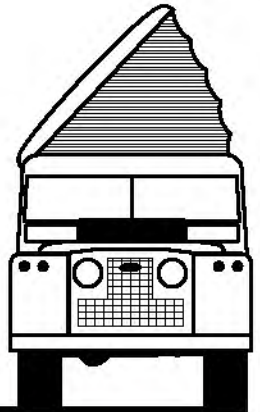


# OTTAWA VALLEY LAND ROVERS



October 15, 2012

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

Volume XXIX, Number 10



*Calabogge Run, August 2012*

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 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.

OVLRL 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 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  
OVLRL/Land Rover HAM:  
14.160 MHz @ 01:00GMT Tuesdays

## Online

<http://www.ovlr.ca>

Any ideas for the web site please contact  
Dixon Kenner

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

## OVLRL Forum

<http://www.ovlr.ca/phoBB3/index.php>

## Newsletter Archive

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

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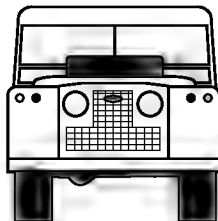
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## OVLRL Newsletter

ISSN 1203-8237

The OVLRL 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](mailto:terrycking@rogers.com)) or Dixon Kenner ([dkenner@gmail.com](mailto: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 ad space is provided to members.

**Deadlines:** Submissions to the OVLRL 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 OVLRL newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVLRL newsletter do not necessarily reflect the position of the officers, board of director, members of the OVLRL 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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### Newsletter Editor:

Terry King  
This issue: Dixon Kenner

### Newsletter Production Editor

Lynda Wegner  
This issue: Benjamin Smith

Production Assistance:  
Bruce Ricker

*"Since then I've learned that a 1971 Land Rover II-A is like catnip for men. They come from everywhere just to be near it, helpless to resist its near-magnetic pull." --Rebekah Sanderlin, North Carolina, Rovers Magazine, Fall 2012*

Greetings,

Fall is coming in rapidly and the weather turns to more inclement weather which will be forcing many Rovers to hibernation for the Winter season. However, as you will note in these pages, the season is not yet over. For those who missed the Cedar Hill Rally on the 13th of this month (event report next month) the Fall brings two additional events.

Guy Fawkes Day provides one of the last opportunities to exercise your aged, or more comfortable modern steed. There are two events mooted for the weekend of the third of November (being the closest to the fifth of November, the day that Guy Fawkes was caught trying to blow up Parliament 400 plus years ago). The first, called appropriately the "Not-An-Oiler" will be taking place out in Pakenham. The second, in its twelfth year, will be taking place near Cooperstown New York.

For the more forward looking, The Christmas Party will be on December first, so mark your calendars. Within these pages you will find a brief article outlining the changes to the bylaws necessary to meet the new Not-for-Profit Corporations Act. There may be minor changes for grammar and such as we further read the requirements of the new legislation. The membership will be asked to vote in these changes at the next Annual General Meeting, scheduled for the beginning of February.

This month sees the usual litany of carnage and interesting articles. From Bill Fishel's "Moab or Bust" adventure. We also have parts two of Robert Davis's latest conversion, a Mercedes diesel into the Land Rover. While he is not the first to do this, I note a chap in Calgary who dropped one into an 80 inch, and Jarek in New Jersey who put one into a Discovery, this is the first kit available to owners who prefer German over British. David Place finishes off his article on installing an electric fan in his Series III. Finally, Alan Richer writes on Discovery wheel well repairs.

For rebuilding efforts, this is not an idle club it seems, Russell Dushin about to embark upon rebuilding the engine in Nigel, the dreaded Series II that graced the cover in August. Alastair Sinclair writes on progress with his Series III 88, and I on where the Dormobile sits. Yes, every time progress is made, some other item raises its head to slow progress.

In other news, or events, Terry King has been fighting other Rover daemons with his rebuilding project, but in its stead he writes on the Calabogie run that he and some of the Montreal members undertook this past Summer. Dave Bobeck writes on the Conclave at the Cove, the fifth iteration of an event at the Cove, inde-

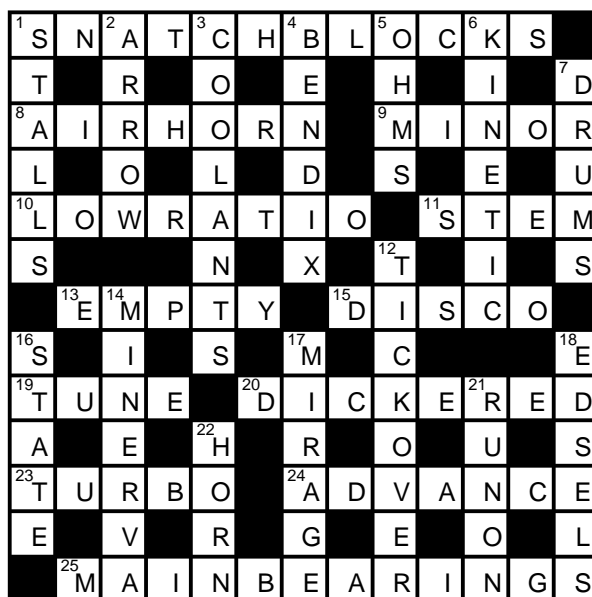
pendently organised and held in late September about 80 miles from Washington DC.

And, for those interested in seeing what other Rovers are about, and given the proclivity of OVLR vehicles to attract trees, or near OVLR, Bryan Guignard, a former co-worker of my wife's sent up a short article and photos on his Series III 109 which was recently visited by a tree. (Other recent rovers hit include Alastair's Series III which was carelessly parked and my BGB which was not carelessly parked. Of the three, only Alastair's showed much visible damage)

No new sightings reported from the TRSS. In fact, the only rumblings coming from that direction is that the newly restored Mosquito down in New Zealand is actually a Canadian (RCAF) Mosquito and not RAF. And, if you are into Merlins (yes, there is a tie in, there was a Series IIA 109 with V12). More on that next month.

Finally, start thinking about who you would like to see leading the club. Next month nominations will be solicited for the election.

Until next month,



Answers from September 2012 crossword puzzle

# President's Message

## *Musing From the Throne Room, Part 7*

by Andrew Jones



(left to right, Top to bottom) Mans' best friend; ready to pass the drive clean test; outside on own power, it's alive! [Incriminating photos from Dave Pell in lieu of the regular Presidential column]



None submitted by NL copy date.



# Bylaws Changes for the January AGM

Under the old Not For Profit (NFP) Act, not-for-profit corporations were required to include a lot of detail in their by-laws, such as procedures for members meetings, the manner of electing or appointing directors, procedures for directors' meetings, and the procedures for making, amending, or repealing by-laws.

The NFP Act doesn't require this level of detail in the articles or by-laws since many of the rules are contained in the Act. A number of these rules are default rules. The corporation can override these default rules in its articles or by-laws if they don't suit its needs. However, there are a few rules that cannot be overridden by the articles or the by-laws. They apply to all corporations.

The bylaws will be numbered to ease reading. The revised numbering will be applied after the vote at the Annual General Meeting and will be distributed at that time by PDF to the membership unless a paper copy is requested, where it will be mailed with the member's newsletter.

Thus, it will be moved at the Annual General Meeting in February 2013 that the following changed be accepted:

## Membership

Section 2. is amended. Part 1 currently defines a convoluted boundary to identify full members. It will now read that "Members residing within 100 miles of Parliament Hill in Ottawa will be identified as full members and accorded voting privileges and hold office on the Board of Directors". Furthermore, it will also define the following "The President and Secretary-Treasurer must live within a forty mile radius of Parliament Hill". This will allow for continuity and the continued smooth management of the club's affairs. And finally, "Any member living outside the 100 mile radius, who attends two (2) OVLR sanctioned events, will be deemed as having voting privileges."

Section 3 will be amended by adding "Individuals who have a controlling interest in a Land Rover oriented, commercial venture, whether as a product or service, are not eligible for serving on the Board of Directors"

## Board of Directors

Section 1. Is amended. Currently it stipulated that the Executive are the four elected positions, plus Secretary

Treasurer and Past President. The NFP Act does not allow ex-officio directors. Given that the Secretary-Treasurer is elected once by the membership at the AGM, for an undefined term not exceeding four (4) years, however the Past-President is no longer a voting member of the Executive. Individuals, not offices, are elected by members to be directors. However, the Board of Directors can appoint individuals as Officers and must so be noted in the minutes made available to the membership.

