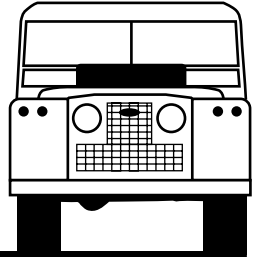


OTTAWA VALLEY LAND ROVERS



December 15, 2013

www.ovlr.ca

Volume XXX, Number 12



Sedgewick and Santa greet people at the Christmas Party

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 \$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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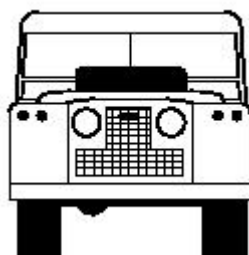
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OVL R Newsletter

ISSN 1203-8237

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

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

Advertising Information: \$35 CDN for 1/4 page ad. Must run for minimum of three months. Free 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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Newsletter Editor:

Terry King
This issue: Dixon Kenner

Newsletter Production Editor

This issue: Benjamin Smith (γδβγ)

Production Assistance:

Bruce Ricker

"If Land Rover sold a diesel LR4 in the U.S., I'd buy it in a heartbeat. But they don't. So after 21 years of Land Rovers...I'm buying a Volkswagon diesel. AWD, same weight, and same towing capacity, but it gets 29 mpg vs. 16 mpg in the Land Rover." -Benjamin Smith

Greetings,

Here we are at the final Dixon and Ben Newsletter. Ben writes this final greetings as Dixon is off on a cruise in the Carribean. This Newsletter has a bumper crop of content. El Presidente Andrew writes about a stubborn 109 NADA and rebuilding bespoke Luxembourg 101FC equipment boxes. Bill Calocchia is working on his long ailing SIA 88" to have two Series trucks on the road. Bill O'Hara and Kris Anderson suffered a devistating house fire but have a positive attitude. Dixon provides some statistics on the Newsletter through the ages. More than War and Pease, who would have thought.

In the non-OVLR news section, on the official Jaguar Land Rover front, a Land Rover Sport has set the record crossing the Empty Quarter of the Arabian desert, the Halewood plant has produced 1,000,000 vehicles (though not all Land Rovers), JLR is building a plant in Brazil to build up to 24,000 Land Rovers a year, and the first production Range Rover (classic) is being restored. Dixon sends in a event report of Howard Smith's annual Guy Fawkes Rally in upstate New York. Photos of this event populate this month's centrefold.

Winter is usually a dead time for Land Rover activities, but we have two in February. The AGM is set for February 26th. Come, vote, and help set the agenda for the club for the year. Also in February we have the Maine Winter Romp put on by fellow club member Bruce Fowler the weekend of the 15th and 16th. This event has been going on since the mid 1990s and draws Land Rover owners from Nova Scotia to Washington, DC to Ohio to Ontario. It is well worth the 660 km drive for those of you in in and around Ottawa.

The General Servicing section is also bursting with content. We have one from Andrew Hutton on details of a restoration in his shop. There is a cut out Land Rover 80" and a vintage article from Land Rover about building model Land Rovers. Pierre Ketteridge's classic missive about teaching young UK teens to drive off-road with his colourful descriptions of the process harkens back to the trials and tribulations of learning to drive off-road.

Have you ever wanted to find a great article in a back issue of the Newsletter, but it took forever to find it? Our final contribution is an index of everthing that was printed in the 2012 and 2013 Newsletters. That got huge so we didn't go back any farther. Further indexing will have to wait until a later issue. We hope that this helps you find the content that you need. Bloody heck that was a lot larger than I expected to lay out.

We hope that you find this issue was interesting and entertaining. If not, well then here is your chance. Just like Dixon and I spent the last 18 months writing and producing the Newsletter that we wanted to read, now it is your opportunity to do the same. Step up and take

the Newsletter in the direction that you want it to go. Likewise if you want to change the direction of the club, step up and volunteer to stand for an office.

It is a little bittersweet to come to an end of an assignment. Whilst Dixon and I enjoyed soliciting, cajoling, begging, writing and making up content to make the Newsletter something that we thought brought value to club, it takes a more time than you would expect to make that happen month after month. Just when you heave a sigh of relief after sending out one issue out, the next issue is staring you in the face due only scant weeks away. In fact that is part of why this issue is so late. Christmas, work, flu, *et cetera, et certera* consumed vast quantities of time and December slid into January. Mea cupla.

I can't speak for Dixon, but for me my new found time will be working on my Land Rovers to get more of them running. Today two will start and run, but only one is on the road and it really shouldn't be. I need to yank the 2.25L and swap the rear main seal for my Series III 88". Whilst I am that deep into the truck there are some tranny, overdrive and steering box issues to be resolved. Annoyances today, but better to get them fixed if there is an opportunity. None of this would have been possible to work on when the 88" was my daily driver. Maybe, perhaps, I can get my 80" or 101FC running this summer as well. One can hope, eh?

Keep warm. Keep the Land-Rovers running. Get dirt under the tires. Get the Land-Rovers muddy. Keep the oily side down. I hope to see you are Birthday Party in June. -Ben



Howard Smith and his Lightweight at Guy Fawkes

President's Message

Musing From the Throne Room, Part 21

by Andrew Jones

Hi folks

Welcome to the December newsletter.

So, as I write this in early January, my waistline is telling me that I had a really good Christmas holiday break, and I hope that the same goes for all of you out there in OVLRLand. The Christmas Party graciously hosted by Bruce and Sue on 28th December was a really great event: The potluck theme worked really well, and all in attendance had a very enjoyable evening: Thank you to all those who contributed with some splendid food and especially to Bruce and Sue for opening their home to "the usual suspects".

I was able to take the full week off between Christmas and New Year, and notwithstanding the pretty frigid temperatures, was able to spend some quality time out in the garage, tinkering with the 101. Being a Luxembourg vehicle, it has a locker on either side of the truck, ahead of the rear wheel-arches: These were fitted with wooden trays for storing mortar rounds, and other useful things, but the originals had pretty well rotted out. So I scraped together all of my grade school woodworking knowledge, and set to making some replacements: One of which was per the original pattern, and the other I customized to accommodate a large bottle jack, toolbox, and other practical necessities. I have to say that I am pleased with the end result - see pics.

Away from the garage, I wanted to move some of the non-runners around to create a bit more space in the yard, and also to put the NADA into "winter quarters" in the drive shed. I (optimistically - as it turned out) thought I would be able to move the NADA around under its own steam: I did spend a lot of time carefully getting ready for hibernation last year. So I charged the battery, put some fresh gas in the tank, and was pleased to see all the electrics come alive. Now the



starter motor hasn't worked since Dave Pell drove it...so it needed a tow start - no problem I thought, so we hitched it up to the back of the LR3, with Dominique in the Tow vehicle and me in the NADA. Dominique doesn't tow-start vehicles very often, and there wasn't really a lot of traction to be had for the NADA, and in an effort to avoid a possible collision while going down the (steep in places) laneway Dom headed off at quite a clip...which was too fast for the Low 3rd or 4th in the NADA, and we ended up giving the neighbours a demonstration of Land


Rover Skijoring: Quite exhilarating I have to say, if you can a) keep the doors closed b) not fall out, and c) keep the vehicle under tow, out of the creek and on the track. So after a wild ride out to the road and back again - requiring some self-medication to get over the experience - the NADA remained stubbornly silent... and we maneuvered it into its new home with the tractor.

Given that we are in the depths of winter - we will be organizing the AGM - traditionally held on the coldest night of the year - sometime in Feb. And in addition to picking a new Exec committee from the hordes of applicants and nominees, we will need to address the question of who will look after the newsletter production in 2014. Dixon, Ben and Terry have done a truly fantastic job of producing a superb NL with lots of really good content each month for approximately the last 18 months: The NL is the cornerstone of OVLRL, is a key element to the ongoing survival of our club, and the time is right for some other dedicated OVLRL enthusiasts to take over responsibility for it and show what they can do to bring fresh ideas and material to the publication. I hope that we'll see someone / some people step up and offer to take it on at the AGM. Hope to see you there, in the meantime, stay warm.

Best regards
Andrew



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

 Some OVLR Newsletter trivia from the first issue in 1984 to December 2013. Since OVLR started, the club has produced 3,933 pages of newsletter, plus numerous inserts that are not reflected above. War and Peace is 1,440 pages. As a novel, only two in the world are longer, and the second is at 3,900 pages, which we will break in December. Longest is at 4,211. Decline & Fall of the Roman Empire is at about 3,000. When OVLR was founded in 1984, membership cost \$5 and it cost 32 cents to mail the newsletter. Today, it costs \$1.34 to mail it, which will rise to \$1.80 this coming April.

Editors have been:


1. Mike McDermott - 73 issues for 396 pages from 1984 to 1992
2. Neil Brewer - 19 issues for 39 pages from 1987 and 1988
3. Dave Meadows - 11 issues for 54 pages in 1993
4. Dixon Kenner - 113 issues for 2,390 pages from 1994 to 2001, 2012 & 2013 and a few other scattered issues
5. Shannon Lee Manion - 46 issues for 556 pages from 2002 to 2005
6. Terry King - 74 issues for at least 498 pages from 2005 to 2012


To be fair, all of this was not accomplished alone. In 1996 Spencer Norcross took over the production of the newsletter from Washington DC and assisted him to 2007. Keith Tanner assisted Shannon, first from Ottawa, later from Oklahoma. Linda Wegner helped both Shannon and Terry for 100 issues. Ben Smith has been assisting Dixon since 2010 from New Jersey.


The familiar letterhead used on the newsletter, later extended to other club items, was created by Neil Brewer and first used in March, 1985. Copies of this letterhead were regularly used in the newsletter until May 1995 when a computerized rendering from Spencer Norcross was introduced along with the habit of changing the rightmost Land Rover to a different configuration.

Starting in March, 1985 the newsletter was printed on yellowed paper, and comprised a varying number of 8.5" x 11" pages stapled together. In March, 1994 the format changed to one of using 11" x 17" paper, folded.


All of OVLR's newsletters are online on the OVLR website. A link to the page with all of the issues is <http://tinyurl.com/jwflbnr>. Clicking on the year in the left column will send you to a page with all of the newsletter covers, which are links to download the PDF for that month.

 Unfortunate news from the south came in December. A fire destroyed the home of club members Bill O'Hara and Kris Anderson. Bill wrote to say that a faulty electrical three way plug shorted out on our back deck. That ignited a small propane tank which turned into a flame thrower, ignited and woosh. Lots of smoke damage. The roof is gone as well as the rear of the house. Windows are smashed. It is an ugly scene. Kris and I are a bit upset, but ok. The dogs are ok so is the iguana, but cat didn't make it. The neighborhood has offered us rental house. Insurance will cover us for a year. Triage with tents in the front yard lots of sifting. Dinky collection [of Land Rovers] got hit. The real Land-Rovers are ok though. We are thinking for spring rebuild..rise from the ashes... *[The Executive on behalf of the club and various club members have sent contributions to Bill and Kris. -ed]*


 An anonymous clubmember related a towing story to us. At about 11 years old I survived the most frightening auto experience of my life (thus far)...a fully loaded horse trailer fishtailing wildly at speed behind [a Series II or IIA 88"] while shooting down a steep mile and a half long incline [location withheld] in the wind with trucks all around us. My Mother realized the 88"'s measly 10" drums were no match - and a bad idea to begin with - so she hit the gas and went flat out down the hill 'til we reached the bottom. I pretty much thought I was toast.

 Bill Caloccia writes that since his SIIA 109 SW has been running for a few years, he can work work on his SIIA 88". It turns out buying a full set of wheel cylinders for the 88" (which had been parked for 8 years) was the right thing to do - three of them were shot. The distance spacers are worn, one side up front had water instead of oil so the wheel bearings were trashed, and the rear shoes are about down to the rivits... Luckily I had the wheel bearings in stock.


The gas tank was mostly empty all this time and the first load of petrol clogged the in-line filter after running for very few minutes. The contents of the sediment bowl looks a bit like scrumpy cider - so given the choice of struggling with clogged bits multiple times in the dead of winter, or getting a new tank and moving forward the latter seems to be the right choice.

 Ben Smith writes that he is throwing in the Land Rover daily-driver towel. After 21 years of exclusively driving a Land Rover has his primary car (either SIII 88 or Disco I), the maintenance has gotten to be to much. He has spent the last 2 years trying to keep a 1996 Disco 1 running and it won't get through inspection without a lot of work. The replacement? "If Land Rover sold a diesel LR4 here I'd buy it in a heartbeat." But they don't. So what is next? A VW Touareg TDI. Now the Land-Rovers are toys and can have shop time.

Some Non-OVLR News & Rumours

 Jaguar Land Rover says they have rolled out their millionth vehicle from the Halewood plant near Liverpool in England. The milestone car was a white Evoque with red mirrors and roof, all black wheels and black-red interior and door panels. This particular car will be donated to Cancer Research UK, which in turn will then auction it next year to raise funds for the organisation.

JLR started building the Evoque nearly two years ago and has manufactured 220,000 units of them to date. JLR had also started a 24-hour shift cycle. The Halewood plant had started its manufacturing process in 2001 with the Jaguar X-Type. From 2001 to 2009, 363,60 X-types were built. The production of the Freelander 2 (aka LR2) began in 2005. Evoque production started in 2011.

 Jaguar Land Rover signed an agreement to build a 240 million-pound (\$392 million) factory in Brazil with capacity to produce as many as 24,000 cars a year.

Construction of the plant in Itatiaia, in the state of Rio de Janeiro, will begin in mid-2014, the Gaydon, England-based division said today in a statement. The first cars will roll off the production line in 2016, subject to final approval of the plans by the Brazilian federal government.

Lured by the prospect of Brazilian luxury-auto sales tripling by 2017, Jaguar Land Rover is joining global industry leaders BMW, Audi and Mercedes-Benz in planning car production in the country, South America's largest economy. Jaguar Land Rover, is turning to emerging markets to pursue growth as sales gains slow in developed economies.

Jaguar Land Rover sold 346,935 vehicles worldwide in the 10 months through October, an increase of 18 percent from a year earlier, spurred by growth of 27 percent growth in China, and more than 40 percent in Brazil. The company's top-selling model was the Range Rover Evoque, while the Jaguar XF sedan was the best-selling car.


 Twenty-five Range Rovers were used as mules, prototypes and pre-production vehicles badged as "VELAR" to disguise their true identity before the first actual Range Rover hit the dealership in 1970. This is that first RRC. It's being brought back to life so it can go to a new home.

Chassis 26 is getting a nut-and-bolt restoration. The precious two-door went to Andrew Honychurch, a long time Range Rover enthusiast who managed to buy it back in 2000 with its original license plate number NXC 231H. Here's what he told to Hemmings about the challenge ahead:

"I bought my vehicle as a lifelong Range Rover enthusiast; I understood the importance of the car. It had been largely unmolested, but like so many utility vehicles, had been used hard and was suffering from severe corrosion. The vehicle also had not retained its original V8, rather one from a Rover saloon, but I was lucky to find a new crated engine of the correct age and series to replace the engine fitted."



