



OTTAWA VALLEY LAND ROVERS



February 15th 2020

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Playing on the Hydro Cut at the WinterRomp

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

General Information

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

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

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

Radio Frequencies

VHF 146.520
CB channel 1
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SW 14.160 MHz
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Newsletter Archive

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OVL R Newsletter

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In accordance with the Library and Archives Act, and the Legal Deposit of Publications Regulations, all OVL R newsletters are deposited with the Library of Canada and available to the public under ISSN 1203-8237.

The OVL R newsletter is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

Submissions: Articles and photographs may be submitted to the Editor, Dixon Kenner (dkenner@gmail.com) or via post to the club address. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back. For the best reproduction of photos, use the highest resolution possible. Do not include photos in the text files.

Advertising Information: \$35 CDN for 1/4 page ad. Must run for minimum of three months. Free add space is provided to members.

Deadlines: Submissions to the OVL R Newsletter must be received by the 5th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and attributable. Names may be withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

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Greetings,

A slightly shorter opening missive this month. While Land Rover related activities have included much effort getting Alastair Sinclair's nice Little Blue Truck, the LBT, ready for the 24th or so WinterRomp in Maine, some weekend work on a 1957, replacing springs, there was a rather large gap brought on by some time in Cuba searching out Land-Rovers. More on that inside.

The major event associated with February is the WinterRomp, hosted by Bruce Fowler in Benton Maine. That is happening as I sit in his study and write this up. Next month we will cover that event, which featured the first appearance of the renowned Land-Rover "Oxford", fresh off the boat from Great Britain.

WinterRomp is turning itself into a Trust, with a board of directors, now that the "organisation" owns the land that it has been using since the mid 1990's. Given the success of the 'Romp, an event that has no entry fee, and the participants are responsible for their own success or failure, that takes place in the depths of the winter, this new organisation should be well equipped to carry the event into the future. Given that many OVLRL members have participated in the event since near the beginning, further news of developments will make it to these pages.

No real news on Club activities. While the WinterRomp interests some, the rest have vehicles hiding out from the frigid temperatures and awaiting the Maple Syrup Rally, the traditional starting point of the season.

Per administrative details, I have condensed the following from the Club Secretary -

Treasurer's quick financial update: Dave P. reported that we have \$1407 CDN in Paypal receivables (that is cash in hand), and \$5024.99 CDN in our chequing account. We have \$577 CDN in liability to P.Gaby for costs incurred for several events last year, MSR and BP. OVLRL is paid up with OF4WD for the year (sorry for the acronyms). Per audit, which has been outstanding several years, Dave replied that he plans to finalize the books and get them to Jean-Leon Morin this weekend (February 15/16). They should be ready before the AGM in April and definitely by the BP.

Birthday Party: The President opened the discussion on the 2020 BP by asking about the status of the visit to the BP this summer by OXFORD, the 1955 Series 1 that drove from England to Singapore, and will be visiting N/A this year. Patrick Lariviere is our executive in charge of this initiative: points raised: Oxford is expected to travel from New York State late June to the BP, then back to NYS for early July, in time for July 4th.

Possible scenarios are that OVLRL may need to haul Oxford on a trailer from NY to Ontario and back to NY, or Atlantic British may haul Oxford from NY to Ontario and back. These options are being looked at, with concern over the inter-country travel foremost. Patrick will work with ROAV's Dave Short (the primary NA sponsor of Oxford's visit) to ensure that we/they have all of the proper affidavits/permits etc to pave the way for Oxford's visit here. PL will check with CBSA and Atlantic British on the details, will there need to be a bond, for example.

OVLRL has pledged that as a club we could be liable for up to an estimated \$2K in costs to handle the transportation/fees/and potential damage to Oxford while it is in our possession. Note: if it gets here, we plan to drive it off and on a trailer, and NO off-roading while it is at the BP. There are no fixed fees associated with OVLRL at his time. The Executive unanimously agreed that we should proceed with inviting Oxford to join us at the BP with our current understanding of the agreement.

Mike McDermott asked if OVLRL could somehow be promoted with Mark Motors Land Rover as we once had a relationship with the Land Rover dealer. Historically (years ago) the Land Rover dealer did offer free membership (and parts cost discounts) to OVLRL members, but that has passed. Unknown at this point what Mark Motors can do in regard to this question. The President will follow up and report back.

A discussion arose as to the possibility of producing a commemorative T-shirt of Oxford at the BP. OVLRL will go ahead with this idea, similar to what other American clubs are doing. We propose a tour list showing Ottawa in CAPS on the t-shirt listing Oxford's travels.

If we reach an agreement with a supplier, these will be included with the adults' fee for this year's BP at an estimated cost of \$20 per adult/shirt. This will be reflected in OVLRL's websites on Facebook and Shopify where members sign up and pay for events and merchandise.

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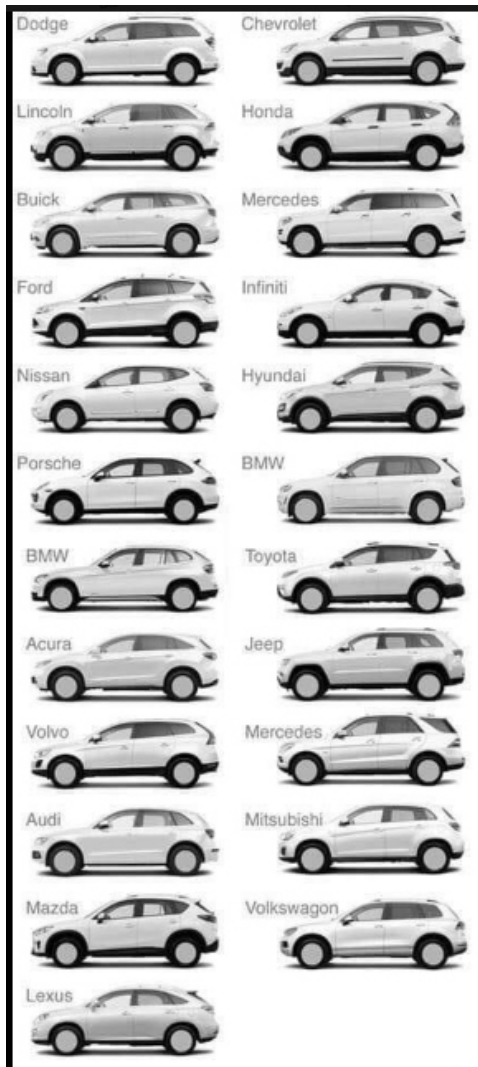
DEALERS:

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Don MacLennan Motor Co. Ltd.	1148 West Georgia St.	Vancouver, B.C.
Marley Smith Motors Ltd.	39th & West Boulevard	Vancouver, B.C.
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Premier Motors	Butcher's Motors Ltd., 303 Yale Road West	Abbotsford, B.C.
Four Hope Garage	McCannell Motors Ltd., 213 Lansdowne Street	Chilliwack, B.C.
Smith Garage	Lumby Garage	Hape, B.C.
Lumby Garage	Foxcar Auto Body	Kamloops, B.C.
Murrayville Garage	Kootenay Motors (Nelson) Ltd.	Kelowna, B.C.
Royal City Motors, 814 Cornarvon St.	Crawburn Motors	Lumby, B.C.
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		Pentiction, B.C.
		Powell River, B.C.
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		Revelstoke, B.C.
		Salmon Arm, B.C.
		Talawa, B.C.
		Vernon, B.C.
		West Vancouver, B.C.
		Whalley, B.C.

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

 A note from the President - Is there anyone in the club who is knowledgeable enough and can volunteer to help us out with some graphic work? The club executive needs some assistance for our merchandise and branding. If so please let us know.

