

OTTAWA
VALLEY
LAND
ROVERS



March 2014

www.ovlr.org

Volume 31, Number 3

Hoopla!



Articles and more photos on pages 8-9



PO Box 478

CARP, ONTARIO CANADA K0A 1L0

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada and the second oldest in North America. Membership is open to all Land Rover enthusiasts. Executive meetings are held on the first Monday of every month. Social meetings are held on the third Monday of every month, generally at the Prescott Hotel on Preston Street.

OVL R offers a monthly newsletter and a variety of activities throughout the year, from mechanical seminars and off-road rallies to social events and family oriented outings. Members receive discounts on parts from a number of North American suppliers. Off-road activities come in several categories. The light version, which is usually entertainment during a rally or at one of our family summer events, consists of a little "mud bogging" or tours along country lanes. The heavy stuff, which is usually several days across public lands navigating by compass, topographical maps and aerial photos, involves bridge building, river barging, and driving conditions raging from cedar swamp to rocky hill winching.

Membership: Canadians joining throughout the year pay \$50 CDN per year, Americans and others pay \$50 US per year (discounts available if you receive the 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

OVL R/Land Rover HAM:

14.160Mhz @ 01:00GMT Tuesdays

Online

<http://www.ovlr.ca>

<http://www.facebook.com/OttawaValleyLandRovers>

OttawaValleyLandRovers

Land Rover FAQ: <http://www.lrfaq.org>

OVL R Forums

<http://www.ovlr.ca/phpBB2/index.php>

Newsletter Archive

<http://www.ovlr.ca/nl/OVL R.nl.freq.html>

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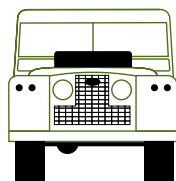
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OVL R Newsletter

ISSN 1203-8237

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

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

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

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

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

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31st OVL R Birthday Party

Silver Lake, ON — June 20-22, 2014

The big event for the club is only a few short months away. Dust off memories of trails like the “Light” off-road, the Heavy Off-Road on the hydro line, Bolton Creek and Ernie’s land. The RTV competition. A great BBQ dinner Saturday night. Then the entertainment of the Sunday auction where the auctioneers attempt to channel Bate’s auction style, “This item is one of a kind...”

The Event

The event will be held near Silver Lake, Ontario, because of the geographical location being central to the bulk of OVL R regional members as well as having some diverse terrain upon which to host the event. (bedrock, cedars swamp, and mud). Silver Lake is located about sixty miles west of Ottawa on Highway 7.

Accommodation

Now is the time to plan ahead and register your campsite at Silver Lake Provincial Park – real toilets and showers. Swimming and playground available. Members typically concentrate in the Dawson Campground (see map below) with the “party” site being #40.

<https://reservations.ontarioparks.com/SilverLake?Map>



Put the weekend of June 20 to 22 on your calendar. Book the Friday the 20th off from work. Dust the cobwebs off your Land-Rover and do your Spring tune up. Plan to head out to the Deacon’s place near Maberly.

Watch the website for updates, RSVP will follow.

What should you do?

Contribute ideas now – Let your friends know of the event – Volunteer to help with any organizing requirements – either at or prior to the event – Participate in all facets of the event – Bring your vehicle and show it off – Meet and talk to other Land Rover enthusiasts – Renew acquaintances



April 13, 2014

27th Maple Syrup Rally
Shawville, Quebec
Organizer: Peter Gaby
watch the web site for updates

Sunday April 20, 2014

630 Trinity Road, Ancaster ON L0R 1R0
Exit#55 on 403 at Hwy 52/Trinity to Hwy 2/53/
Wilson St.
Information: ancaster.flea.market@gmail.com
Hours–Public 9:30 a.m. to 2:30 p.m.

April 21st, 2014

240th Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

May (date tbd)

Spring Tuneup, Woodlawn, ON

JUNE 20-22, 2014

31st Birthday Party
near Maberly, ON

President's Message

Welcome to the March 2014 newsletter.

