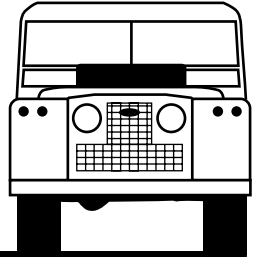


OTTAWA VALLEY LAND ROVERS



December 15, 2018

www.ovlr.ca

Volume XXXV, Number 12



Will Ficner's Defender 110 with the Christmas trees

**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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ABCD: Peter Gaby
Cedar Hill: Andrew Jones
Christmas Party: Executive
Other Events: ad hoc

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This could be you!

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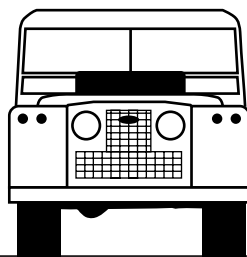
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OVL R Newsletter

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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 Editor, 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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Ted can have as many Land-Rovers as he likes, so long as I can't see them from my kitchen window". Christine Rose, circa 1995.

Greetings,

December has arrived, and from this chair the fifteenth brought a break in our rather cold and snowy Fall this year (Winter doesn't technically start until the 21st, which is next Friday). Rather than snow and tundra, we have rain and ice today. A good thing I am writing this down in New Jersey where there is no snow within a hundred miles (up in the Endless Mountains of north eastern Pennsylvania). Rather than plus one C in Ottawa, 40 something Fahrenheit. Warm enough for some Barn time without the furnace vainly attempting to warm the Barn at Ben Smith's.

An opportunity for a Christmas gathering of some of our American members to offset Blacker than Night in August. Speaking of which, correspondance with our valued Secretary indicates that this year the Christmas Party doesn't seem to have too much demand. Too many other distractions exist this year for the executive to arrive at a mutually acceptable date for a separate event. Oh well, one distraction was last Thursday evening. RoverNight, the Christmas Edition. A dozen people showed up to admire Alastair's Land-Rover and decide which imported beer tasted better, or was it the single malt decision of Balvenie versus Laphroaig. Hard to remember! William's Defender was even sporting a lovely Christmas wreath!

Discussions have been held on who has outdone themselves this year and deserves some sort of recognition. Some worthy names came up. Some are a bit repetitious, and one of the rules is that we like to see things shared. It isn't fair that a particular award graces someone's fireplace mantle every year gathering dust. Repeat offenders, err, winners, have to up their game significantly to repeat.

Winners will be written up in the January newsletter. Hopefully announced at the Christmas gathering.

'It's also the season for elections. Within these pages you will find a description of the various executive positions. These roles take very little time, and there is a wealth of experience and momentum associated with each of them to ease any perceived burden. Consider throwing your hat into the ring, or rink about now, and taking a turn in the chairs and contributing further to the oldest Canadian Land-Rover club (ties with the Virginia club if we include our parent, ALROC)

As for some news from the recent December OVLRC executive meeting:

AGM: The date for the Annual General Meeting is deemed to be February 18, 2019, with venue being The Prescott which coincides with the date and venue of the monthly Social. Time TBD but in the past it has been 6:00 for the Social and 7:00 for the meeting.

Early 2019 Planning:

The following events were discussed as Events to include or promote in the coming year:


- WinterRomp (The American President's Day, or Ontario Family Day weekend in February)
- Maple Syrup Rally - (late March or early April, depending when Mother Nature tells Vern that it will be.)
- Newbie Run, either with or without EOTB
- Spring TuneUp, possibly at AJ's, possibly at Shore. More details to follow closer to the event in later April or early May.
- Birthday Party, June 20-23, a 4 day event as in the past, probably in Maberly
- ABCD July in Ottawa
- lacker Than Night in NJ in August
- Attending the Boot and Bonnet event, Kingston, August
- British Car Day, Bronte Creek, Oakville, mid-September
- Fall Run, perhaps a Tulip Chart, or Opeongo type heritage/ghost town run
- October camping weekend in Calabogie with OVLRC Montreal
- Winter Romp in Maine (which is the next event in a few months)


Within the Newsletter pages, there will be some information on the plethora of other events that occur in central Canada or American Northeast. I do note that some events continue to grow, which in turn is leading to pressure to limit the size of some of these events. One could have a lengthy philosophical discussion on event sizes and where they begin to become unmanageable. Suffice it to say, I would not be surprised if more events require registration, if not an "invitation" to attend. In one notable example, the WinterRomp now requires non-Land Rover vehicles to be sponsored by an attending Land-Rover owner, as well as donating a minimum time or money to a registered charity.


We end with an example of a corollary to the quote above. Greg F. is storing a RRC at Ben Smith's whilst he dismantles it. To encourage project completion Ben is making Greg store the RRC in full view from the kitchen sink window so that Ben's wife has to see it every day. This has led to regular and pointed reminders to Greg to finish! Spy photos below show the view of poor "Spenny" soon to meet the plasma cutter.



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

 Brett Storey writes on the club FaceBook page, “for those of you who have imported Land Rovers from Europe, how exactly did you “seal the deal” on a vehicle? Did you go over and see it in person? Or did you find a garage or someone local to inspect it? I’ve found a 110 being sold privately in Germany that I kind of like but not too sure on how to proceed if I get serious about it.” What followed over twenty plus messages was an enumeration of possibilities, offers to help and some insight into the importation process from Europe.

