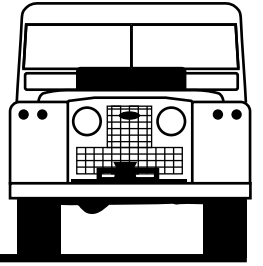


OTTAWA VALLEY LAND ROVERS



September 15, 2012

www.ovlr.org

Volume XXVIX, Number 9



"Morning Commute"

P.O Box 478
Carp, Ontario Canada K0A 1L0

General Information

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

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 \$45 CDN per year, Americans and others pay \$45 US per year (discounts available if you receive newsletter by email). Membership is valid for one year.

Radio Frequencies

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

Online

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

OVL R Forum

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

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OVL R Newsletter

ISSN 1203-8237

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

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

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

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

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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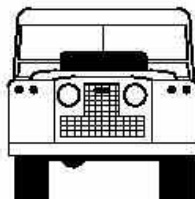
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"It doesn't matter if you are going to Safeway's or Katmandu, you will have to do major work on the way, but you will get there."
Quintin Aspin on Land Rover Maintenance

Greetings;

By the time you read this, the Fall will be upon us. September brings an end to the Summer cycle of events, from the Birthday Party at the beginning, through to Blacker than Night and Evenement Pierre Gauthier in the middle, to the Labour Day Rally towards the end. In fact, a reading of the events open to go to, your maintenance regime better be pretty good if you want to make a good percentage of them!

September brings a number of diversions. From a pair of large British car shows to both the east (Stowe, Vermont) and west (Bronte Creek, Oakville, Ontario), to the Conclave at the Cove (Winchester, Virginia) or the Metal Dash Weekend (Petersham, Massachusetts). Lots of possibilities abound if you wish to travel, or not (Cedar Hill Trail Clearing, Cedar Hill Classic, Not-an-Oiler). For those looking around for the Rover Owners of Virginia Mid-Atlantic Rally, sadly it will not be happening this year. In its place ROAV is joining the New England Land Rover club in helping our a group of enthusiasts put on an event at the Cove called the Conclave on the weekend of the 22nd.

This issue we have a number of interesting articles from the usual suspects. From a long process undertaken by our esteemed Editor on enhancing the suspension on his Discovery, to our President and later on within the General Servicing section, his weighty thoughts on his weighty 101 forward control. If your Series lacks power, Robert Davis, long known in the Series Land Rover community for his GM iron duke conversions, has changed tacks and is now going to be offering a kit for dropping a three litre Mercedes turbo diesel in the same space. Part one of two parts can be found within these pages. David Place follows on from Alan Richer on installing an electric fan in a Series II/IIA/III land Rover, while this month Alan Richer discusses distributor bushings.

As Fall comes upon us, look to these pages and in future issues to the wide variety of events that you could attend if the hankering happens. Some might be invitational, but don't let that stop you from writing and seeing if there is room. Some of these smaller events are quite pleasant. Don't wait for just the OVLR events!

Furthermore, the Executive at the last meeting decided to extend the temporary interlude that Ben Smith and I are providing Terry and Lynda through to December. Terry remains the editor and centre of attention for the newsletter while Ben and I provide a bit of deja vu to older members who remember the look and feel of the newsletters from 1994 to 2001. As always, we are looking for the members to write with

their experiences with their various aluminium friends, and anything interesting that you may have learned that could be helpful to others. Don't suffer Nigel's Disease in silent solitude. Someone else has either had, or will have the same problem that you are having right now.



Finally, in a near and dear secret society that runs within OVLR, the Ted Rose Sighting Society reported a potential sighting! The Sighting Society went wild! But doubt quickly crept in. Is it really him? Given the elusive nature of our idol, observers note that while an individual arrived at the August Executive meeting, this individual was seen driving in a Titleist edition Audi A3. There was no Land-Rover present. This discrepancy gives rise to speculation that this might not be considered a valid sighting. Real photographs would be required for confirmation, not the possibly "Photoshop'd" digital kind!

Until next month,



One rejoining member this month:

Cameron Duff of Merichville, ON rejoins with an 80" after a 2 year hiatus

President's Message

Musings From the Throne Room, Part 6

by Andrew Jones

So having sweltered our way through the last week of August and the Labour Day long weekend, the weather has turned distinctly Fall-ish, following a day long monsoon on Saturday.

For me, Land Rover related activity has really focused on the ongoing 101 resurrection - more of which can be found later in the newsletter, which once again has been lovingly crafted by Dixon and Ben.

The Land Yacht got a break from the commuter run and whisked us off to Montebello for a couple of days, and then took the pony to a show in Arnprior: I'm always impressed by its towing ability, it handles beautifully.



Meanwhile, for a bit of fun, I fired up the Omnibus on Sunday afternoon - it's been about three weeks since it last trundled around the back lawn, but it started without any hesitation at all - what a great engine. And it sounds absolutely tremendous: An in-line six beats a v-8 any day of the week in my book.

Anyway - the object of the exercise was to give Dominique some practice driving a real Land Rover after the cossetting opulence of the Land Yacht, with a trip round the back 40. So we loaded up the dogs and reluctant daughter ("...Daddy - it still smells") and roared off on a family adventure..... very gently in deference to the iffy frame, returning home unscathed and the Omnibus frame still in one piece.

Scheming and plotting for the Cedar Hill Classic is ongoing with the first trail clearing expedition scheduled for next Sunday, after which we'll finalize the trail map for the event.


We're still looking for some input from the membership as to what you'd like to see included as part of next year's Birthday Party - the 30th.


So please get in touch with Frank or the other members of your Exec team to help them structure a truly memorable event - for all the right reasons.....

That's all for now


Cheers

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

 You'd think that the cover photo is from 1952, eh? Nope Eric Zipkin took it in September of his 80" in front of a customer's DC-3. He event gets to fly it. But with fuel consumption at 100 gallons/hour and AvGas at \$6/gallon that is a bit steep for joy ride.

 Andrew Hutton was contemplating on the forum building a Tomcat 200 on a Disco 1 chassis to auction/raffle for charity. However since there were few responses he was planning on scrapping the chassis. If interested contact Andrew (AJH) on the club forum.

 As a general warning Russel Dushin has been reporting that his SII 88 Nigel may be in need of a head gasket. Beware of Nigel's Disease!

 A friendly spy sent us the photo at right. It is of Bill Fishel's Disco 1 stranded on the side of the PA turnpike. Our loyal agent reported that the "water pump

was flopping around like a fish out of water." Bill says that he got it shut down before it overheated.



🚗 August OVLV Executive meeting @ the Prescott on Preston Street:

In attendance: Frank, Andrew J; Dave Pell; Peter Gaby; Bruce Ricker & Sue; Roy Parsons; Dixon & Deborah.

The meeting started off on a curious note. Dave Pell gave a disc of photos to our esteemed President with several comments that imply that apparently Andrew has done something of legendary lugnut earning. Such secrecy is not becoming of the openness that the founders of this club had envisioned, especially when it comes to awards. We must send spies afield! Who has knowledge of what Andrew was doing on, or around August 18th?

Items of business in no particular order. Discussion on grille badges. Email Dave Pell if you might be interested. David Place might be able to help too. The last time the club made grille badges was in the late 1990's and they were cast with multi-coloured backgrounds in, more or less, Series Land-Rover colours.

Incorporation: Bylaws need to be updated to bring them in line with the new act. Publish twice, to be accepted @ AGM. Dixon and Bruce to meet and discuss. Andrew & Dave to refile under the new act and update the filing information under the current act.

Events: Cedar Hill Rally: Weekend after Thanksgiving. October 8th is Canadian Thanksgiving. Therefore the 13th of October. Need clearing of trails. Weather system brought down lots of trees. Thus, do that the 15th of September, the 22nd or 29th. Details to be emailed to the club membership. Lanark 29th of September is "therapeutic ride" at Andrew's place.

Discussion of another event to replace the Oiler if there is insufficient interest in members oiling these vehicles. Given how many shops do this now and the price has dropped over the years, attendance has been way down, nor has there been much of a demand. Therefore, possibly a "Not the Oiler" - with a bonfire on the 3rd of November. Is there interest? Start the day somewhere for an unhealthy breakfast. For further discussion. This date is also the date of the Guy Fawkes Rally in Cooperstown New York, which members have known to attend.

