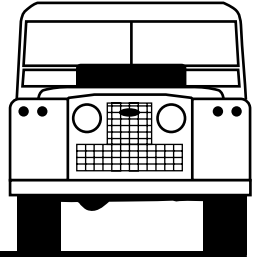


OTTAWA VALLEY LAND ROVERS



June 15, 2019

www.ovlr.ca

Volume XXXVI, Number 6



Series III Snatch in Fassburg, Germany

**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/147733366589818/>

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

Newsletter Archive

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

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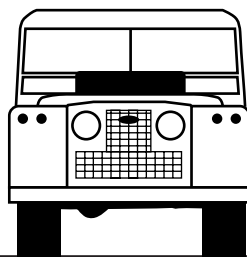
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OVL R Newsletter

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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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“I also remember the simple pleasure of driving her, despite (or maybe because of) the letter I had to write to the brakes a few miles before I needed to stop at a junction, having spent the previous couple of hours winding her up to her full 40mph.”
--Franc Buxton

Greetings,

Another month and another major event.

To start off, there was some noise recently that arose around sponsorship of events that probably deserves some clarification.

To start, some history. At the AGM, the membership asked our new Executive Member-at-Large to go and solicit donations for the Birthday Party. The Birthday Party is the main event that the club hosts on an annual basis, and the small profit that this event shows goes to subsidise other events and the administrative overhead of the corporation that oversees the club. Unfortunately, no real guidance was given.

Fast forward to late May when an announcement appeared on Facebook that Bearmach, a British parts supplier, was going to be the main sponsor of the event. This post generated some surprise and chatter as the club has had several long standing sponsors that date back thirty years in some cases. Picking one new company, who, some perceive, is in the process of trying to undermine other suppliers in the USA and Canada, could harm our relationship with firms such as Atlantic British, Rovers North, and 3 Brothers. Companies that have generously supported OVLRL in many ways over the years.

Questions were raised whether such an announcement, with that much enthusiasm, could cause others to diminish their participation and donations (For example, recently, ABP has handed over gift certificates for the RTV, for the auction, various items to auction; Rovers North has supplies lots of stuff over the past three decades; 3 Brothers has supported us recently as a new entry as the sole major Canadian supplier with donations of parts for the auction, t-shirts and other things).

There was concern expressed by some that OVLRL, as an organisation, should be treating all equally, least we be seen to be taking sides, and damaging long standing relationships for a quick win. In the past a particular supplier would sponsor the RTV or some other aspect of the event. Never would any one take over as a main sponsor for causing harm to existing

Many of us, faced with a challenging maintenance issue, and fearing some of the club awards (read Gasket Under Glass, Lugnut, et al), have availed ourselves of the support offered by Charlie Haigh or Les at Rovers North, Eric Riston at ABP, or Peter Baker at Three Brothers, when seeking advice or guidance. Especially if we are dealing with a new acquisition and here it might not be what you think it is after twenty or fifty years of ownership elsewhere.

In the end, after much discussion, the Bearmach sponsorship was withdrawn and the Club continued to treat various suppliers in an equal fashion. Going forward, the Club will continue to treat suppliers in this fashion. If one organisation wishes to support and solely sponsor a particular activity at an event, as in the past, we shall encourage this. However, no single company will sponsor an entire event.

It is important that to meet the mandate and goals of the club, to support and preserve Land-Rovers for the future, we, as owners, and as a club, recognise that we are here for the long run. We need 3 Brothers, ABP, Rovers North, and others to continue to exist to support us locally.


All this said, the next major event will be the Birthday Party, next weekend from when I write this page. There are several pages of information and maps related to the event within these pages. As well, there is information on the website and Facebook forum related to the event. So register, or indicate if you are planning on attending so food can be adequately prepared. While the restaurant in Maberly has closed and is tentatively sold, the proprietors will still be providing the meals. What this means for the future is an issue for the Executive.

After which, three weeks later and before the July Newsletter, there will be the All British Car Day in Britannia Park in the west end of Ottawa. While traditionally the weather is beastly hot, hopefully this year it will be cooler. The Club Albatross will be in attendance, providing lunch to the participating British Car owners. For those seeking excitement and another one for the underdog, we must sadly announce that Peter's beloved Jag, the "official" Albatross tow vehicle, is in retirement this year to allow others the chance to take home a first for best car.


In conclusion a historic photo of a someone coming over hill and over dale to get to the Birthday Party. Kidding aside, between 1951 and 1965, the Swiss built the Grande Dixence hydro dam in Valais Switzerland. Getting some items up to the dam required some interesting thinking.



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

 Kevin Newell, our esteemed President, found that his front diff met a gruesome and horrible end recently. Luckily for him, William Ficner had a spare in stock to lend to Kevin to keep his 110 on the road in a semi-original state, as Andrew Jones was offering up a 24 spline front axle for Kevin, though it had drum brakes.




 Yuri Botero has finished off a bulkhead for his rebuild project. Complete process: Acid washed; E-coated; Seam sealed ; Primed/sealed; Painted. How was this done?


- Acid Wash: A&A Metal Cleaning and Striping. Chatham-Kent, ON
- E-Coating: Klinec Manufacturing Ltd. Windsor, ON

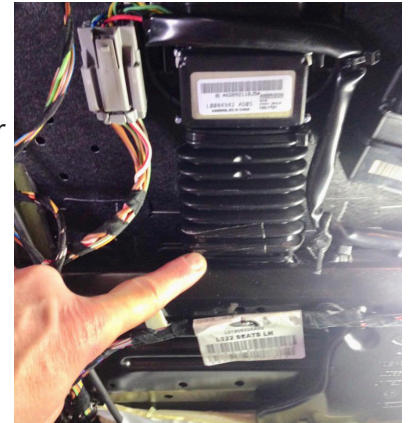



Yuri writes - There are other companies in Brampton that do same processes, but charge minimum charges (\$250) no matter the size of the part. These 2 places charged me \$30 each for doing my front rad panel. For doing my Bulkhead, they charged me \$100 (acid wash) and \$78 (e-Coating)

 Jeremy Magne forwarded this along - For the td5 owners. If you need to remove the fuel pump. The locking ring can be a b...h to remove and correctly screw back on. An old Ducati clutch disc a few tabs welded in and a flat bar as a handle will do like a charm. If you need this tool I'd be more than happy to share.




 Kevin Newell writes - This afternoon I decided to dive into some silly luxurious options repair. Last winter the drivers heated/cooled seat stopped working. I took the back off the seat and could see the problem right away. Apparently it is a common issue that the duct for the blower motor cracks. The sensors detect a leak and shut it down so as not to blow the motor. The replacement unit is only sold complete and is stupid expensive. I was able to repair the duct with gorilla tape and tie wraps. Now the uber cool seats (pun intended) work and will blow warmness or coolness on you when desired. Ahh such first world problems.