 Andrew Hutton asks, I’ve been very happy with the marine epoxy I’ve been using on parts/chassis etc. The one problem is it is only available in 2-gallon amounts; though in many colours. Would there be interest if I had some re-packaged in 500ml (2x250ml), and 1L (2x500ml) quantities in semi-gloss black and a dark grey? I’d also do amounts of reducer (the epoxy is fairly thick, so thinning makes it sprayable without an airless sprayer etc)?

 Just as the year is about to end, Dixon Kenner had a slight misfortune that puts him in the lead for an annual Land-Rover award. For those that have known Dixon for long, you can quite imagine my amusement when he came into the kitchen late one night of an 80 inch weekend with a guilty expression and stating that he had a minor confession to make. Minor? Oh, this will be good. He had my full attention.

Dixon was out in the barn fettling with his 1951 80”. He was working on his fuel lines to be precise. His 80” is parked all the way at the end of the central aisle of the near the rear doors. Once he got the fuel lines all sorted out he figured that he should test that the Rover would still run. And not, say, catch on fire. Or make a large puddle of fuel on the floor. Or any host of maladies. Dixon is quite experienced with these things. Some say Nigel is strong with him. He figured that he should do a test. And especially one without anything inconvenient like a witness with a camera. He reached in and turned on the ignition. Then, declining to check to see if she was still in gear (because why would the Land Rover be in gear?), he hit the starter button. The 80” fired up on the first cylinder compression. And the cylinder after that one joined in the fun. As did the other two. The 80” yearned to be free. She wanted out of the barn! And so the 80” leaped forward, crashing into the barn doors, knocking them out of the ground track, bending the brackets that hold the door together, and pushing the door away from the barn. She wanted to mount Dixon’s 101FC which was right outside the door...just feet away! After a short exclamation of surprise at the sight a Land-Rover happily springing into life on the first try and with alacrity, Dixon made a mad grab for the gearshift lever and got her back into neutral. The 80” had pushed the door out of the tracks by two feet.

Dixon then wrangled the 80” back into the barn. e pushed the door vaguely back in place to conceal the evidence, but the damaged door was a dead giveaway. He then came inside to confess to me with the wildly optimistic hope that his friend wouldn’t rat him out for the Lugnut. Perish the thought! Unless someone comes up with a better story, Dixon is the clear winner of the 2018 Lugnut Award!

 A drive to Moose Factory on the ice road.

Several members are embarking on a Northern winter journey...if you are interested, please contact Clive Sheperd at: 63ROVER@gmail.com

Thurs Jan 24 travel to Smooth Rock Falls and stay overnight at Moose Motel (29 rooms) sounds modest and cozy

<https://in.hotels.com/ho664794/moose-motel-smooth-rock-falls-canada/>

Fri Jan 25 travel via We-tum Road to Moose Factory and stay 2 nights at Eco Lodge

<http://creevillage.com/>


Sunday we would head back to Smooth Rock/Cochrane area with the option to stay on and visit the snowmobile museum and polar bear sanctuary as individual time commitments permit.

The ice road is being worked on and we are hoping for it to be open in time. Perhaps we can come up with contingency dates too.

WANT ADVENTURE, for further information visit: check out below the adventure on the Wetum Ice Road to Moosonee: thehungrycanuck.wordpress.com

www.moosonee.com/events/winterroadsouth.html

medium.com/james-blog/taking-the-ice-road-to-moosonee-cbe

 Eric Zipkin writes that he and his son Luc have picked up a Series IIA 88” project. “Tokey” was owned by club member Jeff Meyer when he lived in Alaska. Jeff drove Tokey down from Alaska to NY and made many trips including out to Goose Bay and back. Tokey attended a few OVL R Birthday Parties in the late 1990s. Jeff’s attention turned to restoring a SIIA 109 SW (who later became “WASHME”). Tokey sat for a few years at Jan Hillborn’s house in VT, then was trailered to Ben Smith’s in NJ a decade ago during the WASHME rebuild after WASHME burned. Now Luc, a third generation Land-Rover owner, intends to restore Tokey and have many adventures of his own.

Upcoming Events

December 17, 2018

296th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

January 21, 2018

297th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

February 2019

Annual General Meeting

Location: TBD

February 16-18, 2019

Maine Winter Romp

Benton, ME

Organizer: Bruce Fowler

www.winterromp.me

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

February 18, 2018

298th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

March 18, 2018

299th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

April 2019

32nd Maple Syrup Rallye

Location: Shawville, QC

Date TBD based on the sap run

April 15, 2018

300th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

June 21-23, 2019

36th Birthday Party

Location: Maberly, ON

August 3-4, 2019

18th Blacker than Night Rallye

Location: Readington, NJ

Organizer: Ben Smith



Elections, Elections, Elections

'Tis the time again as the weather grows colder that the writ of our valued Executive begins to come to an end after a successful year of activities. When OVLRL was established in 1984 as a chapter of ALROC, it was established under various guidelines. Some of the fundamental ones were the creation of an elected Executive, fixed Annual General Meetings of the local membership, full financial disclosure to the membership, a regular newsletter and regular elections of the Executive.

This lead to a sense of duty where members were encouraged to run for office, serve their turn, and rotate the Executive members to prevent burnout and keep new ideas flowing. After thirty-five years, OVLRL is the second oldest Land-Rover club in the Americas, as well as continuously running two events longer than any other Land-Rover club in the hemisphere.

The following elected executive positions are open for nomination:

President: Responsible for the overall operation of the club. He's the man, or as Truman wrote "The Buck Stops Here"

Events Co-ordinator: As Events can be a large and onerous load, the Events Co-ordinator position organizes the overall Events proper, not the off-road portions. This person is responsible for the overall co-ordination and running of large "family oriented" events such as the Maple Syrup Rally, the Birthday Party, and the Christmas Party. Plus any other events that the Executive chooses to hold throughout the year. Do note, individual events do have specific co-ordinators.