Once the calendar clicks over to April, we will be into our sixth consecutive month with snow on the ground. And Sunday morning's 10+cm of snow was a nasty shock to the system. However it didn't stop us and with Madame being away in Florida this week – allegedly work related... Olivia and I have been using the Land Yacht: So our junior equestrienne was delivered to the local horseshow venue on time (07:30 Sunday morning) despite the snow. Actually, getting there was a lot of fun especially on the back roads which had been neither travelled nor ploughed: The rooster tail / wake of flying snow was impressive.



Spring on the Pakenham Ice Shelf

On the odd occasion when the outside temperature has been above -10C recently, I have made some more progress on the 101.

Keen readers (really?) may recall that I had a problem with one of the carburetors - it wasn't feeding enough fuel to the RH bank of cylinders at anything above idle. So I handed it over to Andrew F to take a look at: He diagnosed a knackered throttle shaft, and split diaphragm amongst other things, all of which were



Rebuilt carb and split diaphragm

rectified very quickly, and I set refitting it: After which I could refit the alternator and the gear linkage. At the same time I rebuilt one of the NOS LH wheel cylinders which had sprung a catastrophic leak and purged a reservoir full of DOT5 onto the floor. Olivia was bribed into helping bleed the brakes - I find it amazing that a 10 year old girl can adjust the 101 drivers seat to comfortably press all 3 pedals to their full travel: Who was the 101 designed for?

When Dominique asked what Olivia had been doing – expecting a reasonably technical answer – the silent response she got spoke volumes: A very Gallic shrug, and rolling eyes reminiscent of Marty Feldman in Young Frankenstein. I don't think she'll be a stalwart of the OVLR in future years....

On my travels recently I picked up a copy of LRM to find more ramblings about what the Defender replacement ought to be. Don't know what you all think, but I think that LR have either lost the plot, or have decided that there won't be a Defender replacement and haven't had the balls to tell anyone. How hard is it to design a utility vehicle?

One thing I did take note of though is the fact that the 2014 Ram 1500 is now available with a 240 hp 3.0 litre V6 Turbo-diesel (courtesy of VM Motori – thank you Fiat. Badged as the 1500 Eco Diesel – I'm pretty sure that it will be the vehicle that will replace the trusty Jetta TDi.



As I type this, the sugaring season is upon us in Lanark County and with it will come the first event on the OVLR calendar – the Maple Syrup Rally: Date seems to be set as the Sunday before Easter: The event will, as usual be graciously hosted by Vern and Linda Fairhead and organized by Peter Gaby.

Hope to see you there

BEST REGARDS
ANDREW

Word Wars

SUBMITTED BY D.KENNER
REPRINTED FROM CORNISH GUARDIAN

A WADEBRIDGE author has been forced to withdraw some of her most successful books from sale because of a copyright dispute with the car-maker Land Rover.

Veronica Lamond had sold thousands of copies of her illustrated Landy stories for children – until Land Rover demanded that they be recalled from bookshops, claiming they infringed the company’s image rights.

Mrs. Lamond said she was not able to discuss the issue for legal reasons, and a brief statement on her web site says only: “The Landy books are presently unavailable due to copyright issues being reviewed by Land Rover.”

Mrs Lamond has three hugely successful titles in her series – Landy, A New Home For Landy and Fender.

They had sold 15,000 copies before Land Rover raised an objection.

The first book follows the Land Rover from his abandoned state in a field to his discovery and



restoration by a young man called Jack, and his dog Molly.

News that Land Rover might be considering applying to trademark the word “Landy” first emerged in the magazine Land Rover Owner International.

Land Rover had not returned calls as the Cornish Guardian went to press.

