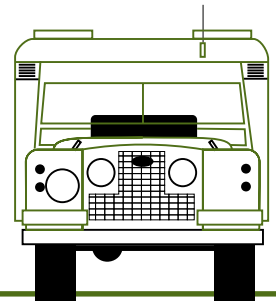


OTTAWA
VALLEY
LAND
ROVERS



January 2015

www.ovlr.org

Volume 32, Number 1

Sankey Trailers



See article and photos on page 6



PO 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:

14.160Mhz @ 01:00GMT Tuesdays

Online

<http://www.ovlr.ca>

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

OttawaValleyLandRovers

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

OVL R Forums

<http://www.ovlr.ca/phpBB2/index.php>

Newsletter Archive

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

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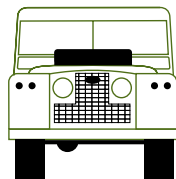
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OVL R Newsletter

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 add 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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Upcoming Events

February 16, 2015

250th Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

March 10, 2015

AGM – Cheshire Cat, Kanata

March 16, 2015

251th Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

June 26-28, 2015

2015 Birthday Party – more informatin to come.



Note from Ted Matthews:

Just a note to let you know that Len's father passed away in the middle of January...

Len Cater—len.cater@pb.com
Our deepest condolences to Len and his family

New Members Wanted!

Invite your Land Rover obsessed friends to join OVLRL!

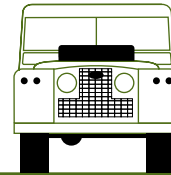
See page 2 for subscription details.

2015 Birthday Party

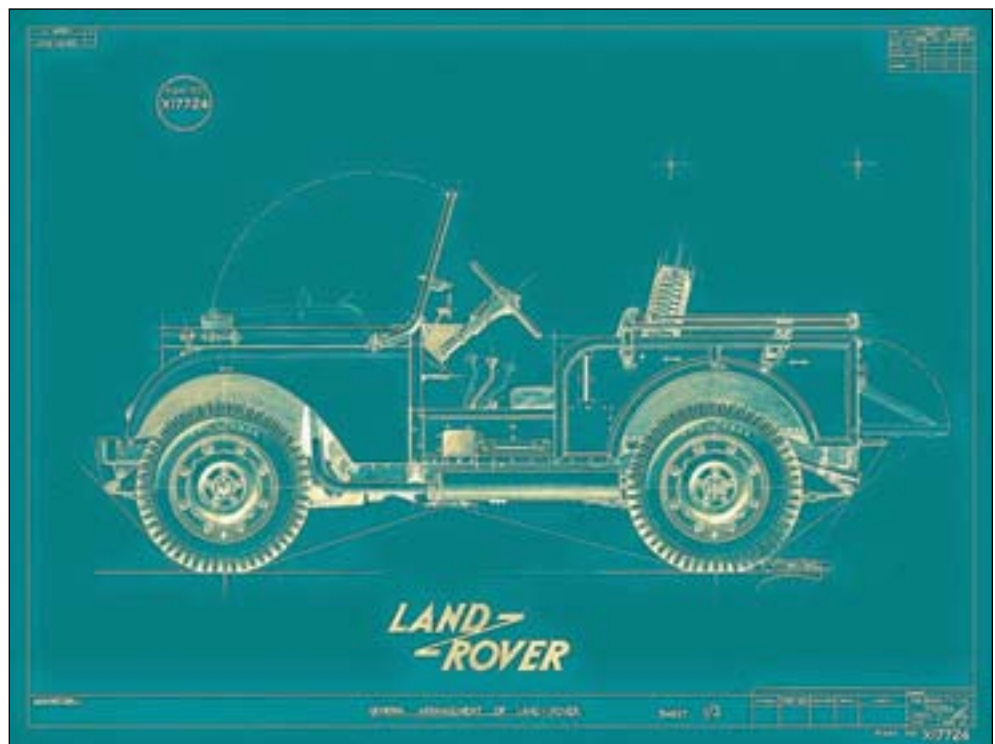
The date for the 2015 Birthday Party is June 26th-28th.

