



OTTAWA VALLEY LAND ROVERS



March 15th 2020

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Maple Syrup Rally 2017

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

General Information

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

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

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

Radio Frequencies

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

Online

<http://www.ovlr.ca>

<http://www.facebook.com/groups/147733366589818/>

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

Newsletter Archive

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

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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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***“Work from Home? That mean the Land-Rover will be working this year?”
(Anon)***

Greetings

While a different version was originally written on the fifteenth, I should start with this announcement sent out on March 17th from the Club Secretary.

Hello everyone, I trust that you are all hunkering down for the long haul and taking care of each other. Here in Ottawa, in Ontario and Canada like many other places things are ramping up very quickly and I am confident our public health professionals are making appropriate and timely decisions to protect all of us. It is my hope that you have the same confidence where you are.

Your executive has been working behind the scenes and trying to come up with strategies to keep all of you involved and up to date with club goings on. So what is happening? We are taking our direction from daily public health briefings. That is, can we hold our schedule of events as planned? The simple answer is likely not.

We have been in constant contact with our annual Maple Syrup Rallye hosts Vern and Linda Fairhead. Vern still has not decided whether or not he will be tapping his forest for syrup. This is not the sole determinant to whether or not we will proceed. We have gone ahead in previous years when his sugar shack has not been running. Another factor would be the social distancing recommendations from federal, provincial and municipal public health experts. Currently going ahead with our annual gathering for the MSR would be consistent with these recommendations for numbers of non symptomatic people as well as keeping a couple metre distancing anyway we could safely hold the event. Just because we could does not mean we should.

The annual club spring tune up is to be held at Shore Street Automotive here in Ottawa at the beginning of May. The same factors apply here as well. Scott MacDonald and Greg Austen are keen hold the event however given the current COVID 19 spread and the fact this would be an indoor event mostly precludes the possibility of us continuing with this event.

As for our annual marquee event, the Birthday Party, at the end of June, it is still too far away to render any meaningful recommendations. All this to say we are working on building a schedule of events that we hope you will feel safe enough to participate in and have fun at the same time. For events we cancel we will do our best to re-schedule and or postpone to a later date.

These are interesting and scary times we are going through in right now. Reach out to people you care about and Touch base with neighbours who need help especially the elderly living alone. Maintain a six foot, two metre distance from people you do not know. For now, stay home, wash your hands, cough into your elbow and wash your hands. If you have symptoms stay at home and treat as you would any flu or cold. Use over the counter medications for fever and aches, hydrate and isolate yourself even from your family if you become symptomatic. If you develop shortness of breath follow guidance from your local public health. Here in Ottawa it is recommended to go to the COVID-19 clinic at Brewer Park.

Use this time to stay in touch with your friends and family. It's time to do that work on your Land Rover you've been planning. Get it ready for when we can freely get together without any risk to each other.

Be well and keep up the self isolation as long as we need to. We can do this.


As we move into a rather unique situation, if you risk getting bored, remember, there are a number of fine parts suppliers out there, 3 Brothers in Canada, Rovers North and Atlantic British in the USA, who will have lots of small parts available for you to think about your own spring tune-up, or preventative maintenance.

This is Day 2 of “Work from Home”...

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

 Robin writes - Many of us within OVLr have raised our children and subjected them to Land Rover life and the camaraderie that goes with it. Sometimes we also subject our other interests on the Land Rover community with mixed reactions and comments. One such year my youngest daughter



ter Thea Powers {yes she is all grown up and married} accompanied myself and my Mk 2/3 Daimler Ferret to the annual Birthday Party at Silver Lake. We camped at the Provincial Park and had a great time. That was also one of the years that the kids were given acrylic poster paints to freshen up some of the dowdy Land Rover paint jobs. In this picture Thea is in the foreground and Ted and Christine Rose's daughter is behind. Thea is giving a purple accent to this vehicle.



and one catered dinner. The rest is up to you. Its is very important to note that you must be a paid full club member to participate. (Simply joining this facebook page does not make you a club member).

This means you must also pay on Shopify to join and become a member and then register your off road insurance with OF4WD. (If you need help PM me).


This year we will also be hosting Oxford the original Overland vehicle. To celebrate this we are providing all registered participants with a commemorative t-shirt. This will only be available to our members who register and preorder.

Go to our Shopify store and register then send an email to our club secretary at terrycking@gmail.com with your desired t-shirt size(s).

<https://ovlr.myshopify.com/collections/all/events>


See you on the trails.




 T-shirts are coming back to the OVLr Birthday Party this June - This year OVLr will be hosting Oxford, one of the two the original "1st Overland" vehicles. To celebrate this, OVLr is providing all registered Birthday Party participants with a commemorative t-shirt. This will only be available to our members who register and preorder.

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<https://ovlr.myshopify.com/collections/all/events>

 A note from Robin Craig - I am sure that somewhere someone is making this a service Saturday on their Land Rover so I thought I would pass on a typical military way of getting things done, this time by Australians in Vietnam. Count the ways is all I say ... Note the rear wheel arch bodywork slightly crimped it



 Quintin Aspin, our record holder for trailer tire failure modes, has experienced, a new one. He writes - You would think that by now i would have seen all the various

ways a trailer tire could go flat, ha. This one the rim looks good on the outside but the back had pits of corrosion through the rim.