 An interesting image submitted by Kevin Newell with the caption "This is why I love older vehicles and drive a classic Land Rover". You never realise how



automotive design has completely collapsed and moved into "group think" by designers until you take a look at this image. Explains how you see Ford Explorer and think "Oh, a Range Rover" until realising your error. Makes one feel sorry for Millennials, who did not have the experience growing up when vehicles looked different from each other, and were easily identifiable from a distance. The fireball far away, not being the Cold War gone hot,

but a Pinto being rear ended.

 Child Labour by Ben Smith.

Saturday I thought I'd take Dora, my SIII 88" out for a spin with the family for dinner. It was snowing all day. Then I thought I should likely check that's she will start. It being a week since last run in all and that time I had to charge the battery. So while wife and #1 daughter were out I figure I'll give her a go.

Blip the throttle, set the choke, turn the key. She immediately fires on 2 or 3 cylinders and dies. I try again...turns over and no start. Again. and Again.


etc, Do I stop there? Of course not. I have a 800 foot run down the driveway to the neighbors. Perhaps the spark is just week from turning the starter. Let's try a roll start. That didn't work. I managed with the last bit of the roll to get off the driveway so as not to block the wife when she came home.

The walk of shame up to the house. Find #2 daughter, all of 7. Ok down with the iPad. Boots and jacket you need to help Daddy with Dora. Surprisingly there was no resistance. Out to the Barn. Grab a tow strap. Fire up the 80", which of course fired right up on the first go, across the field and out to Dora. To set the scene we have about of inch of snow on the ground with more coming down. It is about 1000 feet/300 meters to the barns across a cut hay field and grass with perhaps 30 feet of elevation gain. 80" towing an 88" with a 7 year old steering the dead vehicle.

I give her instructions to just turn the wheel to keep following me...don't worry about the pedals. Hook up the tow strap and off we go. I am making some progress in 1st gear going slowly nearer to idle, turn a bit up hill and loose traction. Joy. Back up keep going on the flats at higher rpms in 1st gear (low box of course), turn towards up hill and across the field. Nearer to the line of hay/law the pitch gets steeper. I get onto the grass and start spinning all 4 tires. Sigh. Roll the road train back 100 feet and try again. Except this time I want to do an orbit around the septic field to gain more momentum.

Trying to make a sharp left when the kid doesn't steer hard pulls the rear end of the 80" a bit but we get going, Shift to 2nd and lay on some momentum and head uphill over the law. Just near the break of the hill we start to loose said momentum. All tires spinning, but still making progress....we make the top and do the right turn to go 150 feet/50 meters to the open barn door... and right in, no fuss, no muss.

"Daddy you scared me when you were going sideways" It worked, didn't it. And I didn't rut up the lawn...too much. Put the 88" on the battery charger and headed inside. To find that the wife had come home just then, but missed all of the excitement.

 Robin Craig remembers - I have owned a few vehicles over the years and by some small amount of skill and a larger amount of cheque book maintenance had some great fun with them.

Recently Dan Gulka posted a picture of a lurid ex BATUS OPFOR cam scheme 110 on Facebook and I made comment about buying one like that. Here it is in latex green matte house paint that was done over at David Lowe 's place on a Saturday afternoon, David was very obliging with helping me get the vehicle home to Ottawa from Toronto by some clever ap-

plication of the Ways and Means Act. There are many features to note or comment on. I bought the wagon with no door tops and no roof and no tailgate and no rear above the waist line body.

I was being cheap and fighting the domestic budget issue and so became inventive. I needed door tops and a roof. My best mate of the time, the late Andy Graham gave me a 109 truck cab and a 109 windshield.

By removing the 110 windshield and fitting the 109 one after fashioning some temporary hinge points it fitted nicely with the door tops. Then the truck cab fitted well. I think one of the two original panes of glass was broken so I removed the centre divider and had a new one piece glass fitted.


For the rear tailgate a scrap piece of ally from my then workplace at CMP metal products in the old National News building on Lancaster road was fettled to fit. The National news building is where we had the OVLR AGM quite often as guests of the late Al Pilgrim. Al encouraged us to grab any of the publications featuring headlights from the piles of motoring magazines in stock ready for distribution. I know Andy Graham always got a few months worth of reading material there.

The rear load bed was covered with my own home design tonneau cover made for me by Ottawa Awning and Canvas on Boyd Ave.

The licence plate was CX 2.5 D. I really did think I was a bit clever with that I suppose.. Anyway, a great running wagon as I and Paul King would call that kind of vehicle. I had some great tyres on it and had a barrel of laughs in it and even taught my eldest to drive in despite comments by others that she would never be able to do it. Katie was a champ at that and I have such fond memories of that.

In the passenger seat in this picture is Katie's sister Thea Powers. Again at the Silver Lake OVLR birthday party event. I sold the wagon on to someone in Toronto but his name escapes me.




 Robin Craig sent in an interesting photo of the Wolf being tested in England.



 An interesting find by Jeremy Magne. A 1/18 RC Land Rover Defender. The advert continues "Made of high quality alloy material, which makes it very difficult to be damaged. Non-toxic water-based paint spray and doesn't contain formaldehyde and any other harmful substances. Not easy to Wreck and scratches with the delicate touch." The advert concludes with "Special Offer Today Only & Free Shipping". For US\$30, not a bad deal. Though at that price, what might arrive?



 David Place writes from Manitoba on the Oscar switch and other things - "It arrived. The elves must have been cleaning out Santa's bag for the big trip. Thanks. I did some rewiring on the Rover. Looks much neater. I checked that sensor on top of the head and it is N/O so perfect for the electric fan. I also installed a summer/winter switch in series with the positive lead to the fan. Now I can disable it in winter and turn it on for summer. Next is to order a check valve for the carb so I don't bleed out the gas from the line during long storage. I am gone to my son's lake house at Breton Lake but when I get home I am going to power polish the whole body. I seem to be better than usual. I still have plans to install an ATV winch on the Rover roof rack with a small jib this will stand me up from the floor if I fall or want to work under the Rover. Maybe this year I might think of trailering the Land Rover to Ottawa for one of the events."

Some Non-OVLR News & Rumours

 While trolling Instagram I came across an interesting accessory for owners of Land-Rovers built between 1958 and 2016. A simple cupholder. But, I'll let the maker of this item describe the inspiration for it -




"After owning a number of Series Rovers and a D90, I have discovered that certain things could use some "minor improvements"... For example, while driving with my wife Dawn in our D90, she commented on the lack of a suitable place to put her coffee cup.

Hmm, a problem. Now to think of a solution. I wanted a compact simple design that would install without any additional holes or screws in the body work and would fold out of the way when not in use. After a couple of prototypes we made the finished design and sourced all the hardware components to build a complete Kit. We then redesigned "retro-designed" the cup holder to fit in a Series II, IIA, and SIII Land Rover. (We are working on testing for Series One Rovers now)"

The design is basically the same for both models and attaches to the seat rail fixing bolt. The Defender model is designed in RH and LH version to fit the corresponding seat bolt on either seat. If you have a RH drive version or you passenger would also like a cup holder. The Series model isn't "handed" and can be reversed to fit either seat rail. (Or any seat box mounting bolt on the front edge).



Classic Rovers carries some of their items. Rovers North and Atlantic British also carry these accessories.

