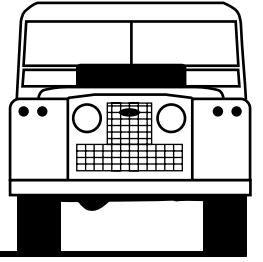


OTTAWA VALLEY LAND ROVERS



September 15, 2019

www.ovlr.ca

Volume XXXVI, Number 9



Lightweight and Series I 107" at BTN 2019

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

General Information

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

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

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

Radio Frequencies

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

Online

<http://www.ovlr.ca>

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

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

Newsletter Archive

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

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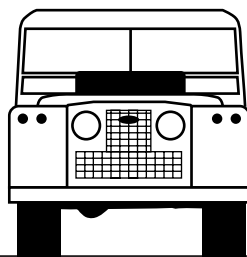
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OVL R Newsletter

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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 add 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 think they will sell the shit out of these. I know a ton of people with the money and desire to buy one. If it’s not a disaster electronically and mechanically they will continue to sell the shit out of them.

Do i want one? Sure, why not? Will I pay for one? I can’t, and probably wouldn’t if I could. Would I rather have a clone of my Dad’s 110? Hell yes! For USD \$65K I could turn my 109 into a Station Wagon and still buy a 110 SWfor the rest of the week”

--Spencer Norcross on the new Defender2

Greetings.

September is upon us and as this is written, two huge British car shows are happening, each about four and a half hours from Ottawa in opposite directions. The first is the truly massive 36th British Car Day at Bronte Creek Provincial Park in Oakville, between Hamilton and Toronto, and the second, the 30th British Invasion in Stowe Vermont.

Bronte Creek now draws more than 1,000 British cars and over 9,000 spectators, with room to grow even bigger. British Car Day is open to vintage, classic and current British manufactured vehicles, including motorcycles. The event is the largest, one-day, all-British car event in North America, with visitors from Ontario, the northeast United States, the Maritime provinces, Quebec, and Manitoba, representing membership in 100 British car clubs.

The British Invasion is the largest All-British Motorcar Show and British Lifestyle Event in the Eastern USA, annually attracting around 600 British Motorcars to the scenic town of Stowe, Vermont. OVLRL once has a large presence there through to about 2004 when the venue changed from a pasture and accompanying RTV put on by Rovers North to a more sedate show in a town park.

Possibly in the October issue we will find a review of each of them. But, in upcoming events, one popular one from the one club older than OVLRL, the Rover Owners of Virginia will be holding the Mid-Atlantic Rally near Pembroke Virginia. Once more popular, but recently the event has moved a further two and a half hours to the south east, making it a twelve and a half hour drive from Ottawa in a modern car.

Given my occasional love of statistics, the August issue allows me to indulge in a favourite one associated with this newsletter. This issue brings the total known pages published of this newsletter past five thousand (5,000) pages. For the bureaucrats amongst us, this is five reams of paper, or half a tightly packed carton of paper. This is roughly ten pounds of paper that the club has produced since Mike McDermott started this newsletter in 1984. And, yes, there are a few members that will have nearly every copy of this effort.

Over the known 398 issues, this effort has averaged 12.1 pages. The smallest issue comprises two pages.

There were quite a few at those. The largest issue was thirty six (36) pages. There has only been one of those. The fewest pages printed in a complete year is 24. The most, 304. That has been achieved twice, in 2000 and 2013. Speaking of 24 pages, there have been forty two issues with 24 pages or more. Given an average of 12.1 pages per issue, we could hit 10,000 pages, or a carton of paper in 17 years and three months. I wonder who will own Land Rover then?

There have been six editors, three of them have returned for at least a second term (your current editor has reoffered the role to both Mike McDermott and Terry King for a third round. The responses are best politely described as involving hysterical laughter and imaginative prose). There have been eight production editors laying out the newsletter. In terms of pages laid out, Linda Werner, Spencer Norcross and Ben Smith are our top three. In terms of the number of issues, it is Linda Werner, Mike McDermott, and Spencer Norcross.

In terms of support, while the shift to electronic copy has eliminated a once monthly tradition. The stuffing party, here the huge pile of xeroxed pages would be collated, folded and folded again and stuffed into envelopes. A separate team applied labels to envelopes, postage was bought at auction to reduce cost, which resulted in some very colourful envelopes covered in vintage postage stamps from the Sixties and Seventies. Stuffings were held at the Prescott, or at various member’s homes. Bob Woods (aka Mr. Land-Rover) was an enthusiastic support of stuffing parties in the Shrine of the Galvanised Land-Rover. These gatherings contributed immensely to the esprit de corps within the club.

In conclusion, I wonder what our first editor would have thought, to know that thirty five years later we would fill half a carton of paper with news of events, going’s on in the Land-Rover world, and helpful hints and ephemera. For something that started while the Series III was still in production, it has outlasted the Defender at least.


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

 Jean-Jaques Hechler writes of progress on a Series IIA 88". This morning I went to the Quebec car licensing bureau at Mont Tremblant. Everything went well and thanks to OVLR's letter. Now an abandoned Series Land Rover has been resurrected with a new official existence! It had been abandoned in the bush for 10 to 15 years before I rescued it in 1997.




I started working on it about 3 years ago on a new chassis and currently all things mechanical and electrical are finished. I am finishing to paint the body and hope to assemble everything this winter. When finished I shall write down all the adventures I had during this rebuild and will submit a text to our Newsletter.


I am also currently rebuilding a disassembled 1780 settler's log home from around Quebec City to garage the Land Rover. Older things go nicely together!

