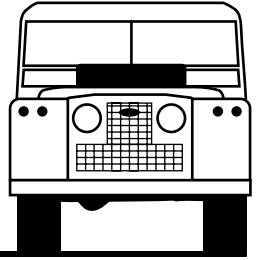


OTTAWA VALLEY LAND ROVERS



February 15, 2018

www.ovlr.ca

Volume XXXV, Number 2



George & Joanna Bull's SIIA 88" waits for spring

**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>

OVL R Executive and General Hangers-On

President

William Ficner
will@wilboro.com

Secretary

Terry King
terrycking@gmail.com

Treasurer

Dave Pell
djpells3@yahoo.ca

Events Coordinator

Andrew Jones
andrew.jones@explornet.ca

Off-road Coordinator

Kevin Newell
newellandscott@rogers.com

Executive Members-at-Large

Paul Davids
rpauliedavids@gmail.com
Andrew Jones
andrew.jones@explornet.ca

Past-President

Andrew Jones
andrew.jones@explornet.ca

Club Equipment Officer

Andrew Finlayson
andrewf@explornet.com

Archivist

Benjamin Smith
bens101fc@gmail.com

Auditor

Position Open

Returning Officer

Dixon Kenner
temporaryEditor.OVLR@gmail.com

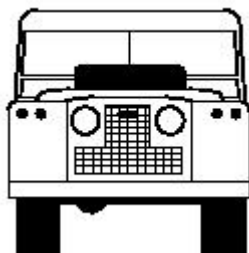
Merchandising Coordinator

Gabrielle Pell
designergabe@gmail.com

Webmasters

Dixon Kenner
dkenner@gmail.com

Benjamin Smith
bens101fc@gmail.com



OVL R Newsletter

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

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

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

Dixon Kenner
temporaryEditor.OVLR@gmail.com

Newsletter Production Editor

This issue: Benjamin Smith (γδβγ)

Production Assistance:

Bruce Ricker

Greetings,

The balance of January and February have been quiet months with not too much activity going on in the depths of wintertime here in Ottawa. There has been some RoverNight activities, though the frigid temperatures do encourage plenary sessions than too much work, especially when the propane has run out. However, soon to come are the WinterRomp in Maine, one of the larger Land-Rover events on the east coast, and the Annual General Meeting in early March.

As seen elsewhere in the newsletter, the WinterRomp, not an OVL R event, but an independent “non-organised” organised event, will be taking place on the American President’s Day (Family Day in Ontario) weekend. Read up on the event on its website - <http://www.winterromp.me>. You will see that it is quite fun. In fact, it is popular enough that the entire Waterville Grand Hotel is booked solid for the event, which makes for some fun evening social activities. Spill over into other hotels is now common.

The other upcoming event is the Annual General Meeting in early March, the location TBD, but expecting it to be at Whisper’s in Westboro simply because out-going President Will (Jong Il) Ficner finds that this is the closest watering hole to his home. Presidential privilege, so to speak.

This year’s AGM won’t be on the coldest, or darkest, evening of the year. We missed that in early January. There we will hear reports from the various executive members reviewing the past year from their perspective. We will hear on the status of the club finances, winners of the various club awards (which will be announced in these pages if not announced at the AGM) and what members will be acclaimed into new roles for another year.

I must note that all members living within a one hundred mile radius of Parliament Hill are considered full voting members, along with any person who attends two or more OVL R sanctioned events (e.g. the AGM, Maple Syrup Rally, Birthday Party, Blacker than Night, Cedar Hill Rally, or any other event seemed to be by the Executive such as the Opeongo Colony Road the other year) in a year also gain voting rights. Minutes from the AGM will be printed in the March or April newsletter.

On a side note, I was down in Cuba the other week. There was a rumour that the elusive Ted Rose might be there and as a charter member of the TRSS, the sighting had to be checked out. While I did not see our elusive leader, I did manage to spot six (6) Land Rovers in two days. Only two were modern Plushies, the others were Series. This is more than you would generally see in Canada in a month outside of a Land Rover event or British Car show.


