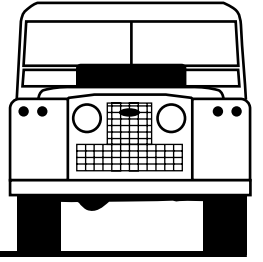


OTTAWA VALLEY LAND ROVERS



May 15, 2019

www.ovlr.ca

Volume XXXVI, Number 5



Andrew Jones tries to breath life into his latest addition

**P.O. Box 478
Carp, Ontario, Canada K0A 1L0**

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada and the second oldest in North America. Membership is open to all Land Rover enthusiasts. Executive meetings are held on the first Monday of every month. Social meetings are held on the third Monday of every month, generally at the Prescott Hotel on Preston Street.

OVL R offers a monthly newsletter and a variety of activities throughout the year, from mechanical seminars and off-road rallies to social events and family oriented outings. Members receive discounts on parts from a number of North American suppliers. Off-road activities come in several categories. The light version, which is usually entertainment during a rally or at one of our family summer events, consists of a little "mud bogging" or tours along country lanes. The heavy stuff, which is usually several days across public lands navigating by compass, topographical maps and aerial photos, involves bridge building, river barging, and driving conditions raging from cedar swamp to rocky hill winching.

Membership: Canadians joining throughout the year pay \$35 CDN per year, Americans and others pay \$35 US per year (Membership is \$75/year if you want a printed Newsletter via mail). Membership is valid for one year.

Radio Frequencies

VHF 146.520
CB channel 1
FRS channel 1 sub 5
SW 14.160 MHz
OVL R/Land Rover HAM:
14.160 MHz @ 01:00GMT Tuesdays

Online

<http://www.ovlr.ca>

<http://www.facebook.com/groups/1477333665898918/>

Land Rover FAQ: <http://www.lrfaq.org>

Newsletter Archive

<http://www.ovlr.ca/nl/OVLR.nl.freq.html>

OVL R Executive and General Hangers-On

President

Kevin Newell
Newellandscott@me.com

Secretary

Terry King
terrycking@gmail.com

Treasurer

Dave Pell
djpells3@yahoo.ca

Events Coordinator

Maple Syrup: Peter Gaby
Birthday Party: Dave Pell
ABCD: Peter Gaby
Cedar Hill: Andrew Jones
Christmas Party: Executive
Other Events: ad hoc

Off-road Coordinator

Chris Dowell
chris.dowell@live.ca

Executive Members-at-Large

Patrick Lariviere
Patricklariviere@me.com

Past-President

Andrew Jones
andrew.jones@explornet.ca

Club Equipment Officer

Andrew Finlayson
andrewf@explornet.com

Archivist

Benjamin Smith
bens101fc@gmail.com

Interclub Coördinator

Peter Gaby

Returning Officer

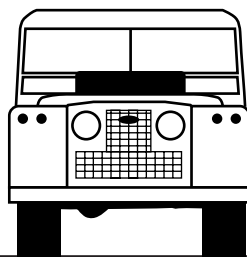
Dixon Kenner
temporaryEditor.OVLR@gmail.com

Merchandising Coordinator

William Ficner
will@wilboro.com

Webmasters

Dixon Kenner
Benjamin Smith



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.

Copyright: Pursuant to the Berne Convention, no portion of the OVL R Newsletter may be reprinted without written permission of the editor. Copyright is held by the author of articles or photographer and the balance by OVL R. Where permission is granted, citation must include month and year of the OVL R issue.

Newsletter Editor:

Dixon Kenner
temporaryEditor.OVLR@gmail.com

Newsletter Production Editor

Benjamin Smith (γδβγ)

Production Assistance: Bruce Ricker

“No oil left in this vehicle overnight”
--sticker at British Motor Heritage Museum Land-Rover Day, Gaydon, UK

Greetings.

It is the middle of May and Spring has sprung. Albeit a rather wet one. Already the club has two events successfully under its belt. The first, the annual Maple Syrup Rally up in Shawville, the second the semi-regular Tune-Up hosted by Andrew Jones over in Pakenham. An account of the Tune-Up can be found later in this issue of the newsletter. It was a popular affair and was a success at revitalising what was an OVLTR tradition.

Planning for the Birthday Party continues apace. The event details are the same as last year's for the most part and can be found within these pages. Club volunteers, led by Kevin Newell and Terry King, have been out in the Maberly, Silver Lake area, checking on trails, clearing a couple, and ensuring that most, if not all, are ready for the birthday party, which at time of writing is but about forty days or five and a half weeks away. Is your vehicle ready to roll out to the main site north of Maberly or to Silver Lake Provincial Park?

More recently, last month saw OVLTR hold its 300th Social at the Prescott. Quite an achievement for any Land-Rover club in North America. The 300th saw a number of members showing up to discuss a multitude of different Rover and non-Rover related subjects. Francois Juneau explained the near impossible chore of his Unimog grenading bearing housing on front left portal. Twice. The second probably about fifty kilometres worth of driving after the other while on the highway. He then gave an interesting lesson on the history of Secard trucks. Secards were a type of Quebec-built trucks and were used in a lot of different roles. Tough, but few are still around. They are a heavy truck that makes a Unimog not to bad.

For those looking for something to cover a short wheel base, a company out of New Brunswick is producing cat covers for Series vehicles out of New Brunswick. North American Custom Covers, though their prices have been rising. Bruce Ricker discussed plans for the fleet, and possibly blowing some of the dust off of Sedgewick.

The Social can be an interesting diversion, and has been on a fixed schedule for a very long time. Simply remember the third Monday of the month and the Prescott. The location is always the same, unless popularity demands a different experience on a particular month, such as the Cheshire Cat in the summer when seating can be had outside.

As a diversion, while many OVLTR members make use of the Club's forum on Facebook, for those interested in another social media product, you should check out Instagram, Facebook's photo sharing application. There is a tremendous amount of Land-Rover material appearing there. From eye candy to people repairing or rebuilding vehicles to people taking their vehicles off road. Not all is static photos, video clips abound. You can search via hashtags, such as #OVLTR, or specific events, such as

#OVLTRbirthdayparty, or other Land-Rover clubs, events or models. One of the interesting aspects of social media is that people prefer one or the other, and do not move between them. Material on one tends to stay there and not get shared across platforms at this time.


On a pleasant note, Ravus, my 1951 eighty inch is back in Westboro for the season. After wintering down in the United States, it is ready for the annual list of events, from adventurous ones, like the Birthday Party, to more sedate ones, like the All British Car Day in Britannia Party in mid July.

On a quick note, an unrelated activity, namely the seventy fifth anniversary of the D-Day landings may have an impact on timing of newsletters as the principle people doing the newsletter have involvement to varying degrees in fifteen Dakotas heading over there.



1949 BERLIN AIRLIFT 2019
THE RETURN OF THE CANDY BOMBERS

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


 Robin CRAig writes - I have after a 4 year slow courtship managed to buy a military 109" Commanders Carawagon. The history is weird but has lots of provenance. My plan currently is to get it running so it can shunt around easily. I'm not gifted like some of you mechanically wise, I buy that skill in. I have started stabilising the vehicle and to that end have dropped on a full length hard top that was gifted to me. The sides aren't quite right and they will eventually be swapped, the roof will be the basis for a recreation of a Carawagon roof. So right now I have a big list of parts needed that I am compiling. I have a surplus canvas hood stick set and the piece for the windshield and a tailgate that are likely to go to St Jerome to an ex BATUS truck at the Emile Joubert ranch. A couple of pictures, recovery and transformation. I am thankful to Vern Fairhead and Michel Gagne for their help and the supply of the rear door. I think a good few years will pass before this gets finished. The acquiring of all the data to remake the interior is a challenge for sure.