 William Ficner sent this image, found on the internet, of another custom Defender. This one ports dual rear axles on a rather extended chassis. Either this carries a lot of cargo for the passengers, or is some form of bus. The extra set of alpine windows will be great for passengers. Note the expansion between the front and middle doors to fill the fuel tank. I hope the motor is powerful to move this. Now, for wheelbase, which set of wheels to measure between?



 A request from Robin Craig - Good day one all all, lads and lasses. I am trying to organise the collection from the Birthday Party a bunch of used parts including a windshield and get them transported down to the Ganoque area or Kingston area. I could collect at some time or give you a drop point. I can not meet you as if I could then I would go get them myself. I farm and will be in the fields unless its raining. See my problem? Andrew Jones is generously offering the parts and can get them to the BP Sunday breakfast, can someone take over from there? I can express gratitude in the form of money.

Some Non-OVLR News & Rumours

 We owe you an apology. We missed our production deadline for getting the Spring 2019 Issue out the door on time. It's now June, with summer officially just a couple weeks away, and we're actually still wrapping it up. We're as disappointed as you are.


Rather than rush the new issue to the printer just to get a Spring cover date on it (and then have to turn around to rush the Summer Issue together, also late), we've decided to simply merge some of the content from both issues for a Spring/Summer 2019 Issue, and extend the expiration of your subscription by an issue.

Your subscription was originally supposed to expire with the Fall 2019 Issue, but it will now end with the Winter 2019-20 Issue. There's nothing for you to do on your end. You'll receive all the issues you subscribed to, the last one will just arrive one issue later.


We'll be sending this Spring/Summer Issue to the printer in a couple weeks. The Fall Issue is already under way and will be back in sync with our regular production with an anticipated release date in late September.

We sincerely apologize for any confusion or inconvenience this may have caused and hope you'll find the Spring/Summer Issue worth the wait.

Sincerely, The Alloy+Grit Team
Bryan, Steve, Dan and Chris

 Serial number envy. The vehicle in this photo recently sold in Australia for A\$38,000. What serial number perchance? Well, the Serial number is R861002. Making it the 1,002nd production Land-Rover built and it was Right Hand Drive. It's birthday is December 8th, 1948, making it one of the first vehicles exported to Australia. Kind of like the later Yorktown Motors Land-Rovers that came to Canada later.



 Autoweek discusses the new Defender and notes the latest publicity shot shows the Defender without the fake hood and roof camouflage. The fleet of Defender prototypes has hit the 1.2 million kilometer mark in

testing that has taken them to challenging locations all over the world. In all, the Defender has passed more than 45,000 individual tests in various climates and terrains, including temperature extremes of 122 degrees Fahrenheit in the desert and -40 degrees in the Arctic. When it comes to elevation, Land Rover has tested the new Defender in locations 10,000 feet above sea level.

The minimal camouflage on this prototype gives a better view of the Defender's profile. The best part of this image is that



the prototype no longer wears the fake hood, which was used to throw off auto spies but was plainly recognizable as a fake surface feature designed to preserve the secrecy of the final design. As expected, the real hood and front fascia profile is much more Discovery-like. Another bit of surface camo that was ditched was the squared-off roof, which also looked like a false surface feature added as a poke in the eye to auto spies -- the real roof is far less boxy and more aerodynamic.

The front fascia, meanwhile, appears to be much more Range Rover-like than previously expected, but it's still hard to tell just how it will appear. Viewed in profile, it shares some elements with recent Range Rover models. Still, it is expected that Land Rover will want to differentiate the Defender from the rest of the lineup, which is already too difficult to distinguish purely from the front. Land Rover will also need to put some distance between the Defender and the Discovery, Range Rover Sport and Velar when it comes to design -- the Defender is supposed to be the off-road niche model, after all, if not priced to compete with the Jeep Wrangler.

The all-new Defender will be a unibody vehicle, in contrast to Defenders of decades past, and will offer a much more luxurious interior than current Defender owners are used to. This means the cabin will offer much more of a family look, not too dissimilar from vehicles such as the Discovery, and will offer better on-road manners than previous Defenders, which were not particularly fond of highway driving. Land Rover's intention to make the Defender more luxurious and easier to live with in daily driving that's not in Mongolia has raised some eyebrows, but it's part of making the model a little more errand-friendly, akin to the changes in the redesign of the Mercedes-Benz G-Class.

Is this a play for deep-pocketed city and suburban dwellers? Very likely, as the outgoing Defender has proven to be a trendy item for wealthy urbanites, despite very spartan accommodations.

All British Car Day

by Dixon Kenner

In the late summer of 2004, representatives from several of the Ottawa based British Car Clubs got together and started discussing the concept of holding an all-British car show in Ottawa. We realized there were already several car shows in Ottawa each year, but none which showcased only British cars. And so the All British Car Day concept was born

What: The single British Only car and motorcycle show in the Ottawa area. This event is dedicated to showcasing and celebrating the complete spectrum of British vehicles. It has been held every year since 2005 at a beautiful riverside location at Britannia Beach Park - Lakeside Gardens

One can expect to see a selection of cars and motorcycles with a broad cross section of makes, models and years, ranging from pre-war Singers and MG's to modern day Rolls-Royces, Jaguars, Land Rovers and Minis.

This year, the Austin Mini will be the featured marque this year. We welcome both classic and new Minis and hope to see many beautiful examples of both out at the show this year.

Where: This show is held every July at the beautiful Lakeside Gardens, itself an historic community landmark and social hub.

When: The show runs from 10 AM. to 4 PM, on Saturday July 20th. Admission is free to the general public, but there is a charge for participants which includes lunch for two, and entry in draws held throughout the day for door prizes from our sponsors. Participants receive a ballot to vote for their favourite vehicles, and the Participant's Choice awards are made near the end of the day. The first 200 vehicles registered at the show will also receive a gift bag.



Meals: Lunch for the participants at the show will be cooked on the Ottawa Land-Rover Club's extraordinary mobile kitchen, named the Albatross.

Registration: Pre-register to simplify your arrival at the show! Registration can still be done on the day of the event at the park, but we are offering a much simpler



entry to the park and the convenience of not having to line-up at the registration desk for people who pre-register. Please consider pre-registering for this event to avoid the line-ups.

