

OTTAWA VALLEY LAND ROVERS



November 15, 2012

www.ovlr.ca

Volume XXIX, Number 11



Ceder Hill Rally

**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.

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

Membership: Canadians joining throughout the year pay \$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
OVL R/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>

OVL R Forum

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

Newsletter Archive

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

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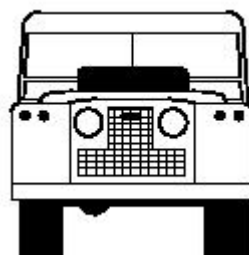
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OVL R Newsletter

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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 ad space is provided to members.

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

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

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“The point is additions are now treated with an air of suspicion. Atlantic British boxes are coming in faster than Valpack coupon envelopes and I don’t know where I can hide another purchase.”
--Frank Ashworth

Greetings,

Several things of importance this month.

First and foremost, the location of the Christmas Party has changed from the Westboro Masonic Lodge to the Carp Masonic Lodge. Check under upcoming events for details on this change and where the new location is and where Carp is located (Hint: where the Diefenbunker is for you Cold War enthusiasts) .

Second, nominations are open for the positions of President, Off-road Co-ordinator, Events Co-ordinator, and Executive Member-at-large. If you are interested in any of these positions, or know of someone who would make a positive contribution to the club, send me (dkenner@gmail.com) and email either expressing your desire to stand for a position, or nominating someone else. As the bylaws are not clear on the issue, any member of OVLRL can nominate someone to serve in these four positions. However, only members residing within these boundaries can vote or hold office.

Until the AGM and proposals to regularise the membership boundaries are accepted, Members residing within the Ottawa Valley shall be identified as full members and be accorded voting privileges and hold office. The boundaries of the Ottawa Valley, as defined by the Corporation shall be: the Ontario-Quebec border between Pointe Fortune, Quebec and the St-Lawrence River, along the St-Lawrence River to Brockville, Ontario from Brockville, Ontario to Barry’s Bay, Ontario from Barry’s Bay, Ontario in a straight line to Deep River Ontario, from Deep River, Ontario in a straight line to Pointe Fortune Quebec.

For other items. Originally, the plan over the past several months has been to move the date of the newsletters from towards the end of the month to the beginning of the month. In fact, this newsletter was ready, from a copy perspective, by the end of the first week of November. Unfortunately, Hurricane Sandy hit the American east coast and our production editor lost power for 13 days...

In this issue we see a concluding article from David Place on electric fans going into a Series vehicle. This month he drops in some results and temperature differences from before to after. Terry King writes further on his long project to reinvent his Discovery, especially given the challenge laid form by Frank Ashworth at the recent executive meeting (see the summary of the November executive meeting for details, both are very confident of victory). And given the task of ongoing rebuilds, Andrew Jones adds another piece to his work on his 101 and getting it back in shape. On the score of Andrew’s 101 versus Dave Pell’s Fergie, Andrew seems to have taken the lead there. Elsewhere in the club, Russell Dushin continues the tear down of Nigel, much

to the fear of other club members. Alan Richer is writing on the need to take a break once and a while, least persisting on a task could only take you longer than doing it with a break or two.

The Club would like various members who may have been entrusted with the care of a particular award for the past year to either bring them (yes, some people are lucky!) to the Christmas Party, or give them to one of the Executive members for “recycling”. In other words, it is that time again for members to think back through the months and come clean with some of the antics that they may have witnessed. (It is also the time when you can name your price not to reveal embarrassing events!) Send your nominations to one of the Executive members! The main OVLRL Awards include the Lugnut, Gastket Under Glass, Towball Award & the Silver Swivel Ball. There are other awards bestowed from time to time, but you have to goto the Christmas Party to watch and experience them!

I’ll end this month with one final thought. When pulling a Land-Rover with a strap, think about how strong or weak your pull point may be. The photo shows a jaw hitch from a dead military SIII 109 that was attached to rear crossmember of said truck. It looked strong enough, but a steady pull from a SIII 88 in 1st low box with a mighty 2.25 lump pulled it clear out of the frame...including both sides of the frame!



Don’t forget the Christmas Party

**Carp Masonic Lodge
3704 Carp Road,
Carp, ON**

Social 6pm, Food 6:30pm

President's Message

Musing From the Throne Room, Part 8

by Andrew Jones

Greetings all, and welcome to the November newsletter.

I'll start by apologizing for not having submitted my musings for October - due to my burning lots of midnight oil getting the 101 trail ready in time for the Cedar Hill Classic (CHC) last month: Needless to say in the best tradition of vehicle preparation, I finished work on it at around 2:30 am on the day of the event. But more of that later.

I would like to say a huge thank you to all those who participated and contributed to making this year's CHC a very enjoyable day: In no particular order this includes both Dave P and Frank A for their usual stalwart support, to Clive Zoey and Eric for travelling a (heroic) very long way to attend in a SIIA SWB diesel - without sustaining (permanent) hearing or kidney damage, to Andrew F, Delia C, and Andrew W for working their culinary magic and feeding everyone with heaps of magnificent CHC bacon 'n egg butties, and to the Golden Wench for feeding everyone at the end of the day with her wonderful "road-kill" chili..

Changing gears slightly - I picked up the October edition of LRM and in addition to the usual stuff, there were several items that caught my attention.

The first announced 24 hour working at Halewood on Merseyside, and referenced LR's second-quarter profits of well over £500m, driven by soaring demand from China for the new Range Rover Evoque.

LR is awash with cash these days, and is very different from the company that most of us became familiar with over the last 20 years: Lurching from crisis to crisis, turning out lack-lustre products that really were no match for the German / Japanese competition, and despite the hype from the UK automotive press, usually managed to disappoint in quality, cost of ownership, and eye-watering depreciation.

Tata ownership has been a life-saver for LR: Their deep domain knowledge of evolving markets and some brave decisions on new product introductions (LR4, Evoque and now the L405 Range Rover) have resulted in more than 80% of the vehicles produced in the 3 UK plants being shipped to China, Brazil and Russia: With China alone posting a year on year sales increase of over 90%. Whatever you think of Victoria Beckham as a car design consultant - her involvement in the launch of the Evoque made a huge contribution to its success.

Which brings me to my next point - what will LR do to replace the Defender?

There has been a lot written on this subject, most of it focused on the DC100 concept vehicles which have really polarized opinion:

- Those who want an aspirational lifestyle vehicle that is cool and includes all the latest automotive technological jewelry- think the new, professional, techno-savvy middle class in Brazil, China, India and China (the BRIC) countries - absolutely love it. And why not? I mean look how successful the Jeep Wrangler is here in N America. Lifestyle is one of the most profitable market segments for a manufacturer.

