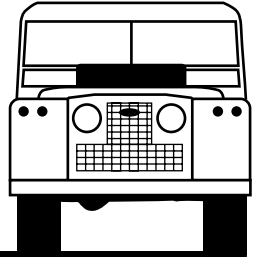


OTTAWA VALLEY LAND ROVERS



May 15, 2018

www.ovlr.ca

Volume XXXV, Number 5



On the Trail, Maple Syrup Rallye

**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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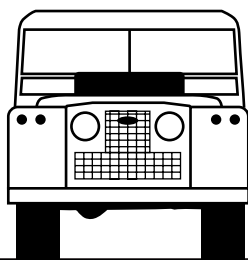
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OVL R Newsletter

ISSN 1203-8237

In accordance with the Library and Archives Act, and the Legal Deposit of Publications Regulations, all OVL R newsletters are deposited with the Library of Canada and available to the public under ISSN 1203-8237.

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

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

Advertising Information: \$35 CDN for 1/4 page ad. Must run for minimum of three months. Free ad space is provided to members.

Deadlines: Submissions to the OVL R Newsletter must be received by the 5th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and attributable. Names may be withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

Editorial Policy: The Editor of the OVL R newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVL R newsletter do not necessarily reflect the position of the officers, board of director, members of the OVL R or its sponsors or advertisers. Where specific data regarding operation, safety, repairs or legislation are concerned, you are advised to obtain an independent verification. The Club, officers and contributors can accept no responsibilities for the result of errors or omissions given in this newsletter or by any other means.

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“Land-Rover: Proudly Turning Owners Into Mechanics for Seventy Years.”

Greetings,

Another month, another slightly late newsletter. Apologies from the editor's desk, but this Spring has been one of numerous distractions and dance card that tends to be rather full of late. So full of various plans that it even precluded the Maple Syrup Rally. The first time I have missed one in over twenty years, which hearing about some of the exploits, was quite an affair. But, weather and a shift in date sent me to the Ancaster British Car Show and Flea Market, with a side visit to Three Brothers Classic Rover Parts in Paris Ontario for needed bits for Ben and I to keep our Land-Rovers on the road.

Ancaster is an interesting show for people down in the Golden Horseshoe region. The first show of the year, and comes with a pretty good flea market for British car parts, from both the garage sale aspect, to people running small businesses as a hobby. Always a lot of British parts there, there was even a large table, complete with many milk crates full of Late IIA and III parts. Sadly, no Series One parts. A lot of Mini parts, but all Mark III & IV. If someone wanted an Amphicar for the Light off-road or for Bolton Creek, there was one there for sale.

For the Maple Syrup Rally, which I like to note for reference is the second oldest, continuously running Land-Rover rally in the Hemisphere, I do note that it was a great success.

To start, a quote from Mohammed Manan “It was a glorious Spring today with very enjoyable Maple Syrup Run with a lot to learn when it comes to vehicle recovery on slippery, snow covered hills!!!!!! Those who did not show up were missed since it was an unbelievable event despite all the hiccups in snow.”

After the traditional breakfast at Vern's the lucky folks did the Brûlé Hill road trail since usual trails would have been far too challenging due to significant snow remaining in deep wooded/north facing areas. While it was described as being a run (not done since the 1990's) with not much mud, and more like a snow romp in 15c/59f degree weather.

However, the first to get stuck was a chap with new to him Rover (name unknown to protect the innocent) with poor Goodyear tires. He was pulled out relatively easily by William Ficner's Defender 110.

The more spectacular event was when Stephane buried, or loses the Tundra because it's too wide and can't follow Alastair's Series III tracks very well, let alone being too heavy. He fell off the narrow trail slightly to the left while going uphill and was done. He was rescued and pulled out 80% of the way out by the Series III uphill!!! However, near the top it became too difficult to tow the Tundra and Terry King's D90 Jäger had to come and help both up and out. (Note, there is video on You-

Tube somewhere of the 88 towing out the Tundra. Most embarrassing.)

Of course, all of this playing created a bit of a mess on this uphill section in the cut. Next up, William got caught where The Tundra and it different track destroyed what was left of the narrower Rover tracks after getting stuck and towed out. Terry again to the rescue! Which occurred again when Mike McDermott's Discovery found that Spring rires on the truck are not Mud and Snow winters that had been on the previous week.

Finally, for this lesson in driving on wet Spring snow was Mohammed Manan, who went off the trail to the right. I believe his son was driving actually. However, he had a winch, so Terry got a break.

Stephane Shank (the chap in the Tundra towing Alastair Sinclair's Series 3) notes that he got 0.1 of a litre mileage better while towing the Series Rover than not. We won't tell you what that was though.


Unfortunately, I do not have a list of volunteers to acknowledge who helped out at the Rally. As usual, to Vern and Linda for hosting this for the thirty second time (First Rally was in 1987!). From what I have been able to gather, many thanks should go to JL Morin for getting the Albatross (read Club trailer) from Pakenham to Shawville for the event.

For other news, given the date, the next rally is the annual Birthday Party near Silver Lake. Much information should be on FaceBook, as well as on the OVL R instance on Shopify at OvLr.MyShopify.Com.

In response to some questions, I have not received any information on the new insurance policy for the club, but understand that it is in place. A copy of the club's financial statements will go into these pages in a future issue to satisfy requirements from Innovation, Science, & Economic Development (formerly Industry Canada, once upon a time Consumer & Corporate Affairs amongst other names)



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

 JL writes: After a year of total inaction I am actually getting somewhere with this Defender 110. I worked on it last night. God it's so fun. So simple and easy. The camper stuff is stripped out. I also pulled out all the camper wiring (which was pretty sketchy). It did come with two huge Optimas which appear to be good. The seatbox is in great shape.


I pulled the sill bars (junk) off, as well as beat-up sills. So much better. Removed the swing-out spare carrier (junk). Vacuumed out all the crap/sand.

Everything I've found so far is an easy fix:


- On headlight was held in by a zip tie. I guess the bezel clips fell off and that's how they fixed it.
- The driver's window was off the track. The only thing damaged is the bottom clips (they are a few dollars).
- The flasher relay is bad and they broke the connector (I had spares). The water pump "P" gasket leaks (cheap).


I still haven't started the engine since I need to replace the oil pressure switch, but I spent some time looking at it. The vacuum pump must have been leaking since they seem to have totally encased it in RTV (yeah...). The whole engine is coated in a thick layer of oil and sand. It looks like the oil was coming from the valve cover... 150,000 kms with a leaking valve cover will do that.

