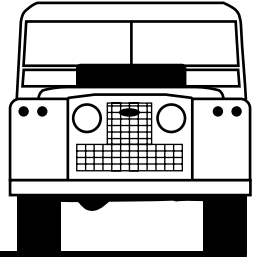


OTTAWA VALLEY LAND ROVERS



March 15, 2019

www.ovlr.ca

Volume XXXVI, Number 3



John McKelvey's 80" in a water hole, Winter Romp 2019

**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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Birthday Party: Dave Pell
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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Interclub Coördinator

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Returning Officer

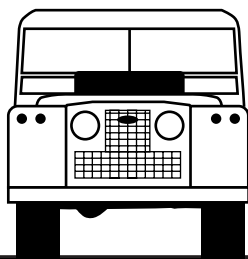
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OVL R Newsletter

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 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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Ottawa Valley Land Rovers March 2019 Newsletter

“British engineering, at its finest. Don’t you know that’s why Land Rover actually built LHD vehicles? It wasn’t to market to half of the world. It was to be able to steer a car in one speed (reverse) with your right hand behind you back, whilst compensating for oversteer as you try to keep a trailer going straight. Makes perfect sense!”

--Fred Dushin discussing the rear mounted Rolba Rotary Snowblower for Land-Rover

Greetings,

No report on the Annual General Meeting this issue, or financial reports. Unfortunately, the meeting was delayed for a variety of reasons, so the minutes, financial statements, and changes to the executive will have to wait until the April newsletter. The AGM, was supposed to be this coming Monday evening, but early Saturday the meeting was postponed until April First (yes, April fools day!)¹ Regardless, the machinery of the Club continues and early planning is underway for a couple of events this Spring.

Events-wise, the next event for the Club will be the annual Maple Syrup Rally up in Shawville Quebec. This is the longest running Land-Rover event in the same location on the continent, if not the hemisphere. This is the thirty second (32nd) edition I believe. Inside you will find several pages of information on the event, storming the maple syrup that you will be buying and essentially everything you need to know except when the event will take place. As I write this the world outside my window is a white frozen wasteland, free of any sap running anywhere.

As for a Spring Tune-Up, there are discussions underway within the Executive on the where, when, and requirements. Probably mid-May, and to ensure that the focus is on a learning experience for the owner and not a free, preventative, maintenance session. Initial discussions seem to indicate that Andrew Jones will be hosting the event near Almonte. The Executive hopes to have Shore Motors there to answer technical questions.

In recent events, the only significant event of the last month was the annual WinterRomp in Maine. What really made this year’s event interesting was a sudden opportunity to buy much of the land that the Romp takes place on. A 160 acre piece. Bruce Fowler, took the opportunity to make arrangements to purchase the land. Hearing about this, Peter Vollers created a GoFundMe page and posted the following to the WinterRomp Facebook instance -

“VERY IMPORTANT: Okay, WR peeps, listen and listen closely as this is really important, probably the most important message ever sent about romp. Although Bruce makes it look easy and has been doing so since 1987, in truth, romp has been in jeopardy. As any promoter of off-road events will readily admit, promoting an activity that the general public finds offensive is, shall we say, a challenge. For Bruce, it’s been particularly difficult as he relies on land owned by others.

Well, no more my friends. As of a few hours ago, Bruce entered into a purchase and sale contract to purchase the 160 acre parcel on which lies the vast majority of the Winter Romp trail network. The closing date is set

for March 27, 2019, so that’s the amount of time we have to raise the \$40,000 purchase price.

Guys and gals, many of you have been attending romp for years. Some of you, like me, have been coming for decades. There’s never, ever, been a charge to attend. If you were to take the number of years you’ve been attending and multiply it by, say, the amount I charge for the VO Birdwatching Safari (\$275), you can do the math on the amount this event is worth. Take that number and even cut it in half and give that amount and we’ll have the purchase price raised before the 2019 romp even begins. I’ve already gotten the ball rolling by paying the \$1,000 contract deposit and then another \$2,000. The rest is up to you fine people.

Dig deep my friends. It’s time to pay Bruce back for giving us the time of our lives. Show him how much we appreciate all he’s done for us and all he’ll continue to do for us as the proud owner of the trails we’ve grown to adore.”


Suffice it to say, the forty thousand dollar purchase price was raised in under forty eight (48) hours after it was posted. This is an incredible outpouring of support for an event that has grown over the past two decades to becoming one of the largest Land-Rover events in North America, and one that is for the most part self organised by the participants, and completely free in terms of cost to attend the event per se. Further, there is no corporate sponsorship for this event at all. Contrast that with some of the other events that can cost significantly more, and are held in much more agreeable weather. Congratulations to Bruce, Peter and all of those who supported this endeavour.

For the rest of your time with the newsletter, enjoy the contents. If you have done anything noteworthy on your vehicles, a brief article or picture would be appreciated. The newsletter is a shared medium that will always be available for quick and easy reference, and sharing information is always the best way to make this hobby more enjoyable for everyone.

One quick note. Somehow a photo of Jeff Aronson was slipped onto Page Three last month purporting to be me at the WinterRomp. Somehow the photographer was confused. I was down south, spotting Santana’s, and missing the Romp for the first time in years. Noting the lack of photos of Jeff, and knowing that Jeff has never missed a Romp, one can only conclude that this was Jeff in disguise, trying to get the story of the real WinterRomp, without people acting differently to a reporter.

1. Page 3 is normally written on the fifteenth of the month as the cut-off. This month it was written on the sixteenth, so caught the Secretary’s email.

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


 The OVLR spy network noted a disturbance in the Force. Something has happened of award grade noteworthy. Our network was engaged and this intercept and photo was obtained - "VERY loud bang from the front left corner. Followed by a sudden change in horizontal outlook. And a very careful trip to the shoulder." Sharp eyes will note the tire and rim resting gently against the median guardrail on the other side of this highway. Further details will follow of a missing Lugnut x five incident.



 The Newsletter spy^H^H research network has submitted an image, for consideration, of a recent head gasket Replacement. Undertaken in March, this looks to have come off of a Rover V8, as it doesn't look anything like the copper 1.6/2l or



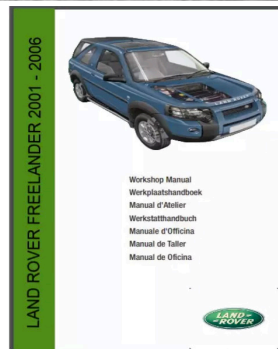
2.25l copper gaskets that are normally leading contenders for Gasket Under Glass award. One must notice the odd damage it exhibits. Our "research network" has been instructed to gather more information for future considerations.

 Last month Michel Bertrand proposed a new award, a Procrastination Award, and immediately put himself up as a leading candidate. I remember his NADA 109 from its storage at Doc Dolan's during the Birthday Parties of the early and mid Nineties. However, a couple of counter candidates come to mind, and were raised at a recent Social: Bob Wood, a member who passed on a number of years ago. Mr. Land-Rover to many, he was host to a Series IIA project in the aptly names "Shrine of the Galvanised Land-Rover". Was Bob still with us, he would have been a top contender for this award. A second candidate from the ALROC days would be Peter Parson's Early Range Rover, which was taken off the road in the late 1980's (I believe) because of a leaking heater core. Shipfitters soon set in and it remains a work in progress in the garage. But, possibly extreme examples deserve an honourable mention, or recognition through some other means. I wonder who else has a project from the 1980's still languishing?

 A note from Western Hemisphere Area Freelander Enthusiasts HQ in the Big Sky Country of Montana.

I find nostalgia to only be helpful when I can remember, without referring to the Green Book, how to do a pro-


cedure on my Series truck. Yet in dealing with the Freelander and the factory manual I find my self pining with nostalgia for a Freelander Green Book. To understand this nostalgia I will remind you of this. The Green Book was great at placing procedure and a logical coherent sequence. And always adding a note indicating if the procedure could be completed in situ or not.



The Freelander manual is not the Green Book. It is neither coherent or logical and never gives any helpful full disclosure of what all has to be done to complete a repair. This was made abundantly clear when I tried to complete the next step after finally removing the crank shaft pulley. That step was to remove the power steering pump. Oh just two bolts and two heat shields, really a snap according to the tech writers. The reality is that of the two bolts I can see only one, and the two heat shields hide in such a way that I have no clue how to remove them. The second bolt not only can I not see but I can't even get a finger on the thing, much less a wrench.

