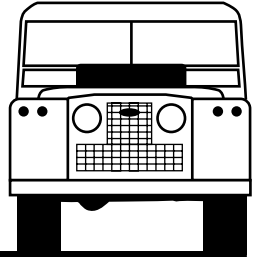


OTTAWA VALLEY LAND ROVERS



March 15, 2018

www.ovlr.ca

Volume XXXV, Number 3



Land-Rovers gather at Bruce Fowler's house for the Winter Romp

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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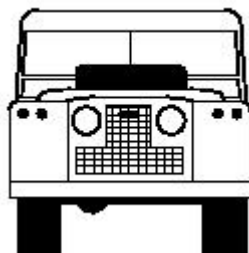
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OVL R Newsletter

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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) 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 Production Editor

This issue: Benjamin Smith (γδβγ)

Production Assistance:

Bruce Ricker

Greetings,

First up, the next major OVL R event is the annual Maple Syrup Rally. As per usual the sugar bush has thrown a curve with the weather. The first run was two weeks ago in late February, and who is ever ready for tapping out in February, certainly not Vern. Vern has, as of early March, 20% of his sap buckets up and has decided to hold off with the cool weather. It's a good thing as you certainly cannot pump, filter, or collect sap in the ice format! So Vern is standing by at his end and will probably have the tapping completed before or on the second or third weekend of March. In terms of when the Rally will be? It's a difficult call, but probably anytime after this weekend and into the first week of April is Vern's best guess. At the moment there is very little if any syrup made up this way. Peter Gaby and Vern discussed the weekend after Easter (early this year as a potential OVL R date, but perhaps we may go a week later than that pending syrup production. Watch Facebook and your email for a date. This is one event where Mother Nature decides when it will be. Our esteemed Executive is powerless on this one.

Speaking of events, February saw the twenty-first annual WinterRomp. A write up follows later in the newsletter, but in brief, looking at east coast events last year, and expectations this year, the Romp is now the largest Land Rover event on the east coast of North America at some 130 vehicles. In the Winter. In the middle of Maine. Who would have thought it possible.

On events that should be written up here, but are not, the Annual General Meeting. It was supposed to have been at Whisper's in Westboro on Monday March 5th. For a variety of reasons it had to be rescheduled. Our Club Secretary Terry will be emailing the time and date of the rescheduled meeting. Not to fear, from your humble Returning Officer's standpoint all is well. We have a candidate for each of the positions, so all that is required is a simple ratification vote. There is some shuffling and realigning of responsibilities that will occur, but there will be a full slate for the executive. The meeting should not take too long. Reports from the executive members, the state of the finances and any new business.

For the report for the Newsletter Editor, as many will know, Terry King, the other long time club editor, decided that he needed a break in January 2017 after putting in another thirty seven issues after Ben and I had given him a break in 2012/13. I note that Terry has edited one hundred and ten (110) issues of the newsletter, since starting in late 2005, for a total of 1,299 pages of reading for the club. An impressive statistic anywhere for any volunteer organisation. Consider the time commitment that this represents.

Arriving late to the January 2017 Social at the Prescott Tavern, I found that the assembled members had enthusiastically decided that I should take another shot, my third, at editing the newsletter. After valiantly trying to pass this off to either Dave Meadows or Mike McDermott, two other former editors, I started with

the February issue.

Initially, Kris Anderson handled the layout of the newsletter issues through to July when real work pressures contributed to her bowing out. She passed the production/ layout torch onto Ben Smith, who has been greatly helping with Newsletter production since. All in all, we produced twelve newsletters in 2017. This added up to one hundred and seventeen (117) pages of newsletter for the membership.

Of note for the AGM, the federation of eastern Ontario 4x4 clubs that had been holding insurance for OVL R and a number of other off-road clubs is winding down. The Executive is working diligently to find a replacement policy before the old one expires later this Spring. Numerous avenues are being explored that will be reported on at the AGM. This may imply some changes in how dues are collected.


Speaking of other events, the Birthday Party will be at the same place on the weekend of June 23rd. Further, there will be a Tune-Up at Shore Street Motors in May (I believe). Terry King is also thinking about a revisit to the Carp Trail and Dwyer Hill in the May timeframe when vehicles should be out of the garages and barns and ready to shake off the cobwebs.

Next Social, the 287th I think, will be held on Monday, March 19th at the Prescott on Preston Street. Why not come down for a couple pints and some square pizza and Land-Rover discussion. Hear all about William's leaking coolant challenges and how pattern parts can be better than genuine (how many water pumps?) or the on-going saga of Series 3 electrical issues.




Got Pink? Yes, even pink underneath. (see page 4 for more)

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

 It started with a plaintif email. Jeff Meyer's bonnet was unhappy. In fact, after fifty five plus years, the metal reinforcing under the aluminium skin was starting to show its age. Age in that in places it really wasn't there, but distributed along the highways and byways of Long Island and the Endless Mountains of Pennsylvania. So he asked a bunch of people if they might have a spare. John McKelvey replies that he did, but it was a bit scabious looking from previous owner paint jobs. Jeff didn't seem to care, but John, knowing that WashMe does appear in various fine magazines and newsletters asked if He wanted it painted. Jeff thought this would be nice and insisted that John only use paint that was already available in his garage... This photo is of John presenting the finished bonnet to Jeff. As Jan Holborn said, "it looks pretty"



 Katerina Borshevetsky writes that she and her husband recently got their 1988 110 CSW road legal in QC. It was a two year process. They bought it at a US CBP Auction for US\$201. They imported it frist to Calgary, Alberta where the first out-of-province inspection list was more than a few pages long. They started a mechanical and structural rebuild, but then need to relocated to just outside of Montreal for a new job. After moving to QC they had to customs-clear the Landy again, "because customs in AB didn't charge us anything, not even GST due to low purchase price. Not CRA Quebec or SAAQ, though, them made damn sure the Government got their \$13 in GST..... So, we now have the vehicle that's been officially imported into Canada twice despite having only crossed the provincial borders."

The 2017 OVLR Awards

Given the club has been somewhat reticent with the traditional awards for a couple of years, be it noted that this situation has reached a head where these awards are being printed on behalf of an anonymous and erudite group who have shadowy links to the TRSS and the Illuminati and have discerned and discovered the thoughts of the Executive.

In order or precedence:

LugNut: alas, the Executive have not come to a final conclusion on this one yet. Well, they may have, but the President is being coy. We understand that it is a Defender 90 owner. Or it could be related to photos of Dixon riding in a Jeep at a recent Land-Rover event. Announcement in the April newsletter!

Towball: While there have been some interesting candidates in the past years, one perennial challenger, Quintin Aspin dropped out of the running for the past two years as maintenance conflicted with moving house and home. This left the field open to a perennial high milers Ben Smith, Eric Zipkin and John McKelvey. However, the sudden arrival of Dixon Kenner in the pack allowed him to slip up the middle, narrowly beating out Ben Smith for the crown, so to speak, this year with pulling his newly resurrected 1951 "Ravus" (Latin for grey) to from New Jersey to Ottawa, to the Birthday Party, to Evenement Pierre Gauthier in aka Tuque Quebec, to the Frontenac Military show in Odessa, and then back to New Jersey to avoid the ravages of a Canadian winter.