 OVL member Ben Smith was featured in an article in the Spring 2018 issue of Alloy + Grit.


 Jerry Dowell writes that he is making progress on Gertie. While he is waiting for a chassis to arrive he is busily painting various bits.





 Michael Calnan writes I'm tearing my hair out in frustration: friends and I spent hours separating tranny from the engine in my 101FC 1 tonne as the clutch was not working properly. We discovered the plastic centred throwout bearing had melted and pushed through the fingers of the pressure plate. We fitted a new throwout bearing and spent hours reassembling the beast. Everything seemed tickety boo on testing but I got 45 minutes of use out of her and then the same symptoms have reoccurred... stiff clutch pedal and the clutch won't release. Arrrrh!

 Michel Bertrand reminisces 20 years ago, I got this great key fob. It is now well used. Time for a rerun? 35-70!




 Adam Chappel writes that he is busy applying POR-15 to his Discovery. Always remember Dave Lowe's trick for that POR-15 is to use Saran Wrap to cover the top of the can before putting the lid back on otherwise you will never get the lid back off again. Terry King chimed in that you need to be careful about getting POR-15 on your hands. Terry added a cryptic comment of "am I right Andrew Findlayson?" We think there is a story there.

 Mike Hooker writes, a put pick-a-part bucket seats in my 2A 109 years back, and now I want to convert back to proper slab seats...but it seems on a house move I've lost the drivers side seat tray. Would anyone have one surplus from a seat upgrade that they'd be willing to part with for a reasonable price? I have the adjustable tracks, just no tray...

 Kevin Newell writes, new sliders with steps were installed yesterday and today on my D90. Thanks Terry King for the competent assistance. These things are seriously robust, galvanized and powder coated as well. The old side steps are now surplus to needs and free to a good home (or to the scrap yard they go).

 In a similar vein, Chris Dowell writes that he is very happy with my new sliders! Also I can get in my Land Rover now without jumping up into it. I wish I got a picture when they were clean though.

 Andrew Hutten writes that new lugnuts come in black oxide and rust rapidly. Therefore he has started plated lugnuts For Defender, RRC, D1 and Series with nickel - zinc for better longevity.

Maple Syrup Rally

by Dixon Kenner, Photos by Mohammed Maman

Some further Maple Syrup observations received from various members.

The trails themselves were almost entirely snow and ice. Super deep in spots, and if you slid off the main footprint it could have been waist deep. This was in contrast to the warm and very snowless conditions in Ottawa and the lack of snow at Vern's. This made this year's trails an interesting contrast to the water logged trails that we experienced last year on Île Calumet when we drove to the rapids on the Ottawa River. The club has not been down that particular trail in over a decade. And different from the more recent trails past the abandoned homestead which has

a long, and very muddy, downhill to occupy people for hours into the evening.

I did receive some additional information on volunteers. While Vern and Linda do a magnificent job hosting this rally for more than thirty years, the rally could not come off without the help of many other volunteers.

First and foremost, JL Morin who got the trailer to Shawville when it looked like all of the usual suspects who are tagged

for trailer movement were going to be absent, or lacked a vehicle that could tow the trailer. For all of the Land Rover affectionados with modern, cool spring and V8 engined pushies, the trailer made it to the Rally behind an aged Land Cruiser. (Ok, a similar, older Land Cruiser owned by JL was pushed by a Series One faster than it could tow the Series One is an entirely different story for another day). Toyota. Albacross. <shaking head>




At the event, as I am told, and may be quite wrong, culinary skills were demonstrated by the tag team of Terry King and Andrew Finlayson, given the absence of the traditional cooks Peter Gaby and Andrew Jones. Good to see some new volunteers step up! There may possibly have been someone else cooking. Apologies if I missed you. Kevin Newell pre-cooked beans (I am told they were excellent) and Kevin did the shopping and perhaps the fruit salad. Unfortunately, he missed his own culinary success as he had to go home as wasn't feeling well.

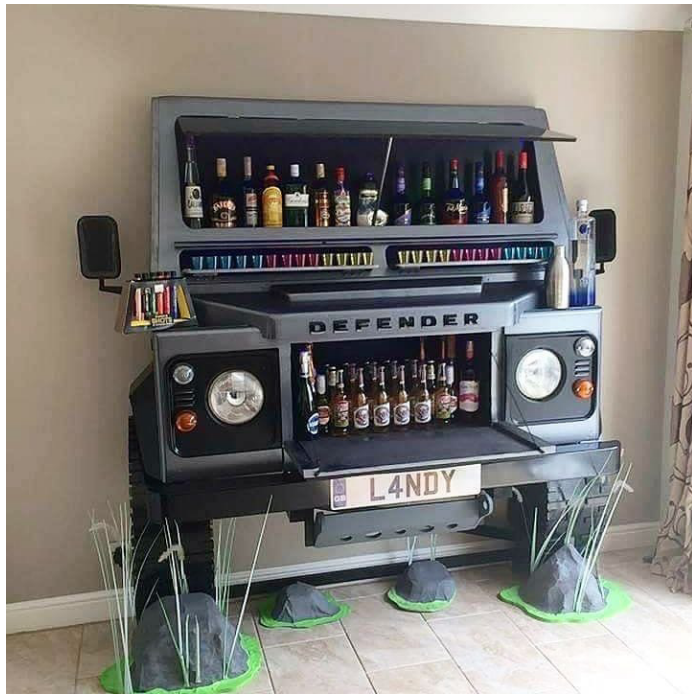
Mohammed commented " was a glorious spring today with very enjoyable Maple Syrup Run with a lot to learn when it comes to vehicle recovery on slippery, snow covered hills!!!!!! Those who did not show up were missed since it was an unbelievable event despite all the hiccups in


snow. Thanks for the organizers and the participants as well as to the lovely Maple Syrup farm owner Vern Fairhead and his wife Linda."



Some Non-OVLR News & Rumours

 A Land-Rover themed liquor cabinet, apparently down in the United States. Now, if the bottom is refrigerated, this would make an interesting cabinet for the over the top enthusiast. Granted, there is something similar in Ottawa, though it has a television set rather than beer.




 Dixon passed on an interesting image from a California Land-Rover email list. A bottle of organic switchel (yeah, look it up like he had too). They sponsor some East Coast LR stuff. They have a nice Series II or IIA 109 SW and L322 on the circuit. Stuff is a bit of an acquired taste at first but I understand that some have definitely been known to enjoy it at and beyond events. They're also a New Jersey company. An even greater plus is it's rumoured to be a great hangover cure, though I've not heard any first hand reports.