 Spread the word folks. 3 Brothers Classic Rovers team is expanding! We're in search of the

right individual to join our Series Land Rover restoration department here in beautiful Paris, Ontario. This person will preferably have experience in automotive restoration. Series truck experience is an added bonus. A strong mechanical background is a must (licensed mechanic even better but not a requirement). They must be able to work independently or in a team situation. Deadline oriented with a passion for details. Should have their own tools. Company history: 3 Brothers are a family owned and run business that places work life balance as a priority in our lives as well as our staff. We are Canada's largest Classic Land Rover parts distributor and Series Land Rover restoration shop. Please email resumes directly to Rich@3brothersclassicrovers.com including salary expectations. We thank you in advance for your response, but only chosen resumes will be contacted.

 When a watch costs more than a Series...



Suffice it to say that I do enjoy listening to "Under the Influence" on the CBC radio. An excellent series on advertising and marketing history, it is fascinating to hear how many things we take for tradition or habit come from marketing. At the same time, there are episodes on some of the more interesting aspects. This following article is the later. A watch to go with your modern Land Rover that costs more than your average Series Land-Rover. I wonder what Archie Luxury would think of this on his YouTube channel...

Land Rover has again collaborated with Swiss watchmaker Zenith to produce a timepiece to commemorate the launch of the New Defender. The Defy 21 Land Rover Edition carries design features relating to the new flagship utility Land Rover, modifying one of Zenith's flagship models.

Elements from the Defender were incorporated throughout the watch. The back cover is etched with the pattern of the Defender's five-spoke Style 5098 wheels, with the spaces between the spokes showing the movement through a window. The watch comes with two straps: the fabric "Country" version, which couples a textured black fabric (similar to the bolster fabric in the base-model Defender's seats) with an orange stitch; and the "Explorer" rubber strap, with a square pattern embedded in it similar to the rubber flooring in the vehicle.

The details continue to the crown, which has an orange band similar to the recovery points on the top-

tier Defender X model; the orange continues on various markers across the watch. The case is a matte grey, and unlike other Defy models from Zenith, the mechanics of the complications do not show through an open watch face.

Zenith and Land Rover have now joined up four times. Their first three collaborations all focused on elements of Range Rover models. The El Primero Range Rover Special Edition in 2016 celebrated the Range Rover SVAutobiography, with a strap using the same perforated leather as the seats in the top-spec Range. The Chronomaster El Primero Range Rover Velar celebrated the new Range Rover Velar's launch in 2017, with a moody dark face and a strap patterned after the Velar's Union Flag-embossed seat fabric. The Defy Classic Evoque in 2018 celebrated the smallest Range Rover, with the open face reflecting the Evoque's angular wheel design and the strap its diamond-stitched leather.

Zenith and Land Rover have been collaborating on this watch for over a year, in anticipation of the launch of the New Defender. In an interview with Robb Report, Zenith's CEO discussed the process of working with Land Rover, including directly with Design Director Gerry McGovern. "In the past, [Land Rover] wanted to go for a more classic watch, but with this one, we chose the Defy 21 and we brought some very special material to get a watch with strong character, because the car is a crazy car, so we want a crazy watch." McGovern thinks the new watch captures "the essence of the new Land Rover Defender: modern, durable and highly desirable," and it's his favorite of the four collaborations.

If you want to get a Defy 21 Land Rover Edition, you'd better hurry though. Only 250 examples are being made, at \$13,400. I wonder if this will get a date as fast as a Patek Philippe?



New Defender2 in James Bond Film

James Bond and Land Rover are two British icons that go together like scones and clotted cream. With both the New Defender and the new Bond film, *No Time to Die*, coming this spring, the two brands joined together to make an ad for the Defender using footage from its role in the film.

The ad starts with a clapboard to begin a new take of the stunt run, before three Defender 110s jump in from above the top of the frame, to the tune of the iconic Bond theme. They tear down a hillside to the famous guitar riff, chased by several motorbikes. It races through a riverbed, pursued by a helicopter, before zipping down a muddy track, kissing a tree, and ending with a barrel roll off a cliff -- taking out the front wings of the truck before it drives itself off-screen.

The ad is narrated in an understated fashion by a man who rattles off the Defenders credentials: "an iconic shape that never fails to make an impact" (as the leaping trucks hit the ground), which "will stay composed no matter what the day throws at you"

(while it jumps over a bumpy plain and races through puddles). If "you venture off the beaten track, it remains assured no matter the circumstances." It's "designed with purpose and tough enough to take on any unexpected surprises" (aforementioned tree trunk kiss). It's "as at home on the road as it is off," as evidenced by its final, dramatic roll underneath the logos, website addresses, and financing offers that come on screen.

The Defenders used in *No Time to Die* were some of the very first built, and they include VIN number 007, the 7th vehicle off the line, in tribute to the iconic agent On Her Majesty's Secret Service. The stunts were directed by Jessica Hawkins, a successful Formula 3W racer.

The ad is an excellent way to show off the New Defender's off-road chops, which have yet to be fully displayed in public to this degree. There's of course much more to come in this regard, but they were a demonstration of how sturdy Defender is.

Nick Collins, Defender Vehicle Line Director, explained the extent to which the vehicle was punished: We developed a new test standard for Defender, the most challenging we've ever had and unique to this vehicle. Physical strength and durability is measured by a number of different tests including a bridge jump test which gave us confidence to deliver what the stunt team needed to create for *No Time To Die*, with no modifications to the body structure except the installation of a roll cage.

The video is easily found on YouTube and other sites.



The January CentreSteer Podcast landed on January 31st. This month, after all of the Land Rover news reports about what's up with the corporation, John Kostuch and friends had a pair of interviews. The first was with Bill Davis, of Great Basin Rovers, or just GBR now as JLR went on a bit of a jihad against commercial entities using their name. He discussed how he got into Rovers and some of the more interesting things he has made for the community. The second interview is with David Short, president of Rover Owners of Virginia (ROAV) about Oxford coming to America. The podcast is available at <http://www.centresteer.com>.



A quick note from Paul King. A stop by Princess Auto in Kingston showed some interesting items that would work well for those with an ambulance. Cutting the handles off the stretchers would make them useful cots for **camping**



Maple Syrup Rally

That time of year is nearly upon us, when the snow begins to recede up here and the landscape begins to resemble something other than tundra, or taiga, depending on where you might be sitting. For the past twenty-nine years, members of OVLRL have been celebrating the coming of Spring with a gathering at Vern Fairhead's sugarbush in Shawville, Quebec during the maple sap run. The event offers people an excuse to get their Land Rover out from under a snow bank and blow the cobwebs out. For the hardy, it is an opportunity for some early Spring camping. This is the first major event of the Spring season for Land Rover owners around eastern Ontario and western Quebec. Food, tradition and some white laneing.

The Maple Syrup Rally is traditionally held at the end of March, beginning of April at the height of the sap run. The sugar maples love freezing nights and warm days. A variation in this pattern can disrupt the sap run and cause last minute changes in the schedule outlined. As this is very weather dependent, an estimate is printed, the actual date not being known until just a few weeks ahead. Look to the next newsletter or website for a date towards the middle of March for when the tentative and rain dates for the rally are. Remember, Mother Nature determines the date, not us!

Activities?

Well there is the traditional brunch of french toast, sausage, and baked beans, all potentially smothered in fresh maple syrup. Depending upon the weather and the sap run, as well as to make you appreciate your breakfast, attendees are encouraged to take a visit down to the sugar bush, and help in the production process to make part of the brunch, namely the maple syrup. A little sap gathering, some stoking of the fires under the evaporator... Finally, there will be a little white, or if conditions have turned that way, brown/mud laning around on some abandoned rail beds, around the sugar bush, and such.

As always, there will be lots of fresh maple syrup for sale. Prices are expected to be similar to last year. Prices in the April newsletter! Bring your cheque book! (Note, this is the real stuff not that nasty chemically filled artificial stuff usually found in the supermarket.) Be alert, it can sell out before you know it!