Gasket Under Glass: one of the most beautiful awards in the club's possession. A perennial favourite that takes the adage "we can't believe it ran" and merges it with the most spectacular head gasket failure ever seen by Ted Rose. There can be no doubt that the winner of this year's Gasket is none other than Ben Smith, who spectacularly resurrected his mighty 101 "Laz" to snatch victory in a bet between three 101 owners with dead vechicles, only to see the rebuilt engine seize before it managed to get a hundred meters off the property.

A close second was Alastair Sinclair, who after a heroic rebuild of his 2.25l practiced for the Towball by hauling his Series III 88" up to the Maple Syrup Rally and to the Birthday Party, where the rebuild stood up to his efforts to exercise his steed.

Silver Swivel Ball: An award to the club member who has done the most on a volunteer basis to help the Club. This year it goes to Dave Pell, who has not only been the OVLR treasurer for more than a decade, but

has ensured that the Birthday Party goes off without a hitch every year. David has been behind many an initiative organising various things for the club.

Golden Wench: Bestowed upon the fairest member who has contributed the most over the past year, as well as putting up with the antics of the other half. Sue Rawson best exemplifies this good nature for hosting the Club's annual Christmas Party, organising a sixtieth Birthday Party for Bruce Ricker that got more old-time members out of the woodwork that would have seemed possible.

Grey Poupon: An award to the most salubrious vehicle at an event. While our preferred candidate is an unknown Range Rover owner who drove into the All British Car Day, deliberately parked away from all of the club

Range and Rovers, then spent over an hour polishing up at least some cooties had kept upon it while passing the Series vehicles, the club member with the most polished Rover is Mohammed Kassab with a lovely Defender 110 with an African scene painted upon it.

Honorary Exxon Valdez Award: To Will Skidmore for deftly removing an engine from his battered "Battlewagon" (RHD Series III 109 SW), complete with huge hole in the side of the block from a thrown rod, and managing to carefully place this time bomb in the Bensfold Barn where upon Mr's Kenner and Smith accidentally knocked it over, allowing all the blacked oil to pour out making a mess not seen since Alan Richer managed the same with a Diesel engine sold to Dale some two decades ago in the back of Dixon's Saab!



🚗 The Ancaster British Car Flea Market and Car Show is held on the second last Sunday in April at the Ancaster Fairgrounds, at the intersection of Hwy 2&53 (Wilson St) and Hwy 52 (Trinity Rd). This annual event is Southern Ontario's largest British car parts flea market featuring both used and new parts for all types of British cars. You will also find books, clothing, regalia, car club information and much more.

Open from 9:00 to 2:30, Admission is \$7.00 (Youth under 18 are free). Come and browse the vendors tables inside Marritt Hall. More parts and cars for sale at the outside vendors area. Refreshments available inside and outside Marritt Hall.

Reserved parking area for all British cars in the 'Show Area' - Bring yours out and be part of the show! Last years' show featured over 325 British Cars, some older than 75 years old. Don't forget your camera to take pictures of your favourites.

🚗 Another historically significant 80-inch has resurfaced after 20 years. The very first production model, Chassis Number 1, (R860001) has changed hands recently and is now to be restored.

JUE 477 was originally delivered in July of 1948 to a member of the Solihull development team, and it spent her first two years at the Solihull factory. She didn't get a registration number until 1950 when first sold for road use to a Professor McEwen of Newcastle University. The second owner was David Fairless who was looking for a tractor but ended up coming home with the Land-Rover instead. Aware of JUEs substantial pedigree, Fairless nevertheless put it to work on the farm, where she eventually fetched up. Reports from the Series One Club as early as 1971 state that even that long ago, JUE already hadn't run "for a long time."

JUE lay exposed to the elements and began to return to the earth. JUE 477 had been found again by members of the Series One Club in the 1990s and was displayed

at Shugborough Hall for Land Rover's 50th Anniversary in 1998. Then JUE returned to Fairless' farm, where she eventually went into more protected storage and was not head of again until recently. Mr. Fairless died in June of 2017.

And observer commented, "There it was sat rather sadly...paint faded and rubbed through to alli, a front hub and swivel missing, one wing outer ripped loose, a rear body side missing, no doors or screen, bumper bent back to the wings. Surprisingly the drivers spade back remained so I sat in and grasped the twin spoked steering wheel what a feeling, yes it was looking forlorn but here I was sat in possibly the most important Land Rover ever, JUE 477, the very first one built to be sold."

JUE was auctioned in November 2017. The new owner is not known, but rumored to have spent 6 figures to buy her. she will be carefully restored in a way that "retains the remarkable history, original components, and unique details." JUE is now on display at the Royal Automobile Club main headquarters on Pall Mall in London.



The Annual Winter Romp

by Dixon Kenner

This past American Presidents' Day (Family Day in Ontario) weekend saw Land Rover owners and enthusiasts traveling hundreds, and in some cases thousands, of miles for the 21st Annual Maine Winter Romp (1). The "Romp," as it is known, continues to grow in popularity every year despite being in the northeastern corner of the United States in the coldest part of winter. It's quite amazing to see how many people show up, given that temperatures can easily dip down to 25 or 30 degrees (F) below zero, numbers that make the difference between Celsius and Fahrenheit an intellectual discussion.

This year, however, Winter Romp took place under some of the mildest weather that it has ever seen. Daytime temperatures climbed above freezing, making for some of the most pleasant times on the trails imaginable. It also made for some dramatically shifting snow conditions as the temperatures moved from below freezing to moist during the day.



As is usually the case, the improved weather conditions in no way made the trails any more or less difficult overall. The fact is that every change in tempera-

ture brings with it changes in the consistency of the snow. It can go from densely packed, where your tires almost ride on top of a crust, to loose and dry with the consistency of soap flakes or cornstarch. That makes obstacles, like the hydro cut/power line hill, easily done at some times of the day, and almost impossible at others. It challenged preparations, where at times it was better to have those radials try and float across the snowpack with some traction, versus dig down in search of (frozen) dirt. No solution was perfect, or lasted the day.

Being conveniently located for Canadian Land Rover



owners in the Maritimes and Quebec as well as New England Land-Rover owners the Romp has grown in size year on year and taken on a life of its own. This year there were participants from as far away as Colorado, Texas, and Florida. No



longer is seeing a plate from Virginia or Ohio something of awe for the drive north or east. Southwestern Ontario seems local now. Whilst the first year saw but a half-dozen Rovers, one count placed the estimated number of vehicles this year at one hundred and thirty (130); making it the largest Land Rover gathering on the east coast of North America for the year. In the middle of the winter... In the Maine Back woods... Figure that...

In fact the event has gotten so popular that this year there was a new rule implemented. In order for a non Land-Rover to attend, a Land-Rover owner vouched for you and you needed to donate \$100 or 10 hours to Habitat for Humanity. Thus cut down on the number of local non-Land-Rover event crashers.

Unlike most events, the Romp has no fee for attendance. Organizer Bruce Fowler (OVL R member) prefers that participants spend their money in the local businesses in the region. The restaurants, bars, hotels, and other businesses have all come to rely on, and very much look forward to, the influx of visitors during a time that is otherwise very slow for them. Bruce also insists that no commercial interests be associated with the event.