 Naji Mhanna writes, well well after a long day yesterday nine hours to be precise of cutting, grinding and welding the bumper is 90% finished and it is on the truck. I did not install the grill guard because it was interfering with the light spread because it was too close on the inside (I need to redesign it but that will be for another year or not). I had to weld some side extensions to match my flares and for side protection. Overall I learned a lot. I practiced my welding and started to get better at it. Wish I had my own garage and setup it would've been easier and faster. Still to do drilling for the winch, light wiring harness, drilling and cutting and opening for the integrated flashers. Maybe opening a slot of the hi-lift jack, and at last sand blasting and a nice paint, raptor liner (textured) to hide the imperfections.



 David Place from Manitoba writes: I am looking for a hydraulic ram from a Series vehicle that was modified for power steering. I bought everything else from Kevin Newell, was but the ram went with a vehicle he sold. Perhaps that vehicle is being parted out or perhaps someone has a used one from Van Den Berg Engineering in the Netherlands. Their price for a new one is too high for the time I have. I have developed a rare muscle disease, and steering is getting quite difficult. On a lighter note, during the last three Show and Shine Shows here in Manitoba I have shown my Series III and in each of them I have invited women and children to climb up on my roof rack. I have had women dancing while getting their boy friends or partners to take


pictures. Of 600 cars at one show, my vehicle and one other are the only ones to make the local newspaper.

 Michel Gagne has found a new project, an Austin Gypsy (another one actually) and it is coming home. Specifically, a 1966 Austin Gypsy Series IV lwb (G4M15). Michel reports "it looks promising, but now that its home I looked at it closely and the front right (passenger side) frame has been patch welded ... it was probably use to plough snow and they bent the frame and fixed it. I think it will be ok for the safety check. If not when the day comes I'll bring it to a professional frame welder. But all in all the frame is solid and in amazing shape. There is a gypsy web site that is run by a guy named Glenn Kemp in Nanaimo BC and he says long wheelbase (lwb) pick-ups are very rare! <http://www.austingypsy.net> is the web site.




 Charlie Speedie writes, I did a local off-road today with a small group. Haven't done this trail in about 6 or 7 years. Last time was in a military series 109. This wasn't the worst of it but the group decided to take the by-pass on the harder stuff as it began to rain and got later in the day. Stender Dave and his amazing D2 sailed right through the mud to save our friend in the jeep as then he had to save me as I wasn't getting any traction when the truck articulated to get up the ledge. Today's trail damage was a torn off mud flap and a pricey car wash tomorrow (ha-ha). We're going to go back and conquer the rest next time (we did pick up the mud flap and bring it home)



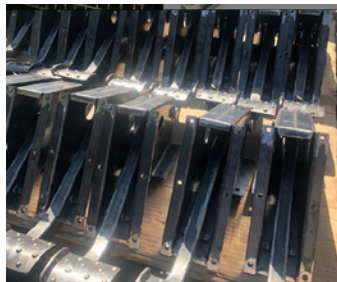
 Alan Richer writes, I did a job on the RRC last weekend - replaced the el-wimpo main cables battery to starter, ground to body/chassis and battery to fuse block with AWG 2 cable and military grade terminals/lugs - all properly crimped. Sure as hell lights off a LOT faster... :) Also made a serious difference in the spin-up of the hydraulic pump for the ABS system and the headlights. Still need to put in a new run for the alternator to the fuse block and get rid of the old run to the starter lug. Want to go straight to the fuseblock and run a sense lead as well to minimize voltage drop from the CS130 alternator. Got to say, dropping \$25 for a cheapo Chinese hydraulic crimper [Amazon - Hyclat hydraulic wire crimper, 10 tons] was a VERY good idea. Thing worked beautifully and I got GOOD tight crimps. The dies suck moderately but I made do - they're stamped in MM/cross section so a bit over and under on the proper size for the heavy cables, but I made do.


Some Non-OVLR News & Rumours


 From the Journal de Quebec - Hundreds of military-type vehicle owners are furious with the SAAQ, which wants to restrict their use on the road network as of August 22. The Société de l'assurance automobile du Québec has decided to limit the use of these vehicles on public roads where the speed limit is equal to or less than 70 km/h. They will be able to cross at a right angle a road where the limit is higher, but they will now be banned from highways, as well as on provincial roads where the limit is 90 km/h. To justify this, the SAAQ assures the owners "that it has received confirmation that their manufacturer or importer has restricted the use of these for off-road use".

Tes new measure provokes anger and misunderstanding since most of these vehicles have already been mechanically verified and registration fees paid. Owners will now have to go to a service point to receive a new license plate and a new certificate for each of the vehicles, "without administrative fees," says the letter sent by the SAAQ. In the middle of summer, Transport Minister François Bonnardel signed a ministerial decree to this effect. The SAAQ stipulates that after August 22, failing to regularize the situation, the vehicles will not be able to circulate without further notice, and the drivers will be liable to a fine.

 A note from Pangolin 4x4 - Got power brakes? Get your brakes dialled in with our new power brake towers! We recently reproduced the original Land Rover power brake towers in exacting detail. Whether you are eventually going upgrade to disc brakes (we have those too) on your series Land Rover or just want better stopping and safety with higher line pressures and reduced pedal effort - these new power brake towers are the ticket! Pangolin can be found at www.pangolin4x4.com




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 The "British Invasion" of the Kanata Cruise Night started in about 2006 and has become a popular event for British car owners and a welcome addition to the Cruise Night. Please do join us for a chance to show and see the cars and then go for a bite and a pint.

The Kanata (Hazeldean) Cruise Night organizers have

again extended their hospitality to us and will provide us with the space for our "British Invasion". There is no entry fee. You are invited to come and join us with your British car in the "British Invasion" zone any time after 5:00 pm on Tuesday, September 10th 2019, at Hazeldean Shopping Center on Eagleson Road, just south of Robertson Road/ Hazeldean Road and about 2 km south of the 417 exit on to Eagleson/March Road.

