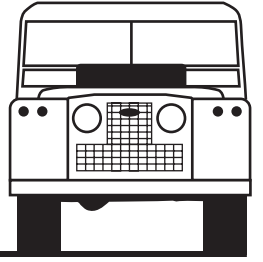


OTTAWA VALLEY LAND ROVERS



July 15, 2019

www.ovlr.ca

Volume XXXVI, Number 7



On the trail at the 36th Annual Birthday Party

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

General Information

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

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

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

Radio Frequencies

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

Online

<http://www.ovlr.ca>

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

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

Newsletter Archive

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

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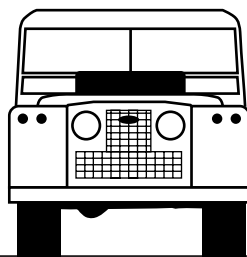
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OVL R Newsletter

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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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Bruce Ricker

“Great weekend and great intro to the club for my family and I. We left the site as the last person vehicle about 5:30pm just behind Ian and Charlie and Charlie jr. Did a quick lap around the field as my daughter melted down about not camping another night and playing with the kids. Thanks again, I look forward to the next event!!”
--Curtin Chow at the end of the 36th Birthday Party

Greetings,

The year’s Summer Solstice heralded the thirty sixth annual Ottawa Valley Land-Rovers Club Birthday Party. Traditionally held close to the solstice, which is the club’s actual birth date, this year was the twenty-fifth in the Silver Lake area. For those who have not been, the Birthday Party is a multi-day event held in eastern Ontario, about sixty miles west of Ottawa, the capital of Canada.

Situated on the southern edge of the Canadian Shield, the landscape is varied including Canadian Shield (with gneiss, granite and marble) as well as limestone plains, with a variety of tills, sands and clays left from the melting of glaciers in the last ice age. The Birthday Party offers a number of varied trails in this area, on Crown (owned by the provincial government) and private land. Trails range in difficulty and challenges. On one end there are the trails associated with the abandoned K&P railroad to the traditional light off-road, with its numerous water crossings, bypasses, and opportunities for some deeper wading, which makes for a pleasant outing. At the other there are the more technically challenging trails like Levant, which turned an afternoon jaunt into a “three hour tour”¹. There are some even more challenging trail than that, but they were not attempted this year.

The Event attracted a wide variety of vehicles, from the staid and sturdy Series Ones to some remarkably built up trucks, such as Patrick Findlay’s Disco 1. From a pair of bog standard 1951’s to a flip front 1956, through the Series II, IIA and IIIs in attendance to a good number of Defenders, which were the most common type this year. For the more daring, some modified Range Rover classics and Discovery’s were off on the trails vying for experience in what was a fairly laid back event.

The weather was great, ranging between 56f (13c) and 70f (22c). Clear skies, unlike some past years where there was a deluge of biblical proportions (that would be 2000). Participants divided up into two different groups. One,

preferring to be more with nature, camped out at the Birthday Party Main Site. While Port-a-Potties are there, it is an environment for more radical self sufficiency than the Silver Lake Provincial Park. The Park, on the other had, has dedicated campsites,



showers and porcelain available. Both work well for their respective audiences.

Friday also allowed different groups to leave both sites and so some exploratory drives down some of the trails. One of these missions quickly came to the conclusion that the “new light off-road trail” now has a toll to be paid for access. A toll in the form of another “three hour tour” for a thirty something foot section of the finest post-glacial, black, ex-muskeg-like soil possible. Winches obligatory!

Saturday was the main day for fun and excitement. Many of the trails in the area are on Crown Land, which is provincially-managed public land technically owned by the monarch, Elizabeth II, Queen of Canada.

One favourites is the “Traditional Light Off-Road”. The name is more than a bit misleading; there have been some years that this trail has had water over the tires, thanks to some very productive damming beavers. This year the water crossing remains dry, the first lake that had continued to rise was down a foot, allowing one to eschew the bypass if you wished to be brave. The “New Light Off-road” was blocked by an aptly named “pit of despair”.

This year, overall, the water table was lower than usual. In some years various crossings can be totally underwater, and it takes trail-reading skills to not drive off into the deeper water to the side of the trail. Bolton Creek was low this year, something that can be hit or miss.

Some other members went on a “three-hour tour” to the Lavant trail system about an hour away, complete with technical challenges and breakdowns. They left in the morning and ended up coming back after dinner in the evening.

For the more relaxed, who have seen it all, they are happy to hang out in the tent at the event site and catch up with friends. Charlie Haigh surprised many with a visit up from Virginia to attend the event. Other long distance drivers included Ben Smith from New

Jersey in the south and Bruce Fowler from Maine in the east. Others came from Toronto and environs.


