



OTTAWA VALLEY LAND ROVERS



January 15th 2020

www.OVLR.ca

Volume XXXVII, Issue 1, No. 418



**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 ranging 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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ABCD: Peter Gaby
Cedar Hill: Andrew Jones
Christmas Party: Executive
Other Events: ad hoc

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OVL R ISSN 1203-8237

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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 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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Newsletter Production Editor

Benjamin Smith (gdbg)

Production Assistance:

Bruce Ricker

Greetings,

This newsletter completes three years as interim, or temporary editor, of the newsletter. I guess one could say that for all six editors that this newsletter has had since May of 1983 when "Operation Frank" landed in local ALROC member's mailboxes, creating a proto-club that would be formalised a year later at the first Birthday Party. And since then, OVLR seems to be one of the last Land Rover clubs maintaining any sense of a regular newsletter, other clubs retreating first to forums, and now to FaceBook. Media where history is rapidly lost to technological change. [1]

Which leads me to this tangent. At the 2016 AGM the rising costs and hassle associated with the printed version of the newsletter led to the approval of an additional \$40 charge for a paper copy. Prior to this, all the cost related to printing and mailing of the newsletter were found within the membership dues of \$35. This decision separated out the costs of paper. It also released a large amount of money to the executive to use for other things.

Over the past year I have received some questions about costs. It seemed a complicated question, which I kept putting off. This past December, when I had nothing to do at one moment, I sat down with my massive page tracking spreadsheet that shows every newsletter, who was the editor, who did the layout, how many pages et cetera. It's what generates the statistics that Terry edited 110 newsletters for a total of 1,315 pages, at an average size of 12.0 pages per issue.

So, I plugged into the spreadsheet the postal rates from 1983 to date. I plugged in the weight of paper per sheet. I plugged in the latest costs from Staples for black & white and colour copying, single copies, not in bulk. I plugged in the cost of envelopes, though they are larger than necessary.

I changed the size of the printed newsletter to legal, rather than 11x17 to reduce costs. Call it a 'zine now. A NewsZine to be hip with the Millennial generation. This reduction in size to legal sized paper results in some cost savings in copying. I did these calculations over the past three years. To go back further will have higher than necessary costs as I do not have printing costs from back then.

So, what did I find out...

To print the newsletter in B&W would cost, on an

annual basis (NL was always B&W unless I printed it):

2017 = \$7.02 (newsletter contained 117 pages)
2018 = \$12.00 (for 200 pages), and
2019 = \$12.72 (for 212 pages)

To mail the newsletter (yes, weight plays into this for postage costs, the spreadsheet adjusts postage for weight) would cost

2017 = \$10.41,
2018 = \$11.31, and
2019 should come in at \$10.98 with three more 16 page issues.

Sadly, it now costs more to mail something than it costs to make it. Oh well, combining the two, and adding in eighteen cents an envelope (cheaper may be possible, I did not look very far) gives a total, per member, newsletter cost of

2017 = \$20.58,
2018 = \$26.46, and
2019 = \$26.83 (estimate).

Courier costs are not included as I always went and dropped off or picked up the newsletter. Or Bruce Ricker, one of the stalwart volunteers on the physical production side, did that.

Label costs were absorbed into the larger OVLR budget as we used the newsletter to mail other things to the membership. In fact, prior to the decision to go electronic, the membership dues covered all of the above costs.


It is only fair these numbers go to the Annual General Meeting for a discussion. These numbers have been presented to the Executive.

Alternatives? If the membership of the club rises to somewhere between two hundred and two fifty, there are services that will print and mail the newsletter to everyone for about \$35 per person. But enough of this tangent.

I still seek the next newsletter editor, as well as someone who knows Adobe InDesign who could assist in layout. The distractions of life do impact the timeliness of this effort. But given this is the last monthly newsletter standing, worth to keep going a little longer, even if most don't care.

1. A few clubs still produce irregular newsletters on a quarterly or bi-annual basis. The Pacific Coast Rover Club is one


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

 Jason Dowell shares a couple photos of Roving Gertie's 2.6l engine, all cleaned up and ready to go into the NADA. The engine was actually redone nearly thirty years ago with oversized low compression pistons, all new rod and main bearings, and possibly new valves guides and seals. Now awaiting a head gasket kit before clean-up.




 A photo sent from our ex-President William Fincer - "Looking through some family photo albums and found this one of my parents with their '59 series 2. Roveritis runs in the family." (Ed's note - Roveritis means more than one...)




 A note from Robin Craig - "Happy Christmas to you all. Derrick Hammond's picture of his ex-BATUS Rover inspired me to share this model I did a few years ago. It was inspired by this photo taken at BATUS for me by a friend. Of note is the ever changing colours of the BATUS schemes and how the light affects them."