More distant events requiring attention: Christmas party. Decorating committee - Deborah, Gabe & Sue. December 1st. Details to be announced. The Annual General Meeting in the beginning of the new year. Bruce to chat with the Legion in Kanata. Pick a date towards the end of January. Which ever fits the "darkest and coldest"

Newsletter: Dixon and Ben to continue to December giving Terry a bit of a vacation. Newsletter finances to be discussed between Dave, Dixon and Ben on the various costs associated with producing it.

Jerry Dowell's Series I pick-up". Jerry says that the pick-up belongs to OVLV. Dave is planning on being out

that way in the next month or so. He will visit Jerry to discover provenance. Someone thought that this might have been originally Colin Lewis' dad's truck.

Thirtieth Birthday Party: Club needs to start planning earlier, especially with sponsors. Discussion on how to contact people at BP. Discussion on the need for more publicity? How much more work could we put into it. Demonstration this year was great, photos are great, the issue is choreography. Registration is easier with a three day event rather than two according to Dave. Hold to agenda. Do not let events/activities preclude others. Breakfast this year was a huge success. Got people to the main site to do things.

Frank to start planning for next year. Maybe breakfast Friday & Saturday? Supper (burgers) Friday? Much to decide.

Meeting adjourned.

🚗 Eric Zipkin writes: With the 109" running, I decided to try my hand at the 80". 10 years of sitting resulted in seized wheel cylinders. I managed to get two wheels apart but the other two are proving stubborn. Since the cylinders are seized in the "out" position, I can't get the drums off. Copious amounts of PB in the bleed screw hole have yet to produce any results. Time for a beer and some reflection ... I am hoping that the PB will free things up enough overnight but I am open to ideas ... The shoes are binding up as soon as I apply force since they cock sideways a little. Seems the drums are pretty used so they have a worn lip inside (from the ones I was able to remove) that is catching on the shoes.

🚗 Another spy shot. A loyal club member with a new to him 101FC and most of a 90 inside. The angle and intensity of the light indicate that this photo was taken in the Caribbean. We eagerly await news of its landing on our cold shores and the 101's first event.



🚗 Alistair Sinclair reports that he is making progress with his SIII 88 rebuild. Optimistic words like "painting chassis", "new wiring", and "new silencer" have been uttered. <cough> photos or it didn't happen <cough>

Upcoming Events

September 15th

21st British Invasion
Stowe, VT

29th British Car Day
Bronte Creek, Oakville, ON

September 17th

223rd Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

October 2nd

Exec Meeting
Location TBD, andrew.jones@explornet.ca

October 13

Cedar Hill Classic
Pakenham, ON, andrew.jones@explornet.ca

October 15th

224th Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

November 4-5

Not an Oiler Bonfire
Pakenham, ON, andrew.jones@explornet.ca

November 4-5

12th Guy Fawkes Rallye
Cooperstown, NY, Howard Smith

November 19th

225th Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

December 1

Annual Christmas Party
Location TBD

January 2013

Annual General Meeting
Location TBD

June 21-23, 2013

30th OVL R Birthday Party
Silver Lake, On

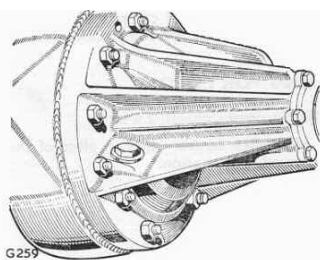


Fig. 1 Rover type pinion housing

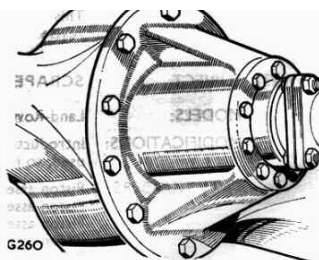


Fig. 2 ENV type pinion housing

Guy Fawkes Rallye

November 5th will be the 407th anniversary of Guy Fawkes attempt to blow up Parliament, and the 12th Guy Fawkes Rally at Howard and Martie Smith's place in upstate New York. The Guy Fawkes Rally is a traditional Land Rover bash, with friendly faces, varied trails and a great atmosphere. Generally, the last Land-Rover event of the year in the northeast for many before the Christmas season is upon us.

The rally generally starts Friday and goes through to Sunday, though if you are self employed and want to help, Thursday is perfectly acceptable too. There will be work in progress, a tentish thing to go up, wood to saw and stack for the small welcoming fire pits. Scouting new trails is always fun and generally getting 'Jiggy with it'. Collecting firewood, dropping dead trees et cetera. Lunch and dinner are whatever people bring and toss together. Marmite is not compulsory

Saturday is the main day. Breakfast at KC Diner at the end of the road. It opens at eight. After that, back to the farm for the day's antics. Children are encouraged to help Howard make the annual "Guy" after breakfast. Activities include a spot of off-roading on the hundred acre property. There are some tricky bits requiring some skill to navigate (the ravine for example is always a challenge in navigation) to pure mud slogging (upper terraced field) with all the fun and games of the myriad trails connecting the three levels of fields.

Traditionally, though not every year, there is an RTV held. Unlike some RTVs like the one at the OVL R Birthday Party, or Blacker than Night, marked trees serve as canes. Of course, gathering wood for the bonfire is an opportunity to see how much wood you can pull out. Some of the trees dragged down have been impressive. The bonfire on Saturday evening which is guaranteed to take out any chill. Howard considers it a matter of pride to have a lovely, large, bonfire that will generally smolder for days after the event.

Though it started off as a 101 event, it has evolved into a more traditional, small scale Land Rover event attracting many of the "usual suspects" over time. Attendees have included Rovers & people from Ontario, New Jersey, Pennsylvania, even as far south as Maryland and Washington DC. Ottawa Valley Land Rovers, the New Jersey Land Rover club, and the Ex-military Land Rover Association are usually well represented.

Lots of camping space available in the lower field for those willing to risk the possibility of snow, or a pair of motels down the road on highway 20. Further details and invitation can be obtained from Howard Smith at wrecker101fc@aol.com

3rd Cedar Hill Classic

October 13th, Pakenham, ON

Hosted by OVL R president Andrew Jones at his place in Pakenham, this is a multi-faceted event. The first part is a trail clearing workday, a week or two beforehand to ensure that the trails are trimmed and cleared for two different rides in the country. The first is a fund raising horseback event to support Dominique J's cause, followed at a later date by an OVL R offroad at the height of the fall colours.

Andrew has again called for volunteers to help with the trail clearing; this year there was a microburst in the area early in August, so there may be a few more trees down than last year. Proposed clearing day: Sunday 16 Sept - weather permitting / October 7th as the alternate. On the clearing day, there will be coffee and doughnuts, some trail running, hard work and camaraderie.

On the offroad day, there will be a hearty breakfast, one or two trail runs at the greenlane to medium level, followed by a BBQ and social in the late afternoon for those that can stay.

Last year David Place and family were in attendance from Manitoba! This third incarnation of the event offers amazing opportunities for the OVL R community. There is space for camping and direct access to trails either on their 400 acre farm or with connections to the Lanark Transmission that many of us have been on.

Note: There will be a driver's meeting discussing the rules and regulations prior to heading out. Anyone who has a working chainsaw is encouraged to bring it with them, along with loppers and tools for trail clearing. The trails are basically clear with the exception of St. Patrick's which will require some work to be able get round the full circuit. Rain Day: If we are experiencing a monsoon on Saturday, October 13th, then the event will be switched to Sunday, October 14th. If its only raining then the event will go as planned on Saturday.

Reservations/RSVP: OVL R needs to know how many people expect to be attending so the proper amount of food can be purchased. If you are planning on coming, please send Terry King an email at tking@sympatico.ca

Location: 967, 7th Concession South Road, Pakenham (off Cedar Hill Side Road) 1 Concession after Cedar Hill Berry Farm.

Event Agenda:

08:30 - 09:30: Participants arrive. Marshalling / event briefing and rules - in drive shed if wet. Club trailer will be manned to provide bacon sandwich and coffee breakfast.

09:30 - Noon: Follow the October trail to logging road and proceed along logging road to hydro line. From hydro line work either left to Bellamy Road or right and pick up 9th Concession and then circle back to Jones property via Cedar Hill Road.

