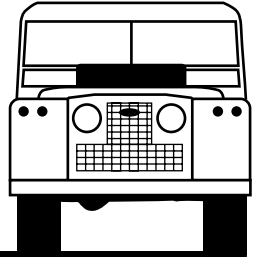


OTTAWA VALLEY LAND ROVERS



October 15, 2013

www.ovlr.ca

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Kevin Newell and Terry King at the Vermont Overland Rally & Workshop

P.O. Box 478
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General Information

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

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

Membership: Canadians joining throughout the year pay \$50 CDN per year, Americans and others pay \$50 US per year (discounts available if you receive the newsletter by email). Membership is valid for one year.

Radio Frequencies

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

Online

<http://www.ovlr.ca>

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

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

OVL R Forum

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

Newsletter Archive

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

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OVL R Newsletter

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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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Terry King
This issue: Dixon Kenner

Newsletter Production Editor

This issue: Benjamin Smith (γδβγ)

Production Assistance:

Bruce Ricker

"Once you change the oil a car is no longer stock!" Ike Goss

Greetings,

October has rolled around, temperatures are dropping rapidly as the great refrigerator slowly turns on. This also means that there is much more in climate weather of the wet variety, and while in the Summer, this can be tolerated, at Kirkwood Manor, this means that life under the Dome is turning rather inhospitable for visitors. The greatest issue has been that the pair of tarps that cover it have seen better days and when it rains outside, it tends to do so inside in places, generally where one is standing doing something. So, a new tarp now covers the Dome, the double layer acting as a perfect insulating layer for the engine rebuild and refit later this Winter. Well, I can fantasize...

What has also caused some fantasy was some photos from last month's newsletter. The theme of "chassis hoarding" pulled a number of people out of the woodwork, all on the hunt for everything from a 109 military chassis, to an early Range Rover chassis. Nobody did guess though all of the people doing the hoarding nor that the top chassis in the pile was an 80" chassis. One chassis we must report is under the assigned vehicle as the photo was from a number of years ago. The "Engine Condo" cover photo also elicited a number of comments, some asking why the penthouse level remains under-utilized. Simply put getting an engine up in the first place, there is proving to be a challenge. The "Condo" represents at least three different owners taking advantage of the space.

In more club oriented news, the Cedar Hill Rally has been postponed until December first. Work has reared its ugly head and the host will not be anyplace near upon that date. This leaves the next event for those willing to travel a little further to be the annual Guy Fawkes Rally in central New York. This will be the thirteenth edition of a pleasant, brief and small, rally. Following that, it is the Christmas Party in December, the AGM in January, and the WinterRomp in Maine. Later in these pages there will be details of some other events, notably the low-key 13th annual Guy Fawkes Rally in New York.

There are also a number of interesting articles from the usual suspects. While Cedar Hill was delayed for another month, Andrew Jones wrote on how its twinned event, the Therapeutic Ride went this year, along with an update on his efforts in the garage at bring various beasts back to life. Terry King, playing hooky from his Discovery project, visits the United States with Kevin Newell for the Overland Rally.

On the Series front, Andrew Watkins fills us in on the status of his rebuild of a 2.25l. Simply, it looks beautiful. Alan Richer writes about finding the right battery for a 110 and about painting. I have a pair, the first one on fitting the narrow World War II Jeep MB springs to an 80", well the first part of two, and a second on progress on the 80" down at Ben's home for wayward Land Rovers.

More of you should consider attending the monthly socials at the Prescott. At the last gathering we had Christian Szpilfogel, Peter Gaby, Andrew Finlayson, Roy Parsons, Bruce Ricker, Sue, Andrew Watkins, Deborah Seigny and myself.

Next month will see details on the Annual Christmas Party, as well as a call for volunteers to try a turn in the chairs, so to speak and join the executive.

And, to conclude this month, with what will be a common refrain from last month, moving towards December, the Executive, and Terry specifically, are looking for an enterprising and ambitious assembly of personalities to give a break for Terry, Ben and I.

Have you ever wanted to edit a world renowned Newsletter?

Have you ever wanted to share your prose with the club?

Have you ever wanted to step up and help out the club?

Now is your chance.

There are only two more issues until the Ben/Dixon team steps down. The club needs a new editor.

Contact Terry King to volunteer.

President's Message

Musing From the Throne Room, Part 19

by Andrew Jones

Hi folks

Welcome to the October newsletter. Well Fall has set in hard here in Lanark County and as I write this the thermometer is hovering at a heady 3 degrees C. But we had a really good September and most of October, which really helped us with our Fall fundraiser for the Lanark Therapeutic Ride Association which took place on 5th Oct.

This is a great event and one that we have been pleased to host for the last four years. Basically it involves "friends of the LTRA" bringing their horses to our property for a 20 km trail ride on the same trails we use for the Cedar Hill Classic. This year over 40 riders and a hardy group of walkers turned out on a glorious Saturday and through their pledges and donations raised over \$3000 for the Association. Fantastic result.

As usual we (OVLRL) manned the refreshment stand at the halfway point of the ride - once again Dave Pell was sent out into the boonies but this year, instead of the Ambulance, which had issues, he used our Land Yacht - which he loved - he's the newest addition to the Plushie Fan Club. Rumours that he had to lower the suspension to access level to allow him to get in to it may (or may not) be unfounded.

We had planned to run the Cedar Hill classic on Sunday 6th October and an intrepid party of OVLRL stalwarts (Bruce R, Roy P, Peter G, Andrew F and I) had the trails cleared in readiness but the weather failed to cooperate and after a lovely day on 5th, Sunday was awful. So the event will still go ahead, but I have postponed it to later in the year: Latest prediction for Sunday 1st December. Unfortunately can't be any earlier due to hunting season - and once again my work schedule.

Finally I've been able to get some work done on the



101 and after a frenzy of late night parts cleaning and reassembly, and scraping / painting the back half of the frame and wheel arches, the truck has now been moved to Mr. Finlayson's Emporium: Andrew has agreed to spend some time on it to get it running and ready for a safety inspection. And i'd like to endorse Finish Powerball dishwasher detergent as an excellent way of removing stubborn oil and grease - it made a lovely job of the inlet manifold.

It was great to roll it out into the daylight, even if it was only to get it onto a flatbed: But got to admit I'm getting quite excited at the prospect of actually driving it "soon".



That's all from me for now - off to pack a suitcase for another trip to the far side of the world.


Take care
Andrew



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

 Mel Maxted and Kevin's engagement photo with the Defender in the picture (of course!)





 Ben Smith writes about the variation in prices of some parts. It pays to shop around. In this case he was looking at brake return springs for an 88”

Top spring is APB #190, LR #503981
Bottom spring is ABP #189, LR#218983

Top	Bottom	NA Vendors
\$5.20	\$5.95	Rovers North
\$3.19	\$3.39	Safari Heritage Parts
\$2.50	\$2.50	Rovers Down South
\$2.49	\$2.49	Atlantic British Parts
\$2.00	\$2.00	RovahFarm
\$1.97	\$1.97	3 Brothers Classic Rovers
\$1.49	\$0.40	Craddocks (UK)
\$1.20	\$1.03	LR Series (UK)
\$0.47	\$0.73	Paddock Spares (UK)
\$0.48	\$0.73	Brit Part (UK)

So from 40 cents to almost \$6. Huge variation!

 Christian Spizlfoegel admitted at the recent Social that he is now Roverless. His Disco has been sold. The reason was too much maintenance. Previously his Series III was also sold and went to Boston. It was trailered down, but in an attempt top channel Q, the bearing failed on trailer. Fixed. Then border problems with RHD. Christian said remember, 25 years rule. All was solved.

 Dave Lowe writes, thank goodness for the mild weather. If this is global warming bring it on.

The home made rear frame replacement section for the Lightweight is welded in place. The rear frame from the shock mounts backwards was replaced. The frame forward of this has been wire brushed and painted with POR 15 and is now shiny. Interestingly where the military undercoating was still sound (had to chip a lot off

to check the metal underneath) the paint was as good as when it was made 34 years ago.


