



OTTAWA
VALLEY
LAND
ROVERS



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www.OVLR.ca

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**P.O. Box 478
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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.

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<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.

Editorial Policy: The Editor of the OVL R newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVL R newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVL R or its sponsors or advertisers. Where specific data regarding operation, safety, repairs or legislation are concerned, you are advised to obtain an independent verification. The Club, officers and contributors can accept no responsibilities for the result of errors or omissions given in this newsletter or by any other means.

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“Regrettably, due to the COVID 19 pandemic, the 34th annual OVLR Maple Syrup Rally has been postponed. We will notify all members when it is rescheduled hopefully later this year.”

Club Executive

Greetings,

A month into the COVID-19 pandemic lockdown and I am not sure what to write. While I initially figured that there would be a couple weeks of this, and then back to normal, this is looking to last at least another month. Some talk about into the summer. And while the Birthday Party is still a thing, the Province is extending the lockdown another month to later in May, and the expectation is that the frontier with the United States will stay closed until late May, probably late June, and then we see what happens.

Events are being cancelled across the continent. Not just Land-Rover or British car events, but even some of the larger, national scale events for off-roading, expedition camping, and the like are being cancelled.

Even Oxford has moved into isolation in rural New Jersey. Granted, his dance card has been dramatically curtailed, thus removing him from much of the US northeast, who will be unable to see the famous truck, unless his visit to North America is extended because of restrictions on movement.

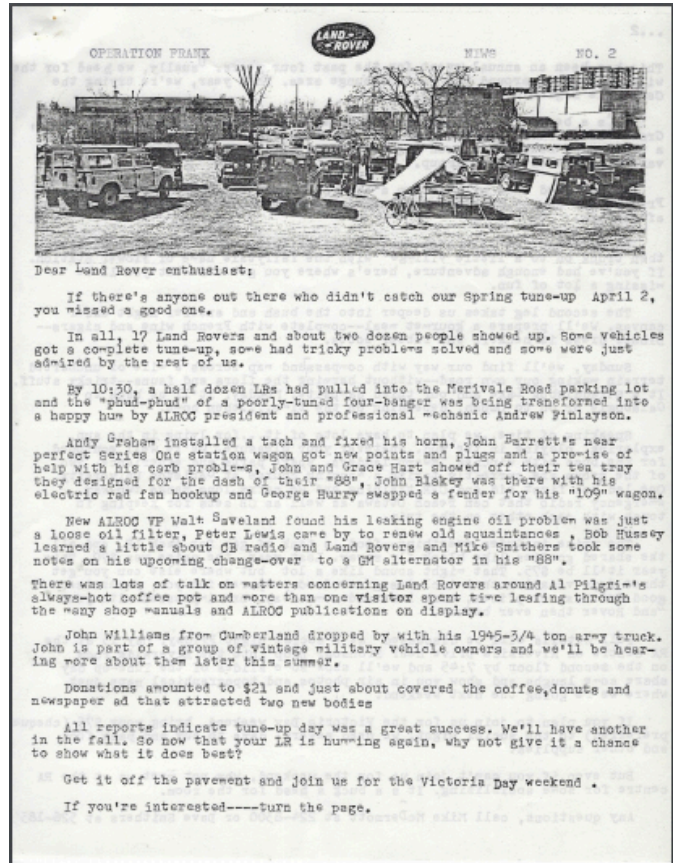
Hopefully people are using this opportunity to telephone their favourite parts supplier and order those maintenance parts at the very least. Now is the time to make sure your aluminium friend is ready for the day when the restrictions are lifted. Three Brothers, Atlantic British and Rovers North are open, albeit with reduced staffing, so don't expect overnight satisfaction. From talking with them, they are swamped with small orders for bits and pieces as people catch up with neglected maintenance.

Provincial Parks will remain closed until later into May, so any camping plans you have will have to stay on hold. As for Crown lands -

“Prohibiting recreational camping on Crown land as of April 9, 2020. Under the emergency order, no individual can camp on Crown land, including the placement of tents or other camping structures, while the order is in effect. The government will continue to monitor the situation and re-evaluate if further actions are required.”

If you desire more information, go to the Provincial website - corvid-19.ontario.ca.

Cover Photo: Dates of the MSR in the past on the wall of the Sugar Shack at Vern Fairhead's



Innocent times above. The second issue of "Operation Frank", the year long plus establishment of OVLR that started in March of 1983 and would lead to the establishment of the first chapter for the Association of Land-Rover Owners of Canada, of which several more would follow nationally. If you are interested in some of that history, all of the club newsletters can be found on the club website under Newsletters.

Index for April 2020

OVLR News.....4

Non OVLR new and Rumours.....6

Renaissance Man : My Land Rovers and me , Part II, 8 years later (part 3) by Jean-Jacques Hechler ..8


III - 12C, The Third Toy, the 109 Station Wagon10 by Dixon Kenner

An alternate to the choke light (Otter) switch by Dixon Kenner..... 12

The complete catalogue of Land Rover 13


For Sale..... 14

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

 In a recent security breach at Greg Fitzgerald's HaveRoverWillTravel network, this image of the Spenny Resurrection was extracted by skilled hackers peddling in ransomware development R&D. They were so shocked to see what they found they cried their "eyes were burning....".