Another guiding principle is that Rompers are encouraged to take responsibility for their own fun, comfort, safety, and overall preparedness while out and about and on the trails. These guiding principles are what has allowed the event to grow and evolve in a healthy way,

without the distractions and inevitable conflict of more commodified, profit-driven events.

The Romp does not happen through the work just Bruce. The trails are on private property lying in an exceedingly damp watershed (ok swamp in places) that is inaccessible from Spring to early Autumn. During the wet months the trails become overgrown. Trees and branches fall. Starting in late fall groups of volunteer groups drive up to put in work weekends clearing trails of overgrowth and building new trails. The work over the years has resulted in a fairly dense network of trails that have a seemingly magical ability to absorb all of the vehicles without too many traffic jams.

Driving trails with names such as Screaming Eagle lead to obstacles such as the "Pit of Despair". One trail has a "Bypass" trail to avoid a swampy bit that a habit of chewing on vehicles. Of course, there is a "Bypass to the Bypass", and if that is not concerning enough, then there is the "Triple Bypass" trail. All have appropriate names, some simply descriptive, like the Ridge Trail.

The PowerLine Trail has a lovely obstacle in the form of a fairly steep rise. This trail, connecting the public Dickey Road to the end points of the Ridge and Screaming Eagle trails has a hill climb that challenges the best drivers, depending on time of day. A thick layer of corn snow made speed and finesse important at trying to climb the hill, and people tried all day long, many making it, many others going the long way around to reach the party at the top of the hill.

These trails were accessed by nearly every Rover product from as early as 1951, yes, a Series One eighty inch was there. Down from three or four of them last year. While I did not see any Velars or Autobiography editions on the trails, the Range Rover and Discovery Sport was there, as well as LR4's. No Freelanders or Evoques though. The most popular vehicle was the Series One and Two Discovery. They took the prize for most common, an edge probably to the Earlier Series One Discovery.

However, at the same time, these cutely named trails are not nice and cuddly. Discovery's also led the carnage from the challenging nature of these trails. The

author counted at least ten differentials that were destroyed on the trails. The same number of half shafts, if not more, were also shattered. That doesn't begin to count the a grocery list of other parts that went through bad luck (water pump), or bouncing into an ice wall (body panels). Despite this, the hosts garage remained strangely empty for most of the event. No engine swap this year. The weather co-operating to make the parking area at Flamingo Rock Farm resemble a vehicle repair zone. However one Disco 1 from New Jersey with a blown power steering lines was left behind to be recovered a few weekends later



The Winter Romp is not all trails and off-roading. The social gatherings add a social dimension. Friday night most Rompers gather at the primary hotel for a buffet dinner to chat with old friends and meet new ones as they arrive for the event. During the weekend eventings venues, such as 18 Below and You Know Whos pub are packed. There was also a warming tent by the Dickey Road, staffed by Habitat for Humanity, offering heat, hot chili, coffee, tea, and snacks for people looking for a break.

Next year you should consider heading over to Waterville, Maine and attending the Romp. The event is organized via the "Maine Winter Romp" FaceBook group.

¹ Those wanting to read about the first, dig up a copy of the June 1997 issue of, the now defunct, Land Rover World magazine, pages 28-33. Really, the first Winter-Romp was in 1988. To know why the disconnect, listen to Bruce Fowler being interviewed about the Winter-Romp on the CentreSteer podcast, #59, uploaded on February 28, 2018. Available via iTunes or <http://centresteer.com>



General Servicing: Repairs, Humour, Tales & Trivia

The Case of the Anonymous Rattling Noise - The Opening Gambit

by Dixon Kenner

Problem statement: An annoying rattling noise when underway was originally, and naively diagnosed as being the gear shifter o-ring perishing (1). This is a common problem, easily fixed via a phone call to Three Brothers Classic Rover and ordering the appropriate o-ring. That is assuming that you have the later style Series III gear lever that uses a IIA type of ball and an o-ring (FRC1387). If you have the earlier Series III shifter, you need an unobtainium nylon piece that fits over the end that was found to be problematical, and was abandoned for the earlier o-ring.



exhaust pipe joint touching the frame on acceleration. Originally believed to be the front pipe rattling against the manifold, those three Allen screws (don't ask) were addressed when Alastair tried to tighten the exhaust pipe in the manifold. Running the engine, noise continued to persist. There was still a knocking noise. Andrew said that the flanges were not touching. Curious I asked to see. They are not supposed to touch as it is a mushroom interference fit.



However, that was only part of the problem. The engine flywheel housing was also touching the seam on the cross member (1st photo). When the engine was happily bouncing away, it was also hitting the cross

member, making a lovely ringing sound.

So, the assembled experts, a collection of vintage Land-Rover and Porsche owners, pulled out the floor jack, placed it under the sump, and lifted the engine up a bit until it was no longer roughing the cross member. After that, some stainless fender washers (2nd & 3rd photos) were cut and fashioned as spacers to slightly raise the engine (4th photo) to solve this aspect of the problem. Did this solve the issue? No...

The next source of noise that was identified was the

So for under the 88 and shook the exhaust pipe. Noise, but not from the manifold. From behind. So, run the engine again. When you press on the gas, the engine accelerates and tips towards the right. This moves the exhaust pipe outwards. The flange between front and intermediate pipe hits the frame. Result - Noise.

Solution, loosen the muffler tailpipe assembly and have someone push it towards the right, with others retightening the nuts and bolts. This was a several person job. Ideally, the entire system should be loosened, but this time the adjustment required was minimal and it worked. No noise from that part of the vehicle. For now at least.

So, just the gear lever to address next RoverNight, right?

To be continued in a random fashion....

Notes:

1. This would in turn lead to the learned article by David Place on page 9 of the August, 2017 Newsletter



Window Track Refurbishment - Military Series III/90/100

by Alan J. Richer

One of the perpetual annoyances I had in my 110 was the propensity for the double sliding window on the driver's door to rattle in its track - not to mention refuse to lock under any circumstances. The perpetual opening of this window and shoving it closed finally annoyed me past my limits - and I decided they needed to be refurbished.

A little research told me that the linings for the tracks were available from specialist Land-Rover parts dealers - at a more than slightly extortionate price. A little more research turned up the specifications for said felt liner - which turned out to be nothing more than industrial wool felt. You want a firm-to-hard wool felt - soft felt will wear too quickly. There are synthetic felts available that are much less expensive, but all of my experience with felts is with natural ones - which wear like iron. Spend the extra and get wool felt.

With that in hand I ordered a roll of 1" x 1/8" felt - a 10-foot roll (enough to do both windows on the truck) priced out to be a little under 9 dollars. For those in the US, this can be had from specialist felt suppliers or W.W. Grainger - mine came from Grainger.

Armed with the felt, I removed the doortop and then removed to the workshop for a bit of repair work. Before I could replace the track liners, though, the window had to come apart.

To disassemble, remove the four screws holding the lock assembly in place and windraw the lock assembly complete (you will need to rotate it upward to free it from the door top). With this out, drill out the two pop-rivets holding the outer part of the window track assembly in place, carefully not enlarging the holes.

Remove the four screws holding the window track to the inside of the door top and with the windows in the centre of the track, pull out the lower track and windows, freeing the windows from the frame. Set the windows and lower channel aside.