The location will be in and around Silver Lake, so it is safe to book at the Silver Lake campsite if that is your preference.

The Exec are working on contingency plans in the event that the usual main site is unavailable. The situation will be a lot clearer by next newsletter with a final vote at the AGM on March 10.



Andrew Finlayson submitted this image of a blueprint for the original Land Rovers.



President's Message

Hi folks

Welcome to the first newsletter of 2015, written and edited in the frigid temperatures currently being “enjoyed” here in the Ottawa valley – fortunately we have avoided the “Snowmageddon 2015” that has hit our friends on the Eastern seaboard of the US.



Another relatively quiet month in the Rover Room, but I have been able to maintain steady progress on 31HF77. I wanted to get to grips with the fuel systems – especially to determine the condition of the twin fuel tanks. The one under the passenger seat has not leaked so far but did drop some fuel on the floor on initial filling – which suggests that it’s non-too healthy and will need to be repaired / replaced before too long. I removed the tank under the driver’s seat and found it to have a large split / rust hole in the base, so it is definitely not going back onto the vehicle. So I have put some feelers out to look for replacements.



I took the opportunity to fire it up and had it running for a good 25 minutes just to circulate the oil and get everything warm. Am really looking forward to driving it for real....

In addition I repacked the rear wheel bearings and replaced the oil seals, scraped and then painted the front and rear axles, before turning my attention to the bulkhead. This is in good condition, only needing some surface rust removing around the foot-wells, vents, and top of the dash, before being painted with POR 15.



I have updated my needs / wants list with 3Brothers and expect to receive a mixed package of bits and pieces within the next couple of weeks.

Latest jobs completed at the weekend include, stripping / cleaning and reassembling the brake pressure splitter valve, and freeing off, and adjusting the parking brake: Which completes the work on the brakes – other than filling the system with DOT 5 fluid and bleeding it and the clutch hydraulics. I have started to transfer the pioneer tool mounts from a very used looking tailgate to a much better condition item that Bruce provided with the vehicle. Bruce and I also made the pilgrimage to the local Service Ontario “shop” and did a successful transfer of ownership – nice to get the paperwork in order.

My next task – and thanks to Andrew F for providing a lead to follow – is to get some paint – NATO Green and Desert Sand: Plus the right shade of olive drab for the 101. Painting the trucks is the part I’m really looking forward to, as I want to return both the Series 3 and 101 to their in-service colour schemes.

... continued on page 5

President's Message *(continued from page 4)*

Speaking of the 101 – I took it out for some much needed exercise – having cleared the snow from the exercise track. All went well except for it developed a

mystery “clonking” noise from the driver’s side front corner – traced to the rubber bushes in the top of the shock absorber having disintegrated and fallen out:

Another item on the 3Brothers list....

All of this is keeping me mostly on track to have the two trucks serviceable and ready for the 2015 season, but there is still a lot to do, including fixing the oil pump leak on the 101.

Elsewhere in the NL you’ll find a notice advising dates for the Birthday Party and a host of other interesting stuff: Thanks once again to all who have contributed material for inclusion, and to Terry King for putting it all together.

That’s all for now

BEST REGARDS
ANDREW



SUBMITTED BY ROBIN CRAIG

Original maker was Steyr of Austria and the model is the Percheron. This one is a licence build pre production prototype made by the then UTDC in Kingston (now Bombardier).

In Canadian Military service it is called the HLVW. Or heavy logistical vehicle wheeled, 10 tonne truck.



Sankey Trailers

ARTICLE AND PHOTOS BY ROBIN CRAIG

Recently this wide track 3/4 ton trailer made by Sankey came up for sale locally. They are unusual in this kind of condition.

These trailers have been coming out of the British Army Training Unit Suffield otherwise known as BATUS.

Most of everything that comes out of Suffield is well used and has character only of a class that a real estate agent would appreciate.