"The chassis required welding at the rear end where they all suffer corrosion, and the body shell is now like new. Finding parts for these vehicles is extremely hard, but I was lucky to be searching many years ago when there was not so much interest in the accuracy of a restoration, so I sourced most correct parts over 12 years ago. I don't think I could restore a vehicle to this state of correctness now, purely due to a lack of correct parts. Unlike, say, the E-type restoration industry, very few [Range Rover] parts are remanufactured to correct specification, so one is left searching out good second-hands, which others are doing also. I recently paid £350 [\$573] for a correct fuel cap!"

 Land Rover has released a video documentary featuring the Range Rover Sport during the crossing of the Arabian Desert, the world's largest sand desert. This publicity stunt is the first recorded crossing by a standard vehicle of the 849-km (528-mile) long desert. The record was set with a standard production Range Rover Sport fitted with a 510PS 5.0-liter supercharged V8 petrol engine, riding on regular tyres. The only modification to the vehicle was the addition of an underbody protection plate.

The video tracks the team's journey from Wadi Adda Wasir in Saudi Arabia to the border of the United Arab Emirates, which was completed on November 3 in 10 hours and 22 minutes at an average speed of 51.87 mph (81.87 km/h). The documentary charts the journey from beginning to end and includes the driver's impressions, Dakar specialist Moi Torrallardona.

<http://www.youtube.com/watch?v=ZfunO4NYyiU>

13th Guy Fawkes Rally

by Dixon Kenner

2013 saw the thirteenth Guy Fawkes Rally at Howard and Martie Smith's Farm in upstate New York (near Cooperstown, home of the Baseball Hall of Fame for those wanting to do two very different things). The Guy Fawkes Rally is a traditional Land Rover bash, friendly faces, varied trails and a great atmosphere... and generally, the last Land-Rover event of the year in the northeast for many before the Christmas season is upon us. *[excepting this year with the Cedar Hill Rally -ed]*



out. Planning and thought before going made for a difference in the success ratio for ascent. Near the western gully there is a good drop with adequate pucker factor down to the ditch by the road. Dave was the first down, soon followed by others.

In the traditional rock gully Dave tried to go up rather than down. Dave got on top of a good sized boulder. Eventually off, forward another thirty feet when a rock knocked off the front left bead. Winched up the end. Made it despite the hand brake on the whole way!

This year's event again saw many of the usual suspects coming north, east, west, or south. Long distance kudos to Quintin Aspin and Leslie Saville with the 80" towed behind the Suburban as well as Dave Bobeck in his D90 driving up from the Washington DC area. The New Jersey crowd was well represented with Barbara & Jarek Maras (with their Series III 88"), Rohan de Silva and family (with their III 109 station wagon), Will Skidmore (III 109 station wagon), and others.

As is traditional, there was also lots of action in the woods with the year's windfalls being dragged down to the bonfire site to be chopped into short twenty foot sections and piled atop the proto-pyre. The bonfire sported the usual thirty-plus foot flames. But started with the minimum of a small womph by Howard. Despite wetness, some snow and rain, Howard redeemed himself yet again, though no Guy this year.

Their journey typified a convoy with Jarek. Jarek, running ahead decided to pull to the side of the highway to make a video of the New Jersey convoy heading north. However, what went through the minds of the convoy was rather different. A panic as they all individually concluded that Jarek had broken down again. A photo op destroyed! Ben too made it up in Dora briefly to load cargo, but a leaking rear main seal has led to some very interesting calculations.¹

RTV prizes were donated by Eric Riston of Atlantic British. Some were raffled off. One number picked by a kid was read upside down as he ran around the fire. He was dutifully instructed to correct the fault by running the opposite direction yelling the correct number. As the evening wound on, the bonfire's efforts at keeping the wintery temperatures at bay were highly successful. Discussion eventually centred on the need for Howard's 101 to use bed skirts, as this would make it look better as it grows accustomed to its home in the barn.

Eric, Ann, Ben and Luc Zipkin in their Defender. As part of the underground Rover parts railroad, a 3.5l v8 was working its way south from Alan Richer in Boston. A transfer from Defender to Ben Smith's Series III 88" was quickly and efficiently managed in the middle of a field. Gavin arrived from the western end of the state with a Monster Lada replacement. A very lovely done Series III with custom chassis and bulkhead sporting a 2 litre Fiat V6 under the bonnet. Ron Peppard and friends made it from the east.

There were a few intrepid people camping out upon the field, but this year the KC motel was booked solid, and a good dent made on the other nearby motel.

Howard even had a Rover running this year! His V8 lightweight was motoring about the hills and dales of his property, and never even broke down.

The upper field offered up its usual fun and games of mud and challenges, though this year just about everyone was able to make it through. Some sections appeared impassable, but everything made it through but for one Disco that was slightly challenged at one rise upon the course.

As usual both gulleys were in action. They resemble a pair of V shaped rock gardens with plenty of challenges, depending upon the line you take. The one farther to the east was a new addition this year. It sported a deep decent, more rock garden, then up and



1. Ben calculated that his 88" is losing 1 quart of oil every 38 miles out the rear main seal. It leaves puddles wherever it goes.

19th Maine Winter Romp

The Maine Winter Romp is an informal annual gathering of Land Rover owners and enthusiasts hosted by Bruce Fowler. Bruce has organized this event since 1996 (though it existed informally before that). It is set in and around Benton, Maine over Presidents' Weekend (15-16 February). Maine Winter Romp provides a non-competitive opportunity to test your Rover and driving skills in conditions that can be extreme.

The event has grown into the largest winter gathering of Land-Rovers in the Northeast—maybe even the country. The event is generally non-damaging (though of course accidents can happen) and is open to drivers of all skill levels. (Novices will find supportive coaches in our midst—just ask.)

There is no charge for the event itself, but the group does meet and eat at various local establishments during the event. The off-roading is on private land just down the road from Bruce's house. Winter Romp is not affiliated with any Land-Rover Club, but clubs are invited to participate. Bruce has, of course, been a member of OVLRL since the 1990s and always attends the Birthday Party.

Winter Romp Attitude

No whining! It is imperative that you have an appropriate attitude and understand our approach to this event. Practice Radical Self-Reliance. Off-road driving is a group effort but you are responsible for yourself: your wellbeing, your preparedness, your happiness, etc. The group will assist you if you get into trouble but don't count on any handholding. You can ask for, and expect to receive, help, and experienced drivers will advise those in need. However, Winter Romp takes place under conditions that can be severe and, if not treated with the proper respect, dangerous. If you and/or your vehicle are not properly prepared, you will not be allowed on the trails—or you will be asked to ride with another driver. Decisions of the judges are final.

Did we mention, “no whining”?

Directions

Bruce's House
738 Unity Road (Rt 139), Benton, ME
Two storied farmhouse with graying cedar shingles, 738 on the black mailbox. “Might even be a Land Rover or two in the drive.”

Accommodations

Waterville Grand Hotel (formerly Holiday Inn)
375 Upper Main St . Waterville, ME
207-873-0111
Make an advance reservation citing the “Land Rover Group” for the group rate of \$55 (plus tax)/night.

Information Packet w/ list of local services/vendors will be available at the Holiday Inn, during dinner Friday at Cancun, or at Big G's on Saturday morning

Itinerary

Friday (14th)

1700 - 2000 Mexican buffet dinner at Cancun Mexican Restaurant (14 Silver St, Waterville).
2200 - Late night offroading departing from Bruce's House.

Saturday (15th)

0800 - 1000 Breakfast at Big G's (581 Benton Ave, Winslow) A great place to pick up a pack lunch too.
1100 - Off road vehicle inspection / briefing in field behind Bruce's house.
1130 - 1800 Off road trails in groups. All groups meet for pack lunch.
1800 - Dinner at “You Know Whose Pub” (55 E. Concourse, Waterville) or other local establishments
2100 - Late night off roading

Sunday (16th)

0800 - 1100 Breakfast at Big G's (don't forget to get a lunch)
1100 - 1800 off roading
1900 - Dinner at Mainely Brews Pub, 1 Post Office Square

Monday (17th-- for those sticking around)

0900ish- 1100ish Breakfast at Big G's





December 16th, 2013

236th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

December 28th, 2013

Annual Christmas Party

Katana, ON

Organizer: Bruce Ricker

January 20th, 2014

237th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

February 26th, 2014

Annual General Meeting

Location: Barley Mow on March Road, Kanata
6:30 pm

February 14-16, 2014

Maine Winter Romp

Benton, ME

Organizer: Bruce Fowler

www.winterromp.org

February 17th, 2014

238th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

June 20-22, 2014

31st Birthday Party

near Maberly, 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. When OVLR was established as a chapter of ALROC, it was established under various guidelines. 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. This 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 thirty years, OVLR 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, the Events Co-ordinator position organizes the overall 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. Plus any other events that the Executive chooses to hold throughout the year.

Off-road co-ordinator: Responsible for all greenlaning, off-road events and RTV Trials that the club will undertake. This will include everything from jaunts to LaRose Forest to the light off-road and RTV Trials at the Birthday Party.

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.

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

An Advance Agenda for the Annual General Meeting:

February sometime has been deemed by the Burm-abright Gods to include the darkest and coldest evening of the year. A tentative agenda for that evening is as follows:

1. President's Report (including status of the new Federal incorporations Act, Health of the club, other assorted highlights of the year)
2. Events Co-ordinator's Report (summary of the year's events, proposals for next year)
3. Off-road Co-ordinator's Report (summary of off-roading events, successes such as Opeongo et al)
4. Editor's Report (summary of the past year's newsletter and challenges for the coming year)
5. Archivist's Report (status of the club archives, inclusive of the process to put past issues of club newsletter on-line for reference)
6. Secretary-Treasurer's Report (summary of the club's finances)
7. Auditor's Report (How well the Secretary Treasurer has done this past year)
8. Elections (President, Events, Off-road co-ordinators, & Member-at-large) and Appointments (ratifications for the long list of various non-elected positions: Secretary-Treasurer, Newsletter Editor, Website, Equipment, Archivist, Marshal Emeritus, Returning Officer, Merchandising, Auditor)
9. Notice of Motion - By-law changes (if any)
10. List of proposed 2014 Events

General Servicing: Repairs, Humour, Tales & Trivia

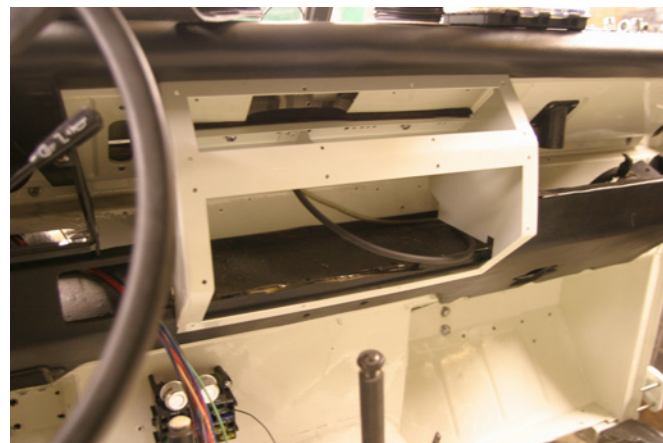
Series II/III/Hybrid Rebuild

by Andrew Hutton

A series of photos of a recent project that I have been working on.



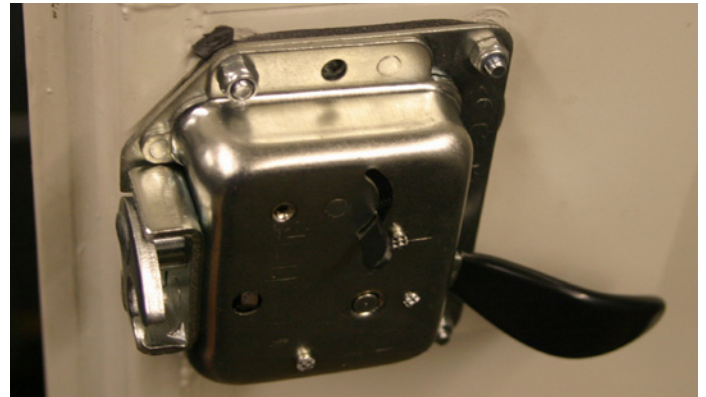
Bonnet underneath



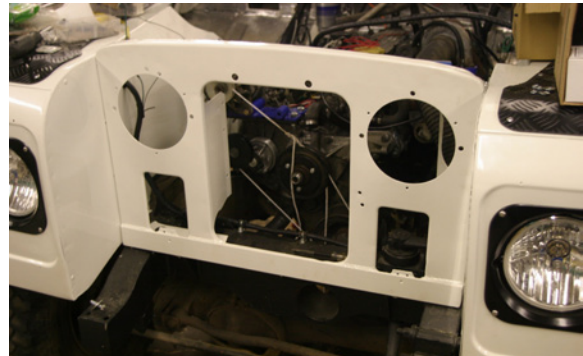
The new Raptor dash test fitted. The dash top has been re-wrapped with new foam and looks brand new.



The intercooler was a particular challenge because the Series steering box sits where the intercooler would usually fit. To get things to fit a large number of custom modifications were needed including to the intercooler input/output ports.



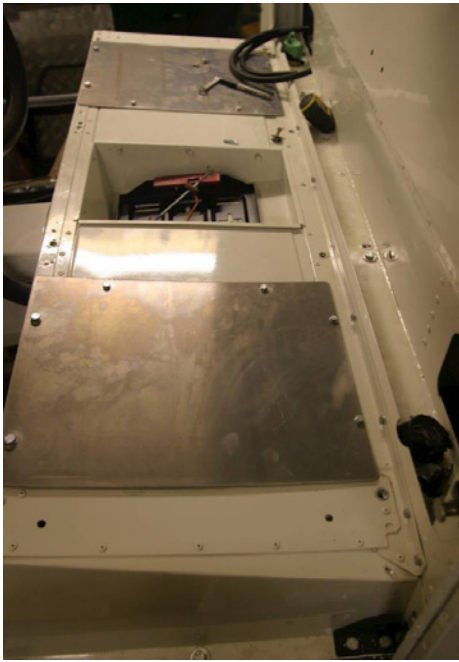
The anti-burst latches look similar but have an alignment plate top and bottom and the chassis side latch has a location wedge that forces the door to align correctly. The old Series style latch is well known for opening on its own when someone drives over a bump; and can be very dangerous in any type of collision. All the assemblies are new.



The front panel is from a Series II, it also provides the majority of the front-end stability. Also, The wing-top chequerplate is in place.



The vents are all connected; roof and door panels aligned but the bottom of the front wing needs additional braces fitted.