The rear axle has been wire brushed and POR`d. The axle plates, shackles, bump stop plates, axle hoops have all been POR`d. I used the ladder to the upstairs of the barn as a drying rack using coat hanger wire pieces but I still managed to get some paint on my top lip. Gareth thought I looked like Hitler. Now to install those parabollocks that have been sitting around for over ten years. Shut up Brett.

Had to do a quick temporary bodge job on the rear body mount of Gareth's Disco. The mount had succumbed to the rusticles and disappeared into the cross member so much so the door would hardly open across the bumper. I am in the process of making a new cross member out of 14` s gauge steel but the brake will not handle this thickness so I have resorted to scoring the bend line with a zip blade, bending and then welding the score line in a continuous weld. I clamped a piece of angle to rest the nozzle against so that I get a neat straight bead. Now I have to figure out how to make a 1/2” close bend offset in the top piece. May have to go to 18` s gauge (factory spec.) and modify my bender.

Learned a lesson this week when Gareth's little 86 Bimmer died from lack of fuel pump operation. Checked the fuse, yep, continuity (never trust a visual on a fuse). Got out the test lamps and went through the process. Strange, relays OK so what the heck is going on. I know, must be a loose wire on the printed circuit board under the fuse box (note this is not a Series 2 fuse box). Strange everything checks out. Check the back of the flat fuse with it in place and eureka.

One of the blades on the fuse was slightly loose, when it was pulled the blade made contact but when it was pushed back in, contact was lost. Bugger. Lesson learned. When checking a fuse wiggle the blades to see if they are sound. With a round fuse it is easier to feel if the end is loose. Flat fuse not so much.

We changed the plug leads on Alistairs Disco 2. Good grief, what a chore. Who designed that nightmare. Makes appreciation of a Series so much easier. Next up is a fettling of the LWT body where the white rusticles have attacked, next the Rangie engine, next the Disco floor rot. God only knows when I will get at the 101. Aint retirement great?

 Brett Storey writes that in addition to the Timberlake print adverts, his 88” was used in their videos: <https://www.youtube.com/watch?v=n1iQ9J7e1No>

The other 88” is not his and was also used here: https://www.youtube.com/watch?v=r88Ugpx-ecQ&feature=player_embedded

Lanark Therapeutic Ride Fundraiser

by Andrew Jones



Therapeutic Riding is a unique and holistic approach to therapy, rehabilitation and recreation. The Lanark County Therapeutic Riding Program provides a safe environment introducing children and adults to the benefits and joys of the healing powers of the horse. The team consists of Instructors who are certified through the Canadian Therapeutic Riding Association, a consulting Physiotherapist who is trained in hippotherapy, enthusiastic volunteers who offer their expertise and caring and of course some wonderful horses!

Once again, the LCTRP held its Fall fundraising RIDE-&HIKE-A-THON at our farm near Pakenham. It happened on Saturday, October 5th. Amy Booth and her team of dedicated supporters and volunteers staged a super event with some wonderful prizes and succeeded in attracting over 40 riders to the event on the day, who through their pledges raised over \$3000. Absolutely fantastic.

The Association relies on this fundraiser to help the riding program meet budget as they do not receive any on-going government funding. The prizes are great, the trails are quite scenic, and there's always a barbecue and refreshments, too. Visit the website at



(www.therapeuticriding.ca).

As has become usual practice OVL R provided support to the event by manning the drinks stand, located half way round the trail. Roy Parsons and Dave Pell have been stalwart participants in the past, and once again Dave was sent out into the back 40 for the day. This time though he travelled in style and comfort courtesy of the Jones Land Yacht. The ambulance was feeling unwell and Fergie hasn't been seen for some time - and the Matrix would likely have destroyed itself on the trail - oh dear.

Pretty soon the event was in full swing, but there was a little bit of drama when one of the participants failed to get across our bridge and put their 4-horse gooseneck into the ditch - fortunately without injury to the horses, or truck / trailer.

Goes to show - you can't fix stupid..!

It did cause a traffic jam for a while until things were sorted out courtesy of my neighbour Henry and his big John Deere tractor.

Enclosed are some photos from the day.

Best regards and thanks to all who supported the event.



OVL R member hits the trail. Plushie convert. Trouble at the bridge. Problem solved. Reception area & BBQ.

Overland Rally & Workshop in Rockingham, Vermont

By Terry King

A few months back, Kevin N. sent me a link to a site announcing two offroad events in Vermont, one late summer and the other mid-October. They are both the brainchild of Peter Vollers, an acquaintance of Kevin's from some past event. We decided on the early one, but it was already filled so we took a gamble and registered for the Rally on Oct.10-13. As this is a camping excursion in the mountains of Vermont, the weather was the unknown factor.

As it turns out the day we left from Ottawa it was in the 20's C, with the nicest looking forecast for a Thanksgiving (Columbus Day) Weekend in recent memory. Kevin has rigged a trailer for trips like this which allows the gear to be stowed quickly and we were off.

The first day was a lot of driving at 55 as we made our way through upstate New York and into Vermont. We chose that route to avoid Montreal thinking it would be faster (more on that later). The trip was uneventful but long and we arrived at the campsite a little after dark. Kevin's trailer top tent was up before I had my tent out of the bag. We had a great BBQ dinner and sat around til late listening to later arrivals setting up their camp.

The next morning we were up before the sun reached the campsite and were able to see the layout. This photo (insert 001) is taken under the welcoming banner at the event which is situated on a family farm. After breakfast there was a driver's meeting and orientation that Friday morning. Peter explained the concept



of the rally, which was **self-navigating overlanding excursions**. During the navigation seminar from 9:30 to 10 am we downloaded the maps with the pre-planned routes to our laptops and phones. There were no paper maps handed out. There were two routes and two full days to drive them. With roughly 50 vehicles already onsite it took a little while to get everyone's maps installed as we were only able to use wi-fi near the farmhouse, cellular does not work in those mountains.

We had met our neighbour the night before, Doug Briller, who was driving an ex-Mod 110 that he had purchased two days earlier. As he was alone, and we wanted a buddy vehicle, we teamed up and headed out on the first run. It wasn't long before we were off the gravel and on a trail. You can see Doug's 110 in the photo (insert 007) navigating a tight uphill turn on a rocky creek bed. This was on the Somewhere along the way he had passed some other vehicles who now caught up with us at this climb.

The next 3 photos show several makes of vehicles, including a nice Series, as they negotiate the obstacles. (Insert 009, 010, 011). There were several go-arounds, one of which we took, and one we didn't. There were also a few spots that were a little dicey, including rocks, hills, and some mud, plus some off-camber tilting. There was evidence of long ago rock clearing and fence building in aid of farming and maple syrup gathering.

Near the end of the route, I got us turned around in a town and lost my orientation to the next trailhead, so we headed back to camp which was 10 minutes away. On that leg, Kevin noticed that the clutch was slipping and we had already found that the parking brake was only good on medium slopes so we got out the tool bag and set to work.

We were able to adjust the clutch travel to Kevin's satisfaction, then adjusted the brake as well. Additionally we topped up the transfer case fluid which was down a bit. Doug investigated an oil drip on his 110 but couldn't find the source. The oil level was fine so we called it a day on the repair work.

There was a seminar next to us on recovery tech-





niques and gear which we attended for a while, but as it pretty much mirrored Kevin's demos at the Birthday Party we settled in to happy hour, dinner and a bonfire later. Once the lights were all out in the camps we were treated to a view of the stars and constellations that we agreed we hadn't seen since Africa. The clear night also brought near freezing temperatures but it was well worth it.

The next day dawned clear and cool but once the sun came over the mountains it warmed up quickly. Now Saturday, we headed out to find the trailhead for the second route, and once again Doug fell in behind. It is worth noting that a single person has a lot to handle unless they are in a convoy. Watching the GPS, looking out for obstacles, trying to take a photo now and then can keep you busy. So it is best to buddy-up for this type of trip.

The clutch and brake worked admirably as we negotiated another ancient road through the countryside, often climbing and descending a few hundred feet and switching back around and over streams. There were old bridges that would not support our weight with go-arounds through the streams. We finished the trail with time to spare before the afternoon seminar so looped back and found the elusive trail head from yesterday. The reason I had missed it was because the map was switched north to south and we had locked the orientation on the tablet.