Usually they have been pushed and pulled and overloaded and rolled and driven into and flogged.

Of all the military trailers around on the market in the size range for a Land Rover these are far and away the best for many reasons.

First of all they have a tail gate. The early versions did not.

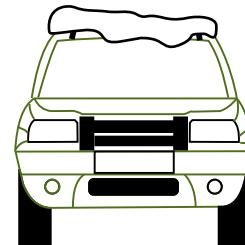
They have an adjustable hard non pneumatic jockey wheel that is very robust. No other trailer can be moved around with such ease as these are. A small amount of tongue weight and they glide.

When you want to park them they have drop legs at the rear that turn the whole trailer into a stable platform. Many people use them to cook on the bed once the tailgate is down.



The one mistake people make about the wiring and electrics for the trailer is that NATO does not mean it connects and works properly with every other NATO plug.

The subtle difference is that the North American military vehicles use the same bulb for the turn and stop lights. The Land Rovers have a separate bulb for each function.



1998 Defender, 300Tdi, manual to be in my stable come spring - TK

Photo Caption Contest

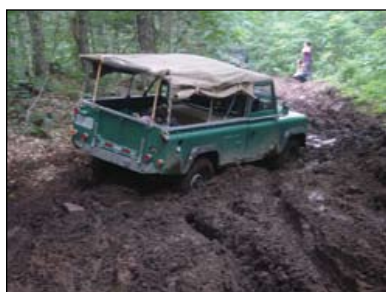
Members are encouraged to submit photos and our readers will suggest captions!

This month's photo was submitted by Robin Craig.

Captions should be submitted to: terrycking@rogers.com

People are encouraged to submit photos for the coming months.

December Caption Contest Results



ENTRIES FOR DECEMBER
(JUDGED BY TED
MATTHEWS)

*(ed: this photo must
have struck a nerve
because we were
flooded with entries)*

The Winner

Linda Scott: 'Obviously, my personal calculations re truck maneuverability/capability vs density of mud were slightly off.'

Runner-up:

Sean McGuire: 'I hope the sandwiches show up soon.'

Runner-up:

TK: 'I should have turned left at Albuquerque.'

Honourable Mentions (in the order we received them)

K.Newell: 'Waddaya mean?... you can't find the keys!!!!'

Naji Mhanna: 'Keep it there...next spring it will be good fertilizer for the forest ;)'

Clive Shepherd: 'I'll just park here until they get the Jeep out of the way.'

Peter Wood: 'As fast as necessary only gets you so far...'

Garth Tourangeau:

1. "Thank God for CAA Plus"
2. "I can feel the All-Terrain tires grip.....gripping down!!!"
3. '.....and they said the trail was a little soggy.'

Speedies:

Charlie's caption: 'It's better than being stuck in traffic.'

Laura's caption: 'The Leigh bros. must have bought a Land Rover.'



Linda Scott:

1. 'did someone say there was mud up here?'
2. 'I didn't think there was that much mud.'

David Pell:

1. 'Rubadub dub there is mud in the tub.'
2. 'pre-wash run :) getting ready for the clean any car for 5 dollars.'
3. 'Green and clean'

Andrew Jones:

1. "I know a shortcut to the pub", you said. "It's all on the GPS", you said. "We'll have time for an extra round", you said. ...that was yesterday – now what?
2. 'Bruce said that this track would be a piece of cake...! Maybe for a Series truck, but not for these new-fangled Plushie Defenders....'
3. 'I think we've bottomed out on top of that Jeep that tried to get through ahead of us'

AFinlayson: 'I am sure that CAA will give us a tow out. They said they could be here in 15 minutes or so.'

Robin Craig: 'Take one long wheelbase Land Rover, plant in mud with some water, let sit for 20 seconds, that's how the Spirit of Land Rover ownership is best enjoyed.'