As a result it is painfully clear that the entire front body work, radiators and all will have to be removed to simply be able to see how to finish the removal of the pump. Without putting to fine a point on it, I am too old to be screwing around in a garage in the middle of winter with no heat. So to say the Freelander repair is put on hold until early spring, to me is not a disappointment. For those, that feel I'm letting down the side, just because of a bit of cold weather, you are welcome to drop by and dig in to the job. I will supply hot coffee and vague encouragement but, promise good single malt and craft beer to thaw you out.

WHAFE headquarters has also sent in some more information on the hunt for the elusive running Freelander. Club supremo Roy Caldwell reports Jeremy Bartlett, his operative in Southern California sends in this report "I confess it's not really Sasquatch / Bigfoot. BUT it's arguably a rarer sighting of a beast in the wild than Bigfoot. I saw this on the way home on Thursday and the photo is not as fuzzy as some of the Bigfoot photos. Sorry no video but the context strongly supports my claim that it was actually moving. Amazing. They are out there...".

 A photo from Chris Johnston depicting the snow load in his region.



Annual Tune-Up

BACKGROUND:

“The time has come’ the walrus said, “To speak of many things:

Of shoes -- and ships - and sealingwax - Of cabbages - and kings -

And why your rad is boiling hot - And whether landroverers have wings.’

Yes, it is that time of year when many of the older Land Rovers begin to stir and get pulled from musty barns and other storage locations where they have been sleeping through the winter. This event is as good an excuse as any for you to get your Land Rover stirring and on the road. It will also give you about six weeks of time to correct all of the major faults that are found with your vehicle so it is fully ready for the Birthday Party in June!

THE EVENT: For the past twenty five years or so years, local members of OVLRL have been irregularly gathering at various locations for an annual tune up session. It is an opportunity for members whose mechanical skills may be in need of some practice. There will be members there who are very familiar in the operation and maintenance of these vehicles there that will be more than happy to help guide you and explain what you should be doing to keep your vehicle in top shape.

Participation varies, generally there are about a dozen vehicles attended to. (Some were barred from attention, such as Dixon’s Green Beastie). The centre of attention seems to vary from year to year, depending on who has been left unsupervised with it for the previous year.

WHEN: This event is traditionally held in the beginning of May. Thus, the Tune-Up will be held on Saturday, May 4th.

People generally start to appear around 9 am, and the Tune Up runs to just past lunch when many repair to either the Cheshire Cat (on Carp Road) for a little socialising.

RESERVATIONS/RSVP: Please let Andrew know if you plan to attend no later than Thursday 3rd May ... so he can plan the breakfast catering . Either text +1 613 617 3926, email at Andrew.jones@xplornet.ca, or post on the OVLRL facebook page.

COST: There may be a small charge of a couple of dollars to cover the cost of lunch, if the club decides to offer something. News on that will appear in an email of on the clubs Facebook page.

ACTIVITIES: There will be an opportunity for you to tune-up your Land Rover. If you lack expertise, there will be people there to help you. This is a learning opportunity for those who wish to avail themselves. It is not a free tune-up or diagnostics session, the aim is to impart knowledge that will help you keep your vehicle running efficiently.

Scott MacDonald and Greg Austen of Shore Street Automotive will be on site to offer their professional insight, and wisdom their time... Both are land Land Rover and Jaguar factory trained technicians.

If you need basic tune-up parts you should consider bringing them along. For example, if you have a Series vehicle or one with distributor, points, cap, rotor would be useful things to have in stock regardless.

There will be a simple breakfast ... bacon and egg buns and coffee ... prepared on the club Expedition Trailer.

There may be a guessing game, the question being “who are good candidates for the 2019 Gasket Under Glass Award”

GETTING THERE:

Andrew Jones lives at 539 Rae Road, Carleton Place, K7C 3P1

Take 417 West

Take Hwy 7 toward s Toronto

At Carleton Place Traffic lights (next to the Canadian Tire) ... turn right onto McNeely Avenue

At the end of McNeely Avenue turn right onto hwy 29

Take next left (Opposite the signage manufacturers) onto County Road 8

After approx. 5 km Turn left onto Rae Road

No not turn into the laneway numbered 539 ... turn into the next laneway approx. 100 yds further on, on the left

For those that miss the turn onto county road 8

Stay on hwy 29 for approx. 6 km

Turn left onto Rae Road

At the stop sign (junction with county road 8) go straight ahead

No not turn into the laneway numbered 539 ... turn into the next laneway approx. 100 yds further on, on the left.

If you are using What3Words - <https://w3w.co/rejoining.relive.bobble>

CONTACT NUMBERS:

Co-ordinator: Andrew Jones
If lost getting there: +1 613 617 3926

Maple Syrup Rally

That time of year is nearly upon us, when the snow begins to recede up here and the landscape begins to resemble something other than tundra, or taiga, depending on where you might be sitting. For the past twenty-nine years, members of OVLR have been celebrating the coming of Spring with a gathering at Vern Fairhead's sugarbush in Shawville, Quebec during the maple sap run. The event offers people an excuse to get their Land Rover out from under a snow bank and blow the cobwebs out. For the hardy, it is an opportunity for some early Spring camping. This is the first major event of the Spring season for Land Rover owners around eastern Ontario and western Quebec. Food, tradition and some white laneing.

The Maple Syrup Rally is traditionally held at the end of March, beginning of April at the height of the sap run. The sugar maples love freezing nights and warm days. A variation in this pattern can disrupt the sap run and cause last minute changes in the schedule outlined. As this is very weather dependent, an estimate is printed, the actual date not being known until just a few weeks ahead. Look to the next newsletter or website for a date towards the middle of March for when the tentative and rain dates for the rally are. Remember, Mother Nature determines the date, not us!

Activities?

Well there is the traditional brunch of french toast, sausage, and baked beans, all potentially smothered in fresh maple syrup. Depending upon the weather and the sap run, as well as to make you appreciate your breakfast, attendees are encouraged to take a visit down to the sugar bush, and help in the production process to make part of the brunch, namely the maple syrup. A little sap gathering, some stoking of the fires under the evaporator... Finally, there will be a little white, or if conditions have turned that way, brown/mud laneing around on some abandoned rail beds, around the sugar bush, and such.

As always, there will be lots of fresh maple syrup for sale. Prices are expected to be similar to last year. Prices in the April newsletter! Bring your cheque book! (Note, this is the real stuff not that nasty chemically filled artificial stuff usually found in the supermarket.) Be alert, it can sell out before you know it!

The organisers need to know how many people can be expected to be attending so the proper amount of food can be purchased. If you are planning on coming, please RSVP to Peter Gaby by April first via email at petertgaby@rogers.com. The cost of the rally is \$10 dollars per person. Children under three are free. To drive on the off-road you need to be a member of OVLR and have a valid drivers licence.

Some other aspects for you to consider? Well, in the past, as the event takes place on a Sunday, various members of the club have come up early and done a little Winter camping in the sugar bush. If you are interested in some Winter camping, give Vern an email at antiquebikeguy@yahoo.ca. There is plenty of wood about, and Vern probably won't mind you using some of

the wood by the sugar shack, so long as you help stoke the fire in there a little bit during the day. So, warmth in the evening is available!

Getting There:

If you are unsure about directions, there will be a convoy of vehicles leaving from the Westgate shopping centre at 8:30am. (Corner of Carling Avenue and Merivale). If you know your way and are coming up on the Saturday, we are looking for a convoy leader. Contact Terry or Peter Gaby.

The following directions assume that you can find the Champlain Bridge at the north end of Island Park Drive in Ottawa.

- Crossing the Champlain Bridge over the Ottawa River, you will go straight to the second set of lights where the road ends at a "T". Go west (left).
- Follow the upper road (highway #148) through to Aylmer, past the Canadian Tire, to a set of lights at the park (there is a war memorial in the centre of the park to your right. The town library is across the street on your left) in the centre of town. Highway 148 does a right turn here at these lights.
- Follow Highway 148 out of Aylmer and proceed to Shawville (you will pass by the villages of Luskville, Quyon etc.).
- Drive through/past Shawville.
- About one mile past Shawville, you will look for a side road on the right. The side road is marked with a small green sign that says "Radford" (there are a pair of barns across the road on the left hand side of #148). Turn right onto Radford.
- Go straight, past the church, until the road ends. Turn right, then take the first left.
- You will take the first left at the next concession road. One mile from this turn, you will find Vern's farm on the left.