It turns out that this elite hacker team was on assignment. A North American parts purveyor had hired them to check out Greg's "Spenny Resurrection" plans, least they turn into a competing Bollinger or Grenadier. While the skill exhibited at fixing Lori Kennedy's pick-up top is admirable, experts are confused at the change from Series II breakfast to Series III. And checker plate is generally found on the wing tops, not fronts, unless this rubbed surface helps pedestrians hang on longer until the brakes work.




 An interesting post from David Roberge - "These tires are great but make sure to check your spare carrier sometimes! I would have lost my spare pretty soon! So far I only welded the cracks. I'm thinking of welding up a beefier one that would keep the tire closer to the door than the way my adapter brings it farther out." Andrew



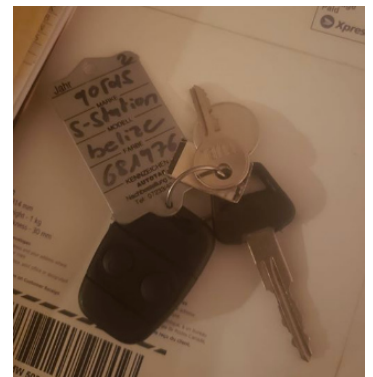
Hutton noted that he regularly has to weld plates here as the carrier are not robust enough.


 A note from David Place in Selkirk Manitoba. He reports that the Land Rover Jaguar dealer in Winnipeg has 8 more tubes of One Shot Grease in stock. He ordered two for David but he had to order 10 at a time, so he is eager to get rid of the rest of it. Davis reports that he is eager to get out on the road. Most of the snow is gone here but there is a forecast of mixed snow and rain later this week, maybe up to 20cm.

 A note from Alan Overlander - I took this little guy out for a spring cleaning and a run around the block today.



 A teasing message from Chris Dowell - Yesterday I took the journey from Sault Ste Marie to Perth in my D2. Made it with 0 issues, started full of coolant and oil and finished the same way!! Ohh and its still for sale. I also am excited because I got the keys for my new rover that I will be picking up in Toronto this week.



 What is everyone doing with the new found time, and requirements to stay closer to home. It is a short list for me, lacking a garage (taken down in the Fall for a new one in April, my 1951 down in New Jersey for the Winter. Here are some of the things received:


- Charlie Speedie has added a new winch and straightened his bumper finally after OVL R birthday party last year when he bent it on Lavant Mountain on

a rock. He reports that the truck should be on road shortly when new shocks come from LR Direct.


- Ian Dejordon has been working on brakes, the exhaust and now looking at some rust repair.

- Kevin Newell has some maintenance related things to do. Valve cover gasket, clutch slave, odds and ends that he has been putting off. Then a full under-side clean up and oil spray of the frame.


- And, finally, from Robin Craig - We finally finished our 2019 corn harvest on the farm here last Sunday and now it is time to prep all the spring tillage and planting kit to go plant this year's crops. I guess if we thought 2019 was ugly as far as weather this year will be a challenge but in a different light, but the farming goes on regardless.

 Regrettably, due to the COVID 19 pandemic, the 34th annual OVL R Maple Syrup Rally has been postponed. We will notify all members when it is rescheduled hopefully later this year. Your club executive hopes that all of you are well and safe. Wash your hands, don't go out unless absolutely necessary, stay at home. For those who are designated as essential workers, take care, we recognize what you have to do, thank you. This pandemic is global yet the solutions to it are local.




 A lovely, colourful & seasonal photo sent on from Naji Mhanna.




 OVL R (Ottawa Valley Land Rover) members did their part during the Easter weekend by helping deliver dinner to people shut in by COVID 19. Intrepid duo, aka Jerry Dowell and Mike McD delivered hot meals around Rideau Ferry near Perth. Restaurant CC's on the Rideau prepared and donated 400+ turkey dinners to help raise spirits. Below, the lads prepare to disembark with their cargo near Lower Rideau Lake. Ears, masks and bow ties thanks to Jerry's wife Janet.



 ITS OFFICIAL! The Cruddy Cooks 2020 event will be held in scenic Barnard, VT on Friday July 24th thru Sunday July 26th. Thank you to Peter Vollers for offering to let interested Rover owners use his secluded mountain top camp in Barnard, VT for this event. Make sure your Rovers are ready as it is an epic off road trek to our camp site and then we will enjoy a full weekend of fun, friends, COOKING, dress/costume contest, and off roading! Lots of local fun and small shops to visit, And some of the best trail riding you will ever encounter! To quote Peter Vollers "Come one, come all. Free event. It will be my contribution." This is one event you do not want to miss! FYI - I got word that there will NOT be a Muddy Chef event this year, so if you want to show off your culinary skills, THIS IS THE EVENT TO ATTEND! Raymond Rega who is a two time Muddy Chef award winner and last years cruddy cook needs a real challenger. Who can beat his smoked ribs? Check thru the posts to see some of the pics from last years awesome event. If you are interested, Search for and join the CRUDDY COOKS Facebook page.

