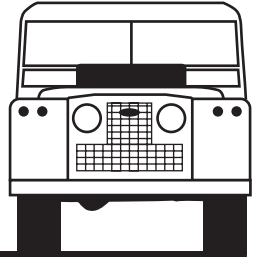


# OTTAWA VALLEY LAND ROVERS



December 15, 2019

[www.ovlr.ca](http://www.ovlr.ca)

Volume XXXVI, Issue 12, No.417



*Mike McDermot on an OVLR expedition to the Larose Forest in the 1980s or 1990s*

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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

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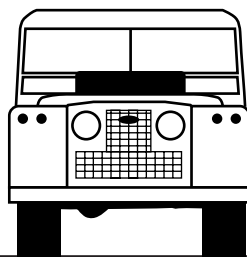
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## OVL R Newsletter

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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.

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*“As far as I’m concerned, the best improvement that could be made to a new Defender[2] is fire.” -Greg Harwood (a US-based, third-generation Series owner)*

Greetings,

Like last year, I am again writing this page three coverage from down in the United States. The fire is going in the fireplace, and I’ve been back and forth from Ben Smith’s barn, trying to accomplish Rover related tastes.

It has been a rather quiet month for Land-Rover events. Everyone seems to be in abeyance and resting after an exciting year.

Discussions have been held on who has outdone themselves this year and deserves some sort of recognition. Some worthy names came up. Some are a bit repetitive, and one of the rules is that we like to see things shared. It isn’t fair that a particular award graces someone’s fireplace mantle every year gathering dust. Repeat offenders, err, winners, have to up their game significantly to repeat. We have a number of nominations, and I’m not touching my Land-Rover’s ignition key until New Year’s day.

It’s also the season for elections. Within these pages you will find a description of the various executive positions. These roles take very little time, and there is a wealth of experience and momentum associated with each of them to ease any perceived burden. Consider throwing your hat into the ring, or rink about now, and taking a turn in the chairs and contributing further to the oldest Canadian Land-Rover club (ties with the Virginia club if we include our parent, ALROC)

#### As for some news on future event planning:

AGM: The date for the Annual General Meeting is not yet set. It is expected to be late January or early February. More news on that as it happens. The Club Secretary will be sending an email to all, as well as posting news of the date to the Facebook group. The venue is also up in the air, though last year, The Prescott was rather successful. Time TBD but in the past it has been 6:00 for the Social and 7:00 for the meeting.

#### Early 2020 Planning:

The following events were discussed as Events to include or promote in the coming year:

- WinterRomp (The American President’s Day, or Ontario Family Day weekend in February)
- Maple Syrup Rally - (late March or early April, depending when Mother Nature tells Vern that it will be.)
- Another Newbie Run, either with or without EOTB
- Spring Tune-Up, possibly at possibly at Shore, possibly at the new dealership. We shall see. More details to follow closer to the event in later April or early May.
- Birthday Party, June 20/21 or 27/28 a 4 day event as in the past, probably in Maberly.
- ABCD July in Ottawa, though organisers have changed, so the venue may change.

- Blacker Than Night in NJ in August
- The Boot and Bonnet event, Kingston, mid-August
- British Car Day, Bronte Creek, Oakville, or the British Invasion, Stowe Vermont in mid-September
- Fall Run, perhaps a Tulip Chart, or Opeongo type heritage/ghost town run
- October camping weekend in Calabogie with OVLRL Montreal


Speaking of WinterRomp, a new record. The Waterville Grand, which is block booked for the WinterRomp was fully booked by December 10th this year. Overflow arrangements with another hotel are being discussed. That’s 133 rooms filled. Plus people camping out and at other locations.

In closing, 2019 has been a good year for the newsletter. 212 pages of news and information provided, albeit for a little while a little bit late. That had two causes that would not be readily visible. One, the 75th Anniversary of D-Day included a squadron of C47/ DC3’s that flew from Oxford Connecticut to England. Organised and led by OVLRL member Eric Zipkin, it also included the newsletter production editor as one of the pilots. This two month mission also included a flyby for the 70th anniversary of the Berlin Airlift. This put the first dent into the production schedule.

Apple and Adobe conspired for a second blow when the new OS/X version, Mojave, made the stand-alone version of Adobe InDesign, the software package used to layout the newsletter, dead. The newsletter had to migrate to Adobe’s creative cloud version, a move that also took a very long time. The number of moving pieces required to make a newsletter appear are many and varied. The time commitment is many, many hours per month. And probably why three years in, my interim presence as editor continues.



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

 Michel Bertrand announces a new Land-Rover - "New addition to the herd! 1969 Nada!" It was originally Limestone. The PO had it repainted with an original LR Blue (Marine Blue?). Inside, it's still limestone. And has the original 2.6l engine. Michel also has #808 in pieces. It was light green (like so many 1972-74 Ser III 88" sold over here.



The sound of Warn 8274 winches was ever present as they were the workhorses of those days. Often a winch vehicle would pull itself up behind the vehicle in front and then snatch block off scrub to pull the vehicle behind up. Repeat as the slinky column advanced, painful 40 feet at a time.

The turnarounds were hard as those trails were tight and multiple snatch block pulls were needed. Everyone was labour for every pull and people talked and a plan was executed.

The blue 109 SW belong to the husband and wife Johnson family who had a matching pair and lived opposite McDermott. It is their wagon that is silhouetted against the sunset as we thrashed out way out over the now frozen trail we had broken on the way in during the morning. I swear we likely only went 3 kms if you actually measured it. The gully behind the 109SW consumed us for about 4 hours before turnaround was called.

The last vehicle the, S1 coming through the snowbank (see cover photo -ed), is McDermott I believe pulling up the rear having been the trail breaker on the way in.




 Once upon a time in Larose Forest by Robin Craig

Why the members of OVLRL never recognised the inventions of Armand Bombardier always escaped me. The winter weekend days spent in the Larose Forest were a real test of machines and people and restraint.