The MG club will leave the show at about 7:15 pm and go for a 20 -25 min drive to the Old Mill restaurant and brew-pub at Ashton and then dine. Over the last few years we have had a great turn out - up to 55 cars, about half of which join us for the meal. Across the British car community we hope to beat that this year with your help

 The Hart Company (circa 1985-1995) produced hand-built, die-cast replicas of various Land-Rover products from Series Is to Discoveries. The models are scaled at about 1/43.



Quality is high, production was low enough to ensure uniqueness and rarity and prices today, on eBay and elsewhere, reflect the level of attention to detail and accuracy, i.e. one could suggest that they were expensive though worth it. Hart was located on Kingston Road, Ewell, England. Hart Models would eventually merge with A Smith Auto Models (ASAM), which existed for many years. This formed HartSmith Models for a five year period from 1996-2000 when they retired at 65. However, retirement didn't suite them, so Alan Smith and Anthony Molay formed ASAM and kept going for at least ten years to 2013, though working two days a week. The company also traded as Transport of Delight.

This model is particular is a Series IIA 109 forward control equipped with a cherry picker. A different Land-Rover model.



2019 Mid-Atlantic Rally (MAR)

Dates: October 3 - 6, 2019

Location: Wheatland Farm, Giles County Virginia
100 Hoges Orchard Ln, Pembroke, VA 24136
(37° 18'50.8"N 80° 35'07.8"W)

IMPORTANT UPDATE: Burn Ban in effect for all of Giles County. No campfires for the MAR. Propane cooking grills and charcoal grills with lids are approved. Fire inside closed structures with a chimney are also approved (example: Chimineas and closed barrel stoves).

REGISTRATION: Early Bird registration lasts through September 15th. This includes the reduced price of \$99 and includes a free t-shirt. Registrations after September 15th will cost \$120 and will not include a free t-shirt. Participants within the same family membership can bring an extra vehicle for the cost of \$25. Please make sure you read "The Rules" before registering.

TRAILS: There will be trails available for all skill levels.

- Beginner / Stock Trucks (over 8 miles of fire roads)
- Intermediate / Modified Trucks
- Intermediate to Advanced / Modified Trucks

Remember - TREAD LIGHTLY

All trail rides will be guided. (We are seeking volunteers to be guides!)

We are pleased to announce that the property manager will again allow us to travel through the lower fields across the street from the rally camp area to gain improved access to the trails. This negates the need to drive the 7 miles to the top of the mountain and enter there like we have done in years past. The lower fields will be stocked with cows and as a condition of this access, we must have guides escort trucks. Please remain with the group guides and be respectful of the property owner and his livestock to ensure that we are able to hold future events here.

Finally, ROAV is not responsible for the safety or vehicle recovery of any attendee that sneaks off without a guide and finds themselves all alone and in a tough spot.

EVENTS: This year we hope to expand slightly on the events. We will continue to host the Rovers North sponsored RTV course. We will also add to this a Blind Race and a Tire Change Race. We will also be giving prizes to the person that drives the farthest to attend the rally and the person that drives the farthest in a Series Land Rover. Details, sponsorship, and prizes for these events will be announcement soon. They are all planned for Saturday afternoon.

Keep an eye on our event schedule page to see updates as we get confirmation from our sponsors.

CAMPING/LODGING: Primitive camping is available onsite. Tents, campers, and trailers are all allowed. The short road in to the rally area may not be friendly to over-sized rigs (large RV's or 5th wheel trailers) but standard sized campers and trailers should have no

problem. Flat ground is at a premium, so please plan ahead and bring plenty of leveling blocks.

There are no electricity or plumbing facilities. Port-a-Loos will be provided.

There is access to a hose bib that is attached to a natural spring. This was used in the past to supply drinking water for livestock. The water source has not been tested by health authorities but locals drink the water - and so does Bob Steele - if that is any measure of suitability.

Generators are allowed. Rally participants should remember to be courteous with generators and mindful of the noise. We ask that all generators be shut down by 11:00pm.

Hotel accommodations can be found nearby at Mountain Lake Hotel or at any of the various hotels in Blacksburg, VA. Rally participants are on their own if they wish to secure a hotel room and these costs are not included in the cost of registration. Please keep an eye on the Virginia Tech football schedule. Currently, Virginia Tech is scheduled to play an away game that weekend in Miami. That said, there may be other events scheduled at the University that weekend and hotel options may be limited. You are encouraged to book early.

MEALS: A caterer will be on site providing meals for Saturday evening. The cost of meals is \$25 per adult and \$15 per child. Please pre-purchase meal tickets as there will only be a limited amount of on-site ticket sales for meals.

T-SHIRTS: Early Bird registration gets one short sleeve t-shirt include with your registration. Extra t-shirts are available for purchase for \$20. Please note that after September 15th, t-shirts quantities will be limited and we may not have a large availability in all sizes for sale at the event.

RAFFLE: Raffle tickets will be sold on site. We are already getting some great items in from our sponsors such as; Jaguar / Land Rover North America; Sarek Autowerke; Rovers North; Lucky 8; Atlantic British; Alloy & Grit; Series Defender Outfitters; Hi-Lift Jack; Mountain Khaki; RoverGuy (more)

FIRES: Campfires are not allowed at each campsite due to current weather and fire conditions. Check in with Rally Control to stay informed on current fire conditions.

PETS: Pets are allowed. Please remember to be courteous and safe with your pets and keep them leashed at all times.