Section 4. is repealed. The NFP Act covers all of the provisions found within this section. Furthermore, this section required a vote of 2/3rds of the members to remove an executive. The NFP Act provides that members may remove a director by majority vote at a special meeting.

## Meetings


Section 1. is redefined in light of the membership boundaries to stipulate that any annual or general meeting take place within the boundary defined under Membership, section 2. It shall read - "The annual or any other general meeting of the members shall be held at the head office of the Corporation within the geographical boundary as described in Membership, Section 2. as the Board of Directors may determine and on such day as the Directors shall determine."

Section 3. is redefined in light that there are many more means to communicate with the membership than Canada Post. The Ninety (90) days written notice will be redefined per the NFP Act to read "not more than 60 days and not less than 21 days before the meeting". Notification includes mail, courier or personal delivery or for a period of 21 to 35 days by telephonic, electronic or other communication facilities, as well in the Newsletter, not less than 30 days before the meeting.

Amendment of by-laws: is repealed. The NFP Act provides for the amendment of bylaws, which require a vote at an executive meeting and subsequent majority vote in favour at a regular meeting of the membership.

Members wishing to read more on the new Not-for-profit Corporations Act can find further information at [http://www.ic.gc.ca/eic/site/cd-dgc.nsf/eng/h\\_cs04953.html](http://www.ic.gc.ca/eic/site/cd-dgc.nsf/eng/h_cs04953.html)

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


 From the Editor: October 2012 marks a bit of a milestone for me as editor. This is my one hundredth issue of the newsletter. Given this, and many readers will note over the years Ben and my perchance for numbers, we decided to look at the statistics of the newsletter for the member who joined on the very beginning in May, 1984. One could also count "Opera-

tion Frank", the trial precursor to OVLR as a chapter of Association of Land Rover Owners of Canada (ALROC), but we are still looking for some of those issues.

That member will have seen 330 issues of the newsletter. Since 1984, we are missing fourteen issues. This is a 96% ratio for a club that decided to produce a month-

ly newsletter when every other known North American club chose to publish less frequently. In this time, we have seen the cost of mailing out the newsletter rise from 17 cents per issue to at least a \$1.05 today. In fact, Communist Post has been quite a burden for the newsletter, with their annual take on the dues ranging from 70% to 13%, averaging 22%. The club has produced at least 3,631 pages of copy, not counting inserts for events, news, and other things mailed out over the years. In comparison, Tolstoy's "War and Peace" comes in at 1,440 pages. Which is more interesting is a philosophical discussion.

More statistics for another day. In the meantime, the collating, stuffing, and mailing for the August, September, and October newsletter was done by Dave Pell. Given the somewhat burdensome nature of this task, interested volunteers are being sought to resurrect "The Stuffing", a monthly gathering, generally associated with the monthly Social, to put the print copy to bed. If interested, drop Terry King an email at [terrycking@rogers.com](mailto:terrycking@rogers.com).

 Bill Fishel writes: "I managed 9 1/2 hours of driving since I left Fri. afternoon. Not 5 minutes on the Ohio turnpike and the rear door popped open. Lost a 5 qt. container of motor oil. Ratchet strapped the door shut and got on my way. Somewhere near Elyria Oh."



## Off with Nigel's Head

by Russell Dushin


I ditched carpentry on the NY house this weekend in exchange for soccer sideline duty and some work on Nige. Finally managed to get the head off, but not w/o some minor headaches. The center top exhaust manifold bolt held me up a bit, and I eventually had to cut the rounded bolt head off w/the grinder (and still have to get what's left out of the head). Then I had issues removing the two manifolds - couldn't separate the two and wasn't able to get enough clearance to get the intake off the two lower (and longer) studs, as it came up against the steering box right where one of the four manifold-to-manifold bolts (that I couldn't remove in situ) was located. The exhaust \*almost\* dropped downward just enough because it hit the block, so the manifolds ultimately came off w/the head.

the fuel line rubbed through. I had pulled over onto the shoulder to check a ratchet strap that was whipping in the breeze. Fixed the strap and tried to start the truck. 1 1/2 hour later I found the bad spot by accident. Wrapped the spot with electrical tape and headed for the nearest parts place. 3 hours later I had the right size hose installed and was on my way..

Stopped at a KOA campground for the night near Toledo Oh. Whatever happened to \$15 campsites. Slept good in the 88 but it was a bit cool. Made it back on the road briefly about 10 am. Back on the turnpike the S111 wouldn't do better than 50mph. I thought I was driving into the wind but wasn't. Not sure which brake was hanging up but I tapped the pedal and it freed itself. I was cruising at 60 after that. Not wanting to leave well enough alone I tried to pull over to see which drum was hot. It wouldn't come out of 4th gear. After an hour and a half and had cooled down, I was on my way again!



[We think that Bill shouldn't have posted this -ed]

 Spenny sends us this note from Arlington Virginia - "I was driving the 110 this weekend at Costco and some clown in a Freelandler told me to "get that piece of crap" out of his way. I laughed so hard I thought I was going to wet myself. " It is nice to see some owners appreciate the heritage of their vehicles!

This bugs me to no end, since I know some day I'll need to take the manifolds off without removing the head, and/or the steering box, and/or removing the motor mounts and jacking the block up. I put this exhaust manifold on Nige when I first got him ('92), but I don't recall having any issues then. Perhaps I had those lower intake manifold studs out....perhaps it was because he sported three broken motor mounts then and I had sufficient wiggle room....I don't know, but I have come to the conclusion all would be much easier if the lower (outer) two fixings for the intake manifold were bolts instead of studs. Anyone ever encounter this issue? I'm wondering if it's because I've got a S11 block with a S11a exhaust manifold, since the shoulder on the block just beneath the head was what was holding me up

(keeping the exhaust manifold from dropping down enough to be able to separate it from the intake, which I could then have pulled out enough since it was the stud on the exhaust manifold that was hitting the steering box, not the intake manifold). Of course, if I could've got the four manifold-to-manifold studs out I could have separated the two manifolds and got them both off that way, but there just wasn't enough thread exposed above the intake manifold to get two nuts on there to spin them out.

Anyway, the head gasket is well and truly blown at #4, which was evident as soon as I removed the gunked-up bolts around that cylinder, and, in retrospect, by the spooge surrounding the back side of the engine, which I'd heretofore attributed to a leaky oil feed pipe. That is to say it's been well and truly blown for a LONG TIME, like maybe the whole time. I'm amazed Nige has run as well as he has all these years, and that I somehow managed to avoid a catastrophic failure of one sort or another. Suppose I'd be wise to deck this thing...

So this "new" (i.e. well seasoned) gasket I've got is not in the greatest shape. Slightly corroded and small dings here and there but otherwise perfectly serviceable. BUT, it is also one of those restricted versions. The first and third water passages are restricted (BB sized holes), while the second passage is completely blocked off. I recall there being some issues w/these....or may-

be not...but it's clearly designed to pump more coolant to the backside of the engine to help prevent the kind of failure I've now experienced. What's the collective wisdom on these versions...esp versus, say, a composite - that several of you have warned me against already... but that are the only ones I can seem to source these days. Should I blow a smallish hole into the completely blocked passage?? Suck it up and go with the modern day version?



*Nigel in 2005*

## August Calabogie Trip

by Terry King

It was at the Birthday Party in June that Patrick F. and Nathalie T. approached Kevin N. and I to see if we knew any trails around Calabogie. The Montreal gang was planning an offroad camping weekend in the area, but hadn't been there before. We admitted that we did, and were immediately conscripted to be trail leaders for the event. While it's true we had offroaded there, our knowledge was a little dated but thought we could pull it together. As the summer flew by we put feelers out to other offroad clubs who we knew were fond of the area to see if we could get waypoints for the trailheads near Black Donald Lake. Originally, Patrick had hoped to go on the August long weekend but it turned out EOTB had pretty much filled the campsite that weekend, so we decided to go the one after that. As the end of July arrived and we only had a rough idea of the trails, we (Kevin, Linda and I) headed up to Black Donald on the long weekend to see if we could gather intel directly from the crew there. As it turned out we were able to meet up with a few of the EOTB'ers who were still in camp doing repairs to their vehicles (big suprise). Normand was able to point out several of the trails they were using that weekend on a map, the Quinn and the hydro line, and we set off to find the trailheads. We found the hydro line easily enough, and another trail that we deemed to be the entrance to a snowmobile trail that leads to the Quinn Lake trail, plus several other side trails. It was an absolute gorgeous day by the way. We were travelling in Kevin's '03 Range Rover but he gamely took several of the trails until they dwindled to not much better than atv trails.