The organisers need to know how many people can be expected to be attending so the proper amount of food can be purchased. If you are planning on coming, please RSVP to Peter Gaby by April first via email at petertgaby@rogers.com. The cost of the rally is \$10 dollars per person. Children under three are free. To drive on the off-road you need to be a member of OVLRL and have a valid drivers licence.

Some other aspects for you to consider? Well, in the past, as the event takes place on a Sunday, various members of the club have come up early and done a little Winter camping in the sugar bush. If you are interested in some Winter camping, give Vern an email at antiquebikeguy@yahoo.ca. There is plenty of wood about, and Vern probably won't mind you using some of

the wood by the sugar shack, so long as you help stoke the fire in there a little bit during the day. So, warmth in the evening is available!

Getting There:

If you are unsure about directions, there will be a convoy of vehicles leaving from the Westgate shopping centre at 8:30am. (Corner of Carling Avenue and Merivale). If you know your way and are coming up on the Saturday, we are looking for a convoy leader. Contact Terry or Peter Gaby.

The following directions assume that you can find the Champlain Bridge at the north end of Island Park Drive in Ottawa.

- Crossing the Champlain Bridge over the Ottawa River, you will go straight to the second set of lights where the road ends at a "T". Go west (left).
- Follow the upper road (highway #148) through to Aylmer, past the Canadian Tire, to a set of lights at the park (there is a war memorial in the centre of the park to your right. The town library is across the street on your left) in the centre of town. Highway 148 does a right turn here at these lights.
- Follow Highway 148 out of Aylmer and proceed to Shawville (you will pass by the villages of Luskville, Quyon etc.).
- Drive through/past Shawville.
- About one mile past Shawville, you will look for a side road on the right. The side road is marked with a small green sign that says "Radford" (there are a pair of barns across the road on the left hand side of #148). Turn right onto Radford.
- Go straight, past the church, until the road ends. Turn right, then take the first left.
- You will take the first left at the next concession road. One mile from this turn, you will find Vern's farm on the left.

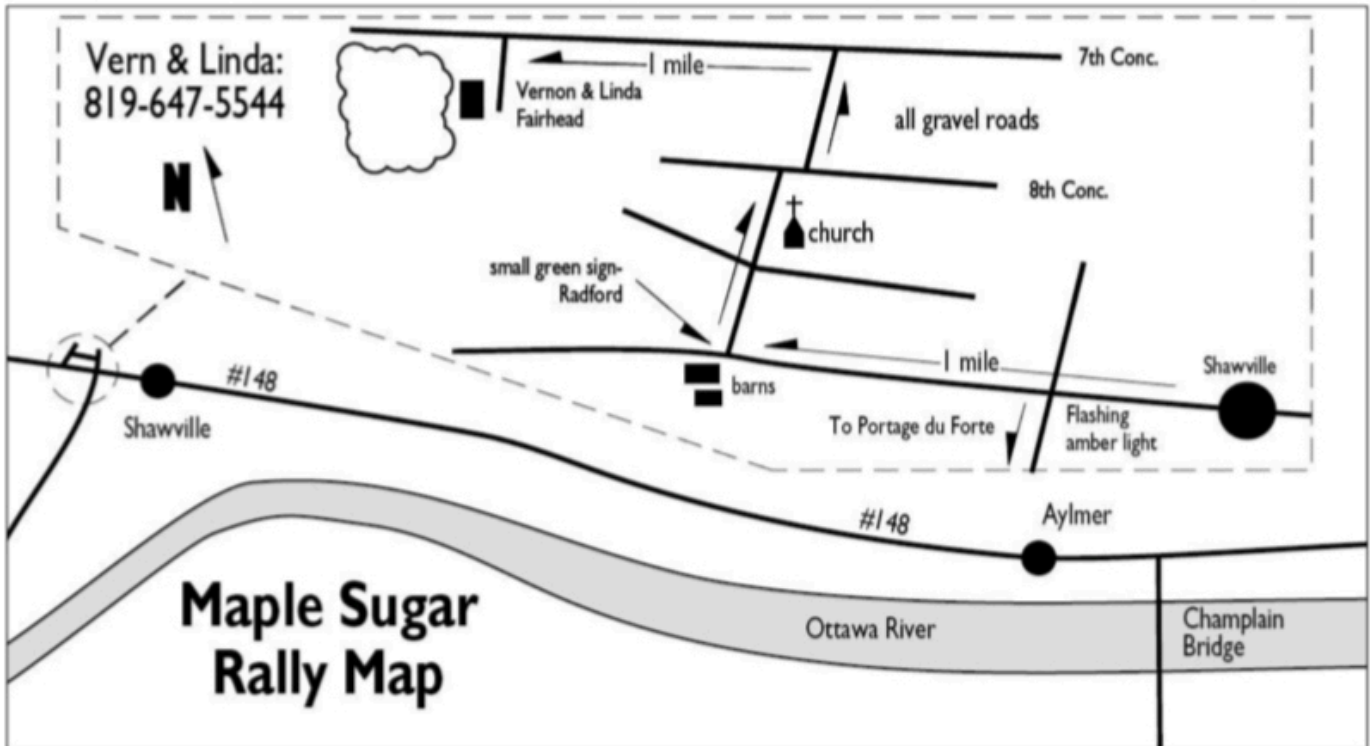
Note: The Quyon Ferry: We do not know when it is opening this year. Those members in the west end of Ottawa wishing to avoid the long trek into Ottawa just to turn around and drive west again and you can take the ferry across the Ottawa River and chop dozens of miles off the trek. Telephone ahead to see if it is running.

Maps:

Shawville (and Vern's spread for that matter) appear on the very leftmost portion of the Canadian Topographical Map 31-F/9. For some of the trail driving, you may wish to also pick up the map sheet 31-F/10. These maps, and other larger scale derivatives, can be purchased from World of Maps at the corner of Holland and Wellington near Tunney's Pasture.

Accommodation:

In the past, as the event takes place on a Sunday, various members of the club have come up early and done a little winter camping in the sugar bush. If you are interested in some winter camping, give Vern a ring at



(819) 647-5544. There is plenty of wood about, and Vern probably won't mind you using some of the wood by the Sugar shack, so long as you help stoke the fire in there a little bit during the day! So, warmth for the evening is available! Members are also welcome to come up on Saturday and help Vern with some sap gathering and maple syrup production.

Other Seasonal Information:

Storage - The three main enemies of maple syrup are air, time, and temperature. Therefore, the following storage practices are recommended:

- Immediately store your maple syrup after purchase in the refrigerator even if the container has not been opened. If this is not possible, consider freezing the syrup. Personally, all of mine goes into the freezer.
- Maple syrup packaged in tin or glass can be stored for up to one year in the refrigerator in its original container. However, some people who buy in large quantities often repackage and freeze the syrup and take it out of the freezer when needed.
- Because plastic "breathes," repackage syrup originally packed in plastic if you plan to store it for more than three months.
- If excess water is present or if containers are not clean when filled, bacteria, yeast, or mould may grow during storage. Do not simply remove the mould and reheat the product. Some micro-organisms produce toxins as they grow, and these toxins could make you sick. Some web sites advise that the syrup should be discarded.

Maple syrup is packaged in tin, plastic, or glass. Each has advantages and disadvantages as to maintaining the quality of the syrup in storage.

Glass maintains the flavour of the maple syrup indefinitely. It may darken slightly, especially if the

syrup is not kept in the dark. Glass also allows you to inspect the syrup for cloudiness or sugar crystals. Glass containers are usually reserved for packaging small amounts—1/2 pints, pints, and quarts. It is a costly way to package and is often seen in gift packs.

Tin maintains syrup quality for 11 to 12 months. Tin cans rust, so care must be taken as to where the container is stored. A tin flavour can be picked up if stored for long periods.