MAR Event Agenda

Thursday, October 3rd

- 9:00 am: Volunteer & Trail Scout Meeting w/ Final Trail Prep at Big Top Tent
2:00 pm: Rally Officially Opens - Onsite Event Registration
5:00 pm: Bill Burke Trail Leader Training
Dinner On Your Own

Friday, October 4th

- 8:00 am: Onsite Event Registration
9:00 am: Guided Trail Rides (line up at 8:30 am)
Lunch Break Own Your Own
2:00 pm: Guided Trial Rides (line up at 1:30 pm)
4:00 pm: Onsite Event Registration
2:00 pm: Bill Burke Recovery Class
6:00 pm: Alloy & Grit / Papa's Pilar Happy Hour
Dinner On Your Own
7:00 pm Movie Night sponsored by Lucky 8
"Cars"
"The Gods Must Be Crazy"
(Films shown at the Big Top tent - titles and times subject to change)

Saturday, October 5th

- 8:00 am: Onsite Event Registration
8:00 am: Coffee and Donuts at Trail Ride line up (Eco Park on Rt 460)
8:30 am: 1st Round of Guided Trail Rides (line up at 8:00 am)
9:00 am: 2nd Round of Guided Trail Rides (line up at 8:30am)
9:15 am: Bill Burke Specialty Ride
Lunch Break Own Your Own
2:00 pm: Aluminum Man Triathlon
 - Rovers North RTV Competition
 - Blind Man Obstacle Course
 - Tire Change Competition

4:00 pm: Bill Burke Recovery and Off-Road Skills Class
5:30 pm: Vendor Cocktail Hour / Round Robin
"Age of Enlightenment"
 - Bill Burke - Recovery Techniques
 - Great Basin Rovers / Bill Davis - Drive Train Discussions
 - Charlie Haigh - TBD
 - Lucky 8 / Justin Monin - TBD
 - Sarek Autowerke - Common Repairs

6:00 pm: Group Dinner at Big Top Tent
(Be sure an buy your meal tickets ahead of time!)

7:00 pm: Camel Trophy Presentation by Bill Burke
8:00 pm: Sponsor Raffle and Prize Give Away at Big Top Tent

Sunday, October 6th

- 9:00 am: Guided Trail Rides (line up at 8:30 am)
Lunch Break Own Your Own
3:00 pm: Camp Check-Out and Event Closes



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 16, 2019

308th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

January 2020

Annual Christmas Party

Location: TBD

January 20, 2020

309th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

April 3, 2020

Annual General Meeting

Prescott Hotel (Beach & Preston Streets in Ottawa)

Land Rover Experience Owner's Day

Chateau Montebello, Land Rover Experience Ecole de Conduire, 392 Rue Notre Dame.

Sunday, 3 November 2019 at 09:00

\$150 per vehicle (note, per vehicle, not per person.

Bring a IIA 12 seater 109 SW with friends with non-functional Rovers!), BBQ lunch included

Hosted at Kenauk nature reserve the Land Rover Experience crew in Montebello, Qc. invites all Land Rover owners to an off road owner's day in November All day you will be given the unique opportunity to challenge yourselves and your vehicles on Land Rover Canada's network of trails and obstacles. All and only Land Rovers welcome !

Reservations required in advance, contact Alex to reserve at 819 423 3038 or https://jlreCanada.checkfront.com/reserve/?D=20191103&item_id=85

Maximum number of vehicles limited to 25, first come first serve. Must make deposit to guarantee spot not just hit the going button on this invite.

General Servicing: Repairs, Humour, Tales & Trivia

1953 Series 1 Restoration: Engine Rebuild Continues, Part 9

by Steve Owen

So the parts are sourced and stock pile, labeled and ready to go. First I had to measure the cylinder bores for the ring size. The speedo had 37,000 miles on the clock, but not sure how accurate this was.



I have the bore dial tools and calipers. So a little practice was needed. Then an after noon of measuring for bore size, taper and out of round.

The results were a surprise and I began to second guess myself. So I called in a friend Tom the long beard, who is a mechanical wizard.



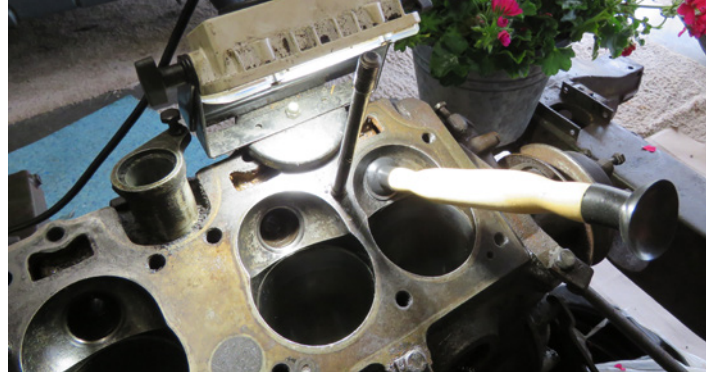
I had written down my results. Tom check out my instruments for accuracy and then went to work. I am in awe of people who make this look easy.

Well the results are in Cylinders Average less than 1/10,000 thou over spec. Less than half-/10,000 thou

out of round and max of 2/10,000 taper. These were very very close to my figures. I e-mailed them to Ian Cox and std set of NOS



rings were dispatched



The same applied to the bearings. New exhaust valves from the LRSOC shop were bedded in,

New seals from the LRSOC Shop everything torque down to spec.

Slowly everything came together, Tap-pets set and the Rover was beginning to look like a vehicle once more.

New plugs and distributor cap installed.

Keep Calm & Carry On!



Land-Rover Options - Cigarette Lighters and Ashtrays

by Dixon Kenner & Larry Simpson



A bit of a different article on Land-Rover options. Most articles tend to discuss all of those things that increase the vehicles ability, whether it be over-drives for getting there faster, or lockers or winches. This time it will be about creature comforts from the Sixties. Larry Simpson has been slowly rebuilding an early IIA, and doing a magnificent job of it. It will probably be booted from concours under the Donald Healey quote

“Nothing this nice ever came out of a British Leyland factory”.