There’s always a good selection of Rovers to check out, too. Canada allows vehicle imports after 15 years, instead of the 25-year rule for the United States, so
(continued on p. 13)

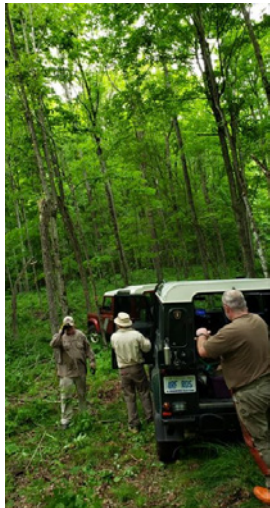
Other News, Rebuilds/Projects, Lies, Rumours, Trivia


 Terry King writes, so after 20 years of Land Roving I have some thoughts: photo on left as I got Jager, photo on right just now. First, get some good rubber to tackle your obstacles. Second, make sure you have front and rear recovery points for when you least expect to need them. Third, based on your travels, consider protecting your diffs, steering etc. Fourth, but first on my D90, make sure you can see, RHD listen here, so I added Masai windows, easy job, what a difference. Fifth for me, add a slick shift to make that R380 smooth as silk. Sixth, get a winch if you are prone to surfing. Seventh, get a snorkel if you like swimming. Eighth and beyond, more lights, a lift, maybe a tweak for your turbo.



added Masai windows, easy job, what a difference. Fifth for me, add a slick shift to make that R380 smooth as silk. Sixth, get a winch if you are prone to surfing. Seventh, get a snorkel if you like swimming. Eighth and beyond, more lights, a lift, maybe a tweak for your turbo.


 One of the on-going tasks for the Birthday Party is ensuring that some of the lesser used trails (by the general public) are ready for the BP. This year, Kevin and Terry lead several expeditions out ahead of the event to ensure things were all ready. They reported - Great day trail clearing for the OVLRL birthday party. A few new routes have been made and some cleared for the use on the weekend. Picture of Kevin Newell using his winch on the defender 110. Not seen in the photo but is hung up on a rock at his rear diff front diff on another. (Dont worry we moved them with Kevin's undercarriage)




 A quick note from David Roberge in Halifax - I just got an invite to try the new RR Evoque and any LR product around their local "off road test track". Then I can take my D2 around the same track. It will be interesting to see how they do although I am very conscious that the track is perfectly engineered to "showcase" the Evoque's capabilities without scratching it. It will be interesting nonetheless to compare the new smaller ones to my D2!

He later followed up with - Well that was a blast. I'm quite impressed on how civilized and capable is a brand


new Range Rover Sport (love the diesel by the way) off road. My D2 is more fun (and less worry) but definitely harsher ride off road. It was definitely not the "controlled" event I was expecting and the trails were quite muddy and rocky by the end of the day. They had to pull the Evoque, Disco Sport and Jaguar out by 5 PM and only keep the full size trucks because the smaller ones were losing too much plastic! I even had to direct a winching operation on a D2 without center diff... (thank Kevin Newell for the instruction on that).

 A note from Naji Mhanna - Had some weird electrical issues after Birthday Party decided to remove my starter.



 An update from Emile Joubert - I took the bed off this afternoon. Pretty happy that am not gonna need to do major works on the frame. Only the rear bumper is a little bit crunchy. Pretty good for a 1970. Also The fire-wall is in perfect shape too only a little sand-blast will be enough.



 A note from Andrew Hutton - I have quite a bit going to galvanizing in the next week or so, from bulkheads to smaller parts, if you have something rusty that you have been meaning to galvanize but wanted to avoid the minimum charge get in touch. I can also media blast in-house to prepare parts, and can do bracing for parts that are more likely to warp such as bulkheads. Send pm to make arrangements, also open to trades of parts needed for a build here or help in the shop.

 Ron Barr was out in Denver recently. He sends us this observation - Outdoor Retailer in Denver Colorado this week. Landy's are the new must have accessory for your weekend.



Event Info: All British Car Day (ABCD)

Britannia Park Ottawa, July 20th

Background: Back in the 1980's and 90's, the Ottawa Valley Triumph club organised an All British Car event in Ottawa. Originally on Victoria Island, it was displaced by the natives and moved to Richmond where it eventually withered away creating a gap in many Club's event calendars. 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 reborn

What: This is 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. This is located in Britannia Park, on the Ottawa River just upstream from the Deschenes Rapids.

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.

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 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.



36th Birthday Party

by Greg Fitzgerald

The Ottawa Valley Land Rovers club met in Maberly, Ontario from June 21-23 for their 36th annual Birthday Party, a celebration of the club, its members, and its long history.



some very productive damming beavers. We ran it this year with two 1951 80" Series Is, and a Series III 88".

This event has become one of my annual traditions, but this year as June drew closer and closer, I found my personal Rover fleet nowhere near ready to go. So, I headed over to Newark Airport and picked up a brand-new Discovery 5 from the Alamo rental fleet, so I could still at least go and see my friends.

This year, the water table was lower than usual. Some years this crossing can be totally underwater, and it takes trail-reading

skills to not drive off into the deeper water to the side of this dike. This year, even though it had rained quite a bit, the beavers had been productive in the right places to keep this low.

Friday morning I made the now-familiar trip to Ontario, the Disco 5 eating up the miles on I-81. There are two

Some other members went on a "three-hour tour" to a trail system about an hour away, complete with technical challenges and breakdowns. They left in the morning



traditional campsites at the Birthday Party: the main event site or the nearby Silver Lake Provincial Park. I set up my camp at the Provincial Park. After a night of catching up with friends, we headed over to the main site the next morning, with a convoy of several Series trucks, a Range Rover Classic, and the significantly more modern Discovery.

and ended up coming back after dinner.