We spent one such Saturday under the leadership of Neil Brewer and McDermott. Small groups of 7 or 9 were the max number we really liked as things got awkward otherwise.


There was always discussion about who would break trail and where the winch wagons would be. The slugfest advance inch by inch pulling each other through the snow was called a defeat in early afternoon and turnaround was called. That was always a point in time that ensured we were coming out hopefully just as daylight faded.




 A note from Derrick Hammond - "Far Corners Hi Lift jack carrier....actually bolts to bonnet and replaces hinges. Smart idea for soft tops.... jack does not foul bonnet opening either...." To




which Michael Thomas Anthony Calnan observes - Good lord... you can't drive around in public with a fully semi-automatic high lift jack strapped to your hood! A friend had the police called on him by a concerned neighbour who thought the jack was a machine gun!

 Michel Bertrand writes, Project of the day! The 2020 Defender might have 85 computers, but my 200tdi now has 20 gears!



 Ben Smith writes that after rebuilding Dora's (SIII 88") engine again he took her on a 250 mile road trip up to Howard Smith's for Guy Fawkes and back. She ran well, except for fuel starvation from the main tank left her bucking and barely doing 30 mph. Left tank was fine. Back in the barn the tank was pulled. The inside was nice steel, but some clmps of dirt was found--likely from when the tank was pulled and installed from the frame and spring rebushing the prior month. Cleaned out all is well. Meanwhile the heater blower had given up the ghost. A donor was found and installed. Ready for winter!


# Some Non-OVLR News & Rumours

 Shropshire parts manufacturer Britpart has acquired the assets of rival off-road specialist Allmakes 4x4.

The Oxfordshire-based firm will now trade as Allmakes PR2 4x4 Ltd, with no change to its management team or staff. Financial details of the deal are unconfirmed, but Allmakes claims to hold roughly £7 million worth of Land Rover, Jeep and other off-road-related components at its 180,000sq ft warehouse. The purchase means Britpart (the trading name of Border Holdings Ltd) is also now the parent company to Allparts subsidiaries Frogs Island, a Land Rover repair specialist, and accessory supplier Terraforma.

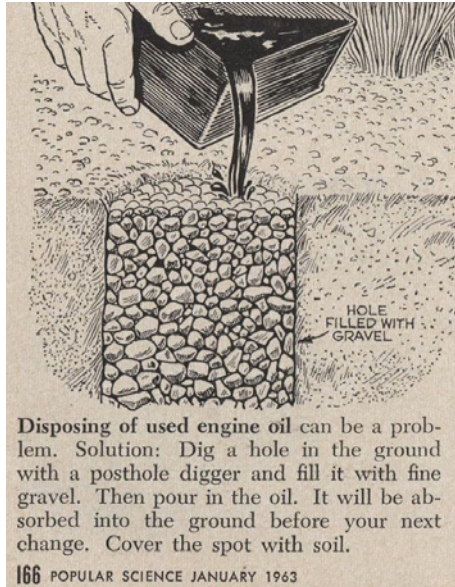
Before the deal, 35 year-old Britpart supplied 28,000 Land Rover parts from its Craven Arms distribution centre to more than 1000 customers worldwide, ranging from trade outlets to government agencies. This latest development will significantly enhance its product offering in the sector.


Paul Myers, Managing Director at Border Holdings Ltd, said: "We are confident that using the successful formula of supplying good quality parts at affordable prices with 1st class logistics will enable Allmakes PR2 4x4 to continue to grow. "Border Holdings has committed to a successful long term future for the Abingdon site and all its employees."

 The Sunday Times today reported that Ratcliffe, the founder of Ineos, had won his challenge to JLR's attempt to trademark the Defender's shape. Ratcliffe, who is planning to build the Grenadier in Bridgend in south Wales, has been locked in a long-term battle with JLR over the Defender's design, on which he has had designs for several years. In 2016, Ineos said that it would treat the Defender's "much-loved shape like a listed building". The project is designed to fill the gap left by JLR's car, which ceased production in 2016 because the model no longer met modern environmental and safety standards. The company is due to release a replacement model, which is being manufactured in Slovakia with the latest technology, in early 2020. Initially, Ratcliffe tried to buy manufacturing equipment for the Defender from JLR, but was rejected.

The company, which is a subsidiary of Indian automotive firm Tata Motors, then sought to trademark six variants, from the original 1948 model to the 2016 edition. However, last month the Intellectual Property Office decided that the Defender's shape was not different enough from that of other 4x4 models for a trademark to be justified. JLR is fighting the verdict in the High

Court. The company said: "The Defender is an iconic vehicle which is part of Jaguar Land Rover's past, present and future. "Its unique shape is recognised around the world, with the heritage shape being protected in other key markets." JLR is fiercely protective of its Defender. In 2016, it prevented a Canadian company from using the name 'Defender' for an all-terrain vehicle.



 An interesting find from Robin Craig from *Popular Science*: If you have a 1963 Land Rover would it be proper to do this anymore? Wonder what other gems this learned publication suggested in the day?

The Daily Telegraph's Motoring Correspondent Andrew English's vote for the 5th best vehicle of the top 100 vehicles of all time is... Land Rover Series 1 - The video can be found at - <https://youtu.be/MAVLO1LJTsl> The entire list is at <https://www.telegraph.co.uk/guides/100-best-cars/> By the way, The Austin Mini is no. 6. The Model T is no. 1. Range Rover is at 13.

 Continuing on from last months red Range Rover Classic from Plasto, another variant popped up. A black version labelled police. In fact, there are two black police Range Rovers. These are made in Finland and labelled - Range Rover - Police They are 13,7 cm in length and made from plastic. They are said to be fairly rare and the first black POLICE toy version is better and more realistic than other Plasto Range Rover toys.



 An amusing CAD design for a model Defender from Ritter. goods on Instagram.



# General Servicing: Repairs, Humour, Tales & Trivia

## Smiths Dual Oil/Temperature Gauge Installed

by Larry Simpson

Continuing on from last month, some photos of the dual gauge panel installed with the connections.