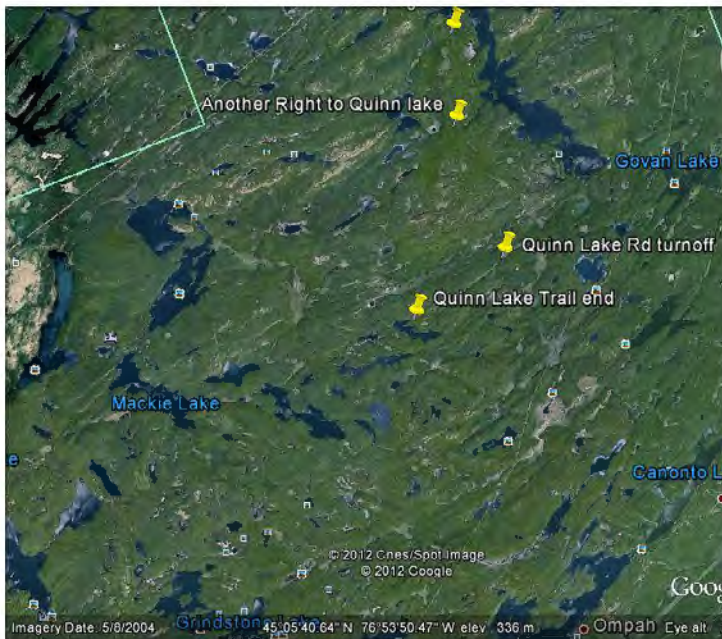
Satisfied that we had enough info for the coming weekend we headed home.

The weekend of the event the weather was different. It rained all the way up on Friday morning and indeed all afternoon, evening and night, sometimes quite heavily. When we got to the campsite, we found several tents up, and Patrick and Nathalie's immense camper snuggled under the trees. The first order of business was erecting a shelter where the group could gather for meals and a fire later. We scavenged for downed trees to serve as poles to support tarps, and Patrick climbed up on top of his Disco to tie the tarps as high as he could.

Once the campsite was setup and we'd had a late lunch four of us headed off to



check out the hydro line. You get there by taking 508 to the end and turning off just before the dam at the end. Up the hill and round a few corners and there is a trail under the lines which criss-crosses a gravel road and then heads off on its own under the lines. There were a couple of challenges over rocks and mudholes and after about 20 minutes or so, a choice of trails. We picked one and followed it into the woods. It got pretty narrow in spots, to the point that the drivers had to choose which mirror to rub and which quarter panel to punish, so after a bit we got turned around and retraced our route to the campsite.



The pictures with the article were all taken on that trail, which started out fairly wide, had one spot where we squeezed through two boulders by inches, then deteriorated from there. It shrank in width and required the removal of several downed trees, but we kept going. As we got further into the woods it was apparent that nobody had been on this trail for years, and it certainly wasn't the well travelled Quinn, so at a circular cut in the trees we got everybody turned around. Coincidentally, Stan developed a groan and a leak with his steering so

Kevin did a trail repair while the rest of us had lunch and offered help and advice.

When we got back, another half dozen trucks had arrived, both from Montreal and Toronto; Andreas, Joseph and Ted among them.

We spent the late afternoon keeping the fire going in the rain, bolstering up our tent city and cooking dinner. After dark 4 trucks headed off on a night run in search of a little respite from the rain. We had seen an atv trail that criss-crosses 508 and heads back into Calabogie and thought we'd give it a try. It started out narrow and shrank down to a pinstripping roof-rustling tunnel by the time we emerged near Calabogie on the way to the local atv/snowmobile/offroader establishment for a refreshment. When we got back to the campsite it was raining even harder but we kept the fire going for a while then retreated to our tents (and trailer).

The next morning dawned clear and warm, which was great. There were now about a dozen vehicles assembled and when we were all ready we set off in search of the Quinn trail. As I wrote earlier, we had a trailhead picked out and led the way to that. Along the way there were a lot of side trails visible, and some not so visible, so by guess and by golly we (yes, I was the trail scout) chose a side trail that I hoped would lead us to Quinn Lake.

We doubled back to the main gravel road and with Peter (from Toronto)'s help we continued further south-east to the actual start of the northern trail to Quinn Lake. Deeper scrutiny of the trail maps showed a longer trail to the lake a little further south, but as we had burned half the day we took the first one.

We didn't get far before we had stop and douse a fire on one of the tdi's, something had seized, heated up and some transient oil had caught fire. With that put out, and a patch made, we continued on. This was a fairly simple trail and quite picturesque, heavily wooded and wet. Apparently it is a great way to end the day, with the sunset over the lake.


Unfortunately for us, after another short run, Stan's steering let go again, and despite several ideas on how to patch it or get around it, we ultimately had to abandon the run and head back to camp. Joseph graciously offered to tow Stan so I hopped in with him and scouted the return trip out of the woods and back to pavement.


Once we had sorted out our trip back to Ottawa, four of the intrepid drivers and vehicles headed back out to run the hydro line that we had scouted the day before, and we parted ways.

Only a week later, Nathalie emailed saying they had such a great time that they hoped to go back soon !




# Some Non-OVLR News & Rumours

 Looking for a momentary diversion? Do a search on the Apple App Store for 'Land Rover'. Turns out there's a few apps for finding parts as well as some local dealers. Nineteen for the iPad, twenty three for the iPhone/iPad. Quite a few podcasts, though I did not check for context vis-a-vis our aluminium friend. There's one called LR-Parts and one from British Pacific. There are some digital references for newer vehicles, although it's pretty lightweight in the degree of documentation on the truck. There's also some subscription apps. Onelife, Land Rover World and Land Rover Monthly (which I am assuming are magazine subscriptions for Newsstand). An app for keeping up-to-date with the Burghley Horse trials (Land Rover sponsored)

 Land-Rover of Theseus? or Bob Marley's 109 pick-up.



After 25 years at 56 Hope Road, St Andrew, Bob Marley's Land Rover - his favourite vehicle, and which he drove all over the Corporate Area and to rural Jamaica - hit the road for Montego Bay, Jamaica for restoration. After having been exhibited in the open air under a covering but no sides for a quarter century, "over the years it has naturally deteriorated". The director said that the Land-Rover has been "very popular" with visitors. "I know they are going to miss it. What we will have to do is take a photograph and show people that it has been sent to be refurbished," she said. In addition, she said that the removal has been "very traumatic" for the museum's staff. "Any time anything goes it is traumatic. What makes this restoration unique is that even if something on the Land-Rover is replaced, the original part will be returned to the museum for display. Which raises an interesting question which Plutarch (46 - 119 AD) asked in his "Life of Theseus" about nineteen hundred years ago. When finished, which should tourists photograph? The pile of parts, or the lovingly restored Land-Rover?

 Land Rover North America, or now Jaguar Land Rover North America, or JLRNA - For the month of September, 2012, Land Rover sales were up 33 percent, driven by Range Rover Sport and Range Rover Evoque. The volume leader for September, 2012 was the Range Rover Sport with 1,514 units sold, up 23 percent from 1,232 in 2011. The all-new Range Rover Evoque, winner of the 2012 North American Truck of the Year, hit 559 units sold in September, 2012.


The All New 2013 MY Range Rover, featuring weight-saving aluminum architecture, goes on sale in December, 2012. For MY13, the Land Rover LR2 receives significant interior and exterior design updates, as well as a fuel efficient 240-hp Turbocharged four cylinder engine.

Land Rover's 2013 Model Year line-up features five models: The 240-hp 2.0 liter powered LR2; the LR4 powered by the 375-hp 5.0 liter V8; the Range Rover Sport and Range Rover, both available with the Naturally-aspirated 375-hp V8 and 510-hp supercharged 5.0 liter V8 powertrains. The newest model, the 2013 Range Rover Evoque has a starting price of US\$41,995\* for the five-door, and US\$44,995\* for the coupe and achieves 28 MPG EPA highway and 20 MPG EPA city.