Lunch: Participants to bring own lunch

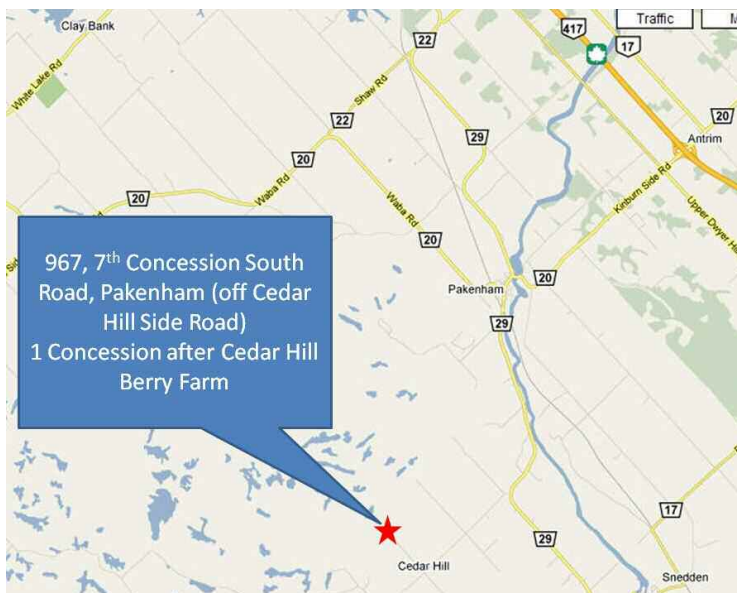
13:00 -16:30: St. Patrick's trail - this activity involves potentially clearing some fallen trees will need to be cut into sections and pulled out of the way, we will also need to cut some small cedars, no hardwoods, before being able to complete the circuit. It should be passable by both large (Range Rover / Disco) and small (SWB Series) trucks without damage, beyond some pin-stripping. Those who opt not to run their vehicles around the trail will be entertained by watching those who do, they can also assist in obstacle clearing and marshalling.

Evening: Club trailer based barbeque at the marshalling point.

Directions:

From Ottawa: Travel time approx 50 minutes

- Take 417 West and take exit #169 signposted Pakenham and Kinburn (hwy 20)
- At the end of the off ramp turn left onto Kinburn Side Road - heading towards Pakenham
- Cross the 5-span stone bridge in Pakenham and at the T-junction turn Left onto (Hwy 29)
- Drive through the village, under railway bridge and past the golf club
- After approx 6km (3.5 miles) look for signs for Cedar Hill Side Road
- Turn right onto Cedar Hill side Road
- After approx 4km (2 miles) turn right at the white church onto 7th Concession Rd (South) - note sign for dead-end / no exit
- #967 is on the left at the end of the road (mailbox marked Jones)
- Drive over the bridge, up the hill, and past the house to the meeting point on the back field.



(Cedar Hill continued)

From Almonte: Travel time approx 20 mins

- Take hwy 29 towards Arnprior
- After approx 25km (15 miles) look for signs for Cedar Hill Side Road
- Turn left onto Cedar Hill Side Road
- After approx 4km (2 miles) turn right at the white church onto 7th Concession Rd (South) - note sign for dead-end / no exit
- #967 is on the left at the end of the road (mailbox marked Jones)
- Drive over the bridge, up the hill, and past the house to the meeting point on the back field

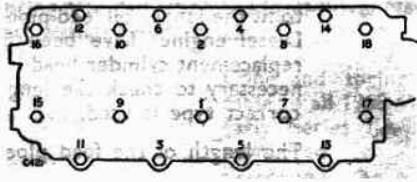


Fig. 1. Order of tightening cylinder head bolts

Not-an-Oiler

November is approaching and the time for the annual Oiler, or related event is coming upon us. While OVLR has ran an oiler for many a year, it has been noted that while people show up, munch on some sort of a provided unhealthy breakfast (the best kind!); socialise,; wonder about green laning opportunities, and then go home. A few hardy souls were known to oil their vehicles. So, given the time of year, close to Guy Fawkes Day, it was thought that combining some of these details might make for a lovely outing.

So, some of the preliminary details. It will take place on Saturday, November 3rd. (Guy Fawkes is on Monday, the 5th) at Andrew Jones farm in Pakenham. There will be an unhealthy breakfast, followed with some socialising, and then some green laning around in Lanark County. Yet to be determined, but a distinct possibility might be a bonfire in the evening. Further details to follow in the October newsletter.

Hazeldean Cruise Night

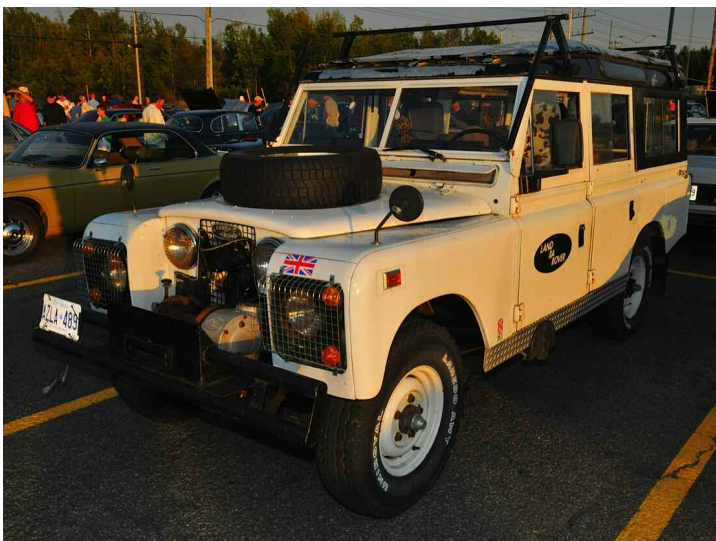
As many local members would have received in their e-mailboxes, Tuesday evening was the "British Invasion" of the Hazeldean Cruise night in Kanata.

Three Land Rovers made the journey to park amongst the gathering of American muscle cars and older iron. As usual, there was a solid display of American cars from the Fifties onwards. On the British side of things, a large and eclectic mix of more than sixty vehicles, from Bentleys and Jaguars to Lotus' and everything MG and Triumph in-between.

Arriving first, was Bruce Ricker with Sedgwick and two passengers. Sue taking the comfortable seat in the cab, a grey toad enjoying the view from underneath the bonnet. Dave Devries appeared shortly thereafter in his late IIA 109 Station Wagon, a former RAF vehicle from the former RAF base in Newfoundland & Labrador. A later visitor was Andrew Watkins in his posh & plush Holland & Holland Range Rover, just to show the American affectionados that the British could build a luxury

car far plushier than their Cadillac or Lincoln.

As a note, Hazeldean is one of several, regular "cruise nights" in Ottawa. Other prime examples of fairly large gatherings are at the Casino Lac Lemay (Monday evening), Hazeldean (Tuesday evenings), Rideau Carleton Raceway (Wednesday evenings), Tim Hortons (Cyrville & Innes, Thursday evening), Galeries d'Aylmer (Saturday evening), Monkey Joes (Westboro, Saturday, once a month), and Canadian Tire (Bank & Heron, Sunday evening). There are also others in the Valley on a regular basis. Further details can be found at <http://web.ncf.ca/dg300/index3.html>. There are a lot of interesting vehicles in the region. You never know who will walk up to chat, or even offer you parts.



Some Non-OVLR News & Rumours



 Brett Story posted on the forum a link to a huge pile of military Defenders being scrapped. It is thought that the photos come from the Turkish military. These photos make the stories of visits to the fabled CFB Suffield AB (aka Medicine Hat) by OVLR members in the days of yore pale in comparison. Most of us just look and think of all of the valuable spares in the pile.



The horror..



 Mahwah, New Jersey, USA, August 15, 2012 - The new 2013 Land Rover Range Rover has been engineered from the ground up to be the most capable, most refined Range Rover ever. Lighter, stronger, and with new levels of refinement, the next Range Rover reinforces its position among the finest luxury vehicles.

As the fourth generation of the Range Rover line, this all-new model was developed from the ground up, capturing the innovative spirit and iconic design of the original model which changed the world of motoring when it was launched over 40 years ago.

Designed and engineered at Land Rover's development centers in the United Kingdom, the next Range Rover will be produced at a new manufacturing facility at Solihull, United Kingdom which employs the latest low-energy aluminum body construction technologies.