Freelander tire cover celebrating a 12,000 kilometre journey around Canada, from coast to coast. And to make it even more rare, it is in French! The location of this golden treasure is being kept secret, though some suggested the colours talk to a secret alliance between the Freelander and Ronald McDonald. Or maybe Shell. Who knows!

 Andrew Hutton writes - Stuff stacked on a chassis, now I need a set of 110 T-posts that are beyond re-use so I can fabricate the door latch section before doing either a pickup or trayback section and get everything properly (well properly enough) aligned and the mounting brackets all in place. This one is all from spares and destined to be an offroader for fun instead of breaking anything more valuable :)



 A submission from William Finner of this interesting piece of customisation. A forward control, but with an extended chassis and, we understand, a LS crate engine to drive this. No details on fuel economy or performance. The rear doors for the extended cab are interesting and innovative.



 A note from Yuri Botero - Steps for refurbishing my radiator panel: Acid Wash, then E-coating. Tomorrow will be taken to be primed, then painted. If anyone is interested, I found a place in Chatham-Kent that acid wash without minimum charge, and another place in Windsor that does E-coating to individual pieces very cheaply (\$30 costed me both the Acid wash and the E-coating \$60 total)



 WAFE News: We understand that there is an underground black market of Freelander ephemera being traded back and forth. This photo was recently sent to WHAFE HQ of one of the rarest of all ephemera, a



2019 Tune Up Report

by Kevin Newell

The annual (well mostly annual) OVL R Spring Tune Up was very well attended at Casa Jones today. Several Defenders and other automotive products showed up. Botulism Pete (Peter Gaby) and Salmonella Jones (Andrew Jones) served up egg and bacon buns with brown or red sauce and David Pell brought in a couple gallons of Tim's dark nectar for the assembled masses.



Several of the attendee vehicles

Shore Street Automotive showed up in force in their new shop truck with Scott MacDonald, Greg Fitzgerald and Gabe (the apprentice guy--that's all you get buddy).



Scott, Bruce R & Andrew ponder the task ahead

Michel Gagne, Vern Fairhead, Terry King, Rick Wood, Patrick Lariviere, Jerry Dowell, Roy Parsons, Bruce Ricker and possibly other club stalwarts were on hand to offer sage wisdom and advice.

Around noon(ish) Michel Gagne graciously produced a 2-4 of beer and people began to mellow as several members attempted to crank over Andrew Jones's 109 MoD FFR (we figured out the starter was dead).



Terry King & Rick Wood's Defenders

Patrick Lariviere was the winner with three full cranks and she finally fired up after being fettled on by the likes of Scott, Greg Gabe, Kevin, Andrew and Peter. Dave Pell, Terry King, and a few others loosened her up before Patrick got the job done.



Shore Street Gang working on patient 109

All in all it was great day in the sunshine sharing stories, getting old Land Rovers running (which had not started in 19 years), squaring away Defender doors (Patrick's newly galvie framed 90) and sorting Rick's newly purchased 110.



Dave Pell gives the tilt-a-whirl a valent try

Great day, great event, great people. What more could someone ask for.

Note from Andrew Jones: What a brilliant Saturday .. lots of great chat, with friends old and new .. some questionable food, and bonus - we got the 109 running - and proved that clutch and transmission work ..can't thank the assembled crew enough ... next job brakes.



Under the hood



It's Alive!!

2019 Annual General Meeting

The secretary called the meeting to order at 7:05 pm. Kevin Newell assumed the chair for the meeting. As there were no minutes from the last AGM available, Kevin Newell moved that we dispense with the reading of the minutes. The Secretary seconded it. Motion carried.

Andrew Jones was called upon for the President's report for 2018. He delivered the following report:

The Presidents Report

2018 was not the most distinguished year in the history of OVLR, due to a number of factors, but we did successfully meet the minimum obligations of the club in accordance with our charter. These can be summarized as follows:

Publication of a monthly newsletter - it took a little while to catch up but the Ben and Dixon propaganda machine succeeded in providing 12 newsletters that were up to their usual standard of entertaining, useful and informative reading. Thank you gentlemen. Facebook page / group - The NL was complemented by the club FB group, which has attracted a following of over 500 people, which is tremendous. Thanks to Kevin and Terry for being the prime movers in keeping this up to date, relevant and fun

Monthly Social - Although I was unable to attend, we did run a full roster of social events at that most splendid of venues: The Prescott Hotel - thanks to all who supported and attended.

Events: The club hosted / organized four principal events including:

Ye Olde Maple Syruppe Rallye - as usual coordinated by Peter G, and magnificently hosted by Vern Fairhead ... once again it brought together all the usual ingredients for success: Good attendance from the membership, a splendid unhealthy breakfast, some fun (short but challenging) off-roading, and the opportunity to buy some of Canada's best Maple Syrup

Birthday Party - despite being a bit of a scramble this year, the BP was well attended and judged to be a success by those who were able to attend: Thanks especially to Kevin, Terry, and most of all Dave for pulling it together despite a host of hurdles and challenges that had to be overcome leading up to the event
Newbie Run - New for 2018, this was the brainchild of Kevin, and was well attended and fun.

All British Car Day - Our annual opportunity to subvert and disrupt the smug and elitist structure of the Ottawa British car club scene: And through various arcane and skullduggerous means we were able to secure First Place win for Peter G's beloved Mk 1 Jag "the Rust Bucket" in the very prestigious a People's Choice category of the competition. We are reliably informed as we go to press that the Rust Bucket has been retired from the concourse competition circuit in order to help the Jaguar Owners Club rebuild the morale of their remaining membership which has suffered greatly in the face of such strong competition in recent years.

In addition, there were a number of affiliated events that were organized and executed with their customary style and enthusiasm too, including Bruce Fowler's Win-

ter Romp, OVLR: Montreal Chapter's Calabogie Run, and Ben Smith's Blacker than Night. Thanks to everyone for taking the spirit and passion of OVLR beyond the Ottawa Valley and successfully executing a diverse range of fun and interesting events.

The other significant action, which will be detailed elsewhere in this NL, was the change to the membership and insurance administration process - a move that was forced upon us and one that we could / should have communicated better: And I know that this caused a lot of irritation during the year, by virtue of having to go to the OF4WD website to pay for both OVLR membership, and insurance to run trails on events. We will streamline and simplify the process to the extent we are able, but in the meantime let me apologize sincerely for any angst, and frustration this caused. We can and will do better.

And finally - as the outgoing President I'd like to express my sincere thanks to everyone who helped to organize, run, or simply participated in any of the events, activities, or forums in 2018. Your ongoing passion for all things Land Rover and continued loyalty to and membership of the splendid band of misfits that is OVLR is absolutely tremendous. The 2019 Exec team includes 2 new members: Chris Dowell and Patrick Lariviere, both of whom are new to the heady experience of running a complex and sophisticated organization such as OVLR ... but both have an abundance of energy, and enthusiasm that will help ensure our success going forward. Please give them (and the rest of the new exec team) your support through 2019.

See you at the MSR.

Offroad Co-ordinator's Report: Kevin Newell

Kevin said we held the main events as planned and met expectations, with the trails providing the level of challenge needed to meet our members' needs

Looking forward to 2019, he said he hoped the club could look for trails beyond Lavant, expand Ernie's trails in Maberly, as well as those at the BP main site. He hopes that we can expand on the Newbie runs with EOTB/OVO, etc in May and July, where new members can learn how to operate their vehicles. In short, he would like the club to do more offroads this season.