Arriving at a 5 way intersection with that setup is not easy to navigate... that is my story anyway

On the last leg of the route

we were leading 4 vehicles which became 12 when we came upon this one (insert photo 018) coming in the other (wrong) direction. Because of that he was trying to negotiate a steep uphill muddy exit which should have a downhill entrance. It was clearly marked on the map and instructions had been given to drive in one direction. One of the others winched him out and we were on our way again.

Back at camp, there was a seminar on extreme recovery techniques by 1993 Camel Trophy winner, Michael Hussey. Interesting fellow and engaging demonstrations.

We did a repeat evening with dinner and a bonfire but the fresh air had taken its toll on everyone and it was a good 3 hours earlier to bed than the night before.

Sunday dawned like the other days, cloudy with sunny breaks but warmer than the past mornings. There was still an RTV event and a "who has the best camping setup contes?" , but we had the longest to travel so headed out by 10. Good thing, too. Because it had taken so long through New York we picked an alternate route near Montreal for the return home. Wrong move. Kevin knew of a mythical bridge south and west of Montreal but in my state I couldn't find it so I picked the route leading to the Mercier bridge. Along the way we lost power as the switch to the second fuel tank malfunctioned. We had just left a little town so turned around and promptly stalled. Upon opening the hood we were greeted by coolant spewing out of a hose with a split in it. Out came the tools and the patch kits and we had Stan up and running in about an hour, but in need of fuel. We doubled back through a construction zone for fuel then got back on the road. Just over the Mercier bridge the entrance to the 20 was blocked off, so add 45 minutes for the Sunday afternoon detour. The exit from 13 to the 40 was closed, so add 15 minutes. The 40 was under construction...add a little more. Eventually, nine hours after our departure I unloaded my gear at home and went in search of dinner.


It is worth noting that there is new bridge at the end of Route 30, perhaps 15 minutes from the exit we took to the Mercier.


Coincidentally, the same day I found it on google, Andrew F. mentioned it to me as the best route east and south.

All in all a great trip and we'll likely return.



Some Non-OVLR News & Rumours

 As Fiat-Chrysler, the manufacturer of that modern Italian 4x4, the Jeep has been doing a bang-up job in sales, it would be interesting to see how their competitor, the Defender was doing in various places. How well as Rover done in Europe? Well, they managed to sell 561 Defenders into Europe this year from January according to one report. Speculatively, there is a lot more to this and LR is spreading this story about legislation (emissions and air bags) when it probably more likely they really don't care as it doesn't make enough \$\$\$ for them. But, I'm sure the leading lights in JLR have valued experience from British Leyland and are applying that experience today with Defender.

 (MAHWAH, NJ) - October 27, 2013 - Land Rover is extending its family of peerless luxury vehicles with the introduction of long-wheelbase variants of the Range Rover vehicle exclusive to the U.S. market with a limited build of about 100 trucks and the addition of an exclusive new ultra luxury edition- the Range Rover Autobiography Black. Customer deliveries of long-wheelbase range rover models are expected to commence in late Q1 2014.

Debuting at the 2013 Los Angeles Auto Show, long-wheelbase Range Rover models have 5.5-inches more rear seat legroom than standard-wheelbase models and when equipped with the optional executive seating package, an increased seatback recline of 17 degrees. The additional rear legroom has been achieved by lengthening the unibody in front of the rear wheels.

Long-wheelbase variants will initially be available on Supercharged and Autobiography trim levels with either a three-across bench seat or individual rear seats with a center console. All long-wheelbase vehicles will be equipped with standard powered door blinds and a panoramic sunroof, and carry a distinctive 'L' badge insignia displayed on the lower front door trims.

The Range Rover Autobiography Black has been designed and engineered by Jaguar Land Rover's 'Engineered To Order' (ETO) division to build upon the already exceptional Range Rover with extended levels of luxury, comfort and design in an exclusive offering.

"The Range Rover Autobiography Black is the latest step in our transformational journey that moves luxury to another level. This vehicle is an intensely design focused response to our customers' desire for more choice and exclusivity," says Gerry McGovern, Land Rover Design Director and Chief Creative Officer. "The highest standards of precision detailing, together with the use of the finest crafted materials, have been achieved inside and out. Autobiography Black represents the pinnacle of desirability in the world of luxury inhabited by our Range Rover customers."

Both front and rear seats have seat memory and climate control available. The sumptuous leather seating is complemented with a massage function and bolsters with adjustable 18-way front seat including upper seat articulation. Furthermore, this package offers the ultimate in rear seat luxury with two individual fully adjustable seats and a new center console to offer supreme comfort and functionality. Rear passengers benefit from the addition of lumbar massage and powered recline, 10.2" Rear seat entertainment screens feature navigation journey displays and the right hand side rear passenger seat is equipped with a powered recliner calf rest for further comfort.

With a new design made exclusively for the Autobiography Black, the rear center console includes electrically deployable tables covered in black leather with integrated USB charging sockets and cup holders. A chiller compartment provides additional space for glasses and bottles and increased stowage is available towards the rear. The headphone storage trim can be removed to reveal a ski hatch while the entire rear console can be illuminated in harmony with the vehicle's mood lighting settings.



Configurable LED mood lighting allows the owner to set the tone by varying the intensity of the lighting from a range of 10 colors. This feature is concentrated on the door handles and stowage compartments, as well as along the lines of the lavish, veneered surfaces on the center console. The footwell lighting can also be adjusted to ambient light color rather than plain white.

Finer details include leather-wrapped rear cargo trim, A, B and C-pillar trim and a perforated leather finish on the door insert. The seat backs, ski hatch, cargo trim and upper D-pillar, are also leather wrapped. Tread plates feature an illuminated 'Autobiography Black' script, while a brushed stainless steel tailgate trim completes the detailing.



Upcoming Events

October 21st, 2013
234th Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

November 15th, 2013
235th Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

December 1st, 2013
4th Cedar Hill Classic
Pakenham, ON
Organizer: Andrew Jones

December 2013
Annual Christmas Dinner
Where: Ottawa
Organizer: Club Executive

December 16th, 2013
236th Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

June 2014
31st Birthday Party
near Maberly, ON
(it is never to early to start planning or plotting)

13th Guy Fawkes Rally

When: Nov 8-10, 2013
Where: East Springfield, NY
Sponsor: Howard Smith
Website: None



A more traditional laid back event at former OVL R member Howard's farm. His property has farm fields on different levels of a hillside with trails connecting them. Mug bog, hill climbs, RTV course. Saturday night is, of course, a large bonfire in memory of Guy.

Scottish Borders Hill Rally

When: November 16-17, 2013
Where: Forrest Estate, near St John's Town of Dairy, Dumfries & Galloway, Scotland
Sponsor: Scottish Hill Rally Club
Website: <http://scottish-hillrally.co.uk/joomla/>



Size: max 50 entrants
A formal motor sport race under the MSA rules. The Borders is a multi-stage, race over two days containing over 100 miles 20+ stages. Trucks feature competition roll cages and both driver/navigator have 4 point harnesses and helmets. On each stage competitors are launched in 1 minute intervals. Average speeds get up to 50mph with top speeds much higher. Balls-to-the-wall Land Rover racing. Can it get any better than that?

4th Cedar Hill Classic

Hosted by OVL R president Andrew Jones at his place in Pakenham. Due to inclement weather it was postponed from October. On the off-road day, there will be a hearty breakfast, one or two trail runs at the green-lane to medium level. If there is interest there will be a rousing game of RoverPolo in the afternoon. Followed by a BBQ and social in the late afternoon for those that can stay.

This fourth 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.

If you are planning on coming, please send Terry King an email at tking@sympatico.ca

For more details see the extended write up in the September Newsletter, pp. 8-9

13th Guy Fawkes Rally

November 5th will be the 408th anniversary of Guy Fawkes' attempt to blow up Parliament, and the weekend after (**November 8, 9, 10**) will see the 13th 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, it is the last Land-Rover event of the year in the northeast for many (excepting Cedar Hill this year) 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.

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, there an RTV is held.