Some Non-OVLR News & Rumours

 Did you know that every new tire comes with a pre-built GPS transmitter so you can be located by 5G networks? If you do not want to be followed, you have to cut the little antenna that sticks out. Always watch new tires being fitted, least you get the new GPS versions.



 For those on long drives or who need something Land Rover to listen to, the March CentreSteer podcast is out. Greg Byrom of the NZLRF (New Zealand Land Rover Forum) tells us about Land Rovers, four wheeling and the community in New Zealand. In the news: No surprise, JLR plants shutdown due to COVID-19. Land Rover eliminating the diesel V8, Range Rover testing in Sweden, Range Rover turns 50, learn to drive in the snow and John rants about forward illumination. In the spotlight this month, the new Defender is field tested in Namibia. <https://centresteer.com/podcast/centresteer-84-nzlr/>



 An amusing note forwards from a 1995 issue of the Solihull Society newsletter. Just in time for April. - Did Lucas make Personal Computers?

Rumour has it that Lucas once made personal computers. These were rumoured to have been supplied under private label arrangements to other companies. Was this due to concern that the Lucas name recognition might adversely effect sales? Some of these computers are thought to have reached the


market using the Prince of Darkness tradename. If users were lucky, they got one of the deluxe models (built on a Tuesday or a Wednesday) as these seemed to work better than the others.

Lucas PCs can be recognized by several characteristics:

1. Oil spots underneath the computer.
2. Random and intermittent malfunction.
3. Cloth wrapped insulation on the internal wiring.
4. Positive grounding system.
5. Abundant chassis vents to let out the smoke.
6. Removable bit bucket which must be manually emptied by operator.
7. Frequent maintenance and tinkering required.
8. Strange noises while operating and/or just after shut-off; snapping, sizzling and crackling sounds which may, or may not, precede smoke.

POD personal computers were rumoured to have been widely used by British Leyland (thus accounting for their huge market success) and today can be found at low cost in surplus stores still packed in cosmoline. Perhaps someone in the UK may be able to shed some light on this matter.

Please note that I am not affiliated in any way with any of these firms. Paul "get home before dark" Donohue, Rumour Control Officer

 An interesting note from Ryan Schweter of Ohio. He sent a photo of Bill Nickson's broken half shaft from the WinterRomp. Ryan turned the half shaft into hammer eye drift, courtesy of that Winter Romp Carnage. He suggests that if you have busted shafts lying around, he can put them to use, helping the Goshen Historical Society blacksmithing school



tool up. However, RURR might take a while to get them to him. He is also asking about other broken LR iron. The editor has a dozen leaf springs ready for pick-up.


 An interesting item made by "Wandering Jamaican" on Facebook - "I have received from the production line in Turkey, a new batch of Land Rover, "American Owners Club" badges. ...hand-painted. This is the first time in the world, where a vehicle badge is built like a military coin. Must be riveted outside of Landy for a clean look. ...Holes already in place. After 27 years in the military, I coupled my military culture with my love for Land Rovers. It's \$15 each. If you can't pick up in person, can post for another \$5. Inbox me for availability." These badges are done in the same theme as the UK Land Rover badges that have been reproduced for decades.




From the week beginning Monday 30th March, we will be operating on an on demand basis, this means we will be restricting bookings to emergency appointments only, we would ask all customers to hold off on routine maintenance for the time being. If your vehicle is either immobilized or you have a problem that affects the safety of the vehicle we will attend to these issues to the best of our abilities. We are planning to deal with any requirements on the Thursday and Friday of each week depending on demand. We would ask all customers to be patient under the circumstances and contact us via email on scott@shoreautomotive.ca. There will be no one attending to phone calls on a daily basis but we will retrieve messages when we can.

We would ask that all customers avoid entering the premises where possible, we can come out and collect keys or you can drop them through the letterbox in the garage door. We would also ask all customers to pay by credit card over the phone prior to collection of your vehicle. We ask that you practice social distancing with our employees and please, stay at home if you are sick.


We are hoping we can resume normal operations as soon as possible. We will keep you posted on any changes. Thank you for your support.

 It was only a matter of time, but TSM-Models has made the 1955 Series I 86" Land-Rover. The first two being offered are for the Oxford & Cambridge Far Eastern Expedition, better known as the London to Singapore trek. There are two models, one in Oxford blue, the other in Cambridge grey. Part numbers are TSM-164322 and TSM-164323. Price is US\$86. Other, plain 86" versions are expected to follow in the near future.



 For some people who found that their aluminium pet either was away in storage, running perfectly, or otherwise not distracting one Saturday, John Kostuch of the CentreSteer Podcast put on a "Stay-at-Home" Rally on Saturday March 29th. For those with a monitor in the garage, or as a window open on the computer for background noise, there was twelve hours of videos submitted by people of rallies from the past, mostly eastern North America. At the rate the "work from home" is going, he will probably be doing another, so if you have some video that you would like to contribute, drop him a line at Messages@CentreSteer.com



 From Shore Automotive - Good morning, We hope you are keeping well in these difficult times. With the recent uncertainty surrounding COVID-19, we have made some significant changes that will be affecting our regular operation.

