

**OTTAWA
VALLEY
LAND
ROVERS**



March 2005

www.ovlr.org

Volume XXII, Number 3

An Adventure to the Arctic



Bill Nastos on Ice Road

See more photos and article on pages 8-9.



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.

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 ranging from cedar swamp to rocky hill winching.

Membership: Canadians joining throughout the year pay \$35 CDN per year, Americans and others pay \$30 US per year. Membership is valid for one year.

OVL R Executive and General Hangers-On

President

Jean-Leon Morin
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Events Coordinator

Your Name Here

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Off-road Coordinator

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OVL R Marshall

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Returning Officer

Your Name Here

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Terry King

Mechandising Coordinators

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Webmaster

Dixon Kenner
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Thanks to all our Helpers

Murray Jackson, Roy Parsons, Kevin Newell, Bruce Ricker, Peter Gaby, Fred Joyce, Andrew Finlayson and all those whose names I just know I'm forgetting.

OVL R Newsletter

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OVL R 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, Shannon Lee Mannion (ottawavalleylandrovers@sympatico.ca) or via post to the club address. Photographs should be sent directly to S.L. Mannion, 2-41 Florence Street, Ottawa, ON Canada K2P 0W6. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back.

Deadlines: Submissions to the OVL R Newsletter must be received by the 15th 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 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 directors, 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 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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Submissions Deadline

The 15th of the month for inclusion in next month's issue.

Online

<http://www.ovlr.org>

Any ideas for the website please contact Dixon Kenner
Land Rover FAQ: <http://www.lrfaq.org>

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

Advertising Information

\$35 CDN for 1/4 page ad,
must run for minimum of three months.

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Hey man, what's going on?

OVLRL Calendar of Events

Socials

Socials are held at the Prescott Hotel on Preston St., Ottawa the third Monday of every month at 7:00 p.m.

Executive Meeting

Executive meetings are held on the first Monday of the month. Please contact Jean-Leon Morin for location. morinj@tc.gc.ca

April 10, 2005

Maple Syrup Rally at Vern Fairhead's in Shawville area. Same price as last year \$5.

June 24-26, 2005

OVLRL Annual Birthday Party
Silver Lake

Saturday, July 16, 2005

All British Car Day
10:00 am - 4:00 pm, Britannia Park (Lakeside Gardens)
All British vehicles, any marque, any year. \$20.00 registration
Please see website for details www.britishcarday.ca or call Don LeBlanc 596-5692

2005 Land Rover National Rally



submitted by Kevin Willey

Details are out for the 2005 Land Rover National Rally. Please advise your membership, list in you club magazine and encourage all Land Rover enthusiasts to join us.

Full details and registration downloads can be found using the following link:

www.solihullociety.org/features/?page_id=29 > 2005 Land Rover National Rally

Pricing

1 vehicle and driver: \$75.00

Passengers: \$40.00 each

Children under 10 years free

All the costs for the above, the fees to BLM, and the costs of the arena are included in the registration fee.

Contacts

Special Events Coordinator

Pam Haigh

pam.haigh@solihullociety.org

Rally Sponsorship Coordinator

Norman Hall

norman.hall@solihullociety.org

Official Rally Lodging

Columbine Inn & Suites

2019 N Poplar St

Leadville, CO 80461

Phone: 719-486.5650

Phone: 800-954.1110

Fax: 719-486.8273

Web Site: www.columbineinn.com

Mention that you are with the Solihull Society Land Rover Club Rally to ensure you get our special rate.

Schedule of Events

Wednesday, July 27th

4:00 pm to 8:00 pm - Rally check in at Columbine Inn

Thursday, July 28th

7:00 am to 8:00 am - Rally check in at Columbine Inn

8:00 am - Meet at designated parking area to prepare for trails

6:00 pm to 8:00 pm - Cocktail hours at designated place (to be announced)

Friday, July 29th

8:00 am - Meet at designated parking area to prepare for trails

5:00 pm to 8:00 pm - Vendor Night at Mining Museum Conference Center

Saturday, July 30th

8:00 am - Meet at designated parking area to prepare for trails

6:00 pm - Banquet with raffle and awards at Elks Lodge

A detailed schedule of events will be mailed to participants upon receipt of registration form.

Trainee Required!