Truth being stranger than fiction, Ben knows of this drink as the owner of Cide Road (Kevin Duffy) is the brother-in-law of the person (Liz Duffy) ran with Ben for his township's committee. They have served together for three years. Not that Ben has met Mr. Duffy or seen the Land Rover other than photos.



<http://cideroad.com>

 Only two weeks after revealing plans to release a very limited edition of 150 V8-engined Defenders, JLR announced that the "Defender Works V8" is all sold out. Customers were able to choose from either a 90 or 110 configuration, with the cheapest entry point being the 90 version at only £150,000.

That translates to a minimum of £22,500,000 worth of sales on a discontinued model. Ok, well it isn't like they re-released




just any old car. This is the Defender we are talking about here. But this just proves that the world still isn't ready to move on from the old Defender design. Even at double or triple what they were selling for two years ago when they were still in production.

The Works Defender boasts 405 horsepower and 515 Nm of torque coming courtesy of a 5.0-liter V8 of the naturally aspirated type. The power gets delivered to the axles after passing through Land Rover's latest 8-speed automatic developed by ZF, and the standard LT230 transfer box. It rides on 18-inch alloys with 265/65-section tires, uprated brakes, and beefier suspension. The last V8 Defenders from the factory were the 50th Anniversary models from 1998.

 What if Land Rover had sponsored Jurassic Park or World? What could the vehicles look like that keep those critters inside the fence line? One chap took a stab at the idea. Starting with a Defender 110 conversion to an "Asset Containment Unit", the villain vehicle of the Series, one adds a Safety Devices Raptor Roll Cage and roof rack to the truck; Add 38" Maxxis tires on custom Hutchinson beadlock wheels; two inch lift with Old Man Emu dampers and springs; a big winch; Proprietary InGen twin turret loaded with Fossil Powered DanInject 50 cal tranquiliser guns fitted with scopes. While hunting dinosaurs with non-lethal weapons didn't work out so well in the last movie, maybe if they had Land Rovers the world would have been safer. (Found on



Instagram)

 Automakers may complain about rising gas mileage standards, but as several have proved over the years, they don't always have to meet them.


Another strategy, employed regularly over the years by a few automakers is to ignore the fuel economy standards and just pay the penalties for missing them.

Those penalties aren't cheap, and they're now set to go up, following a court ruling that rejected a Trump Administration plan to roll them back.

Since Corporate Average Fuel Economy (CAFE) standards are based on an average of every car an automaker sells across the country in a given year, any penalties are also paid per car, and per mpg below the target average that the automaker achieves across all the vehicles it sells in a given model year.

In response to a 2015 Congressional mandate that such fines in all government agencies be reset for inflation, the National Highway Traffic Safety Administration (NHTSA), which administers the program, had set a timetable to increase the fines. They were set to rise from \$55 to \$140 per mpg per car sold.

That would dissuade automakers such as Jaguar-Land Rover from concluding that paying the fines would be cheaper than designing its cars to get better mileage. Jaguar Land Rover paid more than \$14 million in penalties for its 2013 model year SUVs, for example. (From green car reports)


 Spring is in the air, the wife is nagging you to deplete the Rover fleet slightly and gain more garden space, what do you do you keep peace, preserve valuable parts for a little longer, and generally try and mollify her indoors? Well, looking at these photos, someone has an interesting take on it. Turn your Land Rover into a hot tub!

Unfortunately, there are no details on how this particular one was done, preserving Parts for the future. The gearbox could drive a pump for the water jets. The radiator could be used as a heat exchanger to warm the water from the running engine. The possibilities are endless.




 A different kind of nighttime bling for your Range Rover. Be noticed at night! Shades of Tron.



 Despite the end of production the Hong Kong bomb disposal squad managed to get a few before the end. This CNN screen capture shows a pair at a building site in early February where a pair of thousand pound bombs left over from the war. Specifically these were American gifts to the occupying Japanese late in the war. Sandy soil absorbed the fall.



 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.

Upcoming Events

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. 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.

May 14, 2018

289th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

Jun 18, 2018

290th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

June 22-24, 2018

35th OVL R Birthday Party

Where: Silver Lake, Ontario

Organizer: Club Executive

Comment: The largest and most complex event the club undertakes. Numerous parallel activities intertwine. Off-roading of various complexity, RTV course, Tulip navigation course, light off-road, heavy-off-road, Bolton Creek Trail, Earnie's land, annual auction, and other activities.

August 4th & 5th, 2018

17th Blacker than Night

Where: Readington, New Jersey

Organizer: Benjamin Smith

An event for OVL R's American membership to which the club contributes. Well attended, focus has varied on off-roading in the Pine Barrens in the southern part of the state, or an RTV and work & tune-up sessions on various Land-Rovers.

Late Sept to Mid Oct

Frame Oiler

Where: TBD

Organizer: TBD

Comment: The executive considers running this event on an annual basis. Given the dramatic rise of non-Series vehicles in the club, this event has not been run in recent years due to a lack of interest.

Mid October 2018

Cedar Hill Classic

Where: Pakenham, Ontario (west of Ottawa)

Organiser: Andrew Jones

Comments: Small, one day rally which is slowly establishing itself as a traditional event. See the November newsletter for recent photos.

Early December

Christmas Party

Where: Early December

When: Varies

Organizer: Club Executive

Comment: Games (crossword, feelie & seelie meelies), photos from the year, and the annual awards given to deserving members. A great way to end the Land Rover season for the year. October 16, 2017

282nd Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

November 5-6, 2017

17th Annual Guy Fawkes Rally

Cherry Vally, NY

Contact Howard Smith

Facebook: <https://www.facebook.com/groups/876733419125879/>

November 20, 2017

283rd Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

December 2017

Annual Christmas Party

Location: TBD

Organizer: Bruce Ricker

December 18, 2017

284th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

January 15, 2019

285th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

February 2019

Annual General Meeting

Location: TBD

February 17-19, 2019

Maine Winter Romp

Benton, ME

Organizer: Bruce Fowler

www.winterromp.me

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

General Servicing: Repairs, Humour, Tales & Trivia

Window Track Refurbishment - Military Series III/90/110

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 withdraw 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 reseal 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. Reapply 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 to your military Rover.

The danger of Land Rover toy ownership. Beware oil leaks and dripping down onto other toy cars on display.