The all-aluminum unibody structure is 39 percent lighter than the steel body in the outgoing model. This enables a total vehicle weight savings of up to 926lbs, depending on market and specifications. The US specification vehicle with the naturally-aspirated 5-liter V8 will be approximately 700lbs lighter than the outgoing equivalent. This new aluminum platform delivers significant enhancements in performance and agility, along with an improvement in fuel economy and reduction in CO2 emissions.

John Edwards, Land Rover Global Brand Director, said: "The new Range Rover preserves the essential, unique character of the vehicle - that special blend of luxury, performance and unmatched all-terrain capability. However, its clean sheet design and revolutionary lightweight construction have enabled us to transform the experience for luxury vehicle customers, with a step change in comfort, refinement and handling."


Each new Land Rover model is extensively tested for durability and reliability. The new Range Rover has been subjected to Land Rover's punishing on-and off-road test and development regime. A fleet of development vehicles covered millions of miles over 18 months, with arduous tests in more than 20 countries through extremes of climate and road surfaces.

The all-new Land Rover Range Rover has a clean and elegant shape which is inspired by a fresh new interpretation of classic Range Rover design cues. While instantly recognizable as a Range Rover, the new vehicle takes a step forward with a bold evolution of the model's iconic design language.

The all-new Range Rover will be available in over 160 markets worldwide, with North American customer deliveries scheduled to start in December 2012

 A new advertisement from Land Rover for camera enthusiasts. The 2013 Range Rover with a pair of world class photographers John and Phil compete to get a prize-winning shot, traversing extreme terrains with their Range Rover Sport SUVs. One shoots with a Canon, the other with a Nikon. (OVLR trivia - judging from various OVLR events, it seems that Nikon has a lead over Canon in the non-point & shoot category)

The video is on YouTube at <http://tinyurl.com/bpv8k82>

 The Origin of Birmabright: Many say that Land Rovers were made from surplus aircraft aluminium from the War. However, this seems to be one of those Land Rover myths. Arthur Goddard, who played a major part in designing the Series 1, said they used this (at that time) recently developed alloy so that the body wouldn't rust like the J**p. Not war surplus stock. See Michael Bishop's book "They Found Our Engineer" and Graeme Aldous' DVD "Stop Gap". ++

🚙 Hunting Buggy found on the web. \$15,000 (eagle river, AK). Chevy one ton extended cab frame, Dana 60 front end, Corp 14 bolt with drop in postrack Chevy 305 v8 with new edelbrock manifold, new carb, rv cam new radiator heavy shaker screen covers it, turbo 350 trans, rebuilt AAA trans, 203 transfer case mated too a 205 transfer case with off road doubler. 44X21.5X16 8PLY inch Goodyear tractor tires. Rancho shocks, disk brakes all a round, dual exhaust, 38 gallon Warn 9500 winch built in air compressor reserve air in front pipe bumper. 38 gal fuel tank all welded aluminum. All aluminum body, 1964 land rover six door cab. Sleep in side with force 10 propane heater. Rear has heavy gauge shaker screen covers windows and smaller screen inside to keep flies out. Call 244-1506



🚙 110 Hub-Mod. Oil lubed wheel bearings: Given the Disco 1 and Defender's propensity for welding wheel bearings to stub axle's when they fail due to compromised lubrication, and the amount of advice on-line from Land-Rover specialists and moreover competitive Landy drivers to remove/modify the oil seal so axle (diff) oil can reach the hub's, One chap in the UK has done that. and he added a small port so he can add oil directly to the hubs. The inner seal that run's on the bearing/nut spacer has been left out, so excess oil will end up in the diff, and axle slosh when turning will freshen up the oil in the hub. Photos can be found here -<http://tinyurl.com/c9f9nwl>

🚙 Next we go down under for more Land Rover chop and shop sillyness. Yes it is a front half, Range Rover Classic. grill.



🚙 And now a word of warning. On April 20th, 2012 Allen Desteiguer of the Pacific Coast Land Rover Club had a failed hill climb in his Series III 88". It is believed that he broke a half shaft or rear diff. On the way back down he lost control of the 88" and rolled it. He was medically evacuated by helicopter. The police report can be found here: http://www.yakimacounty.us/sheriff/Press%20Release/2012/08_20_12.html



General Servicing: Repairs, Humour, Tales & Trivia

Distributor Drive Gears What have I got and what can I replace it with?

by Alan J. Richer

As part of the technical team behind OVLRL's Web presence Dixon forwards me all sorts of technical problems that filter in to the administrator's email for the site. Some of these are simply stupid (can you tell me where the crank position sensor is on a 2.25 - yes, it's called a distributor), some look for sources of parts, and some look for repair information. The one in this article is an example of the third - a confused user trying to do the best for his car but not knowing the best way to turn.

John from Alaska asked:

I have been struggling to find information regarding the distributor/oil pump drive assemblies for my 4 cylinder 2.25L engine in my 2a vehicle. The engine in my truck is a 7:1 compression model original to this 1963 year vehicle (suffix G engine I'm thinking).

I have installed a 2.5l camshaft and in the process have removed the distributor/oil pump vertical drive shaft assembly. The gear was well worn and I decided to replace it. The gear was the type that uses the splined distributor drive shaft. Without knowing any better, obtained the earlier split bush/splined gear type assembly, but to my amazement it wasn't identical to what I pulled from the motor.

Just recently I realized that I have a type that is no longer serviced #530175. It has the splined feature of the earlier gear but uses the later one piece bush, and thrust washer combination of the latest type.

I guess what I have been wondering is if all 3 types are fully interchangeable and which one is best and why. I have noticed from the book that Rover kept using the 2-piece split bush and shaft type for their diesel engines, which has me curious even further. I'm wondering if this 2 piece bush type assembly is wise to use if it is compatible and if there were any reliability issues with the earliest type. Would you happen to have any suggestions?

After a consultation with my catalogues and parts manual and a bit of pondering on the installation procedures for the distributor drive I penned the following reply:

Al Richer here - tinkerer in all things Land-Rover up here in New England.

Yes, all of the assemblies are interchangeable. Were I you, however, I would replace the entire assembly with new - that bronze split bushing

has seen every revolution that wore out the gear - and I have NO doubt that the contact patch between the new gear and old bush is marginal at best.

Any wobble in that setup will translate to changing timing when it comes to timing up and maintaining the engine - advance and all will be irregular.

Split bush, no split bush and all that was likely a matter of Rover and their reluctance to scrap parts they could use. You are going to be better off with a new bush with the gear, and the split bush are no longer obtainable.

Technically, the unsplit bush is easier to assemble (pressed together) and easier to install than the split bush (no potential for the whole mess coming apart halfway in). Likely Rover continued to use them in the Diesels because they were able to get a tighter fit on the bush to gear - and the distribution pump feeding the Diesel injectors put more of a strain on the gear/bush assembly than the distributor did. This, however, is speculation and should not be taken as gospel.

In short, and to summarize: Any of these designs of parts is compatible with the other. However, should any one of the components (bush, gear, thrust washers) become unusable due to wear it is better to renew the parts as a unit than to attempt to mix and match between the types.





Clockwise from lower left: Lloyd & Diane Maurey's S111 88, Steve and Erma Wuhr's 88", Bill Nickson assumes the position, Bruce Fowler's RRC, 88" & P38 RR, Convoy lead by Stephane Lapointe's Sameri, Francis Grolaeu's 88" 'Lucky', Jerome Doucet's 88" stuck in mud, Jerome and Stephane, Thomas & Maria's Buijs's 110.



Clockwise from lower left: Ben's Disco by the QC-38 on North Shore, Natashquan, End of the Road, Bruce F wades, Jean Noel's 109, rain "forest, Gilbert Doye, Bill N and Lloyd work on the Gilbert's "Yellow Submarine, Christine Saumure's "Battle Ax", Forest track, Wading, Lloyd Maurey, Diane & Lilly Maurey

Series II/IIA/III Fan installation

by David Place

I enjoyed reading Alan Richer's article on installing an electric fan in his 110 so I thought I would write this month's article on installing an electric fan in an 88" Ser III vehicle. After checking my spare parts I think it is likely that it will apply to all 88" vehicles and maybe the Ser I, as long as the optional Land Rover cooler core is not fitted in front of the radiator. You might think this is going to be just a rehash of Alan's article but I think you will find that my experience was different and I reach a different conclusion on the benefits of installing an electric fan in a series vehicle.