We will be remaining open as an essential business as our service and repair department carry on a limited service to our customers however to reduce potential spread of the virus we will be modifying our business hours and changing the way we interact with our customers.

 A cry for help from a very modern Land Rover owner. "I Need help. I've been to so many shows this year and I've noticed that while walking around looking at the Landrovers there, they all seem to have clean treads. Mine on the other hand are filthy. How do they manage to travel from around the country but still have clean tires?"



General Servicing: Repairs, Humour, Tales & Trivia

Renaissance Man : My Land Rovers and me , Part II, 8 years later (part 3) by Jean-Jacques Hechler

To get some rest from all this, we decided in the spring of 2017 to have a trip to the US with our small Airstream trailer and do some boondocking in California, Utah and Nevada. Everything went well until we reached the Pacific shore early in June close to the border of California with Oregon. We had a camping site close to a nice marina with a super seafood restaurant. Around 6 p.m. while walking to it, suddenly I lost part of my vision of the left eye.

I knew immediately what it was : a detachment of the retina, same thing my right eye had a few years earlier. The next morning, at 8 a.m, we went to an ophthalmologist we located in Florence, Oregon, who observed a crack in the retina. It was hyper urgent to look after it to prevent a complete detachment. He searched for a retina specialist and, oh miracle !, there was one from Eugene in town just for the morning on his regular tour to see his patients and he is willing to see me at 10 a.m. !

So I met a very nice huge red-headed guy with a baby face who confirmed the crack and immediately injected a small volume of freon into my eye with a syringe, standard procedure to increase the pression to the retina and to force it back unto its place. Next day, I saw him in his office at Eugene where he gave my eye some laser shots. I asked him if this problem would prevent me from welding again. He asked me what kind of welding I do ...

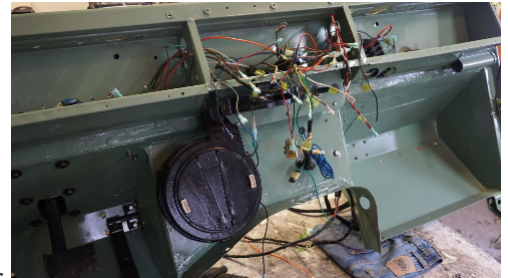
Well, I repair old Land Rovers. What ? you work on Series Land Rovers ? He was a Land Rover fan ! He asked me if I intended to visit a local shop in Eugene doing LR restorations and which specializes in rare old original LR parts. It flashed through my mind, of course ... Pangolin 4x4 ! (Pangolin4x4.com). Amongst others things, they have the rare original front and exterior fender panels I needed ! Mine could be restored but with a lot of work. I completely forgot this shop ...

So, thanks to having a retina detachment I have now new fender panels, had the opportunity of visiting an interesting shop restoring old LR, gather some interesting tips for my own restoration and see a huge warehouse full of older parts. The owner told me he has some good contacts in Myanmar/Burma where there are still huge quantities of LR parts dating back to an era when Burma was still under British rule ! One week later I saw my retina specialist again for a follow up. He was very happy that I found these parts and to tell me that everything is going well with my eye !

What happened here is absolutely fantastic ! Imagine : within 16 hours (including one night and only TWO normal working hours) I had my retina repaired in a foreign country by a retina specialist who is a Land Rover fan ! It took me 4 days to get the same treatment for my right eye in Quebec and, of course, with no Land Rover fan involved ! I regained full vision on that eye after 4 months, while it took almost two years for my right eye. Rapidity of treatment is essential here ! We returned safely across the Cascades, the Rockies , the Prairies , etc. Louise being the driver.

Back home, hating to do the painting myself, I looked for someone who could do that job. Someone put me in touch with a former owner of a Montreal body shop who had just retired to our village and who was willing to do some work occasionally. He agreed to do the whole painting of the Landie.

In October 2017, he painted the newly repaired bulkhead, postponing the painting of the rest to spring 2018, while he spent the winter in Mexico ! During the winter I did all the electrical work on the bulkhead (Pic .7), put it on the chassis (Pic. 8) and restored and prepared for painting all parts of the body.



In order to reduce this to a minimum I choose to rebuild the Landie with a full canvas on it, so no rear quarter panels and no roof to restore. Body work consisted mostly in welding or bolting new aluminium plates to badly damaged sections, or gluing small plates to smaller holes and levelling everything with some putty, not very exciting.



In May 2018, I brought all this to my painter who after almost two months decided that it was too much work and refused to finish the job ! Another nice individual

who does not honour his words. Two others potential painters agreed to come and see the job, but they never came. So, what's new ?, I had no other choice than doing it myself ... again. I finished painstakingly most of the job during the summer of 2018.