80" Rebuild: Keep Calm & Carry On! (part 1, the Beginning)

by Steve Owen

Intro My name is Steve Owen originally from just outside Bolton Lancashire UK now living the dream on Oshkosh, WI, USA. I learned to drive in a SWB (88") Series 111. I have owned in the past a 1959 109" and a 1974 Light-weight and a 1992 Range Rover "Classic"

This is the story of a Land Rover. A 1953 80" Basic model, NADA spec, chassis# 36131621

When I first moved to the USA from the UK in May 1992. I could not work and I traveled the highways and byways around Oshkosh WI to get to know the area.

On my travels, I spotted a Land Rover sat in a driveway and stopped to talk to the owner. Mr John McDonald.



He said it was his late Father in laws who had lived in Arizona. John and his wife, Betty had towed the Land Rover from Coolridge, Arizona to Omro, WI in 1979 after his Father-in-law's death. That's a 1800 mile (2900KM's) tow.

John and Betty used the Land Rover until 1984 when it "broke down". He was going to restore it and it was not for sale.

Fast forward a few years and I went to his home to do some repairs to his fireplace and chimney, the Land Rover was still sat there untouched. I tried to buy it, again "not for sale", was the answer.

Fast forward a few more years. I went to install a new fireplace system. Yep still sat there and again. "Not for Sale."

Then, in 2007 Mr. McDonald died. The Land Rover was sold at an estate auction while I was in the UK on holiday :- (Oh well.. Life goes on.

In 2010 I Went to home in Green Lake, WI to install a fireplace. Talking with the home owner, he mentioned that "I have a vehicle you might like to see" being that your from the UK.. "Holy Sh*t, Mr. McDonald's Land Rover.. was my words of surprise, as he opened the door to the barn. "Yep it was John McDonald's. I bought it at the estate auction", was the answer "and I am going to restore it." Heard that before... Again the LR and I had



crossed paths. :-)

Feb 2017 work took me back to the same house. The owner of the Land Rover was not home but his wife was. When I inquired about the the Rover, things got to say the least interesting. She stated, "I divorced him four years ago and he was supposed to take the Land Rover with him" The now ex-husband had just left it abandoned in the barn.



I decided then and there to save this poor forgotten Rover. Finding who actually had the title and log book took a little detective work. following the divorce there were legal issues to ownership, etc. By June 2017 a deal was struck, legal paperwork done and money



exchanged hands. The price was \$5000 US.

So after 25 years near misses, patience and some good luck I became the proud

owner of a 1953 Series 1 80" NADA Spec Rover.

A slow restoration was to begin.. But how much work is needed? were do I get parts? etc. Living in the Mid west of the USA Series Land Rover are few and far between. I felt adrift in a large Ocean of nothingness.

First order of the day was joining the Land Rover series One Club and the The Land Rover Register 1948-53.

Second was a plan of action, I was unsure how bad (or Good) a condition the Rover was in.



Let the adventure begin

with Low Gear's new Expedition 130 Camper

Yes, finally after 3 years of work on the design and construction, our Expedition 130 Camper is now ready for an adventure.

because the world is not flat



Four 100 watt solar panels provide power to charge the four 150 Ah lithium ion batteries. The roll cage over the cab has a tire mount for a second spare tire.



The rear rack with the vertical strut channels can be used to mount various items such as a storage locker, high lift jack, waffle boards, another tire, or one or two bicycles.



The camper has a 12 volt electric refrigerator, and a 1300 watt induction cooktop powered by a 1500 watt pure sine wave inverter. The sink has hot and cold water and the shower has regulated warm water. The rear seat slides forward and the back of the seat folds down so that the bed frame and foam mattress can fold out to make a comfortable bed for sleeping.



Overland travels in an expedition vehicle is one of the most unique and rewarding methods of travel. The combination of independence, freedom to explore remote destinations and the ability to freely interact with your surroundings are essential ingredients for a great adventure. Let the adventure begin with Low Gear's innovative Defender 130 Expedition Camper.

Steven Webster, Cobourg, Ontario

www.lowgear.ca

Stuck Halfshaft Removal For The Series Truck

by Alan J. Richer

Oftentimes when a half-shaft breaks in the rear axle, the resulting broken shaft sticks in the carrier to the point where the usual nudge with a prybar will not remove it.

When this happens, removing the shaft requires some kind of a mechanical assist to get it out. Of course, this invariably happens when a puller is not to be had.

With a few bits of random hardware from the scrap bin, however, you can make a good try at pulling the stuck shaft - the method and items required are detailed below.

You will need one or two heavy washers of a size to fit over the central thread on the end of the halfshaft (3/8" or about 10 MM diameter if I recall correctly) . The other item is two long 1/4" bolts or pieces of 1/4" rod to act as spacers.

To rig for pulling, remove the hub cap on the drive flange, then the cotter pin and nut. With the drive flange free, lever it up and loose.

Between the drive flange and the face of the hub set the two 1/4" rods on opposite sides so they will bear evenly against the hub when pressure is applied. Duct tape or heavy rubber bands can be used to good effect here to counteract the "not enough hands" problem of trying to get everything in place.

If long bolts are not available nuts with an inner diameter larger than the 3/8 Whitworth drive flange bolts can be used. Insert the flange securing bolts loosely through the large nuts to hold them in place if need be.

With the rods or nuts in place, put the washers on the threaded centre of the half-shaft, then reinstall the nut. Tighten the nut with a long socket wrench or a breaker bar, using its threads to lever the shaft out of the axle housing. If necessary remove the 1/4" bolts and substitute larger diameter items to extend the reach of the pull.

I've used this myself to good effect, as have friends of mine in the same situation. If this does not work, then renting some sort of a puller will likely be necessary.

A Resource for Production Information

by Dixon Kenner

To start, a little background. Back in the days of the early internet, the main method of communication between groups of people were mailing lists and the newsgroups. In the mid to late 1980's a British Cars mailing list was established, and in there the first Land-Rover frequently asked questions email was created. This email was sent every month for several years and grew in size until in 1994 it was turned into the Land-Rover Frequently Asked Questions web site, or <http://www.lrfaq.org>. In 1998, that web site was temporarily moved to server in a corner in my dining room where it has resided since (we won't ask my wife what she thinks of this "temporary" move in 2018!)¹.

While there are many other Land Rover websites out there, one unique aspect of the LRFAQ is that contains a section on History, Production & Sales. Within the Production section there are pages on deciphering your serial number, what all of the suffix letters mean on the Series IIA vehicles and how you can use them to help date you vehicle. It also includes Production data that has been gathered over the past twenty or so years by Ben Smith and myself on a separate chassis number page.