I began to research the fan conversion for my vehicle almost as soon as I got it last year and for many years before this as I went through at least 7 other vehicles. It was always the price that stopped me going ahead with the job.

I researched all the possible ways to get a fan, including getting one from a "Rice Box" 4x4 or other vehicle or even using one from a domestic foreign vehicle, since when I started my quest N.A. vehicles for the most part still used viscous fan clutches and had not converted to electric.

I almost purchased the Kenlow fan that is purpose built for these vehicles but I found out that to buy and ship one to Canada would be the better part of \$300 and I couldn't justify taking a perfectly good fan off my vehicle to replace it with what would, for the most part, be an experiment. I was rather skeptical of the claims Kenlow made that vehicles don't need a fan for 96% of the time they are being driven. I thought this was just advertising talk. Well, I can now confirm that this is a true statement. I conducted some experiments with my electric fan installed and I never needed the fan unless I was parked for an extended period or pulling a significant load. I did these experiments when the temperature was 35 C in Winnipeg without any problems over a 25 mile trip to Winnipeg from Selkirk and back. But I am getting ahead of myself so let me go back to what I put in and how I decided on this model.

After researching the market and even going so far as to contemplate building a panel with a number of 12 volt computer fans on it, which I quickly abandoned, when I realized that these fans are not water proof and I would likely be building another panel after the first puddle I went through, I began to search the N.A. market. I finally found the perfect fan for the job, literally



in my own back yard. Parts Source, a subsidiary of Canadian Tire, but located in standalone businesses, were selling the perfect fan for the job. I ended up purchasing a Model 3690, Hayden Rapid Cool, 14" diameter single speed fan for the grand total of \$113.00. This fan is purpose built and comes with mounting hardware that I found very suitable for the Land Rover, but more on this mounting hardware later in the article. The fan puts out 1250 cf/m, plenty for a four cylinder engine or even a small V8. The best part is the whole unit is only 3 5/8 inches deep and the cross sectional dimensions are 13 7/8 x 14 3/4. Even though the opening in a Ser III is only 12 inches, the fan fits easily, just by tipping it on its side and sliding it into the cavity in front of the radiator.

Yes, I said in front of the radiator. This is where my installation differs from Alan's in one respect. There is more than one reason I placed it



here rather than under the hood. First, the space between the water pump cone and the back of the electric fan is not sufficient in a Ser III 4 cylinder vehicle to put it inside. I also wanted to retain the shroud so that air flowing into the vehicle would be directed over the block and not just forced into the engine compartment. I felt that this would give me more efficient cooling if I was doing any really heavy work, but as I said earlier, the fan never comes on in normal road travel in the city or highway. Thirdly, I wanted to overcome a problem Alan alluded to in his article and that was the mounting hardware supplied with electric fans, namely some nylon pins that pass through the radiator core.



If you refer to the pictures that accompany this article you will see that I fabricated a support system for my fan utilizing the slotted holes on the outer frame of the fan. By using rubber feet that can be purchased from any radio parts supply store and a bolt and washer arrangement, I was able to fabricate a shock mounting system for the fan. Now when the fan is attached to the radiator it is not putting any pressure on the core. I set my feet on the main cross member that supports the steering relay on the series vehicles. This member will never move even in the most extreme off road



work. The trick to installing the pins is to pass them through the conical springs provided as shock mounts and then compress the springs only to half height as you push the pins into the core. At this time you affix a

round disc on the interior surface of the core, over the pin, using the same system that you find on nylon wire ties. The pin locks at the point you stop pushing it forward. You then clip off the excess pin length just above the surface of the round disc. I didn't cut it flush in case the pin slips a few serrations and the little you leave will give you fresh edges for the disc to grip.



The next few paragraphs will no doubt create some controversy but I will try to explain why I did what I did and what I hope to achieve by reversing the air flow.

Before installing the fan I reversed the flow of the air by turning the blades around on the shaft. This is provided for in this model simply by sliding a split washer off the fan shaft and flipping the blades over. Be sure to align the blades with the three arm assembly on the shaft or you won't be able to reinsert the split washer. The fan is advertised as a "sucker" or "blower" depending on the application. I wanted mine as a "sucker". This means that air is being pulled out of the engine compartment rather than being blown into it when you move forward. Why you are probably asking yourself. Well, part of it is that Manitoba's problem is cold, not heat. *(continued next month)*

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5th Dimension, part 3 of the Tdi Conversion

by Terry King

(Wikipedia: In physics, the fifth dimension is a hypothetical extra dimension beyond the usual three spatial dimensions and one time dimension of Relativity.)

Fast forward three years from my last update in September 2009. At that point I was convinced that I had removed everything that needed to be removed, and purchased everything that I needed to finish the conversion of the '99 Disco from an automatic V8 to a 5 speed 200 tdi. Wrong. Through several long winter nights of research on the internet and a few socials, I realized that the added weight of the tdi over the aluminum V8 and the weight of the winch bumper and winch meant I needed to beef up the suspension. On top of that, as I had a set of MT's that required a 2 inch lift to fit, I also needed to lift the suspension. In order to be able to do all of this I needed more space than I had at home, so relocated the Disco to Andrew H's homestead in the country, and started working on the new parts list.

If you have never embarked on a project like this it may surprise you how one thing leads to another, as detailed below. I had a list of wires that I wanted to identify, and although the colour coding I had was very good, it was not perfect. I NEVER found one ignition wire that I spent hours looking for, after removing the heater blower and dismantling the passenger dash area. In the end it turned out I hadn't needed to have taken that apart, so I put it back together. One of the first things I asked Andrew to do was determine if the engine would run. With a little jiggling of the wires, which I had labelled on the old harness and matched up to the tdi, Andrew got the tdi to run from the ignition. It was pretty sweet to hear it running and a great inspiration to continue on the quest. This also proved that the fuel lines had been connected properly, and that I had defeated the electric fuel pump and inline filter which was no longer needed.

The new exhaust had arrived a while back, but I soon discovered that I needed a new downpipe as it was not on the engine, and not in the kit. This just delayed running the engine, but it wasn't going anywhere anyway so it didn't matter much. There is a small issue with the mating of the exhaust to the downpipe (1mm or so) that needs to be resolved, but I have a local shop in mind who should be able to finish it).

Over the last little while, I removed the calipers, which are being replaced, worked on loosening the flex brake lines, which will be lengthened, then took off the hubs to get at the rotors, which is necessary on D1's. While doing this, I decided to do the bearings while the hubs were off, so those needed to be taken apart and cleaned. The rebuild of the bearings and race is still



outstanding, but a good job for a rainy day.

Further to the lift, I decided to replace the 14 year old bushings and chose the blue (softer) to give me a little more flex when offroading. The lift also meant swapping the radius arms and trailing arms with 3 degree corrected arms, both lighter and stronger as well. Half of those are either off or loosened at this point. The idea is to do one side at a time in order to keep things

supported during the work. The shocks are being replaced, as are the front shock towers and the rear shock mounts, to give the lift. The springs are being replaced, for the lift and the extra weight. On top of that, I have removed the front and rear stabilizer bars for better articulation. The jury is out as to whether the rear goes back on once things are done, BUT if so it will need the mounts moved most likely, and may have a quick disconnect. The steering stabilizer is off and may need to be repositioned, but is going back on. The panhard rod is loosened and needs to come off briefly, in order to do the bushings. At this point I should mention that the air tools and the hand tools have been stuck in reverse for the last month, stuff is coming off but nothing is going on yet. Soon, I will switch them over to forward.



As things come off, I have been cleaning and painting previously unreachable bits on the frame, and replacing hardware with stainless as I go.

The bottom line: exhaust is nearly ready, suspension underway, bushings underway, brakes underway, clutch line is awaiting, the painting is ongoing, then reassembly of the interior, some electrical connections, followed by emissions test and safety check. Oh yes, the front bumper and winch need to be reinstalled and vetted. Unknowns include the stabilizers and whether or not the front propshaft needs to be lengthened and double cardaned because of the lift.

Stay tuned.