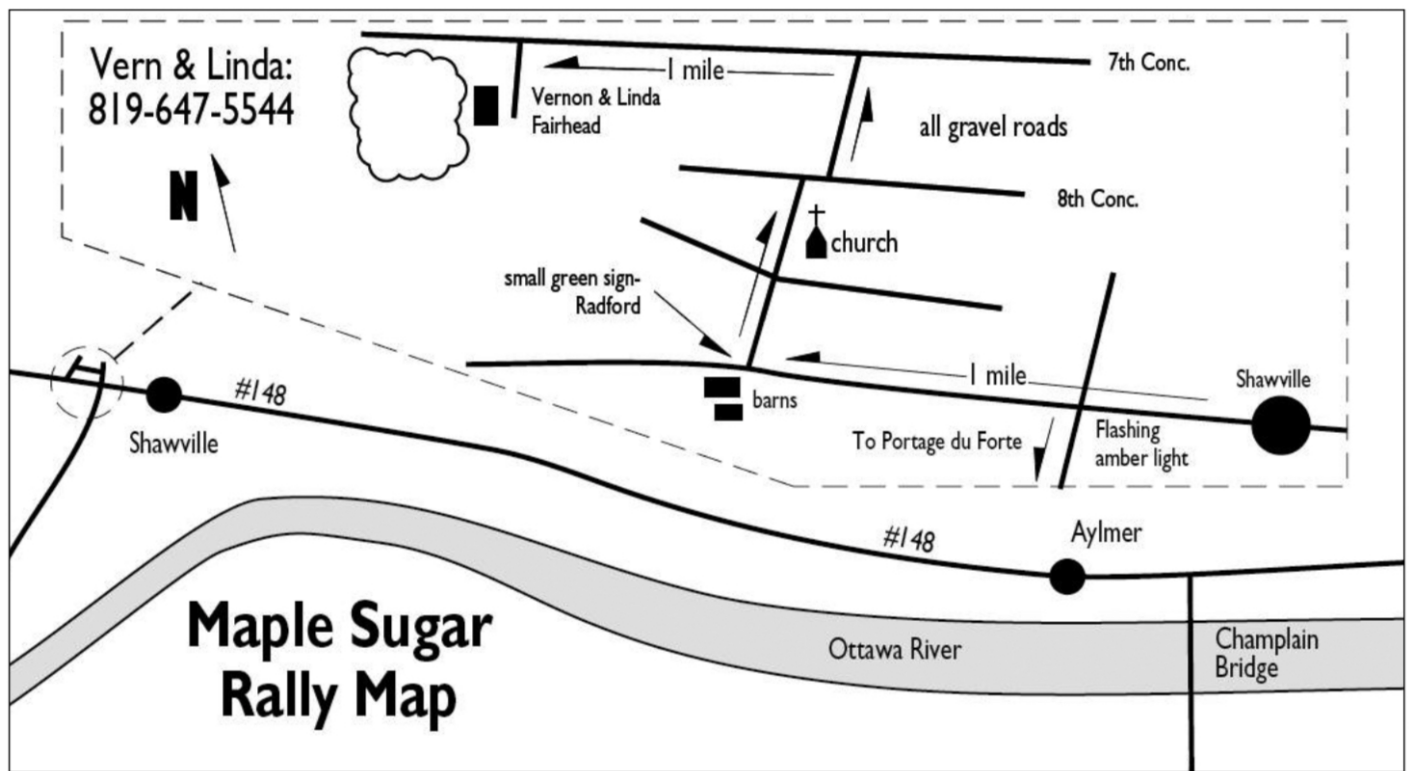
Note: The Quyon Ferry: We do not know when it is opening this year. Those members in the west end of Ottawa wishing to avoid the long trek into Ottawa just to turn around and drive west again and you can take the ferry across the Ottawa River and chop dozens of miles off the trek. Telephone ahead to see if it is running.

Maps:

Shawville (and Vern's spread for that matter) appear on the very leftmost portion of the Canadian Topographical Map 31-F/9. For some of the trail driving, you may wish to also pick up the map sheet 31-F/10. These maps, and other larger scale derivatives, can be purchased from World of Maps at the corner of Holland and Wellington near Tunney's Pasture.

Accommodation:

In the past, as the event takes place on a Sunday, various members of the club have come up early and done a little winter camping in the sugar bush. If you are interested in some winter camping, give Vern a ring at



(819) 647-5544. There is plenty of wood about, and Vern probably won't mind you using some of the wood by the Sugar shack, so long as you help stoke the fire in there a little bit during the day! So, warmth for the evening is available! Members are also welcome to come up on Saturday and help Vern with some sap gathering and maple syrup production.

Other Seasonal Information:

Storage - The three main enemies of maple syrup are air, time, and temperature. Therefore, the following storage practices are recommended:

- Immediately store your maple syrup after purchase in the refrigerator even if the container has not been opened. If this is not possible, consider freezing the syrup. Personally, all of mine goes into the freezer.
- Maple syrup packaged in tin or glass can be stored for up to one year in the refrigerator in its original container. However, some people who buy in large quantities often repackage and freeze the syrup and take it out of the freezer when needed.
- Because plastic "breathes," repackage syrup originally packed in plastic if you plan to store it for more than three months.
- If excess water is present or if containers are not clean when filled, bacteria, yeast, or mould may grow during storage. Do not simply remove the mould and reheat the product. Some micro-organisms produce toxins as they grow, and these toxins could make you sick. Some web sites advise that the syrup should be discarded.

Maple syrup is packaged in tin, plastic, or glass. Each has advantages and disadvantages as to maintaining the quality of the syrup in storage.

Glass maintains the flavour of the maple syrup indefinitely. It may darken slightly, especially if the

syrup is not kept in the dark. Glass also allows you to inspect the syrup for cloudiness or sugar crystals. Glass containers are usually reserved for packaging small amounts—1/2 pints, pints, and quarts. It is a costly way to package and is often seen in gift packs.

Tin maintains syrup quality for 11 to 12 months. Tin cans rust, so care must be taken as to where the container is stored. A tin flavour can be picked up if stored for long periods.


Plastic is a popular packaging material. It is light-weight and easy to use. Syrup stored in plastic will usually maintain quality for three to six months. Plastic breathes, so a colour and flavour change can be the result in long-term storage in plastic containers. However, new plastic containers have been developed to extend shelf life. The disadvantage to these, so far, is that the cost is more than the regular plastic jugs.

The MSR this year will be April 14th. Mother Nature has spoken.

An interesting badge from southern Australia. Nobody seems to know the provenance, beyond Southern Australia or the Melbourne region.




Some Non-OVLR News & Rumours

 Santana has taken a long time to die, but it is finally going to be gone. Investors in OVLR will have the opportunity to buy the plant and make their own 4x4, if they have deep enough pockets. From Google Translate of of the Spanish announcement -


The company Santana Motor is going to be dismantled five months after the Junta de Andalucía authorised its extinction by liquidation. Surus Reverse will be responsible for carrying out this project in the flagship automobile factory based in the municipality of Linares Jaén and whose history dates back to 1956. For this, takes out online auction production lines, equipment, structures and other industrial materials at the factory an Linares.

Santana started making Land-Rovers around 1961 and made them, inducing their own variants until about 1984. The end of Santana Motor was a strong impact for Linares, Linares, the second city of Jaén, is the Spanish municipality with the highest rate of unemployment. Almost half of the population, 44.5%, is unemployed.

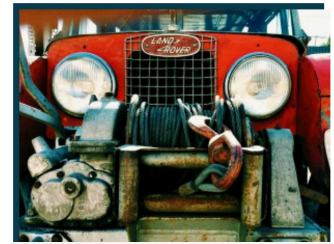
This is an atypical business model in Spain, since Surus Reverse assumes all the risk when buying all assets based on cost calculations and economic return estimates from the sale of all assets. Unlike conventional dismantling and demolition, Surus Reverse has the ability to market and sell the surplus and equipment of the plant directly in national and international markets. This means that the assets and equipment of Santana Motor can have a second life while generating value. Once all the reusable equipment is removed, the dismantling and dismantling of the rest of the facilities will be carried out through the segregation of the different waste that could be generated.

 From Demarco_project on Instagram - Sometimes we think life is too short to drive boring city sedans. This is when we roll out something really tough and rugged – like this capable Land Rover Defender. Based on the 2015 model, this LEGO version of the SUV got two main features – the iconic Land Rover design and its legendary ruggedness. Build it yourself to discover how each part is connected to the others. Alternative building steps for two types of suspension are also included! PDF instructions and complete cars to buy on Etsy: etsy.com/shop/BricksAndWheels.