 Series Owners, especially 80 inch owners: For those seeking supplies of Whitworth, read BSW, BSF or BA nuts and bolts, a Canadian source in Ontario is Spaenaur. Their website (<http://www.spaenaur.com>) has a 1700 page downloadable catalog, of which pages B304 and B305 are of interest. Various sizes of British Association (BA) (standard), British Standard Fine (BSF), and British Standard Whitworth (BSW) (coarse), sizes 1/4" to 5/8" for BSW and BSF, #2 & #4 BA are available. They also have a selection of various spanners, taps and dies. 815 Victoria St. N., Kitchener, Ontario. Toll Free: (800) 263-5367 or [service@spaenaur.com](mailto:service@spaenaur.com)

 Jaguar Land Rover North America (JLRNA) - For the month of September, 2012, Land Rover sales were up 33 percent, driven by Range Rover Sport and Range Rover Evoque. The volume leader for September, 2012 was the Range Rover Sport with 1,514 units sold, up 23 percent from 1,232 in 2011. The all-new Range Rover Evoque, winner of the 2012 North American Truck of the Year, hit 559 units sold in September, 2012.

Land Rover's 2013 Model Year line-up features five models: The 240-hp 2.0 liter powered LR2; the LR4 powered by the 375-hp 5.0 liter V8; the Range Rover Sport and Range Rover, both available with the Naturally-aspirated 375-hp V8 and 510-hp supercharged 5.0 liter V8 powertrains. The newest model, the 2013 Range Rover Evoque has a starting price of US\$41,995 for the five-door, and US\$44,995 for the coupe and achieves 28 MPG EPA highway and 20 MPG EPA city. The All New 2013 MY Range Rover, featuring weight-saving aluminum architecture, goes on sale in December, 2012.

 PARIS, France, September 28, 2012 - Land Rover featured the best in British automotive design and engineering in Paris with a high-impact presentation of the all-new Range Rover, a show-stand featuring the Land Rover Defender driven in the new James Bond movie SKYFALL™, and the European show debut for the revised 2013 Land Rover LR2.

Paris was the first major international show appearance for the all-new Range Rover with its public show debut supported by an exclusive celebration at the Paris Opera. The Land Rover show stand featured the new Range Rover line-up. The display also made room for the rare, special edition Range Rover CSK heritage vehicle, a two-door model named in honor of the creator of the first Range Rover - Charles Spencer King. Its presence alongside the latest Range Rover generation provided a strong visual reference point for the evolution of the model's distinctive design.



An evening event at the historic Paris Opera showcased the new 2013 Range Rover, which was joined by its predecessors to demonstrate the evolution of its design across four decades. Since the introduction of the original Range Rover in 1970, successive models have remained true to its ethos as a luxury SUV, with each iteration taking refinement, performance and the application of advanced technologies to new heights.


## 2013 Land Rover LR2

The 2013 LR2 joined the Land Rover stand on the second press day. The 2013 LR2 has significant revisions with additional comfort and convenience features. Changes to the exterior deliver a sportier, more purposeful appearance. Changes to the interior include new colors for the cabin, a brand new center console, new seven-inch color touchscreen control for audio, telephone and (optional) navigation functions, plus a new optional surround sound audio system from Meridian™, providing 825W of power and 17-speakers. Technology upgrades also include: passive keyless start; 'Say What You See' voice activation, electric parking brake and rear-view camera with an innovative 'Hitch Assist' guide to ensure an accurate and simple lining up of the tow ball with trailers.

## Land Rover celebrates the golden anniversary of James Bond

Land Rover celebrated 50 years of James Bond at the 2012 Paris Motor Show by displaying one of the Land Rover Defenders used in upcoming motion picture SKYFALL™ from Albert R. Broccoli's EON Productions, Metro-Goldwyn-Mayer Studios, and Sony Pictures Entertainment. The Defender Double Cab Pick Up, driven in the opening sequence by field agent Eve (played by Naomie Harris), was shown on the Land Rover stand during the second press day.

Co-Producer Andrew Noakes said: "Bond is quintessentially British and Land Rover is one of the most established and globally recognized British brands, so it was a natural step for us to involve them in the film."

 Michele Dallorso, <http://whitedogcomics.blogspot.it>, sent this comic about driving in Moab along with permission to print it. Michele lives in Italy and met up with OVL R members J-L and Ben Smith at the Solihull National in Moab in 2008.





October 15th

**224th Monthly Social**

Prescott Hotel (Beach & Preston Streets in Ottawa)

November 3

**Not an Oiler Bonfire**

Pakenham, ON, [andrew.jones@xlpornet.ca](mailto:andrew.jones@xlpornet.ca)

November 2-4

**12th Guy Fawkes Rallye**

Cooperstown, NY, Howard Smith, [wreckerfc@aol.com](mailto:wreckerfc@aol.com)

November 19th

**225th Monthly Social**

Prescott Hotel (Beach & Preston Streets in Ottawa)

December 1

**Annual Christmas Party**

Location TBD

December 17th

**226th Monthly Social**

Prescott Hotel (Beach & Preston Streets in Ottawa)

February 5th 2013

**Annual General Meeting**

Royal Canadian Legion, Kanata, ON

February 2013

**Winter Romp**

Benton, ME, Bruce Fowler, [www.winterromp.org](http://www.winterromp.org)

June 21-23, 2013

**30th OVL R Birthday Party**

Silver Lake, ON

## Annual General Meeting

The date now finalized - The darkest and coldest night of 2013 will occur on Tuesday, February 5th 2013. Thus, the AGM will be taking place at the Royal Canadian Legion, branch 638 located at 70 Hines Rd. Kanata On. K2A 2M5. The hall is reserved from 7 pm to 11 pm. Paid refreshments should be available at the bar to help with the nomination process.

## The Christmas Party

Time now to mark your calendars with a big circle on the evening of December 1st for the twenty-ninth annual OVL R Christmas Party. Like last year, the event will be at the Westboro Masonic Centre on Churchill, just up the road from the world famous Newport Res-

taurant and it's Elvis Sighting Society, the inspiration for the Ted Rose Sighting Society. The Christmas Party sports the traditional turkey dinner, buffet style.

There will be an assortment of the usual Christmas games set up. As with every year a variety of Land Rover games such as; the feelie meelie to test your knowledge of Land Rover Parts and the Seelie Meelie. The feelie meelie, not sure what it is? (which in the past has included up to four different versions - easy, medium, hard, Ladies) is a game where a number of unknown parts are placed in a box. You put your hand in and try to identify what these parts might be. To help ensure that you don't see the part by mistake, a plastic garbage bag is placed over the opening of the box for you to feel the parts through.

- The Easy level includes such objects as wheel nuts, wiper blades etc.
- The Medium level such things as a transmission brake shoe, engine mount, gearshift grommet etc.
- The Expert level such things as a frame shackle bush, hub seal collar, fill/check plug from the front diff.
- The Extreme such items as hood spare tire holder (Series I), handbrake release (late IIA), horn button bracket (Series II) [Note: in the extreme you have to identify the Series too...].
- The Seelie Meelie is an assortment of parts you can see, touch, manipulate etc. These items are even more obscure.
- Last year there was an additional category, parts that don't belong. Several parts from one vintage, with one from another vintage to correctly identify. How many levels this year will see is yet to be determined.

Hopefully the Club Marshal will have prepared another one of his Ladies Challenge Crossword puzzles, which grow all the trickier for those cheating husbands who are generally disconnected from their feminine side. Event details:

**Where:** Westboro Masonic Temple, 430 Churchill Avenue (corner of Churchill and Byron Avenue) in Ottawa. The Masonic Lodge is immediately south of Byron on Churchill, a north-south road running between Carling Avenue and Scott street. The closest exit from the 417/Queensway is the Kirkwood-Carling Exit. Take this exit and head west on Carling to Churchill, turning North. The Masonic lodge will be on the left just before a significant drop/hill on Churchill. In other words, if you see Elvis on the right, you missed it.