Turn over the door top and using a pick or pair of needle-nose pliers remove the remains of the felt liners from the upper tracks. Set the door top aside - it is now time to prepare the wool felt for installation.

Cut two 23" strips of the wool felt. Using a razor knife and straightedge trim the strips to 3/4" width.

NOTE: Before anyone says anything, firm wool felt in 3/4" wide rolls is almost impossible to get, while 1" is common and cheap. Two minutes' work with a razor knife won't kill you.

With the door top back on the bench inverted, fold the felt strips inward into a U channel. Starting at one end, use a steel straightedge and stuff the felt into the channels, seating it all the way down to get it past the retaining edges on the channels. Do this with both tracks - stuffing the felt down into the tracks till it bottoms and the edges drop into the channels.

With these in place, take the steel straightedge, set it in the channel and wiggle it to seat the felt and open up the gap. This will make the refitting of the windows easier - it will be tight but is not impossible.

Set the door top aside and give the windows a thorough clean before reassembling.

Note 2: - the windows are captive on the rails - you need to slide them off the rails to free them from the tracks.

Note 3: The front window is the outer one of you get confused.

To reassemble, slide the thoroughly cleaned windows back onto the track, front window to the outside and back window to the inside. Centre the windows and align them with the tracks in the door top, press in firmly, and reseat the track assembly in the bottom of the door top. This may take some prying and shoving - those tracks are now the tightest they've been since new. The windows will go in, however, so just be persistent.

Reinsert the four screws holding the track in the door top frame, and then re-rivet the front section of the track in the two places where rivets were removed. Reinstall sealer to the outside back edges of the lock assembly and reinsert it into the frame, inserting the latch then rotating downward to insert the lock into the frame. Refasten it with the screws removed earlier.

Well, that's all there is to it. A few dollars worth of felt and less than an hour start to finish will eliminate the noisy, rattly window problem and give you quiet, solid windows that won't slide open all the time. Have fun with it - this is one of the easier and cheaper repairs you can make on your 90/110.

Not a Survivor

Many moons ago Land-Rover claimed that 70% of all Land-Rover are still on the road. We continue a monthly series of photos of Land-Rovers that are not part of this statistic. Here is a Series boneyard somewhere in the desert.



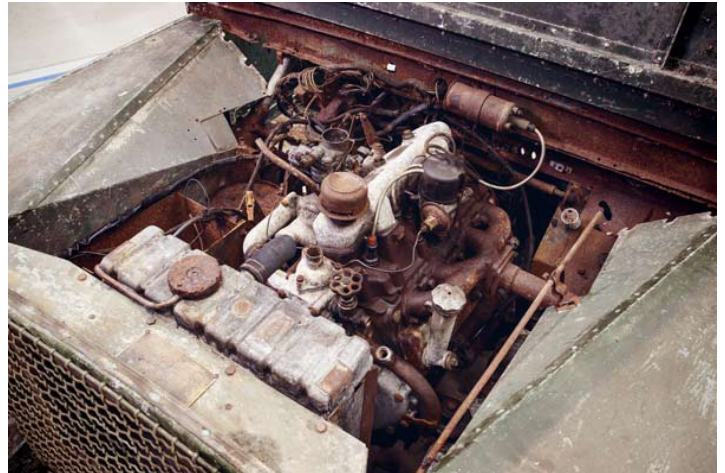
Missing Original 1948 Land Rover to be Restored

by Dave Bobeck

Aside from the very limited edition 70th anniversary Defender that was just announced, Land Rover has also revealed, first in LRO Magazine, and now in a full press release, that they will restore one of the most historically important and valuable early Land Rovers in existence. In 2016, a Land Rover enthusiast not far outside of Land Rover's home base of Solihull, UK, discovered an old 80-inch Series One Land-Rover languishing in a field. It turned out to be one of the three original pre-production Land-Rovers that were part of Land Rover's initial debut to the world at the Amsterdam Motor Show on April 30, 1948. This is chassis number L.03, which was later converted to RHD by Rover.



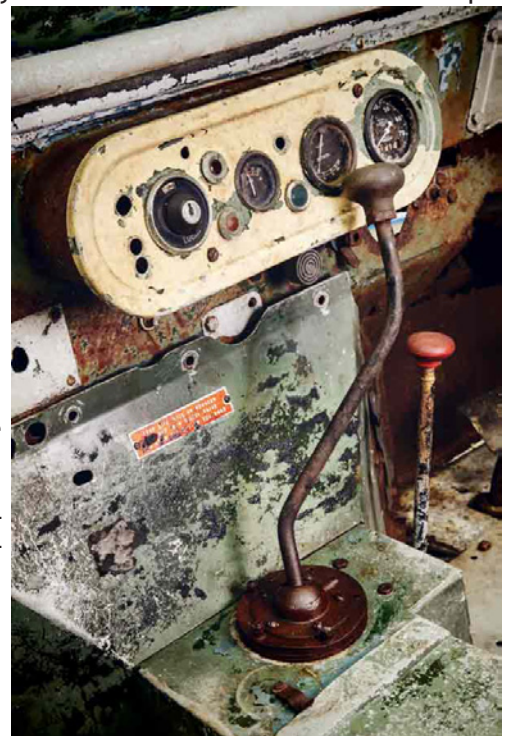
This vehicle's whereabouts have been unknown to fans and historians of the Land Rover marque for the last 63 years. Once the vehicle was acquired by Land Rover, they began to research its history, likely through tracing the registration, which in the UK usually stays with a vehicle its whole life. It went through a handful of owners and even spent 20 years as a stationary power source on a farm in Wales. When the engine seized, it was sold off. The new owner never got around to the restoration, and apparently not knowing what he had, was preparing to take it for scrap. Fortunately, it was rescued from that potentially tragic fate. Once rescued, word eventually got back to Land Rover, who obviously was very interested in it. It is undoubtedly the world's most historically significant unrestored Land-Rover.



Over the course of 2018, JLR's Land Rover Classic restoration experts plan to restore the vehicle, but even for them, it will likely be a daunting task. The 48 pre-production Land Rovers had quite a few different features than the production vehicles, including thicker body panels, a fully galvanized chassis, and a removable rear tub. The vehicle's previous owners will be invited to the Land Rover Classic Works facility in order that they can "witness its loving restoration" and in the hopes that they will have more information and stories to share about its history. Tim Hannig, Jaguar Land Rover Classic Director, said: "This Land Rover is an irreplaceable piece of world automotive history and is as historically important as 'Huey', the first pre-production Land Rover. Beginning its sympathetic restoration here at Classic Works, where we can ensure it's put back together precisely as it's meant to be, is a fitting way to start Land Rover's 70th anniversary year."

There has already been some debate around the 'campfire' so to speak, as to whether it would be appropriate to give this vehicle a new paint job. That question seems to have been answered, to the relief of the originalists out there. According to Land Rover's press page, "The patina of its components will be preserved, including the original Light Green paint applied in 1948."

Phew.



Plushie Preservation, Part 1

by Greg Fitzgerald

Many of the restoration efforts in the pages of this newsletter are focused on saving the classical Land Rovers [*we publish whatever we receive -ed*]; herculean and ordinary stories of keeping the world's most iconic workhorse on the road.