 Registration for our annual marquee event is now open. Mark your calendars for June 26-28. This will be held in and around Maberly and Silver Lake Ontario. There is free camping on site or you can stay at the Provincial Park at Silver Lake. You get a few days of roading, camping friendship off road tutoring and great food is also all included. Two breakfasts

looks like, a few more half hitches and a few bowline knots and some more cordage could have avoided that, but when push comes to shove it is doing the job at hand and after all why do we all have 5 pound lump hammers in our tool boxes if not for whalloping out dents. Notice no outriggers deployed, no high viz clothing, no safety cordon around work area, no safety assessment binders, no gaggle of hierachical supervisors offering their opinion of something they have never done. Perfect work environment I strive for.


 As unanimously approved by the executive our

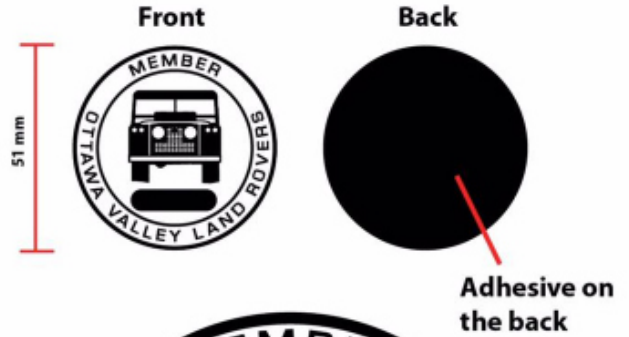


club logo will have a licence plate with "EST 1984" added to the front to signify the formal establishment of our club in 1984. Although the club existed in various forms a few years earlier our records clearly show the club was established in 1984. This will be our club logo going forward. (Ed note: OVLRL is the first regional chapter of the Association of Land-Rover Owners of Canada, or ALROC, established in 1974 in Ottawa)




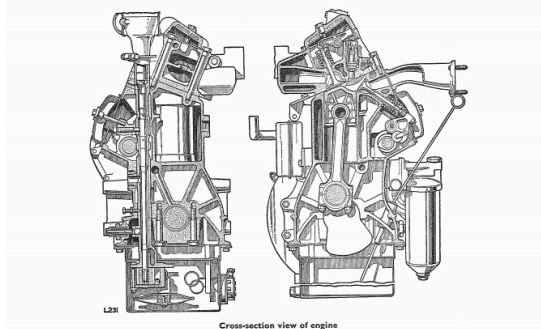
**OTTAWA
VALLEY
LAND
ROVERS**

 All existing members and all new members will receive a metal medallion with our club logo and their unique membership number embossed on it. All existing members will keep their current club membership number. (This is an early rendering and is not the final version as can be seen by the incorrect plate EST date). (Ed note: No, that is not a small puddle of oil leaking from the Series II/IIA).



(Membership #, not oil)

 An update from Jerry Dowell. It looks like there has been a lot of progress on Gertie - "Just registered for OVLRL Birthday Party in June. Will Roving Gertie be ready to greet Oxford or will it be Storm'n Norman?"



Cross-section view of engine

Some Non-OVLR News & Rumours

How an Automatic Transmission works

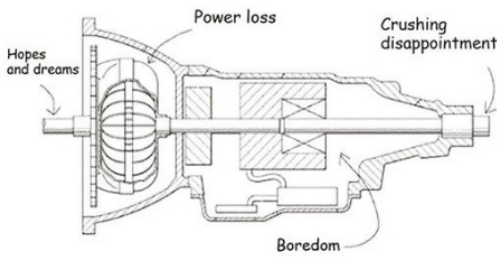



FIG. 1

 An amusing graphic found on the net by Rick Wood. A very detailed and accurate diagram that explains what life with an automatic is like.


Romp. In early March, before the pandemic hit, Oxford was visiting the Engel & Volkers offices in Boston. One of many stops scheduled.

 The February CentreSteer Podcast landed on




February 29th. This month, after all of the Land Rover news reports about what's up with the corporation, John Kostuch and friends interviewed Tim Smith. Tim is a longtime Rover owner from Connecticut, who has slowly been turning a hobby into a career, given the number of people who have been coming to him for help over the years. Many people would have met Tim over the years at various east coast events. The podcast is available at <http://www.centresteer.com>.




 An amusing sticker from Paris. Adding a Y and swapping two letters makes for an interesting sticker for the back of the Rover.



 An amusing advertisement forwarded by Ian Marshall. An advertisement for an "Open Back Jeep Safari Tour" in a St. Lucia tourist magazine. It seems to be a rather Defender looking Jeep, though it just goes to show the influence of some particular marques on the cultures of various places. While a former British

colony, in many respects, the Caribbean has been economically dominated by the United States since the Second World War.

 An update on Oxford's whereabouts after the Winter-

 A note from Michel Bertrand in the Townships - 3 off-road (including 2 LR) stuck in a snowmobile trail, causing the emergency response team and snowmobile club team to rescue them. In these days of self-quarantine and preserving rescue teams from becoming infected, that wasn't too smart and doesn't give a positive image of Land Rover owners.