The chassis number page is a collection of tables for Series I, II, IIA, and III vehicles that consist of year, and type of vehicle, such as Left Or Right Hand Drive, Home market or Export or Completely Knocked Down (CKD). Further tables exist for such things as wheelbase, basic models, and station wagons. Below is a screen shot of the table for the 80 inch models².

The Land Rover FAQ

CHASSIS NUMBERING

Chassis/Serial Numbers As Denoted in Factory Manuals

A blank table entry indicates that no chassis numbers for that specification were issued.

80 inch model

Petrol	1948	1949	1950	1951	1952	1953
Basic						
Home RHD	R860001	R8660001	R06100001	16100001	26100001	36100001
Export LHD	L860001	L8660001	L06100001	16130001	26130001	36130001
Export RHD			R06100001	16160001	26160001	36160001
CKD LHD			L06100001	16630001	26630001	36630001
CKD RHD			R06100001	16660001	26660001	36660001
Station Wagon						
Home RHD		R8670001	R06200001	16200001		
Export LHD		L8670001	L06200001	16230001		
Export RHD		R8670001	R06200001	16260001		
Welder						
Home RHD		R8680001	R06300001	16300001	26300001	36300001
Export LHD		L8680001	L06300001	16330001	26330001	36330001
Export RHD		R8680001	R06300001	16360001	26360001	36360001

The numbers within this table (the colour is immaterial) link to a series of pages corresponding to the specific serial number in question. For example, if one was to

choose 16130001, for a left hand drive, export model, 1951 model year, you would arrive at a page with production data for that particular model as seen below.

This table shows details on when a specific Land Rover started being built, when they were finished and sent to the dispatch yard, what colour they originally were, and where they were originally sent. To pick one at random, I can see that my primary Land-Rover, 16133970 exited the production line for the dispatch yard on February 20th, 1951. I also see that it left the dispatch yard on March 2nd, 1951³. It was originally bronze green and shipped to Rootes Brothers in Montreal. Rootes at the time, from 1950 through to the end of the Series One (1958), represented Rover in North America, which explains why they were slightly different from Rest of World models.

16133942	19 Feb 1951	06 Mar 1951	Green	Rootes Inc, Vancouver
16133943	21 Feb 1951	06 Mar 1951	Green	Rootes Inc, Vancouver
16133944	16 Feb 1951	23 Apr 1951	Green	Danos Da Amanl, Brazil
16133945	20 Feb 1951	06 Mar 1951	Green	Rootes Inc, Vancouver
16133946	28 Feb 1951	02 Mar 1951	Green	Rootes Inc, Montreal
16133963	20 Feb 1951	02 Mar 1951	Green	Rootes Inc, Montreal
16133964	22 Feb 1951	02 Mar 1951	Green	Rootes Inc, Montreal
16133965	19 Feb 1951	09 Mar 1951	Green	H. Toredel, Uruguay
16133966	21 Feb 1951	09 Mar 1951	Green	H. Toredel, Uruguay
16133967	20 Feb 1951	02 Mar 1951	Green	Rootes Inc, Montreal
16133968	21 Feb 1951	02 Mar 1951	Green	Rootes Inc, Montreal
16133969	20 Feb 1951	02 Mar 1951	Green	Rootes Inc, Montreal
16133970	20 Feb 1951	02 Mar 1951	Green	Rootes Inc, Montreal
16133971	20 Feb 1951	09 Mar 1951	Green	H. Torrendel, Uruguay
16133972	20 Feb 1951	02 Oct 1951	Green	Goodwin Cocazza, Brazil
16133973	23 Feb 1951	02 Mar 1951	Green	Rootes Inc., Montreal
16133974	20 Feb 1951	02 Mar 1951	Green	Rootes Inc., Montreal
16133991	21 Feb 1951	02 Mar 1951	Green	Rootes Inc., Montreal
16133992	20 Feb 1951	01 Mar 1951	Green	Rootes Inc., Toronto
16133993	20 Feb 1951	25 Oct 1951	Green	Goodwin Conconza, Brazil

I must note that this far the data on these pages has been focused on North American vehicles, specifically Canadian and American ones. This arose from the demographics of the Land Rover mailing list, which was once dominated by North American participants. However, I am more than happy to get data on Rest of World (e.g., non-North American) vehicles and we will continue to populate these tables and make the information available to whomever is interested in mining it.

All of this information has been drawn from production data sheets supplied by Land Rover to various individuals who have asked for details on their Land Rover. If anyone has received a similar sheet from Land Rover, it would be appreciated if it could be scanned and emailed to me at dkenner@gmail.com regardless of market or year.

I should take this opportunity to note that this data is posted for research purposes. If someone is seeking authoritative information, they should be contacting the Archives at British Motor Museum in Gaydon⁴. The Archives can supply you with a certificate stating when your vehicle was built. These certificates can be invaluable with dealing with your local Ministry of Transport or Department of Motor Vehicles.

As a tangent to all of our research on Land-Rovers destined for the Western Hemisphere, anecdotal data

suggests much like the Soviet system, Land Rovers completed on Fridays have survived better than those built on Mondays or towards the end of the month when productions quotas needed to be filled. Of course, additional information would allow me to dispel this conclusion if it were available... So, if anyone has any build data that they can contribute to this source, it would be appreciated.

A personal note: I have asked for this information in the past and silence has been the usual response. Which is why we post everything that we can get our hands on. I realise that keeping this kind of information close is the natural reaction. However, being in IT Security I learned long ago about the difference between open transparency and secrecy. Much like the “Yes, Minister” episode, secrets are things that are alive and always trying to get out. Thus, you minimise the number of them that you have to keep caged. Cheaper that way. Fewer mistakes. The rest, publish it, and let the public make use of it, like geomatics information today.

Holding this data from owners and interested people only frustrates and reduces someone’s enjoyment or pride in their vehicle. Giving it a birthday (though we can endless argue whether it is the start or finish date, or we call the start date the conception date) gives someone something else to do with their vehicle for fun. Or find the vehicle with the serial number that corresponds to their birthday. If you have this information on your vehicle or others, please send it along. You are helping others, which is the reason for clubs and communities of interest.

Scan and email those documents, and take advantage of an open resource.