**When:** Social is at six PM, dinner will be about 6:30 PM

**Cost:** Tentatively estimated to be \$20 per adult and \$10 per child.

## How to register:

Send your e-mail confirmation to Dave Pell Please include the number of adults and children that will be in attendance

# Scottish Cross Round 5, Drumclog,



*The Competitive Safari is a race around a defined course for a set number of laps. In the case of Drumclog there were 8 laps on Saturday and 7 on Sunday. Racers are started every 60 seconds and may pass each other. At the end of your lap the driver may go to the service area or get in line for another lap. Average speed is no faster than 30 mph.*

# Country Championship Scotland, September 2012



*Some parts are very slow and some very fast to get near that average. Racing is under the authority of the Motor Sport Authority (British version of FIA). One's racing license is one's membership card from a club that is a member of the Association of Land Rover Clubs. SCCC puts on 6 comp safari races a year in Scotland in a championship series.*

# The Conclave @ the Cove

by David Bobeck

I arrived home from the Conclave at 5pm yesterday with my D90. For those of you who are not familiar with this event, it takes place at a camp ground called "The Cove" in Winchester, Virginia, about seventy miles southwest of Washington DC in the Appalachian Mountains. There are a huge number of trails and possibilities there. This was the fourth time an event has been held there in the Fall.

Quoting from their website, "the Cove Campground covers about three thousand acres ranging from one to three thousand feet in altitude in the Appalachian Mountains." Indeed the area is huge and though this is appealing for many reasons, it did make it difficult to be social with more than one or two groups of people without hopping in your vehicle. It was easy to get lost as the map provided by the Cove is REALLY bad. Someone theorized that this is somewhat intentional as they do not really publicize the availability of the trails. I used the GPS to log where we'd been and made note of marked or otherwise identifiable locations, which were actually few and far between. But that did help me keep my bearings somewhat and learn my way around.

According to the Conclave event website, "there are over 100 trails — 35 "beginner" trails, 55 "advanced" trails, and 11 "very difficult" trails. Trails classified as "advanced", body damage is likely. At least one truck in the group should have a winch. Lockers are optional, but highly recommended. Trails classified as "very difficult", expect heavy body damage, broken parts, and a ride home on a trailer." These descriptions are quite accurate, as compared to the descriptions on the provided map which are quite understated. I ran a few "blue" and "black" sections and it was very challenging to finish them without bending or breaking something. I just took it slow and watched those with more experience on rocky terrain. I drove up steeper trails than I can ever remember doing and at one point after completing a particularly daunting obstacle I had to stop the vehicle and collect myself. That said, I only bounced the diff off of a rock on one occasion when I was not watching the trail. Thankfully things were dry so there was plenty of traction available where I was going. Others reported quite different conditions on some of the more difficult rated trails, one group was telling of sliding sideways down muddy slopes and several near rolls. We drove past some trails (K2 was one) that were so steep and rough I could not even visualize a vehicle successfully coming up or down them.

I didn't keep track of the weekend's carnage but I know that Doug Crowther broke a Salisbury halfshaft (Tdi 130 on 35 inch rubber) and lost his front driveshaft (lack of maintenance most likely). Jeff Huff (VA) broke a front halfshaft (NAS D90) on one of the rock garden trails. I drove the beginning section of that trail (Corum) and it was a long uphill field of nothing but basketball-sized and larger boulders with no dirt in between. Just rocks. Jason Lavender (VA) and I took the bailout to "Cobra" which is a "black" trail and was fun but doable with

open diffs. I managed to bend my roofrack a little more on one section where there is a tree with a rock step right next to it. You can move away from the tree but the further from the tree you are the larger the step becomes and the more it makes you lean toward the tree. To add to the challenge, there is a cross-axling hole just before the obstacle that prevents you from crawling the section slowly enough to avoid hitting the tree. I really had to plot my approach just so and manage to avoid tagging the tree with any body panels so I was happy. Based on personal accounts and the photos I have seen, others experienced damage as well including exploded diffs, broken headlights, broken motor mounts, bent rockers, and I'm sure a lot more.

Turnout was low in terms of the "usual suspects." My friend Sean came down with his LR3 which did very well and went everywhere I did for the most part. He got a flat somewhere with mud pushed into the bead of the tire. A full-size spare would be helpful. As for others attending, some readers would know Doug and Cabell Crowther from Lynchburg VA, and Jarek, Barbara, and Dan from New Jersey. Robert Davis and Mark Garrenton from the Chesapeake VA group (Shanty Town) were there too though I never made it to their camp. Dave Carroll was the only person from the Fort Pitt group. Ron Peppard (Massachusetts) was there with Ken Curley, Scott Brewitt, and Shavit. They had a broken wheel on a Disco @ 60+mph on the way to the event. The wheel came off and folded under the hub/disc and stayed there as they coasted to a stop. Tires were oversized and the spare was a dry-rotted factory-size spare. So the first day was spent at a tire shop getting the still-good tire off the broken wheel and onto the spare rim. And then changing the hub which had several studs broken off. Lots of other Mid-Atlantic folks were there with a good showing from PA, VA, and North Carolina. According to one of the organizers, the total count for the weekend was 108 trucks and over 200 people.

I would probably go again, though I think I prefer a different type of trails with more variety. These are just rock, rock, rock, and more rock with very little relief. The clear stretches with no obstacles are still very rough, so are best traveled at either 2-3mph or 30mph. I opted for the latter most of the time by the end of the weekend. The Campground itself is certainly nice with lakes and streams to play on or in, fishing, boating etc available, large campsites, and last but not least, decent bathrooms with hot showers and flush toilets.

# General Servicing: Repairs, Humour, Tales & Trivia

## Series II/IIA/III Fan Installation

by David Place

*(continued from last month)*

In all my Land Rovers I have found it difficult to get the cab warm enough to drive without a heavy parka. The problem in part is the large number of holes in the fire wall. Despite putting silicone into every hole I could find, or rubber corks and even self tapping screws, wind always got into the cab. Part of this is because the factory fan pressurizes the engine bay and air is forced into the cab. I am experimenting with this installation to see if putting the engine bay under a slight negative air pressure might create less infiltration of cold air. If it doesn't work or if I find that the fan can't cool sufficiently in this configuration it is an easy fix to pull the retaining washer on the fan shaft and put it back to blowing air into the engine bay again. I don't expect at 60 MPH on the highway that the air will just "stall" in front of the grill but will be able to overcome the fan pressure, but as I said, I don't think it will ever be on during highway or city driving when long waiting periods or heavy hauling are encountered. In winter I fully cover the grill with the black grill cover and as an added block to air I install cardboard right against the radiator core. As all of us Series vehicle owners know, the problem with them is not that they over heat but rather that they over cool. Of course this was because they were designed for desert conditions, to be used as farm tractors that could take you to church on Sunday or as stationary engines that wouldn't get the benefit of forward motion to cool them.

Being a ham radio operator and having access to a lot of professional electrical engineers, I checked to see if rotating the fan motor backwards would generate any damaging voltages and the answer was no. They told me that since this is an induction motor and not a brush motor it wouldn't generate a voltage and also that if there was voltage the current would be very low and not pose a problem.

My engine may not be typical of the condition yours is in but I get 55 lbs of oil pressure at 800 RPMs and over 75 lbs when travelling at 60 MPH. This high pressure moves a lot of oil and contributes to the over cooling problem I have.

Having the fan blowing out may help the problem of water being thrown on the engine during wading. I don't expect to have it running in really deep wading but for those occasional "bow wave" type events when water splashes into the fan area, it might keep the water off the electrical components.

There might be a final hidden value to this arrangement but I haven't had time to do the experiment to

prove it. The fan may actually blow enough warm air forward to allow me to scavenge it and pass it down a canvas pipe or insulated flexible heating pipe to the cab. This is how the Herman Nelson heater blows warm air to aircraft engines in the north to warm the oil. The large plenum area that exists in front of the fan, behind the grill, is just perfect for this I feel. I might be able to pass the warm air through the engine bay or under the left or right "wing" to the already existing hose that feeds the heater. This arrangement would be similar to the system we use in modern vehicles to use our A/C with inside cab air only or adding outside air to the mix. It would be very easy to add a damper to select air from the outside via the existing side grill or from the modified heater hose from the front grill area. If I get this to work I will publish an article on it this winter.