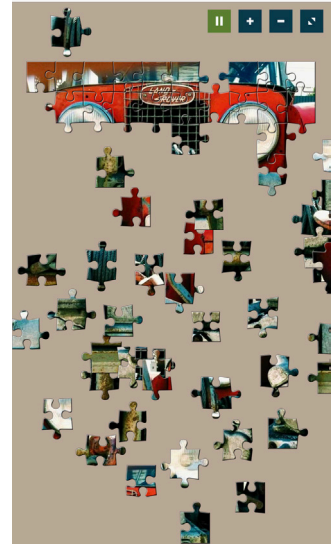



 Found by Bill Maloney on the net, an interactive jigsaw puzzle application. This particular example of the software concept has the image of a Series II/IIA, complete with winch.

Going into the puzzle you are initially presented with the complete puzzle and a number of coloured squares below the image. The squares are differently shaded backgrounds for you to work upon. Memorise the image (series owners don't need to study the image at all) and press play.



The second image is of a partially completed puzzle. On an iPhone, touching the pieces allows you to drag and drop the pieces into the correct spot. Given the pieces are piled on top of each other, some rearranging is necessary to get going and find the pieces you need to complete the image. When you drag a piece fairly closely to where it fits into another, it will join them together and you can move that block of pieces.



 70th Edition Defender: 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.

General Servicing: Repairs, Humour, Tales & Trivia

1953 Series 1 NADA, part 5 - the Rotten Petrol Tank

by Steve Owen

The petrol tank was not fitted on the Rover when I found her. The previous owner had it and I did manage to recover it. It had more holes than a swiss cheese, looked like some one had took a 12 bore shotgun loaded with buckshot to it.



Rusted through and thru. But all there.

I looked at the cost of importing one from the UK and looking at the prices, thought I could do better over here.¹

I have a friend who owns a local metal fab shop and they specialize in custom one off parts for the automotive and marine industry.



He took a look and agreed to do a tank for me. Not an exact copy but a usable stainless steel tank. He did all the CAD drawing for using the old tank.



Had to take a educated guess at where the mounting brackets go, as mine were missing. Fabricated the filler cap and filler tube holder to the exact specs of the origi-

nal specs.

the fuel gauge and fuel line are exact with the matching pre-drilled holes. The tank fitted my Rover with no issues. All the holes lined up.

These will be available for early series 1 80" Land-Rovers. I am doing these at cost + shipping to the USA and Canada.

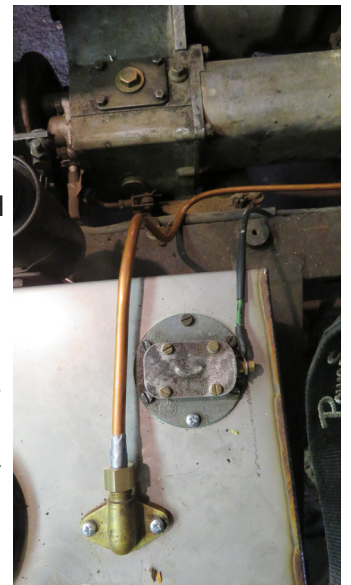
Approximate price will be \$550 US.. If interested contact me I need a minimum order of 5 units to make it worth while.

Regards Steve

Editor's notes:

1. Stainless is available from Neil Furness in the UK. Cost is £450 (approx US\$593 plus shipping and handling). Cradocks has one at £355 for mild steel. (Approx US\$469 plus shipping and handling). Shipping will not be cheap. Other suppliers pop up from time to time, but the prices fall within these ranges. Trust me, I have been using a small red plastic lawnmower gas can for the past nine months after mine started to leak. To clean out, or burn out the POR-15, or whatever lines it, is C\$800 to remove in Ottawa before it is relined.)

Keep Calm & Rover On!



Upcoming Events

March 18, 2018

299th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

April 14, 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)

May 20, 2018

301st Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

May 2019

Spring Tune Up

Possibly at Short or AJ's

June 17, 2018

302nd Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

June 21-23, 2019

36th Birthday Party

Location: Maberly, ON

July 14, 2019

All British Car Day (ABCD)

Location: Britannia Beach Park, Ottawa

July 15, 2018

303rd Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

August 3-4, 2019

18th Blacker than Night Rallye

Location: Readington, NJ

Organizer: Ben Smith

August 19, 2018

304th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

August 2019

Boots 'n' Bonnet

Location: Kingston, ON

September 15, 2019

British Car Day, Bronte Creek

Location: Oakville, ON

September 16, 2018

305th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

Defender Spy Photo

Some more photos out, though these appeared on an Instagram feed of a UK designer. The photos show a modern interior with a wide central display, a digital dashboard, and an automatic gearbox.



The Defender branding remains the same, applied to the steering wheel and passenger fascia. The photo reveals that the Defender likely features a central seat and hard-wearing interior materials. The words 'stop' and 'go' appear to be stamped onto the pedals. This post was quickly followed by another by Land Rover's Communications and public relations director, publicly replying "How about you now remove this image that you've publicly stated you shouldn't post. Legal team are on the way."

This is the time of year when various statistics begin to pop out about various things. One set generated are some numbers about the Land-Rover mailing lists established by Bill Caloccia in 1990. While slowly declining over the past twenty years with the rise, first of the web forums¹, and then by Facebook and its "groups".

In 2018 the LRO list had 451 posts on 85 topics. This is about 1/3 of 2017 which had 1206 posts covering 199 topics and half of 2016 with 846 posts and 134 topics. 2019 started with 246 members, a loss of 11 from last year. By way of comparison with the other *RO lists:

- UK-LRO list has 153 members with 1,013 posts on 147 topics in 2018
- ZA-LRO list has 163 members with 250 posts on 43 topics in 2018
- RRO has 254 members with 2 posts on 1 topic in 2018

While not impressive any longer, there is one aspect to LRO that makes it interesting. To paraphrase the famous Vegas motto, and recent Apple billboard, "What is created and discussed on LRO, stays on LRO". Unlike Facebook groups, your life history, foibles, and personal info are not being slurped up by a huge corporation who is only doing this to enable others to extract that information to influence you and extract your money.

All to say, I do know that people aren't joining the list. If you know of any like-minded LR owners, tell them about the list and encourage them to join. OVLR has benefitted greatly from the LRO list. Much of its expansion in the 1990's can be attributed to the LRO list. As trivia, the LRO list is hosted off off the same equipment as the OVLR website. Bill Caloccia was a longtime OVLR member.

1. Web forums have dramatically declined too. Facebook decimating them. For an example close to home look at the OVLR fora, created in the early 2000's to be shut down a decade later when everyone flicked to Facebook.

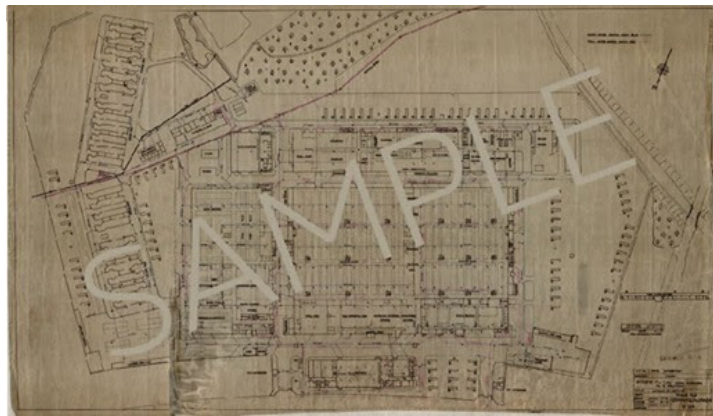
Solihull Maps

A once in a life time chance to own a piece of Rover Company and Land Rover history.

Land Rover Experience are making available limited edition copies of original hand drawn maps of the Rover Company Limited Meteor Works in Solihull. These maps show intricate details from the production of the original Hercules Engines pre-dating the manufacturing of the first Rover car on site, and the introduction of the pilot production facilities for Land Rover Manufacturing in 1946.

These maps will not be reproduced again and the originals placed back in to the archives of Jaguar Land Rover for perpetuity.