Photo 1 - There it is - the Smiths gauge AND the Rover cigar lighter. Not too shabby if I say so myself. Looking just like the uprated trim found at the time in North American Land Rovers.



Photo 2 - The oil pressure tube attached easily. Was a bit worried for a bit though, couldn't find the banjo bolt's copper washers. While they are found in most lower engine block gasket sets, find them when you need them. They are crush washers, not reuseable, unless you are Dixon or Alastair.



Photo 3 - The capillary sender was a different story... That sucker was incredibly difficult to install due to the size of the nut cap and virtually no clearance. After many, many swear words and thoughts of setting it on fire, I was finally able to tighten it down. The plug you can buy for the engine block - Land Rover part 536577; plug for sump/head - is listed as 3/8" BSF thread size

and the capillary adaptor thread size, that goes into the engine, is listed as 5/8" UNF thread size!! Both sizes fit the port in the engine. For a numb nut like myself, the two different sizes didn't help.



Photo 4 - All connected and fired Grover up and saw both gauges work!!

Photo 5 - After letting Grover run for over 15 minutes his readings stayed steady where you see it. Along with this - there was no sign of leakage from either the banjo

bolt nor the capillary!! At about this time SWMBO walked into the shop. She wasn't too thrilled; the shop was filling up with exhaust fumes and she was afraid I wasn't paying enough attention to it. Oh well...



## Series III Ashtray

by Larry Simpson

To continue on from the September newsletter where the Series IIA optional ashtray was discussed, we move onto the Series III. One of the distinguishing features of the Series III was the plastic dash and loss of the top of the dash area that existed since 1954 and the 86". The new plastic dash was not friendly to the optional ashtray purchased by people who didn't wish to take advantage of the floor and later a hose.

Further, in a nod to the anti-smoking lobby, Land-Rover was pioneering making people pay for as many options as possible and had started a decade previously with the ubiquitous ashtray. I can say that many smoking Land-Rover drivers opted for this thing of Seven-

ties beauty - all black plastic and chrome - since the uncarpeted floor would do nicely, thank you.

The few who did spec the ashtray got a factory option that consisted of three parts: one plastic placket to screw to the u see side of your padded dash (four long screws into four rubbery inserts); one chromed ashtray holder, and the ashtray itself. The ashtray feels a bit heavy given the flimsy bracket. And given the flimsiness, not many survive, making this a rather rare item.



# Dust Collection For A Sandblasting Cabinet

by Alan J. Richer

It's nearly inevitable - if you restore or repair Land-Rovers and have even a modest source of compressed air inevitably you'll break down and buy a sandblast cabinet. Inexpensive and fairly effective it's an easy way to prepare parts for painting or rebuilding. Even small, delicate items like carburettor bodies can be cleaned with glass bead to good effect with no damage to the parent material.

However, sandblast cabinets and especially the air exiting from them is messy and dusty. Attaching a shop vacuum is all well and good, but the blast media, dust and removed by-products will erode the impeller of a shop vac if run without a filter - and filters clog easily. There's a simple solution - insert a filter between the shop vac and the cabinet. However, what kind?

Here, I detail the construction of just such a filter. Easy to build, inexpensive and effective the water trap filter is a well-established solution to the airborne dust of sandblasting. Also, it's a design concept that will look familiar to any Series owner, as it uses the same principles as the oil-bath air cleaner near and dear to our hearts.

The one here is made from easily available materials and shouldn't cost you more than 20 dollars if you're any kind of a scavenger at all - and most of that is in the plumbing fittings used in it.



## Collect the materials

Parts list:

- 1 pickle bucket from the local fast-food restaurant, or barring that a utility 5-gallon bucket from the home centre
- 1 lid for the above
- 2 male threaded couplings for 2-inch PVC pipe. These have a PVC insert end on one end and a male pipe thread on the other. Look in the electrical supply aisle at the big box store - they're used for conduit fitting
- 2 female threaded couplings for 2-inch PVC pipe - comments are the same as above
- 1 PVC elbow to fit 2-inch PVC pipe
- 2 feet of 2-inch PVC pipe

## Construction

To assemble the filter you will need to make two holes in the lid opposite one another and in toward the centre - away from the stiffening ribs. I used a hole saw of the proper size to do so, though the material of the lid can easily be cut with a razor knife or what have you.



Do try and be tight to the size needed to put the male coupling through as an air leak here, while not catastrophic, is not a good thing.

With the holes cut insert a male coupling through one of the holes and screw on a female one. A pair of water



pump pliers will be needed to get the couplings tight - they should not twist in the holes when done. One done, do the second the same way. If you feel the need, a bead of caulk as the fittings are screwed together wouldn't go astray, but I must confess I did not do this and had no issues with it.

Cut a 10-inch length of the PVC pipe and insert it into one of the fittings, with the pipe section on the side of the lid that would be inside the bucket. Cut a four-inch piece of the PVC pipe and insert it on the same side as the previous pipe (inside of the bucket with lid on) and put the PVC elbow on the other end. Orient the elbow to clear the bucket side and point back along it.



Mark the lid next to the 10-inch pipe's mount with the word IN. mark the one with the elbow OUT. DONE!

The two fittings on the top of the bucket will need adapters to fit the hoses from your sandblast cabinet and shop vacuum. Rather than detail what you need, I will say that in my instance I simply put adhesive neoprene foam in the fittings and then pushed in the hose ends from large shop vac hoses - and they have held fine. Use your judgement here - there's a certain amount of mechanical rigidity needed here but most of the issue is air tightness.

## Operation

To use it, put water in the bottom of the bucket up to a level about an inch from the bottom of the long pipe. The pipe should NOT be submerged, but close to the surface of the water. Put the lid on and snap it down tight. Connect the shop vac to the OUT fitting, and a hose from the sandblast cabinet to the IN fitting. Turn on the shop vac when you begin blasting, and off when done. When you finish, empty the water and sludge from the bottom of the bucket, rinse and leave empty till needed again.