To pre-register, you are simply asked to print and complete the pre-registration form and mail it with your cheque for \$20 made out to "Ottawa British Car Day", to the address shown on the form. If you have pre-registered, just identify yourself to one of the parking vol-

unteers when you arrive at the park. The volunteer will check the list to confirm we have received your pre-registration, and you will be provided immediately with your already prepared windshield identification poster, your lunch tickets, your ticket for the door prizes and your gift bag. You will then be directed where to park your vehicle. There is nothing more for you to do, so you can immediately start to enjoy the show. We regret that we

cannot offer refunds to anyone who has pre-registered and then does not attend the show



Event day registration- If you have not pre-registered, then as you arrive in your vehicle, you will be asked to pay the \$20 participants fee before entering the show area. At that time, you will simply be given a ticket showing that the entrance fee has been paid and will be directed where to park your vehicle. After your vehicle is safely parked, you are then requested to bring the ticket you were given at the entrance and walk back to the registration desk to complete the registration process. When you complete the registration process at the desk you will receive your windshield identification poster (which you will be asked to complete), your lunch tickets, your ticket for the door prizes and your gift bag.

Other notes:

1. Note that in accordance with City of Ottawa policies, there is no smoking allowed in the park and dogs are not allowed. We are sorry for any inconvenience this causes, but this is standard Ottawa policy in most public parks.

General Servicing: Repairs, Humour, Tales & Trivia

1953 Series 1 NADA: Steering Issues, Part 6

by Steve Owen



One of the most radically altered parts on the Rover when I got her, was the steering system. None of it was original, basically a steering wheel and shaft had been fabricated and this went to a steering replay box mounted in front of the radiator. A couple of angle irons had been welded to the chassis and a relay arm welded to the tie rods.

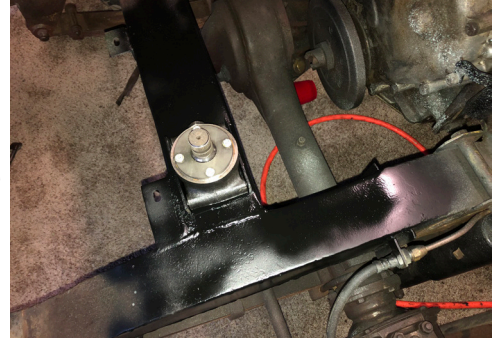
It worked, after a fashion, but none too safe. It needed to be returned to the stock configuration.



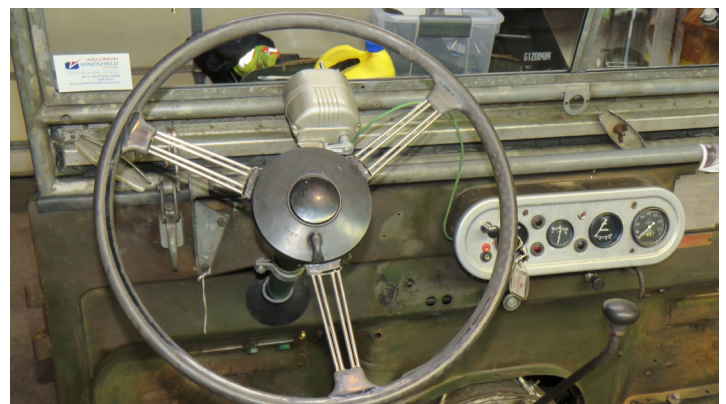
Being LHD parts, I knew, were going to be hard to track down. After calling a few places, all roads lead to Ike Goss at Pangolin 4x4 in Springfield Oregon. Ike has collected many Series 1s in various condition for restoration and spares. He also has many NOS Series parts. Ike supplied a full system from the steering wheel to the tie rods and everything else needed in between. See the photo of arrived parts. Many in original Land-Rover boxes!



Once the parts had arrived we could start the restoration of this system. The chassis had been cut away to make the home-made system fit. This was all removed to discover the damage underneath. Everything was this was welded and patched by my neighbour, Ronnie. It is now hard to tell where the chassis was repaired and what is original. He did a great job brining the chassis back to the original specification.



It did take some adjustment to get everything lined up and working within specification. The early Series Land-Rovers have no real alignment adjustments. It just bolts together and you set the track rock length. After fettling with it for a bit we got it all to line up.



Regards Steve

Keep Calm & Rover On!

Land-Rovers Spotted at Fassburg, Germany

by Benjamin Smith



Whilst over in Germany flying C-47s with the D-Day Squadron, we had three days in Fassburg in mid June. Fassburg is a large German military training base with an airfield left over from World War II. The occasion of the event was Bundeswehr Day, which the government holds every other year. About 100,000 members of the public showed up to see various German hardware. The D-Day Squadron was parked on the ramp along with a C-130 and A400M. They day had helicopter demos, C-47 flights and para drops. In addition to the military hardware various local club brought there vehicles and equipment to display. There were also may beer tents. The Germans are very efficient with getting beer out to the masses.



ing it and getting it back to Germany. In his story the hardest part was getting it out of Ireland without provoking the wrath of the locals. It had to be hidden and quietly shipped out in the dead of night.

The other xMoD Land Rovers were bought with less adventure. Like our club this group is a bunch of friends who like to go out and take their trucks to events. The on odd thing is that this was the cleanest buch of Land Rovers that I have ever seen.

Not a spec of mud on them anywhere!



Walking around the field passy many interesting tractors I found a famlier boxy sight in



military green. Here was a military Land Rover club of Germany. I happily wandered over for chin wag with fellow owners. Ten of Sollihull's finest were lined up. Mostly Defenders, 90s and 110s. The star of the group was a Series III 109" Snatch from Northern Ireland. The owner was mighty proud of his truck and related to me all of the trials and tribulations of purchas-



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:

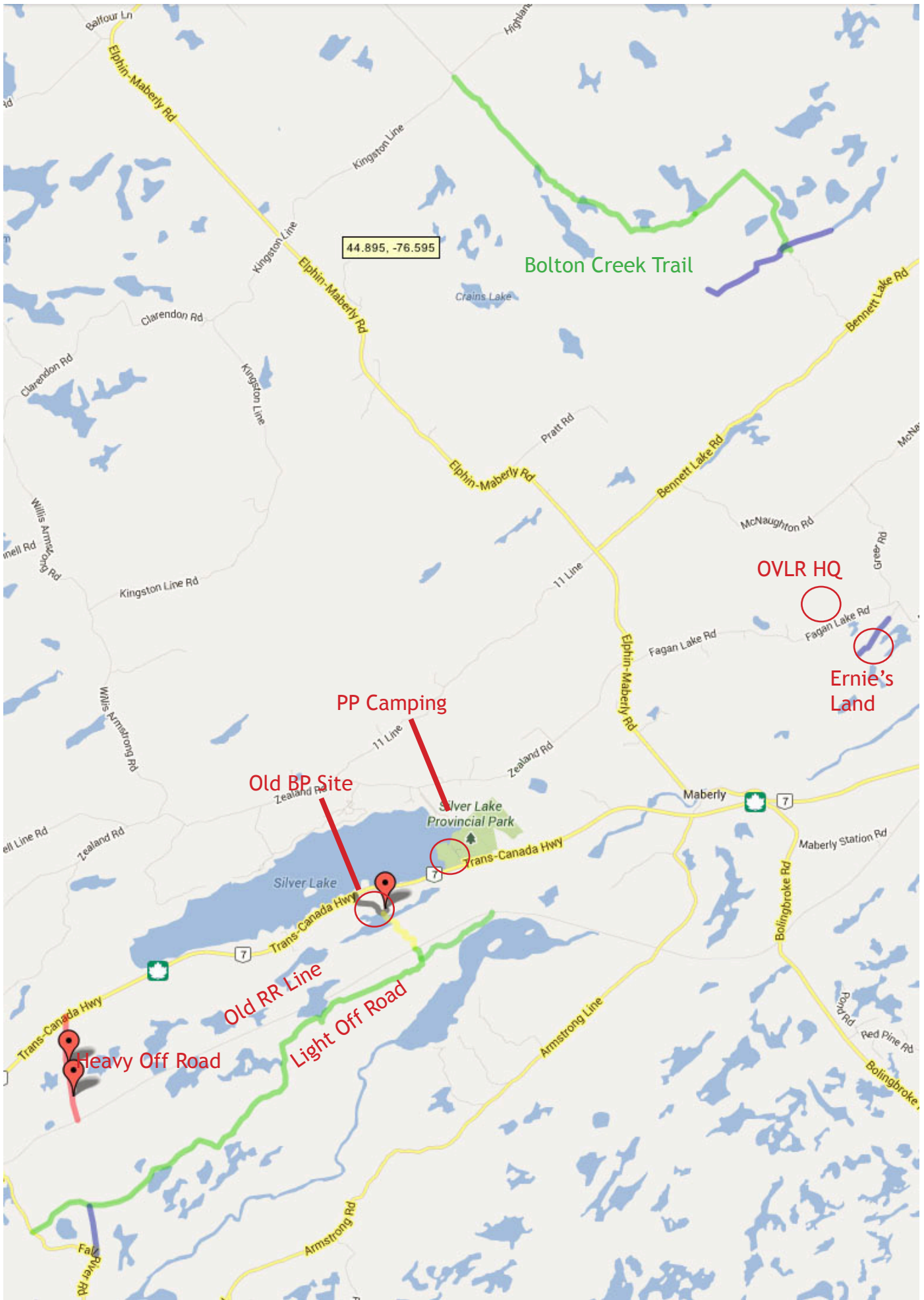
- Participants arrive. There are no organized activities and everyone looks after their own meals.
- The registration desk will be open after 4pm. It will be located near the club Expedition/Kitchen trailer. Please be sure to sign in and pick up the event package

Saturday:

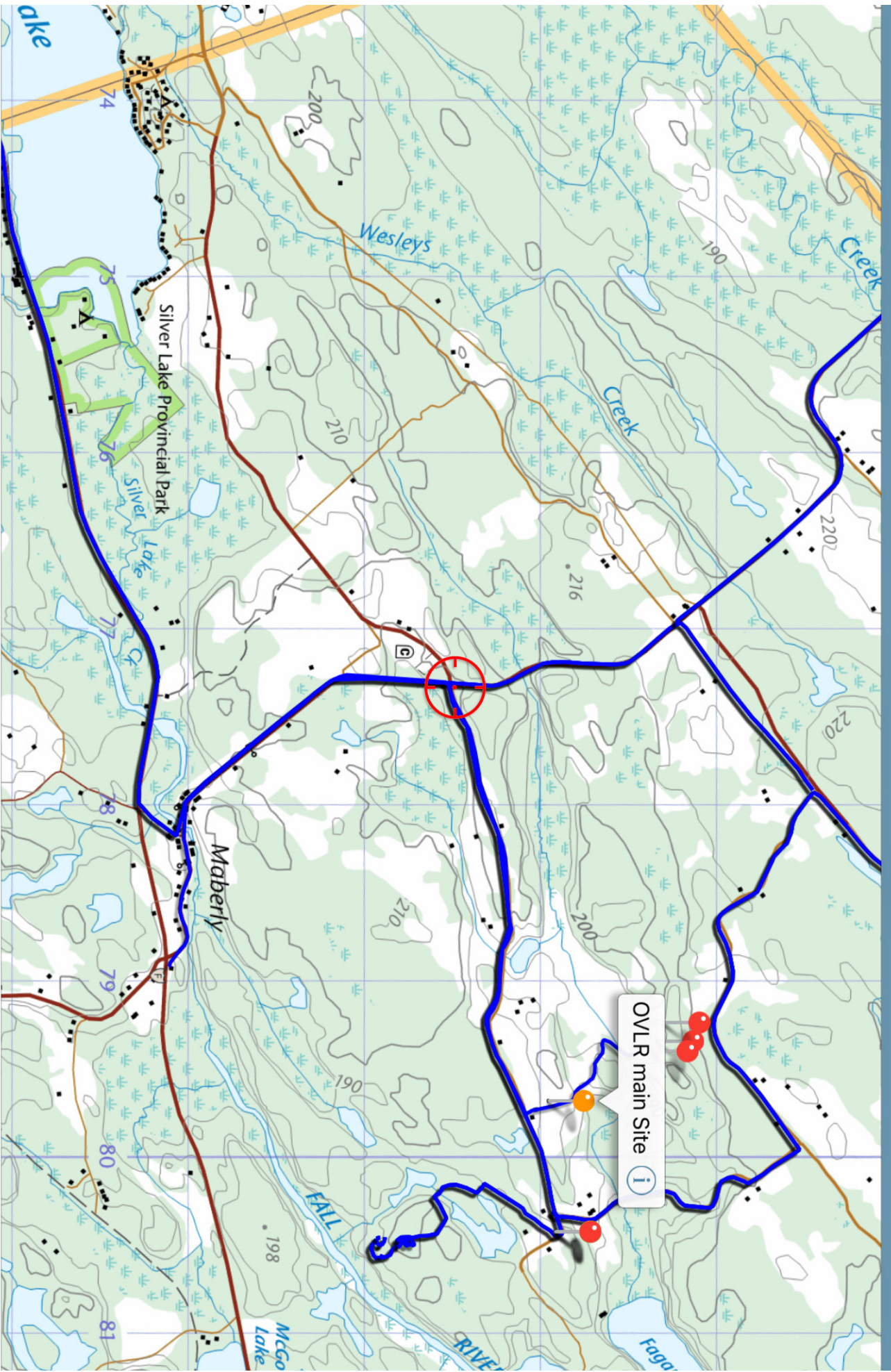
- **Breakfast:** Egg sandwiches at the club trailer.
- **9am:** Registration opens at the Expedition Trailer on the Birthday Party site.
- **10 am:** Off-road groups leave (Light OffRoad, Bolton Creek, K&P)
- **1 - 2pm:** Lunch You are responsible for your own lunch.
- **2pm - 4pm:** RTV
- **7pm - 8pm -** 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'