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.

RSVP to Howard Smith at wreckerfc@aol.com

Tis the Season for OVLR Awards Nominations

As you may be aware, OVLR 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 uncanny 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!

An indicator of the type of recipient we are looking for. In a previous year, this prestigious award was bestowed upon Dave Lowe (as turned in by Tom Tollefson (note betrayal, a good thing)) for a multitude of sins, that range from rear ramming innocent 88's, to crossaxling the mighty 101 in the middle of a city park, to undertaking more engine rebuilds than even Dixon manages, as well as other assorted crimes to numerous to list.

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 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 Norcross 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!)



The Golden Wench: 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 OVLR. 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.

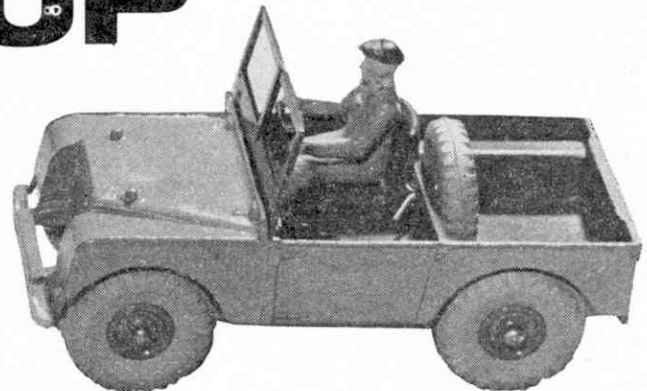
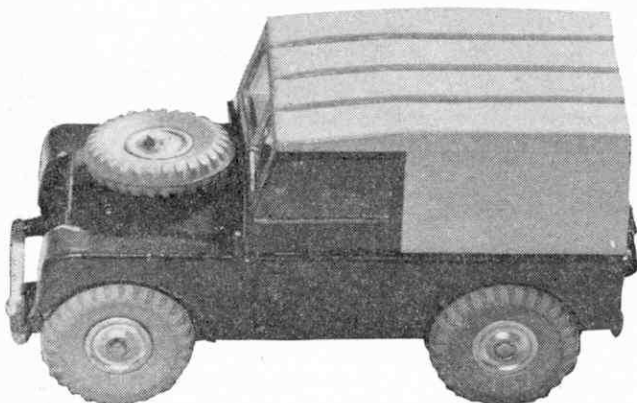
The Grey Poupon: An award for the most salubrious vehicle at an off-road event.

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

Mike Rickett shows how to make a simple yet effective hard-top for your Dinky Toy Land Rover in

OPERATION COVER UP



OF all the vehicles in the Dinky Toy range that readily lend themselves to customising, the Land Rover (Dinky Toy 340) is probably the easiest to work with. This month I am describing a simple hard-top conversion which can either be glued in position permanently, or just clipped on the model—whichever you prefer.

First of all, however, a little preparatory work must be carried out on the Land Rover itself. This merely involves the removal of the windscreen and repositioning the spare wheel (fixed behind the front seat) to a position over the bonnet. It is best to complete these two operations before beginning the construction of the hard-top itself, so that it can be checked for size against the model at every stage of the construction.

The tools required for this project are usually available to most modellers. They include a vice, modelling knife, razor saw or back saw, flat needle file, hand brace, $\frac{1}{8}$ in. and $\frac{1}{16}$ in. drills, 30 thou. Plastikard (clear and opaque), solvent, pliers, contact adhesive such as Bostik I, rule and steel straight edge.

First remove the front windscreen, using for this purpose a small pair of pliers, a needle file, and a $\frac{1}{8}$ in. drill. The windscreen cannot, unfortunately, be taken out until the front wheel and axle retaining plate, immediately underneath the front end of the model, has also been removed, and it will first be necessary to drill out the rivet holding this plate to the body casting.

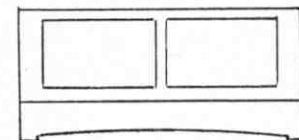
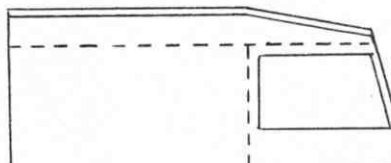
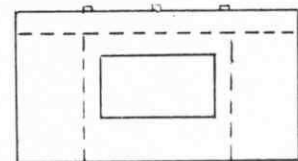
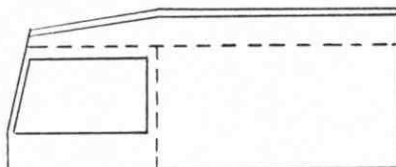
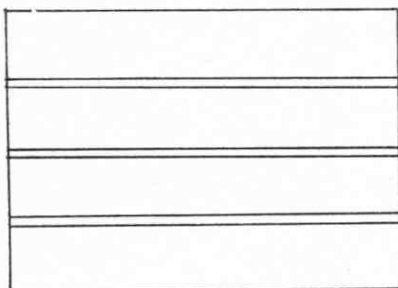
You will find it easier to do this if the needle file is used to file a flat on the rivet, so that a 'pop' mark can be made to help avoid the drill wandering. Using the $\frac{1}{8}$ in. drill, carefully place on the rivet and drill out so that the retaining plate can be lifted off, exposing the front wheel axle which can also be removed.

Underneath the wheel assembly, you will see the lower half of the windscreen plate, bent round in a right angle to connect with the pillar supporting the wheel retaining plate. Taking a pair of pliers, bend the lower end of the windscreen as straight as possible, to allow it to be pulled upwards through the slit in front of the dashboard and discarded, since it will not be needed for the remainder of the conversion.

The spare wheel behind the driving seat, which is held on by a round spigot bent in a right angle in the front half of the jeep can next be attended to. Do not, however, try to straighten this with a pair of pliers because there is the possibility of causing damage to the body casting. Instead, twist the wheel upwards and over the top, so that it lies flat on top of the dividing partition. You will find that both wheel and rivet can then be removed and placed to one side. Do be careful not to lose the round spigot though, because this is needed to attach the wheel to the bonnet.

Taking the $\frac{1}{16}$ in. drill, find the approximate centre of the bonnet and drill a hole about $\frac{3}{16}$ in. deep. Place the round

Full size drawings of the basic parts required for the hard top



- 1 Drilling out the rivet holding the wheel retaining plate in position
- 2 Bending the lower end of the windscreen plate straight to allow it to be removed
- 3 Drilling a hole in the bonnet for the spare wheel
- 4 Glueing on the roof of the hard top with Styrene solvent

spigot in a vice, and with a razor saw cut off all except $\frac{1}{4}$ in. This can then be pressed through the wheel, and with a contact adhesive glued into the hole in the bonnet. When this has been done the front wheels can be replaced and the retaining plate glued back into position with the same contact adhesive.

The hard-top body can now be built using parts cut out from 30 thou. white Plastikard or other styrene sheet. This material incidentally, is superior to ordinary cardboard for many modelling jobs, and you will find it easier to cut and glue. It is, in addition, stronger and its greatest advantage is the cleanliness with which it can be worked. When joining two pieces together, for example, it is only necessary to place the two parts against each other, brushing the joint with the special solvent. After only a few seconds, a bond will result, which you will find quite strong. The strength of the joint continues to increase the longer it is left.

The five parts that form the hard-top are shown in the drawing, and they should be drawn out on the white plastic sheet as accurately as possible. They are 'cut out', by deeply scribing the sheet with the modelling knife and then cleanly removed by simply 'snapping' the sheet! The three parts containing windows will need more care, and I would suggest where windows are concerned that you cut them out *completely* with the modelling knife before cutting the main outline. Use a steel rule to ensure crisp, clean straight outlines.

Once all four sides have been cut out, they can be glued together with the special solvent, or a polystyrene cement, but first a word of warning. Check that the three pieces are the correct length and width before they are glued together, for the drawing makes no allowances for the thickness of the card itself. You may find it necessary to cut the equivalent thickness of the side or end for them to fit properly. Other lines on the drawing represent those that should be followed for gaps in doors and panels, and when doing this I would advise running the back of the modelling knife blade along the card to give a wider mark.