Jungle Rover from somewhere in Darien, courtesy of Pinterest



Other Friendly & Neighbouring Clubs' Events

Blacker Than Night Rally

Aug 2-4, Readington, New Jersey

International Rover Polo Tournament

Aug, TBD, Pakenham, On.- OVL

M.O.R.E. Labour Day Weekend Rally

The maritime LR club, usually in Nova Scotia

British Car Day

Sept TBD, Bronte Creek, On.

Annual Roav Mid-atlantic Rally

Oct TBD, Virginia, USA – a traditional big event

Cedar Hill Classic

Oct TBD, Pakenham, On .- OVL

409th Guy Fawkes Rally

approx Nov 5, Cooperstown, N.Y

Note: Other Clubs' events usually require registration or one year membership purchase.

Front Axle Rebuild

STORY AND PHOTOS: A. WATKINS

Hello all,

I have been restoring a Series 2A front axle over the winter. I laid out all the components on a bench, just to check if everything is there, before rebuild starts. This axle was rusty outside, but had a smear of oil in all the right places, and managed to be very nice on the inside. The major components that had failed were the swivel balls, which were deeply pitted. That was the big ticket item at 70 GBP each + hefty shipping.

All roller bearings had signs of wear or minor corrosion, and I decided to replace them, just to be sure. Each bearing was about 5 to 8 GBP, with the exception of the universal jointed shaft bearings, which were 15 GBP each. There is a lot of mucking around to extract bearing races without a press and the right special tools. The toughest one to work out what to do, were the inner races pressed onto the universal jointed drive shafts. These were a long way down the shaft, and hard up against a shoulder, with a retaining collar pressed on as well. In the end it was easy, as I used a dremel and a 1" grinding disc to cut a slot along the outside diameter. Then I chiseled into the slot, against a hard anvil block on the floor. This cracked the brittle metal, and it came off easily in the end. I had been fretting about that process for a couple of months, since seeing the special axial extractor tool in the manual. The location surfaces for the bearing



races were all nicely un-corroded, but needed a check over with a honing stone, and clean up with a scotch brite pad. My cold chisel had raised a few small burrs, which would have prevented the races from seating fully home on one or two of them.

There are a lot of roller bearings: 2 on the diff crown-wheel assembly, 2 on the diff pinion, 2 drive shaft, 2 on each axle/ rotor assembly, for a total of 10. There are 6 lip seals.

The seals, and their running surfaces were another item that needed replacing. Fortunately, the seal running surfaces are replaceable rings, which can be drilled, ground and chiselled off. This also proved to be relatively easy in the end. The stub axle bearing spacers need to be fitted with gasket sealant, to prevent oil seepage onto the brakes.

All fasteners were either sourced new, or de-gunked in vinegar and dish detergent, which both removes paint and rust, with a couple of weeks of soaking and wire-brushing. All fasteners and locking plates were zinc plated locally, if not already done. I asked for 25 micron yellow zinc, but you can also elect for natural (grey) zinc. There is a nice mix of BSF and UNF. All tapped holes in the castings were BSF, which required some sourcing of the right taps, but the through bolts and nuts are UNF. All holes were run through with plug taps to clean out the threads. The wheel studs



... continued on page 7

Front Axle Rebuild *(continued from page 6)*

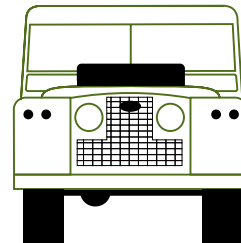
are restored, not new. I ordered new, but got ones with a bigger head, which don't fit the counter bores in behind the hub rotors. The old ones have a smaller diameter head, which is tapered. In spite of the part # and picture being correct on a web-site, you don't always get the right item.