Most of the trails in the area are on Crown Land, which is provincially-managed public land technically owned by the monarch, Elizabeth II, Queen of Canada. One of my favorites is the "Traditional Light Off-Road," which my friends and I tend to run every year. The name is more than a bit misleading; there have been some years that this trail has had water over the tires, thanks to

Other people are happy to hang out in the tent at the event site and catch up with friends. There's always a good selection of Rovers to check out, too. Canada allows vehicle imports after 15 years, instead of the 25-year rule in the United States, so there's a lot of great, totally-legal late 90s and early 2000s Defenders at the event. A few members also end up bringing their other-brand vehicles if they have to; the focus of the event is very much on the people and coming as you are.

Saturday ends in a catered feast. This year, we also took a moment to dedicate the club's expedition trailer to its late co-builder, founding OVLR member Alan Bates. The





trailer's nickname is "The Albatross," because nobody wants to have to keep it at their house. Mike McDermott, another original OVL R member, read the dedication and told stories about building it with Alan in the 1990s.

After dinner, a few of my friends and I decided to take a

short night run on some nearby private land opened up to the club for this event every year. I went with Charlie Speedie in his 300tdi Discovery 1 for a bit of fun beneath the spotlights.



Sunday, the event ends with the traditional auction, which includes items donated by Atlantic British, as well as other vendors, local businesses, and club members. Our auctioneer was Ben Smith, a long-time American OVL R member. All of the proceeds from the auction go towards the event expenses, with any leftover helping the club's expenses for the year.

All too soon, it was time to head back home. I had one last Rover Moment just over the border at a gas station in the Thousand Islands region of New York, where I got to meet the owners of this nicely rebuilt Defender 90.

Even though I didn't have my truck this year, the Birthday Party was still on form as one of my must-attend events. It's not far from most Land Rover owners in the Northeastern United States, and it's a great way to combine an old school Rover rally with



great trails and the slightly exotic feeling of "going 100 down the highway" and not breaking the law.



Upcoming Events

July 15, 2019

303rd Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

July 20, 2019

All British Car Day (ABCD)

Location: Britannia Beach Park, 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

November 18, 2019

307th Monthly Social


Prescott Hotel (Beach & Preston Streets in Ottawa)


December 2019

Annual Christmas Party


Location: TBD

Some Non-OVLR News & Rumours

 **TREAD LIGHTLY! 101 ONLINE AWARENESS COURSE**
Including recently updated content this 30-45 minute course is designed to teach the basics about Tread Lightly! and more importantly, how to minimize your impacts in the outdoors. The course utilizes knowledge checks and scenarios to teach the Tread Lightly! principles and how to apply them in real world situations including drones, OHVs, snowmobiles, personal watercraft, etc. The course can be found at: <https://www.treadlightly.org/learn/online-courses/>

 Hmm another leaked new Defender shot. Looks like this one was taken inside a paint booth.



 Autoweek reports that the all-new Defender, due on sale next year, will also be offered in several different sizes from the start: a leaked model presentation from a company event has revealed quite a bit about the initial model lineup. For starters, the 2020 Defender will be offered in 90, 110 and 130 flavours, denoting the three different body styles. The middle model, the 110, will be shown in October of this year, and feature an overall length of 187.3 inches and a 118.9-inch wheelbase. The shortest model, the 90, will follow in March of 2020 and will measure 170.1 inches from end to end, while featuring a wheelbase of 101.8 inches. The longest model will be the Defender 130, which will have the same wheelbase as the 110 but will be a bit longer overall, measuring 200.7 inches from end to end. However, the 130 model won't go on sale until August of next year at the earliest.

 There's been a call for LEGO to make an official model of a Defender, ever since a LEGO fan made a prototype a few years ago. That dream looks like it's coming true now -- as an officially licensed LEGO TECHNIC kit of the new Defender.




The leak

came from a toy store in Britain, who accidentally posted the new product online before taking it down. But before they could, the world got an idea of what the 2,573 pieces in the box would make. And you get a lot for the around \$200 the set should cost in the United States (it was listed for £159.99 during its brief web appearance).

The model will have three working differentials, a fully-functional four-speed gearbox, a winch, and four-corner independent suspension. It'll also be the first TECHNIC set to feature olive green parts, so there may be plenty of interest from Adult Fans of LEGO (AFOLs) looking to repurpose the parts in other creations.

The brilliant thing here? We got to see what the new truck looks like in the front enough to know it looks close to the old one, but not enough to actually know just how much. Even the best LEGO sets can be an abstraction of the real thing. We now know that the front end features round LED headlights, and that the profile is a streamlined, pedestrian, legal, and economy-friendly version of the traditional Defender forms...but still, there are somehow more questions unanswered than answered.

 Last one for July, promise! JLR Marketing deserves an award for trying to create a viral interest in the long delayed Defender. Yet another photo has appeared - While a few leaked interior photos from the new Defender have come out, the exterior's still been pretty consistently tightly wrapped up. But there's one place that the Defender could still reveal its profile: the picture of the truck that comes up on the instrument cluster most new Land Rover models on startup. Someone managed to capture this image when a mule driver was starting up a prototype, and it "leaked" to the Internet. The image here looks remarkably like an old Defender. The rear three-quarters of the truck is way boxier and more upright than I expected. The familiar "Alpine window," a staple of Land Rover design since 1950s Series Is, has made a triumphant return, though this time it's further back on the roofline, more like a Discovery 1 or 2.