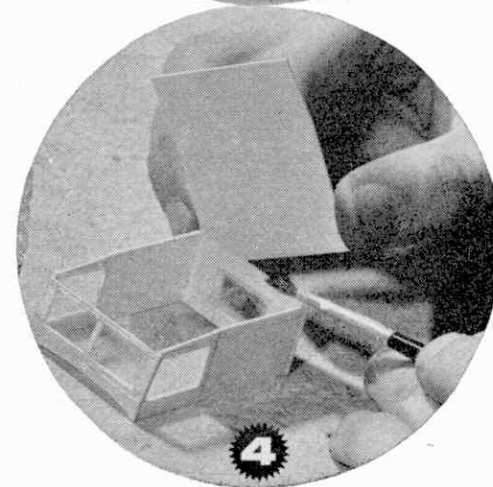
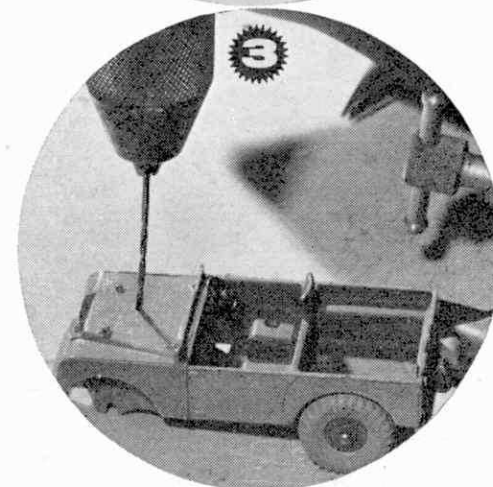
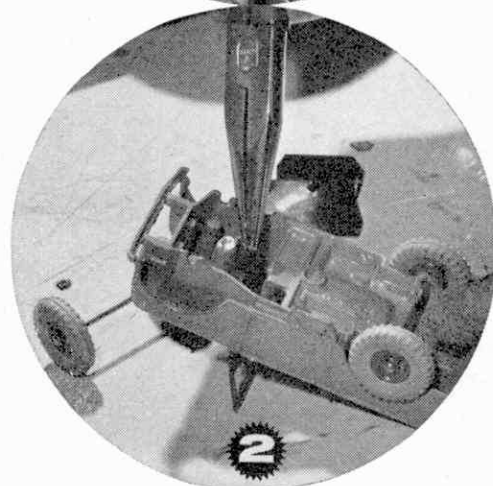
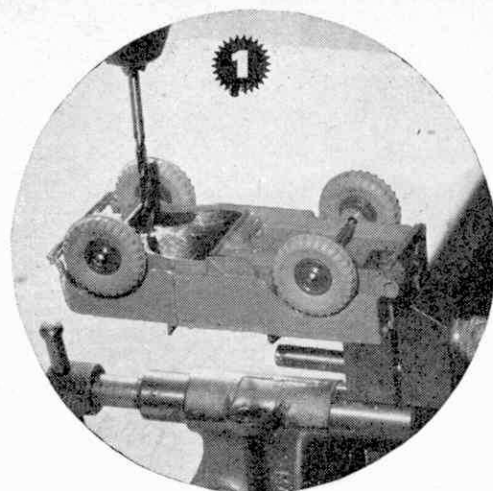
Fitting the top

Once the four parts are glued together, pieces of clear plastic can be cut for windows. If this material is of the same type of plastic as normal Plastikard, the same joining solvent can be used. The roof is the next piece to be cut from the plastic sheet, and although it is possible to glue this on in one piece, you will find it easier to cut it in two pieces, to allow for the slope of the roof from the back of the cab door to the front. As before, glue both on with a solvent, and make sure that all ends are flush with the sides of the vehicle.

Three strips of plastic 1 mm. by $\frac{1}{2}$ mm. in section will be needed for the roof, and should be spaced at equal distances apart. Allow all the joints to dry *thoroughly*, then, with a very fine grade sandpaper, smooth the edges of the roof to give a slight curve, and also smooth over the join of the two pieces near the front of the roof.

To allow the hard top to be clipped onto the jeep, it will be necessary to cut four narrow pieces of card, each of which are glued to the inside of the hard top. The size of these pieces is not really important, but they must project down about $\frac{3}{32}$ in. to allow the hard top to be clipped on. All that it is necessary to watch out for is the rear window which must not, of course, have any card projecting beyond its edges. This also applies to the windscreen should you wish to strengthen the sides. The foremost of the retaining pieces should be glued to both sides of the hard-top, and to strengthen this piece, you might find it worth while to glue an additional piece behind.

Before painting the top, check that it fits onto the body in a satisfactory way, and then paint in a colour scheme of your own choice, with the windscreen frame silver.



General Servicing: Repairs, Humour, Tales & Trivia

2.25 Rebuild Part 1: A Fist Full of Con-rods

by Andrew Watkins

The first part of the Con-rod Trilogy ends with a hard fought duel between a hydraulic press and a set of con-rods, resulting in the Good, the Bad and the Ugly - one OK, two damaged and one not sure. On reflection, I probably would have spent longer than a couple of weeks of soaking the bores in penetrant. The engine had been sitting idle for decades I think. The aluminum, steel and cast iron corrosion was pretty solid, and little chunks of piston metal had fused to the bore. When the pistons were pressed out, this galling of the metal resulted in enormous forces to deform the parent metal of the piston around the stuck metal, and would be impossible to impart this level of force without machinery. A 25lb sledge hammer with a very sharp blow could give definitely a few hundred kg of force, possibly even a few tonnes. It could not hope to deliver 50 tonnes +, which is what is available in a good size shop press. The lesson for me is that if a sledge

does not shift the piston, another method is required - not a big press. Recently I read an article in *Classic Military Vehicles*, which recommended applying heat to stuck pistons, via a big torch. Within an hour or two - voila! Obviously this was after my con-rods were in pieces.

Should the damage ever have happened? My focus was to save the block, and my instructions to the shop were to extract the pistons. They succeeded, with only a 20 thou re-bore, but at a price. Each con-rod would set you up in a fancy coffee shop with a fancy coffee every day for a few months. No burger joint "free top-up" coffee here. I grew up working in my Dad's machine shop repairing mining equipment and surface grinding plates for press die sets. I remember the odd job where he had a hard time from the customer, and that really sours the experience of owning a small business. The customer argues unreasonably, or does not pay. In tougher times, that is the sort of thing that is stressful, and leads to bad health. I am certainly not the customer to take the machine shop to task. They are not an oil corporation. They did the best that they were able. Both the machinist and his supervisor had to go above and beyond to extract the pistons, leaving the block in the press overnight under full load to try and shift the unresponsive lump. Unlike the movies, there are no heroes or villains here, just guys. Nobody had the silver bullet on this one.

So, that leads me to the next installment of the trilogy. A fellow club member generously donated a set of con-rods, that were unfortunately missing the big end caps. The end-caps on the original rods were damaged, and these are matched sets. In the *Haynes Restoration Manual*, it states "Mark each big end cap and connect-