An Advance Agenda for the Annual General Meeting


March has been deemed by the Burmabright 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 offroad-ing 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 2018 Events

A note from David Place, our lone member out in Manitoba. He is asking Could you asking if anyone had installed a Coleman roof A/C in a Land Rover or something else. He must of viewed the old advertisement from the back cover of the January newsletter where a Range Rover was fitted with one. David plans to, either take the top off this summer, or install Air Conditioning on it. He is also asking if anyone got a soft top for sale. David can be contacted at VE4PN@mts.net


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

 Chris Dowell writes: To clear my 3 amigos on my discovery 2, should I send it to a garage or is there any cheap code readers that I can get the info I need to fix it properly. I got it saftied in July and they cleared them, tc, abs, and downhill descent worked great. Hit some puddles and 3 amigos came back on a few weeks later. My guess is just a sensor, but who knows.

 Michael Gagne writes that Vern Fairhead is getting ready for the Maple Syrup Rally come spring and now has a tracked vehicle. Presumably this is to pull out stuck Land-Rovers (that would never happen, right?)

 Jerry Dowell continues to send photos of "Saving Gertie". Measure 4 times, test fit 3 times, measure again and weld once.




 Will Fichner comments, with spring around the corner... it is right?... I'm starting to think about the outstanding projects and upgrades I want to make to the 110.


A snorkel has been on the list for a while and just wanted to see if anyone had suggestions of ones that are decent or ones to stay away from.

With Mantec out of business I think the options are a bit more limited, but I kind of hate the idea of drilling huge attachment holes in the wing, like a Safari snorkel would require.


Needs to fit a 300tdi Defender and looking for a true seal-able water tight snorkel and not just

a RAI for dust.

 Andrew Taylor popped in to say, "Hello to everyone I was a member of the OVLV back in the 90's, lot of great memories building my series 3 1974. Still have it just sitting in the garage.


 Kevin Newell is working on his Defender again. He wrote, "today I started with the relocation of the three rotary switches in a Defender (headlight leveler, AC fan speed and AC temperature controller). When it gets a bit warmer in the garage, I'll eventually move the two AC switches to the centre console as well (easier to use with no bending or reaching)."



 Dave Stauffer wrote with a throwback picture from Birthday Parties of old. Back when the beaver dam on the light off-road was a challenge (late 1990s).




Some Non-OVLR News & Rumours

 For those members who have been mulling repairing your Series One chassis versus buying new, finally after much delay (and underlying story) Series One frames are available from Richard's in the U.K. at least for the 80", and possibly others, Richard's is using the LR Series One Club job to make them. The prices are:

80" £3,000 (approx C\$5,300 in January 2018)
86" £2,900
88" £2,800
107" £4,200
109" £4,100

These are bare metal prices. If you want a galvanised chassis, add £190. There is no deposit necessary, but the full amount is due when the frame is finished. Lead time is about sixteen weeks. Given this information, plus the cost to ship the chassis over to Canada, you can decide on whether or not it is cheaper to have your chassis rebuilt. You do have to disassemble the vehicle to change the chassis, so which makes more sense is a cost/benefit analysis and some spreadsheet magic. Regardless, a refurbished or now galvanised chassis will allow your vehicle to last longer than you, as well as dramatically increase resale value.

 While trolling eBay, this auction popped up. Text reproduced here for the imagery that it invokes in selling an otherwise cheap draughting table: "For auction is a Nike Eskilstuna engineers drawing board that was originally installed in the Rover Solihull factory in the 1940's. This is a very rare and exciting piece of Rover history. It was saved from being scrapped by an ex-Rover employee who was instructed to skip the 'old fashioned' drafting tables during the 1980's."


The Nike table's were the best money could buy in the 1940's and 1950's with a very heavy hydraulic pump action lift motion with full swivel and tilt, which still works perfectly today,

Both the stand and the board come with a Rover inventory plaque.

I suspect this table was used by a chief engineer as it is of much higher quality than the standard drawing boards used in the drawing rooms. I can almost imagine some of the great names of the Rover company such as Wilks, King, Swain, Mackie, Bashford or Bache peering over the drawing board inspecting a new design. Perhaps some of the most famous Rover vehicles of all time were first drawn on this very table!

I would love to see this table go to a Land Rover dealership or museum and be seen by as many people as possible because it is a beautiful piece of 20th century design. The board will fit an A0 piece of paper and I will even sell it with a copy of some Series 3 drawings."



 A new fad somewhere, or a leader in some sense. Buy a new Range Rover for between \$100,000 and \$200,00 and plastic wrap it to look like it is a \$500 Car. Or it is stored in salt water, or inhabits the US north-east, Ontario or Quebec.




 On schedule with the start of the legendary Dakar Rally and the Africa Race, MARATHONRALLY.COM - once the leading online magazine for off-road motorsports - returns online. From Dec. 31st 2017, 00:00 clock the magazine will again report daily about off-road motorsport and SUV/4x4 from around the world. At peak periods, the magazine reached over 1 million visitors per month.