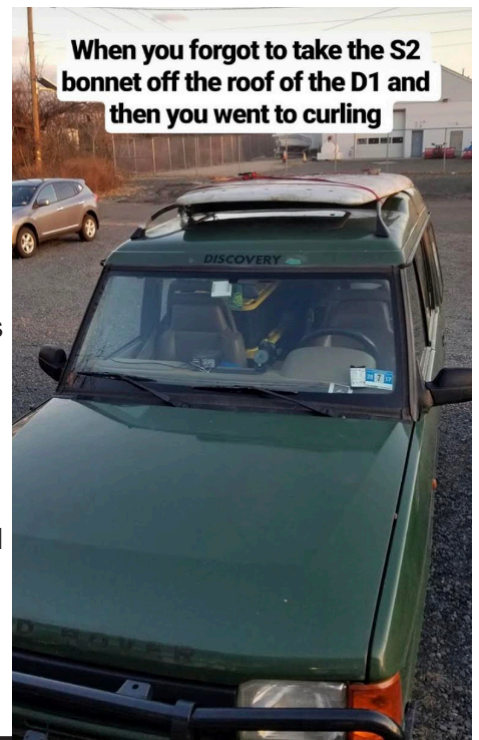
 David Place writes from Manitoba - "This really is a great heater from Princess Auto. I almost don't need the gas heater with this one installed. I replaced the temperature sensor and now my heat stays in the middle of normal. I also wired in my electric fan. I am getting a lot done this winter. Dave"




 Another late, post Christmas note arriving here (ed's fault), from Ron Barr - "Santa dropped off another 10 Land rovers. After 45 years he really is getting to know me." (Ed note - The set is also available from Oxford diecast for 64.95 pounds of via Steven David at www.faresplease dot ca in Ottawa)



 An interesting spy photo from one of our southern members. We consider this as "prototype Disco Safari" to the philistines who might suggest this was spare parts for a different project. We understand that the bonnet remained on the vehicle for several weeks until it was noticed and commented upon.




Some Non-OVLR News & Rumours


 In the Pixar film Cars2, the Queen's body guards are all Range Rover classics. One of them is named Mike LorEngine. He is a black Range Rover and a bodyguard of the Queen. Like all other bodyguards, he is equipped with a gun concealed in his wheel. When Tow Mater lands on the Queen's platform, the bodyguards quickly realise he has a bomb implanted on him. They interpose themselves between him and the Queen, thinking he wants to attack her.



 Oxford, of the Oxford and Cambridge duo that made the London to Singapore trip in the Fifties is on its way back to London from Singapore. In mid December it stopped in at the JLR factory in Slovakia, where it was compared to the new Defender2. I'm not sure how much is the perspective angles in the photos, but the Series One looks quite large compared to the latest edition.



 More from the rumour mill - Land Rover fans are in for a big treat. The carmaker is developing an affordable SUV which will be built on the Tata Harrier platform. The Tata Harrier is based on OmegaArc, a low-cost platform essentially re-engineered from the Jaguar Land Rover's D8 platform. Besides the five-seater Harrier, its soon-to-be launched seven-seater sibling too will be using the same platform. Positioned below Discovery Sport, the new SUV is codenamed L860. Though based on the new Land Rover Defender concept DC100, it may not have a boxy shape like the Defender and could be launched by 2021. The vehicle could be powered by a 1.5-litre, three-cylinder turbocharged mid-hybrid engine. Initially, it could come out with a front-wheel drive model. To be launched initially in the UK, it is expected that its price could begin from 25,000 euros.

 It is reported that the new Defender2's have arrived in North America for delivery to dealers and customers. Delivery will not be for a couple of months and in a more co-ordinated manner.





In 2013 a group of Land Rover enthusiasts in the United States started the first podcast dedicated to the Land Rover marque. Between them, they have owned nearly every model Land Rover has to offer, including Series trucks, imported Defenders, Freelanders, Range Rovers and, certainly, Discovery I and IIs. Guests from three continents – Europe, America and Africa – have joined them to discuss every model, offroading, repair, adventure, restoration, overlanding and heritage. The pair of episodes with Adam Bennett on finding and retrieving Oxford are quite interesting. They post a new episode every month. At <http://www.centresteer.com>, episodes to listen to are available. From their latest and all past episodes. If interested, you can subscribe to the podcast through iTunes, Stitcher, TuneIn and other podcast programs. CentreSteer is a part of the 4x4 Radio Network.



The London to Singapore, Oxford & Cambridge expedition Land Rover "Oxford" comes to North America

Fresh off The Last Overland, a retracing of the iconic 1955-56 First Overland expedition, the iconic Land Rover Series I "Oxford" is ready to conquer its next continent: North America. Plans are in the works for the truck to spend 2020 criss-crossing the USA and Canada, visiting Land Rover clubs and events along the way.

The tour will be coordinated by the Rover Owners Association of Virginia (ROAV), who are coordinating the financial and logistical aspects of the tour. They've set up a website to follow the Oxford visit.

Oxford will be heading over soon, arriving in Baltimore on January 19th, with the first stop on the tentative itinerary being Maine Winter Romp in Benton, ME from February 14-16, 2020. A classic Northeastern Land Rover event, Romp will be more interesting this year, because Land Rover enthusiasts banded together in 2019 to acquire the land the event is held on, securing its long-term future, as well as JLR discussing bringing up one of the new Defender2's.