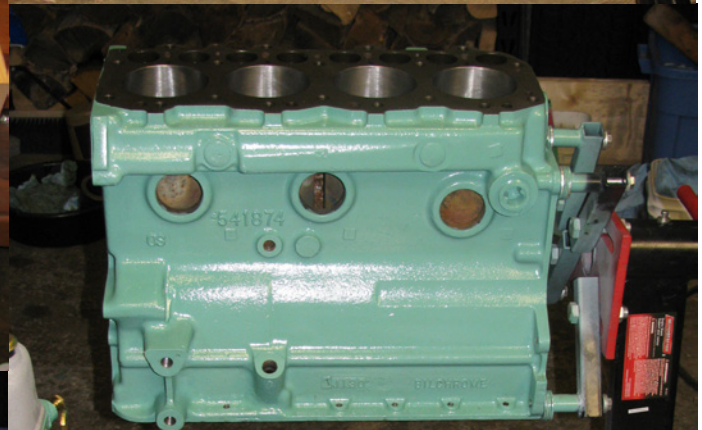
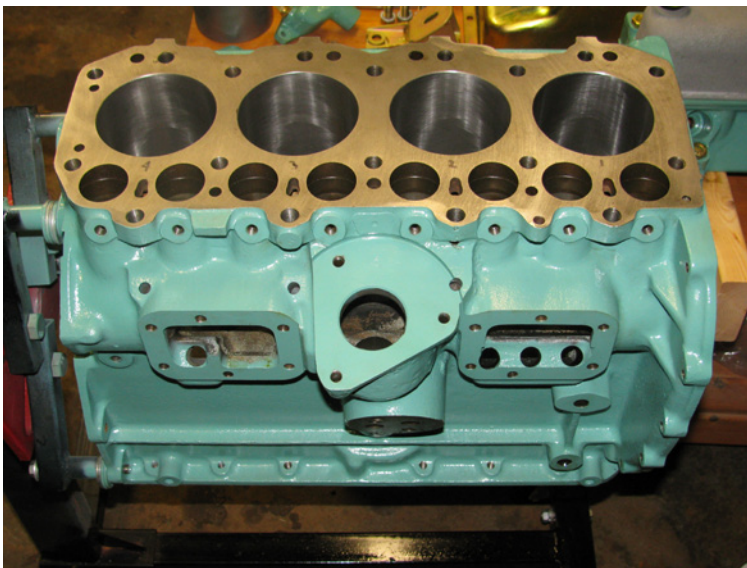


ing rod, it is essential that they be kept as matching pairs". So, A Fist-full of Con-rods is an inconclusive episode, leading to yet another sequel, A Few Con-rods More.

The sequel involved "harvesting" the rods from a complete block assembly. The conservationist in us all must shudder at the prospect of depriving a good block of a set of rods. There is one less potentially, future restored 2.25 L engine out there. One day they will be extinct, or endangered enough to be prohibitive to but all but the most stalwart restorer, like a 2.6 L petrol engine. Harvesting conjures up the urban legend of the hapless tourist winding up left in the gutter with one less kidney and a few stitches in the back, after being drugged in a train carriage. Again, I was able to continue the project with another generous lending of con-rods from an old block.

The Con-rod saga is over, and now they are fitted to the rods, the ring gaps have been carefully filed to the required 0.015" minimum gap, and are ready to go in. The crankshaft main and crank-pin journals have been measured and are still on original size. New standard white metal bearings are fitted and with the use of plasti-gauge, have been confirmed to be in tolerance. The block assembly will start as soon as new thrust

bearings arrive from UK. Meanwhile, various other parts are being pre-fitted and prepared for assembly.



In Battery - or What Belongs Under the Seat of Your Land-Rover?

by Alan J. Richer

When I bought my 110 Diesel the previous owner warned me that the battery was "a bit weak" and that I should be aware of this for when Winter came along. The one that was in it did well until the temperatures dropped below zero Celsius - then the poor thing simply couldn't deal with the compression of a Diesel along with the weight of Diesel oil.

So, I needed to buy a battery - but what battery was it to be? The Type 34 that was in there was just wrong, as evidenced by the inches of space to each end of it in the camping bracket. So, a bit of research was in order.

On petrol Series LR's the battery specified was a Type 27 - simple and easy to get. The later 90 and 110, however, had several selections of battery for either regular or heavy-duty use.

The stock D90 in petrol V8 form (NADA spec) calls for a Group 24 battery. This is also the size specified for non-heavy-duty use in the 110 - both of them being fitted under the left seat in the passenger compartment.

As my truck was a Diesel and the weather being cold,

I decided I wanted to go with the heavy-duty option as specified for 110s as the battery clamping setup under the seat was obviously not for a small format battery. I wanted to cram in the biggest thing that would fit - I am not a believer in minimalist battery fitment.

For heavy-duty usage LR calls out the 663 battery size as a replacement. Armed with the dimensions of this battery (what a beast!) I went shopping in the catalogues to find the nearest US equivalent. The equivalent ended up being an H8/Group 49 size battery - specified as stock fitment for late model Jaguars, BMWs and Mercedes vehicles - the local auto-parts stores here carry them in stock. The only issue I had fitting the new battery was that the one I bought (a Duralast AGM battery made by Deka in the US) violated the spec slightly - the top battery clamping frame needed a bit of forming with a mallet to slip over the battery. Barring that it was a drop-in (or more like a grunt/heave and drop in) fit.

In the coldest weather now the truck starts with no problems - no external heaters or anything else needed even in subzero temperatures

Yet More Money

by Mike Rooth

Ada did go to the country garage and did get her MoT. At a price. About £500. The net result is I am driving her around with the bloody brakes dragging.

This is par for the course with late 88" S111 models, since it happened the last time she had her brakes overhauled. It seems that the stupid idea that Land Rover had to put 109" twin leading shoe front brakes on an 88". The shoes are simply too big for the drums. So until the shoe linings wear down a bit there is a smell of... well... hot brakes, and a fuel consumption to go with it.

The fuel additive (Redex) worked well and emissions were passed with a small, but perfectly formed margin.

Since taking the CLR mag, I've become less... ashamed I suppose of owning a S111. To this end she has been polished, and looks the better for it. Quite tidy in fact. The engine is, I think, in good order, in that it uses no oil in a year.

What *is* a mess is the interior. So thought has to be given to the upholstery and the door cards. And I would like a radiator grille from a late 11A (like Nora). And of course some genuine Marine Blue paint. So I suppose its down to Halfrauds. John welded a patch over the little hole in the bulkhead which had been covered with Gaffer tape for the last ten years. And most grateful I was for that since it pissed it down just about for two solid days this week.

So there you go. I'm trying to get the motor to look better. Oh and I found out that the O/D won't go into gear. The lever is frozen. That, I think, is a thought for the future.

Not perzactly Friday story stuff, I'm afraid. I really am enjoying being in touch again. And I am also enjoying this machine. At that price, I suppose I should :-). But I do need to get the font a bit bigger. More research needed.

G night all

Uncle Mike

Editor's notes: Mike has replaced an ancient computer with a newer Apple product, and, has dumped dial-up for DSL access

to the Internet. CLR is Classic Land-Rover, the new British Land-Rover magazine aimed at Land-Rovers from 1948 to 1989.



Left: Dinky Toy
June 1950

Land-Rover
No. 27d

Paint Curing on Land-Rover Parts

by Alan J. Richer

As long as I've been working with and on Rovers, one thing has always miffed me - the amount of time that paints take to dry on metal parts. Having to wait a day or two after refurbishing an item to install it (to avoid scratching up a still-soft coating) is annoying at best - and with some paints nearly impossible without several days' wait.

This has become particularly annoying on the latest round of refurbishment of my 110. As part of the work I've been removing cappings, hinges and the like one item at a time, wire brushing and spraying them with alkyd resin paint (tractor paint) in matte black. When fully cured, this paint presents a tough coating that is hard to damage and if damaged easily repaired. However, like all such paints it is very slow to dry and even when touch-dry easily damaged.

The normal routine with this was clean, spray, wait, spray, wait again and spray - then wait 24 hours before remounting and the paint would still scratch easily. As the truck was usually undriveable when this was being done the delay was annoying - and meant I could do little in one weekend.

A browse through some paint sites and a bit of historical research turned up an answer - baking. Obviously this is a process one should attempt only on metal parts - thermoplastics and similar items would not handle high temperatures well. Metal parts in general should have no problems with this - don't do it to items with seals, grommets or elastomeric parts installed - metal only.

Most paints that are not very fast dry are alkyd resins, acrylic resins and the like - this is discounting things like latex paint which are not used on cars by sane owners. These oil-based paints cure both by surface evaporation and polymerization of the coating as applied - they dry and harden, so to speak.

The hardening of these paints can be accelerated by the application of heat. The baking of alkyd resin paints (as was done in industry) forces both the solvent evaporation and the chain cross-linking - giving a fully cured hard finish in much less time.

Fast-drying paints such as urethane acrylics, lacquers and the like don't need any help, and as the fumes and solvents these give off are VERY flammable and a heat source near them is very dangerous. Leave this process for slower-drying paints - they will benefit from it and you won't have a fire (or worse).