Editor of widely-read monthly newsletter about Land Rovers seeks trainee to join the circus and take over as ring master. Need not be a trapeze artist nor an elephant handler. Being able to type may help. Patience and tact, an asset. Join the great team of people who bring it all to you.

Please reply to Jean-Leon, President of OVLR



Minutes of the Annual General Meeting

submitted by Dave Pell

Hungarian Community Center 43 Capital Dr., Nepean – Feb. 15 2005 7:15 P.M.

Christine Rose OVL R President called meeting to order at 7:45 p.m. after a slight delay to account for the traffic delay on the Queensway, with 17 members present as per sign-in sheet.

Minutes of last years AGM were distributed for review. Dixon Kenner moved and seconded by Kevin Willey that the minutes be accepted as circulated. Carried.

Reports

All reports were made off the cuff and text was not provided to me so I am attempting to capture the highlights. Any errors are my own.

1) President

Christine started by welcoming the members present and commented that it appears we are breaking with tradition in not having the AGM on the coldest night of the year. She stated that it was the focus of last year's executive to concentrate on the traditional main events, the Maple Syrup Rally, the Birthday Party, Frame Oiler and the Christmas party. Christine commented on how at the last minute we lost access to land traditionally used for the Birthday party. She also thanked Fred and Nancy Barrett who have been actively looking for new trails and working with the locals to secure access to lands around our birthday party site.

2) Events Coordinator

Terry King reported that as Event coordinator he concentrated on the three main events last year (the Maple Syrup Rally, The Spring Social at the dealership and the Birthday Party). Terry also reported on the first annual October fall Rally which was viewed by all who attended as a great success.

3) Off Road Coordinator

Jean Leon reported that in spite losing access to the land beside the Birthday Party site which we have traditionally used in the past, we were able to pull off a good event for the Birthday Party. JL also thanked Robin Craig for the effort that he put into the RTV, particularly for changing the RTV site at the last minute; JL thanked the two Kevins for leading multiple trails at the birthday party (good thing the Kevins helped out as JL's truck was in pieces at the time of the Birthday Party).

4) Member at Large

No report as we didn't have a member at large for the 2004 season.

5) Secretary / Treasurer

First, secretary Dave Pell wanted to thank Bruce Ricker for printing the newsletter labels and making the secretary's job much easier by helping out as much as he does. He also thanked the rest of the executive for their support as well. David Pell then circulated copies of the year-end financial report. He explained the basic format as well as gave highlights of the information contained (David also took some ribbing about the minuscule size of font used.) The current balance (as of Dec. 31 2004) was \$9,110.38 Cash and investments, with another \$1000.00 outstanding Newsletter publishing cash advance to the editor. David then discussed the cost associated with the newsletter publishing as well as the printing and mailing.

In summary, it is currently costing the club approx. \$19.54 per member to cover insurance, web site and publishing the newsletter. The cost of printing and postage for the members who receive the newsletter by mail brings the cost up to approx. \$57.32, stating that over half the increase

... continued on page 6

Minutes of the AGM (continued from page 5)

cost was due to postage costs which are scheduled for additional increases in Jan 05. It was also pointed out that last year the newsletter received zero funding from advertising, the outgoing president has taken steps to rectify this situation and the executive expects to be able to offset the costs of the newsletter. David closed his discussion by saying he was going to raise a motion under new business with respect to the membership fee structure.

6) Auditor Report

David Pell then turned the floor over to Christian Szpilfogel, the 2004 auditor.

Christian complemented David on the quality of the books he kept and reported that a copy of the auditors report is on file.

An excerpt is included below:

*Fiscal 2004 Audit Report for OVLRL - Summary
Dated: January 31, 2004*

As auditor of the 2004 books, I can report that all accounts and transactions are in good order. The Treasurer should be commended for his accuracy in records and ability to maintain full traceability.

In total, four observations were made to the 2004 and 2005 OVLRL executive. Two of which have been resolved satisfactorily.

The auditor confirms a net negative cash flow for the club of (\$790.06) and a final asset balance of \$9110.38. There is an estimated liability of \$556.60.

It is recommended that the FY05 executive undertake to review the asset value of the trailer and equipment. It is further recommended that the executive confirm the value of inventory on hand.

Details of the audit are available from the executive or the auditor upon request.