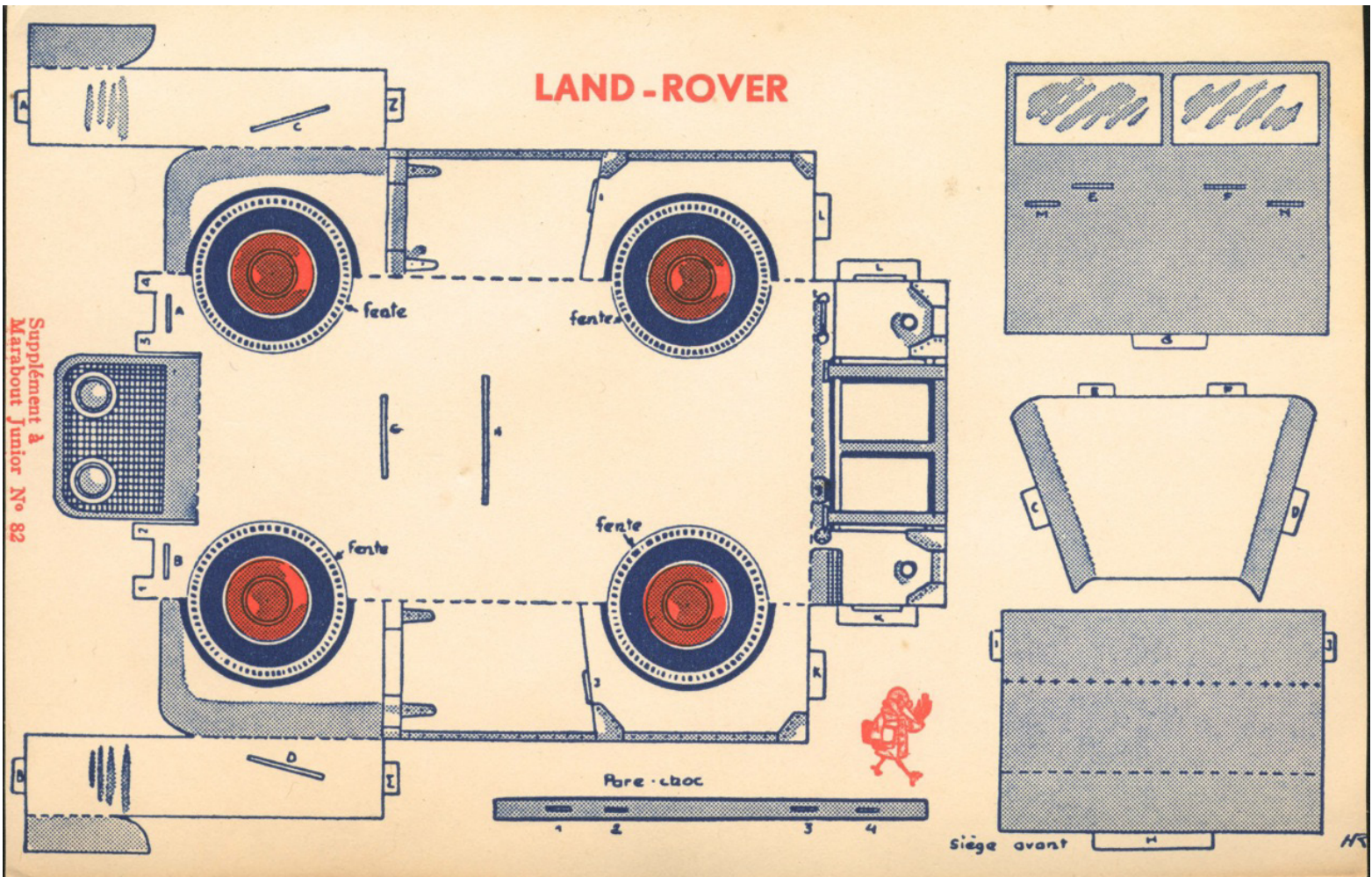
New 3mm aluminium plates fitted using rivnuts to the mostly new seat-box.

The original seatbox was unusable except for the front panel.

The all new exhaust system is fitted and aligned. And the rear door and all door hinges are new.

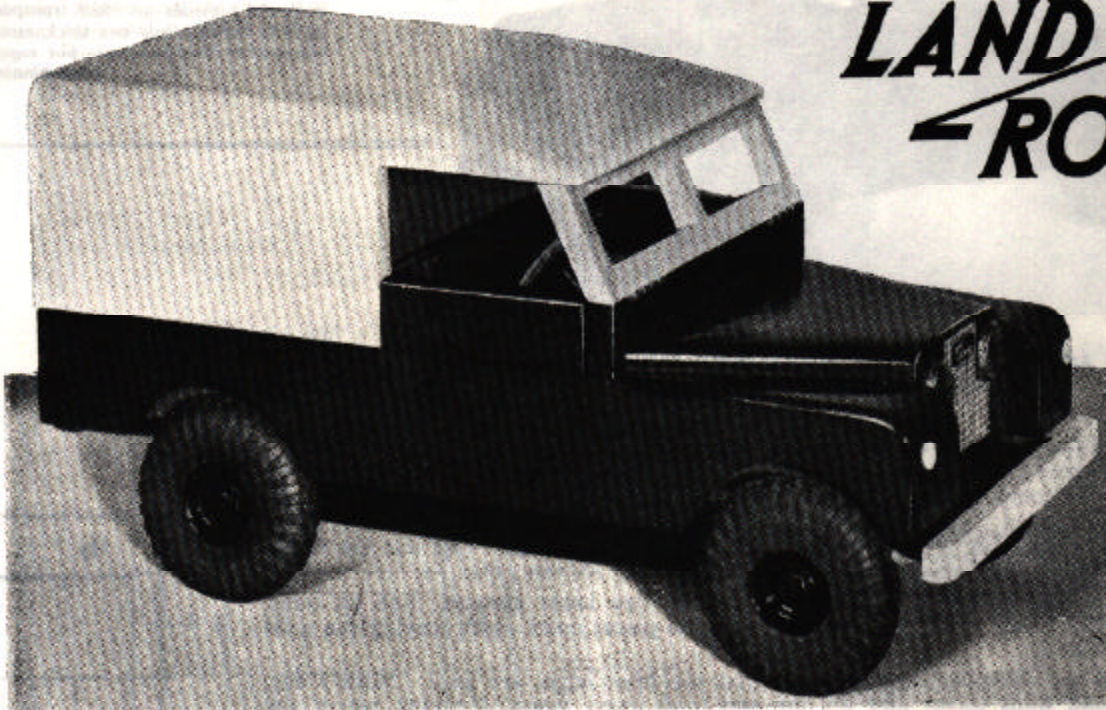


Folding Land-Rover



FULL INSTRUCTIONS for making a simple, realistic toy

LAND-ROVER



CUTTING LIST

	Long ft. in.	Wide in.	Thick in.		Long ft. in.	Wide in.	Thick in.	
(A) 2 Sides ..	1	2	2 1/4	3/8	(S) 3 Windscreen uprights ..	1 1/2	1/4	1/8
(B) 2 Wings (middle pieces) ..	4 1/2	—	7/8	sq.	(T) 2 Windscreen horizontals	6 1/2	1/4	3/8
(C) 2 Wings (inner pieces) ..	4 1/2	1 1/2	3/8		(U) 1 Cover top ..	9	6 1/2	3/8
(D) 2 Wing fillers	1	1	1/4		(V) 2 Cover sides..	9 1/2	2 1/2	3/8
(E) 1 Radiator ..	3 1/2	1 1/2	1/4		(W) 1 Cover back..	5 1/2	2 1/2	3/8
(F) 1 Dashboard..	6 1/2	2 1/2	1/4		(X) 1 Cover front Hardboard ..	1	1	5/8
(G) 2 Seat backs..	5 1/2	1 1/2	1/4					
(H) 2 Side seats ..	5 1/2	1 1/2	1/4					
(I) 2 Side seat sup- ports	5 1/2	1	1/4					
(J) 1 Main seat ..	5 1/2	2	1/4					
(K) 2 Rear (side pieces) ..	1 1/2	2 1/2	3/8					
(L) 1 Rear flap ..	3 1/2	2 1/2	3/8					
(M) 1 Bonnet ..	5 1/2	3 1/2	3/8					
(N) 2 Chassis mem- bers ..	10 1/2	—	7/8	sq.				
(O) 2 Bumper extensions..	3 1/2	1	3/8					
(P) 1 Centre chassis bearer ..	5 1/2	1	3/8					
(Q) 1 Rear chassis bearer ..	4 1/2	1	3/8					
(R) 1 Bumper ..	6 1/2	1	3/8					

Allowance of 1/4 in. has been made in lengths, 1/8 in. widths. Thicknesses are net.

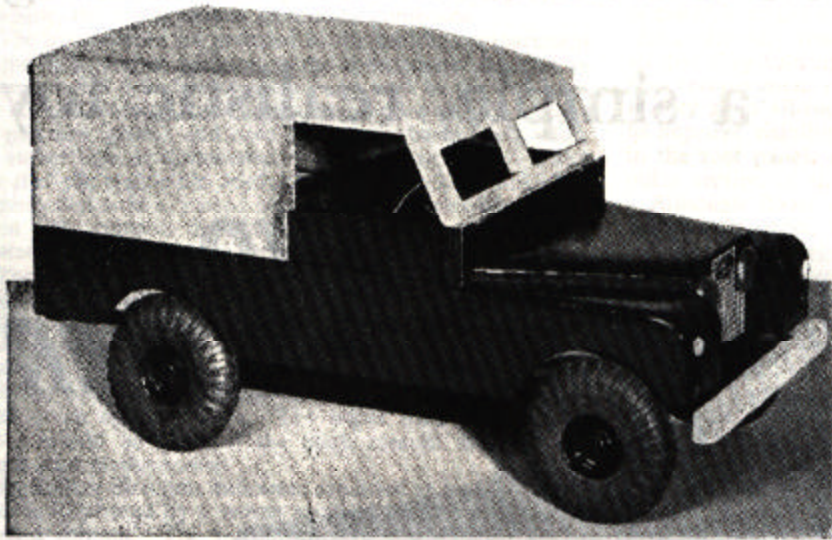
The steering wheel requires a 1 1/2 in. square of hardboard and a short length of 1/4 in. dowel for the column.

Also required are a pair of 1 in. thin brass hinges, a pair of 3/8 in. dia. gliders, four drawing pins (two with red heads, two white), brass countersunk screws, four 3 in. dia. wheels, nuts, washers, and bolts. If rubber-tyred wheels as shown in Figs. 1 and 2 are difficult to obtain, wooden wheels can be shaped with a fret or bow saw from 1/2 in. thick flat stuff. A rubber-tyred effect is produced by planting on a plywood ring and rounding the edges. Alternatively those having a lathe can turn them.

REPRINTED FROM
WOODWORKER
DECEMBER, 1955

REALISTIC TOY

LANDR



Trucks of all kinds appeal to youngsters by special fascination. This toy version of the Land Rover removed provides an ideal transport truck easy to make. Only two thicknesses of tie hardwood. The parts are put together with cross-pinning results

FIG. 1. A STRONG AND ATTRACTIVE TOY WHICH WILL PROVIDE ENDLESS ENJOYMENT FOR A YOUNGSTER

To prevent splitting, guide holes for the nails should be drilled.

Body.—Prepare the two sides (A) and lay them side by side, ends level. By putting the point of the compasses in one piece you can strike the 3 in. diam. wheel arches on the other. The centres of these arcs are $\frac{1}{2}$ in. from the touching edges, $1\frac{3}{4}$ in. from one end for the front wheels and 3 in. from the other end for the rear wheels. Cut out the wheel arches and trim off the $\frac{1}{4}$ in. strips (Z), but do not cut off (Y) at this stage.

Prepare radiator (E) and cut off $\frac{3}{8}$ in. squares at the two lower corners. Nail an inner wing (C) to each side of the radiator and gently ease the pieces apart again leaving the nails projecting from pieces (C).

The front wings are assembled, making sure that the front edges are level. With a file, round over the solid front corner and the top and front outer edges, stopping where the dashboard will fit. Cut off (Y) level with wing filler (D). Finish with glasspaper.

Prepare dashboard (F). Fig. 3. The ends must be stepped to allow it to lap over the sides (A). A $\frac{1}{4}$ in. hole is bored to take the steering wheel column. This enters the dashboard $1\frac{1}{2}$ in. from the right hand end and 1 in. from the top. A $\frac{1}{2}$ in. pilot hole will form a guide for the $\frac{1}{4}$ in. drill.

Replace the radiator (E) between the two wings and add the dashboard (F), nailing through both sides (A) and also through (F) into the ends of the middle wings (B). The bonnet (M) should be rounded with the file and nailed in position as indicated.

Seats.—Prepare pieces (G, H, I, and J). Stand each side-seat support (I) on its edge and nail to each a seat (H), keeping the ends level and the edge of (H) flush with the face of (I). They are fixed to main-seat back (G).

Two shallow grooves are worked in the top and front edge of main-seat (J), giving the appearance of three seats. (J) is attached to (G) by two or three nails.

The seat back (G) is added after planing the lower edge at an angle so that it makes a snug fit with the seat when sloped backwards. The upper edge and front face is grooved to conform with the seat (J).

The whole unit is fixed between the sides (A). The upper edges of seat back (G) and the two sides (A) must be level, the whole being set in from the back $\frac{3}{8}$ in. to allow for three parts which comprise the rear.

Tailboard.—The three pieces (two sides (K) and flap (L)) are shaped along their lower edges before fixing. Flap (L) is pivoted on nails between the rear sides (K). To ensure flush upper edges, measure the position of the pivots from the top of all pieces. Mark a point on the inner edges of pieces (K) and both edges of (L) $1\frac{3}{8}$ in. from the top. Drive panel pins half their length into the marks on (L) and drill corresponding holes in pieces (K). Nip off the nail heads and fit the three parts together. The curve of the lower edges can be worked and the complete unit secured between the sides of the body. To complete the body, add the hardboard bottom (cut to the shape indicated in Fig. 4) using $\frac{1}{4}$ in. panel pins.

Chassis.—Main members (N) are drilled to receive the axles. The axle centres are $\frac{1}{2}$ in. from the top edges, $\frac{7}{8}$ in. from the rear ends and $\frac{1}{2}$ in. from the front ends. Mark both sides of each member, and drill the axle holes half-way through from each side. The size of these holes depends on the type of wheels used.

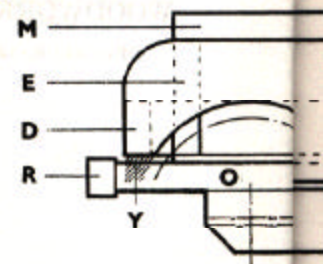
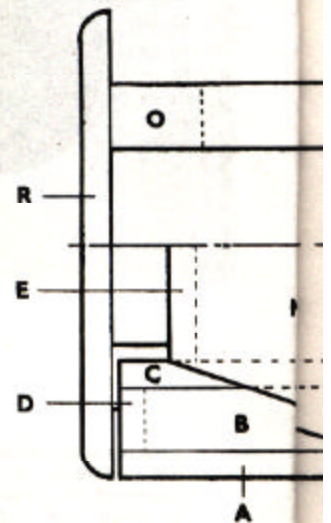


FIG. 3. PLAN, ELEVATION SIDE

ROVER

...s only that looks just like the real thing has a hood which when removed can be used for carrying children's bricks, pebbles, and the like. It is simple to make and requires no special tools or equipment. The method of assembly and construction is described below.

