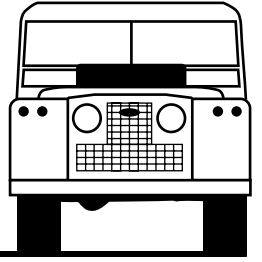


# OTTAWA VALLEY LAND ROVERS



December 15, 2017

[www.ovlr.ca](http://www.ovlr.ca)

Volume XXXIV, Number 12



*Dom tries the Omnibus*

**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 \$35 CDN per year, Americans and others pay \$35 US per year (Membership is \$75/year if you want a printed Newsletter via mail). 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/groups/1477333665898918/>

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

## Newsletter Archive

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

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## OVL R Newsletter

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

**Submissions:** Articles and photographs may be submitted to the Editors, Terry King ([terrycking@rogers.com](mailto:terrycking@rogers.com)) or Dixon Kenner ([dkenner@gmail.com](mailto: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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This issue: Benjamin Smith (γδβγ)

### Production Assistance:

Bruce Ricker

Greetings,

December has arrived, snow has fallen in Ottawa, and unlike two years ago when I was at work with my team in shorts and a Hawaiian shirt, I don't think that is in the cards this year. Deep freeze seems more like it. The Canal has frozen over and Winter looks to be here until Spring.

Time to look back in time on the advertisement on the back cover and dream of the possibilities of different possibilities, that may, or may not, be useful. Closer to home for me, December has seen the 80 inch head south to New Jersey for some warmer workspace that the perpetually frozen DormieDome. Several leaks will need to be addressed as well as a weeping petrol tank. In other local news, I'll leave it for Alastair to describe the events in his garage and some of the continuing adventures with his Series III. (Think Prince of Darkness).

In other local news, a new series of articles should be soon forthcoming from an esteemed ex-President. Andrew Jones has finally embarked upon the renewal of the Omnibus, a NADA acquired from our western member Peter McGough before he fled to the more benign climate of the left coast.

I am preparing, probably as filler as the philatelic hobby has collapsed over the past thirty years, a series on Land-Rovers and Land Rovers (hyphen denotes Series vs Plushie or course) found upon postage stamps. Given that Land Rovers have been reported in every country on earth, not to mention many of the world's civil and military services, it is not surprising that so many postal services have commemorated them. The images range from superbly accurate representations of the vehicles (e.g. Tuvalu, 1985; and Ascension Island, 1996) to barely recognisable tiny cars in a larger scene (Australia, 1992).

Finally, The Christmas Party this year will be held on Saturday, December 30th. Bruce and Sue graciously agreed to host a pot luck for members who will be in town and available the long New Year's weekend.

Apologies for a bit of a delayed newsletter this month. Unfortunately, that thing called work has been exceeding distracting of late, especially as there may be another change in job. Ahh, the joys of the modern public service. Meanwhile Ben's work called him off to deal with audits from a different public service. Which can make for interesting conversations coming from both sides of a situation.

## 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 an email to:


temporaryEditor.OVLR@gmail.com

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


 Jeremy Magne felt compelled to share a photo with everyone with the caption “Land Rover Engineer’s Logic” So the black wire goes to the white base and the white wire goes to the black base....




 Franck Castano reports from Montreal that the door catch for his Defender 110 has been broken for some time and he is tired of securing the passenger door with a bungee cord. He asks if anyone has a spare?

 David Roberge reports: Update on my coolant issue and update from LR Canada... so I flushed my heater core on my 2004 Discovery 2 as there was no air bubbles at all in it. No big chunks came out but it was difficult to flow at first and after back and forth with water and air, flow was great. Then fabulous heat at idle and all. I wonder if the dealer didn't add a stop leak additive when they did the “major coolant service” for the PO as he was complaining of leaks before that. The deposits from the stop leak might have come loose when I went to G13 coolant. So that issue is solved!