June will bring Oxford to Canada, and the Ottawa Valley Land Rovers' Birthday Party, June 26-28. One of the oldest events in North America, the Birthday Party is a staple of the club scene in both Eastern Canada and the Northeastern United States. The event is the weekend before Canada Day, in case any Canadian Land Rover enthusiasts from further afield wanted to make a longer trek.



The Maine Winter Romp is an informal annual gathering of Land Rover owners and enthusiasts hosted by Bruce Fowler.

Set in and around Benton, Maine over Presidents' Weekend, Maine Winter Romp provides a non-competitive opportunity to test your Rover driving skills in conditions that can be extreme.

The regional event, brain child of Rush Hambleton, Scott Herring and Bruce Fowler well over twenty years ago has grown into one of the more eclectic international winter gatherings of Land Rovers. With just about every Land Rover product produced over the past seventy years in attendance. The event is generally non-damaging (though of course accidents can happen) and is open to drivers of all skill levels. (Novices will find supportive coaches in our midst—just ask.)

There is no charge for the event itself, but the group is encouraged to meet, eat and shop at local establishments during the event.

Winter Romp is not affiliated with any Land Rover Club, but clubs are encouraged to participate.

WinterRomp Attitude:

No whining!

It is imperative that you have an appropriate attitude and understand our approach to this event.

Practice Radical Self-Reliance.

Off-road driving is a group effort but you are responsible for yourself: your wellbeing, your preparedness, your happiness, etc. The group will assist you if you get into trouble but don't count on any handholding. You can ask for, and expect to receive, help. Experienced drivers will advise those in need. However, Winter Romp takes place under conditions that can be severe and, if not treated with the proper respect, dangerous. If you and/or your vehicle are not properly prepared, you will not be allowed on the trails—or you will be asked to ride with another driver. Decisions of the judges are final.

Did we mention, "no whining"?

Winter Romp Required Equipment

- Winter Romp Attitude and temperance, particularly during the driving portions of the event.
- An appropriate vehicle, registered, insured and



properly maintained. If your rig is deemed inappropriate for any reason you will not be driving it on the trails. (Remember: “No Whining!”) It should have a working CB and/or FRS radio, front and rear recovery points, and snow tires and/or tire chains. “All season” tires (as factory fitted on newer models) without chains are not adequate and in certain conditions you won’t be able to drive the trails. Be sure your spare fits your truck and that you have a correctly sized lug nut wrench too. You’ll want to fuel up before hitting the trails.

- Warm clothes and blankets. It may be wet and or cold—very cold—so bring spare clothes and socks. Boots you can walk and drive in. Gloves that provide protection from the cold and also from recovery activities. Don’t forget a hat.
- Food and water in case we are detained on the trails.
- First Aid Kit.
- Any medications or special provisions required for your comfort, safety and happiness.
- If you’re bringing children, be sure you can provide entertainment and appropriate supervision for them during trail delays.
- Tow rope or strap, shackles, etc. If you have a winch, be sure its in working order and that you have your winching accessories.
- A flat “snow” shovel. (Strong enough to serve as a jackplate?)
- A GSMR working radio.
- Tool kit and any spares you’re likely to need. Please consider any special equipment on your vehicle when assembling your kit.
- Heavy gauge jumper cables (long) and/or a “porta-start” battery pack.
- A highlift style jack is not required, but is very nice to have.
- The trails should be clear, but if you own and are comfortable using a chain saw, it may be of use.

Itinerary

(Itinerary subject to change so please check back the week of the event)

Information Packet w/ list of local services/vendors will be available at the Holiday Inn, during dinner at Waterville Grand Hotel, or at Big G’s on Saturday morning

Friday

- 1700 – 2000 Taco & Pizza Buffet at Waterville Grand Hotel (Best Western Plus).
- 2200 – Late night offroading departing from Bruce’s house.

Saturday

- 0600 – 1000 Breakfast at Big G’s (Great place to pick up a pack lunch too)
- 1100 – Off road vehicle inspection / briefing in field behind Bruce’s house.
- 1130 – 1800 Off road trails in groups. All groups meet for pack lunch.
- 1800 – Dinner at You Know Whose Pub and other local establishments TBA.
- 2100 – Late night off roading

Sunday

- 0600 – 1100 Breakfast at Big G’s
- 1100 – 1800 off roading
- 1900 – Dinner at 18 Below, 18 Silver Street.

Monday (for those sticking around)

- 0900ish – 1100ish Breakfast at Big G’s

Hotels

- Waterville Grand Hotel (formerly Holiday Inn) 375 Upper Main St . Waterville, ME. Make an advance reservation citing the “Land Rover Group” for the group rate of \$55 (plus tax)/night.
- Fireside Inn (formerly Best Western) Upper Main St. Waterville, ME
- Copper Heron B&B. Main St. Unity, ME

Winter Camping

- Contact Bruce Fowler at bruce@winterromp.me for further information

Event Cost: Free.