*Signed,
Christian Szpilfogel
Auditor 2004 for OVLRL*

Several points came out of the Discussion arising from the audit. The key points were the club executive need to do a detailed inventory of the merchandise, as well as the

trailer and equipment on the trailer. The trailer is being wintered at one of our member's properties outside of Perth, ON. The executive agreed to deal with the trailer as soon as possible (need to coordinate winter access). David Pell was given the action to determine the location of the trailer's ownership and update as required.

7) Newsletter Editor's Report

Shannon Lee Mannion reported that this is her fifth year as the newsletter editor and would like to transfer the position to someone else over the next four to six months. Shannon stated that her duties chiefly comprise beating the bushes once a month for articles and forwarding to Lynda to do the layout.

8) Returning Officer

David Pell reported that an election was not required at this time as there were no contested elected positions. Note that there were no contested unelected positions either.

The following people were nominated and accepted the positions.

- President Jean-Leon Morin
- Events Coordinator Robin Craig
- Off-road Coordinator: vacant
- Member at Large: Terry King

The following Positions were appointed by the new board and approved by membership at this AGM:

- Past-President: Christine Rose
- Secretary /Treasure: David Pell
- Newsletter Editor: Shannon Lee Mannion
- Auditor: Christian Szpilfogel
- Returning Officer: David Pell
- Merchandising Coordinator: vacant
- Club Equipment Officer: vacant

9) New business

Two Items were brought to the membership under the section of new business the first was for information purposes.

... continued on page 7

All-British Car Clubs Darts Tournament

by Don LeBlanc of the Ottawa Valley Triumph Club

February 26, 2005

The All-British Car Clubs Darts tournament was held on February 26 at the Broadway Bar & Grill in Barrhaven. The group was a little smaller than expected, but we had about a dozen people from the Ottawa Valley Triumph Club (OVTC), Jaguar and Land Rover (OVL) clubs participating.

We had Mike Archer who is a member of the Ottawa Valley Land Rover club (who arrived in his vintage Land Rover), and Mark Russell (who was driving a Rover car) and was talking with Mike about joining the Land Rover club and participating in some events. I recognized Mark's face from our OVTC meetings, but couldn't find his name on the most recent membership list, so I'm not sure what club he belongs to right now - somewhere between OVTC and Land Rover?

It was a fun social event and a great opportunity to get to know some of the folks from the other clubs a bit better. A few years ago there used to be an annual darts tournament that was well attended by several clubs. This year was the first of what we hope will again become an annual event.

First prize went to Mark Russell who remained undefeated throughout the afternoon, and second prize went to Mike Graham, who only lost one game. Prizes were some safety equipment for the car - always a good idea when you're driving an LBC.

Thanks to all of those who came out, and made this event a success. We'll be doing this again in February 2006, so come on out next year, throw a few darts and meet the members of the other clubs. Maybe someone can beat Mark next time. Hope to see you there.

Minutes of the AGM *(continued from page 6)*

The Club has been approached by a lady with a number of Series Land Rovers and/or parts of trucks her son has left on her property. Since he's moved to Australia and she is selling her property, she approached the club to see if we would be interested in collecting the parts and selling/ auctioning off the parts to raise funds for the club. JL has spoken to her and will make arrangements to go down and view the collection. It was felt that if the club is interested in taking on this project that we remove all items from her property for her even if we have to take a portion of the items to the junk yard afterwards and not cherry pick the best and leave her the rest to deal with as she's selling her property and offered to give us the items.

The second item that came up under new business resulted from the financial report.

David Pell moved and Bruce Ricker seconded

a motion to increase the membership cost structure effective April 1, 2005 as follows:

- Affiliate membership \$5.00 CDN or US.
- Canadian membership with newsletter by Royal mail \$45.00 (CDN)
- Canadian membership with newsletter by e-mail (pdf) \$30.00 (CDN)
- US & Overseas membership with newsletter by Royal mail \$45.00 (US)
- US & Overseas membership with newsletter by e-mail (pdf) \$25.00 (US)

Carried.

No further new business coming from the floor.
Motion to adjourn the meeting, Dixon Kenner.

Regards

David Pell

e-mail djpells3@yahoo.ca

An Adventure to the Arctic

Many thanks to Ted Matthews for photos and files

In February 2005 a group of Land Rover Adventure Association (LRAA) members embarked on an expedition to Tuktoyaktuk in the North West Territories. Nine members in five trucks departed from four different locations including Toronto, Montreal, Vancouver and Dover, New Hampshire. OVLR was in touch with Toronto's Ted Matthews who sent photos and updates from along the way.