There are lots of castings and fabrications: axle casing (1 fabrication), diff pinion housing (1), hub rotor (2), UJ housing (2), Swivel ball (2); and all needed to be extensively wire brushed back to a good paintable surface, and painted again. I brushed on zinc primer, then tremclad gloss black. I chose the brush, to ensure a very thick coat, and perhaps longer life, at the expense of a few runs here and there. It is well coated in paint now. It is surprising how many burs and surface dings are present, in places that should come together and form nice seals with joint washers or locate critical alignments together. I



began with a fine flat file, and found the high points, with even pressure from the back of the file, not the handle and the end, as you might normally do. This gradually worked down the high spots. I finished with a small triangular honing stone. My dad had bought hundreds of these back in the fifties, as a job lot in a war surplus auction from a local car factory (or something like that). So history is fixing history. In the end, the surface is made good and flat. I resorted to emery paper on the outside of the castings in places, just to be a bit more aggressive than the wire brush on the angle grinder. Some bits just needed it.

So, re-assembly can begin. I have started with driving in the bearing races. Some critical alignments and settings in the Diff are coming up to set pinion to crown-wheel distance, backlash and pinion pre-tension. I have the theory from the manual, but need to get the "hands on" right. That is next.



VB1663

BY ROBIN CRAIG

There are many ways to describe the vehicle classified in military parlance as a VB1663. If I said it was a “Truck Caravan Commanders 1 berth 3/4 ton Rover Series 3” then you might get more of an idea. If I told you it was a Carawagon conversion that would be the best definition.

Many have heard of Carawagon conversions by RJ Searle from the older series 2a vehicles from the 1960s. If you are not a fan of military Land Rovers then the Commanders Carawagon would be an unknown to you.

According to documentation that is around there were two production runs and then a trial build. In all it would be fair to say the total number made was 25 or less.



The vehicles started off life as a Series 3 and were taken back from stocks and modified to give senior officers a mobile home during times of war with a degree of comfort and mobility. The back was fitted with a bed that doubled as a long bench seat on the passenger side, which as most were left hand drives, this is on the right. On the left was a long countertop desk with sliding doors underneath with drawers behind them. Set into



the counter top on some was a wash basin, this was relocated to the back door on others. There was space for a small natural gas / propane stove in some.

Now you might think that the back of a long wheelbase hard top is not exactly roomy. To counter that the Carawagon had a flexible roof that gave a clear 6 feet of headroom when extended. This was the novel feature of the Carawagon conversion and makes a distinctive dome shape when seen from in front or behind. The basic nature of the roof was two hinged boards, one either side connected by hinges to a thin gauge sheet of aluminum that was held in place in the up position by hinged end panels that formed the gable ends.

The pictures attached should show the basic idea.

Considering how the series and coil trucks share many similar dimensions it would have been fairly easy to remove the roofs and refit them to modified 110 vehicles, but this never happened as far as is known.

As someone interested in military Land Rovers it is a variant that I have been well aware of for many years. As these vehicles served in Germany predominantly,

they are not seen this side of the pond often. There was one in the US a few years ago that survives but not in military colours.

Recently, while on a weekend drive I passed a rural driveway with a Series 3 109” with hoodsticks. Naturally I turned around and drove up to the property and asked the owner

... continued on page 9

VB1663 (continued from page 8)

if I could look at the vehicle. Walking around it I was puzzled by the lack of seat boxes in the rear and lack of the bulkhead behind the front seats.

As it was obvious from the rear cross member and the bridge plate on the grille it was a British military Land Rover, I opened the driver's door to look for the familiar data plates that are rivetted to the seat box of such vehicles. Once I saw the data plate the penny dropped and I knew what I was looking at.

According to the current owner, the vehicle had been imported to Canada from Belgium and he had come into its ownership. What has happened to the original roof and the sides is unclear. Currently I am negotiating to gain ownership of the vehicle. I would restore it to its military colours and condition.