He hopes that the club will have more volunteers for this year's BP, trail leaders etc, ditto for the upcoming MSR in April and show our support for Vern Fairhead's event.

Treasurer's Report: Dave Pell

Dave reported that we had roughly \$7100 in the bank and some cash awaiting deposit, mostly money from last year's BP.

He will do some more work on the work and ask J-L Morin to audit them once complete

He repeated that the books are always open to anyone who wishes to review them at anytime, just ask.

Secretary Report: Terry King

The secretary reported that there were currently 24 members who had paid the insurance through OF4WD and 24 more who had not renewed as of yet. (Note that there are 101 members in the latest database, which needs updating).

There are also 448 followers of our Facebook page "Ottawa Valley Land Rovers".

There is still a need to realign or change the method of renewing OVL R membership. This will be discussed by the new Executive in 2019. After a short Q&A, the Secretary stated members will receive an individual email regarding their membership renewal as well as their OF4WD renewal once the plan is finalized.

From the floor

Will Ficner asked if he could be removed from the Executive group in our corporation papers. Dave Pell said we will do that in an update soon.

Will suggested that there be a move to use a credit card in order to remove the burden of tracking payments through Shopify. Also that the Secretary should be informed of new memberships directly from Shopify. This issue was pushed forward to new business to be handled after the Elections at this meeting.

Editor's Report: Dixon Kenner

The newsletter editor reported that we had published 200 pages in 2018 and that we were on the path to hit 5,000 pages total in September of 2019.

Dixon then raised the issue of a software requirement to continue publishing the newsletter. The Adobe software needs to be upgraded/leased on a monthly basis of \$30. This issue was pushed forward to New Business.

As supporting information, the Treasurer stated that we pay \$350USD annually for the services of our Shopify account which allows us to take Credit Card payments at events and that from an accounting and time management perspective, it is well worth it.

Elections and Appointments for 2019

The chairman called upon the Returning Officer to report on nominations for 2019.

There was only one nomination accepted prior to the meeting, that being Kevin Newell. He accepted the position and was acclaimed.

The new President asked Terry King if he would continue as Secretary, which he accepted.

Dave Pell was asked if he would continue as Treasurer, which he accepted "For now".

After a brief open floor discussion, Andrew Jones nominated Chris Dowell as Off-road Co-ordinator, which he accepted and was acclaimed by the members present.

After a brief open floor discussion, Patrick Lariviere was persuaded to run for Executive Member-at-Large, he accepted and was acclaimed. There was a brief discussion as to the duties of this position and Patrick accepted the challenge of soliciting goods and services for the club, mentioned several businesses he could contact, and as well offered some drone photography for the upcoming BP and possibly other events. He requested Admin access to our Facebook page in order to manage the Events tab and that was approved. (Note that has been done as of April 2, 2019).

Will Ficner if he was willing to continue as Merchandise Co-ordinator. He accepted with the caveat that he would act on requests, but not initiate them, and that sufficient lead time on orders was a necessity. Patrick L. stated that he had some contacts and experience with T-shirts and that type of merchandise and would help, asking for quotes etc.

Peter Gaby was asked if he would continue as Interclub Representative and he accepted.

Andrew Finlayson was asked if he would continue as Club Equipment officer. At the same time, Andrew Jones notes that he was the current keeper of the Albatross and offered to takeover that position. After a short discussion Andrew Jones was appointed with no dissenters.

Dixon Kenner was asked if he would continue as Editor and he accepted, with a "for the time being".

Terry asked Dixon on Ben Smith's behalf if Ben was willing to continue as Archivist, Dixon nodded and Ben was acclaimed.

Dixon Kenner was asked if he would continue as returning Officer and he agreed.

Awards:

See the separate article elsewhere in the newsletter.

New Business

At the Editor's request, the club has been asked to pay \$30 monthly to provide software to continue to produce the newsletter. There were no other alternatives presented, Motion passed.

There was a request by Will F. to investigate the use of a credit card for our Shopify account that would help streamline the procedures. This will be examined at the upcoming Executive meeting.

There was a long and spirited discussion regarding the creation of a commemorative plaque to be attached to the Kitchen Trailer. This was initiated by the original fabricator, Mike McDermott. A team was assembled to discuss wording, material, format, size, shape, location

on the trailer, etc. The team will present the results, and in fact have already made most of the decisions.

Upcoming Events

The Maple Syrup Rallye will go ahead in April. Peter G. will confirm the date with Vern Fairhead.

The ABCD will go ahead in July, Peter G. is looking for ways to continue our domination of the Jaguar owners, despite the formal retirement of his award winning Saloon. Patrick asked for photos from a previous ABCD for our FB website. Terry King among others offered to submit some.

The Spring Tuneup will take place May 4th at Andrew Jones, between Almonte and Carleton Place. Shore Automotive will be on hand with technical advice. There will be announcements on Facebook and in email. RSVP will be requested in order to plan breakfast. The next Executive meeting will be at the MSR, (note, there is also a Social on April 15th which could be the venue)

Dixon requested that we continue the support of the Blacker than Night in August, held at Ben Smith's in NJ. There is an outstanding \$200 from 2018 and we should plan to continue that tradition this year. Motioned by Bruce Ricker, seconded by Kevin Newell. Acclaimed. Treasurer to issue payment via Paypal.

Patrick L. mentioned several businesses he will approach for goods and services on behalf of the club, 3 Brothers, Rovers North, some welding time. Terry King said he will forward the name of a British Company that approached him over the winter. Dixon said he had a contact at Alloy + Grit that he would approach on the club's behalf.

Incoming President Kevin Newell motioned to adjourn at 8:17pm. Jerry Dowell seconded. Motion carried.

An interesting badge has come to newsletter central. One that have not seen before. When know that this one was spotted in southern Australia. Nobody seems to know the provenance, beyond Southern Australia or the Melbourne region. Was it for certain CKD model? Or even CKDs by one of the assembly companies. Or was it something that a person or club made. Do any readers know? Send any comments to the editor.



Upcoming Events

May 20, 2019

301st Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

May 2019

Spring Tune Up

Possibly at Short or AJ's

June 17, 2019

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, 2019

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, 2019

304th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

August 2019

Boots 'n' Bonnet

Location: Kingston, ON

September 13-15, 2019

British Invasion

Location: Stowe, VT

September 16, 2019

305th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

October 21, 2019

306th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

November 2-3, 2019

Guy Fawkes Rallye

Location: East Springfield, NY

Contact: Howard Smith

36th Annual OVL R Birthday Party

June 21-23, 2019

OVL R BP main site & HQ:
325 Fagan Lake Rd, Maberly, ON K0H 2B0

The Birthday party is the annual celebration of the founding of the club. The event will be held near Maberly, Ontario, because of the geographical location being central to the bulk of OVL R regional members as well as having some diverse terrain upon which to host the event, (bedrock, cedars swamp, and mud). Maberly is located about sixty miles west of Ottawa on Highway 7. Members come from Quebec and Ontario and the northeastern United States to participate in activities and share ideas, experiences and yarns. The event is open to all Land Rover Products - Land Rover, Range Rovers and Discoveries. Owners of Rover cars and other vehicle makes are most welcome to attend and participate in the spirit of the event. However, certain activities will be only for Land Rovers (i.e. RTV Trials, Land Rover displays.) You do not have to be a member of any club to attend and participate in the event; however, because of insurance requirements you must be a member of OVL R to drive on the off-road.