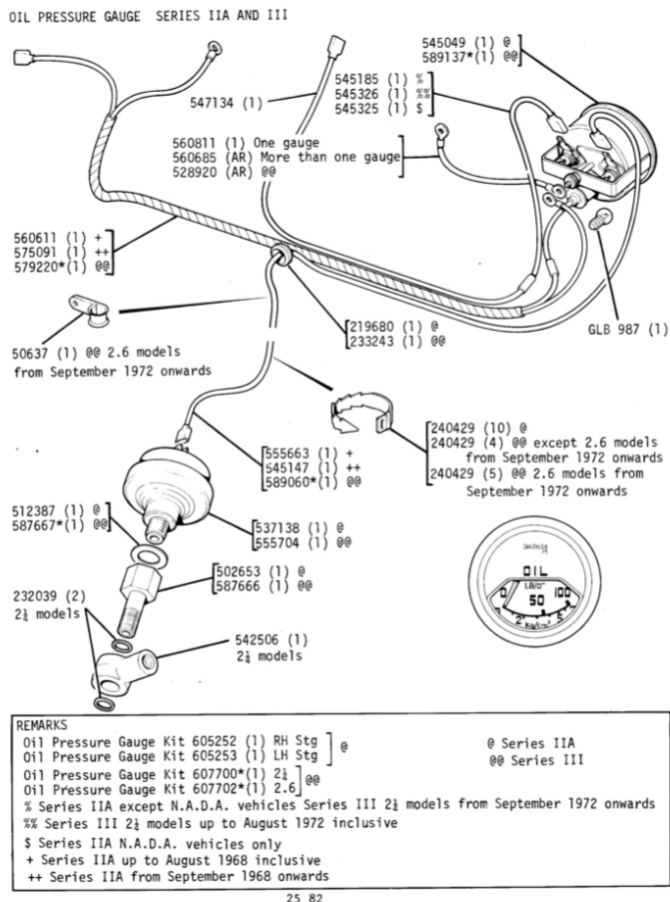
Oil Pressure Senders, a Discussion

by Dixon Kenner

Originally in the Early NADA Series IIA's there was a dual mechanical gauge. One half was the engine coolant temperature the other half was the oil pressure. Mechanical in the sense that both were directly sensing the temperature or pressure without the use of electricity. For the oil pressure side, a heavy, flexible, capillary tube ran into the gauge. However, by the later IIA, this changed to electrically operated gauges.

For oil pressure, that meant the installation of an electrical oil pressure sender on the end of the "tree" via an adapter. Given the requirement for an oil pressure lamp, which screwed into a banjo fitting, the pressure sender sat at the end of an adapter.¹

Rover offered a complete kit, part number 525590 which included EVERYTHING needed to install a dual gauge (including dash plate and every nut, bolt and clip).²



The original sending unit is not resistive in nature at all. It works very much like a turn signal flasher, or the voltage stabilizer. *i.e.*, it switches between input (battery) voltage and open (0v). A diaphragm is connected to one of the contacts of the switch so that it moves with pressure. When the pressure is high, it is ON most of the time. As the pressure drops, the fraction of time the switch is ON decreases, at 0 pressure, the switch is mostly OFF.

In early years, the OEM sending unit got its power from the voltage stabilizer. Later on they just took it directly from battery because the nature of the unit is that it is self stabilizing.³

The gauge is basically a bi-metal strip with a piece of nichrome wire wound around it. Whenever current flows, the heat causes the bi-metal strip to bend and move the needle. These gauges are usually very robust and work for many years without problems.



The average current required to deflect the gauge is as follows:

- 0 PSI = 20 ma (or 1.23 v across the meter)
- 25 PSI = 60 mA (or 3.62 v)
- 37 PSI = 75 mA (or 4.58 v)
- 50 PSI = 84 mA (or 5.14v)
- 75 PSI = 100 mA (or 6.1v)
- 100 PSI = 110 mA (or 6.74 v)



Although There may be a voltage figure across the meter, bear in mind that the actual sending unit switches between 0 and battery voltage. So, at 100 PSI, the duration of the ON and OFF are about equal.

What to look for, though these are interchangeable by changing the piece for the banjo fitting:

Smiths part no. PTR1804/10 corresponds to LR part no. 537138. It

is a 0-100 psi for the ROVER P5 3 Litre COUPE, LAND ROVER Series IIA. It has two spade connectors centrally positioned.

Smiths part no. PTR1812-10 corresponds to LR part no. 555704. It is a 0-100lbs 1/2" UNF X 20 Tpi for early Series 3. The single connector is off set.

Replacing the switches is straight forward and simple. The nut on the base of the pressure sender requires a 5/16 Whitworth spanner. The adapter piece on a NADA Land-Rover requires a 3/8 Whitworth spanner. Disconnect the wire and using the two spanners, remove the



pressure sender. Replace the copper crush washer to minimise leaks, screw the replacement item in and tighten. Replace the wire.

If you have only found the other pressure sender, it will be necessary to change the adapter for the other model. Check out spare engines, oil oil filter assemblies for one. They are probably available at 3 Brothers Classic Rovers or Rovers North. Or in the U.K.

remember to change the copper crush washers.

As reference, other Smiths oil pressure switches are:

PTR1002-10EC - LANDROVER. Fitting: 1/2 UNF 20 TPI 100. Corresponds to DRC242 - LR part no for 1979 parts manual

PTR1005-10- LANDROVER. Fitting: M10*1.0-6G M15.85 A/F HEX 100PSI 7KPA*100 Corresponds to LR part no. PRC4043

PTR1012-06- LANDROVER. Fitting: 1/2 UNF 20Tpi. Range: 0-60 psi 4kpa*100. Corresponds to LR part no. DRC2479

Notes:

1. Early IIA part no. 502653, later IIA and III part no. 587666. Both are 3/8 Whitworth across the flats.
 2. Pressure kit: RTC2283 - imperial; RTC2284 - metric
 - Gauge: PRC1736 - imperial; PRC1737 - metric
 3. There should be a voltage stabiliser in the circuit with the temperature and fuel gauges off the no. 3 fuse in the NADA Series III.
- Continuing



Accelerator Restrictor

by Larry

Don't know why, but every time I run across this I smirk. Taking into account how fast vehicles cruise at today compared to an old Series Rover... Heaven help us if we choose to exert greater pressure to achieve the neck breaking speed of 55mph!!!