Off-road Co-ordinator: Responsible for all greenlaning, off-road events and RTV Trials that the club will undertake. This will include everything from jaunts to LaRose Forest to the light off-road and RTV Trials at the Birthday Party.

Executive Member at large: A position that would allow for members to learn the ropes, assist the other Executive in undertaking their tasks. If you're thinking you wanted to help the club and was thinking about getting onto the executive all is not lost. This is your opportunity to help with the future direction of the club.

If you have a couple of free hours a month, and want to help run the club, contact the executive and let your intentions be known.

If you are interested in running, or would like to nominate someone for a position on the executive, either pass me a note at the Social, or drop and email to: temporaryEditor.OVLRL@gmail.com

Tis the Season for OVL R Awards Nominations

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

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



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

An indicator of the type of recipient we are looking for. In a previous year, this prestigious award was bestowed upon Dave Lowe (as turned in by Tom Tollefson (note betrayal, a good thing)) for a multitude of sins, that range from rear ramming innocent 88's, to crossaxling the mighty 101 in the middle of a city park, to undertaking more engine rebuilds than even Dixon manages, as well as other assorted crimes to numerous to list. (But never fear, Dixon is already the Lugnut winner)

The Towball: A simple award based upon who has towed Land Rovers the most, and the furthest in the past year. Extra points awarded if the vehicle did not need towing. Bestowed upon the person who tows perfectly functional Land Rovers around for fun (Quintin, Chris-



tian, Brett towing Dave (pops, that would be dysfunctional in this case), or for all the wrong reasons (Zippy Tow and their new airmobile service), forgotten where their Land Rover is (Peter Gaby) or for other various reasons.

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



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




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

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

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


Send nominations to Dixon Kenner.


Some Non-OVLR News & Rumours

 One of the most historic and original Series Land Rovers in existence, Series II chassis number 64, was stolen from its locked barn in Essex, England this month.



Chassis #64 was stolen in Saffron Walden, Essex, England on the evening of November 19th. It is owned by Julian Shoolheifer, a noted classic car restorer and appraiser and serious Series Land Rover enthusiast. Built on the second day of Series II production, it may be one of the most original Series II Land Rovers in the world, including all the original paintwork, trim, and mechanical parts in excellent condition. It also has an extremely rare power take-off (PTO) unit. The vehicle is so original that Shoolheifer has fielded many requests for details about it for others to use on restorations.

 JLR continues to trickle out information on the new Defender. Earlier, a “110” version had been spotted. Now a test mule of the short wheelbase version is running around England. The new Defender has an official internal codename of L663. Each vehicle Land Rover makes has a code that starts with L, but except for some Range Rovers (the full-size third and fourth generation are very commonly known as L322 and L405), they aren’t used much outside the company. It’s also got a project code name of “Darwin”. From reports, it sounds to have a completely new independent suspension setup. Speculation is a 2.0l turbo diesel initially, as well as being positioned as a premium offering, not unlike the Mercedes G-class. So, expect a lightweight aluminium unibody structure underpinning all of this.

 British multi-billionaire and enormous Land Rover enthusiast Jim Ratcliffe’s plan to create a new off-road vehicle based on the original Defender has reached a new stage as it is reported they want to secure a factory by the end of the year.

Projekt Grenadier was formed as a way to create a “spiritual successor” to the Defender as production of the original wound down in 2015. It was already known that the new Defender would be taking a more modern direction, and Ratcliffe felt there was still room for a British-built traditional 4x4 in the marketplace.

Rumors right now say that the primary focus is a Ford engine factory in Bridgend, Wales. It currently builds the 1.6-liter EcoBoost 4-cylinder for Ford, and has

a “plant within a plant” for Jaguar Land Rover’s V8 engines designed during their ownership by Ford. JLR plans to move that production to their new engine plant in Wolverhampton, England by 2020. By that time, production in Bridgend will have gone from 750,000 engines to 250,000 engines in only a few years.

With their general transition to electric and autonomous automotive platforms, Ford may be interested in turning all or part of the Bridgend factory to Ineos.

 The next generation of the best-selling Range Rover Evoque was launched on November 22nd, bringing new life to one of Land Rover’s all-time bestselling models.

The Range Rover Evoque, the vehicle that set the new design direction of Land Rover in motion in 2011, is finally moving into its second generation, taking serious design cues from the heralded Range Rover Velar.

Though the Evoque isn’t exactly an adventure-mobile like some other Land Rover models, it’s certainly carved out its own niche in the marketplace. Since it was launched seven years ago, 772,000 have been sold worldwide. It may be a little bit anathema to the traditional Land Rover line, but customers love them, and Land Rover’s bottom line loves them even more.

At first glance, the Evoque looks like...the old Evoque. After Land Rover’s recent drastic clean-sheet redesigns of the Range Rover line, Discovery, and Defender, it’s odd to see something look almost the same. But then again, maybe not. The Evoque was the first vehicle to set Land Rover down the path of its new design direction, and the first generation’s lines still look current as they were crafted into the other models. Instead, here we find the reductionist interpretation of this common design of the Velar trickling back to the former design leader, with cues from that vehicle like the flush-mount door handles and rear light bar showing up on the smaller Evoque.