Now for the cracking tanks... well LR checked and apparently almost all new tanks sold by LR crack within a few months of installation... LR Canada reported but nothing has been done yet. Tank #3 is waiting to be installed... i suppose LR now uses the same bad supplier who produced the cheap aftermarket tanks from a few years back... a used tank or allisport may be the solution. I had the head checked and it looks like the gasket is good for now! So beware: buy a used tank is probably better than a new one from LR! When I asked the dealer how many times I would replace it they smiled and said I have 1 year warranty...

 Chris Dowell relates a tale of woe: MECHANICAL TROUBLE SHOOTING ASSISTANCE. Well here's the story. Warning its long.... I went down Bolton Creek trail today when I was done work. Was going well then I went through the water crossing and I almost got stopped in my tracks. I figured it was just a rock I don't know.. I then started going up the hill (reverse way of the birthday party) I got maybe 90% of the way and it seemed I lost power. I backed down the hill and there was a terrible noise on my way down. I looked underneath and saw a unknown object stuck in my rear drive shaft. Wrapped around it, all wet and soagy.. I noticed it was a tarp. So I cut it out with an exact knife and some pliers I had once I broke the blade. Then I attempted the hill again cuz trying to get the short way out. I got up not as far as I did last time and I started to spin. Then only my front tires were spinning I noticed. Backed down and well drove out the other way. I went home and used a jack to lift the rear. I could turn the tires and the opoate one would rotate. Driveshaft wouldn't move. I tried to turn the shaft by hand. Could only turn 1/4 the way. Then lifted the front with a jack and tried to drive slowly forward. No power to the rear.


 New member Terry Debono sends a photo of himself and his truck. He says that he has a 2002 Defender 110 that should be arriving soon





# Some Non-OVLR News & Rumours


 Many parents fear the onset of Christmas for many reasons, one of which is the dreaded gingerbread house. Well, as seen in this photo, this can be turned towards something more educational and rewarding. A gingerbread garage!



 The Telegraph reports that Jaguar Land Rover “has quietly started testing driverless cars on British roads that are simultaneously being used by the general public”.

 News reports that worker killed on June 18 at the Land-Rover factory in Solihull, UK has been determined to be an accident by an inquest jury. The worker was using a high-pressure water-jet system in the paint shop. Inadequate training was a contributing factor.

 Jaguar Land Rover announced in mid December that 100% of these vehicles will be electric within two years. However this just means that they will be hybrids with electric motors and a fossil fuel engine. Each vehicle will have an electric drive range of about only 31 miles. Land Rover’s Global Product Marketing Director, Finbar McFall claimed that there will be minimal loss of cargo capacity from the battery added to the trunk. The first two Land Rovers to be electricized will be the 2019 Range Rover and the Range Rover Sport P400E.

 Spy photographs of the replacement Defender are beginning to surface. It looks like the new Defender will continue to have a tall off-road stance. The silhouette is completely different from the old Defender and is more in line with Land Rover’s latest-gen SUVs. Clam-shell bonnet, etc. The front section of the SUV is largely similar to the new Discovery and new Discovery Sport. The test mule is observed to have a short wheelbase and short front overhang. Here is a photos from autoblog.



# Upcoming Events

November 20, 2017  
**283rd Monthly Social**  
Prescott Hotel (Beach & Preston Streets in Ottawa)

December 2017  
**Annual Christmas Party**  
Location: TBD  
Organizer: Bruce Ricker

December 18, 2017  
**284th Monthly Social**  
Prescott Hotel (Beach & Preston Streets in Ottawa)

January 15, 2018  
**285th Monthly Social**  
Prescott Hotel (Beach & Preston Streets in Ottawa)

February 2018  
**Annual General Meeting**  
Location: TBD

February 17-19, 2018  
**Maine Winter Romp**  
Benton, ME  
Organizer: Bruce Fowler  
[www.winterromp.me](http://www.winterromp.me)  
Facebook: <https://www.facebook.com/groups/819284711551578/>

March 19, 2018  
**286th Monthly Social**  
Prescott Hotel (Beach & Preston Streets in Ottawa)

# General Servicing: Repairs, Humour, Tales & Trivia

## NADA Noodlings ... Tales from the Inner Sanctum

by Andrew Jones

This is the first in a periodic series of articles themed around the rebuild of my 1967 Series IIA 6-cylinder 109 Station Wagon ... aka The NADA, which I've owned for about 8 years, having bought it from Peter McGough in advance of his move to BC.