While surfing on the net I came across an interesting model making company. TSM or TrueScale is



a relatively new name on the diecast scene, but it made a big impact on its arrival into the industry. This was thanks to some extremely popular replicas, such as the 1:18 six-wheeled Tyrrell Formula One car. The American company produces in both 1:18 and 1:43, and in both diecast and resin. It has a broad portfolio of subjects, covering Formula One, supercars, classic cars, endurance racers and rally cars.

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TrueScale Miniatures got started in 2006 with 1:18 and 1:43 scale replicas of specific tools from the Snap-on catalog. These miniature tool sets are typically used by modellers and collectors for use in automotive dioramas. These first sets were called "Garage Essentials" and include miniature replicas of 10 tools in the 2006 Snap-on Tool Catalog that would be found in many household garages. In 2008 they released their "Shop Essentials" set which offers scaled replicas of Snap-on tools found in many automotive service stations. Both sets are a part of their "Garage Series" which can still be found not only in many industry related retail outlets, but some official Snap-on franchisees as well. The 1:18 scale sets are mainly diecast metal with some plastic implementation whereas the 1:43 scale sets are mainly plastic with some diecast metal.

Some of the Land-Rover offerings are: 86' Series One SAS version, in green; 107" recovery vehicle, tow truck; Winston Churchill's 1954 Land-Rover; Land Rover 1983 Series III SWB from Camel Trophy Zaire; Land Rover Series IIA 109" 1968 SAS Patrol Vehicle, bronze green.



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They also have available recent Evoques, Defenders, Discovery and other modern Land Rover products. If curious - <https://www.tsm-models.com/> Prices are between US\$80 and US\$90.



The New Defender2 is selling well according to reports.

The New Defender 110 has been available to order since Sep-



tember 2019, and already is selling well. The Defender 90 is now available for order, with the Defender 90 First Edition limited to 500 vehicles in the United States.

The Defender 110 has defied expectations with its global demand, with the hyper-efficient Nitra, Slovakia factory cranking them out.

They've also been a success on the Internet, with over 1.21 million people configuring a Defender on Land Rover's website since it launched on September 10th. (I know I'm probably personally responsible for about fifty of those.) Of those configurations, over half included one of the four "accessory packs" that Land Rover is offering in 2020, which combine common accessories under one of four themes -- Explorer, Adventure, Country and Urban. The Urban Pack (a front under shield, bright rear scuff plate and metal pedals, and a spare wheel cover) has been most popular, with 35% of configurations including it. Close behind was the Explorer Pack, featuring mudflaps, hood blackout decal, wheel cover, wheel arch protection, snorkel, roof rack, and a side-mounted gear carrier.

The Defender 90 First Edition is the first version to go on sale in America, with 500 examples coming this summer. These will all be painted in Pangea Green, the "trademark" hue of the new truck, with a traditional contrasting white roof. The 20-inch wheels will be shod in off-road tires. Under the hood, there's the top-spec 3.0-liter inline-six Ingenium engine, with mild hybrid technology -- producing 406 ft-lbs of torque. That will take the Defender 90 from 0-60 in 5.7 seconds, and up to a top speed of 129 mph. It will also feature the folding fabric roof that will be an option on the D90, as well as the folding jump seat in the middle of the front row that provides seating for six.

The Defender 90 First Edition is on sale for \$66,125, but the regular Defender 90 will be on sale for a lower base price since the First Edition is a moderately kitted-out version. Base price is expected to be in the mid-to-high \$40K range, a bit lower than the Defender 110's \$49,900 starting price.

The Defender 110 is expected to be about 75% of sales, but the 25% who opt for the Defender 90 are the ones who are looking for a more off-road focused vehicle, or a toy. Though its wheelbase isn't 90 inches like the name would make you think (though the original D90 had a 92.9" wheelbase, anyway), at 101.9 inches it's still incredibly compact in the modern automobile market. It's also only 1.9" longer than the 100" Discovery 1, Discovery Series II, and short wheelbase Range Rover Classic -- a size considered by many off-road enthusiasts to be the ideal size for most conditions. In fact, the overall length and width of a 2020 Defender 90 is smaller than the footprint of a 2020 Toyota Corolla.

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

General Servicing: Repairs, Humour, Tales & Trivia

Renaissance Man : My Land Rovers and me , Part II . 8 years later (part 2) by Jean-Jacques Hechler

Next came the restoration of the body.

One big problem : the bulkhead. The best bulkhead I had was in a terrible shape. No left leg, right leg present but its metal as thin as cigarette paper, you look at it a little too seriously and it cracks ... only about 30% remains of what were the 2 footwells and the central lower tunnel part, upper part needing only small repairs. At first sight, no way I can do something, it really takes a jig to do the needed work.

I contacted the Three Brothers. I sent them photos : «Yes we can repair it. Estimated cost : about 2500 \$ » ! Hum ! What about a new one ? I searched and finally found a company which was about to start production of bulkheads, Pegasus Bulkheads Ltd. (<https://www.pegasusbulkheads.com>) in the UK. These people had some good reviews for their pre-production models, the price: 2100 pounds, 5 months production delay. Fine !

As asked, I sent them 500 pounds in advance in November 2016. In May 2017, after contacting them, it appeared that they had big problems with their suppliers which retarded the delivery to November and they told me I will have to send the remaining 1600 pounds , otherwise ... it would take longer (Oho !). Smelling something fishy, I asked for a refund to which they agreed but which ... I never received ! In fact, they started the production only recently, 3 years later ! So, if you hear about Pegasus, stay away as you stay away from the coronavirus ! Others inquiries in the UK and elsewhere gave no practical results, so the only solution was to try and do something myself.