## Conclusion

In the ongoing madness of my ambulance project I've been disassembling and overhauling the sliding windows fitted to the box. Rather than chemical means of paint removal I've been glass beading the smaller assemblies to very good effect. I hooked up the water trap then went to work, after cleaning out the shop vac. After an hour, I had a cupful of glass bead sludge at the bottom of the bucket and the water was opaque with the paint debris removed from the aluminium items. The shop vac had NO water in it or debris - the air it had been pulling was completely free of airborne particulates.

Does it work? In a word, yes - and very well. For less than 20 dollars even if everything bought new, it's a great way to dramatically extend the life of your shop vacuum and keep your environment free of particulates.

# Which is it? A Series II or Series IIA?

by Dixon Kenner

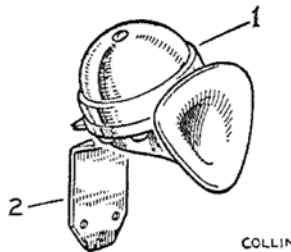
Was the change abrupt or gradual?

After listening to a discussion on whether a particular 109 pick-up was a Series II or IIA I thought that it would be interesting to visit the literature to see when some of Series II attributes changed to IIA. Was it everything in October 1961 as some say with the introduction of the IIA, or was it a more gradual approach? Interestingly enough, and there is still further research to be done, it was clearly gradual.

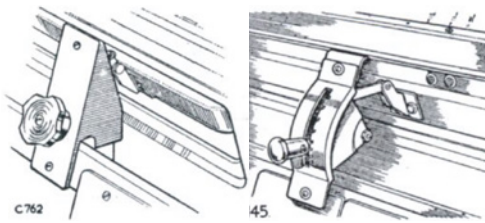
So, what are some of the items people use to help determine between II and IIA? Let's make a quick list as it will be instructive later. Apron flat or curved? Flat, must be a II. Vent controls are a lever, must be a IIA. Steering arms over the swivel ball, must be a II. Turn signal stalk on the column, obviously IIA. Voltage regulator on a separate panel? Surely a II. The list could go on...

One general rule of thumb. With a couple minor exceptions,<sup>1</sup> this list is predicated on you not opening the door and looking at the serial number plate. This uses the car show "look, but don't touch" train of thought. Further, the following list of items is ordered chronologically, not by popularity.

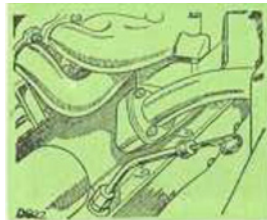
First, the electric horn. Starting with the mid Series One, when the horn was relocated to the back of the bonnet, the Series II started with the horn roughly in front of where the brake fluid canister is located on a II/IIA. In September 1960<sup>2</sup> the horn moved from back of bonnet to in front of the battery box. This was done to improve audibility.



Second, a very common decision point. The ventilator control knobs. Most people say that if the vent control is a lever, the vehicles is a IIA. Not so. The vent controls changed in September 1960<sup>3</sup>. From turning a knob to the lever type to allow the user to open or close the vents faster.

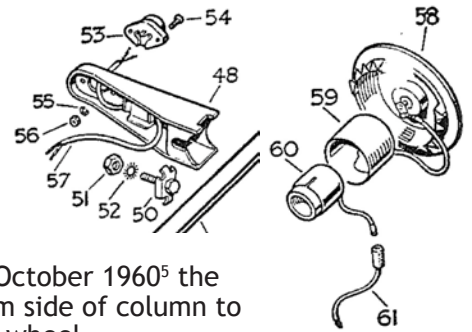


A third, though rare today if the engine still has the original exhaust manifold, was to change the side exiting, "swan neck" exhaust manifold for a down draught exhaust manifold. This was done to improve the run of the exhaust pipe and to eliminate the need for heat shields. This change occurred in October 1960<sup>4</sup>.



Along with the vent controls, the horn button is another

fast and easy way to tell two from two eh. For the early Series II the horn button was on a horn button bracket a fixed to the side of the steering column (see drawing). In October 1960<sup>5</sup> the button moved from side of column to centre of steering wheel.



At the same time, and a bit more obscure, the floor mounted dip switch changed in October 1960<sup>6</sup>. The change allowed Rover to use a common car type floor mounted dip switch in lieu of the different and more complicated earlier type. It also allowed for the deletion of a heat shield to protect that dip switch. Given water and salt, it is doubtful many originals still exist.

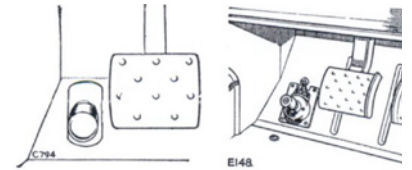
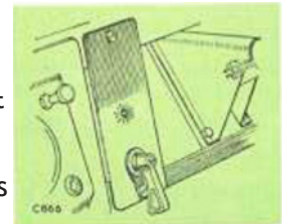


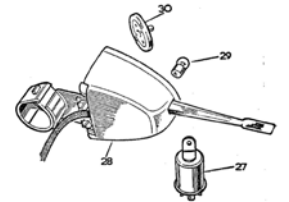
Fig. 4—Dip switch, early t) Fig. 3—Dip switch, late

Oil pressure and charging warning lights changed positions in October 1960<sup>7</sup>. This is actually documented in the "instruments & controls" section of the workshop manual. The word "Oil" is printed on the face of the warning lamp as of 1961, where upon it was not in 1958-60.



Flasher self-cancelling switch and warning light

How do you use the flashers, or turn signals? Before May 1961<sup>8</sup>, there was a white switch on a panel on the dash (see drawing). In May, Rover introduced the column mounted unit from Tex Magna.



While it is possible that many Series II items were possibly retrofitted, it is generally doubtful that someone would change around the steering arms. So, one rule of thumb was that if the steering arms were above the swivel ball, it was a Series II. If they were below, it was a IIA. A determine factor? Not so. The steering arms moved from top to bottom in June 1961<sup>9</sup>. No reason is given for the change in the literature.