Grover has one of these things; it's the thing in the 2nd picture with all the little holes on it. Before finding this illustration and description I had no idea why it took more effort to "put the pedal to the metal" - now I do. It is going to be reinstalled - just not hooked up.

Interestingly enough, there seem to be no instructions on this device, in the optional parts books, the Series II or IIA work shop manuals



88—2¼ litre petrol only.

8. Remove the accelerator restrictor, if fitted.

On late 88 2¼ litre petrol models an accelerator restrictor is fitted which allows the pedal to be pressed down for three-quarters of its travel with normal pressure, thereafter requiring greater pressure to obtain full throttle.

This device gives a considerable improvement in fuel consumption, and may be fitted to early 88 2¼ litre petrol models if necessary.

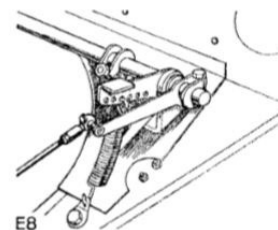


Fig. Q-5—Accelerator restrictor

Land Rover Stamps ,Part 8: Series II and IIA, 1979-1988

by Dixon Kenner

Belize 1979

On the thirty first of May, 1979, Belize (formerly the British Honduras) issued a series of eight stamps commemorating the twenty fifth anniversary of the coronation of Elizabeth the second. The twenty-five cent stamp shows an image of the Paslow Building, which houses the general post office as well as government offices. Parked in the front of the building is a 109 Station Wagon. Considering this is a rather large, multi-story building, the Land-Rover is quite small. For further trivia, this stamp sports a stamp within a stamp, the smaller stamp image being a 1978 stamp issued as the "Elizabeth II Coronation Anniversary issue" with the white lion of Mortimer."



The 25c stamp was reissued at the same time as a \$15 stamp on a souvenir sheet for the 1980 International Stamp Exposition in London. The souvenir sheet sports the "(British Post Office) First Miniture Sheet" with the image of a penny black (world's first postage stamp) in the centre. The actual miniature sheet is from Great Britain and is SG# MS 1058 or Sc 834a and for topical collectors has a stamp, on a stamp, on a stamp on a stamp."



For the collector:

Issue: 25th anniversary of coronation of Queen Elizabeth
 Date issued: May 31st, 1979
 Value: 25c - Belize cent
 Perforation: 14
 Printing: Offset lithography
 Catalogue no.: SG - 495; Scott 430; Michel 409a; Yvert 422
 Size: 50 x 35mm

Kenya 1980

Started in 1957 by three surgeons as the Flying Doctors Service of East Africa to provide medical assistance to remote regions of East Africa. It has evolved, though it is still popularly known as the Flying Doctors Service, and been emulated in Australia and Latin America.



An air-based service to get health care to remote communities. the Flying Doctors delivered mobile health

services and provided mission hospitals with surgical support. A medical radio network was developed to coordinate the service, and provide communication.



In the early 1960s, ground-based mobile medical services were added, along with 'flight clinics' for the under-served and remote areas in the Kajiado and Narok districts of Kenya. By 1975, training and education for rural health workers were already a major part of their efforts. In recognition of this, in March, 1980, Kenya issued a set of four stamps showing various Flying Doctor services. The 50 cent stamp shows a white, Series II/ IIA Land-Rover at a mobile clinic. The perf is 14.5 per inch.

Along with the sheets of four stamps in the set, Kenya also issued a miniature sheet with all four values. The stamps arranged around a red cross on a white background.



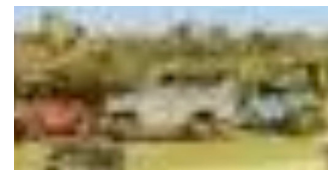
For the collector:

Issue: Flying Doctor Service
 Date issued: March 20th, 1980
 Value: 50c. Kenyan cent
 Perforation: 14 1/2
 Printing: Offset lithography
 Catalogue no.: SG 172; Scott 162; Michel 160; Yvert 159

Anguilla - 1980

Anguilla is a British colony in the leeward islands. In the 1960's, it was going to be granted independence as part of a country composed of the islands of St Kitts, Nevis, and Anguilla. By 1967 & later in 1969, the locals did not like this idea very much, less the folks over in St. Kitts. So, for probably the first time in history, they launched an insurrection to become a colony.

How was this Well, in 1967 up the few who were and drove a cles onto the



accomplished? they bundled policemen, from St. Kitts bunch of vehi-grassy strip that

served as a aeroport (Wallblake), and put out a lot of barrels to stop planes from landing. This small revolution was ended in Operation Sheepskin when the British invaded to the islander's delight, who when they heard the British were coming, disarmed the entire island,



burying all their arms on another island.

In 1980 they issued a set of five stamps celebrating their separation from St. Kitts. The 35 cent stamp shows the event at the airport, and in the background, one of the heroic vehicles is a grey Land-Rover.

Continuing this theme, there is an accompanying souvenir sheet which was described in Part 2 of Land-Rover stamps in November 2019

For the collector:

Issue: Separation from St Kitts-Nevis
 Date issued: 18 December 1980
 Value: 35c - East Caribbean cents
 Perforation: 14
 Printing: Offset Lithography
 Catalogue no.: SG 445; Michel 424; Yvert 393

Note: This whole invasion and incident reads more like the Mouse that Roared, and was labelled in the press as the Lion that Meowed or the British Bay of Piglets. For an account, read Under an English Heaven by Donald Westlake.

Kiribati - 1980

A number of countries issued stamps to announce the International Stamp Exposition in London in 1980. Kiribati issued a set of four stamps that showed various aspects of their post office operations. In the set, the \$1 stamp shows an image of the Bairiki Post Office.



Parked in front of the post office is a Series II/IIA Land-Rover. Issued on the 30th of April, they have a perf of 15. For the uber-collector, the set was also available



with labels to the left and right that has the "London 1980" logo on the left, and "Earls Court 6-14 May" on the right.

Gutter pairs are two stamps separated by a gutter.

Gutter block is a block of at least four stamps where either the vertical or horizontal pairs, or both, are separated by a gutter. Gutter margin is a margin dividing a sheet of stamps into separate panes. Thus, there are four different ways to collect this particular stamp. Of course, there were gutter pairs with "Earls Court 6-14 May" within the gutter in one set, the "London 1980" logo in another.



As noted above, a miniature sheet was associated with this issue. Of note, one other stamp, on the 1980 Belize miniature sheet, also has a Land-Rover for this exposition.