Further information and Registration

- <https://www.winterromp.me>



General Servicing: Repairs, Humour, Tales & Trivia

Frantz Bypass Oil Filters (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 advanced artificial intelligence (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 effect, especially with modern oils, and their detergents, 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 the Costco Kirkland brand seems to measure up. Your mileage will vary...



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Front Cover	Back Cover	Month
Ben Smith moving Land-Rover parts with the Mobile Engine Shunt	Sun Purpose Designed Fire Appliances - Sun BLR.1.	January
Another recent Rover refugee from America trying to take advantage of our Rover Medicare system...	Cuthbertson Snow Plough Farmers! Estates! Councils!	February
John McKelvey's 80" in a water hole, Winter Romp 2019	Land-Rover recovery winch, capstan	March
Rover owners frantically getting their Rover ready for Spring and hopefully the Maple Syrup Rally. (Anon)	The Pilchers Two stretcher Ambulance	April
Andrew tried to breathe life into his latest addition	"ACRE" Soil Shredder & Rotary Tiller	May
Series III Snatch in Fassburg Germany (Ben Smith)	Robot Post Hole Digger (Transplanters Ltd)	June
On the trail at the 36th Annual Birthday Party	HCB Angus Firefly - Hard-top fire engine - STD/DEL/11/65	July
Spotted in the wild in NY State, a former OVLTR truck	Salopian Manure Spreaders	August
Lightweight and Series 1 107" at BtN 2019	Silorator Dandy Forage Harvester	September
Alastair Sinclair's Series III 88' before front horn replacement	Hesford Trailer Winch	October
Neil Brewer's SIIA 88 in the LaRose Forest in the late 1980's	Harvey Frost Pick-up crane	November
Mike McDermott on an OVLTR expedition to the LaRose Forest in the 1980's of 90s	Cineroma Mobile Cinema	December

Title	Event Announcement	Month	Page
Club event	Annual General Meeting - 2019	January	5
Club event	Annual General Meeting - 2020	December	
non-OVLTR event	All British Car Day	June	6
non-OVLTR event	All British Car Day	July	5
Club event	Birthday Party - General information	May	9
Club event	Birthday Party - Map of main areas	May	10
Club event	Birthday Party - Maps, older trails	May	11
Club event	Birthday Party - Maps, newer trails	May	12
Club event	Birthday Party - General information	June	9
Club event	Birthday Party - Map of main areas	June	10
Club event	Birthday Party - Maps, older trails	June	11
Club event	Birthday Party - Maps, newer trails	June	12
non-OVLTR event	British Car Day (Bronte Creek)	August	9
non-OVLTR event	British Invasion (Stowe)	August	8
non-OVLTR event	Guy Fawkes Rally (Cooperstown)	October	8
Club event	Land Rover Experience Day (Montebello)	September	7
Club event	Land Rover Experience Day (Montebello)	October	7
Club event	Maple Syrup Rally	March	6
Club event	Maple Syrup Rally	March	7
non-OVLTR event	ROAV Mid-Atlantic Rally	September	6, 7
Club event	The Tune Up	March	5

OVLN News	Title/ Subject	Date	Page
Club news	Club acquires respiration kit for Albatross	October	4
Club news	2019 Annual General Meeting report	May	6, 7, 8
Club news	Elections Notice	November	5
Club news	Larose Forest with Robin Craig (summer)	November	4
Club news	Lugnut escapade, losing a tire on the Interstate.	March	4
Club news	Michel Bertrand proposes a new award	February	4
Club news	Once upon a time in Larose Forest (Robin Craig)	December	4
Club news	OVLN 2018 Awards	April	4, 5, 6
Club news	OVLN Montreal in Calabogie	October	4
Club news	Pay attention, Insurance information	April	4
Club news	Some candidates for Michel Bertrand's procrastination award	March	4
Club news	Trail clearing for the BP	July	4
Event report	Tune-up Report by Kevin Newell	May	5
Event report	36th Birthday Party by Greg Fitzgerald	July	6, 7
Event report	Charlie Speedie finds mud	August	5
Event report	David Roberge tries out LR Experience	July	4
Event report	Off-roading with Charlie Speedie	September	4
Event report	Terry, Dave and Kevin off-road	October	4
General news	WHAFE update	March	4
General news	WHAFE update, Freelander Tire Cover	May	4
General news	Chris Johnston's photo of snow covered LR	March	4
General news	David Place writes a LR mechanic is moving into town	January	4
General news	Derrick Hammond with a new Defender modification	December	4