- But - the hide-bound, tweed encrusted old farts who collectively make up the body of LR "enthusiasts", especially in the UK, hate the DC 100 on the basis that "it's not a proper Land Rover". They are hopelessly stuck in the past, and fail to understand that the ancient relic that is the current Defender simply doesn't cut it anymore (despite the best efforts of the automotive equivalent of mortuary beauticians), and it has no place in the product line-up of the new LR. Oh and the traditional markets (farmers / contractors / people who need a rugged on/off highway vehicle) gave up on LR and started buying Mitsubishi's and Toyotas a long time ago.

So what will LR do to replace the Defender?

I read that (notwithstanding the DC100) Tata have targeted the Toyota Hilux pick-up truck as the vehicle that the "new Defender" range must beat if it is to take its place beside the other current/ evolving products in the line-up. In my (humble) opinion, this is tremendous news, because the Hilux is a great truck and really does have all the attributes that a "real" Land Rover should have, including low operating costs, reliability, fantastic dealer support, go-anywhere toughness, comfort, and longevity. If you travel to anywhere in the developing world, you'll find Toyotas outnumber LR by about 100:1. LR have set themselves a very ambitious target and if they succeed, the new Defender really will be a superb truck.

I can't wait to see what LR come up with. It's a shame we'll have to wait until 2015, or is it 2017? In the meantime why not tell us what you think: DC100 - love it or hate it? See you at the Christmas Party.



November Executive Meeting

Monday, November 5th (Guy Fawkes Day) was the usual Executive meeting at the Prescott. Exec's and hanger's on included: Andrew Finlayson, Frank Ashworth, Bruce Ricker, Dave Pell, Dixon Kenner, Andrew Watkins, Terry King, and Roy Parsons.

Agenda items included: (1) The Christmas Party, (2) Trialing another payment system for events, (3) Club towbar, (4) The Annual General Meeting, and (5) The 30th Birthday Party

1. Christmas Party: Dave Pell phoned around because of the Westboro Masonic Lodge's sudden increase in hall rental from a nominal fee to \$350. Alternate is a restaurant somewhere. Date remains the same - Saturday, December first. Have it all day if we wish for decorations. After some discussion and searching by the Executive, it was felt that it made sense to move to another location given the usual attendance and the need to keep the price reasonable for the membership. As a result the location is being moved to the Carp Masonic Temple (3704 Carp Road). They charge \$50 for the day, somewhat more reasonable than Westboro. The caterer booked. There is no bar at this lodge, but for \$25 the club can obtain an event liquor licence and unlike licenced establishments, BYOB is possible. Details will follow elsewhere in the Newsletter.

2. Lori Kennedy, longtime provider of exclusive LR shaped soap suggested that the club trial a new payment system that is now available in Canada. She has had some success with it as fairs. Squareup.com. Receive payments. They charge 3% of each transaction. Manual entry option. CC #, expiry, second #. Cell coverage getting a lot better (only recently there was none at the Birthday party site). Paypal is 3%, but more complicated. The Executive decided to trial it at the Christmas Party if up and operational. If going, pay Christmas Party by plastic may be possible!

3. Frank needs club towbar to move Series One down a hill to garage. There was a question, given that this was our esteemed former President's Series One, whether or not the bumper is bolted on? (The club has a very solid towbar for Series & Defender vehicles that it rents for \$5 a trip). We are reminded that once upon a time, an anonymous (Jerry Dowell in his NADA,

complete with Koenig pto) at an OVL R event, started to winch and bumper and winch came off. He forgot the four bolts that hold bumper to chassis. Oops!

4. The Annual General Meeting (AGM) is February 3rd. Thx to Bruce for co-ordinating. Put in the newsletter with the propaganda piece.

5. The 30th Birthday Party. Given it is the 30th, planning further in advance is possibly a good idea. Frank Ashworth, VP Events, boldly announced that he will have a Series One (the heritage edition, not a Discovery) on the road for the event. Not to be outdone, Terry King stated that he would match that challenge by having his hybrid Disco there too. (We note Frank has had this Series One a few months. Terry has been working on his hybrid project for years. They seem evenly matched).

The plans are for bigger than last year. However, Mid-April to May 15th Dave Pell is off in Galapagos as part payment for missing his wife's birthday this past year. The Exec plans on invite the first year members of the club who were there in 1984 when it was formed out of ALROC. Based on last year's event, the Exec expects about half & half, Series-Def versus modern (plushie). It will be a three day event. Sponsorship for t-shirt. Roy Parsons will start soon looking at finding sponsorship. It was noted that we need to find a variety of trails for new vehicles that would minimise Canadian pinstripping.

There was further discussion on how to get new members. It was also noted that the dealership used to pay for a membership for new buyers. How to get them out to the BP. The need to follow schedule which is printed. Further discussion on those who want to show up and not drive, don't need to join club. Cost breakdown is roughly: Bbq is \$20/head floating. Food is 100/3\$ head, the porta-potty is \$500, land use is \$400. People have noticed that a few show during the day and flee for meal to avoid paying anything. But partial payments a book-keeping nightmare.

There was some other discussion on a winter event, and the honoured position of Marshall before the meeting was closed.



Two new members this month:

Ian Thomas, Orleans, ON with a Disco 1

Greg Fitzgerald, Warren, NJ with a Range Rover Classic




A drawing from Michele Dallorso.


Used by permission.

<http://whitedogcomics.blogspot.it/>

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

 Friends ratting out friends, or, it's awards season! An interesting photo captured by stealth via an unsecured cell phone (isn't technology great!) A road side repair. What looks wrong with this picture? Well, it seems that our candidate was so excited at driving to an event, that while putting the Series X back together he forgot the swivel ball seal. Unless you cut it and twist it over the ball it won't fit. Since he was not excited about mangling the seal he pulled the ball back off for a complete roadside tear down and rebuild! The name will be revealed at the Christmas Party of course!



 Al Richer admits, the temp gauge on my 110 has always acted odd, never really reacting until the truck had been running a long time and not coming up really far off the pin unless I was sitting in stop and go traffic. Combine this with very poor heater output and the first thought I had was a bad thermostat.


Swapped out the thermostat and the heat began to work nicely - but the gauge had gone completely moribund. The needle would quiver, rise off the pin, then drop back and lie there indicating nothing.

A few weekends ago I decided I'd had enough of it and got under the bonnet to fix it. Like everything else on a Land-Rover the problem was not one simple issue...but I skip ahead.


First, the wire to the sensor had UV-hardened and its insulation cracked in several places. A new wire (correctly marked of course) was made and this replaced, sleeved to prevent chafing.


Next, the tab the wire connected to was anything but connected to the sensor itself - the loosening of the peened end and grease/crud had seen to that. Application of a punch and a LFH soon saw that right - and the problem was fixed.

Lucas - where else can you fix an electrical problem with a hammer?


 Hurricane Sandy impacted a number of OVL R members south of the border. Bill Maloney writes, one good thing about a hurricane is afterwards there is lots of free wood to be had if you have something to cut it up and take it away.




 Ben Smith reports that Sandy wasn't bad, but with lots of trees and wires down in his county. He had a 13 day power outage. He was happily heating the house with wood and using a military generator, 3 kW, skid mounted, tactical to run the well pump, refrigerator, boiler for hot water, lights and charging cell phones. The Land Rovers were running fine, but it did impact newsletter production.

