybe I will look into the winch today too.

Get under the bumper and start to release tension on the 4 mounting bolts, hmm only 2 have washers spanning the mounting holes in the bumper. get the 4 loose, and the free spool works again. The locking washers weren't enough to hold the bolts in place in the front two mounting holes of the winch, so when it torqued it pinched the drum, and wouldn't free spool.

Now since it was a Superwinch X9 with an internal brake, I decided to replace it with the Superwinch epi9 with the external brake. with the now working free spool engaged, I pull the synthetic line off the X9. Not sure who installed this rope but crimped, yes crimped, onto the end of the synthetic line is metal sleeve with a hole drilled in it. this was then attached to the drum with a set screw, are you shitting me? I then removed the winch body and solenoid pack.

Before lifting the epi9 into place I decided to unspool the wire rope that is on it. (every once in awhile i get it) lift it into the truck and realize that the winch drum hole for the cable was not quite drilled completely. Drill that out, smooth the ends, follow the installation instructions for the synthetic line, and wire up the winch.

Now this may surprise some of you, it certainly did me, when I went to power the winch in to finish spooling the line on, IT ACTUALLY WORKED! WOOT!

Pictures to follow, but it is HOT. Nicole said she liked it more than the stock bumper. It apparently offsets the roof rack and rear bumper better now. Excellent.

A Canadian Forest Service 109" with 1 piece doors spotted in OR

September 18-19th: The British Invasion in Stowe Vermont. Once a massive gathering of Land Rovers, MGs, Mini's and other marques, where OVLR once put on quite a huge showingm, while smaller now, a fascinating and interesting display of British vehicles down in Stowe Vermont. No longer out on a farm, complete with RTV course, this venue is a more gentlemanly park setting down near the downtown of Stowe. Always an enjoyable afternoon, and a few Series Land Rovers to boot now-a-days! Goto http://www.britishinvasion.com/ for more information.

September 20th: Social at the Prescott

September 25th: THE SEPTEMBER FALLOUT hosted by Dominic and Scarlett Perodeau. Details at the bottom of the page

Late September, early October: The annual Oiler. Goo up your ride before the MOTs salt decides to pay a visit. Details to follow in a future newsletter and via email.

September 30th to October 3rd: The Rover Owners of Virginia Mid-Atlantic Rally in central Virginia. Traditionally one of the largest Land Rover Rallies around, this is always an interesting event to visit. On a new site next to the old Pearl's Pond site, go to http://www.ROAV.org for more information.

October 18th: Social at the Prescott

November 5-7th: For the hardier folks, there is traditionally a Guy Fawkes event down in central New York State at former OVLR member Howard Smith's farm. Details to follow.

THE SEPTEMBER FALLOUT

OFF-ROADING & SOCIAL EVENT

HOSTED BY DOMINIC & SCARLETT PERODEAU
OF LAND ROVER SALVAGE, INC.

DATE: Saturday, September 25, 2010 (make it an over-nighter for the more adventurous)

WHERE: Land Rover Salvage at 104971 Hwy 7, west of Madoc

ARRIVAL TIME: 11:00 am (a place for camping is available on site and there will be a PortaJohn there is also some limited power for site lighting ..... so, for those wanting to stay overnight, you're welcome to arrive earlier to set up camp ... heck, you're even welcome to show up on Friday evening to get a really big head start on the fun)

OFF-ROADING: 1:00 pm ... off roading to Lingham Lake (returning for around 6 pm) please pack your own lunch

DINNER: A BBQ dinner will be catered by Scarlett at 7:00 pm

BONUS EVENTS: Bonfire and Fireworks

FEE: $25 per person (please contact David Pell for payment ovlr.treasurer@yahoo.ca)

For those staying over to Sunday, Tim Hortons coffee & breakfast will be provided ... there may even be an exploration of the local network of trails (as per group consensus)

P.S. If anyone has certain dietary restrictions, please let Scarlett know and she will be happy to accommodate your needs (please let her know well in advance)

Other Notes: Groceries, LCBO, Beer Store, Tim Horton's are just 5-10 minutes away

TO REGISTER

PLEASE RSVP SCARLETT BY SEPTEMBER 11, 2010

scarlett@landroversalvage.ca

INDICATE HOW MANY PEOPLE AND TRUCKS IN YOUR PARTY

Let it Snow (But Not On a Mayflower)

a Friday Story by Mike Rooth

Triumph that is.

I started motoring life with a 1932 MG J2.OK it didnt have itrs original engine (not surprising, because the J2 had a *two* bearing crank. One at either end). But four wheel drift it would, particularly at four in the morning, me on the way home from an early finishing night shift, and, as the Shipping Forecast used to say "Rain in past hour".

You see, the Trent Bridge (yes *that* Trent Bridge) roundabout at that time was a wood block road. Must have been Lignum Vitae to have lasted that long but it got nice and slippery when wet. So I drifted into it and then out of it. Impeccable handling!

However I was instructed (by my late father) to buy a Triumph Mayflower. I suppose the thing was warmer then the MG but it was boring. Further, when it snowed it was dangerous. The first snow shower we had I wiglled it about on the road and found it uncontrollable. Oh well, can't have everything.

Then it snowed.And snowed.Then froze. For weeks. I worked 15 miles away in Nottingham,on shifts. I think we had about seven weeks of freezing weather that year, and I recall coming off nights at about four in the morning.....

It was raining. Gently. And it was warm. Ish. So what I had was an unstable car, on cross ply tyres, to be driven fifteen miles on a wet skating rink. VERY VERY slowly. I don't think I actually travelled in a straight line the whole way.I stopped in front of the Head Post Office in town and lit up. I was shaking.