- Rover Co LTD 1940 - A limited edition copy of 100. The Rover Company Limited took possession of the factory in January 1940, and produced the first Rover-built Hercules engine in October 1940. Production then changed

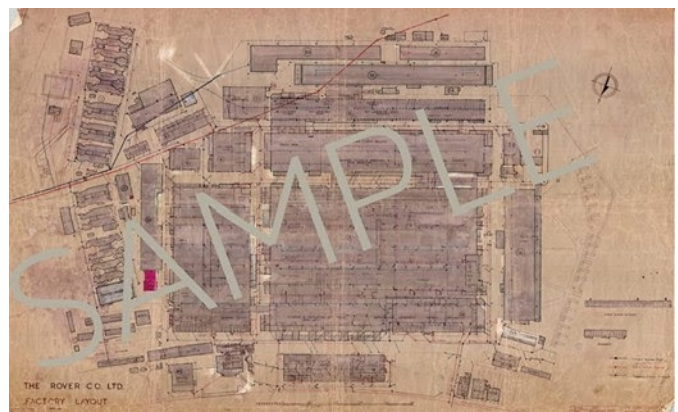


to the Rover P2 Saloon in December 1945. The drawing details the manufacturing process from machining parts to sub-assembly areas and then to the Engine Hanger Tests. Many of these buildings still remain at the Jaguar Land Rover site today including the Canteen Block 37 shown at the bottom centre of the drawing.

- Rover Co LTD 1946 Inc Land Rover - A limited edition copy of 100. This is the first site drawing that refers to the Land Rover production lines, shown in its original location in Block 3. The Land Rover vehicle then went on to be launched at the Amsterdam Motor Show in April 1948. Original drawing features the location of CKD in block 7, the Complete Knock Down area where some of the 70% of the Land Rover produced were sent for export in kit format.

Maps are priced at £59 each.

To purchase your piece of Rover Company and Land Rover history, contact the centre on 0121 700 4619 or email solihull@landroverexperience.com.



Dixon Kenner says, 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.

I've now followed advice on another post regarding fitting a modern type seal. Would just like to say it fitted really easily and works like a dream with not even a



drip! If anyone has a leak fit one of those instead.

Penetrating Oil Showdown

Mechanic's Workshop Magazine (March/April or May/June, 2007) actually tested penetrants for break out torque on rusted nuts. Significant results! They are below, as forwarded by an ex-student and professional machinist, Bud Baker.

They arranged a subjective test of all the popular penetrants with the control being the torque required to remove the nut from a "scientifically rusted" environment.

Penetrating oil	Average load
None	516 pounds
WD-40	298 pounds
PB-Blaster	214 pounds
Liquid-Wrench	127 pounds
KanoKroil	106 pounds
ATP-Acetone mix...	53 pounds

The ATP-Acetone mix was a "home brew" mix of 50 - 50 automatic transmission fluid and acetone. Note the "home brew" was better than any commercial product in this one particular test. Our local machinist group mixed up a batch, and we all now use it with equally good results. Note also that "Liquid Wrench" is about as good as "Kroil" for about 20% of the price.

Land-Rover Stamps - Series II and IIA's on Stamps, Part 6 (part 2 of 3) 1966 - 1972

by Dixon Kenner

Contributing from last month were the first tranche of Series II and IIA stamps were presented, this month sees another five stamps.

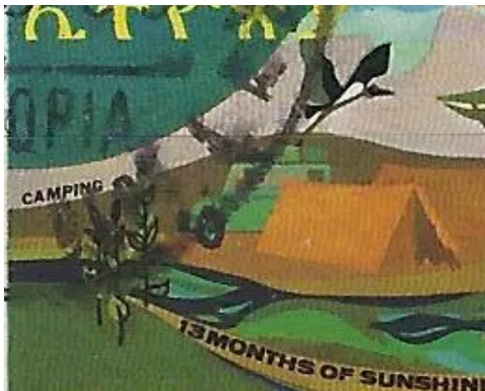
Ethiopia - 1969

On the 28th of August, 1969 Ethiopia issued a set of stamps for the International Year of African Tourism. With stamps for water skiing, fishing, hunting, mountaineering and camping the stamps depict drawings of these "typical" tourist activities.



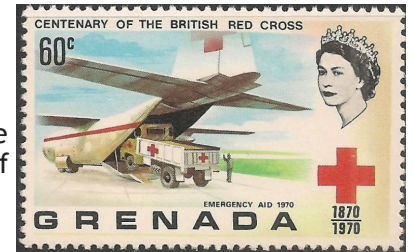
In this set, the camping stamp is of interest to us. It shows a pair of tents by a stream, trees, a large water bird flying by, and in behind the tent on the left, there is a light green 109 station wagon poking out. The 109 has baggage on the roof, almost reminiscent of the Matchbox 1:72 scale 109 SW Land-Rover (model 12c, which coincidentally was produced from 1965 to 1970). The image is quite stylised, but definitely a Land-Rover.

For the Collector:
Issue: African Year of the Tourist
Date issued: 29 August 1969
Value: 10c
Perforation: 13 1/2 x 14
Catalogue no.: Scott 537; Michel 620; Yvert 541
Design: The stamp was designed by M&J Dubois.
Printing: Offset Lithography



Grenada - 1970 (IIA/IIB FC)

This stamp is another interesting one when it comes to identifying the vehicle in question. The stamp series is about the hundredth anniversary of the Red Cross.



The 60c stamp shows a vehicle backing out of aircraft that could be a Hercules. The vehicle itself could be a Land-Rover IIA or IIB Forward Control. The front of the vehicle is obscured, leaving the back of the cab and part of the left side. The back of the cab looks like a pick-up top from a Series vehicle, a partial vertical line could be the sliding windows. And, add artistic licence. Generally, thus far on-line, the opinion is that this is a Land-Rover forward control.

The stamp set seems to average about \$2 on eBay, the souvenir sheet about \$6, though there is an imperforate variety of the souvenir sheet at about \$120

For the collector:
Issue: 100th Anniversary of the British Red Cross
Date Issued: 12th December, 1970.
Value: 60 cents (Eastern Caribbean Dollar)
Perforations: 14 1/2 x 14.0.
Design: It was designed by G. Vasarhelyi and
Printed: printed by Questa using
Printing process: lithography.
Catalogue no.: Scott 395-98; Michel 379/82; Yvert 376/79. Souvenir sheet - Scott 398a; Michel BL11
Size: 114 x 82 mm (souvenir sheet)



Our panel of qualified experts (on the LRO & another mailing list) gave it a thumbs up as a Land-Rover.

Sharjah - 1970

The Trucial States, or a number of independent Sheikdoms on the Arabian Peninsula. Originally called the Pirate Coast, the rulers signed treaties with the British (hence Trucial) and were British protectorates from 1820 to 1971 when they became the United Arab Emirates.



These individual states issued their own postage stamps from 1963 to 1971. Sharjah was one of these states, and in 1970 issued a stamp depicting an oil well.

Off to the side are several exceedingly small vehicles in profile, one of which, given the history and involvement of Great Britain in the oil industry up until then, is accepted as a Land-Rover.

Note, many Sharjah stamps are not recognised because of an American opportunist who entered into an agreement with several Trucial States and began to opportunistically issue postage stamps. However, this stamp is available postally used on cover, despite not being listed in Scott. This lends credence to this being a legitimate stamp issue of this trucial state.

For the collector:

Issue: 5th Anniversary of the Government of Sheikh al-Qasimi

Date issued: 26 June 1970

Value: 5 UAE dirham

Perforation: 14

Colour: Sienna or pink

Printing: Offset lithography

Catalogue no.: Michel 657, Yvert 232A

Size: 42 x 32 mm



Spain - 1971

This Spanish issue raises an interesting question. Are the line of vehicles in this image Land-Rovers or Santanas? Probably a visit to Gayden would be necessary, or some research on Spanish military pages on the internet, or even finding some old issues of Jane's to see what Spain was equipping their Foreign Legion with in the late 1960's and very early 1970's. However, Santana was producing Land-Rovers at this time, though mostly CKD, and given government procurement policies, it is almost certain these were assembled by Santana.

This series of stamps was to commemorate the Spanish version of the Foreign Legion, during a time when Spain still had a few possessions left in Africa (It still holds onto two enclaves).



For the collector:

Issue: 50th Anniversary of the Spanish Foreign Legion

Date issued: 21 June 1971

Value: 8 pta (Spanish peseta)

Perforation: 12 3/4

Catalogue no.: SG 2104; Michel 1941; Yvert 1649

Size: 34 x 34 mm

Printing: 6 million stamps

Rwanda - 1972

In 1972, Rwanda put out a ten stamp series that highlighted the wildlife in the Parc Nationale Akagera, then a 2,500 square kilometre park, now down to about 1,200 sq. km.

Other stamps in the series have all of the traditional animals expected to be seen on the savannah,

from lions to hippos, to zebras and others. Stamps at this time also served as advertising for tourism.



The 30 franc stamp showed several water buffalo in the foreground, with three, green, 109 station wagons visible in the background.

This stamp is also available imperforate. Whether this was a deliberate printing error, or not, is unknown. But, given that imperforate stamps are available on eBay for about the same price as the perforated variety implies there are a lot of them out there.