It was OVLR member Dixon Kenner who supplied initial information on this amazing trek. By way of introduction, Victor Biro published this to the LRAA web site on 08/04/2004:

The Land Rover Adventure Association, in concert with The Border to Border Expedition Society, is mounting an expedition to Arctic and the North West Territories to benefit awareness of the issue of HIV and AIDS in Aboriginal communities.

The expedition will start out from Toronto, Ontario, Canada some time in the late winter of 2005. The precise date will depend on the environmental conditions that are optimal for the chosen route.

Hundreds of miles from another soul, the team will be driving their Land Rover vehicles a total of more than 12,000 km over a three-week period.

Subsequently, Mary Kaye of Wasaga Beach, ON wrote that her 1998 Discovery was prepped right up to the moment of departure by Ted Matthews:



The 'Dempster Highway'. '98 Disco owned by Victor Biro, Toronto



Stuck on the Dempster. '98 Disco owned by Mary Kaye, Wasaga Beach

Friday, Feb., 11th, 2005

Ted worked all night to be ready for an early departure to make our first rendezvous scheduled for 10 a.m. at the Parry Sound Tim Horton's. The few last minute "chores and packing" the Disco lasted through the entire night. I, myself, only got around five hours sleep. Ted got zero.

The longing to drive the winter roads of the North West Territories was about to be realized. 7:00 a.m. finds us packed up and on the road. I take the wheel as Ted gets the only sleep that he will get in two days.

10:00 a.m. finds us in Parry Sound where we are met by Brock Simmons, a fellow LRAA



Another view of 'stuck'.

An Adventure to the Arctic (continued from page 8)

member, whose company Glentel has very generously supplied our expedition with two satellite phones. These phones could mean the difference between life and death if we were to get into trouble in the remote regions that we will be visiting. Thank-you GLENTEL.

Victor, our communications techie, and his co-driver Bill, a paramedic by profession, arrive and after our “map reading/ coffee thermos filling/ checking out each other’s gear” ceremony, we head to Sudbury where we will be meeting the trucks from Montreal and New Hampshire.

PENNZOIL kindly sponsored our “fluids change” to prepare the vehicles for much harsher climes. We could encounter temperatures of minus 50 C or lower and we have to be prepared by changing to lighter all-synthetic oils to deal with these conditions. The guys at the Pennzoil 10 Sudbury shop were great and good-natured as we invade their shop en masse to borrow their squeegees and whatever as we proceed to decal our vehicles while they perform their service. We couldn’t ask for more. But we get more as the Pennzoil rep takes Patrick shopping for a set of replacement tires as his recently purchased ones prove not to be up to the job on his trip from Montreal.

Very tired, we pull into Hearst Ontario around 12:30 a.m.. We traveled about 845 km that first day from Wasaga Beach, with the Montreal guys putting on much more ... After months of planning, it is so good to be on the road.

Mary



One of many immigrant-era churches on rout in Saskatchewan.



Free fluids change by sponsor Pennzoil at Sudbury. Both '98 Discos, blue one owned by Mary Kaye, Wasaga Beach, beige one owned by Jeff McLaird, New Hampshire.

And somewhat later, while embarked on the trip, Victor wrote:

As I write this, I have spent the better part of the only down day on our Expedition to Tuktoyaktuk trying to get the site functioning again. After a week of 12 to 14 hours of driving in conditions varying from glorious to miserable, the opportunity to relax for a few hours has been foiled by some twit that . . . oh never mind.

As you may have noticed I am posting this on the main page, and the Expedition specific site is down. I have no idea why this is the case, so I am going to be focusing on getting the information out, and then worrying about getting the site completely functionally later.

All is going well and I hope that we will be able to make some additions to the site on a more regular basis.

Cheers, Victor

Please refer to the LRAA's web site for details of the trip and more photos:

www.landoveradventure.com

The What, When and Where of the Maple Syrup Rally 2005

submitted by Terry King

April 10, 2005 Shawville, Quebec

The Event:

For the past 17 years, members of OVLR have been celebrating the coming of Spring with gathering at Vern Fairhead's sugar bush in Shawville, Quebec during the maple sap run. The event offers people an excuse to get their Land Rover out from under that snow bank and blow the cobwebs out. For the hardy, it is an opportunity for a little winter camping that weekend. There is a rumour that OVLR President Jean-Leon Morin may be doing just that this year!