Chassis Numbers

Interested in knowing a little more about your Land Rover? Well, say that your serial number was 25100123a. What resources are available to you with a little typing and sleuthing? Well, one good place to start is the Land-Rover Frequently Asked Questions site, www.LRFAQ.org. In the FAQ you will find a series of pages dedicated to deciphering what your Land Rover is, what it should have come with, and, maybe if you are lucky, when its birthday is. Your serial number can lead to you obtaining quite a bit of information on your vehicle. On the other hand, if you own something like a IIA where the serial number prefix didn't change for years what you learn may be limited. However, these tables form a guide to seeing if your serial number is actually correct and what you may have (Is it a CKD? et cetera).

First, by visiting the LRFAQ History, Production & Sales pages at http://www.lrfaq.org/FAQ.3.main.html you get a menu of pages before you. They include:

The General Information/Decoding page explains what your chassis number means. This page breaks down that serial number into parts. Your number is not just a sequential number. It is actually made up of a couple of pieces of information, each which tell you something.

The Serial numbers by vehicle type page is all of the Land Rover serial numbers in a tabular format, just as you see in the beginning of the various shop manual.

The Serial number suffixes by year page is aimed at taking information by year and translating it back for the reader. So you really think your Land Rover was built then, eh?

Series IIA serial number suffixes page interprets what that little letter, means. They actually can tell you a lot about the vehicle, what it should have. What are those details and what changed by Chassis, axle, gearbox, or engine from 1961 through 1971. Data outside these dates is still being researched.

So, what do these pages tell us about 25100123a? Firstly, a 251 prefix land Rover is a Series IIA. It is a 109" wheelbase, basic (2 doors), 2.25L petrol (gas) engine, right hand drive, home (UK) model. It is the 123rd (or so since Land Rover never did things in exact order) of that type built. Being that the Series IIA was announced in September 1961 as a 1962 model year and that generally LR's production year started about 1 September (with a few perhaps built in late August) and that 25100836 was built on 31 Dec 1961. It is likely that 25100123a was built in mid-September 1961.

The "a" at the end of the chassis number is called a suffix letter, and was used to show major changes (hence Series IIA from Series II). The original plan was that when they went to the B suffix (which they did in March 1963) that the trucks would be called "Series IIB", but that didn't happen as the changes weren't all that significant. What complicated things is that chassis, engine, transmissions and axles all had suffix numbers and they were independent of each other. Also interestingly only the "a" suffix were in lower case. For "B" and later the character was in upper case.

Need to know more? Visit the “Where to write for certificates for information” page. Here you can find places to write (there is a cost) on your particular serial number of VIN for civilian and military vehicles. If you have something newer, the site also has a VIN Registry for NAS Defenders. This series of pages is a fairly complete list of NAS Defenders, their VIN number and LR sequence number. People have discovered on ccasion that the NAS D90 with a particular LRNA sequence number might not be what they think it is.

JUNKYARD STEELS

The following list describes some potential types of steel used for common junkyard items. This information was compiled from several sources, Machinery's Handbook, Country Blacksmith, Blacksmith's Journal and Carpenter Technology Corp.

Machinery's Handbook is an excellent source for heat treatment of these steels.

APPLICATION	Number	Letter
Agricultural steel	1080	
Axels	1040	
Ball Bearing Balls	52100	
Ball Bearing Races	52100	
Band Saw Blades		L-6
Bits, Router		M2
Bolts, anchor	1040	
Bolts, heat treated	2330	
Bolts, heavy duty	4815	
Brake Lever	1030	
Cams		A6, S7
Chisels		O2, O6, L6
Clutch disk	1070	
Clutch Springs	1060	
Coil Springs, auto	4063	
Coil Springs, truck	5160	
Cold-rolled steel	1070	
Connecting Rods	1040	
Crankshafts	1045	
Cutters, Bolt		S2, S7
Drifts		L6, S2, S7
Drills		M2
End Mills		M2
Fan Blades	1020	
Files		W-2
Gear shift levers	1030	
Gears, transmission	3115	
Hammers		L6
Harrow Disk	1080	

APPLICATION	Number	Letter
Hay Rake Teeth	1095	
Jackhammer Bits		S-5
Knives, machine		M2
Knives, woodworking		O2
Leaf Springs	1085, 5160	
Lock Washer	1060	
Mauls		L6, S2
Mower knives	1085	
Music Wire	1085	
Nail Sets		L6
Plow Beams	1070	
Plow Disk	1080	
Plow Shares	1080	
Pneumatic Tools		L6, A6, S7
Punches-Cold		A2, O2
Reamers		M2, O2, A2
Roller Bearings	4815	
Screw Drivers		L6, S2
Snap Rings	1060	
Spring Clips	1060	
Spring Steel, clock	1095	
Steering Arm Bolts	3130	
Steering Arms	4042	
Taps		M2, O2
Transmission Shafts	4140	
Tubing	1040	
Universal Joints	1145	
Valve Springs	1060	
Wrenches		L6, S2

This information was compiled by the North Texas Blacksmiths Association. ABANA chapters may freely use it in their publications.
Please credit NTBA, http://www.flash.net/~dwwilson/ntba

Classifieds

FOR SALE: SERIES PROJECT VEHICLES AND PARTS

I am getting rid of most of my Land Rover stuff, too much to list but included are two new canvas tops for Series 2 and 3 (one still in the box), several Series 1 and 2 project vehicles and all kinds of accumulated bits. Call me and see if I have what you need.
519-357-2148,
Don Watson
watson@wightman.ca

FOR SALE

1989 defender 110 county; turbo diesel engine; right hand drive; 12 seats; steering and transmission protection bars; factory Land Rover folding steps
Mileage 168,000, excellent condition for year, white exterior with blue fabric interior, original paint with the odd touch up.
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