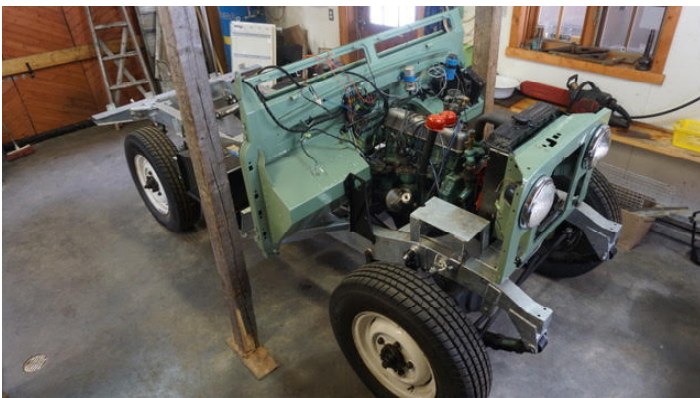
History repeats itself. In September 2018, we bought another heap of logs : another log house ! With a new Landie in the making, additional sheltered parking space was needed. This log house comes from a village near Quebec City and was built around 1780. It was disassembled by a contractor who restored it since some of its logs were in bad shape. So we spent the summer of 2019 rebuilt it, attached to the existing log houses (one of them being my workshop)



we had previously rebuilt. Again, again, again, we were not successful in finding help, there was a building boom for new cottages in the region !

Since over the last 25 years we have already rebuilt 3 of them, we knew what to do and what not to do ! After all, Louise and me are now super specialists in rebuilding heritage log houses and are skilled architects, masons, carpenters, roofers, painters, plumbers, etc ! We managed to finish it, all by ourselves (except for some help from a truck boom to put into place the upper logs) a couple of days before the first snow (Pic. 9). (Note : on several logs I counted the number of growth rings and found more than ... 300, that makes us owners of logs around 500 years old which might have seen Jacques Cartier sailing up the Saint Lawrence River !) .

And in addition to this activity I even succeeded in finishing the paint job (Pic.10) !



An admission from Greg Fitzgerald

Over the past several years I have tried to fight a fundamental yearning and live a lie. For years I have professed a love for North American Spec (NAS) Range Rovers, and especially Disco-Rovers. In fact, I have one green Discovery named Duncan, a Range Rover Classic named Butler, and another Range Rover Classic named Spenny.

I think I realized that I might be living a lie earlier last year. You see, I started to have feelings, strange feelings. A stirring in the force so to speak. I found that I really enjoyed taking a plasma torch to Spenny. I found joy in the sparks leaping from the cutting disk on the grinder as the panels fell away. I had not been happier in years. I laughed as pieces fell off Spenny's rotten carcass onto the garage floor. I revelled in tossing those pieces into the recycle bin to be taken away. But those feelings of exultation quickly went away...

Later last year I bought a Series II 109 pick-up as a donor truck for Project Spenny Resurrection. And while it pained me in a fashion to take the Series II 109 apart, I found that this stirring as I cut up Spenny to prepare him for the envisioned transplant came back. But no where near as strong. It was kind of like drinking watery New York coffee versus a proper Italian espresso that knocks the back of your head off when you take a sip. Hmmm..

Fast forward to the late Winter. My Mother had been haranguing me about Butler. The moss and mold covered Range Rover Classic I rescued from Atlanta Georgia of all places. Butler, named after the lamp manufacturer in England that got bought and submerged by Lucas, was in a sad state. I told all my friends that I was going to restore Butler to his NAS glory. But that meant taking Butler apart. I again found I got pleasure disassembling a NAS vehicle. And that I had no desire to put it back together again. What to do...

I tossed and turned as I thought about the complete lack of progress. Why? I wondered... And, then as I saw the lines of the new, German-built Scroozer and I was smitten. Here was something that would go well with my life style. Wide tires with enough clearance to put on chains for Winter Romp. Wide to float over the snow pack. It was better than the electric Evoque that I have been pestering Gerry McGovern about!

I'm smitten... Anyone want some NAS parts? I plan on cutting up all three NAS plushies after I've sold off enough bits to buy my Scroozer...



Land-Rover Toys, an ongoing series

III - 12C, The Third Toy, the 109 Station Wagon

Number 12C, Land-Rover Safari Wagon (1965 - 1969)

The third version of the Land Rover made its first appearance in 1965. At 1:72 scale, it was painted green with dark brown luggage on the roof rack and a black plastic baseplate.

While it too had a tow hook, no accessories were issued with this toy. However, there were other trailers and accessories issued in this scale.

Colours: While the Safari wagon started off in green, the body colour was changed to blue with brown luggage which was soon changed to a lighter reddish brown luggage. It had a white plastic interior which had the tow hook incorporated.

There are different shades of the blue and green colours out there, depending on paint batch and year

Unlike many other models in the range silver trim was never applied to this Land-Rover. There are regular wheeled models with silver body known but they are probably production mistakes. The origin is not clear. It is speculated by some that the silver bodied versions should have been gold, but



missed the top coat of gold lacquer, leaving just the silver base coat. They are quite rare.

Wheels: For this toy the wheels were remarkable consistent. For the entire production run they were black plastic wheels. Number 68 that were 11.5mm in diameter and had 45 treads.