One item Larry has managed to find for his Rover is the optional ashtray and cigar lighter. For the person who didn't want to use the floor as an ashtray, despite its auto-cleaning aspect from the swirling drafts, holes, and perishing seals.

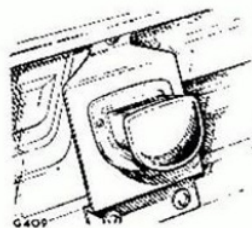
The ashtray in these photos is debated by some. Larry and I are not sure why, as they are clearly illustrated in the early Sixties optional equipment parts book. They even appear in a 1963 sales brochure, showing it fitted as a standard item by Rover (North America) or the dealership. Some literature described them as ashtrays, others as “cigar ashtrays”.

Telescopic ashtray

A telescopic ashtray for fitting to the dash can be supplied.

Hand throttle control, Petrol models only

A hand throttle control can be



Telescopic ashtray



The following are some general photos of the Ashtray assembly taken apart for assessment and refurbishment as required. As one can see, it is Bakelite and not plastic.

The lighter itself is part 519934 and can be a bit elusive to find in a Rover box. However, the lighter was made by Casco-Tex in England under U.K. patents 807441 and 822207. Originally, it was the Connecticut Automotive Speciality Company that patented its version of the cigarette lighter in 1928. That version used a cord and a reel. The “modern” “automatic” removable V coil lighter was developed by Casco in 1956. It received US patent 2,959,664 in 1960. It was this version that set the standard for all subsequent vehicle lighters. The term “cigar”, rather than cigarette, was considered more classy at the time, though it was cigarette that remained the popular term.

Larry notes that this type of a lighter doesn't work well with cigars. There are three steps to lighting a cigar, and this lighter does one of them. The actual lighting. However, this lighter doesn't hold heat long enough to actually light a cigar. On the other hand, the older reel type of lighter did maintain a consistent heat, but still was quite challenged when trying to light a cigar.

The lighter does not appear in any parts books, but in discussion with former dealership or factory employees, they confirmed that this, and a few other items, were offered as “deluxe” items.



“Occasions when the owner finds himself in some difficulty”



Land Rover Stamps - Series III Part 2

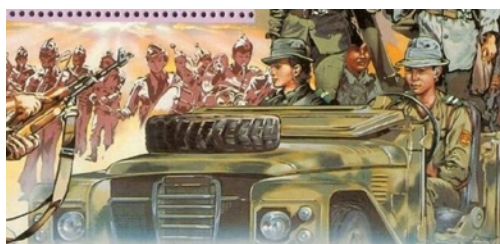
by Dixon Kenner

Libya 1983

When one goes hunting for Land-Rovers on stamps you quickly come across souvenir sheets with large Series III 88's on them. Further research turns up other sets of stamps with the same Series III military 88s. Muammar Gaddafi liked his Land-Rovers and bought lots. By 1983, it seems Libya discovered colour, or got better printing presses, as they issued a colourful souvenir sheet. While there is not a Land-Rover on the stamp proper, that just has Colonel Gaddafi and some smiling soldiers, the surrounding sheet shows a Series III, painted in camouflage, with a pair of female soldiers standing in the back, a pair in the front, one driving. All four are in different uniforms. There is some artistic licence with the Series III, as the left wing looks a bit odd, and the bonnet spare is a bit small to be able to fold down and miss the spare.



Given this miniature sheet is always the context for this issue, that the stamp is Land-Rover free is somewhat immaterial.



For the collector:

Issue: 14th Anniversary of the September Revolution
 Date issued: September 1st, 1983
 Value: 200 Libyan dirham
 Perforation: 11
 Printing: Offset lithography
 Catalogue no.: SG , Scott 1136 , Michel BL78 , Yvert BF62
 Size: 130mm x 100mm

Tanzania 1983

In 1983, for the World Communications Year, Tanzania issued a set of four stamps showing some of the things that they were doing that year in communications. The 50c stamp, with the theme, "extending telephone services to rural areas" shows some linemen



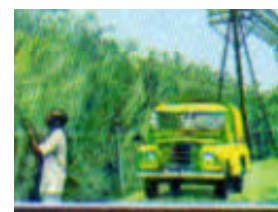
working on telephone wires. Below is a yellow Series III, presumably short wheelbase from the drawing.



As always, a souvenir sheet was issued with all four stamps of the above, albeit with a rather colour border in black, red and yellow. (Scott 232a).

For the collector: stamp

Issue: World Communications Year
 Date issued: October 17th, 1983
 Value: 50 Tanzanian senti
 Perforation: 14 1/2 x 14
 Printing: Offset lithography
 Catalogue no.: SG 385, Scott 229 , Michel 229 , Yvert 231
 Size:



For the collector: souvenir sheet

Issue: World Communications Year
 Date issued: October 17th, 1983
 Value: 16.50 Tsh - Tanzanian shilling
 Perforation: 14 1/2 x 14
 Printing: Offset lithography
 Catalogue no.: SG 385, Scott 229 , Michel 229 , Yvert 231
 Size: 102 x 92 mm

Niger 1983

Niger is a landlocked country in west Africa named after the Niger River, its southern neighbour being Nigeria. Niger was a French colony from 1900 to 1958, succeeding the Sultanate of Damagaram and other territories. Geographically, the majority of Niger is desert plains and sand dunes. In the extreme south a tropical climate on the edges of the Niger River basin.



In another postally oriented stamps, in 1983 Niger issued a pair of stamps on the rural post using a motor vehicle rather than camels or other domestic animals. For a country in the middle of Africa, what better vehicle to use to deliver the mail than a Land-Rover. The 65 franc stamp shows a blue Series III 109 station wagon upon a stylised background of blue and orange. There is an individual standing beside the vehicle. The stamp was issued on the 25th of June.