General Servicing: Repairs, Humour, Tales & Trivia

1953 Series 1 NADA: The Saga Continues, Part 3

by Steve Owen

Autumn of 2017. The Rover was slowly dismantled and all items photographed and tagged.

First major job tackled was the Brakes. Something I was fairly familiar with and a start in the right direction.

It took over 3 days of good penetrating oils and soft hammer taps to remove the drums with out damage.

This revealed most shoes wore or missing. First (of many) orders placed with Dingo-croft and Dunsfold DLR in the UK.

Both Tim's at their respected companies have been a great help. New Brake lines, shoes and springs ordered. Shipping was not as bad as I expected.

Everything deep cleaned and tested. Brake cylinders overhauled and new seals etc.

Time came to bleed the brakes, I was warned never



easy on a Srs 1 I could get no pressure. Now what did I do wrong??

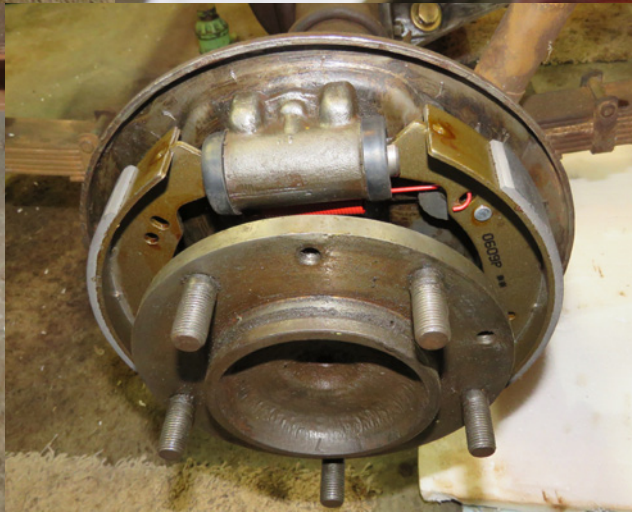
Well I hit the LRSOC Forums and this led to finding I was missing the small ball bearing that is in the bleed nipple.

Evening on the internet to find that P.A.Blanchard had the nipples. I got sticker shock. It was cheaper to buy New Brake cylinders with modern bleed nipple that on small NOS bleed nipple with ball bearing.

New cylinders ordered. I have the old original cylinder and one day will buy the old style bleed screws.

At least now I could move the Rover around and know it would stop.

New shock and axle straps were also fitted. The original spring loaded brake light switch was overhauled and reused.



Keep Calm & Rover On!

Land-Rover Stamps: The Rest of the Series Ones, Part 3

by Dixon Kenner

Continuing on from last month's article, where we outlined all of the postage stamps with an 80 inch printed on them, it seems obvious that completing the Series One is the next step. It would be fair to say that the very first postage stamp with a Land-Rover on it, akin to the famed Penny Black, would have a Series One on it. And, from last month, coming out in 1957, there is one. There have been seven postage stamps with Series One Land-Rovers that are not an 80 inch.

French West Africa, issued 1957. 86/88

Ironically, the very first stamp that I have been able to find with a Land-Rover, is French. Granted, not France French, but French West Africa, which is a market that helped build much of the Land-Rover mystique. The stamp, issued on March 11th, 1957, celebrates the Sovereign Military Order of Malta, and their good works in medicine (1), particularly a mobile leprosy clinic. The image depicts a small convoy of three vehicles, the first an unmistakable short wheelbase Series One, followed by a pair of vehicles that could be anything, but



look like J20 Toyota Land Cruisers in front of some traditional homes. French West Africa was a federation of eight French colonial territories in Africa: Mauritania,

Senegal, French Sudan (now Mali), French Guinea, Côte d'Ivoire (Ivory Coast), Upper Volta (now Burkina Faso), Dahomey (now Benin) and Niger. The capital of the federation was Dakar. The federation existed from 1895 until 1960. Designed by Charles Mazelin. Stanley Gibbons no. 94, Scott no. 74, and Michel no. 83. Perforation 13. Colours - Lilac-brown, red, & violet.

Jordan, issued 1965



The fifth Land-Rover stamp ever issued comes from Jordan. A former British Protectorate, after independence Jordan maintained a military that was not only modelled after the British Army, but employed British officers up until 1956. After 1956, they still employed a lot of British military hardware. An example of which is the continued use of British hardware as found with this Army Day stamp series of three stamps issued on November 10th, 1965. There are 5, 10, and 15

films stamps. It is probably fitting that the most expensive stamp, the carmine-brown 35 fils stamp shows a drawing of a military Land-Rover. By appearance of the flat sides, it is a Series One of some type, and given the position of the spare on the front bumper, looks patterned after the early British pink panthers. The stamp has a perforation of 15x14. Michel no. 515, Stanley Gibbons no. 651.