General Servicing: Repairs, Humour, Tales & Trivia

1953 Series 1 NADA Restoration-- Wiring, Part 7

by Steve Owen

This was by far the, for me the most scary part of the restoration, so far. I am slightly dyslexic and looking at the wiring diagrams shambled my brain, a solution had to be found.



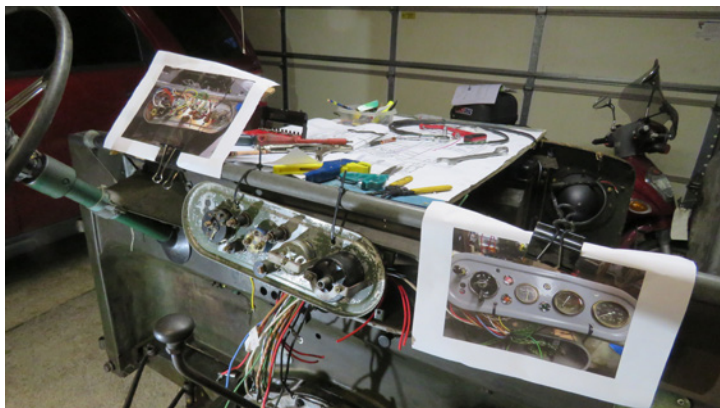
The wires on the vehicle were very brittle and a lot of creative wiring had been done over the years. A total rewire was needed.

Autosparks in the UK make Period correct looms for Series 1's. A few e-mails and an order was placed. The extra wires for the NADA spec was added at NO Charge. The wires are for the lighted tail gate mounted registration plate lights and the High Beam warning light in the dash.

Now how to over come my issue with reading the schematics.

First I had the diagrams blown up to a 3ft x 2ft poster size. This made things clear to see. Next coloured crayons to trace each wire. Then study, study and STUDY. I laid the looms out on the floor to see where they went in relationship to the chassis etc.

Finally a call for help. Again LRSOC Forums came in handed and members sent me pictures of their wiring, (thank you Dixon)



Pictures in my case are worth a thousand diagrams. Slowly but surly I managed to wire things together. Each item was tested prior to putting in place.

Even though the Rover has not run since at least 1984, all the bulbs worked, just short of a miracle, if you ask me.



Battery was fitted and time to see if I had built the infamous Lucas Smoke Generator Emoji

Side lights first OK Head lights OK High Beam Switch, the lights went out. Darn it. Had to tear down the steering column only to find I had crossed some wires. Quick-ish fix.

Brake lights worked, I have used the original spring load switch.

Check the petrol tank gauge and that function. Fuel pump worked. Engine turned over on hitting the ignition switch. Spark at the plugs.

NO panel warning lights.. Checked everything over. Long story short the Panel warning light had been "butchered" and being non the wiser, I had wired them wrong creating a short.. Lesson learned before too much damage was done.

Getting closer to a running Rover.

Regards Steve



Land Rover Stamps, Part 9: Series II and IIA, 1989-2018

by Dixon Kenner

This fifth of five articles concludes Series II & IIA stamps. There are other postage stamps with Series Land-Rovers on them, and they will be dealt with in subsequent articles. As an example, fire engines, police vehicles and other specialised vehicles will be dealt with separately.

Isle of Man 1992

The Parachute Regiment was formed in 1942 after Winston Churchill called for the formation of at least five thousand parachute troops. In February, 1992, the Isle of Man issued a set of six stamps noting this anniversary.



The six stamps illustrate different campaigns that the Regiment has participated in, from north Africa in late 1942, to Sicily, to Normandy to Arnhem (think "A Bridge too Far"). The 39p stamp covers 1945 to 1968 with various actions in the Middle East.



Upon this stamp is a Series II/IIA during a military operation within the Middle East before 1969. The stamp set was designed by Anthony Theobald, printed by House of Qesta using offset lithography.

The sheet format is 8 (2 by 4) in four se-tenant pairs. The stamps are 42½mm x 28½mm with 14 perforations per inch.

For the collector:

Issue: 50th Anniversary of the Parachute Regiment



Date issued: February 6th, 1992

Value: 39p - Manx penny

Perforation: 14

Printing: Offset lithography

Catalogue no.: SG 506; Scott 503; Michel 501; Yvert 535

Size: 43 x 29 mm



British Indian Ocean Territory 1997

The British Indian Ocean Territory is a group of islands in the middle of the Indian Ocean. It consists of a large number of uninhabited islands and the large American military base at Diago Garcia. Of the some 3,000 inhabitants, over 2,000 are American military personnel. About 100 of the islanders are British.



On July 10th, 1997, the B.I.O.T. issued a set of six stamps commemorating the Queen's golden wedding anniversary. Three sets of pairs, the 30 p pair of stamps are a montage of several photos, one in the centre left being a partially obscured photo of the Queen and Prince Phillip standing by their Series IIA 109 station wagon. Given the U.S. military has its own postal service, BIOT issues a pretty impressive number of stamps for one hundred potential clients.



The Golden Wedding issue was also picked up but a number of other Commonwealth countries and dependencies, all of which issued stamps in the same theme. However, BIOT was the only one with a Series IIA. Tuvalu and the Falkland Islands has other Land-Rovers on their issues.