Launched in 2003, MARATHONRALLY.COM in those days revolutionized online coverage of desert rallies and off-road events. Employees accompanied rallies personally all over the world, using sophisticated satellite technology to report live miles from anywhere. The magazine was among the trailblazers in today's naturally live web coverage.

Over the years, more language versions were added. From originally two employees the magazine expanded to a cooperation of worldwide most eligible motorsport-journalists and photographers.

Together with the new business partner RBI from Bulgaria, MARATHONRALLY.COM will be back again - with a completely new programmed website. "New partner, new offices, new technologies - but motorsport has remained true," says editor-in-chief Hansy Schekahn.


At the beginning, the English version starts as beta-phase. "We will use the two biggest rallies Dakar and Africa Race to check our new systems under real tough conditions," says Schekahn. If everything is stable, a German website will be launched in spring as first offshoot. "We are happy to be back in the motorsport family!"

 SAS Pink Panther Landrover - SCX/Scalextric 4x4 Conversion - Yes, it really is a 1/35th scale Landrover that's been converted to SCX/Scalextric track capability. From the photos it can be seen that the SCX chassis has:

- Full 4x4 prop shaft drive (not rubber belt)
- Independent suspension to each corner (coil sprung)
- Power sled-type of long-reach pick-up (sprung-loaded)

No doubt countless hours of work went into this.



 Spotted in the wild, a vehicle that makes the Series One 80" look positively common. A Freelander! Spotted and photographed as proof of this rare sighting by Greg Fitzgerald in New Jersey. Greg reports that the recent licence plate numbers suggest that this is a new owner, and inexperienced with the breed and maintenance requirements, let alone a fragility that makes Series Land-Rovers look more solid than the Rock of Gibraltar. Anyone over the age of ten would remember that the Freelander required a mandatory timing belt renewal and for those of them did not make the timing belt service, because the sealant at the base of the cylinder liners would fail and leak coolant into the oil. If they did make the replacement then the transmission would not be far behind (JATCO 5 speed auto) and fail. It is also understood that another fragility is the



the intake manifold (which would fail internally for the intake runner switching) causing a check engine light that cost \$2,000 to repair.

General Servicing: Repairs, Humour, Tales & Trivia

Door Seals - Replacement and A Source Of Supply

by Alan J. Richer

While recommissioning my 1954 Series I I realized that the door seals were well past it - the Texas and Australian sun had done nothing for them other than render them like rocks. In any case, there were sections missing - and they were the important ones by the windscreen.

Rather than get seals by the foot from Greene Rubber or my usual LR parts suppliers I decided to go prospecting at the scrapyards. I am not particularly wedded to the profile of replacement LR seals - they're difficult to work with and take long time to train in as the elastomers are usually very hard. Had this been a Series II or III Rover I could have fitted Defender seals and been done with it - they do work and seal well though they slightly offend my purist sense. However, the Series I seal at the windscreen is not shaped to allow for a push-on seal - so that was out.

With a bit of digging I found the perfect replacement - the front door seals from a Dodge Caravan. They are of a similar general profile to the LR seal, but rather than being a base and lip are a tubular shape with a flat base. The difference is that they are actually attached to the door rather than the body in the original application - but this means little to us as simply turning the seal round when fitting it makes the profile work perfectly.

Removing it from a junk door is simple - the seal is held in a ridge along the top and back of the door, and is on plastic posts the rest of the way round. It pulls free from the ridge easily at the top, and a bit of stretching works it over the posts to remove it from the rest of the door. The opening in the bottom of the seal makes it simple to work out from around the door, and you're left with well over 10 feet of seal to work with once you're done scavenging.

Two doors worth did both front doors and to spare on the Series I and ended up costing me a tenner. They were attached to the channels with 3M high-strength trim tape from the local auto-parts store - the narrow width of it (-1/2") was the perfect size for the base of the seal and the mount. Cutting and fitting both doors was a matter of an hour and a bit more - much of that cleaning off the old glue and remains of the perished seals.

The fitting procedure itself was not at all difficult. The process simply involved stripping the old seals, cleaning and prepping the channel, cleaning the back of the seal and the channel with Brakleen or the like to remove stray dust/old adhesive, then cutting the seal to length angling corner cuts as required to mate to adjoining seal sections.