I, of course, have immense love and respect for the "Land-dash-Rover" produced from 1948 to 2016, and hope to own one in the medium-term future. However, my path into the marque, like many younger North American Land Rover enthusiasts, came via the other trucks, those known to some Series enthusiasts as "plushies."



My parents bought a Discovery 1 when they hit the US market in 1994, and such began an almost 24-year love affair. That truck is gone, victim to a rogue tree limb, as is the leased D2 my mother replaced it with. But as I've built my own fleet, I have always had a Discovery or Range Rover in my driveway for the past 24 years. My current fleet numbers an immensely rusty black 1993 Range Rover Classic LWB that I've had since 2007, and a 1994 Discovery 1, in glorious Coniston Green, which I purchased in 2015.

As the Classic and D1 have bottomed out on their depreciation curves and are rising in value (at wildly different paces, but both rising nonetheless), economics begin to make restoring some of these trucks, once the icing on the day's cake for the crusher, a sensible possibility to consider. And such I am doing, possibly in vain, and such I will try to detail somewhat regularly in these pages.

We begin with the Discovery, affectionately named Duncan after the SIII 109-driving ranger in the BBC show *Monarch of the Glen*. I picked him up in February 2015 in Vermont, a supplement to my clapped-out Range Rover. Clearly, I don't make good choices, as I overpaid for a Discovery with a blown head gasket, dried out rubber throughout, and plates expired for five years on a title with a corporate address in the original World Trade Center. However, it was in every detail identical to our first Rover from when I was four, so I let my heart dominate my head.

Over the past three years, I've taken this truck from

being a borderline junker to a halfway respectable daily driver. Seeing the light at the end of the tunnel (possibly attached to a rogue train), I decided that the perfect motivation to wrap up the project would be a big roadtrip. Like, one of those iconic trans-continental ones.

I'm an active member of the Mendo_Recce Land Rover email list, based in Northern California. It's a great group of LROs, mostly local to the region with a few scattered elsewhere, from across the spectrum of interests, with a camaraderie that I've found few equals of anywhere. The group shares some ties with OVLR; it was in part founded by Ben Smith, then a California resident, as part of a group call on the LRO list to organise a camping event in the Mendocino National Forest in April 1995. Very long story short, this year will be the 24th iteration of the Joe Lucas Not-a-Rallye. After flying out with Ben last year, I thought it might be nice to drive my own truck out this year.

Thus, I managed to turn something as simple as camping with friends into a set of personal development goals.

And so began a three-month slog to the finish line that I'm halfway through right now. The first major task was rebuilding the rear axle. As with many Land Rovers in this part of North America, I have experienced some perforation in the pan covering my rear differential, which has caused it to leak gear oil in a way that can be best described as "killing my softly." After burning out bearings on two diffs, I decided that, having not quite yet mastered the art of welding, I would source a new rear axle housing and move over my components.

And so began a three-week effort to totally strip and refurbish the rear axle. I began by carrying the old one in the back of the truck for two months, because I was too lazy to move forward on the project. Then I finally set up some sawhorses in the garage and began wirewheeling the old paint off the axle. Once it had reached a glorious chromed hue, I primed and painted it in Rustoleum (a choice I'm now on the fence about).



From there, I realized just how many components went into one of these axles. Breathers, differentials, hubs, axles, bushings and bolts all came undone, until finally I slid out the old assembly. Everything was cleaned up, and I replaced a few components including the ABS sensors (don't bang on the ends with a brass drift, top tip) and all seals. Bearings were all liberally regreased. (The brakes had been wholly refurbished about 18 months ago.)

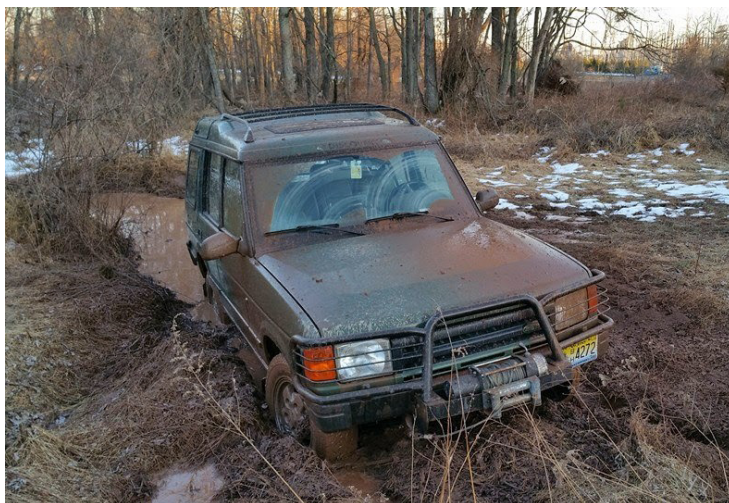
After completing the refurbishment and ruining three t-shirts, the change has been immense. The truck generally rides better as it always has gear oil, and I have less of a spray over the back. This sounds simplistic but it is life changing.

But, all is not perfect. I still have a leak in my transfer box, which causes some spray, so I decided the most efficient thing to do was to replace the LT230T that came with the truck with the more refined LT230Q from the 1997-99 Discovery, which I could redo on the bench. I picked one up in Connecticut, and I've spent the past few days tearing it down and putting it together to reseal it.

This will come together in what will be Part 2. An immense parts order from Atlantic British has arrived, with new exhaust, kickdown and throttle cables, transmission cooler lines, transmission filter, and -- just to throw a spanner in the works and make you wonder -- a door latch. There is much to be done in just a few weeks before departure for California, and after my return, many things ahead as I finish a few details on the Discovery and move on to giving a shot at the massive bodywork project that is my beloved Rangie.

More details of the author's upcoming adventures can be found at GregFitzgerald.net.

"Mom wasn't pleased when I took Duncan for a drive through her goldfish pond in the backyard"



3 Brothers Classic Rovers

What's your next adventure?



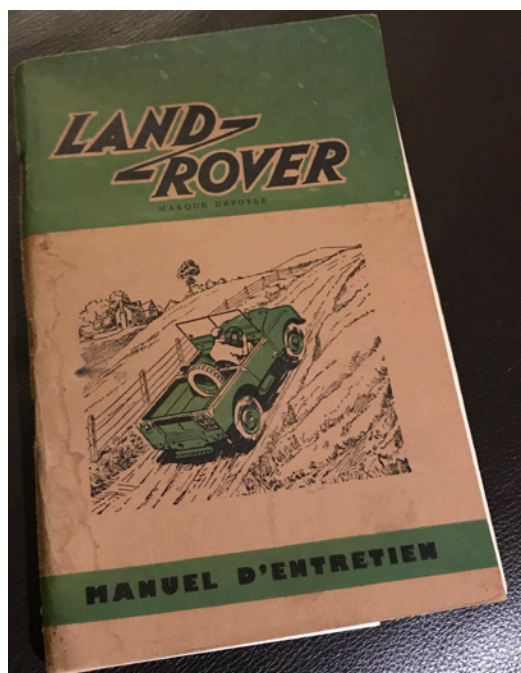
www.3BrothersClassicRovers.com

sales@3BrothersClassicRovers.com

17 Gold Street, Paris ON N3L 3S3 519-302-3227

Land Rover Publications - 1950 Operations Manual in French

An interesting local find, though not surprising given Quebec is across the river. A French language version of the Operation Manual for the 80 inch. TP/113/A, published in February 1950. Originally from a Land Rover dealership on Scott Street in Ottawa in the 1950's. Interesting that the date is early for Land-Rover imports to Canada, 75 arrived that year. No part number in the publication. Finally, the French from France differs from the French in Quebec for many parts, which makes it an interesting read.