I had a good look at it. Maybe I could use the chassis as a jig. The bulkhead is a tridimensional structure, so I needed three good and solid points on it to be able to fix it correctly on the chassis in order to be able to tack weld replacement parts correctly on it. I only found two : the remaining sick right leg which (I hope) can be bolted (with much precaution ...) on the chassis and the area around the 4 holes in front of the left footwell, two of them going onto the vertical plate

bolted on the chassis - the plate that also holds the steering relay and some linkages to the carburetor on the left side . No third point, alas ! But, if in addition of these 2 points, I can find a way to fix the bulkhead exactly horizontally over the chassis I might get it into the correct position.

This is what I did. I located 2 points of the shelf on the inside the bulkhead, one on the right and one on the left , both on the same height and right over the right and left longitudinal member of the chassis. I bolted a L-shaped steel bar vertically on each side between these points and the members of the chassis . The bulkhead was thus firmly fixed on the chassis in a correct position.



I then cut out the left leg at a height where it was not corroded. I then I took a new leg (bought from Rover North) bolted it on the chassis and cut it so as to come in good and exact contact with the cut in the bulkhead. Both parts were nicely aligned, proving that my bulkhead is correctly located. This properly done, I tack welded with my GMAW (MIG) machine the new leg to the bulkhead .

I then took the bulkhead out of the chassis and did the final welding of the new leg to the bulkhead. You have to be sure of your welding skills, because if you do any damage either on the bulkhead or on the new leg you might need a new leg and put the bulkhead again





tunnel) and the job of welding it to the footwells. This is done outside of the chassis according to what it takes and this creates no special problem, except that you have to make sure that the rear bottom end of the 2 footwells are on a same straight line with the central part! This can be achieved by bolting an L shaped steel bar going across the lower bulkhead from one foot to the other foot and then aligning the footwells and the central tunnel to it before any welding (Pic.6 : the L shaped bar joining the 2 legs can be seen, the yellow suspending rope is tied to it).

I hope my description is not too hazy. I do not know if using the chassis as a jig to repair the bulkhead has been done before, in any case it has proven very useful for me, and can certainly can be adapted to other derelict bulkheads in order to avoid an otherwise expensive repair (when not dealing with Pegasus, of course !). When painted, it became splendid (Pic 7). Being so taken with these tasks, unfortunately I did not take pictures at the crucial moments which would have helped considerably the description here.

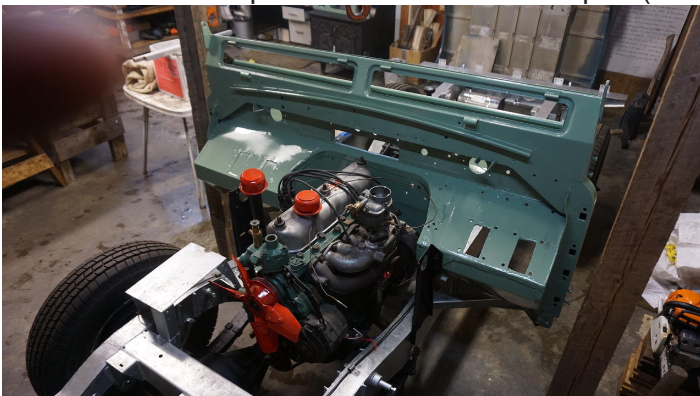
on the chassis (and re-cut it before !). I was able to do it nicely, even welding 2 reinforcement plates inside the leg covering the welds. I managed to have a good alignment of the original upper part of the leg with the lower new one.

Now I can cut out the right leg and be in the same situation as before : a bulkhead with one leg, one partially good footwell and the 2 L-shaped bars, all bolted on the chassis, but instead of working on the left leg, I shall be working on the right leg. Again, I was lucky to be able to do an acceptable job : a good straight solid right leg .

Now, the footwells have to be replaced. Easier : my left footwell is still partly good. I cut out everything except the good part around the 4 holes. I then bolted the bulkhead with its now 2 new legs to the chassis and the remaining good part of the left footwell to the vertical plate bolted on the chassis. After adjusting (cutting, grinding) a new footwell to its position I tack welded it behind (seen from the interior) the remaining old footwell. There is therefore a slight change in the original position of the footwell (about 3 mm to the rear) but that has no real consequences.

Bulkhead again off the chassis to do the final welding of the left footwell and to cut out completely the right footwell. Then bulkhead again on the chassis for work on the right footwell. I bolted the right vertical plate on the chassis, fixed a new footwell on it, adjusted it to the bulkhead and finally tack welded it. Bulkhead again out of the chassis in order to weld the right footwell (Pic.5 shows the important vertical – black - plate bolted on the chassis, right side).

Then follows the repair of the central bottom part (the



Land-Rover Toys, an ongoing series

II - 12B, The Second Toy, a Series II Land-Rover (1959-65)

The second Matchbox Land-Rover issued was a Series II. This is the one I found on eBay at US\$585 and started this particular quest for information.