To heat cure paints I purchased a large toaster oven with a timer. To fit the racks on the oven I cut pieces of screen wire - these would be the pallets on which the parts would be baked.

NOTE: DO NOT do this with any appliance you ever plan to use again for food. Paint outgasses fumes that will not go well with your Stouffer's pot pie, or your personal biochemistry. Don't poison yourself to save the 20 dollars (or less if you hunt the boot sales) an oven

dedicated to this process will cost.

The parts were then cleaned of their old coatings and either wire brushed or sandblasted to remove the residual rust. Once clean, they were wiped down with solvent, allowed to dry, then sprayed with two coats of the paint on all sides - coating the pieces so that when painting was complete they were lying face-up on the screen-wire shelf.

When sprayed, the parts were loaded into the oven and the temperature set to 350 F (175C). The timer was set to 1 hour, and the parts left to cool undisturbed after baking (likely a half hour, more for dense cast-iron items). Do this out of doors - the paint will tend to give off rather noxious fumes that you really don't want in your basement. If you must do it indoors, bake at a lower temperature - the hardness will not be as good initially but the outgassing will be much less - see notes below.

Once the heat and cool cycle is complete - the parts are ready to install.

A note on times and temperatures: I have noticed that lighter colours of paint do not suffer baking at high temperatures without darkening - with these rather than using the higher temp that produces superior hardness I will tend to bake them at 200F (90C). This baking at lower temperature produces a dry, ready to go part but will not have the hardness of the part baked at a higher temperature.

The one limitation of this process is the oven - you can't bake parts you can't stuff into it. What I plan to do for larger items is construct an enclosure lined with insulation and with a track I can hang parts from - this will then be heated by a space heater, and the temperature monitored with an electronic meat thermometer. This will not be capable of handling the high temperatures of the toaster oven, but will still dry the parts in a far shorter time. The only thing I can say here is use your imagination - but be careful of the materials to avoid fire risk.

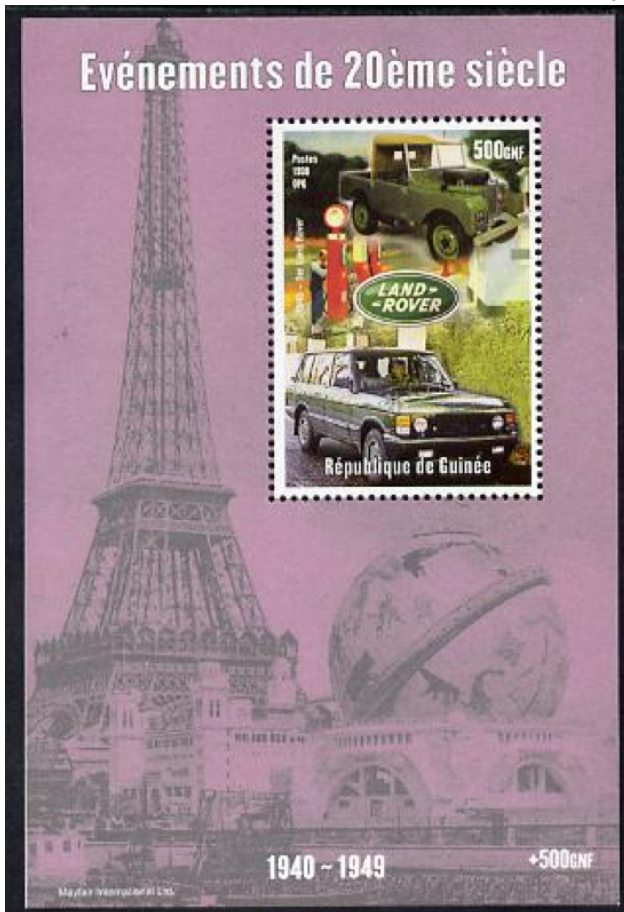
To summarize: Watching paint dry is far more entertaining if the process is sped up by the judicious application of heat - and your parts finishes and durability will be well enhanced by it. Be careful, be conscious of the risks and you will be more than rewarded with great paint finishes.



Left: From Meccano Magazine, November 1955

Some More Land-Rover Stamps

by Dixon Kenner



Guinea - Conakry 1998 Events of the 20th Century 1940-1949 Launch of Land Rover perf souvenir sheet unmounted mint.



Malawi 2010 Cars #03 - Land Rover, Morris Mini & MG imperf sheetlet containing 4 values unmounted mint



Sahara Republic 1992 4x4 Road Vehicles perf set 6 values complete unmounted mint



Lesotho 1976 25th Anniversary of Red Cross perf set of 4 unmounted mint, SG 296-99



Tristan da Cunha 1995 Transport set of 4 unmounted mint, SG 576-79*



Liberia 1995 UN 50th Anniversary - Transport set of 4 unmounted mint, Sc 1187-90*

Resurrecting an 80": A Spring Dilemma: Proposal & Decision

by Dixon Kenner

As many readers would be aware through Ben's update on the Bensfold Backlog, I have an 80" down at Ben's undergoing some rejuvenative work. By the time Spring began to roll around, the chassis had returned, galvanised, after being rewelded by Dave Bobeck, wire brushed extensively by yours truly (that put to rest one angle grinder and several wire wheels)

One aspect where a pair of donor vehicles could not suffice was with the suspension. The two eighties in New Jersey, a 1951 and a 1952 both had the wide, Series 1/II/IIA/III front springs, and the original, narrow, rear leaf springs¹.

While there were two sets of front springs that might be reusable, the rears were decidedly not really ready for prime time. A decision for the front was to take a pair of gently aged parabolics out of stock and put them onto the newly galvanised chassis. The rears were another problem. All of the rear springs had seen better days.

So, suffice it to say that narrow 80 inch springs are not common over on this side of the pond. Rovers North doesn't stock them, neither does Atlantic British. Tennessee Land Rover has closed, British Pacific is now owned by ABP. So, look over in the UK. An obvious first place to look is Dunsfold. If you want narrow rear springs. One hundred and fifty pounds apiece. Plus another hundred and fifty pounds for delivery to New Jersey. Four hundred and fifty pounds, or, approximately \$750. That is a lot for a pair of springs. So, it was a time to sit back, discuss, reflect.

There were other alternatives. Triumph Herald and Vitesse transverse rear springs may fit on the back of an 80 inch as they are the same width. But I think the ends with the bushes is rolled out and under at the ends rather than back and in on themselves, if that makes sense. Rimmer Brothers sells them: part 305945, 150 pounds each. Same as Dunsfold. Further research turned up numerous references for this being possible, but nothing from someone who actually did it. Count that thought out.

These trying questions are things to consider over a

couple of single malts, O'Ban and Talisker to be exact, served in a Land Rover 2.25L fuel bowl to ensure that the right aura of discussion ensues:

The thinking was that the original centre-steering prototype was build upon a Jeep chassis. Thus, anecdotally, Ben and I had heard that it was theoretically possible to use World War II Jeep springs on the 80 inch. A quick search of the Internet turned up a number of threads on this exact topic. Mainly from the UK where it was universally panned. It was deemed to be expensive, require a lot of custom engineering work, and it was cheaper just to use the right, original parts. Let alone it was considered heresy.

But are they close? Measurements and web research show that both the MB Jeep and 80" springs are the same width, have the same number of leaves, have the same arch height and have the same distance eye to eye. Could Land Rover's engineers have been lazy and copied the springs exactly as they were good enough?

So, the question was, how much will the proper springs cost from England? Well, the problem was when one started to price 80 inch springs from England several things became apparent. As a single order, shipping sprung steel is not cheap. In fact, the average quote was approximately one hundred and fifty pounds to get them over the pond to Ben's door. The springs themselves, aftermarket, ranged in price from one hundred and ten to one hundred and fifty pounds. The more expensive springs were a bit less to ship, the cheaper more expensive. Six of one, a half dozen of another kind of comparison. So, what about something slightly more domestic?