Thanks for playing everyone! TK

Farewell to the king of the off-road, the Land Rover

THE NATIONAL, UNITED ARAB REPUBLIC

It was a rough, tough, no-frills, four-wheel-drive bruiser, conceived as a farm vehicle by a British car company emerging battered and bruised from the Second World War.

Nobody, least of all Rover, known in the 1930s for its upmarket saloon cars, expected the cheap-and-cheerful Land Rover to last.

But last it has. When Indian owner Tata Motors finally kills off the Land Rover Defender later this year it will mean the end of the road for an iconic vehicle whose lineage can be traced back to 1948.

“Britain was in a terrible recession and the company needed to earn export dollars,” says Mike Gould, former Land Rover brand manager.

“The company turned to the Land Rover as something they could sell as a utility vehicle, to the farming market and overseas, and earn American dollars through aid programmes.”

From the outset, the Land Rover was an endearingly back-of-the-envelope kind of vehicle. Rushed into production over the winter of 1947-48, the first sketch was drawn with a stick in the sand near the Welsh holiday home of Rover’s engineering director, Maurice Wilks.

But conceived as a stopgap to kick-start car production in a time of austerity, the Land Rover quickly became an industry phenomenon.

In 1948 Rover sold just 1,758. The following year, thanks in part to its adoption by the British armed forces, more than 12,000 Land Rovers left Solihull. By last year the company had sold more than two million Series I, II and III and Defenders.

The secret, Mr Gould believes, lay in the appeal of the Land Rover’s uncompromising devotion to function over form.

“When I was brand manager (in the 1990s) we had a concept to replace it with a vehicle based on the Discovery platform, which would have had more cabin space and been a good-looking vehicle,” he recalls.



But the plan was scrapped, partly as a result of customer feedback.

“One of the most telling comments was made in France,” recalls Mr Gould. “The loose translation was that the Land Rover ‘speaks its vocation’ — in other words, it does what it says in the tin.”

The Land Rover has stubbornly declined to move with the times. In 2012, when the Defender underwent its final upgrade, Autocar magazine lovingly celebrated its shortcomings.

The driving position remained “cramped”, its “tiny, flimsy” windscreen wipers were “awful by modern standards”, the interior trim was “dreadful” and the incongruous chrome running boards were “one of the few remotely style conscious elements”.

But Autocar concluded there was no point in comparing the Defender to any other car. This was a vehicle “for farms, outbacks, jungles and deserts”, capable of tackling a 45-degree slope — forwards or backwards — and wading through water half a metre deep.

In the 66 years since it first rolled off the production line in the British Midlands, the Land Rover has won the hearts of everyone from farmers to royalty.

“It has been a love affair,” admits Matt Prior, road-test editor for Autocar.

At work, Prior has driven the world’s fastest and most luxurious cars. But at home, the family car is a Land Rover Defender — and it’s not immediately clear why.

... continued on page 9

Farewell to the king of the off-road *(continued from page 8)*

“It’s slow, it’s noisy, we do 15,000 miles a year in it, which is far too many, it’s uncomfortable and quite thirsty,” he says. “But we love it to bits.”

Diehard enthusiasts such as Prior are attracted to what he calls the “purity” of a vehicle designed to be hosed out, rather than “It was born out of a very straightforward principle and has never carried more mass and fripperies than it has needed to do the job, and that appeals a lot, especially as cars get more complicated,” he says.

The cramped, cold, noisy, boxy workhorse struck a chord right from the off, and in all the right places.

When the newly crowned Queen Elizabeth II embarked on her first tour of the Commonwealth in 1953, a Land Rover Series I went with her. Today, Her Majesty still drives a Defender over the challenging terrain of her Balmoral estate in Scotland.

Like many countries around the world with an historic relationship to the UK, the UAE has a soft spot for the Land Rover, which can claim to have played a significant supporting role in the foundation of the nation.

Quickly adopted by the British army for use in inhospitable climates and landscapes around the world, Land Rover first came to the future UAE in 1951 as the vehicle of choice for the Trucial Oman Levies, the Sharjah-based force set up by the British to protect the borders of the emirates.