This toy was issued in 1959. It only appeared in "military green" with a black metal baseplate attached by two rivets. The rivet in the front is a spread rivet, the one in the back a domed rivet. While it has a tow hook, Lesney never specifically made anything for it to tow.

Paint variations: In terms of variants, there are a few of this one, depending on paint, casting, and other measures. Paint-wise, there are three variants of this one. Do note that it is not uncommon to find examples without any silver trim at all.

The first, and earliest, has a military green body with factory mask sprayed silver trim to radiator grille, headlamps & front bumper.

The second variant is the same as above, but the inverted T grill is painted green. Only the headlamps and bumper is silver.

The third variant showed even more cost cutting on expensive silver paint. The galvanised front bumper was also body coloured. Only the headlamps were silver.

Wheels: The next thing that you can look for is the wheels. There were four different wheels known to have been used on this particular toy. The table below shows them, along with a standardised number, the size of the wheel (EG 11mm) and the number of treads shown on each wheel (EG 24). All of the wheels were made of plastic, three of



them black, the last one, grey.

So, does the item have black or grey wheels? The vast majority of them are black. Towards the end of the life of this model, they were changed to grey. Do note, it is not hard to change the wheels, so take care before opening your wallet.

With the grey wheels, we have the third variant colour-wise with only the headlamps painted silver. There were not many not these made. I found a second example on a German Matchbox site at €1,000.

Granted it was a mint in box, box in excellent condition.

Casting variations: There were a few casting variations. The first was to the tow hook. This was the simple thickening of the back of the tow hook platform where it joins to the base to add some strength.

It has a type A thick steering column with raised steering wheel centre, gloss black base, 11 x 24-tread black plastic wheels with crimped axles. There were not many of these made as it was faster to do the second variant.

The steering wheel was also modified. The column was made thinner from 2 mm to 1.5 mm thick, the horn push was made smaller and the slot in the dashboard was widened.



| Pictures of Front/Rear Wheels | | | |
|-----------------------------------|-----------------------------------|-----------------------------------|----------------------------------|
| | | | |
| Wheel: 65 11 mm x 24 | Wheel: 68 11.5 mm x 45 | Wheel: 69 11 mm x 48 | Wheel: 70 11.5 mm x 45 |
| BP-Black plastic wheels | BP-Black plastic wheels | BP-Black plastic wheels | GP-Gray plastic wheels |

Also the method of attaching the steering column was modified so the steering column was less likely to come off. This was done by adding a bulb to the inner end of the column and modifying the method of attachment. The bulb can be seen under the front wheel well.

The Land Rover was probably not one of the best sellers because despite being in production for six years it is not a very common model

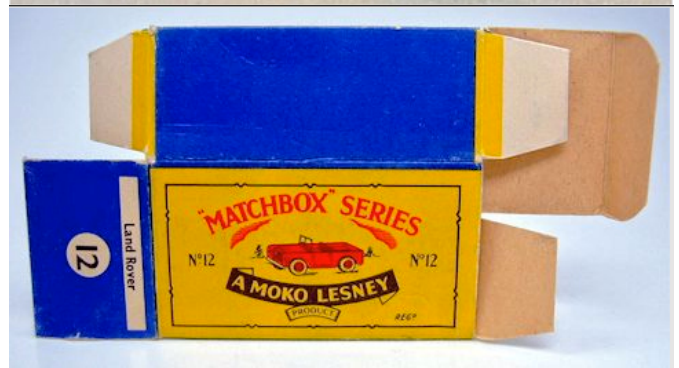
Boxes: The toy was packaged in B, C and D type boxes. In terms of variations, there are four B boxes to collect. B3, B4, B5 with, and without a background. There is one C box, and three D boxes. D1 and D2 with one side black and the other blue, and D2 with two blue sides.

The column to the right shows, in order from top to bottom, Boxes B3, B4, C, D1, and D2

Sets: The Series II toy can be found in the following multi-pack gift sets

- Commercial Vehicle Set - Regular Wheel Gift Sets - Worldwide - 1962
- Farm Set - Regular Wheel Gift Sets - Worldwide - 1960
- Farm Set - Regular Wheel Gift Sets - Worldwide - 1961
- Military Vehicles Set - Regular Wheel Gift Sets - Worldwide - 1964

An addendum to last month's article. Reading the New York Times obituary for Jack Odell, it states "Jack Odell, a self-trained engineer whose daughter's mischievous habit of taking spiders to school in a matchbox prompted him to make her a tiny steamroller as a substitute – an invention that led to Matchbox Toys, maker of 3 billion Lilliputian vehicles in 12,000 models ... Odell made his historic steamroller in 1952. It had to fit into a matchbox because of a school rule barring any bigger toy. (Spiders fit quite nicely.)"



Event Report - WinterRomp by Greg Fitzgerald, photos Dixon Kenner



The annual Winter Romp brought over 200 Land Rovers to Waterville and Benton, Maine this year, a new attendance record for one of the largest Rover events in America. One of them this year was a special visitor: Oxford, the Series I 86" from the First Overland expedition, beginning its 2020 Oxford in America Tour.