Anguilla, issued 1980

In 1969, Anguilla was not happy with its situation. Forced into a union with with St. Kitts and Nevis in



1967, it desired to be a colony again (Unlike the Turks and Cacos, I've not read that they wished to join Canada instead). This led to two revolutions, in 1968 and 1969. By 1969 the British sent an envoy with a proposed solution. He was sent on his way. A week later, the island was invaded by the Scotland Yard, with the SAS as support. A souvenir sheet was issued on December 18th, 1980 when they were split after 155 years of association with St. Kitts and re-achieved colonial status. While the souvenir sheet has the same five stamps as issued separately, the larger sheet also depicts the British "invasion". Amongst the various scenes is a fanciful airdrop, from a Hercules, of an 80" Land-Rover (1951 from the Grille) and probably an 86 or 88 inch judging from the rectangular door. Both descending with round chutes. However, in reality, the British landed by sea in a very dignified and civilised manner. Anguilla regained colonial status in 1980, where it remains today as a British Overseas Territory. Nevis has also wanted to separate from St. Kitts and return to colonial status, but has been unsuccessful thus far. The population is Anguilla is about 14,000. As comparison, the population of a Westboro in Ottawa is about 22,000. Perforation is 14. The souvenir sheet is 178x92 mm. The sheet is Scott no. 428a, Michel BL35



Barbados, issued 1985

On the seventh of June 1985, Barbados issued a series of stamps celebrating the “The life and times of her majesty Queen Elizabeth, the Queen Mother”. While the



fours stamps in the series did not have a Land-Rover, the accompanying souvenir sheet shows a scene where the Queen is seen standing in the back of a Series I Land-Rover as it drives down a path in a local park. The Land-Rover in question is a 1954 model. How is this known? Well, Interestingly, this is a local Land-Rover, which was still on the road in 2014, driven by the same owner who drove it in

1985. The stamp was designed by A Theobald (\$2), printed by Questa using lithography and is 14.5 x 14 perforations per inch. Scott no. 664. Michel no. B19

Uruguay, issued 1997 - Land-Rover prototype

This particular stamp is in with the rest of the Series One issues as it is an 80 inch per se, but a unique one. This particular stamp appeared in the series “History of the Automobile”. This set of four stamps, all with a value of \$6 (Uruguay), has one that shows the first Land-Rover. Not a Series One 80”, but the first centre steering prototype with a single centre seat. A three quarters image pictured, which is identical to the photograph



of this vehicle on the Wikipedia page. Interestingly, it does not have an image of Maurice Wilks on the stamp as the other three do, Ford with his first automobile, Bosch

with the magneto and Diesel and an engine. Uruguay got a lot of Series Ones. A number of 107 SW and Tickfords went there. The challenge is not finding them. The challenge is getting them out. Lots of paperwork to export a vehicle, and very expensive. Some details - Michel no. 2314. Yvette & Tellier no. 1686. Issued December 8th, 1997. Perforation 12.5 x 12.75. Printed using offset lithography. 35,000 made. logo Indepex 1997. Printed by Imprimex S.A. Designed by Eduardo Salgado.

Spanish Andorra, issued 1998. 86/88

This single stamp; issued by the Spanish portion of Andorra, as opposed to the French celebrating the Europa National Festivals (CEPT). There are stamps for each. This particular 70 Spanish peseta stamp is ten (10)

Harlequins in a 1958 Street Scene from Canillo. The vehicle in the artistically modified image is of a Series One with an awful lot of people piled upon it, all in some



festive clothing, which make further identification just about impossible. Jose Luis Saurez designed it, from a photo by Joan Burgues Martisella. 650,000 of them were printed. Overall, the stamp is reminiscent of some of Canada Posts surreal issues from the 1970s, though this doesn't look like some children designed it. Stanley Gibbons no. 260, Michel no. 259, Yvette & Tellier no. 249, Scott no. 250. Perforations 13.75x14. Printed photogravure

Namibia. Issued 2018

Nam Post, the postal service of Namibia, issued 3 stamps on 12 March 2018 on the subject ‘Ox cart to Airplane’ which illustrates domestic transport in Namibia through the ages. The first stamp, for

Zone A postage shows a traditional ox cart being pulled along. The second, with the Inland Registered Mail postage rate (N\$36.60) shows a 107



inch station wagon in the Namib Dunes. The third in the series is a Cessna flying over the desert. The issue was designed by Elke Le Roux and is interesting but not very colourful. The size is 40 x 30mm 25,000 stamps were printed of each of the three types, Plus 800 FDCs. As a rather new stamp, and for internal registered mail, this stamp may never get a catalogue number. Especially with the crackdown on some countries issues that will never get used within the borders that country.

Notes:

1. For more on the Sovereign Military Order, look at the entry on their 2010 issue in a later part this series on Defenders. They issue passports too.

RoverNight, Part 8: Old is New Again, Rover Meet Green Engine

by Dixon Kenner

When we last discussed RoverNight, the engine was changing colour. From blue to Detroit diesel, err, Rover green. A second coat of paint had been applied, as Alastair ran out. Finding the paint in Ottawa proved challenging, so a can was borrowed from Ben Smith in New Jersey. But, that done, the paint dry, the head came off the engine. The engine was flipped over and the sump was bolted onto the engine with all of the bolts, rather than the two used when painting. Flipped the block. The fuel pump and oil filler tube were attached to the block. Chains added with head bolts and the engine removed from the stand and dropped to the floor and moved against the wall.



clear the breakfast. Assemble the crane. Get the engine on the crane, up and into the



Rover so it was resting on the gearbox lay shaft and some blocks

of wood on the axle. This happened fairly rapidly. The trick is to drop the engine in on a diagonal, with the nose pointing towards the left side of the vehicle. It then drops in and down. In a Series III, care must be taken with the flywheel housing studs catching the clutch pipes. This is a tight fit, but it goes. Useful to have a practiced team to do this.



Clutch and fly-wheel housing removed from old "green" engine. The Rover pushed into the garage given the first snowfall coming and a need to get the daily driver off the street for the ploughs until the next RoverNight.