A New Robert Davis Conversion: the Mercedes 3L Turbo Diesel

by Robert Davis

Back in the early 1980s had a job that allowed me to travel to places like Malta and Greek governed Cyprus. I saw several Series IIA Land Rovers with Mercedes 4 cylinder diesel engines. At the time knew little about the Mercedes diesels and don't remember exactly which engine, but they all looked similar to the OM616.

All were based on an adapter similar to what Mercedes Jim developed years later with a custom portion about 2 or 3 inches long sandwiched between the Mercedes rear aluminum casting (that is about 1.5 inches long) and the Land Rover transmission bellhousing. In all cases was told that the stock Mercedes flywheel was used.

Fast forward to 2002 when I bought our 300TD Wagon and was very impressed by the performance and outright reliability. For a few years did several one off diesel conversions with Perkins Prima, Isuzu, Diahatsu, and Rover 200 & 300 TDIs. Also decided to eventually phase out the GM gasoline engine conversions I was building at that time.

In 2007 started doing research to build a Mercedes conversion. At first was going to use a modified version of the OM616 4 cylinder complete with turbo, but the costs were not practical (to do it right) because it required a complete remanufacturing: drilling the block for the oil squirters, using the correct version of OM617 turbo diesel rods and pistons, and upgrading the IP to have the same characteristics as the OM617 turbo diesel. There was also the issue of making a custom exhaust manifold to mount the turbo like I did for the Diahatsu engines.

In 2008 started looking more closely at the OM617 and asked lots of people lots of questions including Mercedes Jim and 2 other friends who had also successfully completed OM617 conversions in their 109s using kits they bought in Germany that may have originally been for the Unimog. All these installs had several common requirements that I needed to avoid. They required a 109 6 cylinder bulkhead, a huge undertaking to swap out for someone who had a 4 cylinder bulkhead making the conversion impractical for the average person. The

stock oil pans were modified requiring both steel and aluminum welding and fabrication which is totally impractical for a conversion kit. All these earlier incomplete kits typically included only an engine adapter and an oil filter relocation adapter plate leaving the rest of the parts for the conversion missing. All had an engine adapter based on the stock Mercedes manual flywheel that is on the thick side. With any conversion, the clutch has to be spaced the correct distance from the clutch release bearing. The distance needed for the pressure plate is added to the flywheel thickness to determine the total length of the engine adapter. So a thicker flywheel essentially equals an even thicker engine adapter. All of the conversions I saw also required discarding the stock oil filter housing for a filter relocation adapter that routed the oil to an externally mounted remote oil filter via hoses. The stock oil filter housing has the correct temperature controlled oil flow to and from the oil cooler, something I vowed to keep.

So continued to do a little research here and there to overcome what I determined to be the conversion issues of mounting an OM617 in a series IIA, III, 90 or 110. If these issues could not be overcome, then a complete conversion kit for the average DIY person to install over a weekend would be impractical and the research would end with a "no go".

Determined that in order to build a kit that could be easily installed the 4 major obstacles to overcome were to eliminate the need for the 6 cylinder bulkhead swap requiring the dismantling and reassembly of the entire body, build a custom oil pan from scratch that eliminated the front diff clearance issues that the original pan has in both the Series and Defender style vehicles, locate the engine so the stock oil filter housing could remain in place, and have the adapter between the engine and transmission much thinner to allow the engine to fit in a series IIA or III 109 or 88 engine bay without having to cut up the radiator support and/or use a custom radiator. In other words, build a kit that someone can install in a weekend and drop off for a custom exhaust on Monday and drive home that same Monday evening. Indeed a tough "nut to crack".

Was it s "go or no go" ??? *(continued next month)*



Tales from Room 101, Part 3

by Andrew Jones

As I mentioned a couple of months ago, I've been itching to bring the 101 back to life since I bought it from Robin around 4 years ago. When we moved to our current home, it got consigned to the drive shed while we worked on raising the money to build a garage, which finally, is substantially complete if not finished...but that's another story.

Over the last couple of years, I'd removed the fuel tank, starter motor, and the alternator with its associated control panel - its 24 volt so these are big items... which were all sent away to be refurbished and I'd stocked up on other service items likely to be needed.



Finally in May I was able to exhume it and after some careful shunting get it settled into its new home in the garage.



My initial objective is to get the truck running to participate on the Cedar Hill Classic this year, and then to keep working on whatever needs to be done, so it can be used for the full season of OVLR and other activities next summer. And then I can undertake a running cosmetic restoration with whatever arising mechanical work gets identified after that.

I want to return it to its in-service colour scheme and unit markings but plan to use the truck for typical pick-up truck duties to support ongoing activities around the property, have some fun at OVLR events and general off-roading, and take in a few car / MV shows / parades etc. But that's all in the future.



So the first task was to refit the fuel tank into its cradle, then re-install it into the truck, before hooking up pipes and breathers. I then worked my way through the system, including pump and filters and finally stripped, cleaned and rebuilt the carbs. So assuming I've not done anything stupid - the system should be good to go...famous last works.

Attention then turned to the clutch - replaced both slave and master cylinders - and hopefully that's all it'll need for now - at least to be ready for the Cedar Hill in October. I have brake shoes / wheel cylinders / hoses if needed to be fitted over the winter.

Meanwhile I removed and sent the radiator away for re-coring (picked it up this morning and it looks great), before removing the water pump and thermostat. Needless to say the coolant system benefited from a thorough flushing before I fitted the new pump, thermostat, plus the alternator and its control panel.



That pretty well brings things up to date, at the time of writing - Mr Pell has volunteered to assist in bleeding brakes / clutch systems so I'll let you know how we get on...and I should have the cooling system back together and refilled by the end of the weekend: Which assuming there are no disasters will give me some time to focus on the electrics....Oh Joy. More next month



Bensfold Backlog

by Benjamin Smith

It has been busy at Bensfold since last month. When we left off I had done a field repair in Quebec involving a bearing replacement in a parking lot. The repair got me 765 miles home. In the last 1/2 mile, in my laneway, I started hearing ominous noises, but the Disco 1 got home under it's own steam. Next morning was work, only a day late, and ordering parts. New bearings all around—yes 8 bearings, new hub seals all around and two new front stub axles. One to replace the known damaged one and the other for paranoia.



Working in the Quebec parking lot

The next weekend I started in to install parts. The front went quite well. The left replacement front bearing looked good, but I didn't know how well I had greased it in the field, so it was replaced. The right front looked ok, but I replaced the bearings anyway along with the stub axle. Once I had it all together and oil in the swivel I found an extra part that I had forgotten on the bench. For those that haven't done this job yet, on the inside of the stub axle is a brass ring that holds the front axle from drifting out and wearing into the stub axle. You have to gently drift this part into the inside of a new stub axle. One also replaces the



The broken bearing in Quebec

axle shaft seal. I had to drain the oil, take it apart, install that bit, and put it back together, and add oil.

Then I turned to the rear end. Off came the right rear tire. Out came the axle. The hub nuts and washers were rusty. Not a good sign. The hub nuts came off. Out came and "ok looking" outer bearing. I pulled on the hub and it didn't want to come off. I pulled harder and it came off...along with a shower of roller bearings. Yes, the inner bearing on the right rear had also failed. (What is this with inner bearings, that was the same failure as on the front!) The inner bearing race was stuck to the stub axle. I tried to get it off, but ended up damaging the hub seal race on the stub axle. Right-O, I need another stub axle which I didn't have. Let's go see what the left side has to surprise us!

Everything on the left rear came apart easily. However there was evidence to show that the outer race of the inner bearing (inner bearing again!!) had spun in the hub causing significant wear to the hub. The stub axle hub seal race was also damaged. The brake disk was in very sorry shape. I needed two rear stub axles (different from the fronts), a hub and brake disk. I was blocked with getting the Disco back on the road.

I turned to my SIII 88" Dora who had failed the clutch at BTN. I had replaced the master and the clutch worked for a few miles only to fail just as I was heading out to Quebec. A new slave had arrived with the Disco parts order so out came the old slave. I found the rubber seal in the slave had lost a chunk and thus the leak. The cylinder needed a polish and my hone was missing, so the replacement slave was installed. Now unlike the Series IIA where the slave is installed vertically on the right side, on the Series III it is on the left side and horizontal. The supply line goes to the bottom hole and the bleed hole is on the top. Access to the bleed screw is neatly blocked by the supply line coming down from above to the cylinder. To solve this little problem Land Rover added a bleed pipe in the form of a J that goes from the bleed hole, above the slave and to a bracket behind the slave. This is easily reached from below. In fact with the floor board out one can reach down and self bleed. The thing is that the new slave cylinder had a metric bleed screw and my Series III clutch bleed line is...imperial. Bugger, both trucks still down waiting on parts.