Notes:

1. Well, not completely true. She will point out that this “temporary” resembled the maintenance regime and restoration pack on my Land-Rover fleet.
2. http://www.lrfaq.org/Series/FAQ.S.Chassis_Numbers.type.html
3. And another excuse to get together with friends to toast it’s 67th birthday this year with some single malt or fine ales.
4. Archive@BritishMotorMuseum.co.uk

WinterRomp Adventures in Trailside Repairs

Bill Nickson

The trip down the WinterRomp trails started innocently enough. Bill's trusted Land Rover was performing up to expectations until one particular water crossing¹. In one particular crossing, one where others had challenges, Bill was looking like he had this one nailed. Good speed. Good line. He hit the end of the water, popped up onto the trail, was about to exit, and then silence!

A quick check had Bill calling out that he had lost his entire electrical system. Entire? On a Series? Very possible and expected on something modern with the miles of wires and electronics, but on something with an electrical system out of Victorian England?



Well, it was true. (Photo one). As shown in this photo, the battery terminal, a time tested and well aged part had failed. Very odd, but an easy fix from the well appointed spares stores of another Series owner (you do have to wonder about what Series owners carry with them. They are all ready for a very dystopian future). A new terminal was put on, the bonnet closed, the key turned and...

Cries of fire, well, at least smoke, immediately rang out. The power was quickly turned off, to no avail, as the bonnet was opened, snow and water tossed towards the back of the engine, and the battery disconnected. What had happened?

Well, Bill ran the wire from battery terminal back to the bulkhead, and then across behind the engine to the starter button, which on his vehicle is located on the driver's side of the engine in the engine bay. To be truthful, where a designer of a LHD vehicle, as opposed to right, would have put it. The cable was affixed to the back of the engine with a metal clip, as done originally.

What happened was that at that moment, years and years of careful wiggling has finally worn through the insulation on this cable. And



rather than sending all of that power to the starter, it sent it straight to the engine block. The dead short generated enough heat that the thick copper cable was melted into two sections.

Thereupon followed some inventive suggestions, some using electrical tape and jumper cables. The chosen solution, based upon the contents of Bill's tool box was

remarkably simple. Cut the insulation back about an inch on both burnt ends of the wires. Clean both ends of the wire until they were both nice and shiny and copper coloured. Then splay them out they could be jammed together. Bill had a smallest hose clamp (tridon style) that was just slightly too big. So, add in a 3/8" bolt to the joint as a spacer. Then tighten the hose clamp as much as possible (this is where a wire clip using a bolt to draw the ends together is better). Wrap up using lots of electrical tape and some duct tape for good measure.

Reinstalling the cable, though this time across the top of the engine where it could be anchored to various hoses, made for a repair that will last until Bill replaces the cable or decides who is going to win the pool on how long this field repair stays on the vehicle before it is replaced. The average when solicited from the gathering masses was between five and seven years.

Not bad for a solution coming from a former officer in the Army to the experienced non-commissioned member of Her Majesty's Canadian Army. Usually it is the enlisted telling the officers what are the practical solutions!

1. They can be called a water crossing. What they really are is a hole in the trail that you drop down into, is filled with anywhere from six inches to two feet of icy cold water, filled with dirty bobbing ice cubes and floes, and has sheer sides that keep you going only straight or backwards. Getting in and out can be a challenge.



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 are three late Series IIA 88s in some RHD country.



OVLR Alternative Parts List

Series I Radiator Cap

by Alan J. Richer

My Series I's radiator cap had seen better days. It was bent, grungy and while still sealing I was not at all sure that it was still releasing at the right pressure.

Calls to the usual suppliers turned up nothing. I was advised to call Paddock or Craddock in the UK and have one air-mailed. This I wanted to avoid like the plague - a 3-quid cap would soon turn into a 20-quid one once freight and the inevitable "customs charges" were added by the shippers.

After asking for and getting the original part numbers for the caps applicable to a Series I from friends I decided to do a bit of digging. Out came the dial caliper and the general physical dimensions of the cap were jotted down for reference.

A bit of detective work in the Stant catalogue and old-car references turned up suitable replacement part numbers available at your local NAPA retailer. I love it when a plan comes together.

First off, this is what is called a B-size cap. It crosses over to things like Fordson and Massey-Ferguson tractors (not to mention Freightliner over-the-road tractors), so seems more of an implement item here in the States.

The Series I had 3 possible flavors of radiator cap determined by the pressure - 4, 9 and 10 pounds. 4 was for the small petrol engines, 9 for the Diesel and 10 was listed as an alternative. I was not able to locate this cap in a 9-pound, but for those not wanting to go to 10 there is a 7-pound alternative.

Part numbers are:

Stant 10283 - B size 10 pound - NAPA 703-1422

Stant 10282 - B size 7 pounds - NAPA 703-1418

Stant 10281 - B size 4 pounds - NAPA 703-1419

One of these in a 7-pound size is adorning my radiator now - works for me!

Series One 80 Inch: Seat Back Buffer

Another alternate part for those who shy away at spending £24 per seat for authentically remade, concours acceptable, seat buffers in their late 80 inch. Use a modified engine mount from an Austin Mini! (1959-200x)



As you can see from the photo of the rear bulkhead in the Land-Rover, and the photo of the engine mount, cutting off the metal bit and bolt on the top of the engine mount gives you a cheap buffer. All you need to do now is decide if this is real, or April Fools!



Series One Steering Box Seal

So my Series One steering box has always had a bit of a leak, more so of late when I replaced the nut. I ordered a new cork seal and steel washer, following advice in previous posts found upon the Internet about steaming it to swell it up which worked some wonders. But it still piddled out oil, though not as fast.



Rust Proofing Alternative

A lovely photo from South Africa. Yes, they parked a white car underneath a Land Rover Defender. Of course, the obvious and expected happens. It seems that through British Leyland, Ford, BMW, and new Tata, the proclivity for Land Rovers to leak remains undefeated!



Plushie Preservation, Part 3

by Greg Fitzgerald

Last we left off, I was preparing to leave on my trans-continental roadtrip from New Jersey to California in my 1994 Discovery 1.

The whole thing was a last-minute effort. I got the transfer case installed, changed the transmission cable, and installed the final component, the new catalytic converters and Magnaflow exhaust. The latter was kind of a pain to fit in, but I thought I had it positioned well.

The last fix was a new throttle cable. These were redesigned at some point during the late 1990s "Operation Pride" program, a series of TSBs issued by now-BMW-owned Land Rover to fix minor complaints from owners. The new cable has a spring assembly against the bulkhead to increase throttle response. This is nice, but as with so many aftermarket parts today, the quality was very okay. The thumb wheel that adjusts the cable's tension proved to be lacking in the "staying still" department. Many times during the trip I'd have to re-adjust it.