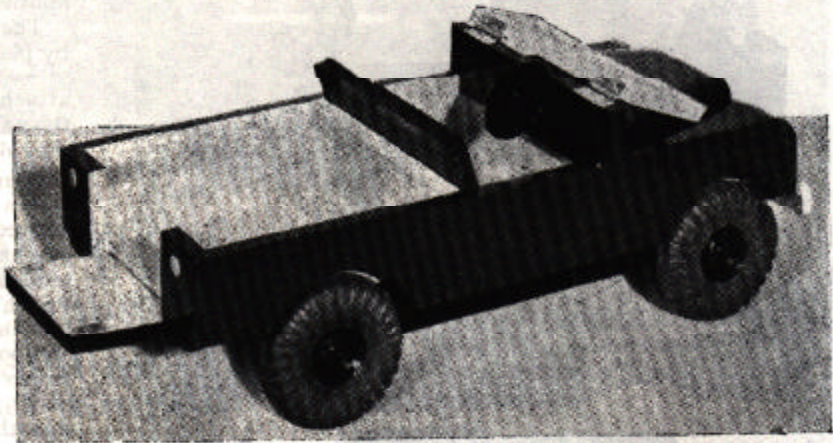


FIG. 2. WITH THE HOOD REMOVED IT CAN BE USED FOR CARRYING CHILDREN'S BRICKS AND THE LIKE

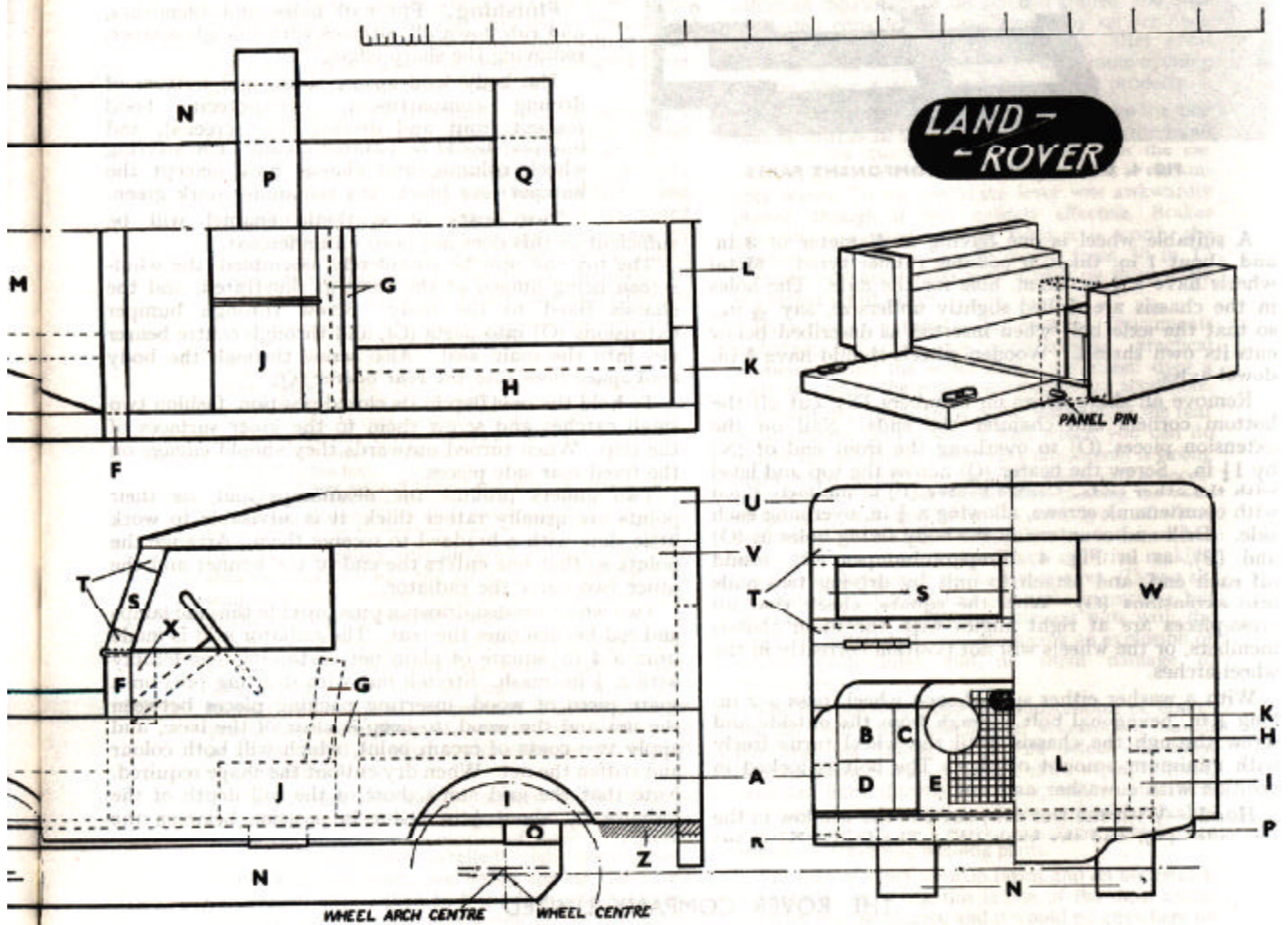


FIG. 3. CROSS SECTIONS. Top right, the Land-Rover sign roughly to scale which can be cut out or copied and fixed to the radiator grille. Below, method of hinging the tail-board. Radius of wheel arch, 1 1/2 in.

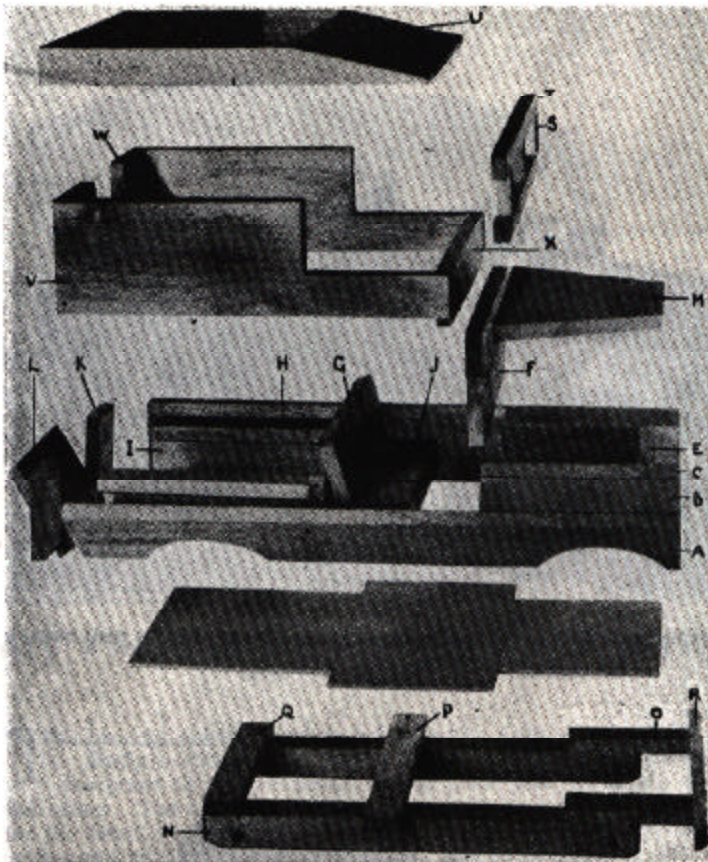


FIG. 4. DETAILS OF MAIN COMPONENT PARTS

A suitable wheel is one having a diameter of 3 in. and about 1 in. thick, if possible rubber tyred. Metal wheels have a $\frac{1}{4}$ in. diam. hole for the axle. The holes in the chassis are drilled slightly undersize, say $\frac{1}{16}$ in., so that the axle bolt when inserted as described below cuts its own thread. Wooden wheels should have $\frac{3}{8}$ in. dowel axles.

Remove all sharp edges on members (N), cut off the bottom corners and chamfer the ends. Nail on the extension pieces (O) to overhang the front end of (N) by $1\frac{1}{2}$ in. Screw the bearer (Q) across the top and level with the other ends. Centre bearer (P) is similarly fixed with countersunk screws, allowing a $\frac{3}{8}$ in. overhang each side. Drill and countersink the body fixing holes in (O) and (P), as in Fig. 4. Prepare bumper (R), round off each end, and attach to unit by driving two nails into extensions (O). With the square, check that all cross-pieces are at right angles with the main chassis members, or the wheels will not position correctly in the wheel-arches.

With a washer either side of each wheel, pass a 2 in. long $\frac{1}{4}$ in. hexagonal bolt through from the outside and screw through the chassis until the wheel turns freely with minimum amount of play. The bolt is locked in position with a washer and nut.

Hood.—With the fret saw, cut out the window in the two sides (V), and the back (W). The front (X) is cut

to fit over the steering wheel column. These four parts are glued and nailed together. Note that the front is stepped down to provide positioning flange for the hood when fitted on the body (the back of the main seat acts as another).

The front slope of the top (U) is obtained by planing. Before rounding over the top edge of each side, drill the holes for the nails and attach the top to the rest of the unit. Punch the nails at least $\frac{1}{4}$ in. below the surface so that they do not foul the file when rounding over.

Windscreen and Steering.—The windscreen consists of three uprights (S) positioned between two horizontals (T). Allow a generous overhang on the horizontals to prevent any tendency for the wood to split when nailing. Punch nails well in so that the plane does not foul them when working the bevels. Plane top and bottom to the angles shown until the windscreen makes a snug fit between dashboard and hood. Trim off the overhang and glasspaper smooth.

The steering wheel is a circle of hardboard screwed to a length of $\frac{1}{4}$ in. dowelling. Do not fit windscreen or steering until all painting is completed.

Finishing.—Fill nail holes and blemishes, and rub down all surfaces with fine glasspaper, removing the sharp edges.

The body load space, sides, and bottom of driving compartment, windscreen, hood (except front and driving side screens), and bumper should be painted cream. The steering wheel, column, and chassis unit (except the bumper) are black, the remainder dark green.

Two coats of synthetic enamel will be sufficient as this does not need an undercoat.

The toy can now be completely assembled, the windscreen being hinged at the front as illustrated, and the chassis fixed to the body. Screw through bumper extensions (O) into parts (C), and through centre bearer (P) into the main seat. Also screw through the body load-space floor into the rear bearer (Q).

To hold the rear flap in its closed position, fashion two small catches and screw them to the inner surfaces of the flap. When turned outwards they should engage on the fixed rear side pieces.

Two gliders provide the headlamps and, as their points are usually rather thick, it is advisable to work little slots with a bradawl to receive them. Arrange the points so that one enters the end of the bonnet and the other two enter the radiator.

Two white-headed drawing pins provide the side lamps and red-headed ones the rear. The radiator grid is made from a 4 in. square of plain net curtaining—preferably with a $\frac{1}{2}$ in. mesh. Stretch out with drawing pins on a spare piece of wood, inserting packing pieces between the net and the wood, to keep it clear of the base, and apply two coats of cream paint, which will both colour and stiffen the net. When dry cut out the shape required. Note that the grid stops short of the full depth of the radiator by about $\frac{1}{4}$ in. Glue in position between the lamps.

THE ROVER COMPANY LIMITED

SOLIHULL - BIRMINGHAM - ENGLAND

An Introduction to Offroad Instruction

By Pierre Ketteridge

[*Pierre is a well-known LRO in the UK who drove a 1952 Series I 80" with a reg plate of ALA 208A (aka "Allah"). He penned this missive for the LRO email list on 7 March 1995 -ed]*

Martin rang up a couple of weeks ago. "Ullo? Pierre? Got a job yet, ya lazy fat f****r?" "Uh, no, not yet, but thanks for the solicitous enquiry anyway". "Look, Pierre, we're short an Instructor for tomorrow's session. Do you fancy stepping in - you'll get paid standard tutor rates, of course".

Martin runs Spectrum 4x4, an offroad driving school and "safari tour" organisation, operating half a dozen Land Rovers at various sites in South Yorkshire. What he was offering was a day as an Instructor at the Sheffield Dry Slope Ski Centre - a testing offroad course had been excavated alongside the artificial ski slope. It wouldn't be easy, Martin told me - it was school half-term, and my charges would be inner-city jd's, persistent offenders mostly. Great. The little *****s had probably been driving longer than I had, and knicking better cars, too. The local authority were paying for this "diversion" - their idea of rehab, probably.

I agreed to do it, reluctantly.

Wednesday morning loomed, ominously. I had to be in Barnsley for 9 o'clock, too. Bummer! Gettin' up when it's still dark, and me unemployed.

At the workshop I hunted around for a SWB 2.25 diesel, something old and underpowered and *slow* (don't usually let kids drive anything else), but Martin explained that all the regular trucks were in bits, or out. "You'll have to take the petrol V8".

Oops.

"Oh, and another thing... the council phoned up - the borstal kids aren't coming, so we've got another group for you. I'm sorry to spring this on you like this, but, they're..... GIRLS".

Oh woe. It got worse... they were 5th form girls - that places them at about, oh, fifteen or sixteen. And there were EIGHT of them! I left Barnsley in a foul, depressed mood, fighting the steering on the big V8 truck, trying to hold it on the road (109" wheelbase, permanent 4x4, no FWHs).

So I got to the Sheffield Dry Slope at about 10:30, and there they were, huddled around behind the minibus, puffing away on half-hidden cigarettes and scowling around with that look that *is* teenage rebellion. Their attire was not exactly, uh, appropriate for a day of mudplugging, but at least they weren't wearing stiletto heels...

[NB It's a strange tradition of Northern English towns and cities that, in midwinter, the youth of our fair (but wet, and bitterly cold) island must take to the streets in the most skimpy clothing imaginable. On a Saturday night in Leeds (or Manchester, or Bradford,

or Newcastle) City Centre you will always find hordes of young girls out clubbing, dressed in the obligatory "bird" uniform - microminiskirt, stockings (or bare legs), cut-away-midriff teeshirt, and a handbag. That's it. Bras are frowned on. A jacket or coat is laughable. The young lads have an ensemble of jeans, loafers and a sleeveless white cotton teeshirt. An arm or leg in a plaster cast is a useful fashion accessory. Projectile vomiting by 1 am is mandatory.]

These girls were attired thus, except it was 10 o'clock in the morning. Oh well. Without further ado, I sorted 'em out into some kind of pecking order, and loaded 'em up.

Interestingly, none of the girls had ever driven before, so the pedals were the main problem (remember, this is the UK, where stick- shift is the norm) and the clutch seemed an alien concept. Keeping their left foot off the brake was the crucial factor, so "legs apart" was the order of the day. You wouldn't believe the number of times I had to dive in and wrench those knees apart to instil "pedal awareness"....

I'd been worried that I'd have trouble as an offroad instructor, but actually, it sorta came naturally to me. I couldn't believe how quickly I picked it up! And the speed at which I grasped the... uh.... contours of the course, and the RIGHT WAY to approach obstacles...