For the collector:

Issue: International Stamp Exhibition, London
 Date issued: 30 April 1980
 Value: \$1. Kirabati dollar
 Perforation: 14 1/2
 Printing: Offset Lithography
 Catalogue no.: SG 115 ; Scott 355; Michel 352; Yvert 31. Souvenir Sheet: Scott 355a; Michel BL7; Yvert BL2

Tonga-Niuafou'ou 1988



The Australian bicentennial of the arrival of the first convict fleet was in 1988. The wee island of Niuafou'ou, also known as Tin Can Island, issued a miniature sheet depicting over the past two hundred years, scenes of the development of Australia. In the lower left of the sheet, there is an aeroplane loading supplies. In the foreground is a Series II/IIA Land-Rover. As trivia, Niuafou'ou is famous for its original, and unusual method of mail delivery. For many years the mail was dispatched in biscuit tins wrapped in oilcloth and thrown overboard from passing ships. Swimmers collected the tins and took new ones out to the ships. They now have

Upcoming Events

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

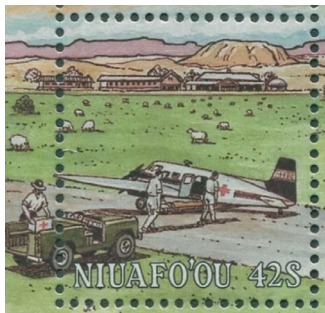
Prescott Hotel (Beach & Preston Streets in Ottawa)

November 2-3, 2019

Guy Fawkes Rallye

Location: East Springfield, NY

Contact: Howard Smith



an airfield and a population of 650.

There are also stamps that are over-printed "“specimen”". Deliberately done to increase sales of the stamps. A specimen stamp is a postage stamp sent to postmasters and postal administrations so that they are able to identify

valid stamps and to avoid forgeries. The practice started with the very first postage stamp, the Penny Black, Blue and Mulready envelopes.

Since 1879 members of the Universal Postal Union have supplied stamps to each other through the UPU's International Bureau and stamps supplied this way have frequently found their way on to the philatelic market.

Specimen stamps have no postal validity so postal administrations are free to distribute them as widely as they like and this can include to stamp dealers, philatelic magazines, government bodies, embassies and as promotional items for philatelists. As many specimen stamps are worth more than the originals, they have often been forged."



For the collector:

Issue: Australian Bicentennial 1788 - 1988

Date issued: July 11th, 1988

Value: 42c - Tongan senior

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

Perforation: 13 1/4

Printing: Offset lithography

Catalogue no.: Michel 115



As a parting shot to the General Service section, an interesting modification if you believe 4WD is insufficient. This should do quite well on the Heavy Off-Road at the Birthday Party.

For Sale: 1994 NAS Defender 90

Number CDN18 of 87, Soft Top in Portofino Red, SALD-V2289RA934367. It has a 3.9l V8 and LT775 5-speed manual transmission. I purchased it in May 2010. A The engine, transfer case and transmissions were just re-built at Auto Power Mecanique Generale by Joseph Sfeir, the well known Land Rover specialist. What is left to do is swap the bulkhead (a new galvanized one is included), probably replace the frame and repaint the truck. Pictures of the parts that are included in the sale are available here. Updated pictures of the truck will be added as soon as I get the truck from Joseph Sfeir. CDN\$70,000 with all parts, spares, a Sankey trailer base and many accessories.

https://www.facebook.com/RiskMgr/media_set?set=a.10156382833635765

For Sale: 1972 Series III 88" Land-Rover

Have a 1972 landrover defender series 3 for sale. Needs major restoration or for parts. Frame is completely rusted out. Sat for many years. It's almost complete what you see is what you get. Axles and original motor is there 2.25 liter 4 cylinder. Transmission is there as well 4x4. Aluminum body. Very rare and had to come by. No ownership no key. Richmond Hill, Ont, \$3,200 OBO. Kijiji advert no. 1438608800



For Sale: 1958 Series I 88" Canadian Market

Very rare complete truck with all internal trim. Engine turns. Has Canadian heater, insulated solid door panels etc. Body is amazingly straight and clean. The pink colour on the truck is not filler, it's the old primer. Great patina. Frame needs some work and bulk head just at bottom. I have the breakfast front grill also.

Very restorable truck. I have way too many Land Rover projects and this is one is down the line. It needs a good home, especially to a Canadian collector. Vin #114800662 c8 Serious calls only. \$7500. 416-768-7002 Kijiji advert no. 1436699106



Auction: 1951 Series I 80" Land-Rover

Frame off restoration. Good running condition. Plus extra parts. Come view it 3311-28th Ave, Vernon, BC. Auction starts at 6 pm on Wed. June 19th. Viewing all day Wed. from 8:30 to auction time.



250-545-3259 Absentee bids are welcome.

For Sale: "1958" Lightweight Land-Rover

Listed at a 1958 [er, production started in 1968 -ed], is a later lightweight in Leduc Alberta, 4 x 4 H.D. Rover 1 Manufactured in Solihull, England Re-built 4 cylinder engine. Runs well. \$8,500.00 obo Call Grace 780-449-6906 (NO TEXTS, THIS IS A LAND LINE)



For Sale: 1959 Series II 88" Land-Rover

First year Series II Land Rover. The Station Wagons saw the first expansion of the Land Rover range. Station Wagons were fitted with a "Safari Roof" which consisted of a second roof skin fitted on top of the vehicle. This kept the interior cool in hot weather and reduced condensation in cold weather. Vents fitted in the roof allowed added ventilation to the interior. While they were based on the same chassis and drivetrains as the standard vehicles, Station Wagons carried different chassis numbers, special badging, and were advertised in separate brochures. Found in Saskatchewan this classic still has a rust free body and chassis. Retaining its original 2 liter engine and transmission. It starts easily and runs smoothly idling easily. Comes with a set of half doors and rear gate if the new owner prefers to drive with the roof off. Call David 416-802-9999 anytime for more information or to arrange a viewing. I can assist with shipping anywhere. Toronto, \$13,995. Kijiji advert no. 1439447740



Rovers & Parts for Sale

For Sale: 1961 Series II 88" Land-Rover

Fully Restored Series 2 Short Wheelbase(88 in). All New Parts. Mechanically EXCELLENT CONDITION with Completely Professional Re-Built Original 2.25 Cubic Inch and Drivetrain. Includes NEW Brake System, Electrical Harness and All Lights. Port Moody, BC. \$15,000
Kijiji advert no 1434505364



very solid. Rest of the frame is restorable. Bulkhead/ firewall and footwells are all original and very solid. Truck has 6.00x16 tires and original steel wheels. Doors are in very nice condition, fenders have dents but can be fixed. Engine spins over freely and is in good condition but has not run in many, many years. Equipped with a original series 1 hard top. Has PTO off transmission for rear mounted winch . Needs a full restoration. Truck is located in Mont Tremblant, north of montreal. SERIOUS ONLY PLEASE. \$3,900
Kijiji advert no. 1435430063