Plastic is a popular packaging material. It is light-weight and easy to use. Syrup stored in plastic will usually maintain quality for three to six months. Plastic breathes, so a colour and flavour change can be the result in long-term storage in plastic containers. However, new plastic containers have been developed to extend shelf life. The disadvantage to these, so far, is that the cost is more than the regular plastic jugs.

The MSR this year will be April 14th. Mother Nature has spoken.

298 COUNTRY LIFE—FEBRUARY 4, 1954

All-round improvement for the
ALL-PURPOSE LAND ROVER

LAND ROVER *new 86" wheelbase*

the 4-WHEEL DRIVE "go anywhere" vehicle

MADE BY THE ROVER COMPANY LTD · SOLIHULL · BIRMINGHAM also DEVONSHIRE HOUSE · LONDON

- ★ **New 86" wheelbase**
The effect of the wheelbase increase is to move the rear axle 6" further behind the driver. The longer propeller shaft allows for greater rear wheel movement and gives much improved suspension. This, combined with more elaborate weather sealing, improved engine mountings and modified springs and shock-absorbers, brings the Land-Rover into line with our standards of comfort.
- ★ **25% increase in bulk capacity**
The increased wheelbase has given us no less than 25% greater bulk carrying capacity—so extending the already remarkable range of tasks this sturdy vehicle will so readily tackle.
- ★ **Improved all-weather sealing**
All wind-up edges on the Land-Rover bodywork and all-weather equipment butt into soft rubber, effecting complete weather and dust sealing—and a much quieter ride.
- ★ **Car-type instruments and controls**
Bigger, more easily read car style instruments now replace former types. Rearrangement of the foot controls, plus gear lever improvements and the introduction of a steering toe board provide both a more conventional set-out and a greater degree of driving comfort and safety.

General Servicing: Repairs, Humour, Tales & Trivia

Which is it? Series II vs IIA. Part 2 of 2 (Dixon Kenner)

Continuing on from December, where we took the premise the reader was wandering about and saw a Land-Rover which he wished to identify, we go a little deeper. Assuming that you have purchased a Series II/IIA, and it is missing the serial number plate and the front right frame horn is rusted, what might it be and roughly was it built? You can now look a little deeper than you could at the car show.

More as a reference, this following list is ordered by date, and not by function. As a reminder, the Series IIA was introduced in October 1961 for the 1962 model year.

A first easy one. Opening the bonnet, is the engine a 2 litre, as in the Series One, or is it the 2.25l? If a 2 litre, you have an early Series II.

To start, though possibly far too into the weeds, there were five different bulkheads used on the Series II.



One easily seen bulkhead related decision point is whether the door stay tubes are bolted on or spot welded. Well, the first two bulkhead types, from March 1958 to December 1959, and the second from January 1960 to May 1960 used door check tubes that were bolted on. In May 1960,

they were spot welded. Like reading the Serial Number plate, you can't tell unless you open the door and peer in.

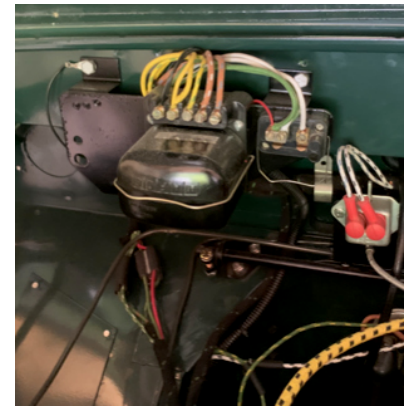


May 1958 - Another bulkhead related difference is how the wings are held on. If they are secured with 5/16" UNF square nuts held in special cages, it is an early bulkhead (March or April '58). In May 1958, the third revision, used Acme threaded spire nuts that screwed into a clip. You will have to remove a wing to find out which it is, unless the

door posts are well rusted, and then the wings are coming off anyway. So, captive nuts are Series II, Acme are either II or IIA.

The fourth bulkhead was introduced in May 1960 and was in use until January 1962 [15]. Where this differs is in the floor mounted dip switch, which changed from one with wired running in the wheel well to one with a large round one with wires running to the side in January 1960. The smaller dip switch did not arrive until February 1962, well into the early IIA era.

One particular item that people keep pointing out is the panel that the Series II voltage regulator and fuse box is mounted to. This item originated with the first 80 inch. It is said to have lasted into the IIA era before those items were re-mounted to the bulkhead. When was the changeover? One suggestion is that this occurred with the change between the first and second types on bulkheads, so in January 1960. But anecdotal information suggests they may have lasted longer, but they were gone before the Series IIA was introduced. So, if your vehicle has this panel, it is definitely a Series II. If it doesn't, well, it still might be a Series II and not a IIA.



February 1961. Gearbox cover changes from one that is hinged to one that uses grommets. [16]

February 1962 - Some people suggest that the swivel pins also changed at the same time as the steering arms [9] and that, like the steering arms corresponded

with the IIA. Not so, the cone and cup changed to the railco bushing in February 1962 [11].

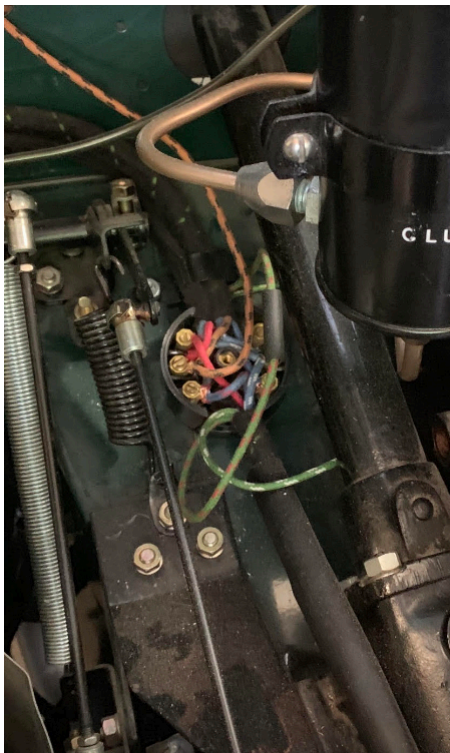
September 1962 - Another item that some people will identify as Series II, rather than IIA. The clutch slave



mechanism assembly. Hidden between gear-box and the bulkhead, it can be a pain to access. Nevertheless, in September 1962 [12] as seen in the accompanying diagrams, this bracket changed rather significantly in both design and appearance. And is another

good example of a "Series II" part existing into the IIA era.

Unfortunately, my collection of literature is not complete, so I cannot check a couple of other items that follow. It is possible that they were never recorded.



Junction box for the harness on the bulkhead next to the steering column seems to be a Series II item that vanished with the change in harness, though there are seven different harnesses, depending on what vehicle you are looking at. The parts manual? Why is there a LHD diesel harness and not a LHD petrol? A mirror image? Perhaps.

As for the seat box, when did

the aluminium tool box change to steel? That occurred with the Series II and not the IIA. Anecdotally, that change was early on with the Series II.

I won't get into lights in this article, as those were controlled by local regulations. Every jurisdiction had different requirements, and what was on a Land-Rover from year to year, let alone month to month, would be a challenge, given this was not harmonised in Canada until 1972, and in the United States in 1968, thereabouts. I am still seeking PDFs or copies of the Lucas Quality Equipment and Spares catalogues for 1960 onwards through the Sixties. Eventually, there will be an article on lighting changes.

Other indicators that people use to judge one way or the other is the colour of the serial number, or chassis plate. Up to and including the 1960 model year the chassis plate was usually red, and from 1961 onwards usually black. However, instances of earlier black and later red plates are known, with red plates sometimes being fitted well into Series 2A production. Depends what was on hand that day in the parts bin.