For the collector:

Issue: National Park of Akagera (African Buffalo, Syncerus caffer)

Date issued: 20 March 1972

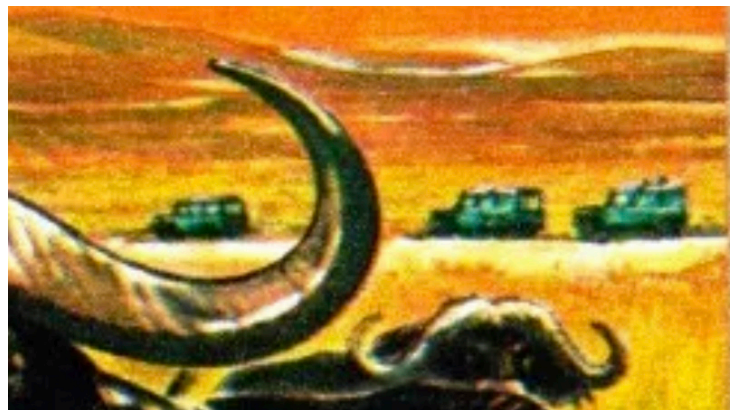
Value: 30 Rwandan Santime

Perforation: 13 1/2

Printing: Photogravure

Catalogue no.: SG 457; Michel 488; Yvert 452

Size: 57.5 x 36.5 mm



Prince of Darkness and the NADA

by Dixon Kenner

Some reference material for anyone wishing to do some research on the differences between North American Dollar Area (NADA) vehicles and the Rest of World (RoW) vehicles that Rover built for the Series One, Two, and early IIA era.¹ I recently picked up an export Lucas publication on speculation the other day. Lucas Popular Spares, 1950-1963. Publication no 1324, TP 164 BW.

In a combination of photos and listings by models and years, this 28 page publication covers common and « popular » spare parts that you might need for your British car overseas. Good luck getting it for next week. (How times have changed in twenty plus years and why the alternate parts lists evolved within the clubs).

The following is a list of part numbers for the vehicles, noting differences where they existed. These differences reflect, either what Rootes desired when they represented Rover from 1950-58, or marketing and lighting regulations in Canada and the USA in 1958-63. They also show what was the same on these vehicles and what should be there, versus what may have been changed over the intervening fifty plus years. They also reflect what is in this particular publication. Differences exist with other Lucas publications. But, this is a good start.

Side and Front Flasher lenses

1950-51 - side: 571465. Flasher: none
1951 (later) - 1958 side: 572772
NADA vehicles - 1951-1958 side & flasher: 572715
1960-1963 side: 54570404 flasher: 54570410
NADA vehicles - 1963: 572715

Headlamp rims were the same for NADA and ROW until 1959 when they were different. Interestingly:

1950 is 552261 and
1951 is 552912.
1952-56 is 552912 for all Rover models.
1957-58 is 554439 for all models
1959-63 is 554439 for ROW, and 54520641 for "Export NADA"

Rear Lamp Lenses have three numbers. Stop rail or stop tail and flasher; rear flasher; No. plate illumination

1950-54: 552264, 54570664, and 524843
1955-56: 526536, ---, and 526437
NADA vehicles - 1955-56: 526537, ---, and 572596
1957: 526601, ---, and 526437
NADA vehicles: 1957: 526602, ---, and 572596
1958: ---, ---, and 572596
1959-63: 54570677, 54570563, and 572596
NADA vehicles - 1963: 54572774, 54572777, and 54570354

For completeness (no NADA differences)

Headlamps come with five part numbers. Dip left, Export France, dip right, Export Sweden, and Vertical dip. For Land-Rover it is:

1951: 553759, 553948, 553759, 553759, and 553759
1951 (later-1959): 553921, 553948, 555447, 553940, and 553940
1959-63: 553921, 556452, 555447, 54520148, and ---

Wiper blades

1950-56: 727803 (9" EB finish)
1957-62: 737673 (11" EB finish)
1962 (later) - 1963: 547114869 (10" black finish)
Station Wagon 1950: 727759 (9" CP finish)

Distributor Cap

1950-51: 415706. DVXH4 distributor
1952-53: 415298. DVXH4 distributor
1954-59: 418871 (2 litre) DM2 distributor
1959-63: 418865. 25D distributor

Rotor Arms

1950-53: 408355
1954-63: 400051

Contact sets

1950-53: 407050
1954-55: 420196
1956-63: 423153

Condensers

1950-53: 407044
1954-55: 420302
1956-63: 423871

Control boxes

1950: 37206. RB106
1951-52: 37065. RF95/2
1952 (later): 1961. 37182. RB106
1962-63: 37290 RB106 (Lucar)
Diesel 1958-60: 37303 RB310
Diesel 1960 (later) 1961: 37297. RB310
Diesel 1962-63: 37299. RB310

Contact sets for control box

RB106, RF97, RB108 cut-out 335767
RB106, RB310 regulator 335768
RF95/2 cut-out 391347
RF95/2 regulator 391346

Brush sets (generator)

1950-60: petrol 227305
1961: 227305
1962-63: 227541
Diesel 1958-59: 238061
Diesel 1960-61: 54212267

Armatures (generator)

1950: 227680
1951-60 (petrol): 227693
Diesel 1958-60: 239428
1961: 227693
Diesel 1961: 239428
1962-63: 54214237

Armature (starting motor)
1950-54: 255863
1955-63: 255463
Diesel 1958-60: 272334
Diesel 1961-63: 54251818

Pinions and sleeves or barrels
1950-53 225672
1954-63 255194
Diesel 1958-63 54256687

Sleeves and Rubbers or Bushes (starting motor)
1950-54 54253106
Diesel 1958-63 291891

Note 1: All vehicles sold in the U Canada and the USA between 1950 and 1974 are NADAs. However, bear in mind, that within this group, there is a specific modl, the 1967/68 6 cylinder 109 station wagon, that is also specifically called a "NADA".

Dome Lights In Range Rover Classics - LED upgrade

by Alan Richer

Stepping into my Classic one morning I smelled smoke - and the dome light didn't come on. A yellow flash flared and died from the front light.

Popping off the lens (which disintegrated) then dismounting the panel I found shorted wiring - poor design had allowed wires to rub on sheet metal and the bulb had shorted - with predictable results.



ing a packet of them didn't concern me - they were intended for light upgrades in cars and RVs and are a convenient size.

To install it, the dome light was removed from the panel it was mounted on (drilling two rivets) and the old light socket removed as well (two more rivets). The LED array was then cemented in place using an electronics-safe RTV with its heat sink protruding

The plastics in Range Rover Classics were one too good at their best - and 30 years or more time and UV has done none of them any good. In this case, the wiring had gone brittle leading to the short and the bulb holder had cracked. None of it was any good, and it had been dim at best.

So, some repair was in order - and an upgrade.

A bit of research turned up an LED array small enough to go into the dome light assembly without interfering with the fit of the lens. (See photo). This I obtained from Amazon, and a packet of 10 of them was 15 dollars or so. As I had a use for them in other applications buy-

through one of the rivet clearance slots in the back of the lamp. (see photo).

The wires from the original lamp socket are clipped and soldered to the pads on the bottom of the LED array. Polarity is unimportant - it's designed to work with either lead as positive. Then, cover the solder joins with a piece of shrink tubing.

Reinsert the lamp assembly into the plastic mount, then hold it in place with whatever fastener you care to use (I pop-riveted it). Replace the dome lens, reconnect the lamp and the job's complete.

Range Rover Sport - Handy Tips

by Alan Richer

The change of filter and fluid on a Range Rover Sport or LR3 is an onerous job, but a few parts of it can be made easier. one of these is the reinstallation of the heat shield at the end of the job.

When reinstalling the heat shield frame under the transmission pan on a Range Rover Sport/LR3 - take a few minutes and a pair of tinsnips and slot the bolt holes.