Wiring the unit in is very simple. For now I have simply put a 10 Amp fuse in line to the battery and I have installed a temporary SPST switch to ground. When, if ever, I need the fan I just flip the switch. To date I have not needed it. My long term plan is to utilize the hole where the carburetor temperature module is mounted on the left front of the head. I plan to install a normally open thermostatic module in this spot that will be set near 195 degrees, so that the fan will come on automatically if I ever reach that level of temperature. I suspect that the fan will never come on in winter no matter how hard I run the vehicle. I will install a switch to override the thermostat and allow me to run the fan whenever it is producing enough heat to contribute to the cab temperature.

Good luck with your fan projects. I hope others will comment on how well they found this installation, if they use it and if they too found that they really didn't need a fan 96% of the time they are driving.



# A New Rovert Davis Conversion: the Mercedes 3L Turbo Diesel

by Robert Davis

*(continued from last month)*

After building several prototypes and improving each one, was finally able to overcome all of these obstacles and also have this conversion up and running in our 110 pickup. The vehicle has a lot of power and is quiet and smooth. Favorite speed in the 110 is between 70 and 75 MPH. Then will make the second install in an 88 the first weekend in October. When fitting an OM617 with my kit into an 88 and 109 that originally had a 4 cylinder, the engine falls short of the stock radiator with about 1/2" - 5/8" clearance which leaves enough room to slip a fan belt between the back side of the thinner Series III stock radiator and the nose of the OM617 water pump. This is with the stock 4 cylinder bulkhead in place and the stock Rover gearbox and transfer case in their original position.

It's a go...

Anyone who says the OM617 won't fit between the stock Series transmission and the stock Series III radiator has clearly not seen my new conversion kit that does fit into this space. However, if you bolt the adapter I saw in Malta onto an OM617 or the adapter Mercedes Jim made (which were both excellent work years ago) then the total length of the OM617 with this much thicker adapter is too long for the 88 and 109 engine bay and won't fit in this same space where my kit does fit.

Let me summarize to be perfectly clear: using my kit, you can remove a stock 2.25 Rover 4 cylinder out of a 109 or 88 and bolt a OM617 in it's place without changing anything (except for the thinner series III radiator if you have the thicker IIA radiator) as a 1 for 1 swap. In the IIA or Series III 88 & 109 (that left the factory with a 4 cylinder engine), there is no need to use a Rover 6 cylinder bulkhead or any additional modifications. The engine bolts in just like the 4 cylinder GM engine conversions I built for over 25 years. This is the key point of this post.

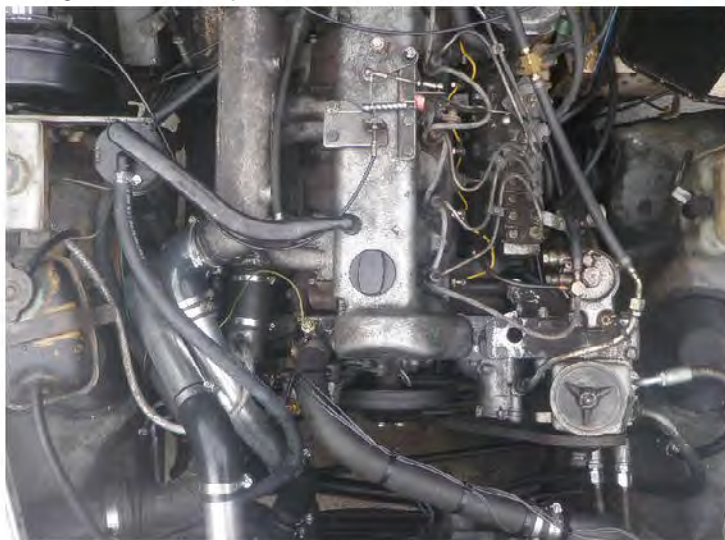
The goal of a complete conversion kit is to make the

engine install no more difficult than replacing the stock engine with another stock engine, in other words a bolt in 1 to 1 exchange (less the exhaust system which is different).

During each install started with the donor vehicle stock engine (88, 109, 90 or 110) in place at 5:00 pm on Friday and using only hand tools. In all cases were able to remove the engine from the Land Rover along with the exhaust system, drained the fuel tank, and completed other tasks Friday evening stopping work at 10:00 PM. On 8:00 AM Saturday started with the built up Mercedes engine with the custom oil pan in place with the custom adapter, custom flywheel with Mercedes ring gear, Land Rover 9.5" clutch, and custom motor mounts. Because the motor mounts bolt directly from the engine and mate to the stock chassis, there is no custom welding or cutting. On the 88 & 109 used the Mercedes alternator with a custom mount that placed it up where the PS pump originally was. The 90 and 110 install uses all the stock Mercedes ancillaries without any clearance issues in both RHD and LHD vehicles.

In both the 88 and 110, by 5:00 PM on Saturday the OM617 engine was in place and could be running if you used the manual shut off or jumped the glow plugs (if the controller was not hooked up). Sunday installed things like an electric cooling fan, any extra gauges (like oil pressure or boost), and vacuum shut off switch. The conversion is not difficult (about the same as the GM), but took longer because of the electric fan, vacuum shut off switch, glow plug controller (which is an easy install kit option), and other odds and ends. This kept me working Sunday from 8:00 AM to about 1:00 or 2:00 PM that in all cases satisfied the weekend install with time to spare.

Having the correct oil cooler with lines that match the stock Mercedes oil cooler housing, radiator hoses, accelerator linkage, and so on makes for an easy install. For the 90 & 110, the custom power steering hoses were bolted in place and connected to the stock Mercedes PS pump.





Can fuel savings be realized by running alternate fuel with an OM617 conversion. Have talked to owners of 80s era Mercedes sedans like the 300D that save over \$4,000 a year on fuel that burn Waste Vegetable Oil (WVO) in their OM617. The drawbacks they report are mainly concerns with cleaning the fuel and the time it takes to collect it from a local restaurant. Know a guy who bought a centrifuge and collects once a week and when in his shop, runs the centrifuge and gets pretty clean oil. So far he has not had any issues, but have talked to other people who had to replace injectors and the Injection Pump (IP) from using WVO, but this was after tens of thousands of miles driving free on WVO fuel. At our local pick-n-pull OM617 engines are about \$300, and IPs are \$50. You can't fill up a 2.25 gas engine from a grease dumpster, but the OM617 seems to run fine on WVO.

Performance is very good and the engine is in the correct torque range to mate in harmony with the stock transmission and differentials. In the early 1990s worked on an aviation maintenance management project with the USCG in Elizabeth City and got to be friendly with the reliability engineering crew. At the time was designing a new cam for the GM 3.0 liter crossflow conversion and did not want to overstress the transmission. The engineering shop analyzed a series IIA and a series III transmission making tests on the gears and shafts. The real limit believe it or not was the main shaft, but regardless, they reported that the max torque for the main box was around 185 foot pounds. In other words to maintain reliability you should not put an engine in front of the stock series transmissions that puts out a lot more torque than 185 foot pounds. I've seen people off roading tear up a series transmission with the stock engine, so driving technique definitely comes into play. The OM617 is near the top end, but still within this acceptable range.

In our 1985 110 pickup, used an intercooler. The OM617 has the stock turbo clocked to take the hoses with an inlet manifold from a 1976 Mercedes W115 300D, but that's a totally different discussion. The point I am trying to make is there are some inexpensive options to get just a little more power out of the OM617 Turbo Diesel, but am just getting into this area and am no expert, so for me it is just another learning experiment.

In closing, it has been a long, expensive, time consuming journey, but the OM617 engine fits in the stock lo-

cation without cutting or welding into an 88 or 109 that originally had a 4 cylinder and also fits nicely in a 90 or 110. A custom oil pan is required, but a custom oil pickup is not with the latest "production" version. We also have a separate kit with a longer adapter to mount the OM617 into a 109 that originally had a Rover

6 cylinder and have one of these conversions up and running as well.

Without the "pioneers" like Mercedes Jim and others who proved this conversion possible, I probably would have never bought our 1982 300TD wagon and would have never looked at using the marvelous OM617 that some claim will go for a million miles and is the most durable and reliable engine in the world. Thanks to all of you, especially Mercedes Jim who provided some advice back when I was doing research. He didn't always tell me what I wanted to hear, but "told it like it was".

With so many activities, have little time for writing articles, but just wanted to make this out to provide some accurate information about the upcoming kits that will be available in the near future.

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# Let the Games Begin: Part 2, There Really is Progress

by Alisdair Sinclair

Due to an upcoming move pressure to get the Rover sorted, even simply in good enough shape to tow, has increased.