I drove over to Ben Smith's house for dinner and to pull a few Disco spares from his barn, and on the way stopped at the supermarket to pick up some salad ingredients. I got out of the truck and noticed a gaping



hole in the left rear bumper where usually the turn signal cluster would sit. The wires were totally melted off, so the lamp must have simply lost all connection

to the bumper and jettisoned itself.

[Greg had installed a new aftermarket exhaust system and tucked the pipe up against the body so that the exhaust exited into the bumper and directly onto said light cluster. The hot gasses made short work of the light cluster as Greg vaulted into the lead for the Lugnut award. And of course we have photos for evidence. -ed]



Some-what of a setback for sure. There was little time left, though, and I couldn't replace it at the moment. I would use hand signals

for the entire trip, even though a friend in California sourced me a new signal, harness, and end cap at a pick and pull.

As departure day approached, I got pretty zen about the entire state of the truck. What is a roadtrip, especially a Land Rover roadtrip, without some car quirks?

Saturday 21 April I was on the road by 6:00 AM. By 6:53 AM I had hit the Pennsylvania border. Everything was... pretty fine. My first milestone of concern was making it out of New Jersey, and I pulled that off.

Every time I filled up for fuel, I'd do a complete check of fluids -- oil, brake, power steering, transmission, and coolant. After being off the road for all the work, I was still a bit nervous about things. But slowly, as the midwestern miles peeled away across Ohio and Indiana, I felt pretty good about things. At about 7PM, I was sitting in a rest area in Indiana having a sumptuous Burger King dinner and decided that I felt pretty good, the truck felt pretty good, I would gain an hour crossing into the Central Time Zone, and...heck, let's make the Mississippi River. I booked a hotel on my phone in Moline, Illinois, and wailed the trusty-ish Rover V8 through the outer roads of Chicagoland. By 11PM CDT I was in the hotel, 925 miles covered in a single day.

From there I kept pace -- after all, I had to be in Moab by the end of Monday. Sunday brought a few hours in Omaha visiting my Land Rover friend Rob Wollschlager, and then I decided to press on to Denver. I arrived in the wee hours, a bit wiped out, and the last hundred miles or so on Interstate 76 had me tripping out a bit in the darkness and exhaustion. Monday brought breakfast in downtown Denver with my godfather, and then the transit of the Rockies -- the ultimate test. I took it easy, knowing that a failure would be somewhat catastrophic. I dropped the transmission into third gear a lot to increase revs and cooling through the renewed coolers, and didn't try to race uphill. A few breaks in the rest areas, some careful braking, and then down the mountains in freefall. As afternoon beckoned, so did the new-to-me state of Utah. I came in the back door to Moab via Route 128, and got my introduction to the red rocks. After some shopping, it approached dark, so I grabbed a hotel, forfeited my reservation at the first campsite a few miles into my coming journey on the White Rim Trail in Canyonlands National Park, and prepped for the next day.

The White Rim was fantastic, but the focus here is on tech. I had three issues here. The throttle cable was loosening up a lot, and there were a few times that it created some seriously concerning issues as it messed with the pedal feel and kickdown settings. The power wire on the starter, held on by a small spade connector, was starting to come loose, and twice that day I had to wait for the engine to cool enough to plug it back in. Worst of all, though, one of my almost-brand-new Old Man Emu shocks sheared a weld right at the top mount. Unable to weld it up on the trail, I had to drive about 35



miles off-road and 45 on-road with the top post wedging itself against the chassis. I got it fixed at one of the best off-road repair shops in Moab, Dixie Four Wheel Drive, but the damage had been done to the trailing arm bushings. The left triangle bushing had somewhat separated from the stresses of holding the axle on without the help of the shock, and there was some intermittent, serious play in it. But, I had to be in California by Friday, it was Wednesday, and so I had to press on. I called Atlantic British, had two bushings overnighted to my Land Rover friend Kevin Kelly in Davis, California, and pressed on across Route 50 in Nevada, the "Loneliest Road in America." I could have gone top speed here if I wanted, but the bad bushing kept that away.



As I pulled into California, I felt pretty good, though the throttle cable was again acting up, and as I pulled into the agricultural control booth the truck stalled out briefly. I spent the night at Lake Tahoe, then it was across the Sierras, to Kevin's house to get the bushings, and to the forest for the Mendo_Recce Joe Lucas Not-a-Rallye, the ultimate goal of the trip. Mendo was great, and quite an accomplishment. Afterwards, I took a road-trip for a few days up the California coast with a few friends, and finally in Upper Lake, California, I changed the trailing arm bushing next to a horse in a flea market parking lot.



Greg assumes Land Rover position #2

From there, there weren't a ton of issues. I had a top-end knock in the motor that had been around for about a year and a half. I attributed it to cam walk, an issue in the 1994-95 Rover V8s, but now I think I also have further top-end issues. I crossed Oregon, Idaho, and Wyoming with minimal problems. In Cheyenne, Wyoming, the rear soft brake line slightly backed out, causing some fluid loss. I tightened it up in a Walmart parking lot, filled up the reservoir, and all was okay.

As I nailed it across America eastward, the only other issue I had was a dead fuel pump 254 miles from home in Pennsylvania. Well, not dead -- I had a bad cold solder on the top of the housing and it just finally went. My dad had said that I'd have any issues between New Jersey and the Pennsylvania/Ohio border. He was right, though he meant outbound! I could change the pump myself since it was about midnight, the road was desolate and dark, and the tractor trailers were whizzing by at full speed. For safety, I decided to get towed to a hotel and deal with it the next day. It was only about 12 miles, but could well have saved my life. The next day I swapped in the spare I'd gotten from Ben, which had a better plug on top, and hotwired the harness to the battery. As the pump was fixed with things on hand or in walking distance the next day, and there could have been serious safety consequences of doing the fix roadside at night, I considered it an acceptable mulligan to get towed.

I got home Monday, only a day later than planned, over 7100 miles later. All in all, I was impressed with the truck. It wasn't perfect, but it's 24 years old (having turned that that last Sunday of the trip -- yeah, I paid Gaydon to find out the build date), has had a hard life, and got to the Pacific and back on the merit of my own work. On the whole, I was chuffed.

Now to a summer of further work, both the tweaks on the Discovery that I never had time to do before I left, and beginning to work on my Range Rover Classic that's been sitting far too long.