Now would be as good a time as any to discuss axles as it is applicable to all three of these toys. The axles were a mild steel rod that was hammered at one end, much like a nail, and then passed through holes in the baseplate or

casting. With the wheels in place, the other end of the axle was crimped or riveted. All of this model were riveted and not crimped.

Casting: The casting was changed several times: Soon after its introduction there was a casting modification to the body. The rivet post that held the front bumper had short triangular braces on the inside of the bonnet (hood). At first these were only half the length of the rivet post but they were made longer so they reached right down to the baseplate.

The second, later on just behind the front bumper, some small triangular blocks were cast in.

A third difference is that the plastic baseplate could have either a tow hook with or without a base lug behind the tow hook.

Finally, later on, the baseplate had the addition of a towing bracket molded in.

The white plastic interior can also be found with or



Just before conversion to Superfast wheels took place a few regular wheeled models were issued in the new Superfast colour of gold and a few of the first Superfast issue were released in the regular wheels colour of blue.

| Axle Types | | Axle Finish |
|---------------------------------|-----------------------------|-------------|
| | | |
| F-Flat Headed (Non-Lesney Axle) | D-Dome Headed (Lesney Axle) | |



without a transmission tunnel in front of front seats.

Boxes: This version was sold in the E and F type boxes. As always, there are several versions of each.

The far right column has examples of three of the five boxes. The top right is Box E3. There

were actually three E3 boxes. The first with a small Land-Rover, the second with a larger Land-Rover with two blue sides, and the third, like the second, but with light blue sides. A careful look will show several small changes on the front of the box from E4 which is in the middle right.

Between each photo of the E3 & E4 boxes and accompanying Land-Rover are captures of the end flaps.

The bottom right image is of the F type box, which is again completely different. There were two F boxes, differing in how Lesney was labelled. They were also supplied in the following two plastic blister packages, one with the matchbox, and the other without.

Sets: This particular toy can be found in the following two gift packs:

- Vacation Set - Regular Wheel Gift Sets - Worldwide - 1966
- Farm Set - Regular Wheel Gift Sets - Worldwide - 1968



The next article will be on the Superfast wheels version of this toy along with a bit of history on what drove that change of their entire 1-75 series of toys.



An alternate to the choke light (Otter) switch by Dixon Kenner

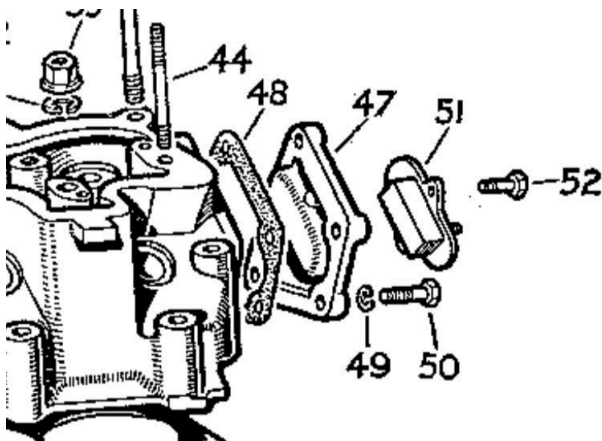
To start a Series Land-Rover, you get in, pull the choke, and turn on the ignition. The choke lamp illuminates. The engine starts, runs for a while, and when gets up to a certain operating temperature, the light goes off, suggesting that you can now push the choke back in. Interesting, but how does this actually work?

The choke light on a Land Rover is controlled by a thermocouple mounted on the head of the engine. Electrically, with the ignition on, when you pull the choke out, there is a switch at the bulkhead that is closed by the choke. This allows 12 volts to go to the choke light and from there to the switch in the head. When the engine is cold, the thermocouple is open and the 12v is broken and the light is out. As the engine warms up, the bimetallic switch in the thermocouple bends and closes the circuit. The light now goes on and you can push the choke back in.

But, this circuit can fail for a number of reasons, and this particular article deals with the more expensive and complicated Series One and early II 1.6l and 2l engines, as well as 2.6l six cylinder engines. (1)

The back of the Series One, and early Series II 2l head is a little different from the two and a quarter most readers are used to. It is open and requires a blanking plate to hold the coolant in. This requirement for an aluminium plate, which slowly corroded with the coolants being used that attack aluminium (which is why the RRCs have that rusty brown coloured stuff). Eventually, after fifty years or more, both the thermocouple switch and/or aluminium plate have issues. The first drawing shows what this plate and switch is supposed to look like (2)

Photo 1 - excerpt from SI parts manual



However, there is an alternative solution. If your aluminium plate is perforated, you can make a blanking plate out of heavy copper and with gasket and sealant cover off the rear of the head. To this plate, you can screw a modern thermocouple (3) using a small 1/8" fastener. The 1/8" fixing stud needs to be back soldered to ensure that it doesn't leak and to help with heat transfer. When affixing the thermistor, some heat transfer paste is required behind the switch to ensure good heat transference. Below is a photo is the copper plate with the original aluminium cover. Note, they don't go together like this.