This is the first major club event of the season for Land Rover owners around eastern Ontario and western Quebec. Food, tradition, and some white-laning! Last year, some 50 people attended!

When:

The Maple Syrup Rally is traditionally held at the end of March, beginning of April at the height of the sap run. The sap run loves freezing nights and warm days. A variation in this pattern can disrupt the run and cause last minute changes in the schedule outlined. As this is very weather dependent, an estimate is printed, the actual date not being known until just a few weeks ahead. This year, we expect it to be held on April 10th. Remember, Mother Nature determines the date, not us!



Big Blue!

Reservations/RSVP:

OVLR needs to know how many people expect to be attending so the proper amount of food can be purchased. Local and regional members with email will be kept abreast of planning and dates via email. If you are planning on coming, please send Terry King an email at tking@sympatico.ca. For those that we know not to have email, (sorry Harry, we know you have email now) we encourage you to phone Terry King at (613) 592-5327 to confirm the date and their attendance.

Cost:

The cost of the Rally is \$5.00 per person. Children under three-years-old are free. To drive on the off-road course, you need to be a member of OVLR as our insurance policy requires this, and you must hold a valid driver's licence. Membership forms will be available at the event.

Activities:

Coffee and tea will be available as soon as the early birds have it ready. There will be a traditional breakfast of French toast, sausage, and if we're lucky, homemade baked beans from Grandma Lousie's secret recipe, served about 11:00. This event also has a participatory side to it. To appreciate the fresh maple syrup you will be having with your breakfast, members are encouraged to help by making it! Every year there is the traditional gathering of sap from the trees. Vern is operating a sugar shack where the sap is boiled down to fresh maple syrup. For some, this is

... continued on page 11



Francois whips up a bit of batter at last year's rally. "But I don't do windows," he insists.

Maple Syrup Rally 2005 *(continued from page 10)*

an opportunity to see how it is really done. It is also a chance to restock on some real maple syrup that should keep you going for the coming year! What can be better than making your own!

Explore the Sugarbush:

Step into the great outdoors and take a walk through the sugarbush. Trek through the sugarbush and see the sap running and be sure to tour the sugar shack where the golden maple syrup is produced. Help gathering sap and be a part of the production process. As always, there will be lots of fresh maple syrup for sale. Prices are: \$45 for four litres, \$24 for two litres, \$13 for the plastic one litre jug, and \$7 for the 540 ml can. Bring your cheque book! (note, this is the real stuff, and you can help make your own! Not the chemical filled artificial stuff generally found in the supermarket)

There may be an Easter egg hunt for the children.

Starting around 1:00, there is always some white (ok, sometimes brown/mud) laning down some abandoned rail beds, through the sugar bush, and in the lands around the sugar bush.

For some, it is an opportunity to learn that snow can be just as frustrating and difficult to traverse as mud. Sometimes things wrap up by 4:00, sometimes it's a little later, depending on the conditions.



Follow the leader. What strap?



There goes the Mog, or should we say, Ms. Mog.

Note: Dogs must be controlled and on a leash at all times. No Exceptions Please!

Getting there:

If you are unsure about directions, there will be a convoy of vehicles leaving from the Westgate Shopping Centre at 8:45 a.m. (Northwest corner of Carling Avenue and Merivale).

Please go to our website for a map if you plan to drive on your own.

Note about the Quyon Ferry:

We do not know when it is opening, it depends on the ice. Those members in the west end of Ottawa wishing to avoid the long trek into Ottawa just to turn around and drive west again can take the ferry across the Ottawa River and chop dozens of miles off the trek. Telephone to see if it is running at: (819) 458-2286 or check on the web at <http://www.quyonferry.com/>

Accommodation:

In the past, as the event takes place on a Sunday, various members of the club have come up early and done a little winter camping in the sugar bush. If you are interested in some winter camping, give Vern a ring at (613) 647-5544. There is plenty of wood about, and Vern probably won't mind you using some of the wood by the Sugar shack, so long as you help stoke the fire in there a little bit during the day! So, warmth for the evening is available!

Members are also welcome to come up on Saturday and help Vern with some sap gathering

and maple syrup production.

Thanks in advance to Vern Fairhead - property owner, guide, & host.