... Hitting the entrance boulder at the first turn, *just so*, with the offside front at *exactly* 12mph, would make Diane lift out of the driving seat, levitate approx 12" and land on the centre console, her skirt rucked up and her left buttock on my unmentionables. This manoeuvre would knock the gearstick into neutral, and I would have to reach between her knees to re-engage. Before lifting her up and placing her back in the driving seat, of course. This ensured that the vehicle would stall, and we'd have to go through the "legs apart" pedal positions again.

... Going over the top on "The Ridge" and slamming down into the flat would propel Samantha forward, and her incredible 38" jubbles right into the nape of my neck, one either side. "Haha, I didn't know Land Rovers had air bags! Hoho! Never mind, are they bruised? Let's try that again, Darryl, I think you need to change the approach angle a bit ... next time, a bit faster, and take the fall line... Sam, sit a coupla inches to the left..." I kept them reassured with my "favourite Uncle Pierre" banter...

... keeping the driver's side window open as we crested the Hogsback maximised side vision, and got Sarah's glorious raven tresses whipping my face, and invading my mouth. "Mmmmm, phlbrt..... argle, yes, yes, that's wonderthuf!, Thara, look ath the ...sphtt... luthly phew from here..."

... crossing the "Stepping Stones" at *just* above the recommended speed resulted in a very satisfying display in the rearview mirror of "Synchronised Boob Bouncing", and the riding up of various cutaway teeshirts with awesome visual FX.

The coup de grace was approaching a steep incline without enough revs. Realising we were grinding to a halt, the lovely lass in the driving seat would floor it, the truck would start bucking and kicking, and I'd have to insist on the diff lock being engaged. By some quirk, Martin had had this installed on the extreme left of the passenger footwell, and being the perfectionist tutor that I am (hah!), I insisted that the girl reach across my lap and engage the thing herself - so she'd learn for herself, of course. Aaaaaaaah.

Funnily enough, the girls all did very poorly, we had to go over the course again and again, and I had to do an awful lot of "hands-on" instruction. Except for Lorraine, that is - she was perfect, she was. Didn't even put a foot wrong, that Lorraine. She was the exception in this group.

Lorraine had the build of a Mountain Gorilla. A large one. "Gorillas In The Mist". Well, "Gorilla In My Midst", anyway. And she was wearing the same sort of getup as the other girls. Euurk! Gross. She had arms like Popeye hanging out of her tent-like teeshirt, and was wearing, beneath the hovercraft skirt, fishnet tights that lent her legs the appearance of well- ripened Italian salami. Her porcine bulk strained at the "Fruit of the Loom" shirt, folds and swatches of blubber hanging down and imparting a hint of "Bibendum", the Michelin Man. Nestling among this glut of cellulite hung her ample dugs, recognisable through the cotton by the saucer-sized nipples which, rather than peeking through, sank back into her flesh like moon craters. Picture, if you will, the "Fat Slags" in "VIZ" magazine.

To give her due credit, her pale skin had a translucent quality, like fine alabaster - if you took a small enough sample area, that is. Expand the area, and her hide looked more like Istrian marble, with blue and purple veins crisscrossing the surface.

Anyway, driving-wise Lorraine was fine. Honest Injun. No intervention needed there. So good, in fact, that I didn't even need to sit in the front with her, but huddled in the back sneaking a quick smoke with the other girls.

All good things must eventually come to an end, so we said our farewells, the girls tripping up and giving me a nice (chaste) peck on the cheek.

Hang on, I just remembered that there were 10 pupils. There *were* a couple of boys on this trip. I dunno, they must have done OK, as I don't remember much about them ;->

Martin said it all went very well, apologised for inconveniencing me with a truckload of "screaming schoolkids", and asked if I would mind awfully if he asked me again sometime. Hmmmm, I wonder... can I take the stress?

He wants me to train up as a guide and instructor for Peak Safaris, and suggested I come out with him next week and explore them. Yeah, I could handle that - and even if nothing else, I should discover some new green lanes....

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13th Annual Guy Fawkes



Starting clockwise in upper left: lifted Lightweight, same Lightweight in action, standing around in the 4th level field, setting up winch lines, Land Rovers in 4th field, SIIA hybrid, Howard's Lightweight, George's RRC, trailer queens (SIIA 109SW, IIA 88 hybrid and RRC), Dave Bobeck hung on a wee rock, Quintin likes to provide ballast, emergency supply of single malt whiskey, LR3/4 tire change, & D90 drops into gully. Photos: Dixon Kenner

Rally, Cherry Valley, NY



Starting clockwise in upper left: Quintin's 80" on the house side, Jarek Maras' Disco II, Rohan de Silva's SIII 109" SW, Debora Sevigney, Quintin Aspin help Dave Bobeck fush his radiator, Ben Smith overseas the birthing process between a D110 and 88", Eric Zipkin and Dave Bobeck admire each other, line of LRs, custom frame job for SIIA/ III hybrid, LR3/4 and Disco II in the mud, Dave Bobeck mightily pulls up Eric Rison's D110, line of Land Rovers, V8 engine now in Dora from 110 (Eric Z. tries to get out). Photos: Dixon Kenner

OVLN Newsletter Index: 2012-2013

Month	Cover Photo	Back Cover Advertisement (pp)
January 2012	Ten Years After (selection of 10 years of covers)	None
February 2012	Renaissance Man -- My Land Rovers and me (Three Series 88s)	None
March 2012	Rovers by the Lock (CCV with Scottish Land Rover Owners Club)	None
April 2012	Cover	None
May 2012	Hibernation is Over	None
June 2012	2012 Birthday Party	None
July 2012	Dave Pell's Series III 109" Ambulance	Old advertisement: 86" (p. 24)
August 2012	Nigel & Russell Dushin on BtN RTV	Old advertisement: early Range Rover (p. 24)
September 2012	Morning Commute: 1951 80" in front of a DC-3 in D-Day Colours	Old advertisement: 1957 Land Rover - The worlds most versatile vehicle (p. 24)
October 2012	Calabog Run, August 2012	Old advertisement: 1959 For the Land Rover - Rover recommended Castrol (p. 24)
November 2012	Cedar Hill Rally	Old advertisement: E. Amelinat & Co. Ltd. (LR components) (p. 24)
December 2012	Guy Fawkes Rally & Bonfire, East Springfield, NY	Old advertisement: Bulldozers and Snowplows, Dale Bull, Snowclear Ltd., & J. A. Cutherbertson Ltd. (pp. 22 & 24)
January 2013	Dormobile under snow	Old advertisement: Dinky Toys - New Land Rover 27d (p. 24)
February 2013	"Bill Nickson has a brown-trousers moment" - WinterRomp	Old advertisement: The Redwing Type FT/7 Fire Appliance (p. 24)
March 2013	A RoverPolo team waits for the starting gun, Bensfold 2012	Old advertisement: Normalair Air Conditioning (pp. 22 & 24)
April 2013	Maple Syrup Rally, a selection of coilers out in the bush	Old advertisement: The Redwing FT/6 Fire Appliance (pp. 22 & 24)
May 2013	Mark Pankhurst at the Spring Tune-Up with Bob Wood's former "galvanised shrine" Land-Rover	Old advertisement: Bushmaster - One ton Powered Axle Trailer (pp. 22 & 24)
June 2013	Kevin Newell crossing Bolton Creek on a pre-Birthday Party run	Old advertisement: Land-Rover with the Bullows Air Compressor (pp. 22 & 24)
July 2013	Brett Storey tows Gareth Lowe's disabled Disco 1 through the Light Off-road water crossing	Old advertisement: The Roadless 109 (pp. 22 & 24)
August 2013	Quintin Aspin tests the tipping point on Bill O'Hara's SIIA 88" (Carlene and Willow Riston worry)	Old advertisement: Lister Sheep Shears (pp. 22 & 24)
September 2013	Do you know this parts horder (Engine condo)	Old advertisement: Firefly Airfield Rescue Appliance (pp. 22 & 24)
October 2013	Kevin Newall and Terry King at the Vermont Overland Rally & Workshop	Old advertisement: The Martin Walker Dormobile Caravan (pp. 22 & 24)
November 2013	Sue in Bruce Ricker's SIIA 109" PU "Sedgewick"	Old advertisement: The Land-Rover with All Weather Equipment (pp. 25 & 28)
December 2013	Sedgewick and Santa greet people at the Christmas Party	Old advertisement: Rotary Snowplow, Rolba Ltd. (pp. 34 & 36)

Month	Centefold	President's Message	Author
January 2012	<i>None</i>	President's Dribble	Bruce Ricker
February 2012	<i>None</i>	<i>None</i>	<i>N/A</i>
March 2012	<i>None</i>	<i>None</i>	<i>N/A</i>
April 2012	<i>None</i>	President's Message (Part 1)	Andrew Jones
May 2012	<i>None</i>	President's Message (Part 2)	Andrew Jones
June 2012	Centrefold - BP line-up & other photos	President's Message (Part 3)	Andrew Jones
July 2012	Centrefold - BP people & Vehicles	Musings from the Throne Room, part 4	Andrew Jones
August 2012	Blacker than Night People & Vehicles	Musings from the Throne Room, part 5	Andrew Jones
September 2012	2012 Evenement Pierre Gauthier	Musings from the Throne Room, part 6	Andrew Jones
October 2012	Centrefold - Scottish Cross Country Championship, Round 5, Drumclog Scotland, September 2012	Musings from the Throne Room, part 7	Andrew Jones
November 2012	Cedar Hill Rally 2012	Musings from the Throne Room, part 8	Andrew Jones
December 2012	Centrefold - Guy Fawkes	Musings from the Throne Room, part 9	Andrew Jones
January 2013	Birthday Parties of the past	Musings from the Throne Room, part 11	Andrew Jones
February 2013	18th WinterRomp, Benton maine	Musings from the Throne Room, part 12	Andrew Jones
March 2013	RoverPolo through the Ages	Musings from the Throne Room, part 13	Andrew Jones
April 2013	Maple Syrup Rally, 2013	Musings from the Throne Room, part 14	Andrew Jones
May 2013	Spring Tune-Up & Openongo Colonisation Trail	Musings from the Throne Room, part 15	Andrew Jones
June 2013	Birthday Party maps	Musings from the Throne Room, part 16	Andrew Jones
July 2013	30th Ottawa Valley Land Rovers Birthday Party	Musings from the Throne Room, part 17	Andrew Jones
August 2013	Blacker than Night People & Vehicles	<i>None</i>	<i>N/A</i>
September 2013	<i>None</i>	Musings from the Throne Room, part 18	Andrew Jones
October 2013	<i>None</i>	Musings from the Throne Room, part 19	Andrew Jones
November 2013	<i>None</i>	Musings from the Throne Room, part 20	Andrew Jones
December 2013	Guy Fawkes Rally, 2013	Musings from the Throne Room, part 21	Andrew Jones

Month	Editor's Greetings	Month	Editor's Greetings
January 2012	<i>None</i>	January 2013	Dixon Kenner
February 2012	<i>None</i>	February 2013	Dixon Kenner
March 2012	<i>None</i>	March 2013	Dixon Kenner
April 2012	<i>None</i>	April 2013	Dixon Kenner
May 2012	<i>None</i>	May 2013	Dixon Kenner
June 2012	Dixon Kenner	June 2013	Dixon Kenner
July 2012	Dixon Kenner	July 2013	Ben Smith
August 2012	Dixon Kenner	August 2013	Ben Smith
September 2012	Dixon Kenner	September 2013	Dixon Kenner
October 2012	Dixon Kenner	October 2013	Dixon Kenner
November 2012	Dixon Kenner	November 2013	Ben Smith
December 2012	Dixon Kenner	December 2013	Ben Smith



"Should the engine fail to start . . . ascertain why."

Event Announcement	Date	Pages	Event Announcement	Date	Pages
Annual General Meeting	January 2012	7	OVL R Events 2013	February 2013	14
Elections, Elections, Elections	February 2012	9	30th Birthday Party information	February 2013	15
Annual OVL R Maple Syrup Rally	February 2012	10-12	2013 Annual General Meeting	February 2013	5-7
Annual General Meeting	February 2012	9	OVL R Events & Birthday Party	March 2013	10
Expeditions Planned: Moab for the National Oct 2012, Canonl Trail (Yukon) August 2012	February 2012	5 & 8	26th Maple Syrup Rally	March 2013	11
MVPA 2012 Alaska Highway Convoy	March 2012	5-6	Birthday Party Merchandising order form	April 2013	9
Rendez-vous British Quebec Car Show	March 2012	6	Birthday Party registration form	April 2013	10
Annual General Meeting	March 2012	7	30th Birthday Party	April 2013	11
Annual OVL R Maple Syrup Rally	March 2012	8	The Annual Tune-Up	April 2013	16-17
Elections!	March 2012	8	Opeongo Colonisation Road & Ghost Town Tour	April 2013	20
29th OVL R Birthday Party	April 2012	6	Birthday Party Merchandising order form	May 2013	9
29th OVL R Birthday Party	May 2012	10	Birthday Party registration form	May 2013	10
All British Car Day	June 2012	23	30th Birthday Party	May 2013	11
All British Car Day	July 2012	9	Blacker than Night	June 2013	8
15th M.O.R.E. Labour Day Rally	August 2012	11	30th Birthday party - Agenda & Activities	June 2013	11
29th British Car Show (Toronto)	August 2012	11	Birthday Party Maps	June 2013	14
Gay Fawkes Rally	September 2012	6	Blacker than Night	July 2013	11
3rd Cedar Hill Classic	September 2012	7-8	MORE Labour Day Rally	August 2013	14
Not-an-oiler	September 2012	8	4th Cedar Hill Classic	September 2013	8
Annual General Meeting	October 2012	11	13th Guy Fawkes Rally	September 2013	9
Christmas Party	October 2012	11	Tis the season for OVL R Awards and Nominations	October 2013	11
OVL R Awards Season	November 2012	8	4th Cedar Hill Classic	October 2013	10
Elections, Elections, Elections	November 2012	11	13th Guy Fawkes Rally	October 2013	10
Christmas Party	November 2012	11	Tis the season for OVL R Awards and Nominations	November 2013	8
Elections, Elections, Elections	December 2012	11	Annual Christmas Party	November 2013	9
Major North American Land-Rover Events	January 2013	18-19	Elections	November 2013	9
2013 Schedule of Events	January 2013	9	Annual General Meeting	November 2013	9
30th Birthday Party	January 2013	10	Elections, Elections, Elections	December 2013	9
Elections	January 2013	11	Preliminary AGM Agenda	December 2013	9
26th Maple Syrup Rally	February 2013	11	Maine Winter Romp	December 2013	8

Event Report	Author	Date	Pages
OVLRL January Executive Meeting	Dixon Kenner	January 2012	10
February Executive Meeting	Dixon Kenner	February 2012	4-5
Rovering with the Scottish LROC	Ben Smith	March 2012	9-11
March Executive Meeting	Dixon Kenner	March 2012	4
Maple Syrup Rally Photos	Dixon Kenner	May 2012	7
Winching and Recovery Demonstration	Dixon Kenner	June 2012	11
Nth annual Tune-up	Dixon Kenner	June 2012	21
Birthday Party RTV Report	J-L Morin & Andrew Jones	June 2012	10-11
20th Oxford Mills Antique Car and Motorcycle Show	Dixon Kenner	July 2012	8
All British Car Day	Dixon Kenner	August 2012	10
11th Blacker than Night	Dixon Kenner & Ben Smith	August 2012	6-9
Hazeldan Cruise Night	Bruce Ricker	September 2012	8
August Executive Meeting	Dixon Kenner	September 2012	5
The Conclave @ the Cove	Dave Bobeck	October 2012	14
August Calabogie Trip	Terry King	October 2012	7-8
Cedar Hill Classic	Andrew Jones	November 2012	14
November Executive Meeting	Dixon Kenner	November 2012	5
OVLRL Christmas Party	Dixon Kenner	December 2012	5-6
Twelfth Guy Fawkes Rally	Dixon Kenner	December 2012	10
Maple Syrup Rally	Dixon Kenner	April 2013	18-19
The Annual Tune Up	Dixon Kenner	May 2013	14
Openongo Trail Trip Report	Terry King	May 2013	7-8
All British Car Day, July 2013	Andrew Jones	July 2013	10
Birthday Party recap	J-L Morin & Ben Smith	July 2013	8
Blacker than Night	Ben Smith	August 2013	6-9
Evenement Pierre Gauthier 2013	Christine Saumure	August 2013	10-11
Lanark Therapeutic Ride Fundraiser	Andrew Jones	October 2013	6
Overland Rally & Workshop in Rockingham Vermont	Terry King	October 2013	7-8
Cedar Hill Classic - or CHC4	Andrew Jones	November 2013	6-7
Cedar Hill Classic - Early Report	Terry King	November 2013	5
13th Guy Fawkes Rally	Dixon Kenner	December 2013	7

Executive Messages	Date	Page
OVLRL Website Forum (soliciting club opinions)	April 2012	5
Thank you for donated items (Birthday Party)	June 2012	9
Thank you to our volunteers!	June 2012	9
New Club members	June 2012	9
Amendments to the OVLRL Bylaws	July 2012	9-10
New Club members	July 2012	3
New Club members	September 2012	3
"Bylaw changes for the January AGM	October 2012	5
New Club members	November 2012	5



"On no account should it fall below the 'L' mark."