In the road-free days of the embryonic UAE, the vehicle quickly became the transport of choice for everyone from fishermen to royalty.

In the years before the foundation of the UAE, Sheikh Zayed relied on a Land Rover for his regular excursions to far-flung desert communities — a partnership commemorated by the Land Rover that has pride of place in the courtyard of the Al Ain Palace Museum, home to Zayed until he became Ruler of Abu Dhabi in 1966.

The Land Rover was also the natural vehicle for oil companies when exploration and production took off. Ferrying oilmen and their gear to and fro across the desert, it played a key part in helping Abu Dhabi to tap into the vast wealth that lay beneath its sands, and which would transform the country beyond recognition.

One mystery is how the archaic Land Rover, with as many failings as charms, has managed to survive all these years as the company passed through several owners, including British Leyland, British Aerospace, BMW and, as Jaguar Land Rover since 2008, Tata Motors.

After all, when it comes to such concepts as precision engineering, “the Defender defies description, really,” says Gould. “If you look at the way it’s built, the dash and the rear body are put on to the chassis and then all the other bits and pieces fill in the gaps, basically.”

Such haphazard precision, unsurprisingly, irked BMW, but the Land Rover somehow managed to outwit its new owner’s attempts to impose Germanic efficiency.

“BMW tried to bring in their own method of quality control, which plays a lot on fit and finish of panels, and the Defender simply couldn’t get anywhere near it,” recalls Gould. “So in the end it had its own quality standards.”

Over the years, the family has grown, each new model sprouting refinements that have taken it progressively further from its roots — the Range Rover, first introduced in 1970, followed by the Discovery (1989) and the Freelander (1997).

The original Land Rover was relaunched and renamed the Defender in 1990, but it is in this line of the family, says Gould, through which “a complete line of mitochondrial DNA runs”.

The last really big change was in 1983, when — to the horror of purists — the Land Rover acquired coil-spring suspension, “but although the vehicle has changed engines a few times the heritage is complete all the way back to 1948.”

A “replacement” may be in the wings — the company has released images of something it calls a Land Rover Defender 100 Sport — but it’s more closely related to a Transformer toy than the original.

“It’s a bit like the latest Mini or Volkswagen Beetle, or Fiat 500,” sniffs Autocar’s Prior. “It’s that sort of caricature, which is fine. But it isn’t a Land Rover.”

Few doubt the real Land Rover could bounce, grind and climb its way far into the future — thanks to rustproof aluminium panels and a galvanised chassis,

... continued on page 10

Farewell to the king of the off-road *(continued from page 9)*

models built in the '50s are still on the road, and there is surely a realistic prospect of some Land Rover, somewhere, in about 2050 eventually becoming the first car to be in daily service for 100 years.

In the end, though, economic reality has brought the Land Rover to the end of the road. With no room even for airbags, modern safety and environmental regulations have proved to be a hill too steep.

Heavy reliance on hand-building has also priced it out of a market now dominated by modern, Japanese rivals, complete with creature comforts.

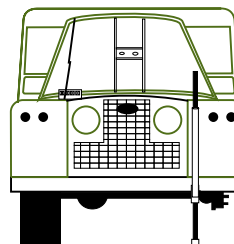
Nothing, perhaps, better captures the incongruity of the Defender's defiant existence in the modern world than the images currently promoting the modern Land Rover range on the company's own website.

Photographed in a desert location, with the towers of Dubai clearly visible in the distance, is a parade of six vehicles. At the head of the convoy is the luxurious

Range Rover, followed by the Range Rover Sport and Evoque, the Discovery, the new Discovery Sport and the Freelander 2.

And there at the back of the pack, its shape and lines gloriously out of place, trails the Defender, looking for all the world as though it has driven accidentally into the picture through some kind of rent in the fabric of time.