Further RoverNight progress, albeit a bit challenging as the temperature

has taken an early plunge towards -17c (around 2f) rather than staying seasonably November. This evening, the flywheel housing and contents, inclusive to the clutch, were installed. The lay shaft out of an old gearbox makes for a cheap and very effective alignment tool. The purple aides in finding it amongst all the other junk that gathers. Fiddly details addressed as we approach installation. It is amazing how many of those there can be as you get everything ready to reinstall an engine with the wings and breakfast in place. Such as the plastic fan shroud. It was a challenge to have it there taking the engine out. Going in and it will be real fun. But, that is when you discover that the Phillips sheet metal screws holding it there are probably original and all break...

Move the crane back into the garage and pushed the rover forward to the crane. Continuing the job in the gentle snowfall that is starting can be distracting.



That distraction done, lift the engine, assisted with a floor jack to help adjust things and eventually got it to side together enough to get some nuts on the studs and pull it together. The key is getting the gearbox and the engine in the same plane. Left to right is easy, Up and down is more challenging. Sometimes it helps to block the gearbox under the bell housing. And it really helps if the gearbox mounts are relatively solid (they were in this install. They were not on Dale Desprey's one time when both broke in succession)

It also took a while to find the 9/16th nuts. Once a stud pops through the bell housing, get a nut on asap.

Eventually they were found there in the back of the rover in a small black plastic bag labelled gearbox nuts, as opposed to the large clear Ziploc bag that they were told to be in. This



So, the big night arrives... Push the Rover out into the driveway. Why? The garage is too low to raise the crane up high enough to get the block to



entire process was three and a half hours from arrival, Rush the rover out of the garage to half the nuts tightened down on the bell housing. What was left was dropping the engine onto the engine mounts, but that is fiddly pita work. Next time. Then start putting the rest of the engine together. Head. Ancillaries etc. Another successful evening.

Again, the main participants in this adventure were William Ficner, Alastair Sinclair, Andrew Treble (still astonished at the contrast betwixt Rover and Porsche ownership) and myself. A supporting role from our club Tundra owner Stephane Shank. All of whom agree that this Rover needs a name, and Little Blue Truck or LBT might just be that name.



G

TECHNICAL SERVICE DEPARTMENT
PRODUCT INVESTIGATION NEWS LETTER

No. 411 - OCTOBER, 1968

COMPANY CIRCULATION - CONFIDENTIAL FOR ADDRESSEES ONLY.

SUBJECT : ROAD WHEEL
MODEL : 109" Bonneted Control Land-Rover.
REMARKS : To effect a cost saving, and to standardise on parts, it was decided, earlier this year, to introduce a new road wheel, part number 568966, and to make the original one, part number 2723 09, redundant.

Unfortunately, these are not interchangeable with the early type, except as a complete set, due to dimensional differences affecting the off-set rim of part number 568966.

It is emphasised therefore that a vehicle must be fitted either with a complete set of 568966 or 277309 but not a mixture of both.

The error of making the original road wheel redundant is now receiving attention, and steps are being taken to re-introduce it to cater for earlier vehicles produced prior to 1st. April, 1968.

D. 1370/AFP

CARS DESCRIBED

THE LAND-ROVER STATION WAGON

By J. EASON GIBSON

UNLIKE those manufacturers whose estate car is a countryside version of their normal saloon, Rovers have used the existing Land-Rover chassis as the basis of an estate car designed to give better passenger accommodation than the normal Land-Rover. The Land-Rover Station Wagon is available in two different wheelbase lengths, of which the shorter, 7 ft. 2 ins., can carry seven people, and the longer, 8 ft. 11 ins., ten people. With the exception of the wheelbase, the technical specifications of the two variations are identical.

The car is obviously versatile, but there are one or two drawbacks. As it can carry ten people, or a large load of goods after removal of the seats, and is provided with both four-wheel drive and an alternative range of low gears for use in exceptionally heavy going, one cannot expect the performance or the economy one would obtain from the same engine when used in a Rover saloon. The engine, which employs overhead inlet valves and side exhaust, is basically the same as that used in the Rover 60 saloon, and 52 brake-horse-power is obtained at the fairly low engine speed of 4,000 r.p.m. All Rover engines, incidentally, are fully tested under power on the test bench before being fitted to the car. A full-flow oil filter is incorporated in the lubrication system.

The chassis is of welded box section, with box section cross members to resist torsional strains. A truly rigid chassis is essential on a car meant to be driven across country when required, and this the Station Wagon certainly has. Girling hydraulic brakes are fitted to all four wheels. The parking brake is fitted immediately behind the gearbox; its hand lever is rather awkwardly placed directly below the driver's left thigh. Because of the type of work done by most Land-Rovers, one might think that the materials used would be cruder than on a normal car, but this is not so. To resist corrosion by the atmosphere and the fertilisers that may be carried, the body panels, mudguards and loading platform are made of a special aluminium magnesium alloy. Such parts as bumpers, door hinges and windscreen frame are heavily galvanised for the same reason.

One can increase the load-carrying capacity on both the seven- and the ten-seater version by removing certain of the seats, which can be quickly done. In both versions there are three separate front seats, while the seven-seater has its extra seats aligned along both sides of the rear compartment. In the larger model there is a second bench-type seat, which is easily reached through the extra door provided and can be folded down to provide emergency sleeping accommodation. Although the dimensions of the Land-Rover prevent the

driver from stretching his legs fully, one finds there is in fact ample room once one has become accustomed to sitting more upright than in a normal car. At first the height of the seating strikes one as unusual, but this gives better vision than one is used to on an everyday saloon. A double-skin roof is fitted, as a protection in hot climates, and the rear compartment is made airier by the use of small skylights over the rear doors. The removal of all but the three front seats from the long wheelbase version makes it possible for loads of over half a ton to be carried. Although it is intended as a utilitarian vehicle, its interior is nicely finished, and the addition of a heater and demister makes it possible to enjoy very nearly the comfort of a saloon car.