OVLN News	Title/ Subject	Date	Page
General news	ex-OVLN 109 spotted in Plattsburgh	August	5
General news	Konrad Barraclough selling a fairey capstan	February	4
General news	Kurt Schmidt thins the herd	October	5
General news	Michel Bertrand adds a NADA to the herd	December	4
General news	Michel Gagne brings home an Austin	September	4
General news	Robin Craig circumnavigates Lake Ontario	August	5
General news	Ron Barr - LandRover with Christmas light	December	4
General news	Ron Barr finds a S3 in an outdoor retailer	July	4
General news	Terry King muses on LR ownership	July	4
General news	William Ficner sends a 6x6 photo	June	4
General news	William Ficner submits an interesting conversion	May	4
General news	Yuri Botero - Princess transport	January	4
Reference	Jeremy Magne TD5 fuel pump removal tool	June	4
Reference	Land-Rover Publications - TP/216/a, Series II owners	February	4
Repairs & servicing	Andrew Hutton building a fun off-roader	May	4
Repairs & servicing	Andrew Hutton to galvanise stuff	July	4
Repairs & servicing	Andrew Jones cleaning up the shop	October	5
Repairs & servicing	Andrew Jones makes some progress	August	5
Repairs & servicing	Ben Smith writes work on Dora continues	January	4
Repairs & servicing	Brett Storey on removing the pulley & damper on a 200 TDi	January	4
Repairs & servicing	Charlie Speedie gets the TDi running	November	4
Repairs & servicing	David Place and changing to synthetic oils	October	4
Repairs & servicing	David Place is looking for a specific ram	September	4

OVLN News	Title/ Subject	Date	Page
Repairs & servicing	David Roberge finds a leak	January	4
Repairs & servicing	David Roberge replaces O2 sensors	August	5
Repairs & servicing	Emile Joubert starts his restoration	July	4
Repairs & servicing	Greg Fitzgerald declares Spenny resurrection starts	November	4
Repairs & servicing	Greg Fitzgerald acquires a SII 109 PU	November	4
Repairs & servicing	head gasket replacement	March	4
Repairs & servicing	Jerry Dowell, Roving Gertie gets her heart put back in	January	4
Repairs & servicing	JJ Hechler - Renaissance Man needs help!	October	5
Repairs & servicing	JJ Hechler on about to finish a 2nd IIA	August	4
Repairs & servicing	JL Morin proves procrastination works	November	4
Repairs & servicing	John Cockell's tale of woe	August	4
Repairs & servicing	Katerina Borshevetsky finishes the LT230	October	5
Repairs & servicing	Katerina Borshevetsky starts to rebuild a LT230	September	4
Repairs & servicing	Kevin gets into leather	November	4
Repairs & servicing	Kevin Newell blows a diff.	June	4
Repairs & servicing	Kevin Newell uses duct tape	June	4
Repairs & servicing	Konrad Barraclough gets another Rover	February	4
Repairs & servicing	Michel Bertrand has 20 gears	December	4
Repairs & servicing	Naji Mhanna_ finished his front bumper.	September	4
Repairs & servicing	Naji Mhanna opens up his starter post BP	July	4
Repairs & servicing	Naji Mhanna welds	August	5
Repairs & servicing	Robin Craig has a request	June	4
Repairs & servicing	Ron Barr's 1962, on the road again	October	5

OVLN News	Title/ Subject	Date	Page
Repairs & servicing	Work on an early Discovery, LR work weekends	April	4
Repairs & servicing	Yuri Botero does a breakfast	May	4
Repairs & servicing	Yuri Botero finishes a bulkhead	June	4
Repairs & servicing	Yuri Botero is looking for a S3 pedal tower	February	4
Non-OVLN News	Title/ Subject	Date	Page
Amusement	Concrete Land-Rover garden planters	April	7
Amusement	Defender, Gilligan's Island Edition	April	7
Amusement	Rare Book Discovery - Buying more land-Rovers	April	7
Amusement	image of LR shift patterns	April	7
Historical	80" pushing double decker	February	5
Historical	Santana's final throes	March	8
Internet	Frank Elson is writing a blog	January	6
Internet	Tread lightly 101 online awareness course	July	8
Internet News	Kurdistan news report turns into Toyota advert	January	6
Internet News	New RR Evoque revealed with Invisibility feature	January	6
Internet News	RRS most unreliable in UK	January	6
Internet News	LRCanada 70th event	January	6
Internet News	more Defender prototype mules spotted	February	5
Internet News	Roseneath changes name to Coil Sprung	February	5
Internet News	VW buying JLR?	April	7
Internet News	2015 RR Sentinel armoured edition	April	7
Internet News	James bond in a series 3	May	13

Non-OVLR News	Title/ Subject	Date	Page
Internet News	This just sold for \$38,000	June	5
Internet News	A+G apology for missing Spring deadline	June	5
Internet News	Autoweek discussing new Defender	June	5
Internet News	Leaked Defender shot in paint booth	July	8
Internet News	Autoweek reports wheelbase options for new Defender	July	8
Internet News	Leaked Defender2 photo of new LR in dash image	July	8
Internet News	CentreSteer PodCast - Dan Warden 1 tonne club	August	10
Internet News	LR Defender specialists google map resource	August	10
Internet News	Monkey Joe's Land-Rover goes away	August	10
Internet News	Quebec restricts ex-military vehicles	September	5
Internet News	Ethanol and Canadian gasoline	October	6
Internet News	Prescott sold	October	6
Other Clubs	WHAFE update	January	6
Other Clubs	Registration is open for the MAR & event details	August	10
Other Clubs	Hazeldean Mall "British Invasion"	September	5
Other Clubs	WinterRomp reservations	November	7
Other Clubs	WinterRomp acquires another parcel of land	November	7
Parts	Pangolin power assisted brake towers	September	5
Parts	Pangolin - new leather seats	October	6
Reference	Penetrating oil comparison	March	8
Toys & games	BangGood Defenerd	February	5
Toys & games	subscription based 1/8 scale 1951 S1	February	5