OVL R News

Author	Title/Subject	Date	Page(s)
Alan Richer	Al Richer sells 80" to Eric Zipkin, Zippy Tow fetches parts pile (photo)	September 2013	5
Alan Richer	110 Thermostat swap and temp guage wiring	November 2012	6
Alan Richer	Cheap stand for gearbox rebuilding	May 2013	5
Alastair Sinclair	Still working on rebuilding his Series III 88"	September 2012	5
Andrew Hutton	Thinking of building a Tomcat 200 on Disco 1 chassis	September 2012	4
Andrew Hutton	Ongoing projects: 200 Tdi into Series hybrid, swapping D110 wiring for digital bus, D90 build and biodiesel	December 2012	7
Andrew Hutton	Biodiesel operations	May 2013	5
Andrew Hutton	Looking for gearbox parts for LT77	July 2013	5
Andrew Hutton	Pilot bushing has broken up damaging gearbox	August 2013	4
Andrew Jones	A visit to Simon Scuse and his 101FCs	April 2013	5
Andrew Jones	LR3 is dead	May 2013	5
Andrew Watkins	Changing disks and pads on RRC	March 2013	6
Andrew Watkins	Wants a Series	April 2013	5
Anonymous	"Go West Young Man--wait...east, err west" (Peter McGough has headlight issues)	March 2012	7
Anonymous	Time Warp Overland rises to LRNA's North America Heritage Program with a Heritage one	August 2012	5
Anonymous	Photo: 101FC full of parts in Carribean	September 2012	5
Anonymous	Someone forgot to install a swivel seal	November 2012	6
Anonymous	Photo: Dave Pell and a horse	December 2012	7
Anonymous	Alarming Series towing story	December 2013	5
Ben Smith	Addendums to David Place's Warn Hubs article	July 2012	6
Ben Smith	Gives SIIA 109 regular to Bill Fishell and is hauled away	July 2012	6
Ben Smith	Ok from Hurricane Sandy despite 13 day power outage	November 2012	6
Ben Smith	NELRC Meet (North East Land Rover Club)	January 2013	6
Ben Smith	Opinions on the LR DC100 concept sent to LRM editor	March 2013	6
Ben Smith	Land Rovers component numbers do not match chassis number	June 2013	5
Ben Smith	Price comparisons on Series brake springs	October 2013	5
Ben Smith	Is Buying a VW	December 2013	5
Bill Caloccia	Photo: protecting your Land-Rover from aliens	December 2012	7
Bill Caloccia	Working on getting his SIIA 88 running	March 2013	7
Bill Caloccia	Working on his SIIA 88"	December 2013	5
Bill Fishell	Waterpump failure strands Disco 1	September 2012	4
Bill Fishell	Moab or Bust	October 2012	6
Bill Fishell	Photo: SIII 88 broken down on side of road in Moab	November 2012	7
Bill Fishell	Front axle on Disco 1 locks up--accident--totaled	March 2013	6
Bill Fishell	SIII bulkhead project progressing	May 2013	5
Bill Fishell	Series III bulkhead is worse than I thought	June 2013	5
Bill Maloney	Ok from Hurricane Sandy and has lots of firewood	November 2012	6
Bill Maloney	Frame Delivery by Bill Fishell	September 2013	5
Bill O'Hara	Fire destroys home	December 2013	5
Brett Storey	October fall colors photos with Series III 88"	November 2012	7

OVL R News

Author	Title/Subject	Date	Page(s)
Brett Storey	Team Daphne is ready for the Birthday Party	June 2013	5
Brett Storey	Brake issues on way home from Birthday Party	July 2013	5
Brett Storey	More Timberlake adverts with Series	October 2013	5
Bruce Fowler	Fetching an 86" and 80" from Quebec	July 2012	5
Bruce Fowler	On why his RRC is running poorly (cam lobes)	March 2013	7
Christian Spizlfogel	One of first 2013 Range Rovers in Canada	December 2012	7
Christian Spizlfogel	Has sold his Disco and is now Roverless!	October 2013	5
Dave Bobeck	Installs Air Conditioning into his D90	July 2012	6
Dave Bobeck	Land Rover 90 emergency fuse (vice grips)	August 2012	5
Dave Bobeck	Installing a heavy duty radiator into his D90	July 2013	5
Dave Lowe	Lightweight crossmember repairs & grandson's first Land Rover dent	July 2013	6
Dave Lowe	Works on Lightweight, Disco1, Disco 2 and BMW	October 2013	5
Dave Pell	Plans to fix Fergie	April 2013	5
David Place	Hello OVL R Members (wants D90 photos)	March 2012	7
David Place	Western Roundup	May 2012	5
David Place	Photo: three 88"s	July 2012	6
David Place	Two more photos for Warn Hubs article	July 2012	6
Dixon Kenner	Photo: Dixon with new head gasket	February 2012	28
Dixon Kenner	Photo: The Age of Steam makes a comeback	April 2012	8
Dixon Kenner	221st monthly social, report	July 2012	5
Dixon Kenner	Peddling his Dormobile	April 2013	5
Dixon Kenner	More Girling Part Numbers	August 2013	4
Dixon Kenner	Newsletter Trivia	December 2013	5
DixonKenner	Some numbers about the Newsletter	October 2012	5-6
DJ Joltes	Using his Lightweight to haul mulch	July 2013	5
Dusin "dvinny"	Forum discussion on Series III vs. Disco 1	April 2013	6
Dustin Bouchard	Series versus Disco 1 opinoins solicited	March 2013	6
Editors	Birthday Party RTV error corrections	July 2012	5
Editors	YouTube videos from the Birthday party	July 2012	5
Editors	Birthday Party on YouTube: 2006-2012	August 2012	6
Editors	Birthday Party on YouTube: 2006-2012	August 2012	6
Editors	Bylaw changes needed by Canada Not-for-profit corporatations Act	August 2012	5
Editors	Executive Meeting locations	August 2012	5
Editors	Series I for sale (ex-Mike Dolan's)	February 2013	8
Editors	Article: Algonquin Land Claim Agreement in Principle	March 2013	5
Editors	Harry Bligh and a Smart Car	March 2013	6
Editors	J-L has been quiet of late	March 2013	7
Editors	NADA 6 cylnders	March 2013	6
Editors	Web Forum registrations suspended	March 2013	6
Editors	LR pulled over by police due to color not matching records	April 2013	5
Editors	Eric Zipkin turns 40	May 2013	5

OVL R News

Author	Title/Subject	Date	Page(s)
Editors	Bill Fishell and Russ Wilson spotted out at National in Moab	August 2013	4
Editors	Bruce Fowler, Ben Smith, Ian & Olia Trofonova, Steve & Erma Wuhr, Bill Nickson, Gilbert Doyle and Clare Noel spotted near Saint John, NB	August 2013	4
Editors	Atlantic British had a chassis mis-order and some club members jumped on reduced prices	September 2013	5
Editors	Montreal branch is quiet too	September 2013	5
Editors	Please sent in articles	September 2013	5
Editors	Team Daphne is being suspiciously silent	September 2013	5
Eric Riston	Brings 110 to local car show and wins award	July 2012	6
Eric Riston	New tires on girlfriend's 101FC	July 2013	5
Eric Zipkin	DC-3 consumes 100 gallons of avgas/hour	September 2012	4
Eric Zipkin	Working on getting 80" running	September 2012	5
Eric Zipkin	Fleet update (110, Stage 1, 109 and 80")	April 2013	5
Eric Zipkin	Update on barn construction project	July 2013	5
Executive	Executive meeting	January 2013	5
Executive	Exec members met up in Asia on business trips	July 2013	6
Fred Dushin	Attended British car show in Mass	July 2013	5
Geoff Burd	Photo: old and new Series exhaust parts	June 2013	5
Greg Fitzgerald	A new bonnet for his RRC, power steering issues and U-joint issues	July 2013	6
Ian and Olia Trofonova	Many issues with their 110 in New Brunswick	August 2013	4
Jan Hillborn	Crank pulley issue with 300 Tdi in SIIA 88"	August 2013	4
Keith Shukait	Photo: cats sleeping on Dormobile in Morocco	December 2012	7
Kevin Willey	Was off-roading in New Brunswick	September 2013	5
Len Cater	Offroading with Ted Mathews in Minden	July 2013	6
Lori Kennedy	Birds nesting in Land Rover	July 2012	5
Lori Kennedy	Deluxe vent grills and NOS packaging	May 2013	5
Lori Kennedy	Photo: frame and chickens	June 2013	5
Marcus "barjout"	Emissions testing a 300 Tdi	April 2013	6
Mark Pankhurst	Bob Wood's Land-Rover	January 2013	6
Mel Maxted & Kevin	Engagement photo (with Defender)	October 2013	5
Mike Loiodice	Working on brakes on the 88" IIA	July 2013	6
Murray Jackson	Vintage photo: 86" in countryside	May 2013	5
Quintin Aspin	Has tire troubles at the Winter Romp	July 2012	5
R_Lefevre	Photos of Disco 2 off-roading	April 2013	6
Robin Craig	Photos: New xMoD D90 in Ontario	August 2013	4
Rod Steele	Parts dealer near Toronto	March 2013	7
Russell Dushin	Warning, Nigel may need a head job!	September 2012	4
Russell Dushin	Asks questions about his SII pistons and sent head out to a shop	November 2012	7
Russell Dushin	Shop called, head had many cracks	November 2012	7
Russell Dushin	Nigel Woes	January 2013	6
Russell Dushin	SII heads	March 2013	6

OVLN News

Author	Title/Subject	Date	Page(s)
Russell Dushin	Update on Nigel's head	April 2013	5
Russell Wilson	Dormobile is resting	April 2013	5
Russell Wilson	200 Tdi engine	June 2013	5
Russell Wilson	Has some parts on order for Dormobile for 200 Tdi swap	July 2013	6
Scott Wickham	Found old OVLN grill badge cleaning out Series Land-Rover	November 2012	6
Scott Wickham	Helping a friend with a 109" hybrid build	July 2013	5
Spencer Norcross	Power washing his soft top	July 2013	6
TRSS	Photo: Ted Rose Sighting Society	December 2012	7
TRSS	Ted Rose Sighting Society	March 2013	6

Non-OVLN News

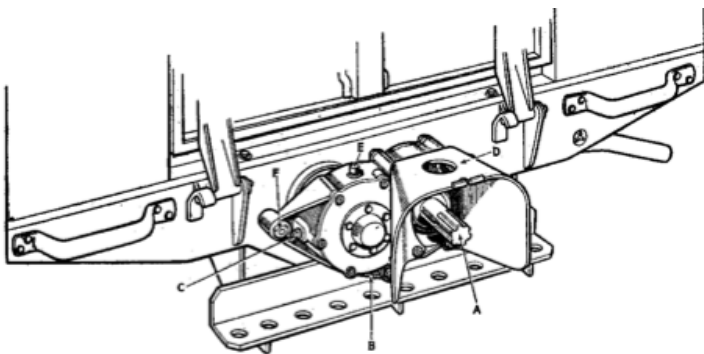
Author	Title/Subject	Date	Page(s)
Jaguar Land Rover	LRNA Adventure North America Program	July 2012	11
Jaguar Land Rover	Don't write to Eric Pagan, LR Traceability--use Heritage Motor Centre	July 2012	11
Jaguar Land Rover	4th Generation Range Rover	September 2012	9
Jaguar Land Rover	Cannon vs Nikon photographers compete for a prize	September 2012	9
Jaguar Land Rover	LRNA sales numbers	October 2012	9
Jaguar Land Rover	LRNA sales numbers (repeated)	October 2012	10
Jaguar Land Rover	2013 Range Rover at Paris motor show, 2013 LR2, 50 years of James Bond	October 2012	10
Jaguar Land Rover	Celebrating 50 years of James Bond	November 2012	9
Jaguar Land Rover	Land Rover photo challenge	November 2012	9
Jaguar Land Rover	Land Rover Winter Test Centre--Minnesota	December 2012	9
Jaguar Land Rover	agreement with Chery Automobile to build LR's in China	December 2012	9
Jaguar Land Rover	Land Rover sales in 2012	January 2013	8
Jaguar Land Rover	Race2Recovery	January 2013	8
Jaguar Land Rover	Land Rover advert on honest car ads	March 2013	8
Jaguar Land Rover	Land Rover sales in Feb 2013	March 2013	9
Jaguar Land Rover	Land-Rover distress signal	April 2013	7
Jaguar Land Rover	Range Rover Sport beats Pike's Peak record	June 2013	6
Jaguar Land Rover	Land Rovers to drive LR4s across U.S. all off-road	August 2013	5
Jaguar Land Rover	Range Rover hybrids take on Silk Road	September 2013	6
Jaguar Land Rover	Investing in Sollihull and creating 1700 new jobs	September 2013	6
Jaguar Land Rover	Range Rover Autobiography Black (limited edition)	October 2013	9
Jaguar Land Rover	1,000,000 vehicles built at Halewood	December 2013	6
Jaguar Land Rover	To build 24,000 cars per year in Brazil	December 2013	6
Jaguar Land Rover	Range Rover Sport sets record crossing empty quarter	December 2013	6
Internet	Land Rover outline with tools on wall	March 2012	6
Internet	Birmabright Brotherhoodl returns	July 2012	11
Internet	Only common part between 1948 SI and 2007 Defender is softtop (301326)	August 2012	14