Further, you need both 30p stamps as the Land-Rover is at the perforation between the two stamp.

For the collector:

Issue: QEII Golden Wedding Anniversary
 Date issued: July 10th, 1997
 Value: 30p British penny
 Perforation: 14 1/2 x 14
 Printing: Offset lithography
 Catalogue no.: SG 196 ; Michel 196; Scott 189

New Zealand 2012 (May)

On May 9th, 2012, New Zealand issued a set of six stamps celebrating the diamond jubilee of Queen Elizabeth's reign. Of the six, the \$1.90 stamp showed Queen Elizabeth and Duke of Edinburgh waving from an "open-top" vehicle in Wellington, during their visit in 1981.



The stamp was Designed by: Capiche, from photographs. The stamps were printed by Southern Colour Print, Dunedin, in sheets of 25 using lithography with silver foil stamping. The stamp is 40mm x 30mm, the miniature sheet 96mm x 101mm, the perf count is 13.2 x 13.5



For the collector:

Issue: Diamond Jubilee
 Date issued: May 9th, 2012
 Value: \$10 - New Zealand Dollar
 Perforation: 13 x 13 1/2
 Printing: Offset lithography
 Catalogue no.: SG MS 3362; Michel BL 286A
 Size: 101 x 97 mm
 Paper: Phosphorised paper

New Zealand 2012 (October)

Blenpex 2012 was the first National Stamp and Postcard Exhibition to be held in Marlborough. New Zealand Post took the opportunity to reuse three stamps from the

Diamond Jubilee as a miniature sheet with an image of Mount Tapuae-o-Uenuku in the background. The first European to sight the mountain was James Cook, who called it Mount Odin, but later nicknamed it "The Watcher" since his ship seemed to be visible from it at so many points along the north east coast of the south island. The souvenir sheet includes the \$1.90 stamp with the Queen and Prince Phillip riding in a Land-Rover in 1981. The perf is 14.



For the collector:

Issue: Blenpex 2012 National Stamp Exhibition, Marlborough
 Date issued: October 12th, 2012
 Value: \$5.50
 Perforation: 13 x 13 1/2
 Printing: Offset lithography
 Catalogue no.: SG MS 3404; Michel BL295
 Size: 131 x 91 mm
 Paper: Phosphorised paper

Summary for Series II & IIA stamps. There are twenty five different stamps to collect, so far, which isn't bad, as this tops most other marques of automobiles. Next month, Series III's on postage stamps.

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Broken Latch and Stuck Lower Tailgate on Range Rover Sport L320 Vehicles

by David Bobeck

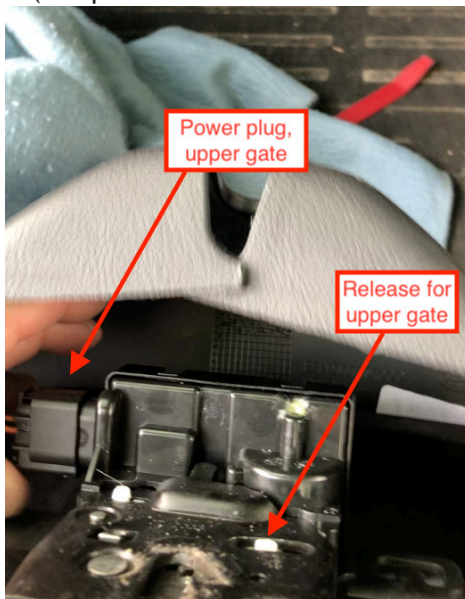
Broken Latch And Stuck Lower Tailgate On Range Rover Sport L320 Vehicles. aka, Junk in the Trunk...
By David Bobeck ©2019

I don't know if this applies to earlier models that didn't incorporate the soft-close feature that I think started in 2008. And I also don't know if it applies to later L320 trucks that apparently had a one-piece tailgate. But, in any event, this happened to me and was a royal PITA (at least a 9.5 on the PITA scale) and there was very little info on the net to guide me, so here goes.

For starters, if you own a Range Rover Sport and you have been having trouble opening the lower tailgate, fix it NOW. It's pretty easy if you catch it before the gate gets stuck closed. My symptoms were as follows, and others have reported the same to me: When you push the big 1" round button on the lower tailgate, sometimes the gate doesn't open and you have to push the button again. Or, you have to push on the tailgate a little bit, or pull on it, or whatever. Fix it NOW, because it won't get better on its own, and it will break. When it breaks, the gate won't open, massively complicating the replacement. Did I mention, fix it NOW?

Now, have issued that PSA, let's move on. Like me, you ignored all advice and chose not to replace the lower tailgate latch in a timely fashion. And now the gate is stuck closed. It may even be stuck "halfway" closed, as mine was. It was slatched, but not "sucked down" by the soft close motor. (a separate motor from the latch actuator btw).

Because the car doesn't think the lower gate is closed, two things will happen. One, you will not be able to open the upper gate either, and two, you will get a "tailgate open" error which will keep you from setting the car's alarm via the key fob. The big tailgate button will just make a grinding noise.