Given the lack of clearance to the shifter cable and driveshaft and the flexibility of the bracket itself this

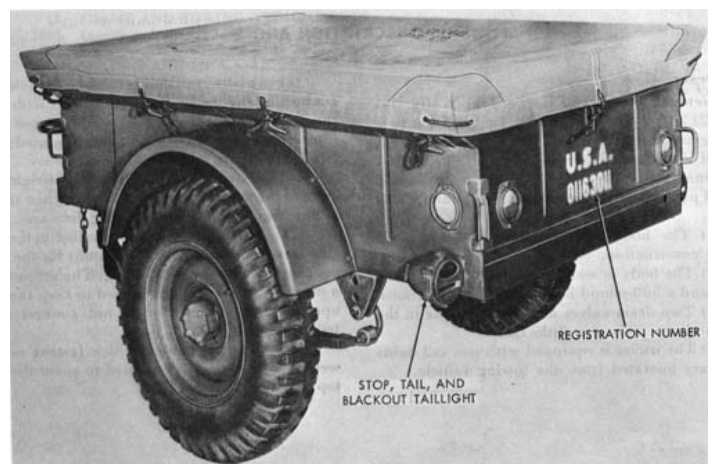
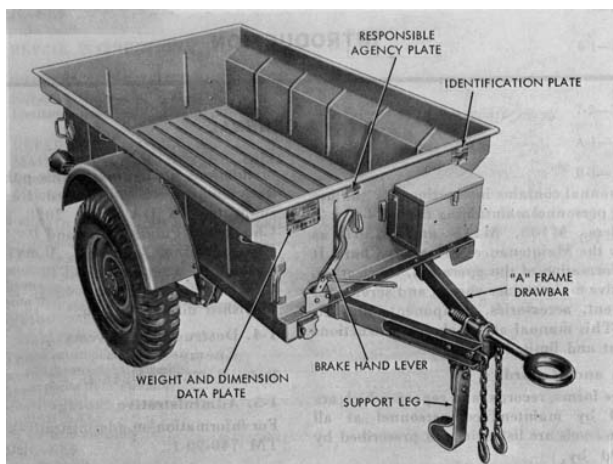
will make the installation much simpler. With the bracket holes slotted, insert all four bolts into the transmission and screw them in partially. The bracket will then slip into place right over the bolt shafts and can easily be bolted down without all the effort of inserting the bolts with poor clearance while aligning the bracket holes.

The slotting will have no effect on the mechanical strength of the bracket, and makes the installation trivial after a pan and filter change.

M101 Canadian Trailers, Some Alternate Parts

Continuing on from last month, a number of OVLV members have ex-Canadian Army, Korean War vintage trailer. Below is a table of alternate parts for your Canadian M101 trailer (or American M100) to help keep it on the road. Some trivia - The M-100 trailer weighs 565 pounds empty. The tarp adds another ten pounds. The inside of the trailer body is 72 inches long by 38 inches wide at the bottom. The FSN of the M100 trailer is 2330-732-8227. Manuals include TM 9-871A and Lubrication Order LO 9-871A.

Description	Part #	Index #	Qty	Manual Page	OEM Build	Replacement	OEM	Notes
Bracket, tail lamp, left	8877060-1	3/16	1	4-2-2005	35907	N/A	N/A	Possible to Make. Reference on Internet
Bracket, tail lamp, right	8877060-2	3/16	1	4-2-2007	35907	N/A	N/A	Possible to Make. Reference on Internet
Bump stop, axle	8877067-1	21	2	4-2-2007	38097		Daystar	
Cap, dust	DC-11	14	2	4-2-34/35	Standen's	DC-11	Standen's	
Bearing, inner, cone	L68149	7	2	4-2-32/33	Standen's	L68149	Standen's	
Bearing, outer, cone	L44649	11	2	4-2-32/35	Standen's	L44649	Standen's	
Bearing, inner, race	L68110	8	2	4-2-32/33	Standen's	L68110	Standen's	
Bearing, outer, race	L44610	10	2	4-2-32/33	Standen's	L44610	Standen's	
Fitting, Lube (grease or zerck)	MS15003-1		1	4-2-12	-	1/8" PTF (straight thread)	McMaster-Carr 1095K11 or 1095K12	
Grommet, non-metallic	MS35489-72	10	6	4-2-16/17	unknown	784634	NAPA	
Hook, tarpaulin	7063246-1	34	10	4-2-8/9	N/A	N/A	N/A	
Reflector, adhesive, amber	8482147-1	24	2	4-2-6/7	Albion Screen Printing	8482147-1	Albion Screen Printing	
Reflector, adhesive, red	8482147-2	12	2	4-2-6/7	Albion Screen Printing	8482147-2	Albion Screen Printing	
Reflector, rear	8877113-1	10	2		Albion	-	Harbour Freight # 92149-1VGA	
Seal	523501	6	2		Dexter	010-004-00	Dexter	
Seal, bearing	523501			4-2-11-6	STA Standen	442251	Timkin	Timkin 442251 or 712146; Tekonsha 5604; or Chicago Rawhide 17146 or NOK AF2548-ED
Shock absorber	8877100-1	1	2	Gabriel Canada	NAPA Response	94038	NAPA	Perfect replacement, just needs paint



A Cautionary Tail

by Dave Milosek

Dave Milosek was sitting in the Renfrew Hospital a few weeks ago checking out a heart problem. He told a story of a careless mistake he made years ago that he still remembers with such clarity it could have been yesterday.

Look at his right hand.

It could serve as a cautionary tale as we prepare to gather for our annual celebration near Tweed Ontario the third weekend in June

It is OVLRS biggest event of the year and while most folks are content just to enjoy the countryside, winding trails, good food and lots of Land Rovers, there are others among us who come for that which challenges the strength of our marque and the driving skill of our members: That gooey, fender deep, wheel clogging, sucking evil called ...MUD!

To even the odds we often have to employ the best, and most dangerous, tool in the box.

The winch.

And herein lies the tale of how Dave lost his middle finger and why he remembers so clearly. Dave and a friend had borrowed a pick-up truck and headed for northern Ontario for moose hunting. Dave was driving slowly along the back roads as they looked for moose tracks when the truck slide into a mud hole and became well stuck.

"The truck had a big winch so we ran the cable out but it became tangled between the rollers and the drum" said Dave. A loop had formed outside the fairlead and he grabbed it to pull on the tangle as he reached for



the winch control.

"I wasn't familiar with the winch and must have hit the wrong button by mistake. I felt a little tug and yanked my hand away. When I looked at my right hand half on my middle finger was gone."

Dave's finger had been trapped between the cable and steel roller guide. It wasn't cut. It was simply crushed in two.

"There wasn't much pain and very little bleeding. I put the severed part in my pocket but we were still stuck and the winch was still jammed."

Dave climbed into the truck and rocked it back and forth while his buddy shovelled frantically to free it. It was an hour and a half to Ignace Ontario, the closest town where they got some first aid before heading to Dryden and a hospital which was another two hours away.

"My fingers on both sides of the stub where injured but would recover. The severed piece did not survive."

They were still 18 hours of highway driving from home in Douglas Ontario. It would be a long and painful journey.

"It's an old story I guess. I was unfamiliar with the equipment and I was careless. It happened so fast and I know it could have been much worse."

Fun Fact: A 12,000 pound winch exerts a crushing force of six tonnes on anything caught between the wire and hard place.

Rod Steele's Winter Land-Rover Photo

by Rod Steele

No further stories, but a photo tells a thousand words. This weekend we were pulling the sleds up our snow and ice covered driveway here in Northern Ontario. I had used the LR to pull the sled trailer out of a significant snowbank. So rather than unhitch, I loaded the sleds and attempted to pull the load up the driveway. Success! It was in bull gear, but considering the engine new was 50 HP, and even though I rebuilt it 15 years ago, it is still only around 30 to 35 HP, it was pretty impressive. We felt the event warranted a photo.



build. The header needs to be repaired as it leaks a lot of exhaust, which someone tried to weld and patch many moons in the past. So header coming right off for a pukka repair. Then new stainless exhaust system, to ensure all exhaust is moved to the back. Finally, with repaired header I will re-install the air intake heater box, to assist the carburetor intake fuel atomization. Similar to snow mobiles. This time though it will be bringing in only fresh air, no exhaust.

And so begins the new rebuild.

So my summer project is defined, the LR. I plan on sending brake cylinders out for remachining and re-

Editor's note: Rod has a 86 inch Series One. See OVLRS Newsletter, November 2018, pp 6 & 7

3 Brothers Classic Rovers

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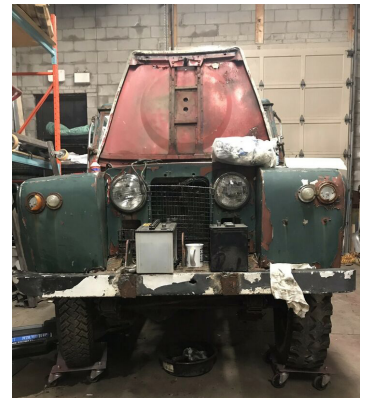
Not a Survivor

Land Rover advertising claimed that a staggering seventy five percent of Land Rovers were still on the road. Here is another restoration candidate out in the forest awaiting retrieval.