 Scott "Scooter" Wickham from the Fort Pitt Land Rover Group (and OVL R member) writes that he found these grill badges while cleaning out his Series Land-Rover.



 Brett Storey writes about being out and about on a nice sunny October day. Perfect for a drive into the woods to enjoy the changing fall colours...



 Russell Dushin writes: Got around to decarbonizing, gasket surface cleaning, and general prepping for reassembly this morning. Surprisingly little carbonization, really. Lettering on the tops of the pistons reads:

- #1: a 1 and a B
- #2: a 2 and a B
- #3: a 3 and a C
- #4: a 4 and a DD

and all four have the X marking the front side.

Could these be standard pistons? I'm not seeing .025's stamped on top or nothin'...but am I second over on 1 and 2, third over on 3, and fifth over on 4?? Oh yuck, I hope not.


[Answer via the LR FAQ] - These are standard pistons. At the factory the cylinder bore cutting bits tended to wear differently as four drills cut the bores simultaneously. So they had pistons that varied in diameter by a few thousandths and labeled them A, B, C, D etc. based on their diameter. The assembler would mike each bore and pull the sized piston that most closely matched the bore for that hole.

Piston movement at TDC is minimal, bores all look fine w/negligible blow-by, slight grooves up top (where the rings never go) but otherwise honky-dorey.

I checked the clearance between the thermostat housing and the timing chain cover sans gasket. I had at least 3/8" gap there - more like 0.2". Surface of the head itself looks like it may have been planed before (surface markings are visible whereas the block is clean) but I've got a long way to go before there's an issue w/clearance.

Also pulled all the studs and last of the ancillaries off this head. Plan on bringing it to this guy, who's local and clearly (over) qualified: <http://kiwiengineering.com/>

Check out his project photos. I guess I'll have it painted in grey like the Crosley. Yes, paint - at least it is under the hood...

 A few weeks later Russell Dushin wrote again: got some bad news from the guy at Kiwi engineering (Greg Hunt) today. Appears the head has got numerous cracks in it. I got to see it magna-fluxed and they're mostly in the tops of 2 and 3. He said many may just be "surface cracks" but was concerned of the few that look to be pushing 1/4-3/8" deep. Using a wire poked in a water port he showed me how little metal there was between the jacketed space and the combustion chamber. He told me he could repair it (w/plugs) but strongly suggested I consider a replacement if I could source one.

(Not that it matters much but of the valves; one exhaust valve was cracked, all the guides were shot, and the intake valves were salvageable.)

So I'm in the market for a head. OK, have a few at home in NY but not looking forward to a tear down and hate to leave an intact motor headless (except for that stream engine...). I do have great faith in this Kiwi guy so I'm certainly willing to consider a good core. Transpires he's the guy who does all the machine and engine work for the guy (JR Mitchell) my friend uses to maintain his vintage race cars. Ultimately unlikely I'll get out any cheaper than purchasing a reconditioned unit but at least I'll know it would be done right.

 Another spy photograph: Bill Fishell -- breaking down in the most beautiful of places.



OVL R Awards Season

As you may be aware, OVL R has a number of traditional and non-traditional awards that are given out every year. Decided upon by a secret cabal of erudite members, the annual Christmas Party is your opportunity to rat out a trusted friend, as we all know that he, or she, has already ratted you out. No, mutual trust doesn't work. Remember the prisoner's dilemma. Co-operating and revealing all is the optimal course of action, just as Clifford and Sedgewich have conspired to rat out our esteemed past president once upon a time. In fact, a reading of past recipients reads like a who's who of respected club members. Given this arsenal of awards what is available:



The Lugnut: Ahhh, our oldest, and most famous award. A feared trophy made of the finest butternut. A small award with a famed list of admirers. The recipient's list reads like a who's who of Land Rover ownership. It recognizes spectacular, and often fudged, stories of prowess in anything Land Rover. With an un-

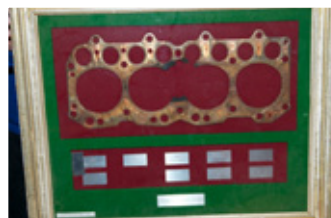
canny ability to seek out the guilty, and if it can't find them locally, go on walkabout throughout the United States and Europe looking for potential vic^H^H^H candidates while it spreads its Nigel-like woe internationally. Such activities on the part of this award are generally necessary as its potential recipients are usually scrambling over each other to avoid its baleful glance.

Because of the prestige associated with this award, members are noticeably shy about coming forward and claiming the award, preferring to defer the honour to someone worthier. On the other hand, many are afraid to nominate someone else in fear that they might get ratted out themselves. Well, don't fear. We have several nominations thus far, so the chances are that your good buddy over there has already turned you in. So, this is your chance! Turn him in before your name appears on this lovely work of art!



The Silver Swivel Ball: An award to the club member who has done the most on a volunteer basis to help the club. Bestowed upon the unrecognized, past recipients have included Charlie Haigh and Spencer Nor-

cross for their behind the scenes support of the clubs activities.



Gasket Under Glass: A perennial favourite, and one of the most attractive awards in the club's collection. In Ted Rose's words "the most spectacular head gasket failure that I have ever

seen", Gasket Under Glass is a lovely 2.25l copper head gasket in an antique gold leaf frame upon the finest felt background. Using the adage "we can't believe it ran" the award honours mechanical wonderment. The recipient's list reads like those who you would never believe would win it (see above on ratting out your best buddy. He already has turned you in!) Sadly, Dixon can't win this award as the original gasket came from the BGB and it is in the rules that he specifically can't win anymore.



The Towball: A simple award based upon who has towed Land Rovers the most, and the furthest in the past year. Extra points awarded if the vehicle did not need towing. Bestowed upon the person who tows perfectly functional Land Rovers around

for fun (Quintin, Christian, Brett towing Dave (pops, that would be dysfunctional in this case), or for all the wrong reasons (Zippy Tow and their new airmobile service), forgotten where their Land Rover is (Peter Gaby) or for other various reasons.

The Golden Wrench: bestowed upon the fairest member of the long suffering female persuasion who must put up with the fascinating antics of her spouse. Generally nominated by husbands trying to deflect attention, it also serves as encouragement for wives to turn in their naughty husbands. Last year's recipient, Dominique Jones so inspired her husband that he became President of OVL R. The previous year's recipient, Deborah Sevigny-Kenner's award inspired her husband to take on the newsletter again as a temporary burden and work on his Dormobile.

The Grey Poupon: An award for the most salubrious vehicle at an off-road event.

Then, there are the random awards created on an annual basis to honour individual achievement. These are carefully crafted by an old-world antique restoration craftsman from the finest mangled parts, generally your own that have made their way into the hands of the secret cabal.