The warning lamp colours never changed during the production run. The charge light has always been red, the oil light green and the cold start (choke or glow plug) always amber. For the Series II and through the Series IIA suffix A, the charge light was in the top centre of the dash, with the oil light bottom left and the charge light bottom right. From suffix B (March 1963 onwards) the charge and oil lights swapped places. The word 'OIL' was added to the warning lamp sometime during 1961.

All of this needs to be taken with a few grains of salt, in that the vehicle is still original, and had not been too modified over the years.

Notes and sources for changes.

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. Feb 1962 - Swivel pins - Service Newsletter no. 19, item 107
12. September 1962 - Clutch slave assembly - Service Newsletter no 26, item 132
13. Jan 1964 - Front apron - Service Newsletter no. 40, issue 198.
14. Sept 1959 - Lifting and tow rings - Service Newsletter no. 107, issue 537
15. Bulkhead changes II & IIA - OVLR newsletter, November 2013, pp 22 & 23.
16. Feb 1961 - Gearbox cover - Service Newsletter no. 7, item 44.

Renaissance Man : My Land Rovers and me , Part II . 8 years later (part 1) by JJ Hechler

In the February 2012 issue of our Newsletter (www.ovlr.org/PDF/ovlr_nl_201202), I wrote down how I came to appreciate the Land Rover Series and how after quite a few years (37 !), to my great surprise , I managed to rebuild successfully something resembling a SIIA I called SANDY (Pic. 1 below) from the best parts taken from a collection of 6 basket cases Landies found around my forest in the Laurentides 200 kms NW of Montreal around 1995. I ended the paper writing « I do not think I will attempt another restoration, it turns you into a slave doing not much else for quite some time! »



Well ! Not exactly so I still had the two undismantled Landies, which I used as models for my restoration and partly stripped of good parts, and a lot of parts coming from what was left of the four others , scattered around the house and shacks in the forest (Pic. 2, Sandy with her two remaining sisters). I intended to send everything to a scrapyard. Before doing that, I wanted to dismantle the 2 remaining Landies in order to salvage a few parts which I could use as spare parts.



So on with the dismantling (Pic. 3). The more I made headway, the more I found out that there were many more parts that could be reused than expected, albeit with some serious TLC. In autumn 2014, after their complete dismantling, I found out that I can gather 90-95 % good enough parts of what it takes to build another Series of the 60'. Sending all these good «historical» parts to a junkyard became rapidly something that morally I could not do !



Knowing that rebuilding a second Landie with second best parts would certainly be more challenging than rebuilding the first one, I decided nevertheless to start again a second period of «slavery», but not being very sure to be able to finish it, having already 72 springs behind me. Living happily in the forest isolated and alone on a lake far away from civilization, winters are long and you need to do something else than snowshoeing, hunting rabbits and grouses or watching TV !

Of course, I had to announce the good news to Louise, my better half ... Her reaction was a very insightful one : «Oh, mon Dieu, I better prepare myself to have a boarder in the house instead of a husband for the next 5 years ! ». I took it as an OK, and started the rebuilt during the 2014/2015 winter.

I followed the same procedures as described in Part I. For the next 5 years I selected, cleaned, dismantled, repaired and rebuilt everything a 60' Landie is made of. Too much to tell, so here are just a few interesting or unexpected details.

I ordered a new chassis from Richards in the UK (<https://www.richardschassis.co.uk>). It came shipped in an open cage of loose 1" by 3" planks so damaged during the transport that instead of the cage protecting the chassis, it was the chassis that protected the cage by holding it together ! (Pic. 4) . One advantage nevertheless : I had all the small wood it takes to fire up daily the wood furnace in my workshop for the next two winters.

When clearing it at the Canadian Customs, I had to deal with a very arrogant young individual. He persisted in charging me 5% duties, when there are no import duties for parts of cars older than 25 years (you only have to pay GST and provincial sales tax). He even had the nerve to hand me a form to request a reimbursement ! Nice guy who provides his colleagues unnecessary work ! I asked to see his supervisor who took no time to rectify the situation, to the great furor of his employee appearing in public (with



good help from me ...) as not being able to do his job properly. He disappeared rapidly and I had to find another clerk to get the chassis finally cleared !

Having now a chassis, I was able to check the only engine I had which was not blocked and to select the best gearbox (I still had 5 of them). This engine comes from a late SII A (or SII B ? made in July 1971, which already had the lights in the fenders (Sandy's fenders by now as can be seen in the pics , they were in pristine condition) with a compression ratio of 8:1 . After cleaning it of a few inches of dirt , I adjusted the gaps on the tappets, put it on the chassis , gave it a leaking radiator, a beat-up exhaust, oil, 4 new spark plugs, a starter, a Solex and a distributor I had all restored earlier, a coil and all the wires and battery it takes to start it .

After feeding the carburetor of some gas through a funnel held by Louise, it took only a few turns of the starter to fire the engine. At first it darkened the workshop with black smoke but in no time after fiddling a little bit with the advance on the distributor and the Solex it ran smoothly at all speeds . I checked the compression when hot : 170 psi at all 4 cylinders, as new, right in line with the specs ! Really incredible for an engine which had rested for about 30 years in the woods. A manometer also gave an oil pressure of around 30 psi. Hurrah !

Engine OK, needs only basic work of cleaning, change of gaskets, checking the water pump, painting, etc. I then bolted on the gearbox that came with the engine (I opened it before and only had to replace one pinion). All gears ran nicely, no grinding. I had an operational drive train.

With work progressing, end of October 2017, I had a rolling chassis : suspension, axles, brakes, engine, repaired radiator, gearbox, steering, new Michelins, new exhaust, etc. everything in place and working. The springs were too «new» : impossible to fit the correct shock absorbers, too short ! After 3 years, they settled somewhat and I could put the shock absorbers on.



**The fully-equipped
Land-Rover.
\$4599*
Mystique and all.**

The 4wd **Land-Rover** has been climbing mountains, fording rivers, crossing deserts, exploring jungles—and starring in movies—for more than 25 years.

That's why **Land-Rover** is considered indispensable equipment for every kind of exploration. From a camp-out on the Cape to a summer safari across the Sahara.

The base price of a **Land-Rover** is \$4599. And at \$4599, it's fully-equipped. Not stripped-down.

Land-Rover has standard equipment that some others provide as extra-cost options, if at all. Like 4-speed transmission, power-assisted brakes, corrosion resistant all-aluminum body, hard-top, rear door, 3 power take-off points, all-purpose tires and a deluxe interior with fully upholstered seats for 7.

Go test price a **Land-Rover** today. You'll discover more basics than you bargained for.

For the name of your nearest dealer call: 800-447-4700.
In Illinois call: 800-322-4400.

*Manufacturer's suggested retail price. P.O.E. Does not include inland transportation, local taxes or preparation charges.

Matchbox toys no. 12 - A Short History and the first Land-Rover Toy, the 80 inch

During time set aside for one of the regular meetings of the TRSS, [1] I happened to be looking on eBay for curiosity and I came across a Matchbox Land-Rover. While this isn't unusual, the price attracted my attention. US\$585 for the wee toy. That surprised me, so I did as I usually do with interesting toy finds, I forwarded it off to the honorary president of the TRSS himself. [2] This started an interesting exchange of emails, which in turn, during this pandemic imposed home appreciation time, led to this article.



was placed into receivership. The Matchbox brand name, some tooling, moulds and other assets were then sold to Universal Toys. Some of the Matchbox tooling became property of Jack Odell, who continued to market Matchbox Yesteryear-like products under the Lledo (Odell's last name in reverse) brand name. Later, it was sold again, and eventually ended up being owned by Mattel, who now owns the Matchbox line.