Winter Romp, or just "Romp," is a cherished example of what makes the North American Land Rover community special. The event is hosted by Bruce Fowler, a long-time Land Rover owner and resident of Benton, Maine. The event was previously held on land owned by neighbours via arrangements Bruce made with them, but last year through an incredible feat of crowdfunding, Winter Romp attendees purchased the properties that made up the trail network. They now comprise "Winter Romp's Millennium Green," a space set aside for the long haul for a variety of outdoor recreation pursuits. The social hub of the event is Bruce's house, just down the road from the trail network.

Unlike many other Land Rover events of this scale, Winter Romp has never had an admission fee.



Bruce's main ask of attendees is that they spend their money at local businesses. Some of this is arranged via traditional group activities. Since it's rather cold in Central Maine in February, it's one of the few hotel-based Rover events. The Best Western Plus Waterville Grand Hotel is blocked out for the event, and the parking lot is full of Land Rovers as far as you can see. A few years ago, you could still get a room there the week before the event; now it's so popular, the place filled up in December 2019, and a large portion of the Fireside Inn across the street was full of Land Rover owners, too.

Meals are taken at a variety of locally-owned restaurants, some of which have become iconic parts of the Winter Romp experience. Big G's Deli, an institution in Winslow since 1986, has perhaps the longest tie to Romp. It's usually where everyone gets breakfast on Saturday, as well as one of Big G's massive sandwiches to save for lunch.

Other local businesses feature heavily on the itinerary, including Selah Tea Cafe, which made a special Full English Breakfast for Sunday morning, and 18 Below, which did a fantastic gourmet buffet on Sunday night for those who stuck around. The formerly semi-organized large Saturday dinner has been replaced by a list of local suggestions, as the event has grown out of supporting all the attendees at any one location.



Indeed, this was far and away the largest Winter Romp ever, with estimates of over 200 trucks attending. Part of the appeal this year was the attendance of Oxford, the recently-restored veteran of the 1955-56 Oxford and Cambridge Far Eastern Expedition, also known as "First Overland." It's one of the first Land Rovers to transit Eurasia, and after years of being abandoned on the remote South Atlantic island of St. Helena, it was recovered and restored in 2017. After retracing its steps home from Singapore to London in 2019, Oxford was shipped to America in January for a year-long North American tour. Romp was the first stop on the tour, with Oxford spending a week at Bruce's house.

However, there was plenty of space to absorb all

those attendees, thanks to the new land purchase and the freedom to expand that afforded. Romp is prefaced by a number of "Pre-Romp" weekends, where die-hard attendees volunteer to clean up trails, prepare new ones, and enjoy a smaller version of the Romp vibe. This year the trail network expanded dramatically, creating a lot more space for all those people to go off-roading. Great weather this year helped as well, making the snowpack manageable for many trucks. Friday night was in the negative temperatures, but it warmed up to the 20s later in the weekend.

The trails, the people, that was all a highlight, but above everything, Oxford stole the show this year. Everyone had to get a picture with their truck and Oxford -- photos that Land Rover enthusiasts across America will be taking and cherishing this year. On Friday, the opening banquet was held in the event room at the Waterville Grand Hotel, and Oxford was kept inside overnight -- protective cardboard over the carpet, because like all good Land Rovers, it leaks a bit.



I had the honour of spending Saturday in Oxford with Bruce and Dixon Kenner, another long-time Romp attendee and fixture in the Land Rover community since the 1980s. The truck carries immense amounts of gravitas, and even though it's technically a relatively standard 86" Series I, the weight of its experiences around the

world radiates out of the Birmabright. There were several times that we were driving down trails, bouncing along (as one does in a Series) and I was floored by the gravity of being in this vehicle, in my own country. It's a feeling a lot of Land Rover owners will have in 2020 as Oxford comes to events near them.

In the woods, the central meeting point is the "warming tent," where the Waterville Area Habitat for Humanity operates a snack operation to raise funds for their efforts. In the spirit of giving back to the community, Habitat is a major recipient of the charitable goodwill of Romp attendees. In addition to the warming tent, a donation to Habitat (along with the invite of a known, Land Rover-driving Romp attendee) is needed to bring a non-Land Rover vehicle to Romp. That fee is waived if you volunteer for 10 hours at the Habitat branch of your choice. Over the past few years, this partnership has helped Habitat make huge strides towards helping low-income families in the

Waterville area. Overall, Romp is a huge boost to the area economy, at a time when winter fuel bills pile up and seasonal incomes are reduced.



Winter Romp has become the largest Land Rover event on the east coast of the United States, with everything from a 1951 Series I 80" to a 2020 Discovery 5 in attendance. Attendees now come from across the continent to be at Romp, and even if they haven't been yet, Land Rover owners often have it on their bucket lists. What's most remarkable is that this all happens in one of the coldest parts of the United States, which is also relatively remote from most of the nation's population. There's certainly plenty of Mainers at the event, but the majority of attendees drive at least three hours to get to Romp. That's a testament to the incredible event that has been built, both by Bruce Fowler and by the Land Rover community as a whole, for almost a quarter-century in the Kennebec Valley.



VACUUM SUCKS! and other truisms by Alan Richer

.After I sent Dixon the previous article on the vacuum cone, he congratulated me on its presentation.

“Great text, and good photos. Only problems is – most people wouldn’t know what to do with a vacuum gauge if it bit them.”

I realized he was right. The days when a vacuum gauge was a reliable standard in the home shop or commercial garage are long over – with the simple mechanical instruments replaced with computers and ODB-2 readers there are few commercial mechanics who would even have a vacuum gauge.