Send nominations to our past-President and conveyor of awards: Bruce Ricker

Some Non-OVLR News & Rumours

For you youtube fans, the following security camera clip caught an accident where a SWB Land Rover tries to avoid a Calibra which pulls out in front of him. Proof that Land Rovers can do many things but without wings they can only fly for a few feet. The driver walked away from the crash. See: <http://tinyurl.com/8g2g9s6>

Jaguar Land Rover will celebrate 50 years of James Bond at the 2012 Paris Motor show by displaying one of the Land Rover Defenders used in Albert R. Broccoli's EON Productions, Metro-Goldwyn-Mayer Studios, and Sony Pictures Entertainment's upcoming motion picture SKYFALL™, in US theaters on November 9. Jaguar Land Rover provided a total of 77 vehicles to the SKYFALL production, including the current Range Rover, Jaguar XJ and Land Rover Defender, for use both on-screen and as production support vehicles. The Double Cab Pick Up, driven in the opening sequence by field agent Eve (played by Naomie Harris), will be shown on the Land Rover stand.



Speaking at Pinewood Studios, where Bond was filmed, Co-Producer Andrew Noakes, a veteran of 11 James Bond films, said; "Bond is quintessentially British and Jaguar and Land Rover are two of the most established and globally recognised British brands, so it was a natural step for us to involve them in the film. "

Global Brand Director for Land Rover John Edwards said, "Land Rover is extremely proud to be associated with the new James Bond film SKYFALL. The iconic Land Rover Defender is recognised around the world for its rugged appeal and the Range Rover is the pinnacle of SUV luxury and capability. Both vehicles are renowned as examples of excellence in British design and engineering."

Adrian Hallmark, Global Brand Director for Jaguar said, "The Jaguar XJ is the most advanced technological vehicle that Jaguar currently produces. Constructed out of aluminium, its chassis is lightweight yet immensely

strong allowing the car to blend responsive handling with effortless cruising over long distances. The XJ benefits from the very latest generation of entertainment and comfort technologies, and together with its award winning design, creating a unique combination of luxury, technology and performance which is unparalleled."

SKYFALL will begin its worldwide roll-out in the UK and Ireland on 26th October 2012 and will hit US theaters on November 9, 2012.

BBC (London) A Land Rover built for Winston Churchill's 80th birthday has sold at auction in Cambridgeshire for £129,000 - more than twice its estimate.

The vehicle, which had been modified to enable him to be chauffeur-driven around his Chartwell estate in Kent, was expected to fetch up to £60,000. The previous owner had kept it in a shed in Kent since 1977.

It was sold with the original logbook registering it to Churchill to a bidder who wished to remain anonymous.

Cheffins auctioneers said the vehicle, which had 12,932 miles (20,812km) on the clock, was the most expensive item in its auction of more than 2,000 vintage vehicles.

Land Rover Story Challenge: Land Rover is known for their 'go anywhere' spirit - going above and beyond designing iconic vehicles with genuine capability and composure. www.500px.com has teamed up with Land Rover USA to bring you a contest that can take you anywhere. All you have to do is follow the brief, unleash your creativity, take amazing photos, publish a story on your 500px page and win. Winners will receive a photography contract of \$10,000 USD, a \$2,000 USD travel stipend, ample promotion from Land Rover North America through Land Rover USA social media channels, be interviewed by Land Rover, and get their work featured on Land Rover digital properties and potentially advertising. Challenge is open to US only and you must be 18 or older to enter.

Guidelines: Choose a quote or mantra that inspires you and relates to the Land Rover brand. Then create a story on 500px using 5-10 photos which depict conceptually, figuratively or literally the motto that you've chosen. When story is ready to be published make sure to tag it "Land Rover Story Challenge", this will secure your entry. Photos, title and the story are open to your creativity and interpretation. We welcome all photographic styles and mediums. Contest ends November 12, 2012. For complete list of rules please visit this page: <http://500px.com/blog/269/land-rover-story-challenge>

“Lawrence of Arabia would have stormed in the Bell Aurens Longnose towards Akaba, and General Montgomery would have roared across the sand dunes of North Africa in pursuit of Rommel”. Bell & Kalvelage

A lovely idea along the lines of the old pre-War cars with the long bonnets.



What do you get when you combine two Rover V8s, a vintage Land Rover 109 LWB and a tonne engineering? You get a Bell Aurens Longnose. The brainchild of German Thomas Bell the Longnose is perhaps the most extreme Land Rover based vehicle seen of late, with its huge body extension ahead of the A-pillar (hence the Longnose moniker) and ‘yacht tail’ coachwork only adding to the craziness that lies beneath its bonnet.

While the base Longnose is available with a 175kW 4.6-litre Rover V8, the company’s preferred engine is its custom-made V16 made from joining two Rover V8s at the crankshaft. It’s still under development and awaiting German MOT approval, but the monster V16 will come with a capacity of either 8 or 10-litres with power output being 309kW and 515kW respectively.

Still not enough grunt for you? Perhaps you’d like to tick the “Merlin V12” box instead. Yep, if you request it, Bell Aurens will plonk the 27-litre supercharged V12 from a World War Two Spitfire between the Longnose’s frame rails, giving you approximately 1100kW to play around with.

Prospective owners should be warned though: this is not a machine you’d want to push to the ragged edge. The suspension and chassis technology of the Longnose is just as agricultural as the Land Rover it’s based on. There’s leaf-sprung live axles hooked up to the steel ladderframe and even though that 1000+kW Merlin will have no trouble making you go fast, the two-piston calipers on the front and rear discs might have a hard time getting you to stop. Indeed, with the Longnose’s distinct lack of rollover protection and standard Landrover steering hardware, going fast would be an incredibly dicey operation.

Still, with that huge schnozz, old-school styling and Herculean power under your right foot, the Longnose is an eminently cool car. It’ll be extremely exclusive too, with Bell Aurens planning to hand-build just 10 Longnoses per year. You’d better have a big hip pocket if you want one as well: the base model 4.6-litre V8 is estimated to cost €125,000 (AUD \$205,161), and I shudder to think how much the Merlin-powered model will set you back. Of course, if you’re a cashed-up eccentric with a taste for mud-bogging, then the Bell Aurens Longnose could be one of those ‘must have’ purchases...

Sadly, only the one prototype was built as the economic downturn made selling boutique cars a near impossibility.



Upcoming Events

November 19th

225th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

December 1st

Annual Christmas Party

Carp Masonic Lodge, Carp, ON, 6pm

December 3rd

Executive Meeting

Location TBD, contact Andrew Jones

December 17th

226th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

January 7th

Executive Meeting

Location TBD, contact Andrew Jones

January 21st

227th 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

June 21-23, 2013

30th OVL R Birthday Party

Silver Lake, ON

Elections, Elections, Elections

'Tis the time again as the weather grows colder that the writ of our valued Executive begins to come to an end after a successful year of activities. Unlike many other clubs, OVL R was established as a chapter of ALROC, which itself was primarily Ottawa based. When ALROC embarked on encouraging local clubs to be created, it laid down guidelines which clubs should follow. Some of the fundamental ones were the creation of an elected Executive, fixed Annual General Meetings of the local membership, full financial disclosure to the membership, a regular newsletter and regular elections of the Executive. The example of ALROC led to a sense of duty where members were encouraged to run for office, serve their turn, and rotate the Executive members to prevent burnout, and keep new ideas flowing. After twenty nine years, OVL R is the second oldest

Land- Rover club in the Americas, as well as continuously running two events longer than any other Land-Rover club in the hemisphere.