Contact numbers:

Event Co-ordinator:

Terry King (613) 592-5327

Internet: www.ovlr.org

E-mail: tking@sympatico.ca

Lost?: Phone (613) 647-5544 (Vern's home)

Starter Motor Overhaul — Series Land Rovers

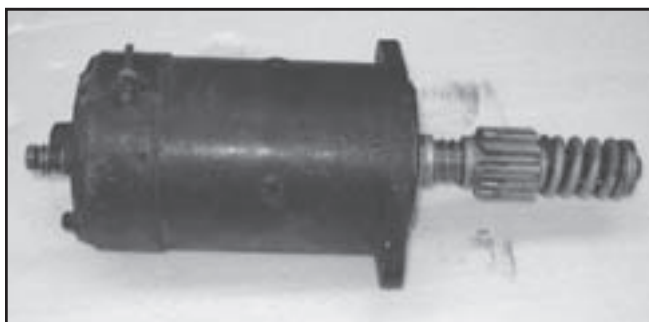
by Fred Barrett

After disemboweling the series II transmission from our 1957 107 (which is really a 109 — another story...) and inserting \$300 worth of parts to give it an overhaul (also another story) and after reinstalling that transmission, I thought that I would go for a test drive to check it out “in action.”

The vehicle supporting the transmission is the above mentioned 1957 Series I which my wife, Nancy, and I have been rebuilding this past year literally from the ground up (*more future stories and pictures*).

Well, the rejuvenated old girl, we call her Molly, turned over and started. This after sitting for three months out back while I was working on the transmission. She stalled in the -23 degree weather when I poked the choke. She wouldn't turn over again! I had saved overhauling the electrical system for last and for better weather, so the problem could range from the solenoid sticking, to crossed corroded wires, to smoked starter motor.

I had planned on stripping and reassembling the starter anyway and so with the temperature at -23 and snow falling and bare hands quivering with anticipation (scar tissue keeps them warm), I spent an hour trying to find an open end English wrench or socket, gave up and then searched for a metric open end or socket to remove the Allen head bolts holding the starter on. My fingers were tingling by now and the air was blue and not with just the cold.



Starter before ...



Some tools used to disassemble the starter.

Finally, I had the starter out after wiggling it by and through the muffler and manifold.

What you say? Loosen the muffler bolts and push the muffler out of the way? Too easy! (No feeling left in tingle-less fingers and new scar tissue forming).

Now to the overhaul part. Refer to the exploded view of the starter motor.

1. Take the brush cover band off and set it aside for cleaning and painting. There is a cardboard band under it that acts as a seal. It is held together with a piece of fabric tape. You now have access to the four brushes.
 2. With a stiff wire bent at a right angle leaving about a 1/4" stub, lift up and move the brush spring of each of the four in turn to the side and pull out the brush. You can take the springs off their holders or just let them flop back. Inspect the brushes. If there is more than 1/4" to 1/3" left and there is no disintegration or cracking at the edges, they're OK. A new brush is 2/3" wide
- Note their orientation; they have to go back in the same way. The curve at the end matches the commutator curve in only one direction. If you have doubts, replace them.

Liquid paper is great for marking metal by the way.

... continued on page 13

Starter Motor Overhaul *(continued from page 12)*



Starter, after much elbow-grease to remove the grease.

3. Take the nuts and spacers and insulators off the battery post. Be careful not to rotate the terminal post if some of the nuts stick. Unscrew the two bolts protruding from the commutator end bracket. Use a proper size flat screwdriver or you'll ruin the bolt head. Tap the end bracket and pry with a thin screwdriver. The four brush holders and two brushes are attached to it so be careful not to get tangled up. Save the insulating sleeves for the terminal post. Note how they go on. If you lose them, you'll have to use heat shrink to insulate the post.
4. Pull the yoke (outer casing, see diagram) off. Inspect the interior for any obvious damage. This can take the form of burn marks on the field coil wrappings or loose wrapping or scorch marks where the copper bridging conductors have touched the sides of the yoke. Look at the flat insulating band that runs from where one of the positive brush wires comes out of the field coil on one side, passes the terminal post and ends where the other positive brush wire comes out of the opposite coil. It must be intact with no damage. Clean all pieces, yoke, end plates with Varsol.
5. Inspect the pinion gear and parts on the drive shaft (parts 1 to 8 in diagram). If all looks well, leave it alone. If you have to replace parts then you will have to compress the big spring in order to remove a keeper ring at the end that keeps everything together. This can

be done with a vise or a clamp acting on a short (1") pipe with suitable diameter at one end and the other end sitting on the other end of the shaft. A fork attachment (valve depressor) works too.