Parts were ordered. Atlantic British reported that all of their current stock was metric. They ordered an OEM part for me, but it would be a week or more. However the Disco parts were on hand by Wednesday and immediately installed. At least I had the Disco back.

The next weekend was the last in August. Dixon made his third trip down to work on his 80" as did Quintin Aspin from MD. Whilst they fettled with Dixon's 80", I turned first to Dora. With the damn bleed screw on top and the feed line blocking it, you can't get a wrench to turn more than 1/12 turn...which is really

annoying when bleeding hydraulics. The only real way to bleed it is to use a 1/4" drive socket and let the fluid drip down on to your arm. Dixon happily pumped the clutch pedal while I got damp. One of the more unpleasant jobs, but Dora was retuned to service. Now I could turn back to Disco issues.

Annoyance #1 was the front sun roof. Shortly before Quebec two of the 4 screws holding down the glass had fallen out and gone missing. This let the glass rattle alarmingly at freeway speeds. More annoyingly the plastic button that the screw goes into to secure the glass cost \$30 each!!!. It had been zip tied in place for the trip. Luckily I have a parts Disco and could salvage the bits. As it turned out the buttons don't want to come out of the glass, so it was easier to swap the glass from one truck to the other. On my 1996 the glass was secured with screws. On the parts Disco (1997) they were allen screws. With the sunroof fixed it was time for annoyance #2...no radio.

You turn the radio on and nothing. No lights, no LCD, nothing. It had been working before the engine swap. Out came the radio and...the fuse in back had blown. Now that is not a good sign. Since I have a few dead Discos, I swapped in another radio and it worked. Perfect. Onto annoyance #3 a busted rear alpine light.

Shortly before the engine dropped a liner a few years ago someone was using my Disco and chose to drive under a tree branch figuring that the Disco would push the branch up. Not when you are next to the trunk of the tree. The roof bar and roof had been dented. The glass shattered. Duct tape had been installed to keep the water out. Two plus years went by with the dead Disco in the barn before the engine swap was com-

pleted. Now that the Disco had been on the road for almost 9 months it was time to fix it. Again a part was sourced from the parts Disco. First one installs the rubber seal. Use soapy water. Then one installs the glass into the rubber lip (more soapy water). Then the fun begins as one has to install a plastic spreader to lock both into place. The spreader looks like a "T" with barbs in profile. You stick the base in and spread the rubber to get it to latch around the T on both sides. Professionals have a tool with rollers. I didn't have it. Some say to bend a coat hanger. Nope that did not work. What worked was using a flat head screw driver. It was a long fight. Done in 1/4cm increments and jamming with my thumbs. Corners are worse. My thumb hurt for two days afterwards, but after a 2 hour battle it was installed.

There isn't a lot to be said about the third installment of Dixon's 80" project. He spent the weekend painting axle cases, hubs, brake shields, etc. Quintin worked on assembling the engine. The new main and rod bearings are installed. The bits on the front of the engine are installed. The fan has nice red tips and pulleys are international orange.

Coming into September I had a business trip to the UK which permitted me to attend a Scottish Comp Safari. But what else did I do other than that on the weekend? I was with Ian Stuart and his friend Peter Sheckle in their shed (aka large barn) working on Land Rovers. I cut out a pair of LPG tanks from under a Disco body/chassis that had been installed where the regular gas tank was installed. Ian cut out a custom gas tank that had been mounted outside right rear frame rail. I put a coat of paint on another Disco 1 chassis. With the LPG and petrol tanks out, Ian cut out the floor of the Disco body to prep for a new one being installed. Ian's plan is to install the body on the chassis and then swap over the other bits from his current running Disco 1. We all helped Peter attach an engine to a gearbox and install them into his Lightweight rolling chassis. Of course Peter forgot the throwout bearing and fork so we had to take it apart and put it back together again. Bensfold on walkabout.



Some of Dixon's painted axle parts



The 1.6L engine comes together

Electric Fuel Pump Conversion for Series Land Rovers

by David Place

For most of us it just seems normal to have to crank the older Land Rovers a few times before they will start. This is particularly common if you store your Ser. Land Rover for an extended period. You may even find it necessary to pour a bit of fuel into the top of the carburetor if it has been sitting for a long winter storage period. It seems that evaporation and drain down of fuel to the gas tank leaves the carb dry of fuel and even with a good choke it just isn't always possible to get the fuel up to the carb before the battery is sounding rather sick.

You can solve this problem in one of two ways. For those who really don't want to spend much it is possible to put an "anti siphon valve" in the line so that fuel can't drain back into the fuel tank if you have a slight leak in the carb or the supply line. In the attached picture that little white unit with barbs at both ends is such a unit. It goes into the fuel line and allows fuel to only pass in one direction. This model is only one of many types available. If you can't get one from your local auto supply store then go to a marine outlet. They are mandatory in the U.S. in any inboard engine installation. The ones most commonly found on inboard engines are threaded at one end and have a barb at the other end. They typically screw into the fuel pump and the supply hose is attached to the barb end. This prevents fuel leaking into the bilge if the hose breaks off while the boat is sitting. Only when there is a bit of pressure from the pump will the valve open and let the gas escape. Typically pumps for our 4 calendar engines put out somewhere in the 3-5 PSI range so it would take this amount of pressure to open the valve. I will cover this pressure issue later in the article since it is very important that you don't get the high pressure units supplied for large V8 engines.



If you really want to solve the "no start" after sitting problem then the best way to go is to install an electric fuel pump. They will charge up the line and fill the float chamber as soon as you turn on the key. Some owners of vintage cars suggest that you take the positive lead through the oil pressure switch so that the pump won't run unless there is some oil pressure, meaning the engine won't pump out gas into a broken line when you turn on the key. I don't do that but it sounds like a good idea. When choosing a pump you need to be sure you get one suitable for the small 4 cyl. Engines our Rovers have. Typically you want a 3-5 PSI unit.

Such a unit is the one in the picture. It is from NAPA and it is an 8016S. Typically they want about \$80.00 for the unit but I talked them into \$75.00 and tax. The pump comes with a nice mounting ring, the thing to the left of the pump that I slid down for the picture and they also supply all the barbed fitting, clamps, wire crimps and a couple of pieces of hose to connect the unit into a metal gas line. The nice thing about

this unit is it has a small filter in front of the pump to make sure you don't fill the pump with crud and destroy it when pumping gas from a typically rusty Series tank. The filter can be purchased separately if you ever plug it. I called the supplier of this pump to NAPA to discuss its capability. They told me that fuel pumps are meant to push not lift gas so you don't want to try to lift the gas to any height over about 2 feet. That should be attainable in our series vehicles if you are pumping from the under seat location.