For sale - 1961 Series II 88"

Have a Series 2 for sale. Engine would start if ignition timing is done. New fuel pump recently installed. Carb refurbished. Tires hold air. All original series 2 , not 2A. It is a project. Lights and ignition all work with battery, couldn't adjust the timing on distributor , i rebuild the distributor with new rotor , arm , points, condenser, coil, leads, new spark plugs. All original, seats have no rips. Have the spare tire and ownership. Mississauga, \$3,000 Kijiji advert no. 1417117200



For sale - 1977 Lightweight

We are moving. I hate to see her go but we can't take all the toys. This Land Rover 1/2 Ton Air Portable (AKA Lightweight) is a very rare beast in this part of the world and has been a pending project for some time but now it is time to pass her along to someone who will finish the job. When she was released from military service she worked on a shooting preserve in England transporting shooters. (I believe that may account for the low kilometres although I don't know if this is accurate (2,357)). She was then purchased by an enthusiast in England who started a full restoration. The chassis was rebuilt with new outriggers installed and any corrosion repaired, the braking system was rebuilt and all new brake lines installed. New shackles and bolts on the springs and new front and rear ends on chassis installed. New shocks were fitted all round. Before the restoration was completed he moved to Prince Edward Island and brought his "Lightweight" with him. Building a house and starting a new business put the Lightweight on the back burner so she sat in dry storage until the decision was made to return to England. At this point I heard of the vehicle and I bought it with intention of continuing the restoration but over the next couple of years other projects, including a move from PEI to BC got in the way. I had the Land Rover shipped west and she has been in dry storage since. Now we have decided to return to the East Coast and with other projects to move I have decided to let the Land Rover go. There is work to be done for sure but although not road worthy she does start and run. She is BC registered but will need a safety inspection before being licensed and insured. If you are looking for a project that will be a bit out of the ordinary this might be the one. Quite a few new parts will be included with the sale. Thetis Island, BC. \$5,000. Kijiji advert no. 1416802725



Rovers & Parts for Sale

For sale - 1955 Series 1 Land Rover 107"

Right Hand Drive Original and unmolested. This rare 1955 Land Rover Series 1 spent its entire life on a ranch in Australia before being imported to the US in early 2018 and is being sold with Texas title and registration. Correct VIN # is 57761024. It has an original 37k miles and has original 2 liter gas engine and matching vin # and is # 1024 of 1436 RHD 107" SERIES 1 built for export in 1955. Starts, runs and stops. Has some rust as shown in photos including outrigger (will supply new replacement one) and also on front horns which can be repaired easily. Chassis has some surface rust but is in good condition for its age. This is an opportunity to purchase a rare land rover in its original condition and would make a great restoration project.



eBay 264198414457

For sale - 1957 88" Series I Station Wagon

Calgary, \$14,000
Still has original motor and runs good still too. Underneath has no rusted out parts and body in great condition as well. 68,000 miles.
Kijiji advert no. 1415807848



For sale - 1973 Series III 88"

Own one of the most iconic and best 4x4's ever made. 2.25 gas engine. Aluminum hard top easily comes off for full convertible. Half doors and windscreen fold down for full open air. It is only 2" wider than RZR S, so it can go on any trails your buddies want to go, and this is street legal too! It has current Alberta registration and insurance. Brand new parabolic springs and shocks (so new the front aren't even installed yet) Carb rebuilt and tune up in the fall. Tons of new parts come with it as seen in photo. Its not perfect and could use a few cosmetic things , but is a great legal driver as is. The drivers footwell has rust holes, but brand new metal insert is included. This thing is a blast to drive and turns heads everywhere it goes. SEATS 7! This is a great machine. I do not NEED to sell and you WILL NOT find another driver like this even close to this price, so no low ballers. I simply have too many toys. I also have a brand new overdrive unit for this, still



in box that I will sell with for additional \$1200, or will sell separate ONLY if the Land Rover sells. Will consider trades for Datsun 620 trucks or parts.
Lethbridge, AB \$5,800
Contact Shawn.
Kijiji advert no. 1413211348

For sale - 2.25L Petrol Engine

Need to sell some stuff to fund my project. This is the motor from my 66 109. Had it running easily after sitting for 15+ years. It's all complete, I have a professionally rebuilt webber carb for it, also have the electronic ignition upgrade(new distributor, and coil) and the proper alternator conversion(all of which were purchased after I pulled the motor, so they haven't been used yet) . Healthy candidate for a swap or rebuild for a resto etc. I am going a different route with an engine swap so would like to get this out of the garage. \$1000 obo takes it all.
Kijiji advert no. 1409905709 Halton Hills, ON

For sale - late Series IIA 88"

I thought I would never say this but I've had my fun with this magnificent vehicle and its time for someone else to enjoy it! You won't find another one like it as it is close to perfect as you can get. If you'd like to inquire



about it, please give me a call text or email. The truck is in storage awaiting a new owner for spring. The truck has never been off roading. There are too many details to list here but the truck has had no expense spared, it drives perfectly and has zero problems with zero rust. Awarded first in its class British car show 2016. Odometer works but shows under 1000 miles. This is not any indication of true mileage. The engine has been fully rebuilt along with everything else.. The restorer/mechanic of this truck will be happy to discuss any details and contacts will be provided. The truck comes with a second hood/bonnet painted in the same colour as an option to the current wheel mounted hood/ bonnet. Feel free to discuss anything with me, Records available.
Toronto. \$45,000 Phone no. (416) 806-6130
Kijiji advert no. 1417056490

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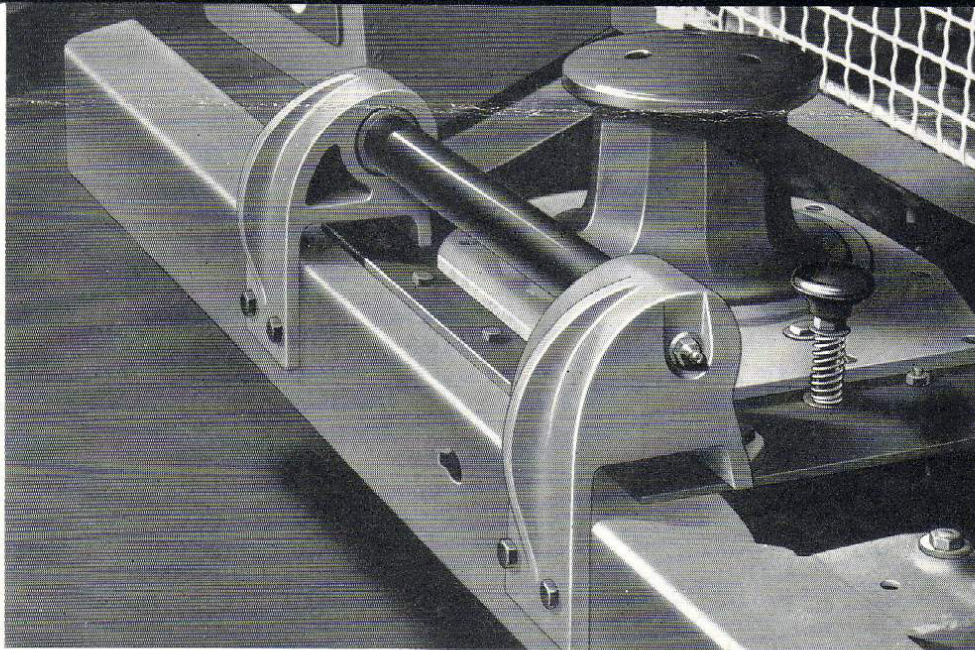
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RECOVERY WINCHES

CAPSTAN

2,500 LBS. LINE PULL

LAND-
ROVER



The front capstan winch, driven directly from the engine crankshaft, is designed for a maximum pull of 2,500 lbs. (1,135 Kgs.).

The most suitable rope size is $1\frac{1}{4}$ " (31.5 mm.) diameter manilla; it is wound twice round the bollard with the end attached to the object being pulled passed under the roller. Drive is engaged by sliding the control knob towards the vehicle with the engine stationary. When a steady pull is maintained on the free end, the rope will grip the bollard.

Rope speed is approximately $12\frac{2}{3}$ feet/min. (4 metres/min.).

The maximum pull is governed by a shear pin in the winch drive. A hand throttle should be fitted to petrol models to maintain the correct engine speed of 600 r.p.m.

The equipment shown in this leaflet is currently available for the Land-Rover, but The Rover Company Limited reserves the right to alter or withdraw any item without prior notice.