Since then, it has sat patiently in my barn or garage, waiting its turn to be restored, being started, and moved periodically to keep it alive, but always at the back of the queue, behind the Series I, 101 and Series 3 109. But now it's time has come: We moved to a new home in June 2017, and wasted no time in building a new garage and renovating the barn, which includes the workshop I've been wanting to build for over 20 years ... christened the Inner Sanctum, and promptly installed the NADA.

But before I tell you about the restoration plan, it's worth reminding you why the truck is a little bit unusual.

In the mid 1960's, at the height of the muscle car era, it dawned on Land Rover North America that the Series IIA 109, although highly capable was somewhat spartan in its appointments, and could benefit from a bit more oomph ... a whopping 78hp from the 2.25 litre 4 cylinder was just not enough in the horsepower saturated, luxury obsessed North American Dollar Area (NADA) market place.

So they convinced Solihull that something special was needed to woo the American buyer, and pulled out all the stops ... the result was launched into the market place with a specification that included:

- Electrically heated windscreens
- Additional soundproofing and luxury trim
- A big(ger) heater...
- ENV rear axle with limited slip differential
- Front and rear recovery points
- Lockable front hubs
- Upgraded brakes ... servo assisted dual circuit 3 inch wide twin leading shoes 11inch diameter front drums; and finally, but most significantly
- A 2.6 litre version of the most powerful engine in the Rover armory ... the IOE head 6 cylinder motor fitted to both the P4 and P5 saloon cars, featuring the Harry Weslake designed high efficiency cylinder head and inlet manifold mounting a single enormous SU carburetor ... all of which delivered an impressive 123hp ... the most powerful engine fitted to a leaf-



sprung Land Rover (including the Stage 1 V8, which was downrated to approximately 90hp).

Unfortunately, the impressive specification wasn't sufficient to generate the sales that LR were hoping for and after a 2 year run, only 811 had been sold and production was halted ... it's interesting to think what the result might have been had Rover been able to secure access to the Buick 215 V8 in time to include it in the 109 in 1966. Now

that would have been an impressive truck ...

But back to the plot ... my truck is number 785, close to the end of the production run and sold new into Vancouver,

where it was acquired by the BC Forest Service ... originally Limestone (white) it was repainted red, given the fleet number 30, and fitted with a large hydraulic winch, driven via a gearbox mechanical PTO.



I don't know how long it served, or how it came to be in the Ottawa area, but I recall it as an active participant





at the 2002 OVLR Birthday Party ... I recall wincing as it got hung up on a rock while negotiating a fiendish RTV course designed by the Great Robin Craig. If anyone out there knows more I'd be really interested to hear more about its history ...

What I can tell you about though is its overall condition ... mechanically it is in good shape, the engine runs well, although could benefit from a non-invasive light overhaul, the also transmission works well and should require little attention beyond fitting a new clutch, steering is light with no significant play, at some point the ENV axle was replaced with a regular 109 Rover rear axle, and finally the brakes don't work. Structurally, it's a different story: The chassis (frame) is heavily corroded, has been patched extensively, and the gearbox cross member is in the process of falling off ... the work to fit the winch is best described as "industrial" and involved adding approximately 6 inches to the dumb-irons, before welding the winch into place, the welding extending to the bumper and the 2 recovery points. At the other end of the truck, it has also been fitted with a military cross-member, which is now also heavily rusted.

The bulkhead has had the foot-wells crudely patched, and is corroded in the usual places, but is generally in good shape, and can be repaired and reused. The sills, B and C pillars are all rotten, and all 5 doors are beyond economical repair. On the plus side, the rear tub, roof, front fenders, breakfast, and bonnet are all in good



shape ... so all told ... plenty to keep me busy.