With the pre-cut seal in hand the next step was to put down the trim tape in the channel and peel back the liner to expose the adhesive, the new seal was then carefully applied to the exposed adhesive, and worked into place securely with a block and mallet to ensure adhesion (unnecessary but just to make sure they stuck properly).

A note here on the adhesion method: I've spent considerable time over the years using all of the recommended methods to put in LR seals - rivets, contact adhesive, weatherstrip adhesive and the like. I have to say the 3M trim tape has to be the easiest, cleanest and least fussy method I've ever worked with - and no doubt the fastest. The only caveat on it is that the surfaces it adheres to need to be CLEAN - you really do need to solvent-wash the surfaces of both the seal and channel to make sure there is no stray dust or leftover adhesive to compromise the joint.

All in all I'm quite pleased with the fit - it looks great, seals tightly and reduces the CLANG of the door closing to a CLUNK. For a total of 30 dollars start to finish (10 for the seals, 20 for 2 rolls of tape) I am quite pleased.

North American SIII Wiring Diagram

While working through some electrical issues recently on a Canadian Series III 88", it became apparent that the wiring diagram in the factory manual for the Series III did not reflect what we were seeing in the vehicle. Especially where it came to the wiring for the turn indicators and hazard switch. Some enquiries were made to find someone with an original Series III owners manual to get a PDF of the diagram to aid in our efforts. Given the rarity of this diagram, it is thought to be prudent that it be reproduced in the Newsletter where it can be of reference in the future for others.

The diagram was included in the Series III Owners Manual that came in Literature Pack, Part #608159 (English Edition, U.S.A. Only). Unfortunately in our copy the title page is missing so we don't know the part number. Another Series III Owners Manual #607324B/Edition 4) did not have the correct wiring diagram.

The diagram on the following page applies to the North American (Canada & USA) wiring diagram for the 1972 through 1974 Series III 88". The hand drawn "tach" was a previous owner addition and not a standard feature.

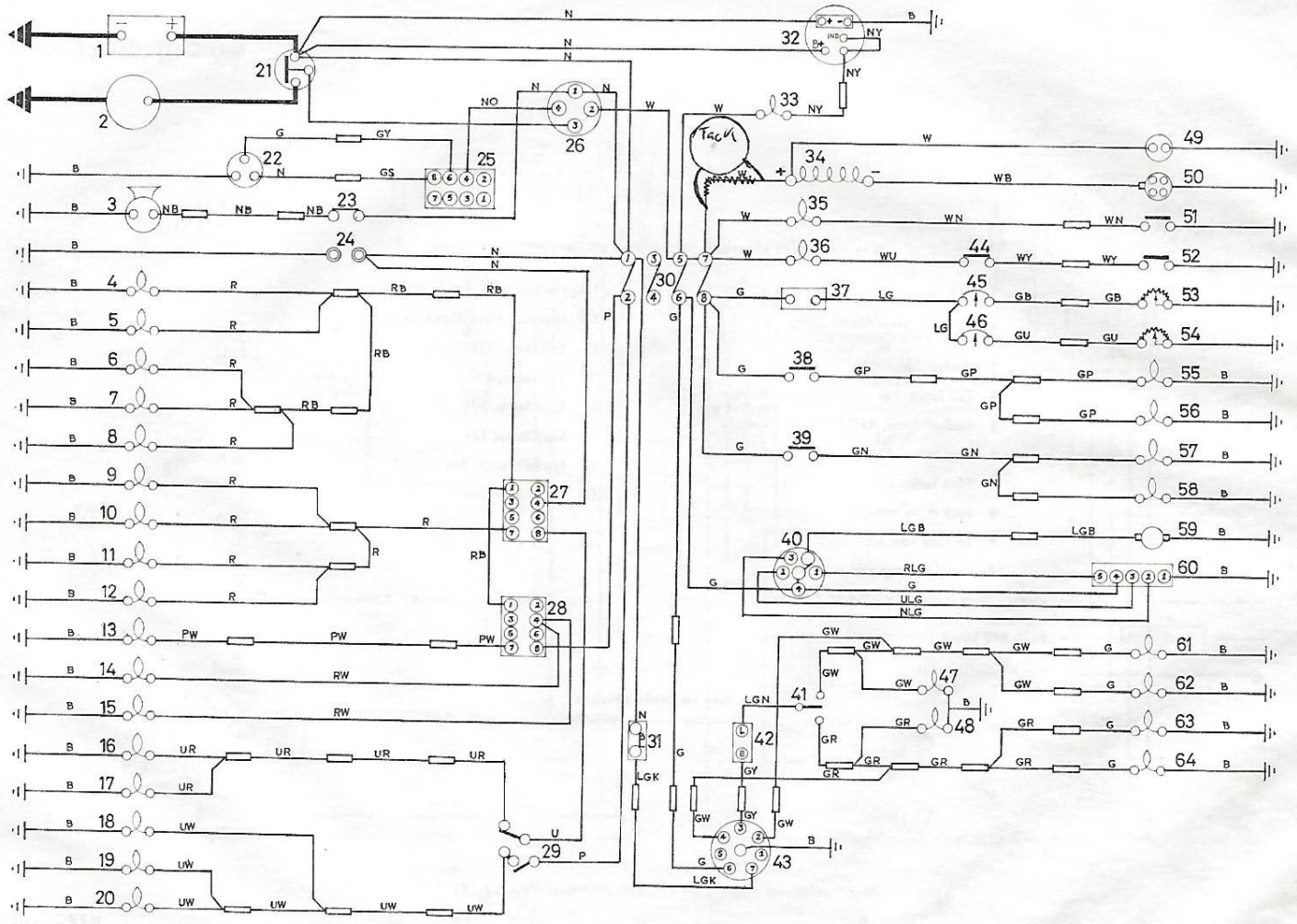
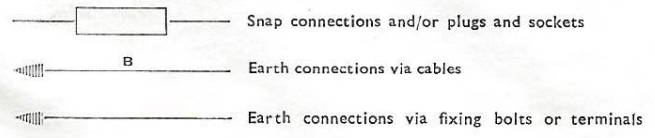