For the collector:

Issue: Rural Mail Car
Date issued: June 25th, 1983
Value: 65 CFA - West African CFA franc
Perforation:
Printing: Offset lithography
Catalogue no.: SG , Scott 627 , Michel 851 , Yvert 614
Size:

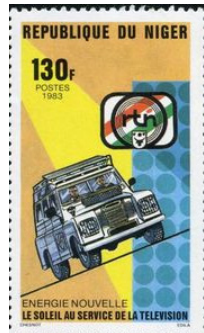
A second stamp in this series was also issued with a value of 100 francs. It has a smaller, yet the same, 109 station wagon. However, on this stamp, the Land-Rover is superimposed on a map of Niger, in white with major administrative divisions shown, and the same orange surround. Niger is mostly desert, and have very poor roads (the French only finished their conquest and turned it into a colony in 1922), so the choice of Land-Rover was a good one.

For the collector:

Issue: Rural Mail Car
Date issued: June 25th, 1983
Value: 100 CFA - West African CFA franc
Perforation:
Printing: Offset lithography
Catalogue no.: SG , Scott 628 , Michel 852 , Yvert 615
Size:

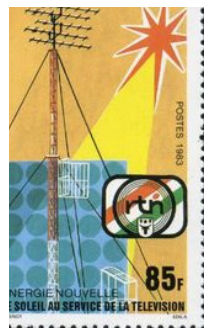
Niger 1983

Continuing on with Niger, the postal administration issued another stamp in 1983 (tying it with Tristan da Cunha for the most Land Rover stamps issued in one year) with another Series III. This time the theme was a pair of stamps for the Land-Rover in the service of rural television. While not clear on the theme as the 85 franc stamp shows a television antenna, a red Sun and what could be sunbeams coming down upon the same orange(ish) background. The stamp does say "Energie Nouvelle, Le Soleil au Service de la Television" or "new energy, the sun in service to television". The second 130 franc stamp shows a "88" station wagon, complete with safari top and roof rack on the same background. This set was issued on November 26th.

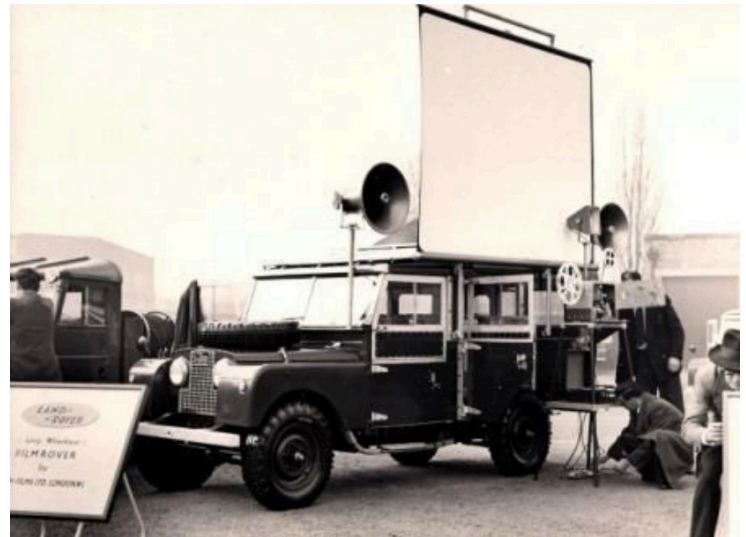


For the collector:

Issue: New Energy, the Sun in service of Television
Date issued: November 26th, 1983
Value: 130 CFA - West African CFA franc
Perforation:
Printing: Offset lithography
Catalogue no.: SG , Scott 666 , Michel 866 , Yvert 634
Size:

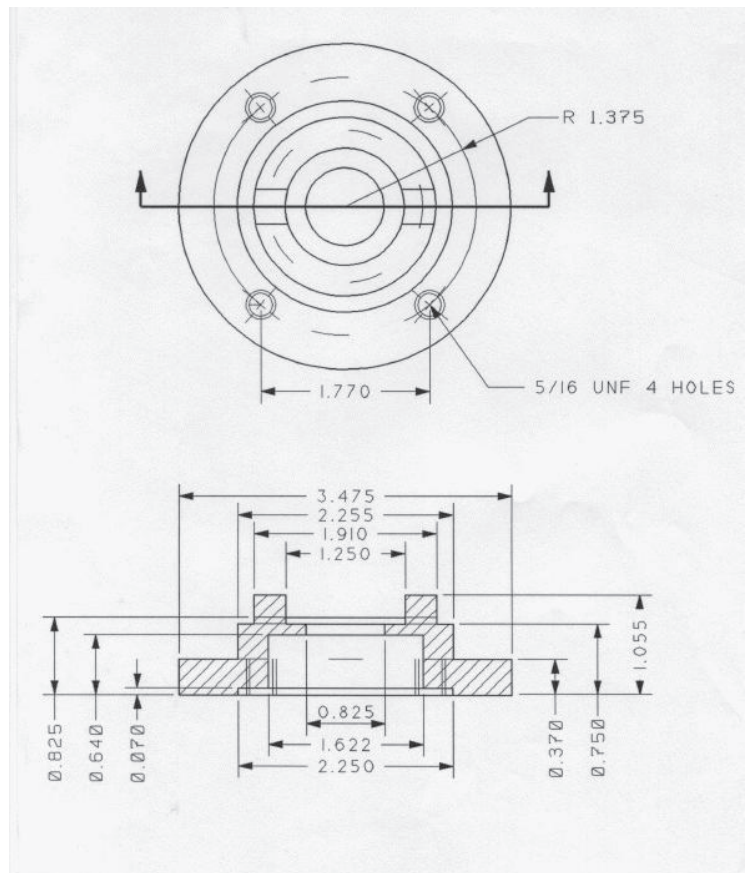


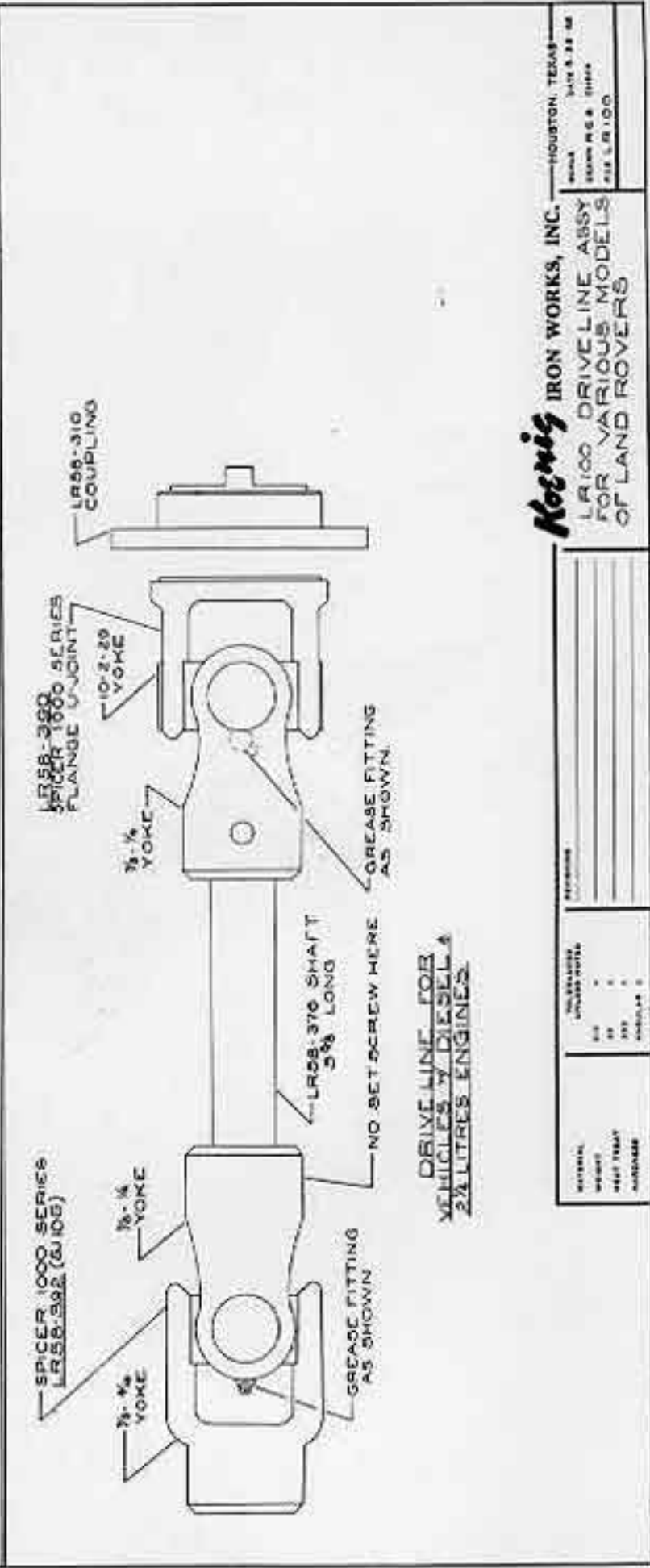
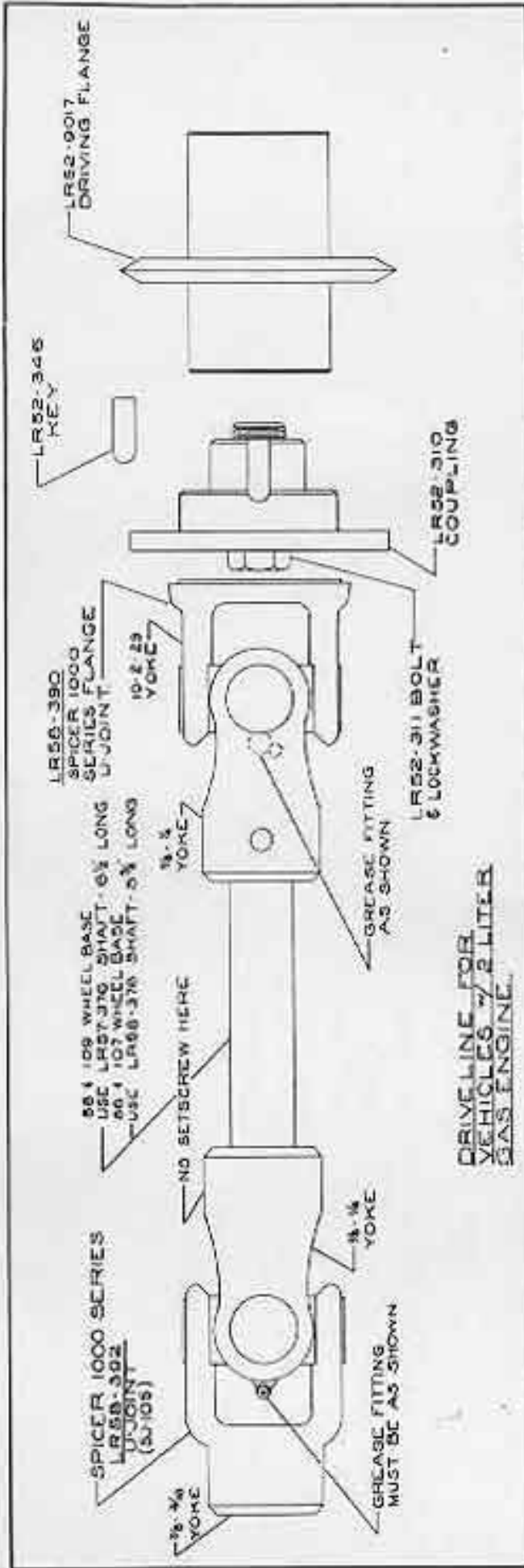
An interesting old photo from the Fifties of an early version of the Land-Rover mobile cinema.