Non-OVLR News	Title/ Subject	Date	Page
Toys & games	Lego Defender	March	8
Toys & games	an interactive Series IIA jigsaw puzzle	March	8
Toys & games	Lego Defender (Technic) model leaked	July	8
Toys & games	Corgi Chipperfield reissue	August	10
Toys & games	Hart models IIA 109fc cherry picker	September	5
Toys & games	Toylander and camper	October	6
Toys & games	Plasto Range Rover Classic (red and green, plain)	November	7
Toys & games	YT - restoring a S3 LR toy	November	7
Toys & games	Plasto Range Rover Classic (black police & polis)	December	5
Various	Giant Land Rover in UAE	August	10
Various	Land-Rover sweater	November	7
Various	Wooden LR in Holland	November	7
Various	Defender Hot Water bottle cover	December	5
Various	Would this be acceptable today? Popular Science January 1963	December	5
General Servicing	Title (author)	Month	Page
Reference	Nylon Fuel line fitting (1963 LS1)	February	12, 13
Repairs & Servicing	Dome Lights In Range Rover Classics - LED upgrade (Alan Richer)	March	15
Repairs & Servicing	Range Rover Sport, handy tips (Alan Richer)	March	15
Repair & servicing	Brake line renewal (Bill Maloney)	November	8
Repairs & servicing	Broken Latch And Stuck Lower Tailgate On Range Rover Sport (David Bobeck)	July	12, 13
Repairs & servicing	Shipfitters Part XXVII by David Bobeck	November	9

General Servicing	Title (author)	Month	Page	General Servicing	Title (author)	Month	Page
Repairs & servicing	Winter armour (David Place)	October	11	Reference	OVLN Newsletter Index 2017-18 (Event Info, General Servicing Articles)	January	17
Repairs & servicing	Follow-up to Broken Latch GS article (Dick Joltes)	July	14	Reference	OVLN Newsletter Index 2017-18 (For Sale)	January	20
Hobbies	Bandi 109 Station Wagon wind-up toy (Dixon Kenner)	May	17	Reference	OVLN Newsletter Index 2017-18 (For Sale)	January	21
Hobbies	Land-Rover Stamps - Covers, part 4 (Dixon Kenner)	January	8, 9	Reference	OVLN Newsletter Index 2017-18 (General Servicing Articles, For Sale)	January	19
Hobbies	Land-Rover Stamps - Series II & IIA (stamps from 1961-66), part 5	February	8, 9	Reference	OVLN Newsletter Index 2017-18 (General Servicing Articles)	January	18
Hobbies	Land-Rover Stamps - Series II & IIA (stamps from 1966 - 74), part 6 (Dixon Kenner)	March	12, 13	Reference	OVLN Newsletter Index 2017-18 (Non-OVLN news)	January	16
Hobbies	Land-Rover Stamps - Series II & IIA (stamps from 1975 - 78), Part 3/4, part 7 (Dixon Kenner)	May	15, 16	Reference	OVLN Newsletter Index 2017-18 (OVLN news, Non-OVLN news)	January	15
Hobbies	Land-Rover Stamps - Series II & IIA (stamps from 1989 - 2019), Part 5/5, part 9 (Dixon Kenner)	July	10, 11	Reference	OVLN Newsletter Index 2017-18 (OVLN news)	January	14
Hobbies	Land-Rover Stamps - Series III (Stamps from 1979-1983) Part 1/4, Part 10 (Dixon Kenner)	August	12, 13, 14	Reference	Prince of Darkness and NADA feb1 (Lucas part numbers)	March	14, 15
Hobbies	Land-Rover Stamps - Series III (Stamps from 1979-1983) Part 2/4, Part 11 (Dixon Kenner)	September	11, 12	Reference	Series Door Locks and key number location	October	14
Hobbies	Land-Rover Stamps - Series III (Stamps from 1979-1983) Part 3/4, Part 12 (Dixon Kenner)	October	12, 13	Repairs & servicing	RoverNight, part 9: A seasonal slowdown (Dixon Kenner)	January	11
Hobbies	Land-Rover Stamps - Series II & IIA (stamps from 1979-88) Part 4/5, part 8 (Dixon Kenner)	June	15, 16	Repairs & servicing	RoverNight: Gremlins (Dixon Kenner)	November	12
Reference	1949 pricing in 2019 CDN dollars	October	14	Repairs & servicing	RoverNight: September & October (Dixon Kenner)	October	9, 10
Reference	Alternate parts list - Series 1 rear roller bearing	April	8	Repairs & servicing	Rusting Series One brake and clutch levers (Dixon Kenner)	February	7
Reference	How many 86 & 107 Land-Rovers were built and exports to NADA	April	13	Repairs & servicing	Tales from RoverNight, part 10: A new hope, err, year (Dixon Kenner)		
Reference	Land-Rover cumulative stickers for service bulletins	April	8	Repairs & servicing	GS - Nylon fuel line fitting (1936 LS1)	February	12
Reference	M100 can trailers - An alternate parts list	March	16	Techniques	80 inch weekend - Dixon-Bates? No! The Dixon-Ben Mobile Engine Shunt	February	10, 11
Reference	New parts from Pangolin - Hand Throttles	August	11	Repairs & servicing	Plushie Preservation, part 9 (Greg Fitzgerald)	January	10
Reference	Oil Pressure Senders, a discussion (Dixon Kenner)	June	13, 14	Reference	What's in your first aid kit (Kevin Newell)	November	13