Source: <http://www.thenational.ae/uae/heritage/farewell-to-the-king-of-the-off-road-the-land-rover>



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Tel: 613-744-5500 Fax: 613-722-6868

Conception of a legend— Defender in the sand at Red Wharf Bay

All rights reserved by Land Rover

SUBMITTED BY K. NEWELL

The video can be seen here:
<http://youtu.be/4roB2KHK3PE>



In 1947 two brothers drew a vehicle in the sand.



In 2014 six defenders returned to that beach.



With the help of an architect and chains...



They made this drawing, seen from above.

Rovers & Parts for Sale

WANTED

I am looking for a Series 3 windshield wiper dash cover piece, and the steering column upper cover (the plastic one) as well as an alternator bracket for the same.

Any questions please email Sean McGuire at oldguns@rogers.com

Jan2015

FOR SALE – ROOF RACK FROM 110

It's a full size rock of half-inch galvanized steel. The sidewalls are about 8 inches tall. It has a ladder, hi lift Jack mounts, and an 8 foot roll down awning inside of an aluminum case. It also has a small low power solar panel and the back end of the rack is cut out to accommodate a fold out rooftop tent. I have the cut out key which can be reattached with hinges or welded back on.

I'm asking \$1000 firm for everything. Pick up only, located in Don Mills.

Rick Firth <rfirth@rogers.com>

Sept2014

LAND ROVER PARTS: SOME FOR SALE AND SOME ARE FREE

Clearing out Rover parts collected over the years and have no further use for.

Series 3 / 2A / 2 Transmissions. The 2A is of a 6 cylinder with 6 cylinder bell housing. All have transfer cases. Used diffs from series L/R 2 Range Rover Diffs.

1 Complete Range Rover front axle assy. (with hubs @ diff)
R/R Gas tank. A 2A L/R Gas tank.

A 100 litre gas tank made to fit on the floor of Land Rover. At the time, diesel was hard to find so had tank made up.

Home made Series tailgate.

2 1/4 lit L/R engine. Free for the taking. Needs rebuild.

1991 Range Rover electricals. (Free)

1 set of wheel chains fit 7/50 16" tires.

6 1991 R/R wheels with tires mounted.

4 L/R 16" rims 2 with tires from a 2A. 2 of a S1. no tires.

4 Land Rover Workshop Manuals. Book 1 & Book 2 for Series 2 & 2A

1 Parts book for the 2& 2A. One other 2/2A manual.

1 Range Rover Workshop Manual. Publication # WM US A01. This manual comes in a 4 ring binder. It's a big book, around 1 1/2 " thick.

Assorted Land/Rover books. Would send a list if interested.

Contact: Peter Thomson PH 519 9221536.

Email: typan_2@yahoo.com

Oct2014

FOR SALE

ARB Safari snorkel kit for Disco II (model SS395HF). Complete with all parts and cutting template. Never installed, new condition. Asking \$300 obo.

Genuine LR OEM rail grabber (roof cross bars) for Disco II (2000-2003). Like new and comes in original nylon storage bag, part STC50175. ASKING \$220 obo.

Genuine LR OEM roof cross bars for late model Range Rover (absolutely doesn't work for a LR3 :(. Like new in storage bag with 4 keys. Part VUB503330 . Asking \$200 obo.

Contact Liam at tlcox@pacificcoast.net or 613.831.7106

Jan2015

FOR SALE

Large Brownchurch roof rack for sale - fits D1 and D2s. I have a Disco 2 and bought it for a trip. Used it once.

Gathering dust. Do you know anyone who might be interested? May be a good base for a roof tent... ?

See <http://www.roversnorth.com/ProductDesc.aspx?code=LD91NL&type=3&eq=&key=it> for pictures/info.

Asking \$600

Pete – Tel: 416-436-2087

Sept2014

FOR SALE: LAND ROVER DISCOVERY

Excellent winter car. Last of the real Land Rovers with live axles and coil springs.