Now that you have been chided, let's move on to solutions. The first order of business is to get the upper gate open. Using a set of plastic trim tools, pop off the small plastic cover at the center of the upper gate. This exposes the wiper motor. Carefully, without breaking it, lift up the edge of the lower trim right above where the upper gate latch is. You will see a little white square thing on the metal part of the latch. Using a small

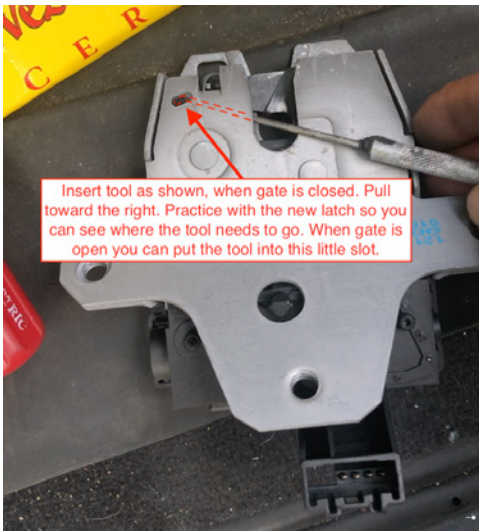
screwdriver or other suitable tool, move the square over. This will pop the upper gate open. If you then close it, the lower gate will suck down. Don't ask me why. That will at least allow you to set the alarm and will also get rid of the rattling from the loose lower gate. Now, you will be able to operate the upper gate normally from outside.

Next, with the upper gate open, begin popping the lower trim loose. Start at the outer edges, there is a fastener right where it meets the D-pillar trim. Then work your way along the top edge. It will be hard to get the clips to pop once you are done with the two that are closest to the D-pillar. If you can peel the trim back enough, you may be able to see where the fasteners are and pop them the proper way using a trim tool. They make remote, cable activated trim popper pliers that might work really well for this, but I forgot to use mine. I broke the carpet panel away from the plastic surround in a few places, but I was able to repair those using regular nylon "fir tree" fasteners later on.

So, now you have the lower trim panel mostly free, and you can see the subwoofer and the three Torx screws holding the latch in place. You won't be able to remove the panel completely until the gate is open, because there are two screws on the left hand side that hold it in place and are hidden until the gate is open. Your goal now will be to get the lower gate open. I have seen one thread on rangerovers.net where someone had to break apart the plastic body of the latch actuator to access the innards of the latch and pop it open. I just looked at the new latch and figured out where the release tab is. It is possible, using a thin, bent-tip tool, to pop the latch. Here's how I did it.

Once you successfully pop the lower gate open, you can open it, remove the two screws holding the trim





panel in place, and remove the whole trim panel. Try not to lose the little plastic clips. Remove the six torx screws holding the subwoofer, release the snapping holding it in place, noting the orientation (it says top and should have a paint alignment mark. I just let the subwoofer

dangle but you can unplug yours if you like. Remove the 3 torx screws holding the latch, along with the wiring plug, and remove the latch through the subwoofer hole.

Install the new latch, trying to get the alignment close to the original one. Leave the bolts slightly loose. Reinstall the subwoofer and close the lower gate. With the lower gate sucked down by the soft-close motor, fully tighten the 3 latch bolts. Replace the trim- it was easiest for me to do this with both gates opened, that way I could access it from above and below to make sure all the trim clips were aligned with their holes before pushing them in. Reinstall any remaining trim and fasteners and enjoy your happy new tailgate latch. A bit of a plug-given the high PITA factor of this job, go with a Genuine latch. For US-based owners, Atlantic British has them for less than the dealerships, and the UK vendors were almost as high before shipping. Ask for Eric at extension 231.

Thanks to all who came before me without this kind of information and those who helped point me in the right direction. Life is good, so is saving \$1000 in parts and labor!

(continued from p.3)

there's a lot of great, totally-legal late 90s and early 2000s Defenders at the event. A few members also end up bringing their other-brand vehicles if they have to; the focus of the event is very much on the people and coming as you are.

Saturday ends in a catered feast. This year, we also took a moment to dedicate the club's expedition trailer to its late co-builder, founding OVLRL member Alan Bates. The trailer's nickname is "The Albatross," because nobody wants to have to keep it at their house. Mike McDermott, another original OVLRL member, read the dedication and told stories about building it with Alan in the 1990s.

Dinner was a catered affair as last year from the folks who ran the restaurant on the highway.

After dinner, a few folks decided to take a short night run on some nearby private land opened up to the club for this event every year. Charlie Speedie led the night off-road in his 300tdi Discovery 1 for a bit of fun beneath the spotlights.

More than a few vehicles got some rudimentary maintenance on the trails. Alastair Sinclair's "Little Blue Truck" experienced some challenges on the traditional light off-road. Ian Dejordon has an issue with a fan coming adrift. Rumour has that there was other challenges on the trails, but people are remaining quiet, least they become candidates for the Gasket Under Glass Award.

Sunday started off with Breakfast off the Albatross and the Birthday Party concluded with the annual auction. OVLRL is well supported by parts suppliers such as 3 Brothers Classic Rover, Atlantic British Parts, and Rovers North to a number of local vendors and suppliers. The auction produced some spirited bidding for some unique items, the proceeds of which will go to help the club to promote the use and preservations of Land-Rovers. Chief auctioneer was Benjamin Smith, supported by

Peter Gaby and Dave Pell.