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

For Sale: 1954 86"

Year: 1953 Make: Land Rover
Model: Defender Series One
Displacement: 2 litre
No. of Cylinders: 4 cylinder
Transmission: Manual 4-speed
Wheel Base: 80"
Wheel Size: 16"

Body Type: Sport Utility

VIN#: 47100498 Miles: 47272 GAS \$19,000CAD.

Kijiji advert 1349961305. Vehicle is at 105 Riviera drive in Markham Ontario.

[seller is mistaken. photo is if an 86" and chassis number is for an 1954 86" RHD, not an 80". -ed]



For Sale: 1956 Series 1 88"

1956 series 1 landrover 88" 2 litter. Serious inquiry only please. Ran last sumer have not had time to start it since the snow melted. Asking \$3000 obo call or text 705-662-6144



For Sale: 1954 86"

61 Series 2 Pick up cab in very good condition. Complete never taken apart. Engine runs well. Frame is in good condition. In Fort Erie in southwest Ontario. No price. Kijiji advert no. 1356571195



Rovers & Parts for Sale

For Sale: Series I & II

2 old land rovers. 1954 an a 62 I believe. Project or parts. Best offer or trade for dirt bike, motor bike, truck, car. Let me know what you have. Sault ate Marie: Kijiji advert 1352218079.



For Sale: 1987 ROW WOLF XMOD 110 Car

#SALLDHAC8BA300432

Two Owners: UK Ministry of Defence was previous owner. Well Maintained by British Army!
Original Naturally Aspirated 2.5 Liter Diesel Engine, Manual 5-Speed Trans and Transfer Case
Original Army stickers and metal plaques in driver area. ORIGINAL Jack Handle and Jack
Clean Frame - No Rust. Outriggers solid.
Garaged in heated barn in New Hampshire year round. Runs Well. Great fun in the spring, summer, and fall. Roll up the sides and feel the wind in your hair. Fume Hood extends driving season into winter. YES we drove it in winter - cab is toasty. OR use as base for your dream 110. Recent Rallies: Muddy Chef, Metal Dash and Vermont



Overland. We have been restoring a NAS D90 the past 4 years and need to downsize Rover Fleet, now that D90 is road ready.

Features:

NEW = 2017-2018

NAS D90 Steering Wheel plus Original Steering Wheel
NEW Safety Devices Full Body Roll Cage. SEE:
<http://www.safetydevices.com/expedition/products/roll-cage/Land+Rover+110+One+Ten-1983-1990-2-door-Soft+Top/647/1780/>

NEW ExMoor Canvas Top AND ExMoor Driver Area Fume Hood

NEW ExMoor Elite Driver and Passenger Front Seats (heated & LUMBAR SUPPORT) plus matching ExMoor Middle Jump seat (child size). NEW Inertia Seat belts PLUS Black Seat Covers, SEE: <https://www.lrparts.net/vehicle/land-rover-defender/seats-and-interior-trim/exmoor-trim-for-land-rover-defender/defender-front-seats-by-exmoor-trim/elite-seat-mk2-by-exmoor-trim-for-defender.html>

NEW Britpart Bench Seats in tub (2) - one seat belt each, BF Goodrich All Terrain Baja Tires on WOLF Steel Rims (5), Alternator
NEW Raptor Engineering Steel Instrument Binnacle, SEE: (<https://www.raptor-engineering.co.uk/product/defender-binnacle/>)

NEW Brake Pads, Shocks, U-Joints Front and Rear, Side Mirrors
NEW Clutch Slave unit

NEW TerraFirma Return to Center Dampener. SEE: http://www.terrafirma4x4store.co.uk/Land_Rover_Products/steering_accessories/steering_dampers/defender_steering_damper

NEW Rear Recovery Loops and NEW Tow Jaw Assembly (Rovers North RNF408)
NEW Recovery Points
NEW LED NAS Running Lights, Indicators, Brakes
NEW Headlights and RoversNorth NAS Style Bezel PLUS Kahn Mesh Bezel
NEW Air Horns replace Wimpy original horn
Spare Gaskets, headlights, filters etc

237,259 Kilometers, US\$40,000 or Trade for NAS D 110 with good body/blown engine, Dave at 603-667-6861 Lyme, NH USA just South of the Border.

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C12 H.F. MOBILE EQUIPMENT

Specifications and Details



GENERAL SPECIFICATION

Frequency Range

In two bands:— 1.6–4.0 Mc/s and 4.0–10.0 Mc/s

Consumption (approx.) for 12V d.c. input

Receive only: 5.4A.

Transmit: 17.5A on R/T, 15A on C.W.

Headgear

Combined moving coil microphone and headphones.

Vehicle Installations

Installation kits are available for any type of vehicle.

Aerials

30-ft. whip.

Cable Forms

The installation kit includes all cable forms necessary for this installation.

RECEIVER

Sensitivity

Better than $1\mu\text{V}$ for 50mW a.f. output.

Signal-to-Noise Ratio

Better than 10dB for $1\mu\text{V}$ at the aerial terminal.

Adjacent Channel Selectivity

6kc/s overall for 64dB down, better than 30kc/s overall for 60dB down.

TRANSMITTER

R.F. Power Output

3 to 5 watts on R/T. 5 to 7 watts on C.W. (Measured in 60pF + 10Ω dummy aerial.)

Transmitter Frequency Accuracy

Within 1kc/s of incoming signal when adjusted to zero beat on Receive.

Harmonic Radiation

Rendered negligible in v.h.f. bands by incorporated filters.

Power Supply Unit

12V. (This can be interchanged with a 24V unit if required.)

SHIPPING DETAILS

Transceiver Unit

Height	Width	Depth	Max. Weight
8 $\frac{1}{4}$ " (21.0 cm)	17 $\frac{1}{2}$ " (44.5 cm)	12 $\frac{3}{8}$ " (31.4 cm)	36 lb (16.33 kg)

Power Supply Unit

8 $\frac{3}{8}$ " (21.3 cm)	6 $\frac{1}{8}$ " (15.6 cm)	11 $\frac{1}{2}$ " (29.2 cm)	20 lb (9.00 kg)
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Aerial Tuning Unit

5 $\frac{1}{4}$ " (13.3 cm)	8 $\frac{1}{4}$ " (21.0 cm)	13" (33.0 cm)	10 lb (4.50 kg)
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LAND ROVER EXTRAS REQUIRED: Heavy Duty Battery Charging Equipment

Full details on application to

**THE ROVER COMPANY LTD., TECHNICAL SALES DEPARTMENT,
LODE LANE, SOLIHULL, WARCS.**