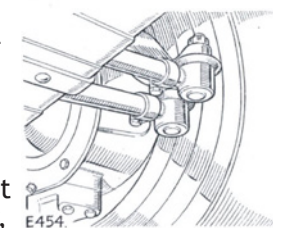


Fig. 1—Early type, pendant ball joint.

In October 1961, the Series IIA was introduced<sup>10</sup>. The major changes were with the engine, where many components are not

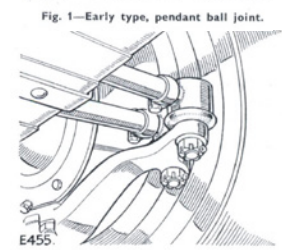


Fig. 2—Late type, non-pendant ball joint.



interchangeable. The 2 litre diesel engine was replaced by a new 2.25 litre unit. This new engine was based on the 2.25 petrol and shared the same block. Second, the 2.25 petrol engine was heavily revised. Changes included larger big end bearings with matching rods and crankshaft, a relocated water pump that allowed a larger fan to be fitted without fouling the starting handle, which in turn required a new cylinder head with a shallow thermostat pocket in place of the older deep pocket head. So, if the front of the head looks like a graceful prow of a ship, it is a later IIA (telling those heads apart is a separate, brief, article). If it is flat and blunt like the prow of a pre-Dreadnought, a Series II.

There were also some lighting changes in this period. As trivia, the fuse box gained an extra fuse bringing the total to 2 fuses, but since this new fuse was for the interior light which was only fitted to a few models, the fuse was rarely used.

Finally, an item that more than a couple that people have used to suggest that the vehicle in question was a Series II and not the obvious IIA. It also represents Rover emptying perfectly serviceable parts bins rather than tossing them or putting them into spares, as any replacement parts would be the new style anyway.

The front apron changed from being flat to being curved in January 1964<sup>11</sup>, a change which would last until the end of the Series III in 1984. It should be noted that there were two, possibly three different front aprons during the Series II era. The first ones were made of galvanised steel or Burmabright. They were deeper than the later style. The depth changed for the introduction of optional lifting and towing rings on the front horns<sup>12</sup>. The later, narrower versions were only made of Burmabright. (...to be continued next month)

#### Notes and sources for changes:

1. Minor exceptions are included under playing the game "what is it when the serial number plate is missing and the frame horn is rusted", so touching and closer examination is expected. See Part 2 next month.
2. Sept 1960 - Horn - Service Newsletter no. 2, item 8
3. Sept 1960 - Vent control - Service Newsletter no. 2, item 9.
4. Oct 1960 - Exhaust manifold - Service Newsletter no. 3, item 11
5. Oct 1960 - Horn - Service Newsletter no. 3, item 13
6. Oct 1960 - Dip switch - Service Newsletter no. 3. Item 16.
7. Oct 1960 - Oil pressure lamp - Service Newsletter no. 3, Item 17. Workshop manual, part 2
8. May 1961 - Turn signal switch - Service Newsletter no. 10, item 54
9. June 1961 - Steering arms - Service Newsletter no. 11, item 59
10. Oct 1961 - Introduction of the Series IIA - Service Newsletter no. 15, item 73
11. Jan 1964 - Front apron - Service Newsletter no. 40, issue 198.
12. Sept 1959 - Lifting and tow rings - Service Newsletter no. 107, issue 537

## LR Hot Water Bottle Cover

by Lori Kennedy

Given the rapidly cooling weather and the opportunity for sniffles, I found this interesting Land Rover related pattern.

Well, I'm not sure about the rest of the planet but on our little patch of Yorkshire in the United Kingdom it's been pretty chilly. So, with snow on the ground outside and a need to stay warm and snugly I felt a compulsion to knit hot water bottle covers. Having made patterns for camper van lovers I figured I would make a change and go for a pattern based on the Land Rover this time.

Of course, if you don't really need a hot water bottle cover there is no reason at all why you can't just use the chart to add a Land Rover to your favourite knitting pattern :)

You need knowledge of knitting with more than one colour per row but the stitches are basic - stocking stitch and rib with some simple shaping. I've used intarsia but if the thought of that terrifies you, you can always knit the main blocks of colour and add the details using Swiss Darning. (There are plenty of You Tube videos and online help features about intarsia and swiss darning)

The pattern can be purchased via our website at: [www.slightly-sheepish.com](http://www.slightly-sheepish.com)

What you'll need:

- The hot water bottle I used was a standard size, 29cm/11.5 inches long and 21cm/8inches wide with a neck of 6cm/2.5 inches.
- The cover is made in Double Knitting yarn (UK) which is Worsted Weight (US) or 8 Ply (AUS). It takes approximately 50g of the main colour, 25g of the body colour and oddments for the details and windows.
- UK no. 8 needles (US size 6, metric 4mm).

Any questions please just send me a convo.

The pattern is my own design so please just keep it for yourself. Thank you and have fun and stay Snug!



# Land Rover Stamps -- Series III, Part 4

by Dixon Kenner

## Somalia 2002

The former country is now effectively broken into two distinct countries. Somaliland in the north, with borders that approximate the former British colony that was there before Somalia was created out of the British and Italian colonies. While it does seem to have its act together, elections, bureaucracy, public services, and nobody recognises the place. The southern rump bit, the former Italian colony, or Somalia proper, has not had a government since 1994 and is the horrendous mess we have come to know since it collapsed into anarchy in 1978. While it is recognised, it's postal service is not. It is too difficult to figure out which warlord owns the post office on an on-going basis.



The purported Somali stamp with a Land Rover is part of the Paris-Dakar Rally set of four stamps, one of which is a Land-Rover, a Series III 109 SW to be exact. While the Paris-Dakar Rally is a high speed event, requiring vehicles that can handle the rough terrain, the thought that a Series III was entered into the Rally is rather interesting. Range Rovers have participated, and if a Series vehicle ever has, the author would be pleased to know.