Non-OVLR News

Author	Title/Subject	Date	Page(s)
Internet	Adding oil to Defender/Disco hubs for bearings	September 2012	10
Internet	Alaskan hunting buggy	September 2012	10
Internet	Front of a RRC chopped to be a grill	September 2012	10
Internet	Photo: Series III 88 rolls at Pacific Coast Rover Club--driver evacuated by helicopter	September 2012	10
Internet	Bob Marley's SIII 109 being restored	October 2012	9
Internet	Canadian source for BSF and BSW hardware	October 2012	9
Internet	Land Rover apps in the Apple App Store	October 2012	9
Internet	HotRod VW Land Rover	November 2012	22
Internet	Land Rover crash caught on video	November 2012	9
Internet	Land Rover long nose	November 2012	10
Internet	Winston Churchill's 80" sold for £129,000	November 2012	9
Internet	Alternative part number: Detroit Diesel==Alpine Green	December 2012	9
Internet	Atlantic British buys British Pacific from Allmakes	December 2012	9
Internet	D.A.P. is for sale	December 2012	9
Internet	Photo: loading small boat with Land Rover in Pakistan	December 2012	8
Internet	Queen's Series III Parade Land Rover	December 2012	8
Internet	x-MoD Land Rovers	December 2012	9
Internet	Land-Rover Advertising in New Zealand	January 2013	7
Internet	LR BBQ	January 2013	7-8
Internet	Penetrating Oils	January 2013	7
Internet	Land Rover Monthly had digital option	February 2013	9
Internet	Land Rover Speed Dating	February 2013	10
Internet	Old television advertising on YouTube	February 2013	9
Internet	Photo from 1960's Boston with a 109SW and LR dealership	February 2013	9
Internet	Photo: More Parking Challenges	February 2013	10
Internet	Photo: Underwater Series III	February 2013	9
Internet	A fictional letter from LR to its fans	March 2013	8-9
Internet	D.A.P. Enterprises is for sale	March 2013	8
Internet	New magazine "Classic Land Rover" due out May 1	March 2013	9
Internet	Photo: 88" race car transporter	March 2013	8
Internet	Photos: Kevin McCartney and Land-Rovers	March 2013	9
Internet	Classic Land Rover Magazine	April 2013	8
Internet	New record 1007 Land Rover convoy	April 2013	7
Internet	Seizures of Defenders in North Carolina	April 2013	7-8
Internet	US Customs Seizures	April 2013	8
Internet	Land Rover depreciation	May 2013	6
Internet	LRNA throwback/retro adds	May 2013	2
Internet	LRNA's FaceBook page has 1,000,000 fans	May 2013	2
Internet	Series themed bar in Africa	May 2013	6
Internet	Tata financial issue delaying Defender replacement	May 2013	2
Internet	Zero Six Bravo (new book mentioning Land Rovers	May 2013	6
Internet	Diesel-electric hybrid Range Rover and Sport in industry rumors	June 2013	6

Non-OVLR News

Author	Title/Subject	Date	Page(s)
Internet	Land Rover's increasing sales in China	June 2013	3
Internet	Land Rovers sales	June 2013	6
Internet	80" from NY auto show in 1950 for sale	July 2013	7
Internet	Graph showing Series and Defender sales	July 2013	7
Internet	Land Rover moving production global	July 2013	7
Internet	U.S. Customs crushed a Defender--video link	August 2013	5
Internet	Hybrid Range Rover at Frankfurt Auto Show	September 2013	6
Internet	Mororing Magazine on the Evoque	September 2013	7
Internet	1st production Range Rover to be restored	December 2013	6
Andrew Finlayon	Vintage photo: SIIA with carvan in near Big Ben	May 2013	6
Brett Storey	A couple set out on expedition in a G-wagon in 1989, 800,000 km later they are still going	July 2012	11
Brett Storey	Piles of crushed Turkish military Defenders--the horror	September 2012	9
Dave Bobeck	All 90/110/127/130 brake towers fit 6 bolt pattern of late SIIA and SIII	August 2012	14
David Place	JC Whitney now has Canadian site	May 2013	6
Dixon Kenner	Round the World 2013 Defender spotted in Ottawa	August 2013	5
Editors	Front crankshaft oil seal is same from Rover cars to Rover V8s	July 2012	11
Editors	Back page advert is first plushie for Newsletter	August 2012	14
Editors	ROAV Mid-Atlantic Rally is cancelled	August 2012	14
Editors	Burmabright was not surplus and used to combat rust according to Arthur Goddard	September 2012	9
Editors	Dart Tournment	January 2013	7
Editors	ROAM off-road is selling hardened half shafts	May 2013	6
Editors	Rover Park Boys/Battle Brothers has closed (Alberta)--Three Brothers Classic Rovers (Ontario) opens	September 2013	6
Editors	Jeeps sell, LR doesn't get it	October 2013	9
Eric Zipkin	Land Rover advert in French requires LROs to wave when passing	August 2012	14
Kevin Kelly	Kids can't fix taillights	March 2013	8
Michele Ballorso	Graphic: Comic of Land Rover in Moab	October 2012	10
Michele Ballorso	Graphic: Comic of Land Rover 109 Regular	November 2012	5
Michele Ballorso	Graphic: Developing an image	December 2012	8
Mike Rooth	Lucas Torpedo	April 2013	7
Murray Jackson	Vintage photo: 86" fording stream	May 2013	6
Sue Rawson	Santana Series III in Cuba	March 2012	16



"Low ratio is used . . . on heavy ground and for heavy pulling."

General Servicing

Author	Title/Subject	Date	Page(s)
Alan Richer	Electric Fan Installation on a Land Rover 110	August 2012	19-20
Alan Richer	Distributor Drive Gears: What have I got and what can I replace it with?	September 2012	11
Alan Richer	Replacement of Disco 1 Outer Rear Wheel Well	October 2012	22
Alan Richer	One of the Benefits of the Tea Break	November 2012	15
Alan Richer	Replacing valve seals in the Rover Diesel Engine - A Tutorial	June 2013	9-10
Alan Richer	Deathwobble in the Series Land-Rover	August 2013	15-16
Alan Richer	In Battery - or what belongs under the seat of your land-rover	October 2013	16
Alan Richer	Paint Curing on Land Rover Parts	October 2013	17
Alan Richer	A Handy Rover Hint - Remounting a brake/clutch pedal single handed	November 2013	24
Alan Richer	Reuse, Repurpose, Recycle	November 2013	24
Alastair Sinclair	Let the Games Begin, Pleasing Progress	July 2012	20-21
Alastair Sinclair	Let the Games Begin: Part 2, Thre Really is Progress	October 2012	18-19
Alastair Sinclair	Article: Let the Games begin: A Rover Update	February 2013	19
Alastair Sinclair	Series III Tree-Damaged Rebuild	May 2013	16-17
Alastair Sinclair	The Saga of the ** comes to a temporary halt	August 2013	20-21
Andrew Hutton	Series rebuild photos	December 2013	10-11
Andrew Jones	Tales from room 101	July 2012	18-19
Andrew Jones	Tales from room 101, part two	August 2012	15-16
Andrew Jones	Tales from Room 101, part 3	September 2012	18
Andrew Jones	Tales from Room 101	November 2012	17
Andrew Watkins	Land Rover Math	May 2013	15-16
Andrew Watkins	The Wrong Cast Iron	June 2013	17
Andrew Watkins	Birthday Party Musing, H&H and 2.25l petrol	July 2013	16
Andrew Watkins	2.25L rebuild part 1: A fist full of con-rods	October 2013	14-15
Anonymous	Barn find (ebay model)	March 2013	16
Anonymous	Article: Lucy the Land Rover	February 2013	17
Anonymous	A confession	April 2013	14
Ben Smith	Bensfold Backlog	February 2012	22
Ben Smith	Grounding Discos	February 2012	23
Ben Smith	Bensfold Backlog	March 2012	13-14
Ben Smith	The First 3,000 Land-Rovers, Part 1	June 2012	14-17
Ben Smith	Bensfold Backlog	June 2012	20
Ben Smith	The First 3,000 Land-Rovers, Part 2	July 2012	14-16
Ben Smith	Bensfold Backlog	July 2012	22
Ben Smith	Book review - SII & IIA Specification Guide	August 2012	16
Ben Smith	Bensfold Backlog	August 2012	23
Ben Smith	Bensfold Backlog	September 2012	19-20
Ben Smith	Bensfold Backlog	November 2012	21
Ben Smith	Land Rover 80" in North America	December 2012	17-20
Ben Smith	Bensfold Backlog	April 2013	21
Ben Smith	Bensfold Backlog	June 2013	20-21

General Servicing

Author	Title/Subject	Date	Page(s)
Ben Smith	Series III Gearbox rebuild	July 2013	17-19
Ben Smith	Bensfold Backlog	July 2013	21
Ben Smith	Bensfold Backlog	August 2013	19
Ben Smith	RoverPolo/Timed Trial	September 2013	12-13
Ben Smith	Racing Land Rovers in Scotland	September 2013	16-18
Ben Smith, Niall Forbes, Bruce Fowler	Rover Polo (Ben Smith, Niall Forbes & Bruce Fowler)	March 2013	14-15
Ben Smith/Dixon Kenner	Article: 18th WinterRomp	February 2013	18
Brett Storey	Timberland Photo Shoot	August 2013	17-18
Bryan Guignard	What goes Crash Bang in the Night?	October 2012	21
Dave Bobeck	Suck Squeeze Bang Blow	August 2012	18-19
Dave Bobeck	The Conclave @ the Cove Photos	November 2012	20
Dave Bobeck	2nd Conclave	September 2013	12
David Place	Series Heater Tips & Fleet Update	April 2012	5
David Place	Series III Wheel Flairs	May 2012	6
David Place	How to Install the Best Locking Hubs Warn ever Built	June 2012	18
David Place	News from the Prairies	July 2012	7
David Place	News from the Prairies (Radio installaion)	August 2012	21-22
David Place	Series II/IIA/III Fan (electric) installation, Part 1	September 2012	14-15
David Place	Electric Fuel pump conversion for Series Land Rovers	September 2012	21
David Place	Series II/IIA/III Fan (electric) installation, Part 2	October 2012	15
David Place	News from the Prairies (testing electric fan installation)	November 2012	18-19
David Place	Article: News from the Prairies	February 2013	16
Dixon Kenner	An evening under the DormieDome, Part Two	January 2012	8-9
Dixon Kenner	An evening or two under the DormieDome, Part Three	February 2012	6-8
Dixon Kenner	More evenings under the DormieDome, Part Four	May 2012	8-9
Dixon Kenner	Winter evenings under the DormieDome, Part Five	June 2012	7-8
Dixon Kenner	Newsletter Archives On-Line	June 2012	19
Dixon Kenner	General Servicing - Under the DormieDome with Lenin, Part 6	August 2012	17-18
Dixon Kenner	Under the Dormie Dome, Part 7	October 2012	19-20
Dixon Kenner	Spot the Differences, part 1	November 2012	19
Dixon Kenner	Spot the Differences, part 1 answers and part 2	December 2012	15
Dixon Kenner	Advertising Land-Rover toys - Dinky from the beginning to the end of the Series IIA	December 2012	16
Dixon Kenner	Under the Dormie Dome, Part 8	January 2013	21-22
Dixon Kenner	The Ottawa & Openongo Colonisation Road (Dixon Kenner)	March 2013	17
Dixon Kenner	Under the Dome with the BGB, Part 1	March 2013	20-21
Dixon Kenner	Poison Ivy & Camping	June 2013	7
Dixon Kenner	Under the Dome with the BGB, part 2	June 2013	18-19
Dixon Kenner	Land Rover Stamps from Africa	June 2013	21
Dixon Kenner	Girling Part numbers (when you really need a rebuild kit now...)	July 2013	14
Dixon Kenner	Trying to buy from Land Rover Fasteners in England	September 2013	14-15

General Servicing

Author	Title/Subject	Date	Page(s)
Dixon Kenner	Some more Land-Rover stamps	October 2013	18
Dixon Kenner	Resurrecting an 80" A Spring Dilemma: Proposal & Decision	October 2013	19-21
Dixon Kenner	Wheel studs & nuts	November 2013	11
Dixon Kenner	Bulkhead replacement - Where to start	November 2013	12-13
Editors	Frame Hoarders	September 2013	10
Editors	OVLN Newsletter Index: 2012 & 2013	December 2013	20-33
Greg Fitzgerald	The Range Rover CSK: Tribute to the King	September 2013	11
Ike Goss	The Bulkhead Issue - How to repair your bulkhead	November 2013	14-21
Internet	Folding Land Rover	December 2013	11
Jean-Jacques Hechler	Article: Renaissance Man - My Land Rovers and me (Jean-Jacques Hechler)	February 2012	13-21
Kevin Newall	Heart Surgery on a 41 year old	May 2013	18
Land-Rover	Full Instructions for making a toy Land-Rover	December 2013	12-15
Luc Zipkin	A Privilege Not a Luxury	August 2013	16
Meccano Magazine	Reprint: New Dinkey Toys (Meccano Magazine, July 1950)	January 2013	16-17
Meccano Magazine	Reprint: Dinkey News - Three new Dinky Toys this month	February 2013	20-21
Meccano Magazine	Old advert - Meccano - "How are the front wheels driven and steered?"	March 2013	19
Meccano Magazine	Reprint - Sahara Safari (Meccano Magazine, September 1970)	May 2013	19-21
Meccano Magazine	Reprint: New Meccano Model - Land Rover and Trailer (July 1955)	September 2013	19-21
Meccano Magazine	Reprint: Operation Cover-up (January 1966)	October 2013	12-13
Mike Rooth	A Friday Story (playing trains)	December 2012	15
Mike Rooth	A Friday Story: The Quality of Diesel	July 2013	19
Mike Rooth	Ada's Disgrace	September 2013	18
Mike Rooth	Yet More Money	October 2013	16
Murray Jackson	Crossword Puzzle	September 2012	22
Murray Jackson	Answers to September's Crossword puzzle	October 2012	3
Murray Jackson	Birthday Party Crossword Puzzle	June 2013	16
Murray Jackson	Birthday Party Crossword Puzzle Solution	July 2013	20
Paul Davids	Importing a Defender 90 to Canada	January 2013	20
Pegasus Parts	SII & IIA Bulkhead Identification	November 2013	22-23
Pierre Ketteridge	An Introduction to Off-Road Driving	December 2013	16-17
Rick Larson	Rules of Convoy Driving	April 2013	15
Robert Davis	A New conversion from Robert Davis: the Mercedes 3L Turbo Diesel, part 1	September 2012	17
Robert Davis	A New conversion from Robert Davis: the Mercedes 3L Turbo Diesel, part 2	October 2012	16-17
Robin Craig	Gearboxes	January 2012	9
Robin Craig	LR 90 Overhaul	March 2012	12 & 14
Robin Craig	D90 Work	July 2012	17
Rod Steele	Where Series Ones still roam	January 2013	15
Rod Steele	Living with a Series 3 in Africa in the mid 70's	March 2013	18
Teflon Mike	A Series III Eulogy	April 2013	15
TeriAnn Wakeman	Some miscellaneous thoughts on engine conversions	November 2013	10