After lunch, a few people went off towards different trails. Ian, with a sense of humour, lead a group down the new light off-road trail to the "Western Pit of Despair"². However, realising the awaiting pit represented a potentially large investment in time, the sturdy Range Rovers and Discovery 1's returned to base. A few people stayed the extra day at the Provincial Park to continue the process of winding down and relaxing before a return to work. Beach, lake, camp fires and quiet.

OVLRL would like to recognize the support from several companies and groups, some of who have been supporting the club for thirty years or more:

Atlantic British Parts (Clifton Park, New York)

Construction Lariviere (Aylmer Quebec)

Land Rover Ottawa (Ottawa, Ontario)

Rovers North (Westford Vermont)

Shore Street Automovive (Ottawa, Ontario)

Three Brothers Classic Rovers (Paris Ontario)

A number of other OVLRL members who donated items.

Apologies on anyone whom I have missed

There were quite a few volunteers who ensured that the event came off without too much angst. The event supremo, Dave Pell, did an excellent job assembling for the Nth time a team of people responsible for various aspects. Amongst them were Terry King, Peter Gaby and Andrew Jones, who ensured that the Albatross was up to spec for serving up Michelin star chef Peter Gaby's breakfast sandwiches. Peter was assisted by sous-chefs Roy Parsons and Garo from Montreal. Further assistance from Jerry Dowell.

Notes:

(1) For the Millennials, look up or check out Gilligan's Island

(2) Western, because the first Pit of Despair is to the east in Benton Maine on one of the WinterRomp trails.

Broken Latch Springs, Analogous Information

by Dick Joltes

This sounds a lot like the cargo door on the D1, which, for those what ain't aware..., can fail in a really heinous way due to a spring in the latch that will decide to pack in by rotting to non-existence. When this happens, you can't open the door with either release and basically have to crawl inside, pull the soft panel (without breaking off the buttons, which is the fun part as we all know), and manually actuate the latch with a screwdriver or other item.

Once the door is open, it's a matter of pulling the latch assembly and either replacing it whole or sourcing new springs. It sounds similar to what Dave experienced. Don't forget to take photos of the overly complex set of actuating arms and clips first!

Happily, you can get replacement springs from a bloke in the UK for a few dollars. I didn't find out about this until I'd picked up a new after-market latch from Atlantic British (not too pricey) so now I have a spare original latch on the shelf with new springs...for 20 years from now when it happens again.

The springs can be found on eBay for approximately US\$4.62. Search parameters include: LAND ROVER DISCOVERY MK1 DOOR LOCK REPAIR SPRINGS SET 2 FRONT OR REAR L/R 1991-1998. The package contains 2 springs 1x Left (Front or Rear) 1x Right (Front or Rear)

The set of steel heavy lock actuator springs claim repair 2 locks (one left one right). It that these



2 stainless duty door for repair a lifetime sufficient to (one left and is suggested springs are

better than the original OEM springs which can be prone to breaking and will outlast the vehicle. For fitting instructions please search "Fitting replacement door lock springs Land Rover Discovery Range Rover" on Youtube and you will find a suitable video.

While you're in there, do yourself a favour and remove the exterior release assembly. Repair or replace the probably-rotting release, and also the tiny cotter pin, which has probably rotted to nothingness as well if it hasn't already failed, on the long stem connecting the lock barrel to the latch assembly. You're welcome.

For Sale: 1999 Land Rover Defender 110 TD5,

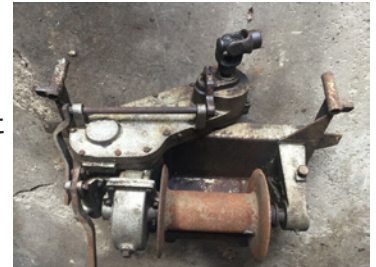
The truck was imported into Canada through Poland but spent most of its life in Germany. It is left hand drive and has 270K. The VIN is SALLDH-M88XA167701. Here are a few of its options: Up-



dated LR Defender Puma interior; Roamer Drive; Brand new wheels and tires (plus an extra set); Roof rack and ladder for future tent; Winch; Auxiliary heater runs off diesel fuel and can be used when vehicle is not running; Back up camera; Auxiliary lighting; Upgraded stereo and subwoofer; New door interior door panels (not installed); Manual plus spare parts. Contact. Mark Schaaf-sma at 416-737-1062, or mark@shannonsteel.com Toronto, \$80,000 obo.

For sale: Koenig winch

Vintage winch for Land Rover. It's the model that is driven from front of engine not the gearbox/transfer case. It looks great sitting on a rover. I've had it sitting in storage 25 years. I also had a winch cable made with the hook.



I don't have mini drive-shaft. I'm not interested in wrapping it up and dragging around for shipping quotes. Please pick up or I we make arrangements for my delivery.

Kijiji advert no. 1443071574 Toronto, \$800

For Sale: Various Land Rover Parts

Doing some shop clean up. Got a defender front bumper straight and just a spot of rust. A pair of D1/D2 headlights, black surround, clean.. no cracks or chips. A defender spare holder. A couple of wipac 100w lights. Also a bunch of odd and sods. Located in toronto. Pick up only. Make an offer. Contact Andy Jung on the OVLRFacebook group.