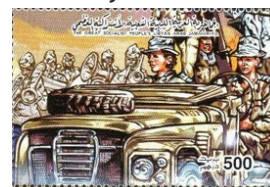
For the collector:  
 Issue: Paris-Dakar Rally  
 Date issued: December 16th, 2002  
 Value: 200 Sh - Somali shilling  
 Perforation: 14 1/4  
 Printing: Offset lithography  
 Catalogue no.: SG , Scott , Michel 968 , Yvert 844  
 Size:

## Libya 2003

The final souvenir sheet, more colourful than the last, was issued in 2003. This sheet prominently shows Gaddafi, ever the visionary, in the top centre. In the bottom right, in the same position as the 1983 souvenir sheet, is the same Series III with female soldiers, but this time as a 500 dinar stamp. Colonel Gaddafi did like his British Land-Rovers and bought quite a few from Great Britain. They are probably still getting good service in the various militias that are contesting control of the country nowadays.



This sheet commemorates "the 34th Anniversary of the 1st September Revolution" and contains eight stamps. The individual stamps are impossible to find, you have to locate the entire sheet, which is not a difficult task, but will set you back at least US\$25 given this is one of the more colourful, popular, and representative issues from the Gaddafi reign.



For the collector:  
 Issue: The 34th Anniversary of the September Revolution  
 Date issued: May 20th, 2003  
 Value: 500 Libyan dirham (stamp), 3,700 Libyan dirham (sheet)  
 Perforation: 12  
 Printing: Offset lithography  
 Catalogue no.: SG , Scott 1679 , Michel 2863-2870 , Yvert  
 Size:

## Malawi 2010

In 2010, either in an effort to raise revenues, or issued by an unscrupulous vendor, Malawi purportedly issued a number of series of stamps with the theme "the Cars". Sheet "#3" shows a pair of Land Rovers. In the upper right of the sheet, a 150 kwacha stamp with a blue Land-Rover Series III station wagon.



Later investigations would reveal that this stamp, while popular on eBay and many dealers, was in fact part of a larger series of counterfeit stamps, and are now slowly vanishing from catalogues. These stamps were produced as imperforate, fake first day covers, and colour



proofs. More recently, the individual stamps are being taken from the souvenir sheets to mask that they are illegal issues. Malawi only issued twenty stamps in 2010. There will be a future

article on counterfeit stamps.

A second stamp, obviously for a future article, shows a red Series 1 Discovery, one of the very few non-Series or Defender vehicles to grace a stamp.

The other two stamps are a Morris Mini and a MG MGA. As a tangent, Ted Rose would point out that the depicted Mini is obviously a rare prototype, because as a Mark II, it has interior door hinges, black mirrors, not chrome, and other interesting touches. Not unlike visiting the Car Corral at the British Invasion and seeing "Mark I & II 1275 Cooper S Minis" with the same "prototype" features for sale as genuine articles.

For the collector:

Issue: The Cars (there are seven sheets in the series)  
 Date issued: Unknown  
 Value: \$0 (face value). Varies on eBay  
 Perforation:  
 Printing: Offset lithography  
 Catalogue no.: SG , Scott , Michel , Yvert  
 Size:

## New Zealand 2012

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.



While by 2012, whether this was a Series III or Defender was in doubt, a search of news imaged of Royal visits



turned up a series of images that match the image found on the stamp. As can be seen by this image, the vehicle was clearly a Series III as the visit in question occurred in 1981. What the search also turned up was a 2018 article in the Daily Mail. The article describes on this particular drive in the Series III that a seventeen year old Kiwi nutcase tried to shoot the Queen with a .22 rifle. The incident and case were subsequently covered up for nearly forty

years. Obviously he missed. The New Zealand police were so embarrassed, they engaged in a cover-up to disguise the seriousness of the incident. After trying to escape a psychiatric ward to shoot Prince Charles in 1983, he was sent of a taxpayer paid holiday in 1995 to keep him away from the Queen. He would later commit suicide in 1997.



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.

There is also a souvenir sheet associated with this six stamp issue

For the collector: (individual stamp)

Issue: Diamond Jubilee  
 Date issued: May 9th, 2012  
 Value: \$1.90 - New Zealand dollar  
 Perforation: 13 x 13 1/2  
 Printing: Offset lithography  
 Catalogue no.: SG 3359, Scott 2399-2404 , Michel 2905 , Yvert  
 Size: 30 x 40 mm  
 Paper: Phosphorised paper



For the collector: (souvenir sheet)

Issue: Diamond Jubilee  
 Date issued: May 9th, 2012  
 Value: \$10 - New Zealand dollar (sheet value)  
 Perforation: comb 13 x 13 1/2  
 Printing: Offset lithography  
 Catalogue no.: SG MS3362, Scott 2404a , Michel BL286A , Yvert  
 Size: 101 x 97 mm

## New Zealand 2012 deja vu

Blepex 2012 was the first National Stamp and Post-card 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.

For the collector:

Issue: Bllepex 2012 National Stamp Exhibition, Marlborough  
Date issued: October 12th, 2012  
Value: \$5.50 - New Zealand dollar  
Perforation: 13 x 13 1/2  
Printing: Offset lithography  
Catalogue no.: SG MS3404, Scott, Michel BL295, Yvert  
Size: 131 x 91 mm  
Paper: Phosphorised paper

This article concludes the Series III Land-Rovers on postage stamps. However, there are more Series Land-Rovers on postage stamps. In this, and the previous set of articles on Series IIAs, all of those vehicles were intermediately identifiable by various obvious features. There are a few stamps, where the vehicle is facing away from the observer, and were produced past when one Series or another would have been the sole vehicle available.

## Frantz ByPass Oil Filters

by Dixon Kenner

While disassembling Greg Fitzgerald’s Series II pick-up I came across an interesting item. A slightly rusted canister, mounted on the top of the passenger footwell, and plumbed into the side of the canister style oil filter and the oil filler / sump vent tube. A photo to Instagram (this is 2019...) and up came identification faster than using an advance AI system. It is a Frantz bypass oil filter. Developed in 1953, and popular into the Sixties and Seventies, the company is actually still around and selling them.