If you know anything about this or other military Land Rovers don't hesitate to contact Robin at 1 613 484 6602



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Tel: 613-722-7533 Fax: 613-722-868

27th Maple Syrup Rally

That time of year is nearly upon us, when the snow begins to recede up here and the landscape begins to resemble something other than tundra. For the past twenty-six years, members of OVLRL have been celebrating the coming of Spring with a gathering at Vernon Fairhead's sugarbush in Shawville, Quebec during the maple sap run. The event offers people an excuse to get their Land Rover out from under a snow bank and blow out the cobwebs. The actual date for the MSR is a Sunday, but it varies due to actual sap run, this year it is scheduled for April 13th. Keep your eyes on the web site for updates.

Activities:

- Winter camping for the hearty
- Gathering sap from the sugar bush and stoking fires under evaporators
- Brunch of french toast, sausage and baked beans with fresh maple syrup
- Driving snowy trails and lanes
- Maple syrup for sale (while supplies last)

Members are also welcome to come up on Saturday and help with sap gathering and maple syrup production.

A convoy of vehicles leaving from the Westgate Shopping Centre at 8:30 am. (Corner of Carling Avenue and Merivale). If you know your way and are coming up on the Saturday, we are looking for a convoy leader. Contact Terry King or Peter Gaby.

Details:

The cost of the rally is \$5 dollars per person with children under three free.

RSVP to Peter Gaby — gaby@rogers.com

For winter camping please contact Vernon at (819) 647-5544

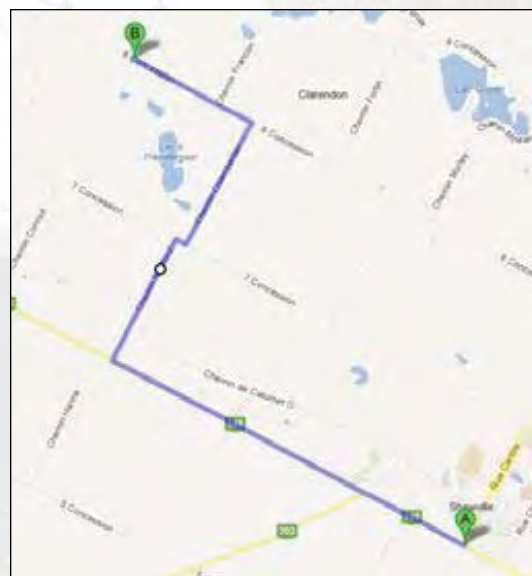
Per insurance requirements driving off-road trails requires you OVLRL membership and a valid driver's licence.

Directions:

1. Cross the Champlain Bridge (Island Drive) over the Ottawa River
2. Go straight to the second set of lights where the road ends at a "T" and make a left
3. Follow the upper road (Highway #148) 6.6 km to Aylmer to a set of lights at the park
4. Make a right and continue on Highway 148
5. Follow Highway 148 out of Aylmer
6. Continue 63km to Shawville
7. 1.4 km out of town is a flashing light (Highway 303)
8. 3.5 km after the flashing light make a right. Look for a side road on the right marked with a small green sign "Radford". There are 2 barns on the left.
9. Go straight 1.7 km until the road ends
10. Turn right, go 140 meters and then make an immediate left
11. Go 1.7 km and take the first left at the next concession road
12. Vernon's farm is 1.7 km down the road on the left

Maps:

Shawville (and Vernon's farm) appear on the very leftmost portion of the Canadian Topographical Map 31-F/9. For some of the trails map sheet 31-F/10 is handy.



Rovers & Parts for Sale

SERIES 1 LAND ROVER (1955)

Sir Archibald (Aka Archie)

Archie: Character and Tradition with a V8 engine.

The traditional Great White Hunter look on the outside, but a significantly and professionally modified Series 1 under the hood. What's Archie? A Series 1 truck that goes like stink.