For Sale: RHD Land-Rover Lightweight 88"

Located Manotick just south of Ottawa. Package 1 is an engineless RHD Lightweight with a chassis that has some chassis damage which can be repaired, missing some item like doors. Has been dry stored for easily 15 plus years, ex BATUS truck, accompanied by a 2A 88 hardtop with pooched chassis and missing rear door, was a runner and could give up drive train to the lightweight and break for parts. He has some ideas of numbers that I considered reasonable at time of discussion but gone from my head now. Contact Peter by email at pmwhit@bell.net

For Sale: NADA Land-Rover Series III 88"

Package 2 is a S3 88 hardtop 3 door with a pooched chassis. Has Fairey overdrive and free wheeling hubs and is complete. has been dry stored for 20 years. Comes with a very repairable second chassis which can be repaired to become basis of rebuild. He has some ideas of numbers that I considered reasonable at time of discussion but gone from my head now. Manotick, ON, POA. Contact Peter by email at pmwhit@bell.net

Rovers & Parts for Sale

For Sale: New and Users parts for 1955 Series I

Kawartha Lakes. Parts new and Original from a Land Rover Series 1 1955 Project. Parts Include Original Engine and Transmission not seized turns over ran when removed. Wiring harness Interior small parts and knobs Jacks, Tool kits 3 Jumper Seats New Britparts Complete Exhaust with hangers Front and Rear Shocks Front and Rear leaf springs and stops and hangers. Complete weather stripping Motor mounts Hubcaps Gaiters and grabrails Mirrors New sheet metal floor pans I'm sure I'm missing quite a bit. Asking \$2500 for everything or best offer also have an ownership/title for a 1955 for another \$300. Kijiji advert no. 1441176281



For Sale: 1957 Series I 107" Diesel Land-Rover

This 1957 Land Rover Truck is an extremely rare find. ENGINE: This Land Rover is powered by an excellent 2.5L Diesel. Glow Plugs and injectors all work together to make for easy starts and reliable driving. The 2.5L diesel is a real improvement over the earlier 2.0L motor of the day. To keep things cool the Land Rover is also equipped with an oversized radiator. DRIVE TRAIN: Putting power to the wheels the truck utilizes a Rover Series III gearbox & transfer case. Land Rover Series IIA front axle and a custom built Dana 60 rear axle with gearing that makes cruises at 50-60mph W/O overdrive a sheer joy. This vehicle also sports new heavy duty front and rear springs, Pro Comp shocks, rebuilt brake cylinders and pads on new wheels and a set of galvanized wheels. CHASSIS: The frame is straight and having spent its entire life on the west coast the frame on this truck has zero rust. EXTERIOR: This truck has all the character you might expect from a 1957 Land Rover. Exterior paint has its fair share on small scratches and small dings, but they only add to this land rovers mystique. Externally the truck straight panels, a new hot dipped galvanized front grill, galvanized bed strips, galvanized rear step, and galva-



nized grab bars. To add to its off road prowess, it is also equipped with a winch.

INTERIOR: Like all Land Rovers of this Era the interior is Spartan, rugged and purposeful. The seats are in good condition with zero rips or split seams. The switches for head lights, blinkers, wipers and heater all work as they should.

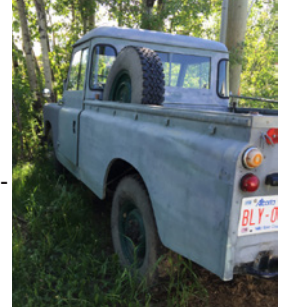
Eden, Utah, eBay Auction no. 293112632750

For Sale: 1959 Land-Rover Series II Pickup

Rare model. Solid frame. Was running in September. Posting for my brother who switched to a marine project. He is asking \$6,000.00, including various new Land Rover parts. Located in Sexsmith, AB. Serious inquiries only.

Text (250) 674-2704.

Kijiji advert no. 1441409102



1997 Land Rover Defender 110 Carmichael 6x6

The Prancing Horse Incorporated 2. 1997 Land Rover Defender 110 6x6 Carmichael rescue vehicle (actually 4x4), KAHN sells these Defenders in



restored condition for over \$500,000.00 <https://www.topgear.com/car-news/modified/kahns-insane-6x6-defender-yours-mere-ps200000>. Originally V8 from factory converted to 300 TDI vehicle runs and drives need lots of mechanical attention great restoration customized builder project. We have all the parts necessary to complete the project. Price on appointment. Trade ins accepted, cars, motorcycles, boats! 2nd chance credit available. Extended warranty plans available. 2ieme chance au credit disponible. Garanties additionnelles disponible. LUNDI-JEUDI (MONDAY-Thursday) 9AM -6PM Friday- Vendredi 9am - 5pm ****TOUS LES SOIRS APRES 6PM-9PM SUR RENDEZ VOUS SEULEMENT !!! **** EVE-NINGS AFTER 6PM-9PM ON APPOINTMENTS ONLY !!! ***** 9061 Milton Avenue ,Montreal West, Quebec, H4x-2h1, 514-448-4662 www.exoticaronline.com \$65,000

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STD/DEL/11/65



APPROVED BY THE ROVER COMPANY LIMITED



GENERAL DESCRIPTION

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Seating in cab for driver and passenger (with additional seat either side at the rear of the body if required).

40-90 galls. (182-409 litres) of water dependent upon the total ancillary equipment to be carried.

An amidships mounted 350-400 g.p.m. (1590-1816 litres per minute) fire pump or a high pressure fog pump.

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