General Servicing	Title/ Subject	Date	Page
Repairs & servicing	Making the Defender Wiper Intermittent (Kevin Newell)	August	14
Reference	Accelerator Restrictor (Larry Simpson)	June	14
Reference	Options - Ashtrays & Cigarette lighters (Dixon Kenner/ Larry Simpson)	September	9, 10
Repairs & servicing	Installing floors in Grover (Larry Simpson)	October	11
Repairs & servicing	Smiths Oil/ Temp gauge installation (Larry Simpson)	November	10
Repairs & servicing	Cautionary Tale (Mike McDermott)	March	17
Repairs & servicing	Rod's Winter Land-Rover Photo	March	17
Repairs & servicing	1953 Series 1 NADA, part 4, Dismantling the engine (Steve Owen)	January	7
Repairs & servicing	1953 Series 1 NADA, part 4, the saga continues (Steve Owen)	February	6
Repairs & servicing	1953 Series 1 NADA, part 5, The rotten petrol tank (Steve Owen)	March	9
Repairs & servicing	1953 Series 1 NADA, part 6, Steering Issues	June	7
Repairs & servicing	1953 Series 1 NADA, part 7, Wiring (Steve Owen)	July	9
Repairs & servicing	1953 Series 1 NADA, part 8, Engine rebuilt (Steve Owen)	August	11
Repairs & servicing	1953 Series 1 NADA, part 9, Engine rebuild continued, part 9 (Steve Owen)	September	8
Repairs & servicing	1953 Series 1 NADA, part 10, Engine rebuild continues Winter work (Steve Owen)	October	10
Repairs & servicing	1953 Series 1 NADA, part 11, Radiator Refurbishment (Steve Owen)	November	11

Rovers & Parts for Sale

For sale - 1970 Series 2a Land Rover SWB, Toronto, \$22,000. 1970 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 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. More information - please send PM on Facebook



For sale - 1964 IIA 88" pick-up, Redcliff, Alberta, \$15,000 - Has newer frame, parabolic suspension, poly bushings, new lines, shoes, wheel cylinders, etc. Was driven daily but has sat now for several years. Hard to find tuck style and have an extra cab but missing one corner window. Kijiji advert no. 1470095694



For sale - 1970 Late IIA 88", Kawartha Lakes, Ontario, \$50,000 - A 1970 LAND ROVER II SERIES 2A 88 COMPLETELY RESTORED GALVANIZED FRAME NUT AND BOLT RESTORATION Contact Colin Conroy via Facebook Marketplace

Rovers & Parts for Sale

For sale - Various parts, near Calgary, prices vary - I am clearing out my collection and down sizing. I have some new and used miscellaneous parts for sale. Mostly for series landrovers, some 110 / 90. SWB hardtop c/w sides and split tail gate upper 5 door side panels, 1 with slider window 1 with fixed (was a slider) fit SWB also? Ser 11a 109 LWB rear axle 2 incomplete engines, ex mil, 1 is seized - SOLD Misc. door bottoms, LWB rear tub, ser3 New safari door glass Ser3 fenders, see pics for more, lots of odds n sods too 110 coils and misc suspension parts, fuel tank (diesel) Misc. ex British army parts too, see other ad. 24v take offs also available, generators, control boxes, radio platform / battery box 110 project to sell too Sankey trailer parts, axle, rear legs, misc. DO NOT ask if its available (items will be removed as they sell), please text, call or e-mail all other enquiries I am just 1/2 mile off the hiway, 10mins east of Strathmore. Kijiji advert no. 1467452246

For sale - 1952 80", Toronto, \$17,995 - Here we have for sale a very rare little beast indeed! This cute as a button Series I has come from Holland. This is the first vehicle made by Land Rover, the predecessor to the Series II, III and Defenders we see on the road today. It is a fine piece of British history, but also a usable every day drive! Fitted with a 2 litre Mercedes diesel engine, which is a very common conversion and drives beautifully. The chassis is in incredible condition. It has been fitted with a galvanised bulkhead which will never rust. A fantastic little summer runabout! The vehicle is available for viewing any time. Email transatlanticconcepts@gmail.com or call 2897712553