Be careful not to damage the commutator while doing this work. Note how the pieces go on the shaft. Don't reverse the drive gear (pinion) or the collar sleeve.

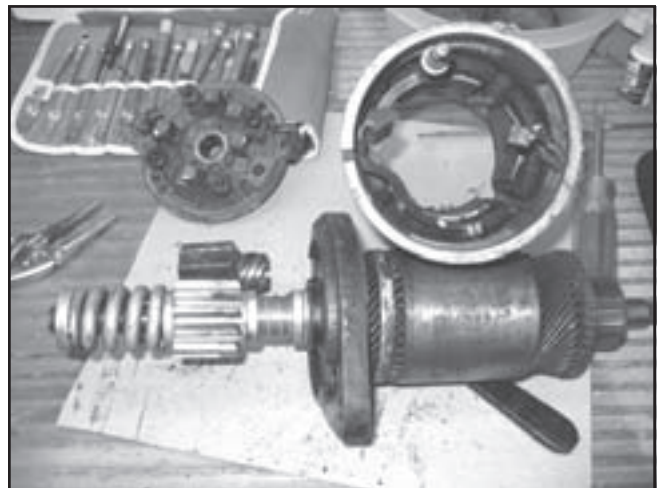
6. Electrical tests:

Commutator end plate: It has four brush holders and two brushes which are attached to two of the holders. These are the negative or ground brushes. The remaining two holders are insulated from the end plate and will hold the positive 12 Volt brushes. Place one probe of an Ohmmeter on the end plate and the other probe on the insulated holders. The meter must read a very high resistance (Mega ohms) and that represents an open circuit. If it reads a very low resistance, one ohm or so, that means a shorted circuit and that is bad... Check the other insulated holder.

If you have a short, the holders will have to be removed and reinsulated from the end plate.

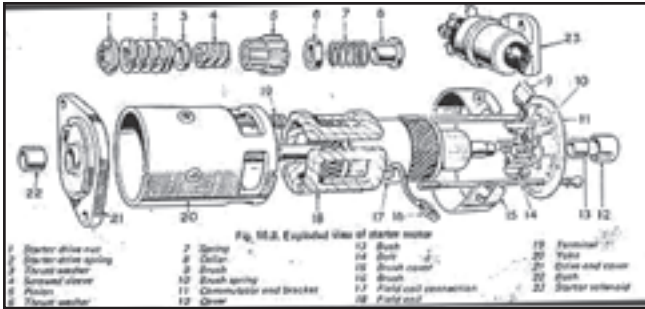
Field coils: These have to be tested in place. They are very difficult to remove -a foolhardy task. There are two brushes and a terminal post connected to them. Touch one probe of your Ohmmeter to the yoke and the other

... continued on page 13



Close-up of guts.

Starter Motor Overhaul (continued from page 13)



probe in turn to each brush and the terminal post. Your meter must read an open circuit (infinite resistance). The field coils and the yoke must be completely insulated from each other. If not, start checking for touching conductors or loose wrapping.

Reading between the brushes and the terminal post must read as a short or zero resistance. If not, start checking for broken connectors.

Armature and Commutator: Look for any obvious damage. Wires from the armature should be solidly soldered to the band of conductors that make up the commutator. Place one probe on one of the conductors and the other probe, in turn, on each of the other conductors. We are checking for bad solder connections on the commutator connectors and the ohmmeter should read very low or zero resistance. Place one probe on the armature shaft and the other on one of the commutator connectors. The reading should be infinite resistance or open circuit.

Commutator cleaning: You should know by now if all commutator connectors are solidly in place. Take a piece of 240 grit metal abrasive paper and rotate it around the commutator to remove any contaminants and to smooth the surface (If there appears to be excessive wear then the commutator will have to be turned on a lathe. If you have to ask what that means, take it to a machinist. Be sure to remove parts one to eight from the armature shaft). Rinse the commutator with Varsol. Now take a piece of 400 or 600 grit abrasive paper and repeat the above procedure.