Accommodation

There are a variety of accommodation options available. Firstly you can camp the OVL R HQ site for free. Alternately nearby is Silver Lake Provincial Park which has a number of campsites available (plus showers and flush toilets). OVL R has traditionally stayed in the western portion of the park for people attending the Birthday Party. If you wish to stay in this portion of the park (sites 1 through 42), you will need to make your reservation with Ontario Parks. There are also some rooms available in the town of Sharbot Lake.

Payment

Payment must be received by the seventh of June in order to guarantee admission to the Birthday Party as well as take advantage of the cheaper registration fee. Please go to the club's shopify site (<https://ovlr.myshopify.com>) to register and submit payment. Payment received after June 8th, or payment made on-site at the event will not have a discount.

Rules and Regulations

Please leave your camp site cleaner than when you arrived. We have provided a garbage bag with your registration package. Please use your garbage bag, recycling and garbage collection is available at the OVL R Trailer.

DOGS:

Although dogs are permitted, it must be clearly understood that they must be on a leash at all times and a minimum of twenty five (25) feet away from the Club Trailer. If you are planning on off-roading do remember it is not courteous to tie your beloved pet to a tree and leave him barking for the afternoon. This said:

Dogs are discouraged for a number of reasons including heat, barking, and not being permitted on any of the off-road courses (who will take care of it if you go?). Dogs must be kept on a short leash at all times. We ask that your dog does not accompany you to the kitchen trailer area during cooking or meal times. They must be kept at least twenty five (25) feet away from the trailer at all times.

Open fires at the event site are strictly prohibited

We recommend that all children wear a helmet on the light off-road

Children under ten (10) years of age are not permitted on the heavy off-road event.

Some off-road events traverse public roads. You are reminded, the consumption of alcoholic beverages on public roads is prohibited in Ontario. OVL R supports the responsible use of alcohol - Drive Safely

OVL R reserves the right to deny access to its off-road courses by vehicles which in the opinion of its scrutineers are unfit for off-road use or not properly equipped to participate in off-road events.

Activities

Friday:

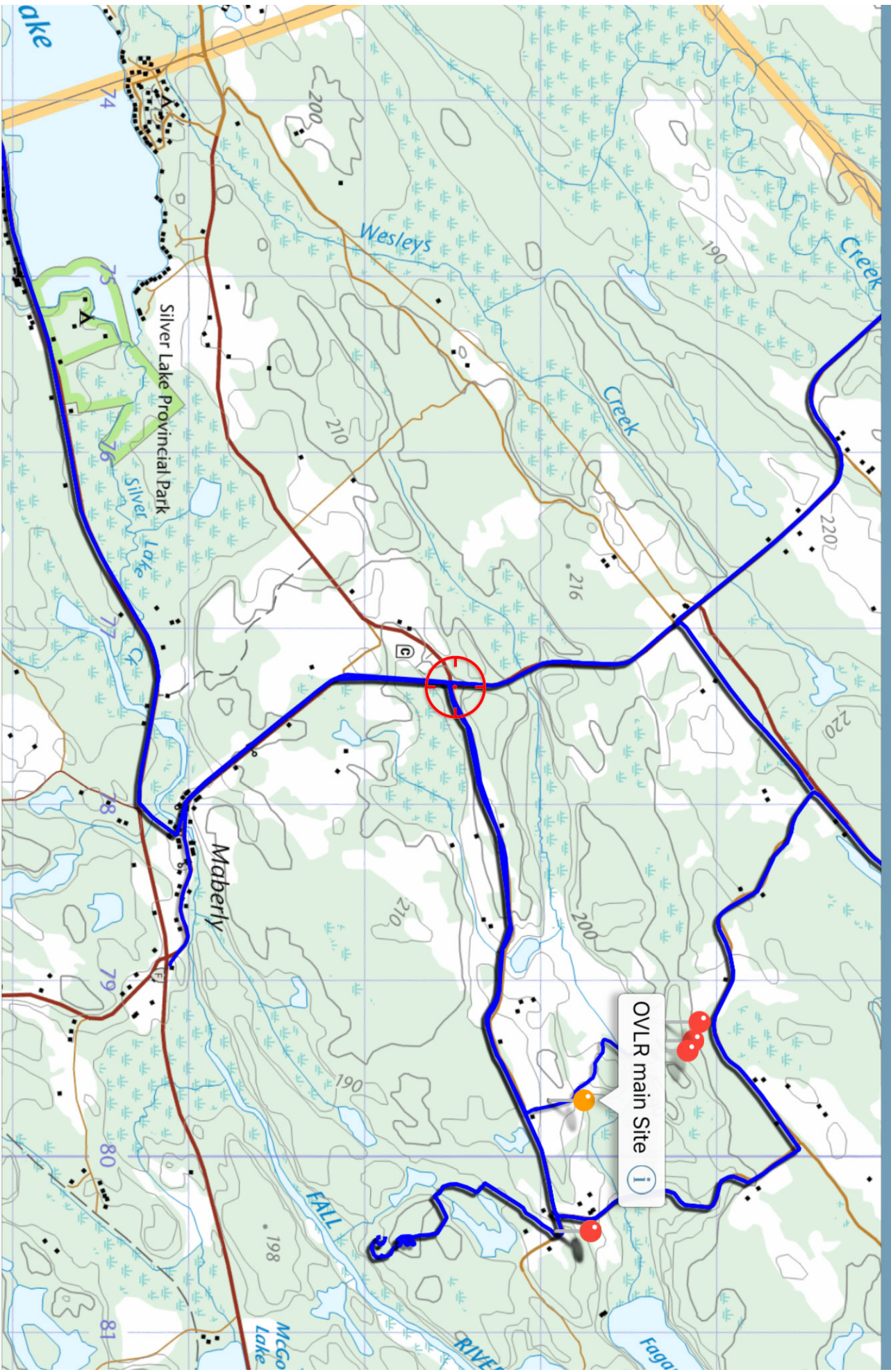
- Participants arrive. There are no organized activities and everyone looks after their own meals.
- The registration desk will be open after 4pm. It will be located near the club Expedition/Kitchen trailer. Please be sure to sign in and pick up the event package

Saturday:

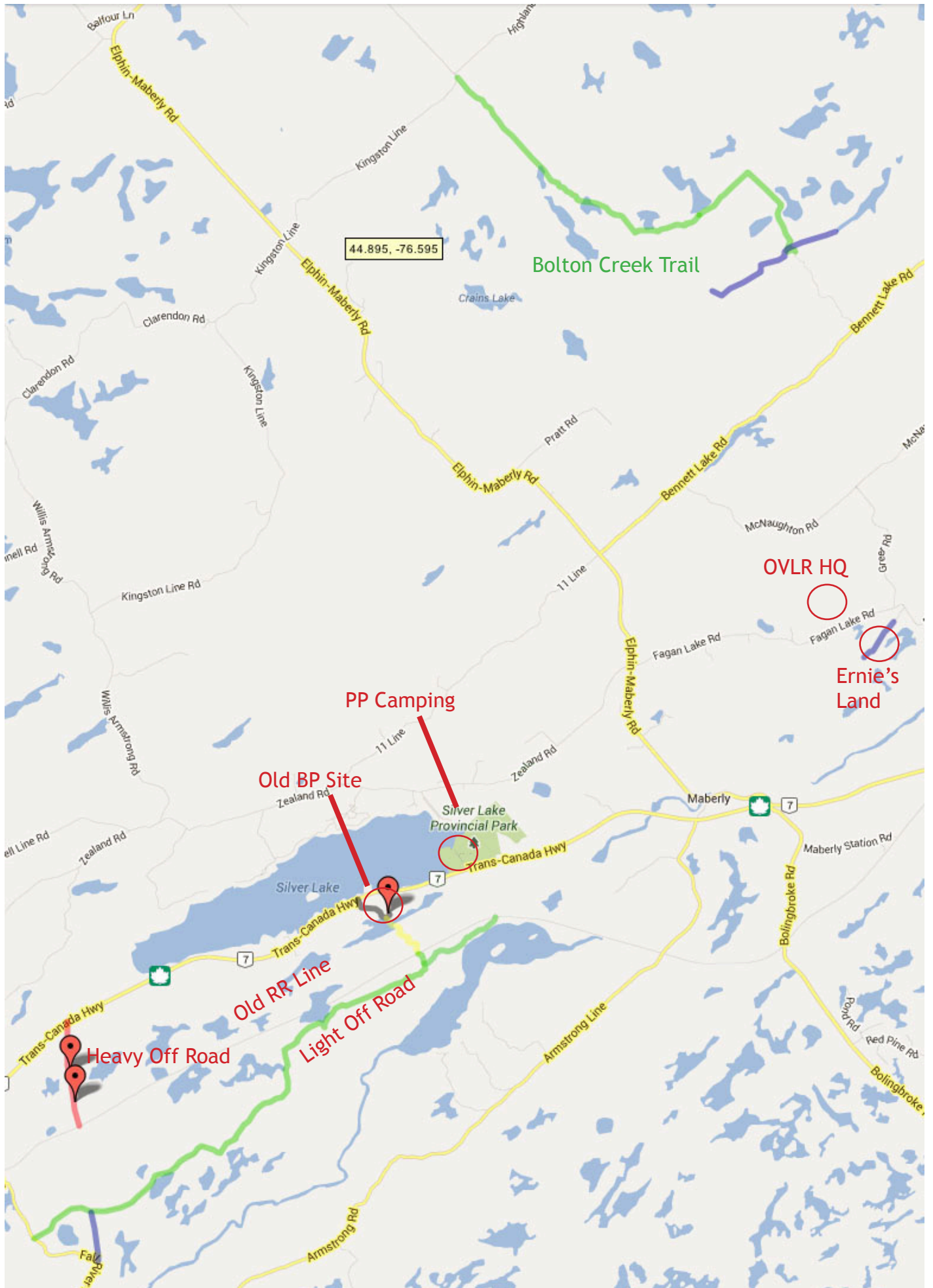
- **Breakfast:** Egg sandwiches at the club trailer.
- **9am:** Registration opens at the Expedition Trailer on the Birthday Party site.
- **10 am:** Off-road groups leave (Light OffRoad, Bolton Creek, K&P)
- **1 - 2pm:** Lunch You are responsible for your own lunch.
- **2pm - 4pm:** RTV
- **7pm - 8pm -** Dinner at the Expedition Trailer. Dinner will be provided by OVL R.
- **8pm on:** Social, party, night mission off-roading

Sunday:

- **8am:** Breakfast, Tim Horton's Coffee, Egg sandwiches
- **11 am sharp:** Auction of Land Rover accessories generously donated by many of our sponsors!
- **12pm:** Lunch (you are on you own), start breaking down the Club HQ site.
- **1:30 -** Mud bog and light off-road




44°51.028', -76°33.138'





Some Non-OVLR News & Rumours

 It's official: the New Defender will be formally revealed in September 2019, at or around the Frankfurt Motor Show in Germany. After several decades of waiting, we have a date when we'll see the legendary Land Rover reimaged.



The reveal was confirmed from corporate, so this date is real. During the launch of the new Jaguar XE in Saint-Tropez, France, Australian website Car Advice asked Jaguar Land Rover's Manager of Communications and Public Relations, Tim Krieger, for details.

Krieger spilled the beans a bit. Whether he planned to during the weekend and just needed someone to ask, whether it was pried out of him, or whether the wine and spirits poured lavishly on the shores of the French Riviera, it looks like we'll see the new Defender in the flesh in September.

The Frankfurt show (technically, the International Motor Show Germany or Internationale Automobil-Ausstellung) is from September 12-22, 2019. Whether it will be a traditional reveal on the show floor or some other kind of a reveal occurring around the time of Frankfurt is yet to be seen.


 The New Defender has hit a major development milestone, with 1.2 million kilometers (almost 750,000 miles) covered by the test mule fleet. To celebrate this milestone, and Land Rover's official celebration of World Land Rover Day on April 30th, a more unwrapped photo of the new vehicle was unveiled as part of its partnership with the Tusk Trust in Africa. The next phase of testing will be real-world use by the Tusk Trust in their conservation efforts. Further lightly-camouflaged vehicles were shown with Prince Harry tied into Land Rover's sponsorship of his Invictus Games for veterans.

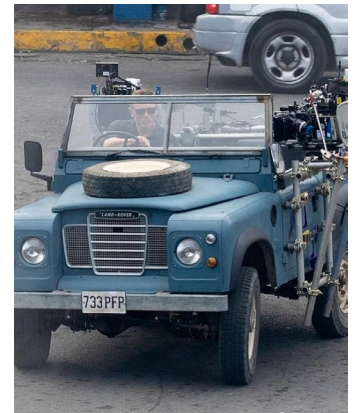
The New Defender will also be built in Slovakia, at the new factory in the city of Nitra. While a blow to the British tradition of the new vehicle, it is expected to help manage costs on what is a bit of a gamble for a company currently in a cashflow crunch, as it is built alongside the Discovery 5, now only built in Slovakia.


The Defender was also seen in another custom camouflage supporting the Invictus Games. The Invictus Games are the initiative of HRH Prince Harry, Duke of Sussex, and are an annual sporting event for wounded, injured, and sick war veterans. The 2020 Games will be held in The Hague, Netherlands, and will be prominently sponsored by Land Rover. Whether the Sussexes will be taking delivery of a Defender to tote around their newborn Archie Harrison Mountbatten-Windsor is yet to be seen.

The Duke met participants and organizers at the event site and viewed a prototype Defender. Next year, the Defender will be used in the driving challenges at the Games. He also saw JLR's prototype Mobility Door installed on a Range Rover Sport -- a door that can open and close without having to reach out and grab it.

The New Defender comes ever closer. These partnership camouflages may become more and more common this year, as Land Rover ties its new de facto flagship to its wide array of humanitarian partners. The plus side is that it gives us more and more chances to see the world's most visible camouflaged concept car.

 James Bond, Series III: News from Jamaica - images from on location in Jamaica, with filming underway with some familiar faces filming Daniel Craig was seen with Jeffrey Wright who returns as Felix, Director Cary Fukunaga and Stunt Car maestro Chris Corbould can also be seen, the Daily Mail who originally posted the pictures also mentioned Daniel Craig's stunt double Jean-Charles Rousseau who featured in filmed scenes. The location certainly looks great in Port Antonio, Jamaica.



 Jaguar Land Rover is developing a concept test to pay drivers in IOTA, a cryptocurrency based around the Internet of Things (IOT) in exchange for vehicle driving data. The proof of concept will be rolled out to a test group of vehicles opted-in to collect data on driving habits, as they relate to the vehicle's dynamic functionality and travel. In exchange for this data, Land Rover will reward drivers with IOTA coins, deposited into their vehicle's IOTA digital smart wallet.

Rewarded IOTA currency could be used to pay for tolls on highways, paying for charging your electric vehicle (EV) at a charging station, paying for in-vehicle entertainment and media over 5G (Pandora, Netflix on-demand, etc.), and any number of future services and products made available to you and your vehicle.

IOTA cryptocurrency has been developed for use on Internet of Things (IOT) devices and, unlike traditional blockchains, it's a fee-less platform that scales and gets faster as more devices are added to the network. Automobiles are just one type of "IOT Device" that can leverage IOTA and JLR joins notable automotive companies like Volkswagen and BOSCH in concept-testing IOTA for real-world implementation in the automotive space.