So what's the plan ... ?

Given the relative rarity of the truck, I plan to remain (mostly) faithful to the original specification, so the original engine, transmission and current axles will remain ... I'd like to keep the winch, but am looking at ways a more elegant fabricated mount can be included. I also want the truck to be usable and relatively safe, so planned modifications from standard include fitting disk brakes to the front axle, an internal roll bar / cage, enabling installation of really good seatbelts / harnesses, and could include fitting some rock-sliders inboard of the sill covers to add some side impact protection, and individual high-back front and rear seats ... will need some advice / guidance on this front Will and Kevin. Wheels will remain as standard steel rims, and I'm planning to use BFG AT tyres (235/85 x 16) ... No doubt things will evolve as the project unfolds, but that's the outline.

So where am I up to ...?

As I type this, I have stripped the body off the truck, and have stripped everything off the bulkhead in readiness to taking it to 3 - Brothers for repair. I have also secured a replacement frame from a Series 3 109 wagon, which is in fantastic condition, but will require some modifications, specifically engine mounts, some bracketry, and a couple of cross-members ... work on which shall start this weekend.



It's great to be working on a truck again ... and especially in a well-lit, insulated, and heated shop ... so if anyone is looking for me ... you know where I'll be Cheers for now ...



# Tis the Season for OVL R Awards Nominations

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

**The Lugnut:** Ahhh, our oldest, and most famous award. A feared trophy made of the finest butternut. A small award with a famed list of admirers. The recipient's list reads like a who's who of Land Rover ownership. It recognizes spectacular, and often fudged, stories of prowess in anything Land Rover. With an uncanny ability to seek out the guilty, and if it can't find them locally, go on walkabout throughout the United States and Europe looking for potential vic^H^H^H candidates while it spreads its Nigel-like woe internationally. Such activities on the part of this award are generally necessary as its potential recipients are usually scrambling over each other to avoid its baleful glance.



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

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

**The Towball:** A simple award based upon who has towed Land Rovers the most, and the furthest in the past year. Extra points awarded if the vehicle did not need towing. Bestowed upon the person who tows perfectly functional Land Rovers around for fun (Quintin, Christian, Brett towing Dave (pops, that would be dysfunctional in



this case), or for all the wrong reasons (Zippy Tow and their new airmobile service), forgotten where their Land Rover is (Peter Gaby) or for other various reasons.

**The Silver Swivel Ball:** An award to the club member who has done the most on a volunteer basis to help the club. Bestowed upon the unrecognized, past recipients have included Charlie Haigh and Spencer Norcross for their behind the scenes support of the clubs activities.



**Gasket Under Glass:** A perennial favourite, and one of the most attractive awards in the club's collection. In Ted Rose's words "the most spectacular head gasket failure that I have ever seen", Gasket Under Glass is a lovely 2.25l copper head gasket in an antique gold leaf frame upon the finest felt background. Using the adage "we can't believe it ran" the award honours mechanical wonderment. The recipient's list reads like those who you would never believe would win it (see above on ratting out your best buddy. He already has turned you in!)



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

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

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

Send nominations to Dixon Kenner.



# 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 (17-19 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 OVL R since the 1990s and always attends the Birthday Party.

To drive trails at Winter Romp with a non-Land Rover branded vehicle you first must be sponsored by a returning attendee that will have an operational preregistered Land Rover in attendance. Secondly you will need to donate \$100.00 to: Waterville Area Habitat for Humanity.

## 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.  
"Might even be a Land Rover or two in the drive."

## Accommodations

Waterville Grand Hotel (Best Western Plus)  
375 Upper Main St . Waterville, ME  
207-873-0111  
Make an advance reservation citing the "Land Rover Group" for the group rate.