However, for those of us working on older engines the vacuum gauge is still a very valuable tool for determining the internal condition of a running engine, and tuning it for the best performance.

For the purposes of this article I’m going to touch on the high spots – what the readings can generally mean and how to use a vacuum gauge to tune the ignition timing for best performance.

First off, connect the gauge to whatever unthrottled vacuum port you may have available – for my own purposes I use the line to the brake booster (see photos 1 and 2). Once connected, hang the gauge so it is visible from the side of the engine where the distributor is and start the engine, warming it to temperature.

Once warm, observe the vacuum reading. The reading should be steady and anywhere between 17

and 20 inches of mercury commonly written as In. Hg. or “ Hg. – if it is, all is well inside the engine and in the ignition system and we can proceed to setting the timing. If not, then it’s time for a bit of diagnostic work.

If the reading is steady but low (5-10” Hg.) then odds are there is an intake vacuum leak. This is normally accompanied by a loud hissing, and spraying some carburetor cleaner or the like around the joints may help to locate it if the audible cues don’t work.

A higher reading (10-15” Hg.) can point to poor valve timing and may indicate a slipped chain. At this point further investigation may be in order before tuning is attempted.

All of the previous assume that the gauge pointer is relatively steady – not fluctuating all over the face. If it is fluctuating more than over an inch of mercury on the gauge then there is a vacuum issue in one or more cylinders, or a failure in the head gasket causing the vacuum to fluctuate. I will go further into this later in the article.

A reading of 15-17” Hg. (see photo 3) indicates retarded ignition timing – and this we can easily address here. Stop the engine now – we need to prepare a bit.

To reset the timing, move the air cleaner and loosen the pinch bolt at the bottom of the distributor so that the distributor can be turned with a bit of effort but is not



completely loose. Restart the engine and grasping the distributor by the vacuum capsule advance it until the vacuum reading maximizes (20-21" Hg.) (see photo 4). The engine will sound unstable – the idle will be irregular and fast.

Now, turn it back until the reading drops by an inch of mercury on the gauge – not an inch of distance of travel in the distributor! – the engine note will stabilize. Lock down the distributor, disconnect the vacuum gauge and tidy up – we're done. (see photo 5)



At this point take the car out for a run – preferably up a hill at full throttle. Listen for pinking. If you hear the castanets sound of pinking either retard the timing slightly by loosening the pinch bolt or use the fuel selector on the distributor to do so. I rarely have issues – the inch of mercury back from peak is usually fine unless an engine is heavily carboned up.



Lastly, as I mentioned earlier flickering or vibration in the needle of amounts over an inch of mercury usually indicate issues in the engine – leaking head gaskets, blow-through between cylinders or valve train issues. I can prove this, as during the writing of this article I used the vacuum gauge to find and fix a problem in my long-suffering 109, Mr. Churchill.

The past few times I'd driven him I'd noticed a roughness in his idle. With the vacuum gauge hooked up I noticed that the reading was not steady – the pointer was flickering over a range of 2-3 inches of mercury rather than holding steady.

A quick power balance test showed that the #2 cylinder was not performing as it should – the voltage drop was not as noticeable as when the other three sparkplugs were disconnected one at a time. Lastly, there was a decided chuff in the exhaust of a misfiring cylinder.

A quick swap of ignition leads and spark plugs showed that it was not an ignition issue – the problem did not travel with the wiring. With all of this information I decided to check the valve adjustments.

Lo and behold, the #2 cylinder's intake valve gap was zero – there was none. Resetting it to the .010 it should have been restored the operation of the #2 cylinder and the vacuum gauge's reading steadied to a barely perceptible flicker.

In conclusion, while a vacuum gauge is not the most high-tech of diagnostic tools, the information it provides is a very good indicator of the internal health of your engine. I heartily recommend it as an addition to your toolbox and to your diagnostic arsenal.

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Rovers & Parts for Sale

For sale - 1967 109 SW, Ottawa, \$17,000 - 1967 Land Rover Series Ila 109 Station Wagon. This is #529 of 811 LHD vehicles that were made for the North American market. This is a Defender style tribute with a modern 4.0L fuel-injected Rover V8 and 4-speed automatic transmission. It has Power Steering, Power brakes, roof rack and custom interior, It also features four-wheel disc brakes and a coil spring suspension. It had a frame-off restoration 8 years ago. Perfect for your next safari adventure!. I just installed new outer tie-rods. It will need exhaust work. Kijiji advert no. 1492230458



For Sale - 2003 Defender, Cambridge, Ont, \$58,000 - "Hey folks, New to the group and the club. So nice to see so many kind and enthusiastic LR lovers! We are the owners of two 2003 Defenders and are looking to part with one of them. 'Mickey' as we loving refer to him is a 2003 Defender 110 in Epsom Green. We brought it over from the Cotswolds last May. We are asking \$58,000 for him and are located in Cambridge Ontario. See our marketplace ad below. Thanks! <https://www.facebook.com/marketplace/item/1394939654012636/> (Also more quickly found on the OVL R Facebook group in a post from Tyler Montague March)

2003 Epsom Green Land Rover Defender 110 Station Wagon powered by the TD5 Diesel Engine, recently imported from the Cotswolds, likely one of the newest



110's in Canada with only 163,000km. This Defender sits upon 16" Heavy Duty steel rims in black, wrapped in Federal Couragia AT tires, with body matched painted wheel arches, 3" steel tubular side steps, 3 mm. aluminum chequer plate on the wing tops, and a full galvanized roof rack. The interior features Techno cloth seating throughout, with 4 individual top-down seats with lapbelts. Full original carpeting throughout. Features factory Central Locking, ABS braking, Traction Control, Factory Immobilizer/Alarm, and Front Power Windows.