The following elected executive positions are open for nomination:

President: Responsible for the overall operation of the club. He's the man, or as Truman wrote "The Buck Stops Here"

Events co-ordinator: As Events can be a large and onerous load because of the myriad activities now occurring, the Events Co-ordinator position will deal with Events proper, not the off-road portions. This person is responsible for the overall co-ordination and running of large "family oriented" events such as the Maple Syrup Rally, the Birthday Party, and the Christmas Party. Granted, these events have been run so many times, that the actual execution of these events is no where near as difficult as one would believe.

Off-road co-ordinator: An Off-road Co-ordinator is responsible for all greenlaning, off-road events and RTV Trials that the club would undertake. This will include everything from jaunts to LaRose Forest to the light off-road/RTV Trials at the Birthday Party. Again, but for new events or locations, to which there are generally many experiences and enthusiastic assistants, the duties are actually fairly easy for someone who is in the habit of driving the uncharted trails.

Executive Member at large: A position that would allow for members to learn the ropes, assist the other Executive in undertaking their tasks. If you're thinking you wanted to help the club and was thinking about getting onto the executive all is not lost. This is your opportunity to help with the future direction of the club.

If you have a couple of free hours a month, and want to help run the club, contact the executive and let your intentions be known. (As Returning officer and a former Secretary I have to say that you'll get great return on the time you put in. I've been able to meet many good people and make some long time friendships in exchange for a couple of hours of work.)

If you are interested in running, or would like to nominate someone for a position on the executive, either pass me a note at the Social, or drop and email to dkenner@gmail.com



Don't Forget!
Christmas Party!
Awards! Food! Social!

Carp Masonic Lodge
3704 Carp Road, Carp

Just west of Ottawa



CCW from upper left: Bruce Ricker in Sedgwick, Andrew F. working on the 101FC, Andrew Jones assumes the 101FC position, kids love 101FCs, on the trail, Andrew F. & W. cooking, RRC, Roy's SIII 109, Gabe Pell & Ambulance.

Rally 2012



CCW from upper right: Andrew Watkins RR P38A, Roy Parsons, Clive's SIIA 88, Roy's 109 and horses, Frank Ashworth's RRC, SIIA 109, Andrew W. RR P38A, Dave Devanney SIIA 109, Bruce R. in Sedgewick. (Photos thanks to Dave Pell)

Cedar Hill Classic: Event Report

by Andrew Jones

2012 marked the third year we have hosted the CHC, which is becoming a regular fixture on the OVL R event calendar: We started the day with a splendid cooked breakfast, followed by a light off-road run along some lovely and not normally accessible trails, a medium off-road with some challenging bits in the afternoon, finishing with a splendid supper courtesy of the Golden Wench.

Preparation

We suffered some pretty violent weather during the summer, including a couple of micro-bursts, which brought some mature trees down: So I put the call out for volunteers to assist, expecting to get out into the woods with a posse eager for a day of testosterone fuelled gratuitous chain-sawing.

In the end Dave and Frank showed up with some pruning shears, in Franks Rangie that had suddenly grown the biggest roof rack in the world (it was a bargain on eBay - of course it was) with a new and mysterious electrical problem (well who'd have thought...likely the roof-rack was causing electrical interference) which meant that it couldn't be shut off for fear of it not starting again so off we went into the back forty, confident we could deal effectively with nothing but the smallest obstacles...

Fortunately most of the trails had been cleared by my neighbours who access their 1500 acre hunting ground via the logging road (Smiths Road) that we use for the CHC. So our intrepid party only got out of the Best 4x4Far once to trim a branch that would have hooked the roof rack and perhaps caused the truck to stall in the wilderness...

So having returned to base camp we set out on foot to at least walk the other trails planned for the event - especially the St Patrick's loop which had suffered a lot of damage, and figure out the extent of the work that needed to be done later - *i.e.* by others...ideally before the event.

We did find some pretty significant obstacles - see attached photos of Dave and Frank looking at trees: But a day in the woods in early October, with an experience sawsman, ladder, chain-saw and some long chains soon had the way cleared for the planned CHC morning run.

On the Day

The weather on the day was great - sunny but Fallishly cool. So we put up one of the tents, with side screens got to work getting ready for breakfast. A huge thank you goes to Andrew and Delia ably assisted by Andrew Watkins for cooking up some wonderfully unhealthy bacon / egg / onion sandwiches, which together with the Tims coffee courtesy of Gentleman Frank Ashworth (thank you Sir) set us up for the day. Event participants included some of the "regulars" plus a couple of less familiar faces.

Full turn out included:

- Andrew Watkins: Holland and Holland P38 (Very Plushie)
- Frank Ashworth and Sir Petie McGough: Classic Range Rover (Plushie)
- Bruce Ricker and Sue : Sedgewick (Manly LR)
- Roy Parsons: S1111109 (another Manly LR)
- Dave and Edward Devanney: S11A 109 SW (Manly LR)
- Andrew and Delia: Crewing Franks RR
- Clive, Eric and Zoey - sorry forgot surname: S11A 88 SW (Manly LR)
- Andrew Jones, Olivia Jones, Alfons Reis, Dave Pell: 101FC FFR (Manly LR)
- Gabe Pell joined us after lunch.

See the centrefold for the "Team Photo" together with actions shots of Chefs Watkins and Finlayson working their magic and Rovers in the wild.

We were pleased to see Ex-Prez Peter (Sir Petie) McGough on the day: He resisted the temptation of travelling in the 101 - I offered to set it up in Royal Review / Popemobile mode with a lawn chair on stack of pallets in the back, but he declined in favour of Franks 4x4Far with its CSIS listening post roof-rack and opulent plushiness.

Peter's presence was made all the more special having survived (unscathed) a pretty horrific accident while travelling from Ottawa to Hongcouver on the Left Coast.

After a mishap free trip out to the hydro-line and back - we had lunch, before tackling the St Pats trail: Which required a lot of clearing and my neighbour Shaun MacLauchlan joined us for some chain-sawing fun. At this point we witnessed a metamorphosis - our good friend Dave Pell, known for his mellow, mild-mannered, softly softly approach to life and all things OVL R, turned into Chainsaw Dave - demon of the backwoods: The one-man deforestation machine: Must be something to do with the orange chaps....and I don't mean Hari Krishna's.

So with Dave and Shaun leading the way and a whole gang of us clearing what they had cut, we made good progress in recovering the trail, which Bruce and Clive proved with the Series trucks - it's still amazing what a pretty standard looking 40 year old LR will drive over and through without drama or damage...