Website: [www.winterromp.me](http://www.winterromp.me)

## FaceBook

Search for "Maine Winter Romp" Group

## Itinerary

### Friday (16h)

1700 - 2000 Taco and Pizza Buffet at Wateville Grand.  
2200 - Late night offroading departing from Bruce's House.

### Saturday (17th)

0600 - 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" or other local establishments  
2100 - Late night off roading

### Sunday (18th)

0600 - 1100 Breakfast at Big G's (don't forget to get a lunch)  
1100 - 1800 off roading  
1900 - Dinner at Mainely Brews Pub

### Monday (19th-- for those sticking around)

0900ish- 1100ish Breakfast at Big G's



# Rovers & Parts for Sale

## For Sale: 1998 Defender 110 Tri Camper

Nous sommes une famille française en voyage à travers les Amériques depuis juin 2017. Nous voyageons avec nos trois enfants à bord d'un Land Rover Defender 300 TDI de 1998. Nous prévoyons deux ans de voyage jusqu'en Amérique du sud. Les enfants grandissent vite et nous avons peur de nous sentir un peu à l'étroit d'ici quelques temps. Plutôt que de l'envoyer en Colombie sur un bateau depuis le Panama (le shipping coute très chère), nous prévoyons éventuellement une remontée au Canada pour vendre notre véhicule. Plus de renseignements et de photos sur demande.

Equipement cellule : ----- 2 panneaux solaire avec deux batteries auxiliaires. Nous n'avons jamais eu à nous brancher même à l'arrêt sur plusieurs jours. Toilette avec caissette équipé du système SOG. Pour la douche, il y a un bac dans le faux planché et le rideau à déplier du plafond. Plaque de cuisson webasto au diesel changé en 2016. Chauffage et eau chaude avec un Truma également au diesel (pas de gaz dans le véhicule). Réservoir diesel complémentaire de 10 l pour ces deux équipements. Réservoir d'eau de 60 l, pompe à eau. Nombreux rangements. Convertisseur 12v-220v, 350 watt. Lit 2 places en Capucine Coin dinette transformable en lit 120 CM. Hauteur sous toit une fois relevé : 190 cm. 2 plaques de désensablage

Véhicule : ----- Land rover 300 TDI de 1998 (pas d'électronique) Actuellement 225 000km (prévoir environ 20000 de plus au moment de la revente) Distribution, embrayage et de nombreuses pièces d'usure (demi arbre de roue arrière, croisillon de cardans, rotules...) changés juste avant notre départ à 200000km. Galerie avec grande caisse aluminium. Enlèvement du ciel de toit remplacé par de l'isolant mince pour faire un placard. Sièges avants de citroen BX et arrières de renault scénic pour un plus grand confort Réservoir d'eau intox de 60 l sous les



siège arrière treuil de 6,5 tonnes T-MAX. Nombreuses pièces de rechange Compresseur Sangles et cordes de déplantage etc, etc...

Montreal.  
\$90,000.  
Kijiji advert no. 1318174289



**For Sale: 1966 Land Rover Series IIA 109 NADA**

One of 811, NADA delivered trucks. Original 6 cylinder, Weslake head. All elephant hide upholstery. Dualmatic original LR freewheeling hubs, Land Rover Warn 6000 Winch. Side steps. Not running, ran last in 1983 and put away. Will include rear tub, rear door, extra front and rear axle. Very desirable and extremely hard to find. Bill of sale and owners manual.

Asking \$8, Craigslist in Boston.  
Advert no. 6392610538

<https://boston.craigslist.org/nos/cto/d/land-rover-cyl/6392610538.html>



**For Sale: 1971 Series IIA 88"**

Rebuilt from ground up, galvanized frame. New wiring, contact for full specs of rebuild. Not perfect but runs almost daily. long list of replaced and rebuilt parts. Has been used and will go anywhere. No power, no safety, great fun. A few wrinkles, has been used, with love. do not bother me if not serious, I am not sure about selling!! \$9,000. Located in Fredericton NB. Kijiji advert no. 1312210184



**For Sale: 1995 Discovery Manual Tranny 200 Tdi**

Unpalatable, body have so much rust that it is not structurally safe it will fail inspection. Châssis may be saved. Body is good for scrap. Very strong and sound discovery 200tdi engine. Good LT77 manual transmission, the synchros are a bit worn. Engine and transmission have been imported from Europe. Good for series engine swap or any discovery. 3000\$ obo Selling the truck to make some space. The very rare in North America 200tdi engine with his low fuel consumption is the reason i bought this truck in the first place.