Rinse again. Canadian Tire sells a Mastercraft electrical contact cleaner solvent that is great for this type of cleaning.

Do not undercut the commutator. The brushes must slide on a smooth surface. Any gaps between conductors will cause chatter which will quickly destroy the brushes.

7. Painting: Make sure that all parts are dry. The following items may be painted before reassembly:

- Brush cover (part 15)
- Commutator end bracket, exterior facing part only.
- Yoke interior and exterior. Be careful to tape over the terminal post and brushes.
- Drive end cover, exterior facing part only.

8. Reassembly: Check that the bush (part 13) is in good shape. Carefully insert armature through yoke. Slide the insulator sleeves back on the terminal post. Put a smudge of gear grease on the bush and being careful not to tangle brushes, put the commutator end bracket on.

Slide the retainer bolts through the end bracket and with the proper flathead screwdriver, tighten firmly. Don't forget the lock washers. With brushes not installed, rotate shaft. Rotation should be smooth, with no looseness in the bush. With the right angle hook, install the brushes in the exact orientation that they had before. Make sure they don't bind in their brackets. Rotate the shaft again.

You should feel the brushes sliding smoothly on the commutator. Put the outside insulation washer on the terminal post and tighten the first nut. Again, be careful not to rotate the terminal post.

Add some flat washers, lock nut and the outer nut. Put the brush gasket and cover on.

9. Final Test: Find a battery and wire the negative to some part of the outer case. Make sure the starter is held tight. Connect one end of another wire to the terminal post and with care touch the other end to the positive post of the battery. Your reward, if you have taken care, will be a quick rotation of the motor. Mine worked!

(Way to go, Fred! Ed.)

Classifieds

BELUGA BLACK 1995 DISCOVERY

Daily driver, 245 km: 3.9 L petrol V8; ZF 4-speed auto transmission; LT230Q transfer case put on in 2003. Frame/undercarriage in solid shape. Well-maintained, runs well, something (tranny?) has been humming between 80-100 kmh for 30 K km, but cannot find source. New battery, new rad core in 2004, cools to perfection in summer. A/C & heater fully functional. Alternator has three years on it. Starter motor makes noise otherwise in great shape. Body panels separating at the bottom, I figure pop rivets . Additional set of shocks/springs from a '99 are included. Alloy wheels, good street tires. Factory brush bar. New windshield in 2004. Usual wear and tear on body.

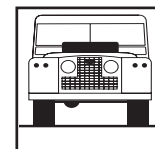
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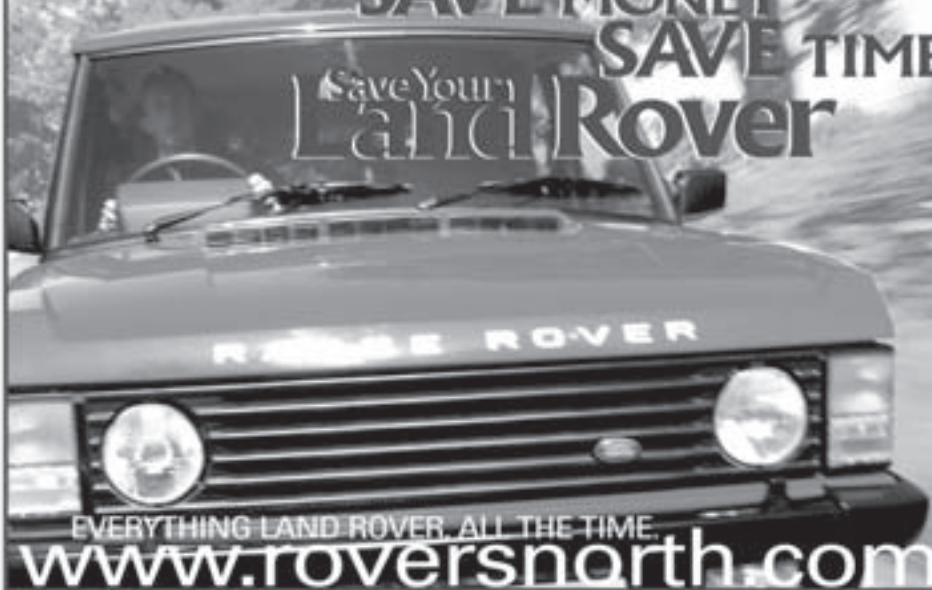


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