With the light beginning to fade - we made it back to base camp, from where Dave and Ed, and Team Clive departed and the rest of us adjourned indoors for a well earned chili supper.

Acknowledgements

Thanks to all who made it out to the event on the day: It was an absolute blast. I really enjoyed it and from the comments, everyone else seemed to as well.

Special thanks go to:

- Chefs Andrew, Andrew and Delia for doing the breakfast
- Shaun MacLauchlan for pitching in with the clearing efforts both before and during the event
- Roy Munro for granting access to his land - again
- Olivia Jones for some great pictures
- Team Clive for travelling a very long way (from darkest Southern Ontario) in a SWB IIA Diesel to participate - bravo
- My good friend Alfons Reis for spending a Saturday in the woods with a band of afflicted misfits
- Bruce for quote of the Day - pointing at Eric and saying to Clive in his best Borat accent "Ha - Number One Son - He strong like bull, smart like tractor"
- Chainsaw Dave and Gentleman Frank for help staging and running the event and last but by no means least
- The Golden Wench, Dominique, for serving up a fantastic supper, which marked the end of a tremendous day in the woods

Hope to see you all again next year

General Servicing: Repairs, Humour, Tales & Trivia

One of the Benefits of the Tea Break

by Alan J. Richer

I get a lot of correspondence from friends working on Rovers. Most times it's an appeal for a pointer in the right direction on a problem, or confirmation of an analysis of a failure mode. Other times, however, it's a sheer annoyed AAAAAARRRRGH of frustration with a problem that simply refused to go away quietly.

The expected letter below is one of those. I read it through trying hard not to chuckle, knowing well the frustration of problems like this:

Mr. Richer,

Did you know that if you are dumb enough to put the fan on you Rover v8 backwards, it will a) not cool perfectly and b) unscrew its retaining nut after awhile? Then, then I tell you, if you pull the radiator and fix the problem, but forget about the pin that fits into the slot on the pulley, and then hammer the fan on with an air hammer with the pin misaligned, you will bend the flange on the pump, and the pulley will gyrate wildly on startup, boding ill for higher revolutions.

Then, if you pull the damn front end apart again, take the water pump off, heat, whack and quench the flange flat, re-peen the pin, sew it all back together it will finally work properly.

SWMBO Saturday afternoon. "You are a horrible mechanic, you know that, right?"

I hate her.

{name withheld at correspondent's request}.

Now, I've been there, as have we all at one time or another. These problems are not new or even restricted to Land-Rover owners, but are to be found anywhere that people are trying to do finicky, precision work under less than ideal conditions. To put it bluntly, what

causes things like this is fatigue, pure and simple.

My reply was succinct, to the point, and as always a bit tongue in cheek.

Oh. my. word...she is certainly a cruel, cruel woman.

You have done nothing I have not done at one time or another. Did the reversed fan thing on Mr. C lo these many years ago - thankfully caught it before Summer. The second is not outside the bounds of reason if you are hurrying and already disgruntled from a previous error.

You need to learn two magic words for an LR mechanic:

Tea break.

When you mess something up, take 10 minutes and put the kettle on - it lets you perform the personal reset back into a good wrenching mood from the pissed-off-damnit-I-F#\$%\$%##-it-up-AGAIN mood that you get when you do something ostensibly stupid.

I have to do this - if I do not the cascade gets worse and worse and can actually lead to personal injury (and has, which is how I learned the lesson).

Fatigue is an insidious companion. Spending endless hours head down on a niggling problem can drain the constitution of the hardest Rover owner. When the inevitable setbacks happen you really do need to break the thought patterns in process at the time of the error, as continuing on will simply propagate the mood that caused the inattention and error in the first place.

A cup of tea, a coffee, diet soda or whatever non-alcoholic beverage suits your fancy will refresh you both mentally and physically - and keep a minor aggravation from becoming a major problem. Take a break, save your knuckles and patience...or your life.

The Fifth Dimension--TDi Conversion, part 4

by Terry King

Status at last writing: 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.

Over the past several months there has been considerable progress on my project vehicle. Looking at my last status I can report that the exhaust is fitted. It took several attempts to get it mated up properly with the downpipe, finally needing a new piece welded on with the exact inner dimensions.



For the brakes, 3 callipers were replaced, new rotors and pads installed, new flex hoses front and rear to accommodate the lift, and

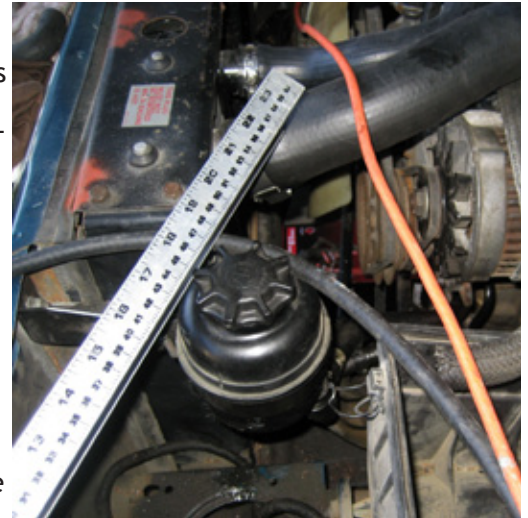
new end fittings for several that were aged. After a session of bleeding they seemed firm, but were untested under motion. Up until this time, the only braking on the Disco was provided by the hand brake. No sooner were the others installed, than the handbrake cable either seized or broke in the on position, I'm still not sure which. So, once again, the rear driveshaft came off, the brake was slackened, the drum loosened and we were able to release the brake, but now it doesn't hold. A new cable was ordered along with a few other bits and I moved on to the next thing; the clutch.

I was hoping that with the new slave, and new lines, it would be a matter of hooking up the pedal and bleeding the system. Of course, it was not that easy. After tightening the lines, there was no way I could get pressure built up, so I ordered a new master cylinder and took out the old. I'll get back to the reassembly a bit further down.

I had 'finished' the painting while it was still warm enough to paint outside, so anything that still needs paint is going to wait, along with refitting the interior and hooking up instruments, because the temperature was now dropping every day. The goal was now to get it running as soon as possible, to get it inside before the deep freeze.

One new instrument I am putting in is an external gas temperature gauge (EGT), so I started on that while

waiting for the clutch parts. On the 200 tdi there is no hole pre-drilled so I tackled removing the exhaust manifold. (Yes, this will mean disconnecting the exhaust again). It was at this point that we realized that the intake hose to the turbo was no longer going to fit due to a combination of the



new shock tower and the positioning of the power steering lines on the LHD vehicle. Previously, we had it squeezed in, but it was going to rub, so we needed a fix. Research showed that the turbo housing can be removed, and new holes bored at a 90 degree counter-clockwise location, which when remounted moves the intake up and clear of both impediments. I started taking things off, but still wanted to be able to test drive it once the brakes and clutch were done.