Marbleton, QC, \$3000 OBO



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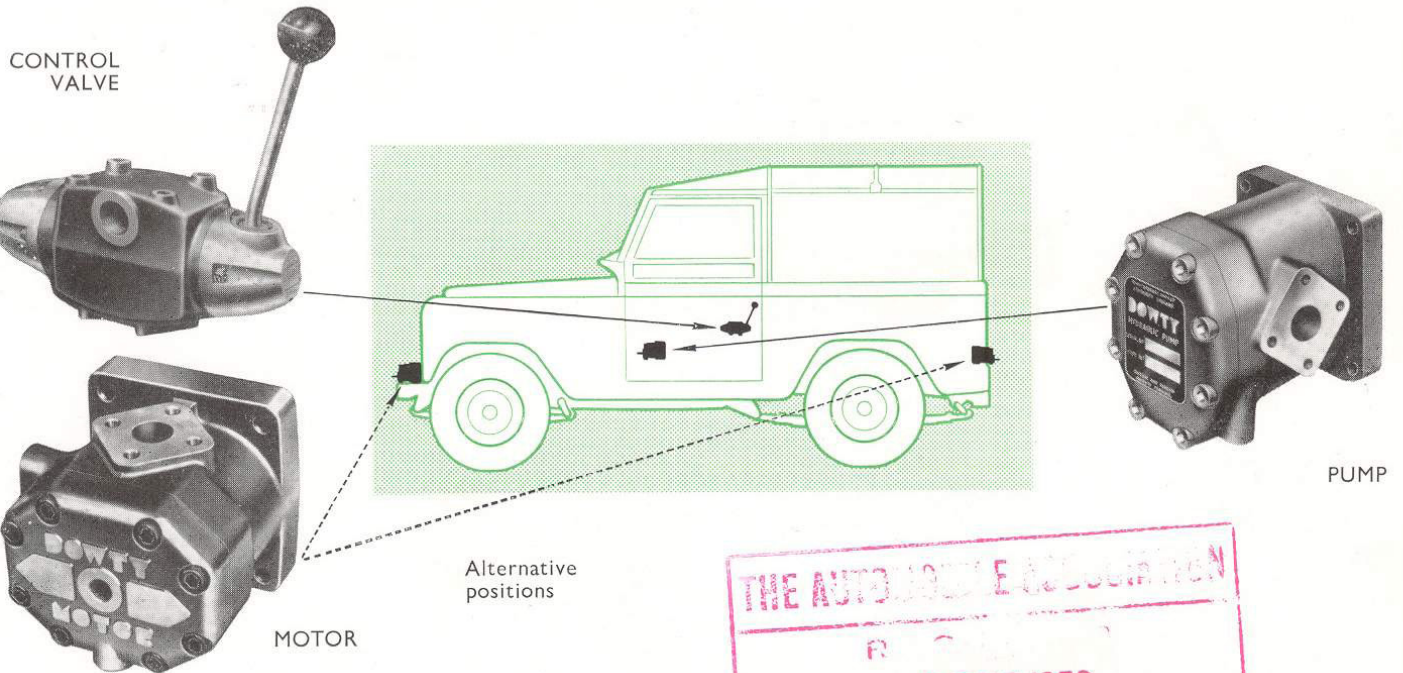
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the disadvantages of a complicated mechanical linkage. This form of power transmission is ideal for agricultural purposes. With the control valve mounted in the cab, remote actuation of an implement is possible.

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