For Sale: 1970 Series IIA 109" Station Wagon

109 with safari top. Grand Forks, BC, Price on Request. 2.25 l gas engine. Runs. Needs work. Two 1960's series 2, 88" parts trucks with complete drive trains.Package deal. Call for more details.
Kijiji advert no. 1432414857



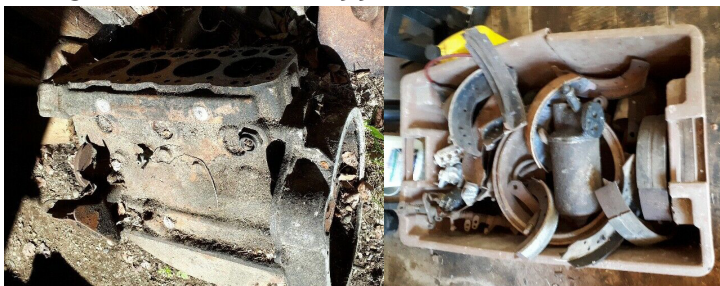
For Sale: 1961 Series II 88" & two Series IIA 88"

Just testong waters as this project seems to keep getting pushed on the back burner and I'd rather see it go to someone that'll finish it than see it sitting outside. 1961 Land Rover Series 2 88' SWB. Rebuilt frame. Rebuilt motor. Needs wiring to be completed. Starts right up. New mesh brake shoes (though one cylinder leaked out so no brakes and 1 shoe will need resurfaced) New bearing on 1 side. Run and drives Currently no ownership but can be sorted out before a sale. Very solid everywhere... For the right price, 2 other Series 2a could be included - some with better interior parts. Since everyone wants to know a price... I'll start at \$15,000 for all three. Make offers and we'll discuss if you're serious. Not in a rush at all to sell. Gatineau Québec.



For Sale: Series Land Rover Parts

Misc Series Land Rover parts. Could be some Series 1 but mostly 2/2a. Engine has been outside under cover for years. Might be some good internals? Located in Prince George BC. Cost is free. Kijiji advert no. 1435845934



For Sale: 1956 Series I Land-Rover

This is a very solid, original project. There is a huge interest in the early Series 1 land rovers now and values are climbing. I have to many other projects so must part with a few. Frame is quite solid, needs small section repaired near right bulkhead outrigger, rear crossmember is all original and



For Sale: Series I Grill

An original new old stock land rover series one front grill. Bought for project but not needed. In original wax paper wrapping. Fits all Series one models 1952 to end of production in early 1958. Land rover part number 302567. Regina Sask, \$60.
Kijiji advert no. 1436435043

Your Ad Here

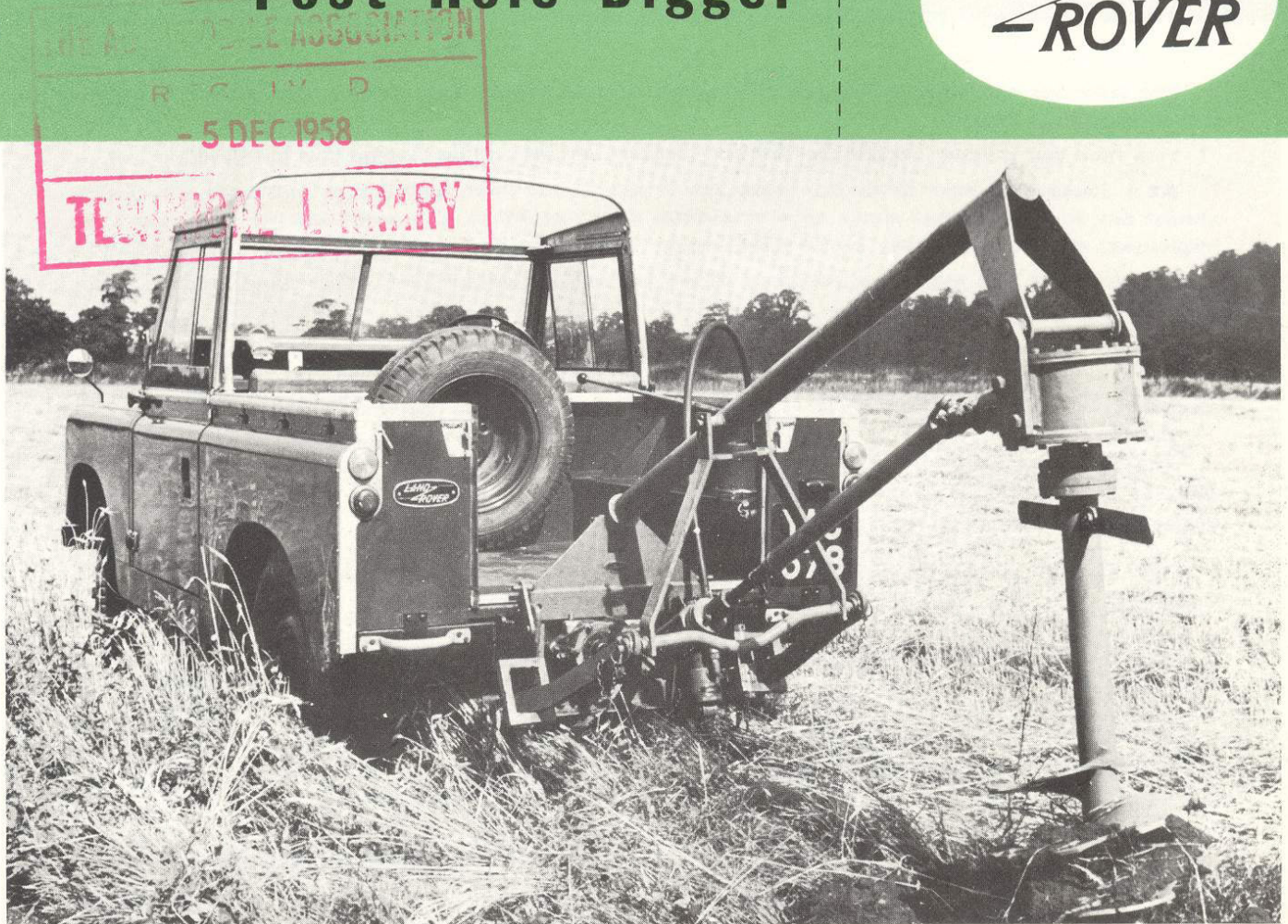
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