The family loved Archie dearly, but it got tired of Archie's lack of speed and frequent need for gas, so George Whitcomb and his favorite mechanic embarked on a full modification:

- Engine replaced with 1962 215 cu. in. (3.5 liter metric) BOP V8. Buick heads, polished chambers C/R lowered slightly. This is of course the same aluminum block Buick 215 engine that Rover Motor Co. eventually used in Range Rovers for many years.
- Custom-fabricated adaptor/bell housing and motor mounts.
- Land Rover flywheel adapted to Buick crankshaft flange. Buick ring gear welded onto turned down Land Rover gear on Land Rover flywheel. Uses Land Rover clutch, Buick Delco starter.
- Steering box relocated to allow for a wider engine.
- Exhaust manifolds cut and welded to make use possible in Land Rover.
- Transmission and transfer case overhauled.
- Additional fuel tank fabricated and installed. Attaches to original tank: high, for venting between tanks, and low, for fuel transfer. Fills both tanks from original tank cap.
- Front leaf springs replaced with new units fabricated by local spring shop to be slightly softer to compensate for reduced engine weight. Original I-4 weighed between 600 and 700 lbs., replacement V-8 weighs about 350.
- Electrical system now 12 v. Negative Ground. Original charging system replaced with early (separate regulator) Delcotron alternator.



Archie will need a trailer but it is not a Series 1 that needs months and a fortune in restoration. It does need mechanical work, but it is not the kind of project car that comes with bulging boxes and buckets of parts and has been stored in a leaky barn.

- The body is in pretty decent shape, without dents or gashes; it definitely needs paint.
- The top. George looked for a brand-new, stock Series 1 top for years, finally found one.
- Archie has left-hand drive, rare in a Series 1 in the U.S.
- The inside definitely needs cosmetic attention (new seat cushions, paint, and dash clean-up) but not major work. It is whole. The grill is stored inside.
- Weathering not an issue: Archie was garaged, then housed in a dry-storage unit.
- No rust, of course: it's an aluminum body.
- The tires were new when first garaged, but naturally have suffered storage wear.

Paulette Whitcomb, 303.463.6021 (home & office phone)

whitwords@comcast.net

Matthew Whitcomb, 303.295.8008 (office phone)

mattwhitcomb@hotmail.com

Jan14



Rovers & Parts for Sale *(continued from page 11)*

FOR SALE

Right and Left DISCO 1 front fenders in good-to-fair shape, some body fill required, no corrosion.

Ted Matthews – matthewsted@aol.com

Jan14

FOR SALE

1960 series II 2.25L Petrol engine, complete with alternator and starter, # 151029880 – \$ 200

1960 series II refurbished Serck Radiator Birmingham # 75652 – \$ 340

Chris – 819 570 1595, email info@swisscrafter.com

Mar14



FOR SALE

Anyone interested in a pair of Nolden driving LEDs ?

New \$840 US, less then a year old, would sell for \$575 CAN.

Contact: andreasniedermeyer@googlemail.com

LOOKING FOR A LAND ROVER TO RESTORE

I live in the east end of Toronto, and am looking for a Land Rover to restore. Current condition is immaterial; what I would like to locate is the remains of a series III, 88 inch diesel engined rover, circa 1980. If you or one of the other members could point me in the right direction, I would be appreciative.

Best Regards,

George Meyer <george.meyer@rogers.com>

272 Taylor Road, Toronto M1C 2R6

Ph. 416.281.0091 Fax. 416.281.0237

CHEAP PARTS NEWS FROM THE PRAIRIES

My son and I are ordering a container from China. We found winches in particular are around \$200 for 8,000 lb size. I might also get a gas cabin heater. I actually found a semi trailer company that has them for about \$800 or \$1200 installed in Winnipeg. At the moment I am in the middle of a radiator rebuild and installation of one of the really nice heaters from Princess Auto. I was in Charleston SC when the big storm hit but we made an early departure for St. Augustine when the worst hit. Didn't see any Series vehicles this trip. They seem to be getting pretty rare in the south now.

Dave Place

Manitoba

Contact in case of interest in any of the above:

David davepla@mymts.net

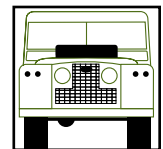
Feb14

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See page 2 for subscription details.