The new clutch master arrived, but a quick look and attempted fitting showed there was a difference between the ends of the push rod, so we had to swap the rod from the old master to the new. Once installed, there was a leak at the master, so it needed a new fitting, which only took two trips to the store. Incidentally, it isn't hard to disconnect the pedal from the rod, but it can be tricky reconnecting it, that is until you get out the mole grips and bend the mechanism a little in order to get the pin back in place. With that done, this time the bleed went quicker and it felt like it was working. But of course you don't know until you drive it.

Finally the day had arrived to turn the key and see what happened....the answer...nothing. No click, no hum...silence. We tried charging the newish battery, but still nothing. I called it a day and vowed to return the next day with a new battery. Canadian Tire made good on their warranty and replaced the battery at no charge.

With that installed, I gave it a try, and it started right up. With the rear driveshaft off you need to have the diff-lock engaged to get anywhere, which I did. Some of you may know I have had considerable experience with two wheel drive Discos in the past. In any case, I put it in gear, let the clutch out and it moved. I put it in reverse, and it backed up, hit the brakes and it stopped. Success...almost. I did hear a gurgling so shut it off and got out. There was about a litre of oil under the turbo, due to the fact I had loosened the oil connection in order to get at the housing. Cleaned it up and decided to call it a day....knowing it runs and stops and can now move around on it's own is a great feeling.

Tales from Room 101

by Andrew Jones

As you will have seen in October's newsletter, we (Dave P, Andrew F and I) succeeded in getting the 101 running at the end of September, but the October newsletter pictures only tell part of the story: And I owe a huge debt of gratitude to both Andrew and Dave for their help in bringing the beast back to life.

In the last installment (September) I had got the engine peripherals, and cooling pack back together and Dave P and I had got the front brakes working well enough for the truck to be "trail ready" in time for the Cedar Hill Classic on October 13th: So we were ready for the tricky business of trying to get it to run, which needed some expert intervention.



I made an appointment for our resident authority on all things electrical - Mr Andrew Finlayson to come over on 29th September, and

perform the Rite of the Exorcism of Mutant Electrons, which given that the 101 had not run for over 10 years would be quite a complex affair. So, as instructed I learned the necessary verses of the mystical incantations that I would be required to chant as Andrew performed "the Rite" while laying his hands upon the alternator and the battery box.

So after appropriate preparations, which must remain a secret, but involved decanting 35 litres of premium into the tank and some skillful work to make sense of the previously bodged ignition circuit, we were ready. With full choke, and a fire extinguisher at the ready, Andrew pressed the "remote starter" as Dave and I intoned the mandatory phrase "Start you Bastard" over and over again.

After a few seconds the brute roared into life - or 6 and a half cylinders did before purging a large rodent nest from the exhaust which flew across the garage accompanied by a very impressive smoke ring, that set off the smoke detectors.....

There then followed a frenzy of activity to find the right breaker to shut off ear-splitting noise, while the 101 (surprisingly) kept running.

After about 5 minutes I backed it out of the garage and let it settle down for a while, as we checked for obvious leaks and other problems. None showed them-

selves, but it became clear that although it was running, it wasn't running very well.

As it rumbled away outside, we drew up a list of things that needed to get done for it to be ready for the trails, this included: New spark plugs, ignition timing adjustment, carb balancing, seats (to be robbed from the Omnibus) plus fitting of windscreen, body sides, and the roll-over bar.

Nothing too significant, but some juggling of other commitments would be required to get it all completed in less than 2 weeks.

Needless to say the list was completed in time for a successful roll-out and it rumbled into its allotted position for the team photo - see CHC article.

On the day, it ran pretty well, I got a pleasant surprise when I found that the vacuum diff-lock works - what a difference this makes to getting out of tight spots. And - Oh My - what a fabulous thing it is to drive off-road - granted we didn't tackle anything particularly challenging, but the ground clearance, ride comfort (yes a relative term I know), grunt and maneuverability (again a relative term) all have me looking forward to taking it deeper into the backwoods to really see what it can do.

So I'm now in the process of putting together the winter work plan that will see the 101 road-ready in time for the Maple Syrup Rallye next spring.

Am spending lots of time on the 101 club technical forum and things on the list of to-do's so far include: Electronic ignition, new exhaust (Rimmer Bros Stainless performance system seems to be the way to go), different carb set up - lots of opinion on what to fit to improve power, starting, economy, reliability - but likely will end up with Webcon / Edelbrock 4-barrel unit, new tyres - the bar-grips need to go in the interests of being able to drive with relative safety in wet conditions - final choice tbd - but I'll keep you posted, finish the brakes (front to back new cylinders / hoses / shoes), new headlamps, and a few other bits and pieces.



I'll provide periodic updates in over the next few months.

News from the Prairies

by David Place

This month I thought I would conduct a scientific experiment to determine the effects of installing the electric fan covered in my article last month.

I set out to see how much difference there was in the temperature of the 2 ¼ liter engine at idle, over a 25 minute time frame, starting with no fan and then at the 20 minute mark turning the fan on for 5 minutes. I determined that three temperatures would be necessary to see if the fan was effective. The first temperature location was the exhaust manifold directly where it leaves the block on the front left hand side. This would give me a fair indication of the internal combustion chamber temperature without having to monitor directly inside the engine.

The second location for my measurements was the block, directly below the carburetor anti icing temperature sensor. This I determined would give me a good indication of the water temperature inside the casting just before it left the engine to enter the radiator. This also put me on the lower side of the thermostat housing and would indicate block water temperature and not a reading after the thermostat, where there may be some effect of the radiator.

Finally, I selected the inside fin area of the radiator directly in front of the water pump cone. This would give me a central temperature for the radiator and also regularize my reading to an area as close as identical as possible each time I tested the radiator.

My instruments were an infrared thermometer of high quality that we use in our shop to determine the temperature of spray foam during injection operations and an Ultimeter weather station.

The ambient temperature of the block and radiator were 69.6 degrees before I started the experiment, while the air temperature was 59 degrees. The difference I feel is a factor of having sun on the engine bay during the day and heat being trapped under the hood. I conducted the experiment in an area where wind could not enter the front grill and interfere with the measurements.

I set the hand throttle to give me 1000 RPM and that produced an oil pressure of 68 PSI. The engine was recently rebuilt and had new rings, bearings and valves within 2000 miles. The coolant was a 50:50 mix of water and antifreeze.

Results

At 5 minutes the readings were as follows:

Exhaust	214
Radiator	123.3
Block	127.8

The temperature gauge in the vehicle was in the white block and the electric fan was off

At 10 minutes the readings were:

Exhaust	273
Radiator	161.7
Block	170.3

The vehicle gauge now showed one needle width above the white block and the fan was off

At 15 minutes the readings were:

Exhaust	263
Radiator	193.6
Block	192.9

I believe the close readings between the block and radiator indicates that the thermostat had opened and the water temperature in the block and radiator were almost identical. Some free air cooling of the block may account for the slight difference in temperature, since on my vehicle, the radiator is now blocked by the fan from the front and I have left the shroud in place that is normally supplied for the use with the regular engine driven fan.