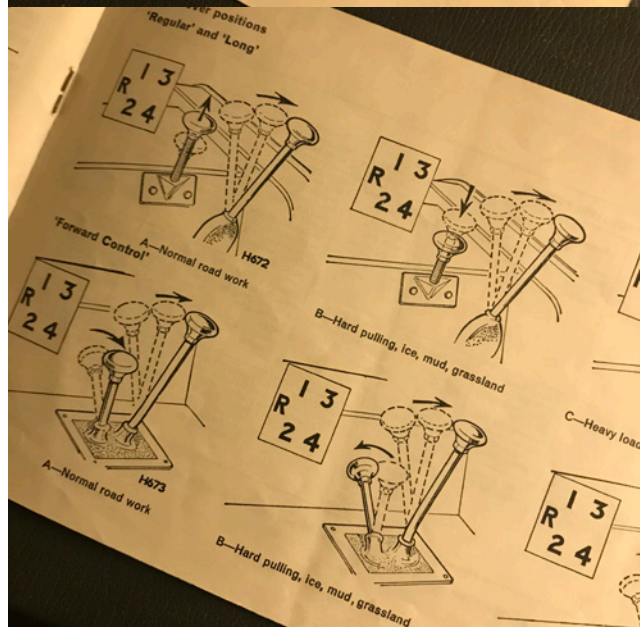


How to Change Gears in a Series Land-Rover

by Dixon Kenner

Something that was produced before it's time. An interesting publication that I came across from Land-Rover. A thin booklet that tells you how to change gears in a Series Land Rover! Only about a dozen pages, it has a couple pages of nice diagrams and tables of information to help you learn what all of those black, red and yellow knobs are for. When to use them, what conditions a particular combination is best, and where what positions the levers should be in. While specifically for the Series2 or Series2a, it is applicable to everything from after the ring pull gearbox in the Series1 80 inch to the end of the Series3.

Given that a manual gearbox is becoming a historical rarity, there will eventually be a demand for this kind of publication from the enthusiast. As reference, this particular edition has a publication no. 605577. There is no known Technical Publication, or TP number. Neither is there reference if there is an earlier edition.



Dash Warning Lights, a Question

If one looks up the warning lamps in the Series One, you will come across references to the Lucas WL3 and the WL12.

The WL12 is a lead bodied warning lamp used for the high beam on Rootes supplied Series Ones. It was used on various other vehicles and not too hard to find. The WL3 was used for the choke, charging, and oil pressure lamps. It is a unique lamp in that it has a fine wire coil would around it. But, opening the dash of early Series Ones and you will come across the warning lamps pictured here. Plastic bodied, in three colours (green (choke), red (oil), yellow (ignition)), with these the lamp pushed into the rear of the assembly.

The question is simply, what are these? Lucas is seems, but finding out a part number is proving to be exceedingly difficult. Anyone have any better reference material that might list these? Reply to the editor if you have any information.



A Visit to Cuba

by Dixon Kenner

Cuba in January or February, when Canada resembled the ice cubes that get tossed into mixed drinks, is a pleasant diversion if you don't mind vacationing in a second world country (1). Cuba in this sense is a partial trip back in time (2). Because of the American economic blockade (since 1962), and a local economy in dire straights after the fall of the Soviet Union, Cuba has quite a collection of vintage vehicles still on the road. A third of the vehicles seen are American from the forties or fifties. There are a tremendous number of Lada's too, with a smattering of a few modern cars. But, the purpose of this particular article is about spotting Land-Rovers in this communist state. One in particular. An unidentified Series One that I had read about, at least some fifteen or twenty years ago. Fidel Castro's personal Land-Rover that he used in 1958 at the end of the Revolution.



Wagon. Modified with power steering. Diesel, like just about every other large car in Cuba (yes, most of those classic American cars are diesel now. Cheaper) The interior has been redone and it was being used as a taxi.

A third was a light blue 88" on the side of the road in Matanzas. It looked like a Series III. The galvanising and door hinges were painted black. However, blowing up the photo reveals that: the roof sides lack rear windows; the windows are roll up, Santana had this while Rover did not; and the rear door is a Santana split rear door with tire carrier.

A fourth, also in Matanzas, was white 109 station wagon. Either late IIA or a Series III or a Santana because of the black painted grille Presumably, this is the same vehicle spotted the next day in the same city.

A fifth, parked in downtown Havana a blue Series One 86", looking in remarkable good shape.

Modern plushies? Well, no Range Rovers, Discovery's, Évoqués, or even Freelanders (which are probably more rare than the 80 inch in this hemisphere). However, there were two 110's spotted. A brown-red 110 with big "Land Rover" logo on rear tire that sped by in downtown Havana and a black 110. Both were station wagons.

I'm actually rather astonished that I saw so many.

¹The The origin of this was political and Cold War. First world was the western capitalist countries, the Second the East Bloc communist nations and allies, and the Third World was the rest.

² So is flying on Sunwing, which can be described as Shared Service Canada acting as an airline, or the service levels of a East Bloc airline of the Seventies or Eighties. Nice staff, horrid strategic planning and service levels.

Being in a four (Cuban) star resort on the Veradero peninsula, only about a hundred miles from Havana implied that a visit to Havana to see the aforementioned Land-Rover was possible. Well, that and a curiosity to see the Museum of the Revolution in the former Presidential Palace as well as walk about the old City. So, off to Havana I went, hitching a ride on a tour bus doing a day trip to Havana. The next day was a regularly scheduled trip into Havana to see the sights and sounds from another tour bus, plus a brief walking tour of old Havana.

Ironically, I expected to see only one. Fidel's Series One that he used in the later part of the revolution.

The first trip to Havana was good for six Land-Rovers spotted. The second trip was good for one. Well, three of you count two that were spotted on the previous trip.

The first was Fidel Castro's Land Rover. An early 107 inch station wagon that has been heavily restored and not in a good way. A future article will deal with this particular Land-Rover.

The second was a blue Late Series IIA 109 Station



On the Subject of Shipfitters Disease

by David Bobeck

“What is this ‘shipfitters’ disease?” you may be asking yourself. If you are, you probably have never owned and worked on an old Land Rover. I looked online for a definition, and this is what I found, from John Osterhout, posted on Bill Calocchia’s LRO mailing list back in 1997:

“Well, it’s a nice day to work outside, and that cleat is loose, so I’ll just tighten the screws. Oops, one is stripped, so, to do it right, I’ll remove the cleat and see what the problem is. Oh, dear, dryrot!! Well, it’s only in this one plank, and I can easily replace it. Gee, all the screws are loose, better replace the whole frame while I’m at it...