General Servicing: Repairs, Humour, Tales & Trivia

Range Rover Sport: Transmission Dropping Out of Gear Fix

by Alan Richer

Recently my daughter's 2008 Range Rover Sport began exhibiting a most worrying symptom - dropping out of drive at random intervals with no warning. Brake, come to a stop and then try to accelerate away and nothing happened.

A certain amount of investigation revealed the problem to be the shift assembly - pressure on the gearstick kept the car in drive, but releasing the back pressure would let the car slip out of gear.

A bit of research turned up the problem - the attachment of the shift cable at the transmission actuator bellcrank had a swivel assembly that was binding. Armed with a new transmission bellcrank (which contained the moving parts) I crawled under the car to fix the problem, having put it on a set of ramps for better access.

NOTE: CHOCK THE WHEELS BEFORE YOU GO UNDER THE CAR! It is far too easy to shift the car into neutral when fixing this problem and you don't want it to roll on you.

First thing to go was the transmission heat shield -- a light metal and aluminized fiber cover held to the transmission by four bolts with 8MM heads. With this removed, the bellcrank, cable and attachment to the transmission were revealed on the right side.

There are two ways to fix this issue. First, you can remove the bellcrank from the transmission and disconnect it from the cable. With that done, it is not difficult to drive out the binding swivel, clean and lubricate it and reassemble.

I, on the other hand, replaced the bellcrank and the parts of the swivel assembly. Had I been driving the car

myself I would have just cleaned it up, but as this was not my car I erred on the side of caution.

When assembling the bellcrank lubricate all of the moving parts thoroughly, both for ease of motion and to prevent further binding. Rather than use a grease that might wash out, I used nickel anti-seize - even if the binder evaporated the nickel would give some lubricity.

With the bellcrank pivot lubricated or replaced adjust the cable. Depending on the VIN of the vehicle, this is done by either pulling or pushing on the cable with the transmission and the gearstick in the park position. When I did that one I pulled on the cable - with the very small amount of slop I personally can't see it would have mattered either way.

Once assembled and adjusted the only job left is the reinstallation of the heat shield.

TIP:The four bolts holding the heat shield in place are annoying to start with the shield held in place. I slotted the holes in the heat shield to allow the bolts to be started into place then the shield slipped up over them and tightened. This was a two-minute job with a pair of tinsnips and make the shield reinstallation trivial.

Now, test the job. With the car in drive, a light wiggle of the gearstick should not kick the car out of Drive. My daughter's car, which would not stay in drive unless the stick was pulled back, now sat in drive with no issues with the stick just set in the Drive detent.

To conclude, this is a frightening symptom with a very simple fix. Even replacing the components completely cost little and restored the car to reliable driveability.

Here we find a Jaguar Land-Rover demonstration model of a Range Rover cut in half as if some Jedi went mad with a light saber. The keen eyed readers will see that there is a hydraulic ram that spreads the poor Range Rover apart and that the whole thing is on castors to wheel about. Somehow this leaves the editorial staff scratching our heads as there are no oil spots under the Rover marking its territory, so we wonder if it is a real Land-Rover after all.



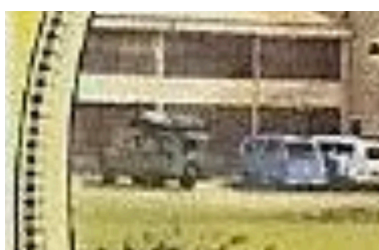
Series II/IIA on Stamps, Part 3 of 4

by Dixon Kenner

KUT - 1975 (Kenya-Uganda-Tanzania)

Kenya, Uganda, Tanganyika (KUT) is the name on British postage stamps made for use in the British colonies of Kenya, Uganda, and Tanganyika.

The stamps were used between 1935 and 1963 by the joint postal service of the three colonies, the East African Posts and Telecommunications Administration. Even after independence, the new separate nations continued to use the KUT stamps, and they remained valid for postage until 1977.



As part of a Series on tourism, the combined postal administration of Kenya-Uganda-Tanzania issued a set of four stamps to help promote the big game lodges within the territories. The 2/50 stamp of the Paraa game

lodge in Uganda has a small 109 station wagon to the left of the vehicles parted there.

For the collector:

Issue: Game Lodges of East Africa
Date issued: 26 February 1975
Value: 2.50 East African Shillings
Perforation: 14
Printing: Offset lithography
Catalogue no.: SG 370; Michel 290; Yvert 288
Printer: Harrison & Sons, London
eBay: \$2 approx.

Note: There is a 1988 series of Kenyan stamps called game lodges. There are no Land-Rovers in this set. There is also a 1978 set from Tanzania, which does. These stamp can be annoying to find. Look for KUT, or by the individual countries.

Lesotho - 1976

Lesotho, a small state surrounded by South Africa. Originally Basutoland, it managed to defeat, and be defeated by both the British and the Boers in a series of battles, that ended up with the territory remaining a separate protectorate of Great Britain and not part of South Africa. While South Africa became independent at



the turn of the century, more so with the Statutes of Westminster, Lesotho continued as a protectorate until 1966.

In 1976, Lesotho issued a set of four stamps showing various aspects of Red Cross activities within the small state. While the 4c stamp deals with enrollment in school, the 10c is about medical aid. This stamp shows a pair of medical workers attending to an injured lady. In the background is a beige Series 109 hardtop with a red cross on the drivers door.



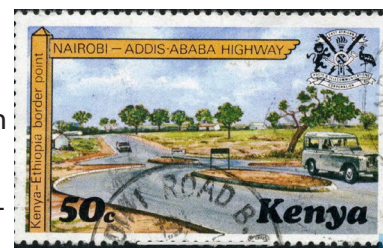
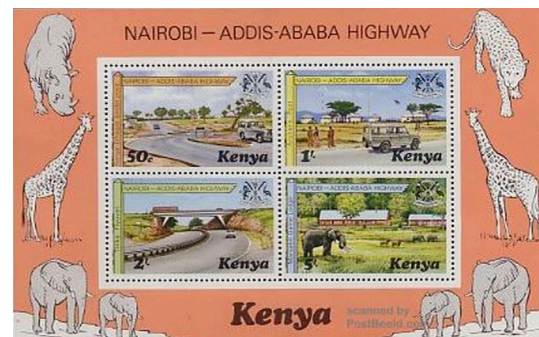
For the collector:

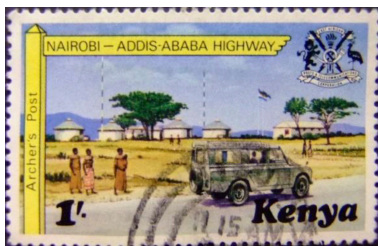
Issue: Lesotho Red Cross - 25th Anniversary
Date issued: 20 February 1976
Value: 10c - South African cents
Perforation: 14 1/4 x 14
Printing: Offset lithography
Catalogue no.: SG 296/9; Michel 196; Scott 195/8
eBay: \$2.50 approx

Kenya - 1977

The Cape to Cairo highway has been a dream since the 1890's, when Great Britain controlled much of eastern Africa. As their control

slipped away, the dream of this road did not, and over the subsequent hundred and twenty years efforts have been made to make this highway a reality. In 1977, a section of this route was completed, linking Nairobi, the capital of Kenya, and Addis Ababa, the capital of Ethiopia. Though not completely paved, the road did link the two capitals. Upon the completion of this highway, on November 10th, Kenya issued a set of four stamps showing scenes along different parts of the highway. The one shilling stamp shows a point called Archers Post, which lies in central Kenya, and was once a British Army training ground. The vehicle on the stamp is a 109





Station Wagon, presumably a Series IIA given the 88" on the other stamp is a II/IIA. The perforations for the stamp are 14 per inch.