In between RoverNights over at Dixon's there have been a few more evenings chipping away at the 88". When I last left you we had taken the back box off and measured the frame for damage left from the mighty maple. None being found, and darkness falling, the 88 had been put back together.

The next opportunity arose a few weeks later. The 88 was again cleared off of back box and contents. With a hose, the entire rear section of the frame, from the bulkhead back was thoroughly blasted with water to take off years of fine clay and mud. Until you take apart a Land Rover, you really do not understand how much mud and debris stays around. I had religiously cleaned the 88 after my off-road journeys, but when I could get at the top of the frame rails, get the hose close in and able to start to flush out the cross members, we removed enough clay, silt and soil to start a fine vegetable garden.

tion yellow, on sale they are relatively cheap, and can extend the available work hours to the point where the wife can get annoyed and the in house stock of discount beer seriously depleted.

On the positive side Jason Dowell had used a good, solid 88 lightweight chassis when he rebuilt this Land-Rover back in the late 1990's and it is still in good shape. So, off to Canadian Tire and what seemed like a crate of Tremclad spray bombs were acquired. First a grey primer was applied everywhere. Not only to make the final black adhere better, but the grey showed progress, which was something to demonstrate to a few nay-sayers (NB Editor: see attached photos) who lacked belief in the resurrection of this Rover. Nothing shows progress to others than a nice coat of paint. I let this dry for two weeks with another interlude over under Dixon's DormieDome while packing up house.

The next visit was two fold for the work agenda. First order of business was to paint the entire frame black. More spray bombs applied. A hint. Those cheap looking handles that you can buy to hold a spray can? Buy one. They make a huge difference on spraying paint. Now, the back of the 88 looks as close as possible to factory semi-gloss black. The colour change shows yet more progress.



The shortening days had also curtailed the amount of productive work that could be accomplished due to lack of daylight. Another recommendation is to go to Home Depot or Princess Auto and purchase a set of mercury vapour work lights. Generally in construc-

The second order of business was some measuring for a new rear wiring harness. Much like Dixon's long suffering 109, the back end of the Rover lit up like a Christmas tree when the brakes were applied. Pretty, but not ideal for ensuring people know your intended direction of travel. A visit to English Motors a few years ago had resulted in a temporary fix for the brakes, but the rest of the lights were problematic. When the back box came off after the tree strike, a decision was made to renew the harness.

We have now made a new wiring harness and will be running it through the frame to factory spec to ensure that the juice continues to flow with nice new clean wiring, as signs of aging were present in the old har-

ness. One way of helping the electron flow is to run a ground wire from each of the light clusters all the way back to the battery itself. Relying on the frame and ground straps is nice, but electricity likes to flow through the easiest path, so making that path simple was easy. Measurements were taken from the upper portion of the bulkhead, to frame, to the rear of the frame and up into the lighting clusters to determine how much wire was needed to make a new rear harness like the BGB now sports.

The plan for the next week is to take advantage of the removable rear box and install the new wiring harness. With the tub off we will also be fitting a new rear silencer and exit pipe as what is there is solid, but aging, a brand new unit is in the parts pile, so in it goes to continue with our theme of buttoning it all up better than we found it. Once this is completed the rear tub will go back on, bolted back down with nice stainless hardware, and work will begin to put our new 2.25L engine in and retire the tired unit currently in situ. In all likelihood that will occur after we tow the 88" to its new home as true to form we've run out of time to make any more meaningful progress.

Stay tuned for more to come as we race against the clock to get as much as possible done before we need to tow it to its new home. The plus side will be that the 88" will now be in a garage, which should make life a lot more comfortable as we button up the rest of it.



## Under the Dormie Dome, Part 7

by Dixon Kenner

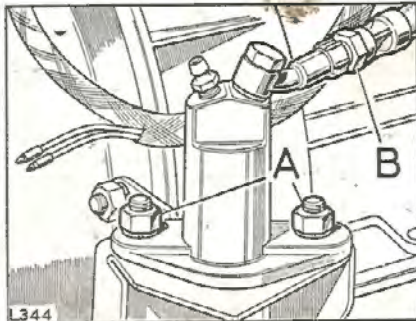
A further update from under the dome. Much of the activities tended to be that frightening term, routine maintenance, in the sense that it should be done once every few years.

Brakes were all bled. All the brakes are done. Messy in the front. The rear bleed screws are 3/8". The fronts are Whitworth! While the backs were quick and easy, the fronts were much messier. On a 109, the fronts are always a bit messy and problematical. I did learn that those political lawn signs which are better than cardboard to crawl under a vehicle are not very happy when brake fluid manages to hit them. They start to turn white as the colour comes off of them very quickly

and effectively. Not only does the colour transfer from the plastic, but transfers onto you quite efficiently too! This was also the end of assistance from Allen MacKinnon, who's stint as the manager for eastern operations at Westport came to an end and he was promoted and transferred back to Vancouver. He will be missed!

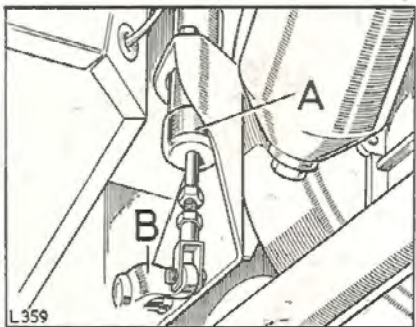
A more problematical bleeding session was the clutch. When running, the clutch would not come off enough to allow a clean shifting of gears. The slave uses a 5/16 whitworth bleed screw and like all IIs and IIAs is in a challenging location to access (1). Much bleeding and no appreciable results. Which leads one to several conclusions. First, adjustment of the pedal. Second, a

possible failure at the master cylinder. Third, the slave cylinder is challenged, or finally, adjustment on the rod in the slave to actuate the various levers within the gearbox.



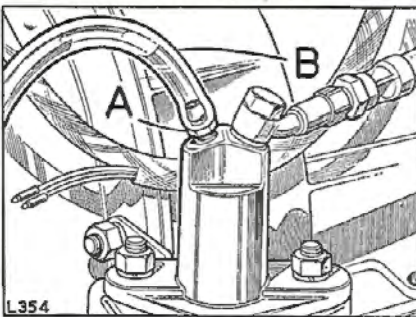
**Fig. B1-11. Slave cylinder fixings**  
(latest type cylinder shown)

A—Fixings at support bracket  
B—Fluid inlet pipe



**Fig. B1-33. Late type clutch mechanism**

A—Exposed slave cylinder  
B—Cranked operating rod



**Fig. B1-31. View of slave cylinder**

A—Bleed screw B—Suitable tubing

Looking at the options, and knowing that this worked before, the slave seemed the place to start. Granted, the wings had been off and removing the left wing was trivial. Undoing lines, and getting the master out was seen to be more challenging. Much searching through the parts inventory turned up a new clutch slave, so with many interesting terms, Alastair's assistance, the old slave was removed, the new put in place, bled, and a much happier situation ensued. In fact, a new slave makes a tremendous difference. But what a pain to get at that slave to bolt in. And, the slave just popped out. All of that time last week fighting with it for nothing! Bled the system. Started the vehicle and moved for and aft with it. Clutch much happier, but still seems to be dragging a but. Noisy.

Went to put the front drive shaft back on. Something was not right, it should not be pulling out and showing the splines. So measured against the BGB front. My suspicions were correct. This is an 88 read driveshaft. Sigh. Emailed Ben about another front that might be in the parts cache. Yet, I drove this vehicle all about and it worked. Around on just the front too recently. Oh well, another was procured from Cristina Calado and installed. Even nicely cleaned and painted at Bensfold when it was in the queue with all of the 80 inch parts being cleaned up, refurbished, and/or painted at Bensfold.

Removed the middle seats to facilitate painting, and since the linoleum was a bit torn, pulled it up. Thin sheet of eighth inch plywood underneath, and below that a quarter inch of styrofoam, all neatly cut, fitted,

aluminium taped into place. The effort to do all of this is incredible. It he spent just a bit doing the same elsewhere on the Rover. Ready to paint.