....Oh, shoot, I’ll have to take out the wiring harness and chain plate, well, the wiring harness really needed to be replaced anyway, and now’s a good time to get that chainplate re-galvanized. Foey, now it won’t match the other ones, so I’ll just do all of them, won’t that look nice. And since I’ll have to repaint the new planks, I might as well do the rest of the hull or it won’t match...And the shiny hull will really make the cabin trunk look chalky, and I really wanted to strip and varnish it, so what better time? And since it’ll be out of commission for at least a week, and I’ll have to take out the cabinets to redo the wiring properly (all those funky splices can finally go), I can redo them at the same time. Gee, with all that room, and nothing to get dirty I can finally pull the head and find out why the engine’s been burning oil. I’m sure the shop can have it done before the cabinets are ready to go back in. In fact, this may be an opportunity to rebuild the bottom end, after all, it’s 30 years old and bearings and rings will never be easier to put in. I could even paint the block while it’s out, and galvanize the through-hull fittings, paint the bilge, and get that new pump for an early Christmas present, maybe new sails to go with the new paint, re-varnish the mast, replace the sticking sheave while I’m up there, maybe a new antenna, or at least the coax. Heck, the radio’s as old as the boat, and since I’m this far into it..... “



To give a perhaps more relevant example, I just recently finished putting the windscreen and frame back in my 90, along with all new seals, repairs to the bulkhead underneath, and a lot more. That’s just one step in a fairly involved renovation project, the result of which has been that the vehicle hasn’t left the rear yard since January of 2017. It all started because I had to replace the battery. Which I still haven’t done.

About two years ago, on a winter foray into the great state of Maine, USA, I found myself one particular frigid morning, attempting to start my old Land Rover 90. I turned the key. NOTHING happened. I was attending the Winter Romp in Waterville, Maine. The nighttime temperatures were getting down to about 25 below zero, and the days were only going up to about 10 at the warmest part of the day. Everything was frozen solid, including my Land Rover. Up until this point, everything was working just fine. We tried to jump start it, and still, there were no signs of life. Everything else we tried had the same result. In the end, the only way to get it started was to drape it with tarps and aim a propane-fired salamander heater in the general direction of the engine bay.



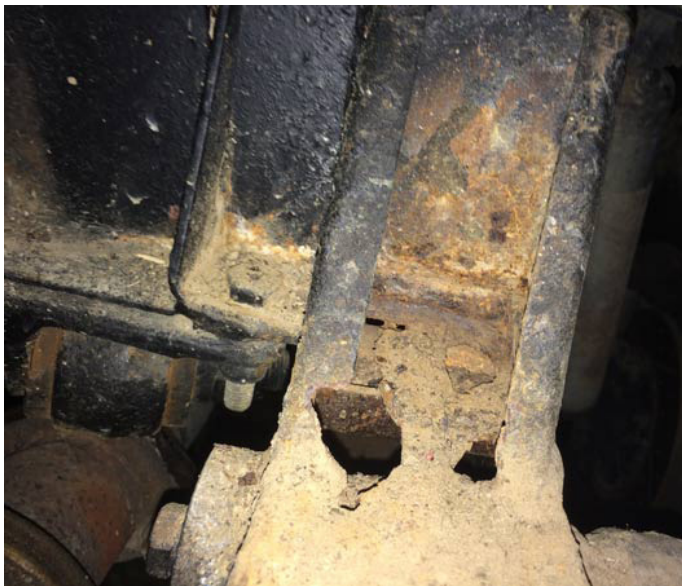
After suffering that humiliation, (see pic at the tip of the article), the poor 90 worked fine for the rest of the weekend. Monday morning we loaded it on the trailer and headed back South toward warmer times. I drove the vehicle all year without any further issues, until the following January. During the first cold snap, we were again dead in the water. After some deliberation, it was decided to replace the battery. I pulled the old one out and found a few good-sized holes in the battery box, which had been repaired once already by a previous owner. Those repairs were now falling off. I’d just paid a fair chunk of cash to have someone sandblast, paint, and waxoil the chassis and underside of the truck, and the battery box repair kits available are not too expensive so I decided to swap a new one in to further improve the overall condition of things.

Of course, getting the battery box out is not a small project. To remove the battery box, I discovered, one has to remove the lower seat belt anchor, the steel sill channel between the front of the rear bed and the firewall, and any rock slider if those are installed. Then, there are about a zillion



spot welds or pop rivets to drill out. On my vehicle, the same previous owner had also done some repairs to the aluminum seat box panels and the front of the rear bed, using some thin gauge steel. They were very nicely done, but aluminum and steel don't play well together, especially when you add road salt into the equation. So the steel patches came out, and the swiss-cheese condition of the corroded panels became truly apparent. With all that out of the way, I was finally able to pull the battery box.

To make a good, long-lasting repair, I cleaned up all the adjacent surfaces, and patched the seat box and tub with some new aluminum pieces I bent up myself. Of course, the bit of chassis behind the battery box was previously not visible to human beings, so it needed to be cleaned up and painted to match the rest of the freshly re-done chassis. The wire brush went right through in one of the common problem areas, so I had to fix that before replacing the battery box, or it would just keep getting worse, out of sight and mind and eventually seriously weaken the chassis. Which isn't good, if you're wondering. So, out came the brand-new-to-me welder. Except, the new welder is 220 volt and the house is about 60 feet away. A side project thus ensued to acquire materials and make some super heavy duty extension cords.



Repairs progressed and came out pretty good if I do say so myself. At this point, I noticed that the outrigger for the front of the rear bed had some rough spots on it, so I decided to patch those up. That outrigger also holds the back half of the rock slider, so it needs to be good and strong. After some rough treatment of the outrigger to prep it for welding, I noticed that I could see daylight coming through where it attaches to the chassis. Yikes. Also not good. I ordered up a new outrigger, which subsequently arrived, and after spending hours trying to remove the last bits of the old one, found that the new one would not fit the hole where it goes and was also slightly defective in that it wasn't welded up square. After a week or two, a replacement outrigger arrived and was offered up to the vehicle. It took some doing but I got it to fit up, lined up the bolt holes as needed,

and welded away. The heat required to get a good weld caused the outrigger to move a little bit, so now it was about a half inch from where it needed to be.



There was no way to remove the outrigger for a second try without destroying it, and I didn't want to wait for a new one. Hammers were of no avail. Eventually, I got the bright idea to heat it up and pull it into place with a come-along. But, first I had to get myself an oxy-acetylene rig to do the heating bit. This took a few weeks to find a decent deal on one. That worked a treat by the way and I was quite proud of the result, though I suppose it would have been better to get it right the first time.

Finally, I was ready for the battery box. That was pretty simple, though it was sized a little differently than the old one. Apparently, they are not all created equal. Moving right along now, the repairs to the tub and seat box required the removal of the front door seals, which were in bad shape and will also need to be replaced. Upon removing the doors seal, it was evident that the front door A-pillar was rotting in places where the seal was trapping water that was coming in around the wind-screen hinge area. A common problem.