At the 20 minute mark the readings were as follows:

Exhaust	213
Radiator	209
Block	221

Now the gauge in the vehicle had reached its mid point. After I took these readings I turned on the fan and continued to run the engine for a further 5 minutes, allowing the fan to remove heat from the radiator.

At the 25 minute mark the following readings were obtained:

Exhaust	235
Radiator	138.3
Block	187.4

I attribute the rise in temperature to the fact that to run the fan requires the engine to produce at least 10 amps of current in the alternator. This is a small but measurable load on the engine and it results in a slight climb in the exhaust and block temperature, but because of the effect of the air flow through the radiator, there is a significant drop in the core temperature of the radiator.

Conclusions

First of all it is evident that the thermostat is doing exactly what we would expect by keeping the hot water within the block until it reaches a predetermined temperature, at which time it opens and allows water to enter the cooling fins of the radiator. We can also see that an engine that is working as efficiently as the

Land Rover and not under any significant load is a very efficient stationary engine. It produces acceptable temperatures that are not within a range that could do any damage to the components of the engine. My engine is as close to factory specifications as I could obtain during my rebuild. It produces a very acceptable oil pressure at 1000 RPMs and if left unattended could be expected to provide a very reliable power source. The most important finding from this experiment is that the 1 ¼ liter engine does not need a fan for most of the things we would expect of it under normal driving conditions, when a significant amount of air would be pushed into the radiator. The faster we drive the more cooling we could expect. We also see that should we require additional cooling, the 14" Hayden Rapid Cool Fan should be more than sufficient to cool the block coolant to acceptable levels.

I am going to install an in-cab heater to supplement

the OEM heater Land Rover provided. I expect this additional set of cooking fins will reduce the need for a fan at the front of the engine even further, at least during the winter months. I intend to fully block the radiator with a factory muff this winter in an attempt to get as much cab temperature as possible. I also will be experimenting with an air scavenging pipe from the area between the muff and the fan to see if this air could replace the intake pipe that goes through the right hand wing. I hope to feed this air directly into the same hose that is presently connected to the wing intake. Ordinary aluminum laundry dryer vent hose should do the job nicely.

At the moment the weather is wonderful in Manitoba and we are awash with a fall pallet of wonderful colours. I suspect however that it won't be long till my heater experiments will be in full swing as I battle the normal winter weather here in Selkirk.

Spot the Differences, part 1

by Dixon Kenner

Over the years you sometimes get that sense of deja vu, you have seen that advertisement, or that photograph before, but you just can't put your finger on it? Well, here are three images where this happens.

The first is a photograph of an early, pre-1950 head-lights behind the grille, 80".

The second image is a drawing taken from the 1951 advertising brochure entitled "the Land-Rover, the "go anywhere" vehicle".

The third image is a drawing taken from the 1954 advertising brochure entitled "the 4 wheel drive Land-Rover, the "go anywhere" vehicle.

Trivia question to see if you are reading. What six changes are there between the photos?



The Conclave @ the Cove Photos

by David Bobeck

Last month Dave sent us an article, but photos sadly came too late to make the Newsletter.

They are included this month.



Bensfold Backlog

by Benjamin Smith

The fall has been burbling along here in New Jersey. Dixon came down for a weekend at the end of September and one in late October to work on his 80".

The September weekend corresponded to the sale a dead Land-Rover to a local LR friend. Jarek had rebuilt SIII 88" for his wife and wanted another project for the winter. He came by and hauled the SIII 109 FFR away. With luck it will be running by next summer. That makes two LR's rehomed this year!



Dixon started off by painting axle parts. Once done he turned to the frame. The task was removing paint with a wire brush on an angle grinder. He cleaned up the rear 1/4 chassis down to bare metal. And then the angle grinder died. Meanwhile Dixon was covered in paint dust.

My project was inspecting 4 differentials. Checking backlash, how much the crown gear wobbles and renewing pinion seals. Of course this led to inspecting bearings. All of the bearings show pits in the outer races. Some have pits on the rollers themselves. Since this 80" isn't going to see a lot of miles likely we could get away with just reusing them until the diff goes bang. That could be after a year of use...or 10 years. Who knows. But since we have them apart I'm going to try to source new bearings. All are Timkin bearings.

The October weekend was more of the same for Dixon. Though this time he brought a face shield. He still got dusty. He was able to finish the frame. For the most part the steel is still virgin.



It looks like the day that it was built. Only minor pitting in a few places. 60 years old and good as new. Contrast that with the SIII chassis that rotted out in 20 years. What we have left are some minor bits. A frame bushing to be removed. some random bolts. Other than that the frame is ready to go to the galvanizers.

Whilst Dixon was making noise I did a little more work on the diffs. Armed with a new gear puller and a little heat I was able to remove two of the outer races from a diff casing. Why? If you look at a Timkin bearing the outer race and inner race are different part numbers. You need to match the two when ordering. The LR parts vendors do this for you when you call up and order with a LR part number, but if you are going direct you need to know both.

The diffs only occupied part of my time. Mostly I worked on a furnace. I have the furnace from the old house lying around. The barn is currently unheated other than a portable torpedo heater. So the idea is to hook up the furnace in the barn and get a little heat for the winter. I know, I know, heat when working on cars in winter is luxury, right? The idea is to get the temps up to, perhaps 40 or 45 F to take the edge off. Of course the furnace location is on the other side of a full barn from the electric panel, so it was a long time running a BX cable from point A to point B. I still need to connect it and then run a chimney. I did get the fuel tank plumbed into the furnace.

A week after this Hurricane Sandy hit. No damage to structures at Bensfold nor to any Land Rovers. Even the ones out in tall tree storage were ok. We didn't have power for 13 days, but other than that challenge came through ok thanks to a 3kw tactical military generator.

HotRod VW Land Rover



For the truly discerning OVL R Owner who is always late to events: This is a one off custom, its a 1972 Land-Rover body sectioned over a 6" shortened Beetle floor pan. All Beetle running gear, brakes and steering. All the brake lines, shoes and shocks are six months old.

This is running a stock 1300 air cooled engine, runs and drives great. I am 5ft 10" and fit in it fine!!!! The beetle floor pan is at standard height so it won't break your back or shake your teeth out. The front been has been narrowed 6" to turn inside the front wings. The Land-Rover has been painted in rusting paint, this blows everyone mind how alloy and wood can rust!!!! MOT is 24/02/2013 and tax is 07/2013 but tax exempt

anyway. This car has been roof chopped and the body can be lowered more as its standard height floor pan, but it drives over speed humps fine as it is. I have put some pictures of a normal car just to see how it sits. Any question phone 07837319691 Jeff (no texts please

can not reply) Collection Only, Cash on Collection.



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This vehicle is mint - just needs someone to put the finishing touches to it as I don't have time due to an impending marriage :)

Note - The front bumper is missing on the pic as it is being re finished, I will be picking it up this week.

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