By September, it was time for more paint. Starting with the middle section, the LH middle door, the front drivers area, including foot well and tool box area for the first time, then onto the passenger side to finish off the can of paint. It needed a couple of days to completely dry. But, alas, all of this progress, yet little delay. This was put right by some work on the back gallery at the house. The DormieDome needed to be empty, so the the BGB had to go down to the end of the drive. Not happy to start, even with ether. Spins well, just challenged on compression. Dormobile was a pain too. Starter is going and spins terribly slowly, even when the battery is at 100%. But, Dormobile backed out and parked behind the BGB. Time for another starter, or a rebuild!

Next tasks, some more paint, and installing the new roof vent cover and seal from Dormobile in England.

*1. The production editor for this issue would probably add that the Series III location, if the bleed pipe is missing, is equally as challenging to address, especially when our vehicles have imperial threaded systems, and parts come from some of the suppliers in metric on occasion.*



# What Goes Crash Bang in the Night?

by Bryan Guignard

A 100 foot tall immortal tree when it breaks. The last thing I had on my mind when I was loudly woken from bed at 3:00 am was my Land Rover (lwb Series III). With my flashlight I quickly assessed the building for damage and I returned to bed with the intention of cleaning up the mess during the day. I didn't even notice the LR buried underneath all those branches and leaves! I simply assumed that I had left it somewhere else in the yard. Later as I looked over the crash site in the daylight my stomach sank when it finally dawned on me that this enormous tree fell on top of the LR. After getting over the initial shock I realized this was a great photo op and I got out my camera to record the event.



In case you're wondering what an immortal tree is, it's a gigantic tropical tree that grows here on the island of Tobago in the southern Caribbean. Tobago is also home for many LRs as they were extensively used on the island's once plentiful plantations. Today most of them are still used on smaller farms or for taking tourists on off road expeditions through Tobago's very rugged landscape.

After a whole day of clearing, I could finally assess the poor LR for damage. To my amazement there was no

major damage. The passenger side mirror was knocked off, and the edge of the roof got a few more dents than it already had, and that's all. The damage was caused by a 6" diameter branch that made a direct hit.

At this point I should come clean about all this, as there is more to the story. You see, this LR was never a farm vehicle. It once had a special role as an armoured vehicle for a large company. Back in the days when the local sugar cane cutters were paid with cash, this LR was used to securely move the cash payroll around.

As such it was heavily customized. 1" thick bullet proof windshield, steel plate engine grill, and concrete filled rear door, air conditioning, power brakes and power steering, and a diesel engine. And finally, roof reinforcements, which explains why it was able to sustain a direct hit from a ton of wood with so little damage.

Some of this heavy gear has since been removed to help lighten the load. The diesel power plant was replaced with an original gas engine, the super heavy rear concrete filled door was replaced, and the AC eventually broke down so I took it out. The bullet proof windshield and engine grill remain however, as they are still a good safety feature. The windshield has successfully stopped at least five bullets so far as can be seen from the impact marks, and it did it so well that it is still usable and water tight. The engine grill is a stacked set of inverted V shaped steel plates designed to deflect bullets towards the ground. In order to reach the engine a bullet would have to pierce through at least four layers of angled 1/8" steel plates. That would take some serious fire power.

So my trusty LR that once stopped bullets can add a tree to its list of successes! Cheers from Tobago.

Note: Bryan Guignard is a friend and former co-worker of Deborah Sevigny-Kenner and retired from the Federal Government to Tobago.



# Replacement of Disco 1 Outer Rear Wheel Wells

by Alan J. Richer

In the fleet here at the Ranch we are happy to have two Land-Rover Discovery Is. Tough, reliable and great trucks, they unfortunately share the rust proneness of the classic Range Rover - specifically in the wheel wells and door sills.

This article is a short set of notes on replacing the outer rear wheel well - these are available for about a hundred dollars as a special-order part from Land-Rover, so well worth doing if the rest of the vehicle is sound.

This is not a step-by-step tutorial - I would not recommend attempting this as a first welding repair strictly on these notes. This is more a note for the person with some experience doing rust repairs in general, pointing out removal and replacement techniques and caveats so that the job goes smoothly.

To begin, do not expect that you will get in and out with replacing just the outer wheel well. On my truck the rear end of the door sill was rotten as well and required replacement of a 10-inch section, inner and outer. Not a nightmare and easy parts to replace/make, but be aware.

Secondly, there is not a lot holding the outer well to the D1. The primary contact is along the seam that attaches it to the inner wheel well - and a spotweld cutter made short work of these. The bottom of the well is welded to the sill - this is short work with a grinder or in my case came away with the rotten sill.

The top is bolted with a brace to the inside of the rear body panel - in my case the aluminium had shown rather a lot of corrosion and required a clamp to hold to the replacement panel.

There was a weld or two to the top of the wheel well, but other than that the vast majority of the attachment was with seam sealer and a few spotwelds - which peeled/scraped away with no problems.

Once the old outer well was out of the way, fitting the new one was not all that difficult. After grinding away the remains of the old spotwelds, the new well section was offered up into position and tapped into place and alignment with the bottom of the doorpost, the front of the well section aligned with the sill, and the outside pulled into alignment with the outer wing (more on that in a moment).

Holes were then drilled through the seam and through welds performed on the tightly clamped seam (I don't own a spotwelder). The bottom was welded into place, then the inside of the wheel well tacked. All seams were then sealed with sealer, and a clamp manufactured to fasten the outer body panel to the new well section.

The outer well section on my truck had dissolved in

contact with the aluminum of the outer panel - the clamp and alignment holes were all gone. I ended up making a clamp piece from a section of 1-inch galvanized steel bar, drilled to match the holes in the repair section. This was coated with seam sealer as was the dissimilar metals join, and the whole thing pulled up tight with two 1/4-28 bolts.

I have to say, all in all, that it was a good day's work. The new section looks great, and the repair should last out the rest of the truck.



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# Rovers & Parts for Sale

**235/75R16 BF Goodrich All-Terrain T/A KO Tires**  
I'm getting rid of my old tires. One of them is definitely shot (separating belt), and the spare is not much good for anything either. The tires couldn't be balanced properly and were giving my 110 a speed wobble, so I bought new tires. That means that as many as 3 might be good still. Those 3 have about 9/32" of wear left, from 16/32" new. These tires would probably make good spares for someone who's already running this tire and size. I switched to 285/74 Goodyear Duratracs. As far as price goes, make me an offer. The alternative is that they're going to go to tire heaven in a couple weeks, and I think they still have some value to someone. Take these tires off me in exchange for a bottle of wine or something. Contact Andrew Clarke on the OVLV forum.

## 1960 Land Rover Series II 109 Station Wagon 164000620 (#620/1267)

With great reluctance I need to sell my Series II 109 Station Wagon. I just can't keep up and maintain five Land Rovers. I am owner 2.5 of this Land Rover and I have owned it since 1979. It was my daily driver for 25 years until 1994 when I bought a Discovery. It is now driven as a fun truck when the Arizona temperature is below 100F. This is an exceptionally well maintained Land Rover. It has a meticulously rebuilt SIIA engine with the head milled to 8:1, hardened valves, spin-on oil filter, Petronix ignition, Rochester carb, alternator, and a Fairey overdrive. Aside from the engine it is bone stock. The stock upholstery has been recovered by a local shop and the headliner is in the process of being replaced. Every time something needed to be fixed or replaced it was done with original Land Rover parts. All receipts and work orders since 1979. I also have a copy of the original build sheet. No SPOTS here. First hit of the brakes brings you to a stop - second pump will lock up the brakes and almost put you through the windshield. It will cruise all day long at 70MPH+ (except uphill of course). It comes with five

BFG 235/85X16 ATs with lots of tread and Discount Tire replacement certificates. There would be no problem pulling out of the garage and driving across country right now.

This Land Rover carried me and my family all over Arizona and northern Mexico on off-highway adventure camping trips, but it has never been used for serious off-roading or taken on rock-crawling trips. It has never been in an accident and is a completely rust free Arizona truck. While it has always been garaged this truck is NOT being sold as a pristine, showroom condition vehicle. It is 52 years old and could use door seals, window channels, check straps, and a few other very minor things. This Land Rover would make an excellent Classic to drive, a solid base for a complete concours restoration, or the expedition truck of your dreams. For sale at the fair price of \$15,500.

Photos here --

<http://www.flickr.com/photos/49338500@N08/sets/>  
Rob Modica, Tucson AZ (azlover@gmail.com)

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