General Servicing

Author	Title/Subject	Date	Page(s)
Russell Dushin	Off with Nigel's Head	October 2012	6-7
Terry King	5th Dimension, part 3 of the Tdi Conversion	September 2012	16
Terry King	5th Dimension--Tdi conversion, part 4	November 2012	16
Terry King	5th Dimension--Tdi conversion, part 5	December 2012	14
Terry King	The Fifth Dimension - Tdi conversion, part 6	January 2013	14
Terry King	Article: Projects in Andrew's Shop	February 2013	22
Terry King	Finding the Path	June 2013	15
Terry King	Replacing the radiator on a Discovery II	July 2013	15-16

For Sale	Date	Page(s)
101FC Ambulance, 101FC GS, 2004 Disco 2 SE7, 2001 Disco 2, x-MoD SIII parts, Disco II parts, 2000 Disco, 1989 110 Hardtop, Breaking Disco 1, 1989 110, 1983 Mercedes G-wagon 280, 2002 Disco II	January 2012 February 2012	11-12 27-28
101FC Ambulance, 101FC GS, 2004 Disco 2 SE7, 2001 Disco 2, x-MoD SIII parts, Disco II parts, 2000 Disco, 1989 110 Hardtop, Breaking Disco 1, 1989 110, 1983 Mercedes G-wagon 280	March 2012 April 2012 May 2012	15 7-8 11-12
101FC Ambulance, 101FC GS, 2004 Disco 2 SE7, x-MoD SIII parts, 1983 Mercedes G-wagon 280, 1964 SIIA Pickup, Disco 2 parts, 200 Disco, Engine and R380 tranny	June 2012	22
101FC Ambulance, 101FC, x-MoD SIII parts, 1983 Mercedes G-wagon 280, 1954 SIIA Pickup, Disco II parts, 2000 Disco, Engine and R380 Tranny	July 2012	23
New 90-110 parts, Range Rover MkIII parts, 1965 SIIA 109" Pickup	August 2012	23
1974 SIII, RR mkIII parts, New 90-110 parts, 1964 SIIA 109" Pickup, Amphibious Land Rover 110	September 2012	23
BF Goodrich AT tyres, 1960 SII 109 SW, 1964 SIIA 109 SW Diesel	October 2012	23
1995 exMoD LHD 110 Hardtop Diesel, 1995 Disco 1	November 2012	23
1995 exMOD LHD 110, 1995 Discovery	December 2012	23
Defender Prototype 130 from Italy and 1995 Disco 3.9 V8	January 2013	23
1995 Disco	February 2013	23
Series parts, wanted 110 parts.	March 2013	23
1963 IIA Forward Control, Series parts, Coiler parts	April 2013	23
1993 defender 110 rolling shell, Disco I, 2.5l petrol starter	May 2013	23
1991 Defender xMOD - Suffield, 1974 SIII 88, Disco2 wheels and rims	June 2013	23
1990 Defender 90 RHD 200 Tdi, 1950 80" "prototype", 1975 101 Forward Control expedition ready	July 2013	23
1989 Defender 300 Tdi, 1998 Defender 110 300TDi SW, Breaking up a 2A NADA	August 2013	23
1998 Disco 1, Free Series Parts, 1970 IIA 88, Three Swries SWB and parts, 1966 109 SW	September 2013	23
1958 Series II 88", 1973 SIII 88", 1987 Defender 110 2.5 diesel NA	October 2013	23
Parting out 1970 Series IIA 88, 1955 Series I, Land Rover SIII 88" 1973, 1998 D90 LHD 300 Tdi, 1956 Series I project	November 2013	26-27
1990 110, 1991 90, 1985 110, 1955 Series I	December 2013	35

SPECIFICATION AND SHIPPING DETAILS

The ROLBA Rotary Snowplough

Performance		
Clearing Width ...	6' 7"	(2.00 m.)
Clearing Depth:		
Normal ...	2'	(1.00 m.)
Maximum ...	3'	(1.50 m.)
Snow Clearing Capacity	300 tons per hour.	
Snow Ejecting Distance	27'—30' (9.00—10.00 m.)	

Technical Data

Cutting Rotors:		
Number ...	2 × 2	
Diameter ...	2' 9"	(0.85 m.)
Revolving speed	abt. 100 r.p.m.	
Cutting Knives ...		
	"Snow-Boy" Mod. 2005 type	
Ejecting Turbines:		
Number ...	2	
Diameter ...	20"	(0.50 m.)
Depth ...	10"	(0.25 m.)
Number of vanes	2 × 3	
Revolving speed	400 r.p.m. at 3,600 r.p.m. engine speed.	
Snow Ejecting Nozzles...	2 (swivelling).	
Plough Gears ...	main plough (reduction) chain case incorporated in plough frame. 2 bevel reduction gearboxes on cutter axle.	
Shear Bolts ...	provided on the 2 shearing pin couplings.	
Snow Plough Hydraulics	2 dual-acting hydraulic rams, one for turning the 2 ejector nozzles, and one for lifting and lowering of the plough.	
Scraper Bar ...	1, metal.	
Skid ...	1, centrally mounted, adjustable, with built-in rollers.	
Detachable Plough trailer wheels ...	standard Land-Rover wheels fitted with 6.00 × 16 tyres.	
Light ...	rear lights, side lights, flashing direction indicators, number plate illumination light and reflectors; wiring and cable with plug to connect to socket on vehicle.	

Dimensions and Weight:

Plough width without trailer wheels ...	6' 7"	(2.00 m.)
Plough width with trailer wheels ...	7' 6"	(2.30 m.)
Plough length ...	approx. 5'	(1.50 m.)
	(from front of cutting rotors to tow hook).	
Plough height ...	approx. 4'	(1.20 m.)
Plough weight ...	approx. 1 ton.	

The Land-Rover Conversion

Performance

Speeds:	
In standard (mechanical) transmission ...	up to 70 m.p.h. (112 km/h)
In additional hydrostatic drive for snow clearing ...	

3 Ranges: infinitely variable from	
0—1 m.p.h. (0—0.6 km/h)	
0—3 m.p.h. (0—2 km/h)	
for heavy duty work	
0—7.5 m.p.h. (0—5 km/h)	
for light duty work.	

Tractive Effort ...	3,330 lbs. low range main transfer box. 1,260 lbs. high range main transfer box.
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Technical Data

Land-Rover:	88" wheelbase regular left- or right-hand drive, petrol model, fitted with 6.00 × 16 tyres and the following standard extras: Heavy duty suspensions, Engine oil cooler, Engine speed governor Truck Cab, Spare wheel on bonnet, Heater/Demister, Extra external driving mirror, Trailer lighting socket and plug, Flashing indicators.
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Engine ...	Rating: 77 b.h.p. at 4,250 r.p.m., 66.5 b.h.p. max. net power at governed speed for ploughing 3,600 r.p.m.
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Engine Governor ...	Engine driven type controlling engine at 3,600 r.p.m. constant (during ploughing).
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Conversion:

Hydrostatic Pump ...	Lucas I.P. 500 variable delivery type driven at two speeds.
Booster Pump ...	Dowty G.P. 1/10 fixed delivery type.
Hydrostatic Motor ...	Hydrostatic Transmissions Ltd. M.1875/C 5-cylinder radial, high torque, low speed unit.
Pipes ...	High pressure wire-braided flexible hose.
Swivelling Seat for Passenger/Operator ...	Seat box cut away down to the floor. Seat fitted which can swivel to face forwards or rearwards.

Additional Fuel Tank ...	Standard fuel tank removed and replaced by two separate 20 gallon tanks, one on each wheelbox. Fuel supply through change-over tap.
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Duplicate Steering Wheel	A second steering wheel positioned on back of cab, with chain and sprocket drive fixed permanently to outside of cab base and concealed under metal cover. Out-put spindle of secondary steering unit coupled to main steering wheel by quickly detachable shaft and universal couplings. Thus, for normal driving the steering system remains as standard.
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Modified Rear window...	Standard truck cab sliding rear window replaced by a single plate of Triplex Safety Glass. Twin windscreen wipers fitted on the cab rear.
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Auxiliary Controls ...	Hand-operated clutch lever for plough. On the other side, speed control. This single control for the flow of variable delivery pump gives full speed range in either forward or rearward direction. Levers for operation of the dog clutches in the transmission and for the selection of high or low ratios in the transfer boxes emerging from the centre seat box. Plough ram control levers directly in front of operator.
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Additional Lights ...	Auxiliary driving lights on cab roof for night-work. Standard Land-Rover 5-pin plug and socket provided at rear of vehicle for lighting services on plough.
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Towing Arrangement ...	2" ball-type coupling fitted for towing the plough. Stabilizer bars between brackets on rear of Land-Rover and plough preventing articulation of plough unit during snow clearing.
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OPTIONAL EXTRAS:

Escape Hatch.
Rotating windscreen for rear window (instead of twin windscreen wipers).
Fog Lamp.
Fire Extinguisher.
Special RUD snow chains.

SHIPPING DETAILS

Overall length ...	approx. 19'	(5.70 m.)
Overall width ...	approx 7' 6"	(2.30 m.)
Overall height ...	approx. 6' 6"	(2.00 m.)
Total weight ...	approx. 2½ tons.	

All Enquiries to

ROLBA LIMITED

88/92 ROCHESTER ROW, VICTORIA, LONDON, S.W.1
Tel: VICToria 4980 Grams: Snowboy London S.W.1

Rovers & Parts for Sale

For Sale: 1990 Defender 110 2.5NA Tithonus Ex FFR



Ex MoD FFR 12v system with extra 24v generator, battery box and wires , vg overall condition. 8600km on the clock since full rebuild (project tithonus defender).

Engine, axles and transmission, body, flooring, seats (Exmoor Outlast), frame, A1. Spare tire mount on hood. Has LR Wolf hard top, full Safety Devices roll cage with mounting points for roof rack and side spare wheel carrier, side mirrors, 5 Wolf HD rims with Good-year G90 7.5/16 @ 8600km, runs great, asking \$20,000

Also Included. Wmik hood basket. Kit for mounting spare tire to roll cage on side and sling. Diff and steering guard. 2 Interior littlelights to be instaled... British MoD release papers available.

Also for sale; identical defender '94 (right hand drive) comes with same accessories as above, needs inspection. Only need one vehicle so one or other must go. Montréal, QC H2T Kijiji: 491748330

For Sale: 1985 Defender 110



Diesel
164000 km
5 speed manual
\$18,000 as is or
\$20,000 cert
call 647 214 2558
Mississauga, ON
Kijiji: 490242654

For Sale: 1991 Defender 90 convertable



Defender 90 Soft Top Ex Military British Truck, Left hand Drive, only 94,000 km 2.5 Naturally Aspirated Diesel Engine Manual transmission 4x4 engine in excellent running order \$15,700
Montreal, QC
Kijiji: 548200885

For Sale: 1955 Series I un-restored

This beauty comes to you fresh from the garage it has been up on blocks in for the last 30 years. It was bought running in good condition 30 years ago, pulled into the garage and put up on blocks with the intention of restoring it, and left, waiting for you! The pictures tell the story, it has not been messed with, only a few parts were taken off, like the mirrors, the hood mount for the tire, antenna and some of the break parts. These were carefully stored and come with the vehicle. The only parts I noted missing are headlight rings and the passenger seat cushion.



43,008 km
Thunder Bay, ON
\$4999.99
Kijiji: 547205848

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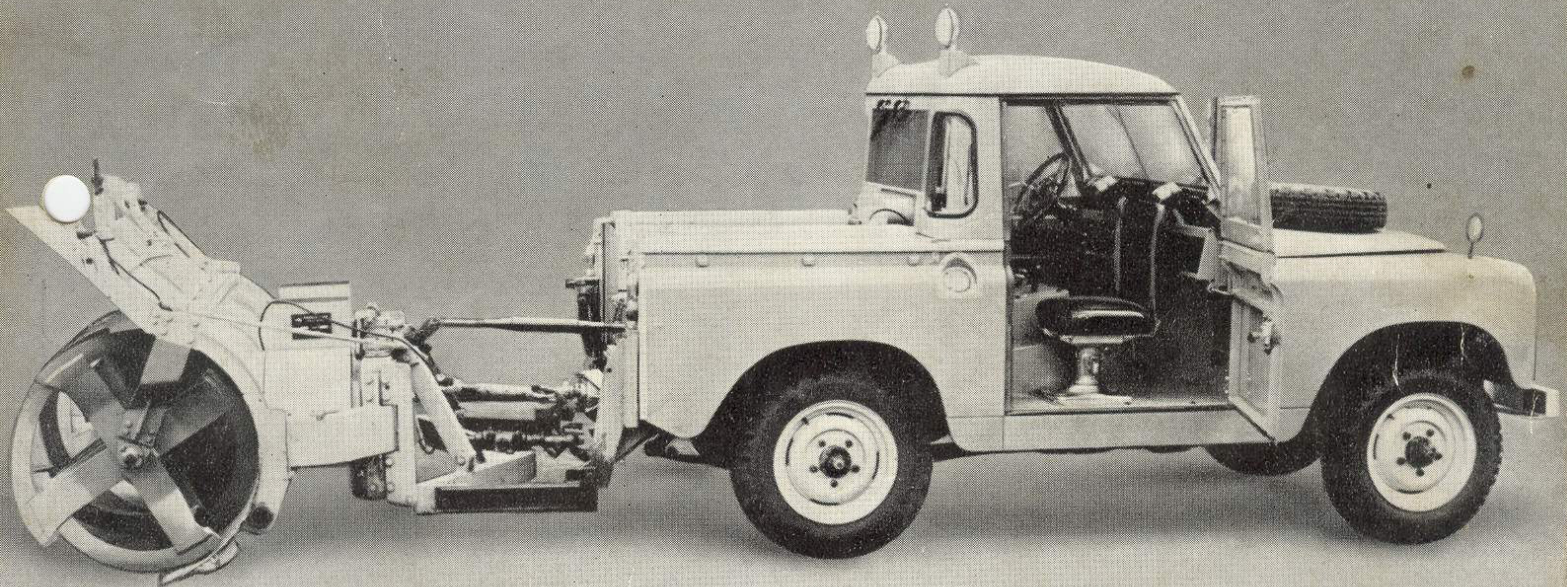


ROTARY SNOWPLOUGH

As approved by the Rover Co. Ltd.



WITH HYDROSTATIC TRANSMISSION



ROLBA LIMITED

88/92 ROCHESTER ROW, VICTORIA, LONDON, S.W.1
Tel: VICtoria 4980 Grams: Snowboy, London, S.W.1

Second page of advert is on page 34