I brought out the welder again, but couldn't, try as I might, ignore the rust that was showing through on the front upper corner of the bulkhead. A bit more poking and prodding revealed that the upper corner needed some serious work. This would require removal of the windscreen and its frame. Oh boy. To pull the windscreen, you can just unbolt the line of bolts at the front of the roof, and the two front bolts where the roof meets the rear body. I used some 2-by-4s to prop up the roof high enough to allow the windscreen to come free. In pulling the windscreen, it was revealed that the hinges attaching it to the bulkhead are themselves rotted and were allowing water to get behind them. Also not good. A set of new hinges were procured, as well as all the seals for the roof and windscreen.



It took me a good while to get all the welding done and repaint all the repair areas using a spray can of "Land Rover Blue" that I picked up some years ago on a trip to the UK. The roof is now bolted back in with what I hope is a proper job of sealer to keep as much water out as possible. The gutters will still need to be done as the sealant in them is all cracked and falling out.

The new door seals are now in, I replaced the door check assemblies that crumbled to bits when I removed them, and at some point, I will also need to remove the doors to recondition the bottom edges. I still need to replace the sill channels and rock sliders, weld the outrigger in one spot that I couldn't get to without a lift, finish putting the rest of the interior back together, and get some grommets for the various cables where they pass through the side of the battery box.

Maybe then, I can finally get that battery replaced. Oh, and of course the tires have all gone flat. Hmmm, I wonder where THAT will lead.

Upcoming Events

March/April, 2018

Annual General Meeting

Location: Whisper's, Westboro

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 2018

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. Or somewhere else.

Mid May 2018

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

June 22-24, 2018

35th OVL R Birthday Party

Mabery, ON

For Sale - Discovery/ 1964 Pickup Hybrid

This is NOT a Defender. 1964 Land Rover Series 2A, 109 Body sitting on a 1999 Land Rover Discovery 2 Frame/ Running Gear. Needs finishing. Was built by previous owner who couldn't finish due to health issues. I bought it hoping to finish, but can't find the time to do so. Mostly Head Lights and Signal Lights and removal of all unnecessary wiring such as Power Window/Seat/Sun Roof/Door Locks etc. that the '64 Body doesn't have. It is insurable and previous owner towed it behind his Motor Home (comes with Tow Hitch & removable Trailering Lights) Last summer he towed it to the Oregon Dunes, Dune Permit is still valid until end of July 2018! Roof and Door Windows are easily removed and the Windshield folds down for Summer cruising. For those not familiar with the Disco 2 running gear; 4.0 Liter aluminum block V-8, Multi Port EFI and Coil Pack Ignition ZF 4HP24, 4 speed Automatic Transmission with "Sport" mode for Towing and "Manual" mode for manually shifting gears. LT230 Transfer Case, AWD with ability to engage Center Diff Lock in Transfer Case making it 4WD 4 Wheel Disc Brakes with ABS, Traction Control & Hill Descent modes Front Coil Springs, Rear Air Bags. Disco 2 dash board so is equipped with Air Bags, Tilt Steering and Ignition Immobilizer Anti Theft. Head Gaskets were just redone 2000 kms ago, so good for another 150,000 km. Maxxis Bighorn 235/85R16, 10 ply Mud Tires with 14/32" tread. There are a total of 6 tires and 5 stock Land Rover 16x7 aluminum wheels. Has 2" receiver hitch for towing up to 7000 kgs. All galvanized parts have been re-dipped, body has new paint and seats were just reupholstered. Side and back canopy window openings have been covered with limo tinte plexy glass. \$7500.00. In Vernon British Columbia. Kevin at 250-306-8570, Text only, no emails or add replies as I don't check email often.



For Sale 1982 Series III Military 109" Pickup

THE TRAMP. Ex-British military RHD. Galvanized Marsland chassis. 2.25 engine LR factory rebuilt in 1993. In the past year engine has had new carburetor, distributor, coil, fuel pump, steering relay, rear diff seal,

e-brake shoes, new transfer case seal, floor in rear tub and new foot wells. New Nova Scotia MVI good until Dec. 2019. Geared starter by British Starter Co.; Overdrive by Rover Drive; T1 Consul front disc brakes (Santana); Mile Marker free wheeling front hubs; Salisbury rear dif. 21 spline axles front and rear; Full length windowed hardtop with vented Safari roof; Rocky Mountain aluminum door tops; Full Exmoor canvass soft top only used one season; Exmoor deluxe front seats and jump seats in back with seat belts; Rocky Mountain parabolic springs with Procomp shocks; 8,000 lb. Warn winch; Trailer hitch and wiring; and High lift jack. This truck, The Tramp, has been my daily driver for the past seven years and has never let me down. It has been used by one of the main characters in the science fiction series television show Haven for the first five seasons. It has also been used in the Sperry Topsider winter wear catalogue and tv commercial. It was an extra in the movie The Healer and in several local business commercials. Asking \$15000 CAD. Located in Halifax, Nova Scotia. Kijiji advert no. 1305064865



For Sale: Series III 88"

\$5,000. Non runner No engine No transmission Body is rough, but with some work can easily be restored. I took a picture of a spot that I cleaned, paint is still good. Frame needs work. Non-negotiable. Lowballers will be ignored, serious enquiry only. Located in Montreal. Kijiji advert 1334271060



Rovers & Parts for Sale

For Sale: 1951 Land-Rover Series I 80" Tickford

Tickford Station Wagon, 1951 model year. Built late 1950. exported to Uruguay. Chassis number 16230026. 1 family owned in Uruguay. Arrived back in the U.K. in January. All taxes paid and it has the correct. Nova documents & heritage certificate. The original 1600 Engine runs. The chassis and the bulkhead are in rot free condition. The Tickford will require restoration. The wood frame will need to be replaced. The frame will make a good pattern. The panel work is in very straight condition. The buy it now price is £35,000. The eBay auction number is 273065461644.



For Sale: 1959 Series II 88"

Land Rover LH drive , New galvanized frame from England , 2.5 L Defender Petro engine . New Spanish Santana Military Gear Box , original Military Wolf Rims . Extra studded winter tires. New Wire Harness , Brake Tower . New old stock Front Fenders and Doors . Tropical Roof , hood tire mount . Deluxe seat cushions . Kodak Heater -tons of heat . New ft bumper with d-rings. Full extensive high end nut and bolt restoration by Rover Works 10 years ago. All new brakes Axel bearings , seals etc, etc. Military / ball Tow hitch . Parabolic springs , Acoustic matting . Stainless steel muffler. Never any extreme off road use . \$22,500 in Saanichton British Columbia. Kijiji advert no. 1327575465



For Sale: 86/107 Steering Box

NOS LHD steering box for Series 1 Land Rover 1955-58. May also fit early Series 2. Un-used. Part # 270840. Casing is covered in preservative grease. \$650 or very nearest offer. Email via Kijiji. Advert no. 1336518111



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THE L.R. 150 and L.R. 200

Portable Welding Generators

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THE NEW L.R. 150 and L.R. 200 Engine Driven Welders have been specially designed by Lincoln Electric Co. Ltd. as portable "package" Direct Current Welding Units for use with the LAND ROVER. They are driven directly from the LAND ROVER rear power take-off by a simple, efficient belt drive.

They are mounted on a special frame and are quickly and easily fitted in place of the tailboard, on any model LAND ROVER except Station Wagons. Each unit is supplied with a comprehensive set of accessories to enable welding to be commenced immediately.

Full details and specifications are given overleaf.

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