One's first impression on taking over the Station Wagon is of the ease with which one

the rear engages both four-wheel drive and the low ratios. Another lever, with yellow knob, enables four-wheel drive to be used without the use of the low ratios. Among the extras which can be fitted, making the Land-Rover suitable for many purposes, are a capstan winch mounted at the front, a centrally- or rear-mounted power take-off and an engine-speed governor. With low ratios and four-wheel drive engaged, it would be difficult to find conditions capable of stopping the vehicle. I found it easy to halt the car on a wet mud-covered slope, on which it was not easy to stay in the seat, and then engage reverse and move away with ease. This would, I think, be impossible without four-wheel drive.

The firmness of the springing, which I mentioned earlier, has the important advantage of allowing the car to be driven fast on corners without roll or sway. In fact, the Station Wagon's cornering sets an example to many



THE LAND-ROVER STATION WAGON. This is the long wheelbase version with four doors, and can carry ten people, or three in front and a considerable load behind

can thread a way through dense traffic. This is due partly to the better vision, and also to the good low-speed acceleration and general handiness of the vehicle. As the suspension has to be able to cope with both exceptional loads and the worst of surfaces, the ride is not as comfortable as on a normal motor-car, but once one is driving at a steady speed on the average main road the standard of comfort is surprisingly high. Although the car's timed maximum speed on a level road is a fraction below 60 m.p.h., I found that it could be cruised more or less continuously at this speed on suitable roads. One would not expect such a vehicle to be silent at such a speed, but it is remarkable how little fuss there is from either the engine or the transmission.

No synchromesh is provided on second gear, but this I found to be no hardship, as the change down into that gear from third is seldom required, while bottom gear would be required only if one were starting on a hill with a heavy load. The strong central gear lever made one realise how unpleasant many steering-column-mounted gear levers are in their action.

During the test some of my driving was done across country, and the ability of the Station Wagon to go anywhere was confirmed, although this was hardly necessary, as I have had considerable experience with other Land-Rovers under the worst conditions. The normal central gear lever, provided with a black knob, controls the ordinary four-speed and reverse gearbox, while pulling a red-knobbed lever to

normal cars with more spongy suspension. Because of the car's weight, dimensions and wind-resisting shape, the petrol consumption is appreciably higher than on the Rover saloon fitted with a similar engine; I found that it worked out at exactly 19 m.p.g. It is possible that owners using the car for purely urban duties might improve on this figure, while on the other hand those whose driving led them over mountain tracks or muddy fields might do fewer miles to the gallon.

I found motoring after dark to be pleasant, owing to the good headlamp beams and the subdued instrument lighting. It is worth remarking on the good roof light, which makes map reading easy—a point which could be imitated on many cars. A sensible point is the provision of good-sized pedal controls, which allow the car to be driven in the heaviest of country boots, or even wellingtons. At the car's lowest point the ground clearance is 8 ins., but for most of its length it is much greater, and on rough ground the grip obtained by the four-wheel drive is such that it is possible to drag the car's belly over minor obstacles, provided, of course, they are soft enough not to damage it. In short, the Land-Rover's makers have clearly not fallen into the temptation to rest on their laurels, since the present model shows many worth-while improvements on earlier ones. The Station Wagon gives the impression of being well-nigh indestructible under the conditions for which it is intended, while at the same time offering pleasant main-road motoring.

THE LAND-ROVER STATION WAGON

Makers: Rover Co., Solihull, Birmingham

SPECIFICATION

| | | | |
|------------------------|------------------------------|------------------|--------------------------------|
| Price (including P.T.) | £1,186 7s. | Brakes | Girling hydraulic |
| Cubic capacity | 1,997 c.c. | Suspension | Semi-elliptic (front and rear) |
| Bore and stroke | 77.8 x 105 mm. | Wheelbase | 8 ft. 11 ins. |
| Cylinders | Four | Track (front) | 4 ft. 2 ins. |
| Valves | Overhead inlet, side exhaust | Track (rear) | 4 ft. 2 ins. |
| B.H.P. | 52 at 4,000 r.p.m. | Overall length | 14 ft. 5 ins. |
| Carb. | Solex | Overall width | 5 ft. 2½ ins. |
| Ignition | Coil | Overall height | 6 ft. 5½ ins. |
| Oil filter | A.C. full-flow | Ground clearance | 8 ins. |
| 1st gear | 5.396 to 1 | Turning circle | 43 ft. |
| 2nd gear | 7.435 to 1 | Weight | 30½ cwt. |
| 3rd gear | 11.026 to 1 | Fuel cap. | 10 galls. |
| 4th gear | 16.171 to 1 | Oil cap. | 10 pints |
| Final drive | Spiral bevel | Water cap. | 17 pints |
| | | Tyres | 7.00 x 16 |

PERFORMANCE

| | | | |
|------------------|------------|--------------------|------------------------|
| Acceleration Top | 3rd | Max. speed | 59.4 m.p.h. |
| 20-10 | 15.9 secs. | Petrol consumption | 19 m.p.g. at 38 m.p.h. |
| 30-50 | 25.0 secs. | | |
| 0-50 (all gears) | 29.1 secs. | | |

BRAKES: 30 to 0 in 33 feet (93 per cent. efficiency).