Fig. 68 Circuit diagram, 2½ litre Petrol models, LH steering, Emission control specification, Negative earth

Circuit diagrams

Key to circuit diagram, 2½ litre Petrol models, L.H. steering Emission control specification. Negative earth

- | | | |
|----------------------------------|--|------------------------------------|
| 1 Battery | 23 Switch, horn | 45 Fuel gauge |
| 2 Starter motor | 24 Inspection sockets | 46 Water temperature gauge |
| 3 Horn | 25 Switch, heater blower unit | 47 Warning light, indicator, RH |
| 4 Side marker lamp, rear, RH | 26 Switch, ignition and starter | 48 Warning light, indicator, LH |
| 5 Tail lamp, RH | 27 Switch, main lights | 49 Solenoid, fuel cut-off |
| 6 Number plate illumination | 28 Switch, panel and interior lights | 50 Distributor |
| 7 Tail lamp, LH | 29 Switch, headlamp flash and headlamp dip | 51 Switch, oil pressure |
| 8 Side marker lamp, rear, LH | 30 Fuses | 52 Switch, choke thermostat |
| 9 Side marker lamp, front, RH | 31 Hazard flasher unit | 53 Fuel tank unit |
| 10 Side lamp, RH | 32 Alternator, Lucas 16 ACR | 54 Water temperature transmitter |
| 11 Side lamp, LH | 33 Warning light, ignition | 55 Stop lamp, RH |
| 12 Side marker lamp, front, LH | 34 Ignition coil | 56 Stop lamp, LH |
| 13 Interior lamp | 35 Warning light, oil pressure | 57 Reverse lamp, RH |
| 14 Instrument panel illumination | 36 Warning light, choke | 58 Reverse lamp, LH |
| 15 Instrument panel illumination | 37 Voltage stabiliser, 10 V | 59 Screenwasher motor |
| 16 Headlamp dip beam, LH | 38 Switch, stop lamp | 60 Screenwiper motor |
| 17 Headlamp dip beam, RH | 39 Switch, reverse lamp | 61 Indicator, direction, rear, RH |
| 18 Warning light, main beam | 40 Switch, wiper/washer | 62 Indicator, direction, front, RH |
| 19 Headlamp main beam, RH | 41 Switch, direction indicator | 63 Indicator, direction, front, LH |
| 20 Headlamp main beam, LH | 42 Indicator unit, direction | 64 Indicator, direction, rear, LH |
| 21 Solenoid, starter motor | 43 Switch, hazard warning | |
| 22 Heater blower unit, two-speed | 44 Switch, choke | |



Key to cable colours

- B—Black D—Dark G—Green K—Pink L—Light N—Brown O—Orange P—Purple R—Red S—Slate U—Blue W—White Y—Yellow