Photo 2 - replacement thermistor and copper plate



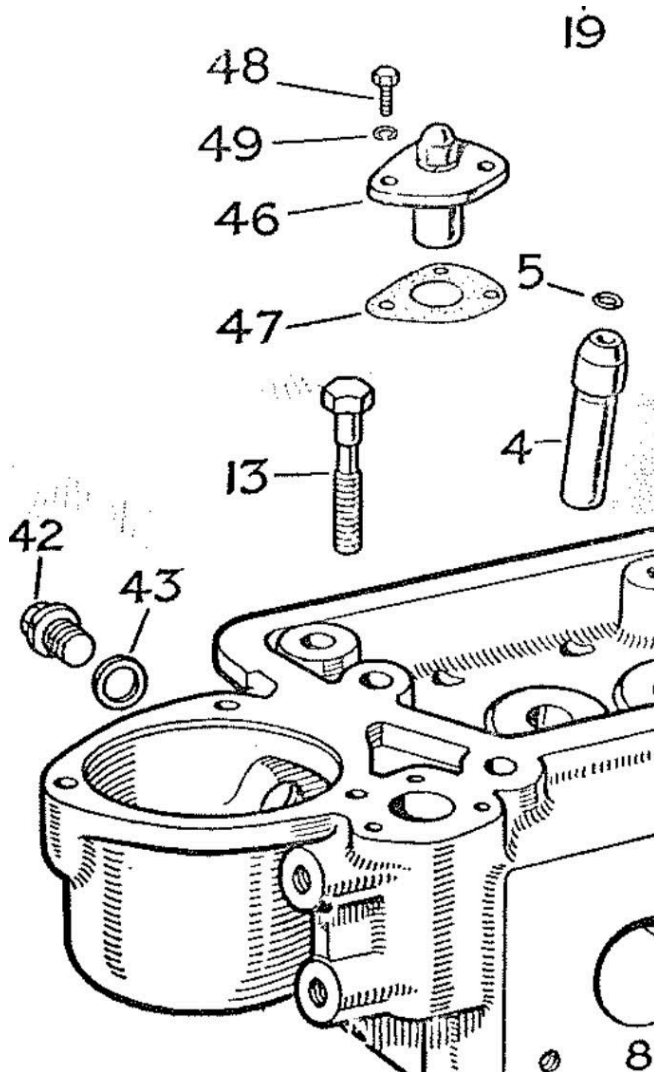
For appearances, you can cut the bottom of the recess off leaving a rather large hole that will fit happily around your new thermostat (see previous image). When this is all assembled with gaskets and Hylomar, the thermistor will be happily sitting at the bottom of the shallow well. For longevity, you can reapply the cover for the original thermocouple switch that bolts onto the rear cover.

For wiring this up, two wires are required. For the first, solder and sleeve a wire that will run from one of the tails and goes to the fixing stud for the thermistor. This will ground the switch, allowing a circuit to be completed. The second wire will go through the original terminal hole (with sealant, if you are using the cover) and use a bullet connector to terminate to the wiring loom, this is far easier than trying to put a lug back onto the original switch.

For the two and a quarter owners, the choke light is controlled by the Otter switch located at the top, front left of the head. In photo 3 (bottom), the Otter switch is part no 46. Another article will deal with those engines

Notes:

1. For a 2.25l engine, if in Canada, just give Peter at 3 Brothers Classic Rover Parts a call, or your favourite Series parts supplier and get another Otter switch. Or, find a spare in someone's parts horde. LR part no. 545010. (i).
2. The "rear end cover for cylinder head" is Rover part no 213810 and is available from the LRSOC shop for £52.50 (approx C\$93 at time of writing). The "Thermostat Switch For Choke Warning Light" is Rover part no. 213574 and is £43.50 (approx C\$77 at time of writing) from the same source. Add shipping and any taxes.
3. At time of writing I would suggest the KSD-01F H50C. This thermistor is normally open. It closes at 50 degrees centigrade. A search in the Internet will turn up multiple suppliers.



The complete catalogue of Land Rover

Back in stock - The complete catalogue of Land Rover - Who would have imagined that a farm runabout, designed to keep production ticking over at the Rover car factory in the late 1940s, would become a worldwide sensation?

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For sale - Spring Cleaning some extra parts, panels, Series 15inch wheels and Tires Cooper \$550.00 all 5 Series 2 wings Marine blue \$ 600.00 / set excellent shape Series 2 wings marine blue \$ 400.00 / set couple panel dents Series 2a - 3 wings marine blue \$ 500.00 /set Series 2a - 3 wing sand left \$ 250.00 Series side panel tub marine blue \$ 150 pair razor edge bonnet with tire mount yellow \$ 150. razor edge bonnet raw aluminum \$ 200.00 razor edge bonnet with tire mount marine blue \$200.00 razor edge bonnet with tire mount raw \$ 100.00 series 88" - 109 rear bench seat frame \$ 250.00 series late 2a - 3 wind shield \$ 150.00 Series 2/2a/3 rear door with glass, tire mount, hinges, handle assemble \$450.00 seat box poppy red great condition of aluminum \$



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Jaeger smiths instrument gauge panel 5 to choose \$ 100-250 per original lucas wiper motors \$ 225.00 per door handles \$40 per set. For additional pictures call or text Ron 416-702-9353

For sale 1960 SII Station Wagon, Strathcona, Alberta, \$999.99 - I have a 1960?? Land Rover for sale. I cannot find a Vin number. Only a vehicle number as seen in the pictures. The motor is stuck . From sitting I believe. Bought it that way. I



cannot tell you anymore history as I have no clue about it. Was going to make it a bush/hunting vehicle. Some body damage. Interior was partly dismantled when I got it. Parts seem to be all there. Asking \$999.99. Kijiji advert no. 1490950542

For sale - A Land-Rover dealership sign from the 1960's. \$2500 pickup in New England very rare Double sided Land Rover Dealerships sign 5ft long 3ft tall one side is cracked and needs some work to get it lit up again In FaceBook Marketplace.