One might as well start at the beginning, as it wasn't much further back than the first Matchbox Land-Rover in 1955. Upon their discharge from the Royal Navy after the Second World War, Leslie Smith and Rodney Smith teamed up to begin their own diecast company producing industrial parts. Because the parts business was only seasonally profitable, the firm, called Lesney from a combination of the partners' names, manufactured toys in the last months of the year. Their 1-75 line started in 1953 with a diesel road roller.

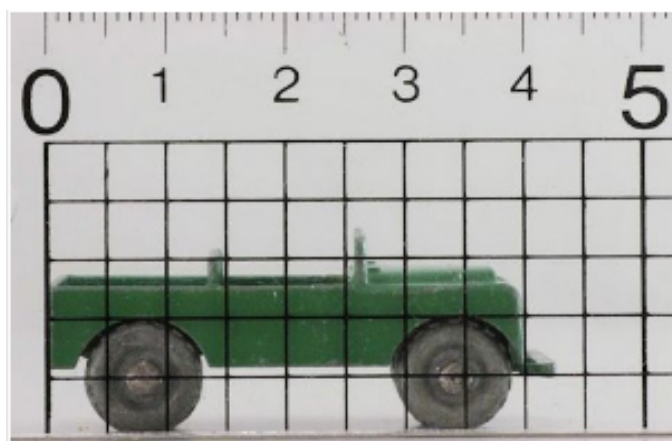
Then, Lesney's engineer Jack O'Dell lent his daughter one of the small vehicles to take to school. Because the school only allowed the children to bring small toys, O'Dell placed the miniature road roller in a matchbox for safekeeping, thus supplying the name for a line of tiny but well-detailed cars, trucks, and other vehicles that grew in popularity with each passing year.

In the earliest years of the regular, or 1-75 series, well before the series actually numbered 75 models, Lesney was marketed/ distributed by Moko (itself named after its founder, **Moses Kohnstam**). Boxes in that era mentioned this, with the text "A Moko Lesney" appearing on each. [3]. Lesney gained its independence from Moko in 1959 by buying out Moko's share in the joint enterprise, leading to a period of growth, both in sales and in size.

Through the 1950s and 1960s, Lesney expanded its markets for their toys into the United States, Europe, and Asia. However, due to competitive pressures, and changing interests and hobbies for children, Lesney went bankrupt in June 1982, and

When it comes to Matchbox and Land-Rovers, there are four of them, though we are only planning to discuss the first three. [4] These three are all number 12. There are 12A, 12B, and 12C.

Number 12A, Series One Land-Rover (1955 - 59)

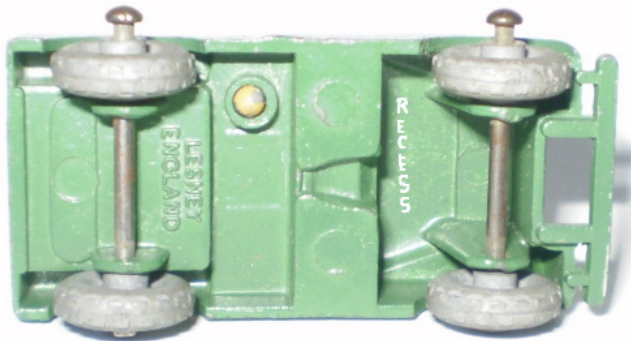


The twelfth Matchbox was a Series One Land-Rover. It was issued in 1955. It is either a later 80 inch or an 86", given the inverted T grille. There are no lines on the casting for doors to give it away, and the relative inaccuracies of such a small model (1:93 scale), one can argue either way. 1955 was the era of the 86", launched the previous year in 1954, but given lead times and such, who knows. Someone can postulate with measurements and statistics. This toy also appeared in their first catalogue in 1955

It is also interesting to note that the 12A Land Rover was the first vehicle in the Matchbox 1-75

series that was a car. Everything before it was farm or a commercial vehicle. The toy was painted in military olive green, and for the collector, shades can vary but it is not as much as on some models.

The toy had a tan metal driver which was held in place by a hole in the drivers seat which a pin in the drivers backside located into and it was held in place by simply being a tight fit in the hole but this was not a very good method of securing the driver. The toy is often found without its driver. There was only one casting variation and this was



on the underneath on the inside of the bonnet (hood). There is a raised pace between the front wheel carriers on the inside of the bonnet, On early issues it stopped short of the radiator grill, on later issues the gap between the pace and the radiator is filled.

The model came with a tan or light brown driver, unpainted metal wheels and silver front trim. A similar model today would be the wee 80" that is available from Oxford Diecast, though it is at 1:76 scale as opposed to Matchbox's 1:93 (approx) scale [5]

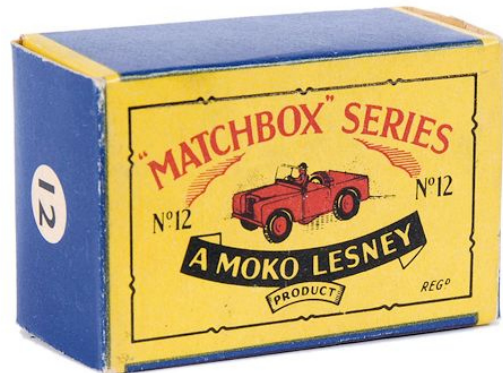
There are numerous copies of this toy, some sanctioned by Lesney, some not. The subject of a different article at another time.

Finally, boxes. Where would collecting Matchbox toys be if we did not take into account the various boxes that they came in. And, there are a few. But, happily for us with this particular toy, there are only three boxes to worry about. Yes, there are variants, but that would be another article.

The first box, known as B1, is shown in the upper right hand corner has plain end flaps in blue. The second box, known as B2 is right below. Note the toy number "12" in black on the end flap. The third box, B3, has a white circle and the number 12 inside. Some people collect all the variations. I'd be happy to have a driver for mine.



k



Box B1 above. Note blue end flap.

Box B2 above. Note number in black on end flap

Box B3 above. Note model number on end flap

Notes:

1. Ted Rose Sighting Society. Much like the Elvis Sighting Society based at the Newport Restaurant, this one is based around RoverNights and 80 inch Weekends.
2. Usually listings for things like the Dinky Vulcan Bomber.
3. I'll ignore discussing Matchbox boxes. There are websites filled with a frightening amount of detail on the variety possible. And you thought Land-Rover

A vacuum cone for tuning use on the Land-Rover

by Alan Richer

If you, like I, use a vacuum gauge to tune your engines or diagnose failures, then you will have resorted to the dreaded Masking Tape to join pipes of different diameter. The days of convenient sources of unthrottled vacuum like vacuum wiper motors are long past – so you end up tapping the manifold at the brake booster or some similar spot.

Sure, it's easy enough. You grab a half-perished roll of masking tape off the shelf and wrap it round and round a bit of tubing till it shoves tightly (or you hope) into the brake booster hose or whatever vacuum orifice you're trying to connect to. There's no guarantee, however, that you're getting a tight fit and no leakage – and that never bodes well for accuracy in adjustment.

Clearly, a better way is needed – and the answer is not difficult to fabricate.

If you have a lathe and a bit of brass or steel (or can bribe someone with such with beer), the solution is simple – a vacuum cone. Combined with a few stubs of rubber tubing for commonly sized lines, they'll make using a vacuum gauge a simple pleasure instead of an eternity wrapping tape around rubber tubes and jamming them together.

Vacuum cone, you say? What's that?