Nowadays, you would probably just change the engine oil every few thousand miles and get the same affect, especially with modern oils and filters.

The Franz is essentially a system that uses a roll of toilet paper to filter oil particulates in the oil down to about the 1/10 micron level. It installs like a bypass filter, similar to what was seen on the

1.6 and 2.0 litre Series One engines. When you had no oil filter, these made sense. When you had a canister filter, possibly less so. Reading the period literature, it seems to clean all of the oil over about a five minute period. They also claim to remove moisture caused by condensation, though where that goes is a whole different discussion being a sealed unit (think a variation on the first law of thermodynamics from your first year physics class,  $E=mc^2$  &c.).

So, if you find one of these things on a newly acquired Rover, it isn’t original, but it is period correct and an interesting conversation piece at shows. Though you may want to block the lines as it really doesn’t do much, and then you can pop the cover off and make it a perfect place to smuggle American TP into Canada.

One amusing anecdote is that Canadian TP is not tall enough, American sheets are slightly wider, though Costco Kirkland brand seems to measure up. Your mileage will vary...



## Low Production Series Numbers

Have you ever wondered how many of the rarer production variants of Series Land Rovers were built? They are grouped by prefix--the first three digits of the chassis number. CKDs are unknown as the build books are missing after circa 1965. It is unknown if Land-Rover lost the books or if they just didn't record the information. It is known that the South Africans built 100s of CKDs IIB Forward Controls.

### Series IIA 109" One Tonne

- 229 (170 built) - 2.6 Home Market RHD
- 222 (52 built) - Export RHD
- 223 (64 built) - Export LHD
- 224 (unknown) - Completely Knocked Down RHD
- 225 (unknown) - CKD LHD
- 231 (22 built) - 4 Cylinder Petrol 2286cc Home Market RHD (22 Built in "Mist White", all thought to be TACR1s.)

### Series IIA 109" Forward Control

- 286 (353 Built) - 4 cyl Petrol home market.
- 287 (940 Built) - RHD Export 4 cyl Petrol.
- 288 (303 Built) - RHD CKD 4 cyl Petrol)
- 289 (459 Built) - LHD 4 cyl Petrol
- 290 (36 Built) - LHD CKD 4 cyl Petrol
- 300 (1 Built) - 6 cyl Petrol Home market
- 301 (361 Built) - RHD Export 6 cyl Petrol
- 302 (96 Built) - RHD CKD 6 cyl Petrol
- 303 (633 Built) - LHD 6 cyl Petrol
- 304 (6 Built) - LHD CKD 6 cyl Petrol
- 305 (5 Built) - Home market Diesel

### Series IIB 110" Forward Control

- 325 (1 Built) - Home market 4 cyl Petrol
- 326 (452 Built) - RHD Export 4 cyl Petrol
- 327 (unknown) - RHD CKD 4 cyl Petrol
- 328 (74 Built) - LHD 4 cyl Petrol
- 329 (unknown) - LHD CKD 4 cyl Petrol
- 330 (360 Built) - Home market 6 cyl
- 331 (524 Built) - RHD Export 6 cyl
- 332 (unknown) - RHD CKD 6 Cyl
- 333 (370 Built) - LHD 6 cyl
- 334 (unknown) - LHD CKD 6 cyl
- 335 (168 Built) - Home market diesel
- 336 (176 Built) - RHD Export Diesel
- 337 (unknown) - RHD CKD Diesel
- 338 (180 Built) - LHD Diesel
- 339 (unknown) - LHD CKD Diesel

### Series III 109" One Tonne

- 266 (238 built) - 2.6 Home Market RHD
- 267 (64 built) - Export RHD
- 268 (148 built) - Export LHD
- 269 (unknown) - CKD RHD
- 270 (unknown) - CKD LHD

## Upcoming Events

January 2020

### Annual Christmas Party

Location: TBD

January 20, 2020

### 309th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

February 14-16, 2020

### Maine Winter Romp

Location: Waterville, ME

[www.winterromp.me](http://www.winterromp.me)

February 17, 2020

### 310th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

March 16, 2020

### 311th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

Late March/Early April

### 33rd Maple Syrup Rally

Shawville, QC (Vern will call date based on sap run)

April 3, 2020

### Annual General Meeting

Prescott Hotel (Beach & Preston Streets in Ottawa)

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# Rovers & Parts for Sale

## For Sale: 1970 Series IIA 88" Land-Rover

Short wheelbase Land Rover with hardtop and soft top. (Late series 2a 88"). Rebuilt ~15 years ago including: new galvanized chassis; galvanized everything else including, firewall, breakfast, door frames, hood frame, rims, all brackets and anything else that was possible to dip; dual circuit power brakes; all new brake lines; 3" NADA 109 double cylinder front brakes; new wiring harness; MOD rebuilt engine; electronic ignition; 8500# winch; parabolic springs (RM?); biltstein shocks. I've owned it for about 6 months and put ~1500 miles on



table for the opposing rear bench seats, under bench seat storage and a cooker on the rear door that folds up for storage. A full roof rack also came standard. Options include a chest refrigerator in place of the front centre seat, dual batteries, air conditioning, a toilet and a rear tent extension. Model: Land Rover, Series IIA. Body type: Basic or Station wagon. Wheel base: 88in. Engine: petrol. Suffix used from April 1966 till April 1967

Includes: Smiths round heater, Selectro Locking hubs. Rare conversion for indicator on top of wings to allow jerry cans mounted on front bumper. This is a barn find and has been sitting for 25 years. Motor turns over. Bring a trailer and can help loading. Bill of sale. Craigslist post id: 7017968774 Amesbury Mass, \$4,500.