Upcoming Events

February 17-19, 2018

Maine Winter Romp

Benton, ME

Organizer: Bruce Fowler

www.winterromp.me

Facebook: <https://www.facebook.com/groups/819284711551578/>

February 19, 2018

286th Monthly Social

Whispers Pub, Westboro

March 5, 2018

Annual General Meeting

Location: TBD

March 19, 2018

287th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

Mid April, 2018

31st Maple Syrup Rally

Shawville, Quebec

April 16, 2018

288th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

April or May

Opeongo Colonization Trail

Where: West of Ottawa Up towards Barrie's Bay

Organiser: Kevin Newell

A one or two day event past historical cemeteries, foundations and ghost towns. This event may be substituted for another destination.

Mid May

Spring Tuneup

When: Mid-May

Where: Locally in Ottawa, probably at Shore Street Motors

A strong level of awareness that this event is a learning and guidance session, not free work done on your vehicle. Trying to plug OBD2 into a Series III gives curious results. Given the complexity of the SIII electrical system vis-à-vis a IIA or 80", this is understandable.

June 22-24, 2018

35th OVLR Birthday Party

Mabery, 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

A Steam Powered Land-Rover

Once upon a time, on the main LRO mailing list in the internet, Mike Rooth and I engaged in an on and off discussion on building a steam powered Land-Rover. Mike has lots of practical experience with steam, having built from scratch a small steam powered locomotive, and being in the steam community in England. Most of the conversation was idle chatter as the boiler side of things in Canada is difficult given that era of technology is long gone, unlike in England.

Well, a pensioner has spent some £24,000 and about four hundred hours building a steam-powered car for his daily commute to work.

The Rover works like a steam train, with the boiler being fired by coal, which then heats the water up to steam pressure to run the small engine. He uses the car - which can travel at a maximum speed of 15mph - from his home in Oldham to his offices in Chadderton, Greater Manchester.



Not a Survivor

Many moons ago Land Rover claimed that 70% of all Land-Rover are still on the road. We begin a monthly series of photos for Land Rovers that are not part of this statistic. Here is a sad Series I 107" regular becoming one with the bush.



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Rovers & Parts for Sale

For Sale: NOS Steering box for Series I

Land Rover 1955-58. May also fit early Series 2. Un-used. Part # 270840. \$650 or nearest offer. Email. Kijiji advert no. 1331965119

For Sale: 1971 Series IIA 88"

Rebuilt 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!! C\$9,000. Located near Fredericton New Brunswick. Kijiji advert no. 1312210184



For Sale: 1960 Series II Land Rover

Vintage Land Rover in great running condition with all original parts. C\$20,000. Four wheel drive with high and low range transmission. Will go almost anywhere! Serious enquires only. For more information contact (613)-623-



5811 or rkedro-sky@bell.net.

Vehicle is located in Arnprior Ontario.

For Sale: 1975 Land Rover Lightweight

Lightweight with a fully galvanised chassis on coil springs and a 200Tdi conversion mated to a R380 5 speed transmission. It has disc brakes all round. Amazing truck that will go anywhere. \$30,000 obo text for best response. 780.863.1298. Located in Trenton, ON.



For Sale: 1996 Defender 110

Located in Sté Thérèse, Québec. C\$36,000. call 514 993 5757. This is a 300 TDI-powered wagon that can take on 9 passangers as well as very challenging terrain. Locking differential, aluminum body, this is a first class off-road vehicle. Your mechanic will be able to attest as to the excellent condition of this LR Defender imported from Europe. Financing available, possible trade. For connoisseurs. SUPER OFFER!!! Upon purchasing the vehicle, if you live so far that it's difficult to come see us, you shall receive a one-way plane ticket (economy class) so you can fly in and pick up your Defender. We will also pick you up from the airport and provide you with a transit plate free of charge, valid for 10 days. Fly in, come see us, and leave with your vehicle.



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Send information and/or photo to the editors

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

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- * 750' of cable stored on drum
- * Wide range of cable speeds
- * Capstan action — pull and speed independent of cable length
- * Torque Limiter ensures safety
- * Automatic winding system
- * Cable pull in any direction relative to the vehicle
- * Land-Rover remains free for any other use

THE AUTOMOBILE ASSOCIATION
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PLUMETTAZ LTD., BEX (Switzerland)

Sole Distributors :

FULLER, LUCAS & CO., LTD., CROWBOROUGH, SUSSEX, ENGLAND

Phone : Crowborough 917

Cables : Lucas, Crowborough