Quite simply, it's a stepped cone of approximately 1/4 inch on one end or a half-inch or better on the opposite end. The cone is drilled through at approximately 1/8 or 3/16 inches, and on the large end it's turned down to a barb to fit the vacuum tubing of your gauge (on mine, 1/4 inch).

See below for a photo of the completed item.

While it's a simple turning job, a few words on the turning sequence are in order.

First, a length of approximately 4 inches of half-inch material is needed I found this a convenient size to work with, and long enough to allow turning the steps without having to use anything but the lathe chuck.



Chuck up the material with approximately an inch and a half sticking out of the chuck. Face the end and then blue the surface. Set it turning and using a pair of calipers mark the bluing at half-inch intervals.

Once marked, turn the first and smallest step to 1/4 inch. Next step is 5/16", then 3/8" after that. See attached photos.



Move the material out of the chuck as necessary, keeping the overhang to the section being turned as short as possible.

You are done turning the steps when you have turned 1/4" through 7/16" steps, each a half-inch long. The last step (1/2") is simply the outside diameter of the stock, left full-size.

Now comes the time to drill the centre of the piece. See photos below as to the setup for drilling.

NOTE: This will need to be drilled from both ends. A long 1/8" drill is far too thin to be reliable in drilling over 30 diameters, so a standard jobber's length drill applied from both ends is the best bet.

Centre-drill the end of the cone, and drill from that side, pecking and withdrawing frequently. Don't



attempt to press on and just drill deeply – the drill will catch and snap and you will say many naughty words. Slow and steady wins the race – don't push.

When you have drilled through over 2 inches then stop, withdraw and clean off the drill bit.

Remove the piece from the chuck, turn it around and put it back in.

Face the other end and centre drill it. Blue the piece and mark a line approximately $\frac{3}{4}$ " from the end.

Turn the marked section to the diameter of the hose your vacuum gauge uses – in my case $\frac{1}{4}$ ".

Now, using the same technique as before, drill the piece until you break through into the drilling from the other side.

Using a fine file or emery cloth, break all of the sharp edges. Put a shallow taper on the outer edge of each step to make it easy to put into a rubber hose.

Polish as desired. Done!

Use of the device is simple. When it is desired to measure the vacuum, disconnect whatever device is easiest to reach (the brake booster is my personal favourite), connect the vacuum gauge using whatever diameter of the cone fits properly and start and warm the engine. Once at operating temperature the vacuum gauge can be used to adjust timing, examine the

action of the valve train or look for vacuum leaks.

Should it be easier to connect the vacuum gauge at the source (a hose barb) this too is simple – and uses the stubs of tubing I mentioned previously.

Disconnect the hose from the barb, push on the stub of tubing and insert the vacuum cone into the other end.

To conclude, for the investment of a small amount of time and little cost in materials a very handy adapter can be produced. With this, it makes using a vacuum gauge to diagnose engine maladies a simple task and gives you no reason to not use a handy gauge – saving yourself considerable time and effort in diagnosis.



TECHNICAL SERVICE DEPARTMENT

PRODUCT INVESTIGATION NEWS LETTER

NO. 62 - AUGUST 1964

COMPANY CIRCULATION - CONFIDENTIAL FOR ADDRESSEES ONLY.

SUBJECT : CYLINDER HEAD GASKET SEALER

MODEL : Land Rover Series IIA Diesel

REMARKS : Due to the number of complaints of blown cylinder head gaskets received on the above diesel engine models, the correct tightening procedure for the cylinder head was specified in Service News Letter No. 33, Item 165. It must now be noted that in addition to the instructions given in that News Letter the following additional work must be carried out before fitting the cylinder head, the surfaces of the block and head should be carefully wiped clean of oil or grease, and the head gasket coated evenly with 'Hylomar' on each side. It will be found that a soft hair brush will most easily give the even coating required.

.....*A. F. Peesall*.....

P.P. M. H. WYATT.

B. 8135

Rovers & Parts for Sale

Hi Land Rover people: I don't actually have a Land Rover (used to!) but I do have three Rover commemorative candy dishes, or could be ashtrays (but nobody smokes any more). Images are Land Rover, 3 litre Rover saloon, vintage 6hp Rover car.



Photo attached. They need to go to a good home. \$20 for all three if anyone is interested! Located in Stouffville, Ontario. Contact Fenella Rook Smith <allenef@yahoo.ca>

For sale - Series IIA 109 hard top, Calgary, \$12,500. - Hello Dion here, I have two series trucks for sale. 1) The four door has a Chevy (Green in color) in-line six that will start but rough idle and needs a throttle cable and a lot of bodywork. The 2-



door (Blue in color), does not start, but the engine turns over by hand and did turn over with starter recently and my plan was to rewire and I have a re-wiring kit as well. The frame is solid

and I can send videos of these to you if you want... Tank, Axle Housings (Front and Rear, IE cleaned and painted), Reworked Gas tank, differentials (not installed!) on the LR's, the two door is missing the rear differential so it can be clean up and one of the spares installed, four re-worked hub assemblies to drop on the LR's when ready, spare water pump(s), starter motor, door window kits, in the box new brake lines, door hinge kits, plug wires, coil, brakes lines with new cylinders and brake pads on the backing plates. and



there is a lot of other used parts. There are a lot more rebuild kits of other stuff to go along as well. If you want a restoration project or an off-road LR, then is is for you... Kijiji advert no 1484717698

For sale - 2.25l engine, Mont Tremblant, PQ, \$250

- Hello I have a good restorable 2.25l engine from a series 2 land rover. This engine is complete with Solex carburetor, starter, flywheel ect... Engine spins over very smoothly. Great restorable engine. I was keeping for a project but now need to clear out storage. Asking \$250 or best offer for complete engine. Just solex carburetors are now becoming expensive. Let me know if interested. Located in Mont Tremblant. Kijiji advert no 1486874743

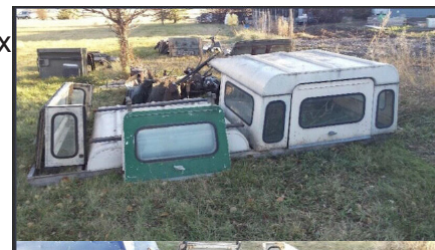
For sale - 15" rims, Kelowna BC, \$60 -

4 rims with tires on them from a Land Rover Series 2a. The tires are no good but the rims are in nice condition. Located near Sicamous. Kijiji advert no 1488409350



For sale. Parts, Rockford Alberta, various - 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 Ser 11 / 11a front rad mount and front wing panels Misc. door bottoms, LWB rear tub, ser3 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, 110 project 1987? 2.5 na diesel, 5speed box, center locking diff, needs top, doors, wings (has one 1 piece door included, and or 2 door bottoms. Sankey trailer parts, axle, rear legs, misc. SOLD 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



MICHELIN

7-50-16 X Y and X S tyres

Available from The Rover Co. Ltd.

for use with the . . .



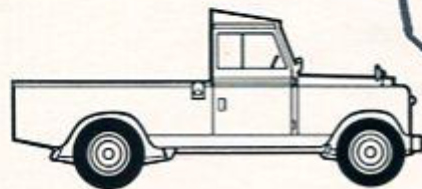
Michelin 7-50-16 X Y or X S tyres can be fitted to the Series II Land Rover, ex works, as optional extra equipment by customer request. If used on the Regular Series II, the Long Series II wheels, type 5-50F-16 must be used.



3. Jan. 1968



X S



7-50-16 X'S NOW
STANDARD FITMENT
AT NO EXTRA COST

*for fitment details
please see overleaf . . .*

X Y FOR MAINLY ON- AND OFF-THE-ROAD USE
**X S FOR MAXIMUM TRACTION AND FLOTATION ON SOFT,
WET AND SLIPPERY SURFACES OR IN SAND**

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