Koenig Winch Drawings

An interesting old photo from the Fifties of an early version of the Land-Rover mobile cinema. While the Koenig front crank driven winches are relatively common, finding them with the driveline is a much more random occurrence. To ensure that this information isn't lost, and will be safely stored and accessible in the National Archives, these two drawings are being reproduced as reference.





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Not a Survivor

Many moons ago Land-Rover claimed that 70% of all Land-Rover are still on the road. We continue a monthly series of photos of Land-Rovers that are not part of this statistic. Here is a Series III Land-Rover in Morecambe Bay, United Kingdom. Yes, no problem with the salt bath, and, sure, that will buff out.



For Sale: 1960 Series II 88" Land-Rover

Not running, no papers, but license plate still on, not sure exact year, its a barn found, but all is present engine was running befor was stored, needs a new clutch, but noting is missing last insurance was 1993 solid car for a restoration. S/N 24400384a Stewart, BC, \$3,000
Kijiji advert no 1442933948



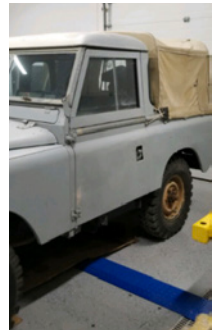
For Sale: 1968 Series IIA 109" Land-Rover

IF YOU WANT IT COME & GET IT.
1968, 109 LandRover Series 2 2 Fuel tanks LHD No rust Restored Sound deadening. Asking \$15,000 open to reasonable offers. Halifax NS,
Kijiji advert no. 1453804309



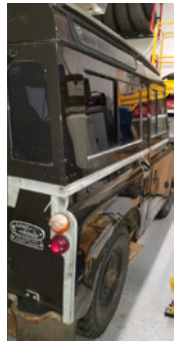
For Sale: 1967 Series IIA 88" Land-Rover

Selling my Series 2A Truck Cab partial restoration. Runs well, solid condition. I have new light set and some various parts, ready to paint as is or the front wings can be replaced with new. The interior front seats are new landrover deluxe with a cubby box. I'm also listing a Series 2A station wagon for sale. Candle Lake, Sask, \$15,000
Kijiji advert no. 1457396462



For Sale: 1963 Series IIA 88" SW Land-Rover

An original Series 2A Station Wagon for sale in good working order and excellent condition, tires in great shape, I have a new set of landrover front deluxe seats to replace the current seats. I also have another Series 2A 1967 Truck Cab for sale. Candle Lake, Sask, \$18,000
Kijiji advert no 1457376839



For Sale: Series II Hard Top Land-Rover

Frame & Bulkhead is solid. Body is great except the LHD fender dented Need resto Sold as is where is. \$4500. Dartmouth, NS.
Kijiji advert no. 1456383232



Rovers & Parts for Sale

For Sale: 1962 Series IIA 109" Land-Rover

109 pick up in Haliburton Ontario. \$14,400. Kijiji advert no. 1455573395



For Sale: 1970 Series IIA 88" Land-Rover

We have realized we don't have time to restore this Land Rover and have decided to sell it. We were told it 'ran when parked' about 15 years ago and we got it a few years ago. We did get it running with a spare carb but couldn't get the clutch slave to bleed to get it moving so we started to disassemble for restoration. Everything is there, the radiator was removed and pressure tested. The frame is in the usual rusted old Land Rover state but is salvageable. The rear bumper has been 'replaced' at some point. Linkage for winch pto is there. It was hit on the drivers side fender while parked by the previous owner. We have it registered in our name with all papers up to date. I also have more pictures available. \$3000 Obo. Kijiji advert no. 1455215100



For Sale: 2004 Land Rover Defender 90

This defender listed above is a one-owner, super original, rust-free car with only 64,000km!!! A little bit of history about the car... The car was purchased brand new in Rostov Russia by one of the top members of the secret police, and used exclusively as his nature retreat vehicle, hence the low mileage. For its entire life, the car has also been serviced at the same official Land Rover Jaguar dealership it was purchased new from, (all service records will be provided). She was purchased in early 2019 and imported into Canada fairly recently. The body of the Defender is in a metallic Epsom Green, which suits the vehicle extremely well. The paint of the car is in near showroom Condition with next to no flaws at all and is completely original and never repainted. The frame of the defender



is again in extremely good shape and super solid with no signs of rust at all.

The interior of the Defender is in perfect condition, it features cloth with leather seats, as well as the optional remodeled dash. Everything on the inside of the defender works as well, including the original radio and the AC. The engine and transmission of the car is super solid and has always been taken care of at the official Land Rover dealership, some recent service on the td5 engine includes a basic fluid change within the past half year. Ottawa. \$59,900.

For Sale: LT77 Gearbox, Suffix F, rebuild kit

Bought new a few months ago from Ashcroft, but ended up buying a used transmission to put in my truck instead. So now I have this kit lying around. \$200 or trade for interesting defender stuff. Located in Mississauga Ontario. Willing to ship if you pay shipping cost. Email John Adamczyk via the OVLR FB group.

For Sale: Rear Bench Seats

Pair of rear folding benches for sale. Long model (48"). Clean despite the dirty seat covers. Located in Kingsey Falls, Quebec, can bring to Montreal, Quebec or Ottawa if not in a hurry. Contact Michel Bertrand via Facebook. 100\$ CAD + shipping or RURR.



For Sale: Brownchurch Roof Rack and Ladder

Full length rack on an 88 or 90. \$1200 CAD. Located in Guelph, Ontario, can bring to British car day in Bronte on Sunday. Contact Adam Koch via Facebook



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