Continuing on from the previous entry, the 50c stamp shows the Kenya-Ethiopia border crossing. Nary a building in sight, but a bit of a roundabout, the stamp shows a Series II/IIA short wheelbase Land-Rover. As a note, Ethiopia did issue a set of stamps, under the label Trans-East African highway, and the stamps show a map of Africa with the route of the completed highway.

As was beginning to become popular, Kenya also issued a souvenir or miniature sheet that had all four of the different denominations on one convenient sheet. The sheet has images of the local wildlife, giraffes and elephants, on a peach/coral border.

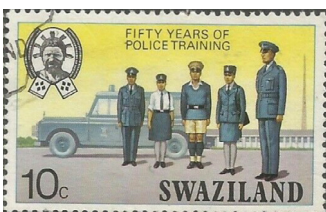


For the collector:

Issue: Nairobi - Addis Ababa Highway, Archer's Post
 Date issued: 10 November 1977
 Value: 1 sh - Kenyan shilling
 Perforation: 14
 Printing: Offset Lithography
 Catalogue no.: Scott 94/7; Michel 93; Yvert 92;
 eBay: \$6.95 mint; \$2.30 used

Swaziland - 1977

In 1977, Swaziland, to celebrate fifty years of police training, issued a set of four stamps. One stamp shows an aerial view of the police college, with a regular car parked out front, several rows of recruits in formation. Another a police officer with dog, the third their crest.



The 10c stamp shows a number of recruits in different uniforms, standing in front of a 109 station wagon in front of the school. The stamp, issued on the 2nd of May has a perf of 14.

For the collector:

Issue: 50 years of Police Training
 Date issued: 2 May 1977
 Value: 10 Swazi cents
 Perforation: 14
 Catalogue no.: SG 271-274; Scott 281-284; Michel 270; Yvert 271
 eBay - under \$2 for the set

Tanzania - 1978

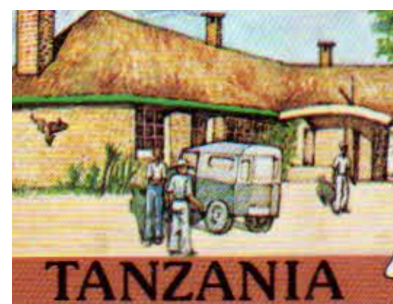
With the dissolution of the Kenya, Uganda, and Tanzanian postal and customs union, each of the countries established their own postal services. As stamps also served to promote things, in an attempt to raise awareness for the tourist industry, Tanzania reissued the set on game lodges that had been issued in 1975 by the K.U.T. postal union.



However, in this reissue, they issued six stamps, with all having Tanzanian game lodges. As was common out on the savannah, to find a Land-Rover in front of one of these lodges would not be unusual.

The Ngorongoro Crater Lodge stamp has a grey Series II/IIA/III in front of the building. Though not depicted in this series of articles, but also in the set, the companion Ngorongoro Wildlife lodge has a pair of vehicles in front of it, and given the shape of the artistic drawing could be argued to be Land-Rover Series One 86 or 88 inch hardtop.

Again, as always, some countries had learned early that souvenir sheets of stamps might be a desirable object for collectors. In this case, the set of stamps is placed against a larger sheet that showed a giraffe nuzzling against the set of stamps.



For the collector:

Issue: Safari hotels
 Date issued: 11 September 1978
 Value: 3 TSh - Tanzanian shillings
 Perforation: 14 x 13.5
 Printing: Offset lithography
 Catalogue no.: Scott 107/12; Michel 109; Yvert 107;
 Souvenir sheet Scott 112a; Michel BL14; Yvert BF13

Bandi 109 SW wind up toy

by Dixon Kenner

An interesting tin type toy. A Vintage Bandai Japan 1957 Friction Tin Toy Land Rover in Avocado Green. Popular in the Fifties and Sixties, these toys have surged in value on eBay and other collector sites.



ditional cleaning and polishing which we will leave up to winning bidder's preference and expertise. Friction mechanism works well. Nice chassis.

Starting bid was US\$270. There are several others on eBay at the US\$1,000 level.



This auction read:

Features lots of detail with chrome grill, headlights, front bumper, windshield trim, plastic steering wheel, BRT with matching avocado hubcaps, nicely detailed litho interior, celluloid windshield, spare tire mounted on hood.



Marked on bottom: "Land Rover" " Sign of "B" (Bandai Logo) Quality Made in Japan."
Marked below rear door: "Land-Rover".
Working Friction Mechanism
Measures Approx. 7.5" long.

Condition: Very good brightly colored (a little darker under normal light than in the pictures) vintage complete condition from old collector's treasures with some light



age and play wear light surface scratches, dings, oxidation and surface rust/darkened spotting on shiny metal trim, as pictured, but nothing that detracts from its overall beauty! Simply dusted off for pics and toy could use some ad-

3 Brothers Classic Rovers

What's your next adventure?



www.3BrothersClassicRovers.com

sales@3BrothersClassicRovers.com

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

For Sale: Series III 88”

Vehicle is a former British military vehicle (Note: Right hand drive), imported to Canada and rebuilt around 2000. At that time it was restored and painted and driven as a daily driver for several years. It was sold and garaged by an avid collector until



I bought it in 2016. It was made road worthy again and safetied and has been driven sparingly on sunny summer days for drives in the country. Otherwise garaged and well maintained. It has a very clean and intact galvanized frame and bulkhead, aluminum body that has a few minor dents (some might call it character in a 39 year old vehicle). It has a 4 cylinder, 2.2. litre gas engine that runs well. Four speed manual transmission complemented by an overdrive. Full and completed stainless steel exhaust system is quiet and without issue. It has a nice throaty exhaust note that suits the vehicle. The brakes, wheel bearings and front wheel swivel joints, steering components were upgraded by a local Land Rover mechanic in 2017. It has a hard “Safari” top and full back door. Full and complete custom roll cage installed and mint. Comes with a canvas soft top as well as a custom three piece aluminum superstructure for the soft top. This is really a one of a kind, powder coated the same colour as the rest of the vehicle and has not as yet been installed. Five new Michelin LTX light truck tires mounted on freshly powder coated stainless steel wheels. Not a mark on any of the wheels or tires. Spare tire mounts on the hood. Not on the road as yet this year (not until the snow is gone). Some spare parts come with the vehicle as well, not the least of which is a new (still in the box) electronic ignition, a brand new, never used, fold down rear gate (should you want to use the soft top), garage and parts manuals etc. Land Rover made this particular vehicle for a brief period of time in the late 70’s, very early 80’s. Regardless, parts are surprisingly inexpensive and still readily available either online or through a few local garages. This is a spartan vehicle. It has no interior carpets, it has a very clean metal floor. It has no stereo. It is pretty unique and worth a look. Have about 15k invested. Serious offers only please. Kijiji advert no. 1427557971

For Sale: 1971 Series IIA 88”

Looking to sell our '71 Series 2a as it hasn't seen the use or attention I would like it to. I've owned it since 2016 and it has treated me well since then. It passed an out of province inspection at that time as I purchased it from a fellow out of Whitehorse.