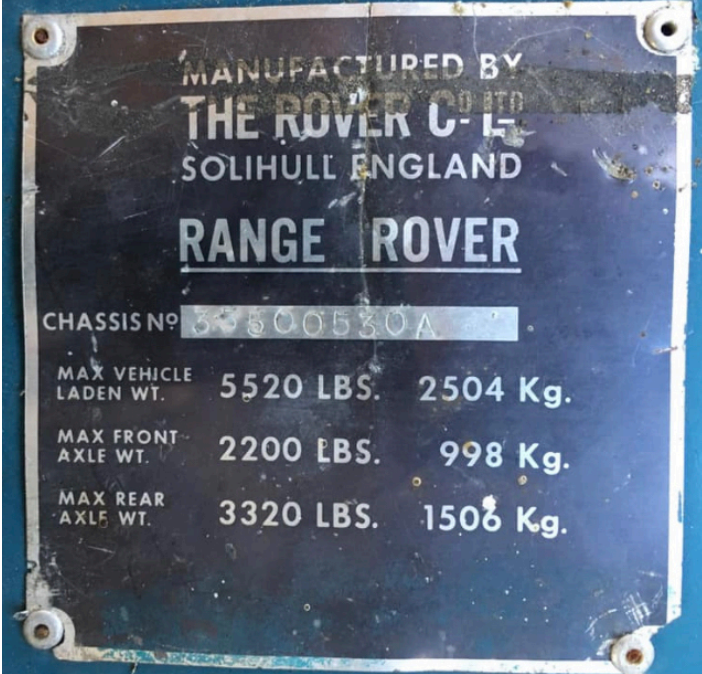
For sale - 2006 LR3, Ottawa, \$2,000 - I have a non drivable (as of last week) 2006 LR3 HE V8. Local Land Rover dealership diagnosed the problem as a non-functional TCU. After 14 years the LR3 is now not reliable enough for me and I want to sell it for parts. Has 131k, new alternator, window wiper motor, brakes and suspension parts replaced in the last year or so. Good tires. I was the only owner. It's dark green, tan interior and 5 seats. Also have the trailer hitch and roof rack. Needs to be towed from Hunt Club Road, Ottawa Is this something of interest? Am looking for \$2,000. Contact Ernie Zwartz via the OVL R Facebook page.



For sale - 1971 Range Rover, Marlboro Maryland, US\$9,000 - Basket case early rhd suffix A range rover 2 door. I have owned it for a long time and i no longer have the time and space to restore it. Very complete , Almost all the hard to find stuff is present. missing only the original carbs and manifold (has rover p6 ones) and the original seat covers. its rusty and the engine is apart.

I will deliver it at no extra charge to a freight forwarder of your choice in Baltimore if desired.

For an extra \$1000 i will include a never installed but poorly stored Fairy capstan winch with fitting kit for this truck. I also have extra suffix b bonnet , left door and all four wings if you want to come collect them.



Contact Quintin Aspin, grover80 at pipeline.com

For sale - Series IIA 2 door and 4 door 109's. Cross field Alberta, \$12,500. (No photos) - Hello, 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. THIS IS A RARE LR ACCORDING TO THE GUYS AT 3 BROTHERS IN ONTARIO 2) 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. 1486903112

For sale - 1972 Series III 88, Halifax, NS, \$7,500 - Selling my 72 LandRover Series 3. Have owned this truck for over 20 years. It works good but would be considered a project truck as it needs odds and ends. Solid custom 1/4" Steel frame underneath it. This rover has gone many places with me over the last 20 years but it's time to make space for another one. If you have a desire to have a vintage Land Rover that can go just about anywhere this might be the rig for you. If you're looking for a vehicle you can drive to the shop and get an MVI today, this might not be the right one for you. Videos of the truck are found here! https://www.youtube.com/watch?v=gcrchGUNT_M <https://www.youtube.com/watch?v=ScoauUfsAbU> Things it would need time of mind for a baseline; - Valve seals. Speculating but sometimes allows oil by and out the pipe. Not a big job. - Rear springs reached to give some extra height in the rear - Tune up. There is a miss when running and it sounds like the timing just needs adjustment. You can hear it in the video. - E-Brake linkage missing due to the custom frame. I've never actually had one on it. - Noise in third gear from transfer case. More so just annoying. Also heard in the video. Truck is located in Lantz, Nova Scotia Kijiji advert no. 1475273846



For sale - In good condition a Series II / IIA front windscreen. The frame has not been painted, just the nice original galvanised finish. Comes with the fixing strips for mounting the 2 window panes, but will need new glass. \$100 plus ship or collect. Kijiji advert no. 1457149778



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The illustration shows the M.A.P. Manual free-wheeling hub in position on the front wheel of a Land-Rover.

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