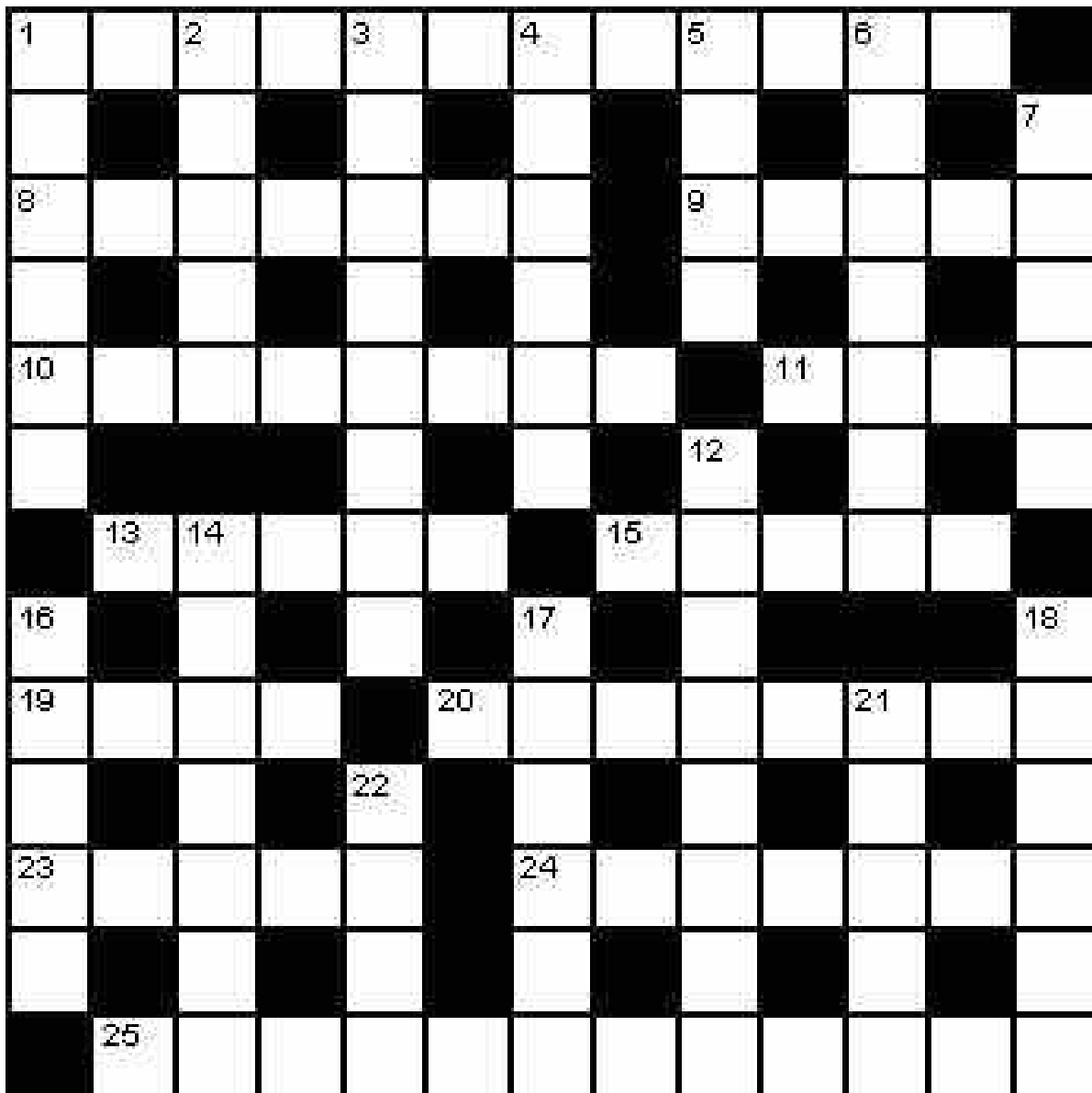
I have used these types of pumps for over 35 years and they have not been a problem very often. I have had significant problems with the old fire wall mounted pumps Land Rover supplied on their vehicles as an option, however. They typically developed bad points and needed to be beaten vigorously to make them work after they aged a bit. I once rescued myself from a location in the Rocky Mountains by tying a running shoe over the pump and extending a string into the cab through the air vent under the window. I had to keep pulling on the string each time the pump failed and with the help of the flexible rubber sole on the shoe I was able to give the pump a good smack with the running shoe sole to reset the points.

I made it from Rocky Mountain House to Edmonton with this "manual" pump. One more important point that most people don't know is that ordinary plumber white thread tape is not suitable for doing gas line work. You will notice that in the picture I have placed a roll of yellow gas line tread tape in front of the pump. It will be immediately noticeable when you look at the tape close up that it is more than twice as thick as the thread tape used on water lines. The yellow tape is usable on gas lines both liquid and gaseous. It won't dissolve when gas hits it like Teflon tape does. The price is very slightly higher than the white stuff and you won't blow yourself up in the bargain. Have a great summer and don't blow yourself up trying to fix your own pump problems.



Crossword Puzzle

by Murray Jackson, Copyright 2007



Across

- 1. Mud-boggers' gizmos (6,6)
- 8. Big-rig warning device
- 9. Morris model, first million-seller UK car
- 10. Transfer-box selection (3,5)
- 11. Intake- or exhaust-valve section
- 13. Fuel-gauge indication
- 15. Defunct N.A. model for lovers of Donna Summer music
- 19. Adjust the engine
- 20. Argued about vehicle's price
- 23. TDI component, briefly
- 24. One way to adjust ignition timing
- 25. Friction reducers in engine (4,8)

Down

- 1. Kills the engine unexpectedly
- 2. Directional indicator off-road, often
- 3. Liquids containing ethylene glycol or propylene glycol
- 4. Starter-motor drive
- 5. Measure of electrical resistance
- 6. Energy type in recovery strap
- 7. Ringo Starr's favourite brake-system components
- 12. Idle, across the pond
- 14. Name on Belgian-built Series models
- 16. Vermont, for example
- 17. Sight seen on desert crossing, perhaps
- 18. Ford's famous fifties failures
- 21. Synonym for dieseling or auto-ignition
- 22. Term for frame rail's front section

Rovers & Parts for Sale

1974 Series III For Sale, \$6900

I am selling my Series Land Rover due to a lack of time & space to work on it. Vehicle runs, has a new clutch, fuel tank, radiator, fuel pump & rebuilt starter. 83,126 miles. Gasoline 2 1/4L 4 cylinder engine. Hard top, with rear windows & full rear door. LT235/85R 16 Bridgestone Dueler M/T Tires on white 16 x 6.5" heavy duty steel rims (4+1 spare). 10,000lb Superwinch (brand new, never used) with custom laser cut mounting plate. Center console/lock box.

Also included: middle front seat & rear inward facing bench seats, brand new auxiliary heater (not installed), spin on oil filter adaptor (not installed), aluminum transfer case cover (not installed), stock 16" rim with brand new tire, 6" driving lights, Land Rover owner's manual, Haynes Service Manual & copy of Land Rover Factory Service Manual. I was also fabricating a set of rock sliders (partially complete) that are included.

There are the usual Land Rover issues, frame needs some work, some oil leaks & electrical gremlins. Brakes are also in need of an over-haul (new pads, drums, etc.). Speedo cable needs to be replaced. Vehicle was taken off the road, stored inside and started regularly for the last year.

Contact Dusin through the forum, via e-mail (landrover4x4@hotmail.ca) or 705-300-5527.
Sept 2012

Range Rover mkIII Parts

For sale, rear lamp gwards and front A Bar Lamp guards for Range Rover MkIII. Hardware included. \$50.00 Located in Kanata Call Kevin 613 270 9705 or email newellandscott@rogers.com *Aug 2012*



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New 90-110 parts

My 110 diesel sold a few years ago, still have many spare parts I had bought for it. If someone is in need of parts, I may have it. The engine in mine was the 2.5 na, so some of the parts are specific to that. To buy these parts new today, with shipping etc., would likely cost many hundreds of dollars. Have a new clutch plate and disc for example, and many many other bits. Every seal or gasket that I thought may eventually wear out I bought, I was going to keep the 110 a long time, but life circumstances dictated otherwise. Drop me a line at rastlouis@rogers.com if you're interested. Parts located in Ottawa. Thanks.

p.s. I also have an original UK trailer hitch that came with the 110, as well as one of the mudflaps.

Contact rstl99 on the OVL R Forum. *Aug 2012*

Unrestored 1964 Series 2A 109 Pick-up

2.25 petrol engine. Non-runner. needs a new frame. Imported into Canada as a new vehicle. Truck has been dry-stored for last 20 years, and was last licensed for road use in 1982. It is completed and unmolested, and would be an excellent base for a restoration project. Features include: Left Hand Drive, free wheel hubs, Kodiak heater, original dealer fitted electric drum winch. Can be viewed eventings and weekends. \$2,500 ono. *June 2012*

Amphibious Land Rover Defender 110 Truck Cab:

Manual, Diesel 200 TDi, Green, Ex-MOD Defender 110 Truck Cab converted by Protection & Performance Ltd into an Amphibious vehicle as a prototype for Steve Burgess' Cape To Cape Expedition. Sold with all the equipment needed to use as an amphibious vehicle. Price: £6,500 + vat. tel: +44(0)1282 842200 - fax: +44 (0)1282 843300

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