For sale - 1962 Land Rover Series 2A Deluxe Station wagon, Calgary Alberta, \$16,900. This vehicle has 28,000 original miles and sat in storage for almost 30 years. Runs and drives like a low mileage series truck and has some very rare Canadian only factory options, Including Kodiak 3 heater. Completely original and unmolested with factory Marine Blue paint and all original glass Lucas lights. Also includes original dual lucas wiper motors, rare factory ordered ash tray and crank starter stored under tumbling rear bench seat (original elephant hide seats) True Series enthusiasts will appreciate the unrestored patina and original condition of this deluxe station wagon Must be seen to fully appreciate. Kijiji advert no. 1477



For Sale from Konrad Barraclough - I've got a few Defender parts for sale. As I'm in Michigan (near Detroit), I thought I'd see if there is any interest here. Prices are \$USD. Thanks (1) Brand new OEM Land Rover Defender 90 / 110 rear tow bar NAS step. This is NOT exactly the same as the NAS but is original and was used on other Defender models. All fixings included. \$500. (2) Complete Land Rover Defender Headlining from 1993 ROW Defender. Includes front, rear and back section. Very straight and overall in good condition. Removed from a very low mileage 1993 ROW Defender 90. Slight damage as per photo. Was planning to recover but ended up replacing with new \$500. Buyer pays postage or collects from just outside of Detroit, Michigan. (3) I have 2 fixed, tinted side windows for Defender 90 / 110. Great for additional security. Surplus to requirements. The previous owner of my 90 switched out the sliding windows for these when on expedition. I don't plan to do the same, hence they are up for sale. Let me know if still interested so that I can get you a shipping quote \$300. Reachable via Facebook.

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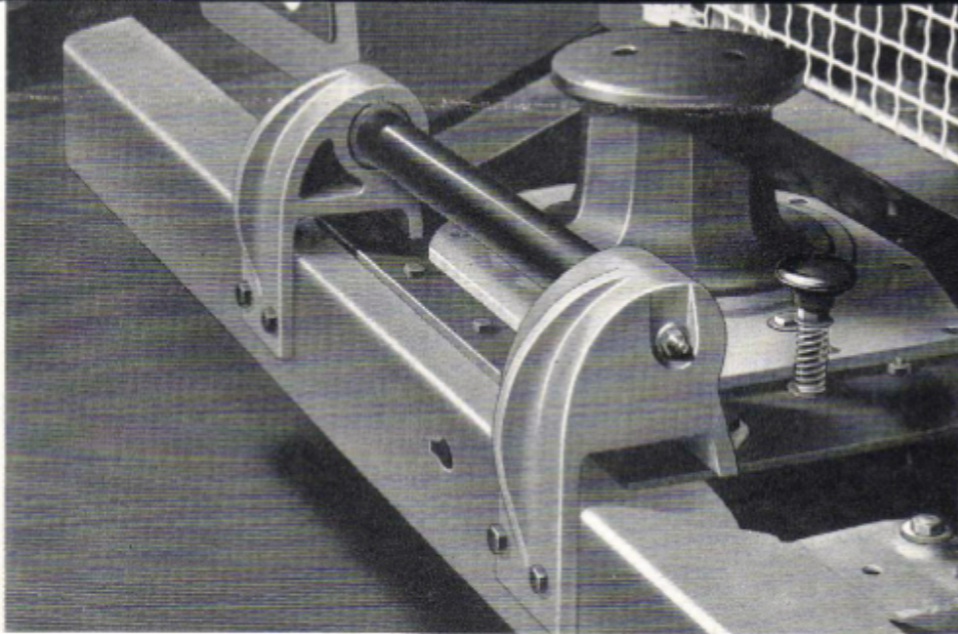
Available from The Rover Co. Ltd. for use with the

RECOVERY WINCHES

CAPSTAN

2,500 LBS. LINE PULL

**LAND-
ROVER**



The front capstan winch, driven directly from the engine crankshaft, is designed for a maximum pull of 2,500 lbs. (1,135 Kgs.).

The most suitable rope size is $1\frac{1}{4}$ " (31.5 mm.) diameter manilla; it is wound twice round the bollard with the end attached to the object being pulled passed under the roller. Drive is engaged by sliding the control knob towards the vehicle with the engine stationary. When a steady pull is maintained on the free end, the rope will grip the bollard.

Rope speed is approximately $12\frac{1}{2}$ feet/min. (4 metres/min.).

The maximum pull is governed by a shear pin in the winch drive. A hand throttle should be fitted to petrol models to maintain the correct engine speed of 600 r.p.m.

The equipment shown in this leaflet is currently available for the Land-Rover, but The Rover Company Limited reserves the right to alter or withdraw any item without prior notice.