Stamps, Part 2 Supplemental Information

by Dixon Kenner

This stamp from Sierra Leone is a very recent discovery.



It is interesting in the fact that it does not appear in any stamp records for the country. However, Sierra Leone outsourced their stamp production to a third party that is known for producing a ton of stamps that will have never seen in the country who's name appears on the stamp. This classic car series seems to have at least forty eight

stamps in it, and oddly, there is little reference to this stamp, or the series, in any catalogues or official records. A Cinderella, if that. Le 2000 is not a reference to a date, but the currency and value of the stamp for postal purposes.



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 III 109 becoming one with the jungle.



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For Sale: 1970 Series IIA 88" Land Rover

This is a frame-up restoration. Engine runs beautifully, and the transmission was rebuilt and the differentials are perfect. 88,000 km.



Located in Scarborough, Ontario. Kijiji advert no. 1398522953 C\$33,000.

BROTHERS
CLASSIC ROVERS

For Sale: 1958 Land-Rover Series II Pickup

For restoration. Very rare and the vehicle is very solid. Would be a great project. Currently not running as engine is out. Only asking \$1750. Located in Calgary Alberta. Kijiji advert no. 1407790076



1987 xMoD Land Rover 110 Soft Top

For Sale: Series 2A Coiler Diesel Project

Series 2a with old man emu suspension on a discovery frame. Perkins diesel engine.. this truck has been customized entirely.. it is a project truck.. have doors and top..



no top sides tho.. no rust..

\$4000obo.

Located in Windsor Nova Scotia.

Drum rear brakes. Bent front left chassis, can be straightened/welded. No engine or transmission, VIN /reg missing, no title. Located in Grande Prairie Alberta. \$2,600. Kijiji advert no. 1405646937



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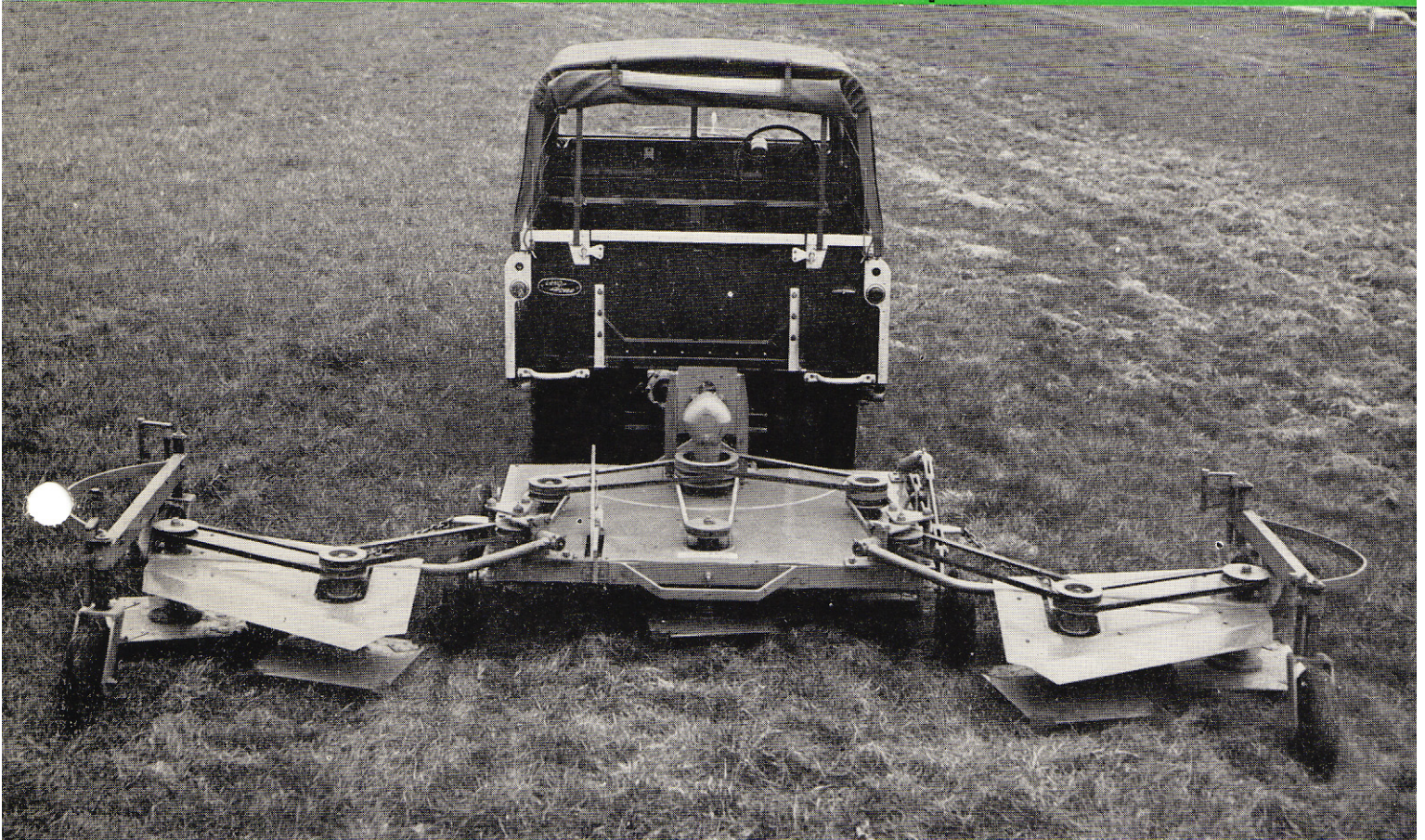
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