Therefore, what was the cost of Jeep MB, or for that matter 1941-64 MB as well as Jeep (Kaiser, Willys) others². Again, a search of the Internet found many suppliers, all with same price range in shipping. Springs ranged from about \$80 to \$150. One source was about -----

¹Part numbers 217224 and 231224

²To be exact - MB 1941-1945, GPW 1941-1945, CJ2A 1945-1949, CJ3A 1949-1953, CJ3B 1953-1964, DJ3A 1956-1964, M38 1950-1951





\$250 for a pair of springs and \$29 in shipping. Given that the British price worked out to about \$750 versus under \$300, there was a lot of money to be tossed at “engineering” to see if these worked. So they were duly ordered and a couple of days later, they arrived at Bensfold in time for the next 80” weekend.

At this point, the aspect of “engineering” raises its head. “Why?” you might ask. The original Jeep springs have a tapered edge, the eyes are different with a metal bush, as opposed the rubber bushings used by Land Rover. The eyes are different sized from end to end. 9/16” bolt (or 1/2” BSW) on one end and 7/16” on the other. The Jeep used greasable pivot eye bolts with a zirc fitting to grease the metal bushings. We also ordered a set of these too in hopes that it would make life easier. Sadly not because the spring hanger on the chassis was too wide.

How wide the spring mounting point on the chassis is an interesting observation. On the leaf sprung chassis the spring hanger has two large washers welded to the chassis for strengthening. If you removed these two washers, the Jeep bolts would fit perfectly. So, I supposed, somewhere between testing the original centre-steer prototype, and the production 80 inch Land Rovers, it was discovered that this was a failure point



and it was reinforced.

The 80” uses British standard (Whitworth) nuts, bolts, and shackle plates. When removing the old, it is rather nice during reassembly if all of these items have been wire brushed and had a tap (1/2BW) run through them, and a die (same) applied to the bolts.

This was especially useful as you play with options on the rear springs. In some cases, new bolts may be necessary as the one set of spring bolts (to the chassis) we recovered were very worn and pitted from sixty plus years of use and sitting.

As the immediate goal is to get a rolling chassis, phase one of this initiative was to come to an arrangement that was functional, would allow the reassembly to continue, and was able to be further modified to something approaching a final state. To that end, the front Jeep bushing was pressed out and brought to GB Bearings in Ottawa where an Oillite bronze bushing was obtained with the same outside diameter that would allow it to be pressed into the spring. The bushing would be put into a drill press and drilled to the correct inside diameter to allow the Land Rover spring bolt to be used.

With the bushing pressed in, it was possible to assemble the rear springs onto the chassis, and flip it over so work could continue. However, several concerns remain to be addressed. First, the front spring bushing needs to be greased. Jeep used a cross drilled bolt. This requirement will need to be addressed. The longevity of the rear bushing may be of concern, something to watch. A future article will deal with these next steps at using.

As an aside, if you are reading this article and thinking about a similar course of action, your Rover soul has already been compromised, so further heresy, or thought-crime, can be considered. That other consideration is with the fasteners used to hold all of this together. As everyone knows, changing springs,





removing spring bolts, is a simple task. Swearing, heat to oxy-acetylene levels, and a Sawzall all may come into play, and if it does, what happens to those original Whitworth threaded parts?

Undoubtably you have had to cut bolts, or bugged up the shackle plates, can't get the bolts out. If you have depth in spares, or you know someone who has the

same, you can use the Series IIA/III fine threaded nuts, bolts and shackles. However, to be used you have to change everything over. The shackles used on the later vehicles are slightly longer than the 80" sets by about an inch.



Links:

- <http://www.gmesprings.co.uk/index.html>
- <http://www.jones-springs.co.uk/shop/category/land-rover-springs> 120 pounds apiece 237252, 235070
- <http://www.dunsfold.com> 150 pounds apiece
- <http://midwestjeepwillys.com/a-612.html> \$123 apiece

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LAND-ROVER DORMOBILE CARAVAN

SPECIFICATION AND DETAILS



DIMENSIONS

Exterior

		Metres
Overall length	175"	4.45
Overall height (roof down)	85"	2.16
Overall width	64"	1.62
Wheelbase	109"	2.77
Track	51½"	1.31

Interior

Height—roof up	92"	2.34
Height—roof down	53"	1.35

Weights

		Kilos
Kerb weight	1 ton 16 cwts. 2 qrs. 21 lbs.	1864
Shipping weight	1 ,, 15 ,, 1 ,, 11 ,,	1796
Taxation weight	1 ,, 14 ,, 3 ,, 0 ,,	1765

GUARANTEE: The same warranty and guarantee is given with the Conversions as that given by the makers of the van converted or chassis built upon and expressly excludes any other conditions or warranty implied by Common Law, by Statute or otherwise. Specification and prices are subject to change without notice.

The Land-Rover DORMOBILE Caravan is the joint product of the Rover Co. Ltd., Solihull and Martin Walter Ltd., Folkestone, England.

BRIEF SPECIFICATION

SEATING (patented design)

'DORMATIC' seating for three in front, two to the rear, all facing forward. Seats are formed with special spring laced bases with foam overlay and washable P.V.C. trim, giving maximum comfort.

Seats fold instantly to form two single, or one double bed, 6' in length.

Rear seats fold close to body sides, giving clear floor space when desired.

In 4-berth model, two folding upper bunks, 6' in length are provided.

ELEVATING ROOF (patented design).

Translucent fibreglass roof panel with canopy of rotproof P.V.C. material. Easy spring-assisted operation, giving interior height of 7' 8" when raised, providing maximum air space and ventilation. Large panoramic roof windows and opening vent panel.

COOKING

Double burner Calor gas stove with grill, and provision for two gas containers under floor. Primus stove optional extra.

WASHING

A plastic sink, with exterior drainage, is fitted beside cooker.

MEALS

An easily erected table is provided.

WATER

Two hygienic, translucent water containers are provided, one 5-gallon with tap, and one 2-gallon with spout for easy filling.

STORAGE

A roomy wardrobe is fitted on the offside.

Ventilated cupboards are provided below the cooker and sink unit.

Locker under driver's seat for additional storage.

CABINET WORK

Construction of stove enamelled steel.

COLOURS

Exterior: Standard Land-Rover colours: Bronze Green, Light Green, Mid Grey, Marine Blue.

Interior Upholstery: Land-Rover Grey P.V.C.

Roof Canopy: Green/White or Red/White candy stripe.

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For Sale: 1973 SIII 88"



Superbe Serie III 88" aucune rouille, tune-up fait cet ete (echapement, nouveau distributeur, fils d'allumage bougie) demarre au quart de tour et ronronne. Un reel plaisir a conduire! Pourquoi m en departir? a vrai dire je ne veux pas trop mais j ai 3 jags en plus de ce beau camion et je desire faire l acquisition d une autre beaute anglaise, ca ferait trop! je dois donc me departir d une de mes voitures de collection avant d en acheter une autre... acheteur serieux et passionne uniquement SVP. merci \$8200 Cavendish / Somerled, Montréal, QC H4V <http://montreal.kijiji.ca/c-autos-et-vehicules-autos-et-camions-Land-Rover-Serie-III-88-SW-1973-W0QQA-dldZ537944046>

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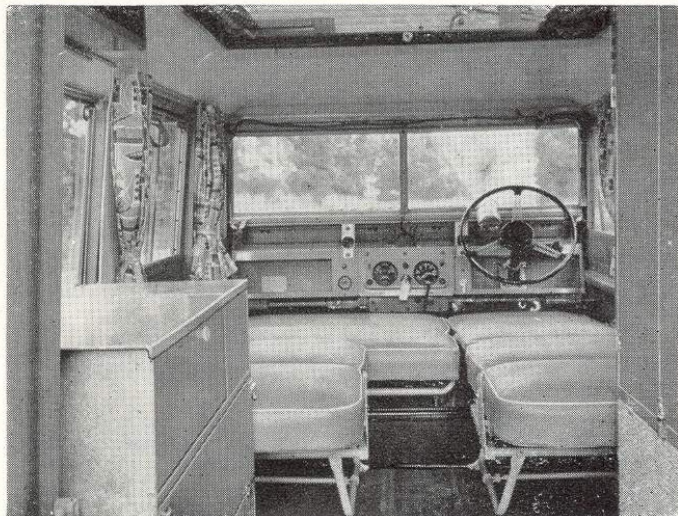
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