Low window line gives great visibility. Land

Rover full time

4wd with ETC, Hill Descent etc. Upgraded Old Man Emu 1.5" medium duty rear and heavy duty front springs.

Heavy duty winch bumper. Superwinch winch around 12 mths old. Wide coverage rock sliders - galvanized. Nokian WR snowflake winter rated All Weather tires. Battery new this year. Centre diff lock (2004 cable installed).

See on Autotrader: http://www.autotrader.ca/a/Land+Rover/Discovery+Series+II/TORONTO/Ontario/19_8479224_/?showcpo=ShowCPO&orup=7_15_7

See on Autotrader: http://www.autotrader.ca/a/Land+Rover/Discovery+Series+II/TORONTO/Ontario/19_8479224_/?showcpo=ShowCPO&orup=7_15_7

See on Autotrader: http://www.autotrader.ca/a/Land+Rover/Discovery+Series+II/TORONTO/Ontario/19_8479224_/?showcpo=ShowCPO&orup=7_15_7

Contact: peter.wood@alcatel-lucent.com

Nov2014



... continued on page 13

Rovers & Parts for Sale *(continued from page 12)*

FOR SALE: LAND ROVER SERIES 1S

The story:

"I have 2 Land Rovers I would like to sell if I can get a reasonable price, package deal, both must go. Both are Series 1, 1957 88's. One was last running about 6 -7 years ago when it developed a fuel pump leak. I believe I got the pump fixed but never tried to run it. Bought an ATV around that time. This Rover has been in a garage ever since. It has about 41,000 miles on the speedo which doesn't work. We used to put about 5 miles a year on it getting firewood and visiting local mines. It was last licensed in 1986. The motor was rebuilt in the very early 80's using parts from the motors in both Rovers. The gas tank has been epoxied. It has a mechanical winch on the front, powered from a pto on the motor. It has the 4 cylinder gas motor used in 1957. The other Rover is basically body panel and other parts etc. that could be used for maintenance or rebuilding the running one. It has no motor, but I do have all the parts. My asking price is \$2500 for both."

Note from Pete: Looks like it might not be huge job to get one good one going. If you know of anyone who may be seriously interested, please let me know and I will put them in touch.

Contact: peter.wood@sympatico.ca

Oct2014



FOR SALE

'61 series II engine and trans. Have drive shafts (front and rear) as well as front and rear Diffs. Engine and trans are complete with header and carb. Also have a few misc steering parts and master cylinders; also have radiator no leaks. All parts are original.

Contact: Retcho, Joe (US) Joe.Retcho@ralphlauren.com

Nov2014

FOR SALE

I have a complete engine, transmission, transfer case for an early series truck. It's a 2.25 petrol and the engine was running fine when removed from the vehicle. Looking for \$200 or so.

Also have a short block from an early V8 which I got for a project that changed direction. Condition unknown. Email for details.

Rob Ferguson rgferg@gmail.com

Aug2014

FOR SALE

Series 3 seat box. Needs a bit of work but not too bad \$50.00 obo.

NOS rear half shafts (Rover type) \$120.00

Series 3 windshield glass L&R (not genuine but new) \$60

Series 3 transmission and Transfer Box. Presently dismantled for inspection available "as is" or refurbished POA

NOS Series 3 9 1/2" clutch disc and pressure plate (diaphragm type) \$110.00

NOS Britax Series 3 Folding door mirrors (set) \$80.00

If you have any questions or would send you a picture of the item.

andrewf@explornet.com

Nov2014

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FREE ad space to members.

Send information and/or photos to the editor.

Ads run for one month – please notify the editors each month to extend.



Patiently Waiting for Spring



Note from Ted: Thanks to the generosity of Kevin Newell of OVLR fame, and but for the price of a few silicon hoses, I have most of the fixings needed to have air conditioning installed in my 90. It likely will be the only 1987 90 in these parts with AC – goodbye black flies!



2015 Ottawa Valley Land Rovers Birthday Party
June 26th-28th, 2015 – reserve the dates now!