## For Sale: Series III 109 "Land Rover

Well known former Andrew Jones machine. Carb changed but available. Untouched since Andrew's ownership. Trailer not included. Contact Mr Bull at 905-372-2567 and email is itech.bull@gmail.com. Richton, ON. \$11,000



it. Done the following work as well: full new exhaust system; new carburetor; replacement intake and exhaust manifold; new coil; new seats (3 across front); front brake service; front swivels preload and re-seal. Toronto, \$22,000. More information - please send PM on Facebook

## For Sale: Vintage Hydraulic Plot (Series)

Complete hydraulic system for Fisher plow. Includes pump with pulley, control unit and two control cables. Cables are labeled "Raise" and "Angle". Dash panel for control cables is included but not shown in photos. \$200 or best offer. Amherst, NH. post id: 7001412502



## For Sale: Series IIA 88" Land-Rover Searle conversion

Unique opportunity to own/restore one of the few Land Rover Series 88 2a Searle conversion. Land Rover Searle Conversion; The Searle conversion was based on the short wheel base Land Rover three door. No pop up top was available for this conversion so it is difficult to identify in the field.



The Safari had the behind the seat bulkhead removed and seats that fold down into twin beds installed. Privacy curtains blocked off all the windows. This conversion included a removable rear

## For Sale: 1950/52 Land-Rover Series I 80"

GREAT VALUE: MOTIVATED SELLER - NO RESERVE AUCTION... Original and mostly complete 1950 - 1952 LAND ROVER 4x4 jeep truck. Needs a full restore as the pictures show. The Rover has been altered to deal with the harsh Canadian winters encountered here but the cab is easily removed. Rare to come by restorable "Series I" unit these days. Take a close look at the pictures as they show the overall condition at present. It currently has a Canadian title but we will provide



all the necessary paperwork to title in your state/country of choice. Vehicle is currently stored in MONTREAL QC Canada and can be delivered for pickup to Rouses Point Border Crossing NY for pickup by new owner if sold in US. Can provide short term storage pending pickup once vehicle is paid for in full. I have a great deal of experience with helping ship vehicles as my feedbacks below support. You can count on my help from the time your vehicle is shipped until it arrives at your door. I can be reached at 204-390-2553 if you have any questions or you can email me through Ebay and I will get back to you asap. eBay auction no. 113992777899 Buy It Now price of \$2800. (Editor's note - this is the second or third time this truck has appeared)

**For Sale: Freelander Parts V6 (2001-2006)**

Lot includes such things as: rear bumper lamp assembly; Ignition coil assemblies; KEVLAR front brake pad sets; front brake pad set; Ignition wire set; side marker lamps; tie rod assemblies and ends; wheel bearing; engine oil filter and other items. Free shipping, over \$1,200 worth of parts, starting bid of \$150 (Ed note: did not sell, give DAP a ring if you have a working Freelander and need a lot of spares)



**For Sale: 1997 Defender 110 6x6 Carmichael**

Carmichael rescue vehicle. Actually a 4x4 with undriven axle. KAHN sells these Defenders in restored condition for over \$500,000.00. 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. 9061 Milton Avenue, Montreal West, Quebec, H4x-2h1, 514-448-4662 visit our website <http://www.exoticaronline.com/>



**For Sale: 1985 SIII 109" Land-Rover**

Land-Rover Series 3. Last year before Defender. 2.25 L gas engine. Zero rust underneath. Needs to be finished correctly. Most parts are there. Engine runs strong. Call: 403 994-0592 Calgary area, \$6,750 Kijiji advert no. 1473393257



**For Sale: 1970 Series IIA 88" Bugeye**

I have for sale a 1970 Series 2A 88 inch Land Rover. This is a frame-up restoration. Engine runs beautifully, and the transmission was rebuilt and the differentials are perfect. It is sitting in my driveway at 272 Taylor Road, come and have a look at this classic vehicle. It will be painted green by August-September. Scarsborough, Ont. \$32,750. Kijiji Advert no. 1398522953



**For sale - 1979 Series III 109" Pick-up**

Extremely Rare Land Rover Series 3 -109 LWB Model Six Passenger Convertible Pick-up with fold up rear seats and seatbelts. 2.25L I4 Gas Engine, 4 Speed Manual, 4x4. Restored in 2016 including new suspension parts, frame parts, new oversized Michelin Military Grade tires, new brakes. Complete engine overhaul, fully rebuilt transmission, rebuilt transaxles. Brand new factory fuel tank, fuel lines and entire fuel system. All aluminum construction with very typical dents and various drill holes here and there. Minor rust in areas. Runs and drives excellent comes with an aluminum Land Rover hardtop and the framing for a Canvas top. Documented with Original Owners manual and service manual. Also comes with a truck full of spare parts including glass windows, spare doors, spare windshield and 2 extra seats. Fully Certified, plated and ready to roll for \$28800. Brandford Ontario. Kijiji advert no 1477436343



**For Sale: 1972 Series III 88" Land-Rover**

Runs well, lots of new parts. Head rebuilt with new valves and seats. New simple Zenith carb. Good as a is for a bush buggy, but would take a lot of work to get it up to collector. Nanaimo, BC. \$7,000 Kijiji advert no. 1477562516

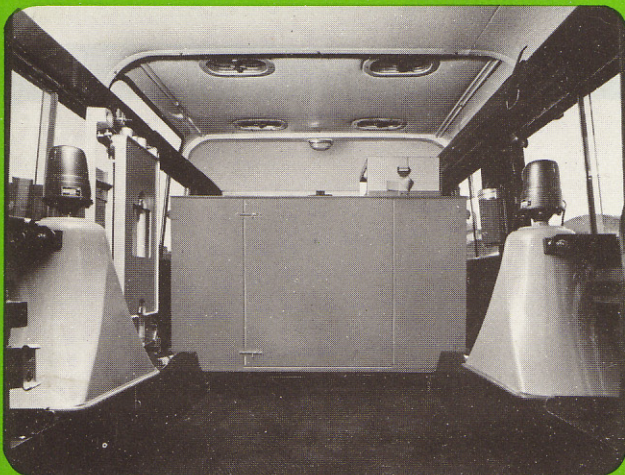


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