Currently in good running condition. A previous owner had gone through the truck fairly thoroughly, I'm guess-

ing about 10yrs ago and it hasn't seen many miles since. Highlights include: - replacement galvanized frame - galvanized bulkhead, rims, and door sections - parabolic springs and OME dampers - oversized front drums (stage 1 V8) and Series 3 MC - soft top canvas and frame members included (although a number of the members are bent/damaged) - Superwinch LP8500 - hardtop currently installed w/ tailgate and clamshell hatch - Petronix ignition - Paint is a matte brown that is quite faded/oxidized. Colour looks a little off in the photos. I'm in Silver Springs (Calgary NW) if you'd like to check it out in person.

Kijiji advert no. 1429253344

For Sale: 1957 Series I 88” PU

This is a recent barn find. Was owned and driven by an elderly Idaho man until he passed away. He kept it in his barn. Told everybody it would climb trees, but will not guarantee. Told the engine is a small block Chevy engine and guessing a 283



or 350 CI, but have not verified. Has old style Corvette valve covers. It starts easy, runs good and drives well. It has a 4 speed manual transmission and it has a two stick transfer case. Bought it because it was so ugly that it was cute. Believe all drive train in good working order. Bought it on a whim and now it needs to go to someone who will take good care of it. After buying it, I discovered I am much too big for the cab. I am 6'2" and 250# and while I can squeeze in and drive it, it is not comfortable. This is for someone smaller. Vehicle is located in Nampa, Idaho. Willing to assist with transport internationally. Have a free and clear Idaho title to it. VIN is 114704519.

For Sale: 1955 Series I 86” PU project

Almost complete truck in parts. Tons of extra parts. Original frame and bulkhead solid need a bit of TLC but really good shape compared to what is out there. Frame was sandblasted and primed ready for restoration. Have almost everything except motor & front cushions.



Martin River, Ont, \$2800 OBO. Call 705-978-0837, Fred.

Rovers & Parts for Sale

For Sale: 1962 Series II 109 PU

Runs and stops. Solid reinforced frame except the two front outriggers. Aluminum body OK. Alloy diamond plate in rear floor. Has PTO driven undermount rear HD Winch with 150 feet 1/4" cable. Aluminum custom dual fuel tanks with 1000 liters capacity. H4 Series 3 lights plus aviation landing lights in grill. Wiring harness needs tidying. New brake lines. CB and radio. Warn hubs. Engine rebuild some time ago. Stainless muffler parts are readily available in Paris, ON. Truck will need some work, but has good bones. \$5,200. Kijiji advert no. 1429813255.



Editor's note: This is Harry (Head wound) Bligh's truck

For Sale: 1961 Series IIA 88" Land-Rover Project

LHD Petrol. Includes restored bodywork and 1969 drivetrain donor. Virtually all metal work has been completed (to a high standard). Rear box and fenders remain to be done. With the purchase of the project there are additional NOS/New items that are available, including NOS fenders, body and trim parts, Stainless fuel tank, weather stripping, body seals etc. etc. All mechanical assemblies will need restoration/ refurbishment. Engine does not turn and will need to be rebuilt. If you have thought about restoring a Series Rover, this is a big head start. Virtually all the hard work has been done, and you will be starting with a clean restored frame/bulkhead. Calgary, \$15,000 Kijiji advert no. 1426408453



For Sale: Series IIA 88" Restoration

Nut bolt restoration in 2002 as nice as the 71 in the latest Hemmings Olympia WA. For 71000. This also is a virgin restoration with 90 percent of the same parts used

by Britannia to restore the 71 in there restoration. The series described in this add has only traveled approximately 3000 miles since the restoration. The price for this vehicle is in US dollars. Dare Britannias series is worth every penny there asking by the way. I'm just pointing out that this is a real steal for someone that doesn't want to go through a two to three year project and possibly spending upwards to US \$80,000.00 in the process. Open to any reasonable offers. Possible trade for 6 cylinder XKE or Manuel Aston Martin Bentley mulliner GT Porche turbo. \$55,000. Huntsville, Ontario. Kijiji advert no. 1430437162



For Sale: 1971 Series IIA 88"

This has been in my family for over thirty years. My father did a restoration over twenty years ago. The frame was welded on a frame jig then powder coated. It's holding up well has low miles it will need new tires they are 30 years old lots of new parts that are twenty years old hate to see it go \$12,500 Kijiji advert no. 1428870192



For Sale: Series Parts

Smiths heater, kodiak heater, fuel pump, trim pieces, shoulder harnesses , etc also either rear or front differential not sure.. front cowl panel between bumper and grill.. make an offer for all.. in Windsor NS. Kijiji advert no. 1430997627



Your Ad Here

FREE ad space to members

Send information and/or photo to the editors

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

“ACRE” SOIL SHREDDER & ROTARY TILLER

As approved by the Rover Co. Ltd.
for use with the

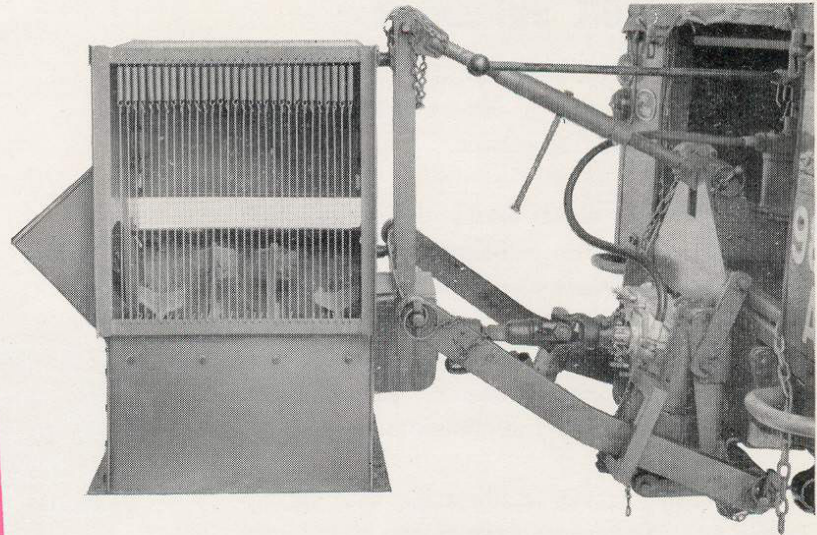


“ACRE” SOIL SHREDDER

Will handle turf, peat moss, loam, bulb fibre, etc., as fast as it can be shovelled in, giving continuous output of from 2½—3 cu. yards per hour **from one man**. Also efficiently mixes-in fertilisers, etc., when the mixing process can be prolonged by blanking off the outlet screen.

With the “Acre,” soil shredding and/or mixing and also stone extraction are a continuous process, and the machine quickly repays its modest cost in time and money saved. Hundreds of satisfied users, including most leading nurserymen, Parks Departments, golf and tennis clubs, etc.

THE AUTOMOBILE ASSOCIATION
 RECEIVED
 - 3 JUL 1961
 TECHNICAL LIBRARY



Mark 3R Shredder mounted on Land Rover 3-point linkage and with drive from rear p.t-o shaft.



“ACRE” ROTARY TILLER

The ideal cultivator for both large and small farms. Copes with all kinds of soil—ploughed or unploughed—and makes a good tilth with plenty of fine soil just under the surface (as can be seen when ridging-up after cultivation with the Tiller).

Does the job efficiently, quickly and cheaply. Adjustment of a single lever gives seven rotor depth settings from deep penetration to shallow working, as when preparing a seed bed over buried turf, etc. Full width cultivation (completely covering both rear wheel tracks), working speed 4—5 miles per hour.

Lawrence Edwards & Co. (Engineers) Ltd.
STOURPORT ROAD, KIDDERMINSTER, ENGLAND

TELEPHONE : 3665 (3 LINES)

CABLES : FARMAID, KIDDERMINSTER