For sale - 1962 Land Rover Series 2 Ignition Assembly \$150. Can't seem to get going in life? Perhaps it is because you cannot start your 1962 Land Rover Series 2 – you need a new ignition assembly – complete with two keys. This original part is Made in England – so you know it will work – except perhaps on Sundays. Here is your chance – new ignition assemble – spare from my dad's Land Rover that he no longer has. This can be yours for a mere \$150. If this ad is up – the switch is still available. Pick up only and cash only. Located in Collingwood and can be picked up in that area OR some place near Thornhill - when I next venture down. Please don't ask me to meet you at some



obscure subway stop and pass the item over the gates – I don't live in Toronto and only venture down when necessary - I can barely navigate the city as it is. Asking \$150. Will accept reasonable offers of \$150. Unreasonable offers will be shown to the cat, laughed at and then deleted. Cash only. [If you are on an oil rig and want to buy this as a gift for your wife/girl friend etc. I suggest you rethink your job and get this gift option - then send someone you trust with the cash.] Serious enquires only. Thank you for looking. Kijiji advert no. 1484390820

For Sale - Series III pick-up, Montréal, \$40,000 - I bought this truck in Sweden. It's first owner was the Stockholm Fire Department. These vehicles are usually serviced more often and more serious than others because they need to be very reliable. After driving it to Germany, where I live most of the year, it was partly restored by a Land Rover expert who learned his skills at the English military where he was trained on these types of vehicles. Many parts have been serviced and replaced. When he finished this project it passed the German TÜV (technical inspection) which is known to be very strict. I installed expedition equipment and shipped the truck from Hamburg to Halifax where I started a big adventure. The truck has always been very reliable and well looked after. Now it is parked in a garage in Montreal where it is waiting for you. It's still running on German plates with German papers. I am now working on my next project and would like to sell this beauty to a Land Rover enthusiast. If you are interested or if you have any questions shoot me a message. Kijiji advert no 1495713977



For Sale - 1978 Series III military pick-up, Roberts Creek BC, \$10,000 - 1978 109 left drive with canvas top , 99,000 km . This came off the Berlin Wall posting in 1989, runs excellent. \$10,000 with all the spare parts. NOTE I'm keeping the pickup top, the rover comes with the full canvas top(in good condition as well. Mostly series 3 Land Rover body parts. Take all for \$2500. Make a price on all or an offer on individual. I have 2 left green series 2 fenders still in original shipping crates and lots of aluminum body parts for interior—hatch covers,bulkhead, floor, etc. 2

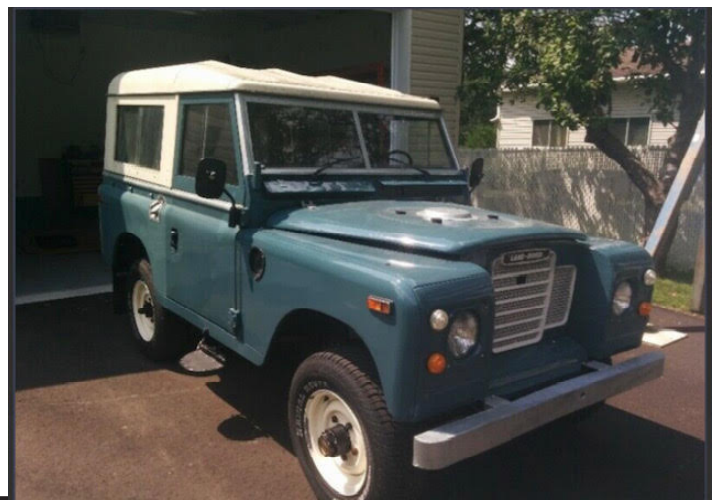
hoods, one series 3,one other? There are 2 sets of sides set of doors Box of about 50 tie rod ends from 3 different manufacturers, one is Great Britain. Many many other body, electric and engine parts. Alternators, generators Radiator Kijiji advert no 1495734888



For sale - sale or trade. 3 x Series IIA 88", Sherwood Park, Alb, \$1,500 each - Three of them. Trade or \$1500 each. Can deliver local. TEXT my cell is best. multicoloured is complete with drivetrain But rusty and body rough Other two have no motor or trans. Bought all three with intent to build one runner and take my time with the second one. They are snowed in currently but can send more pictures if you text me Kijiji advert no. 1495716302

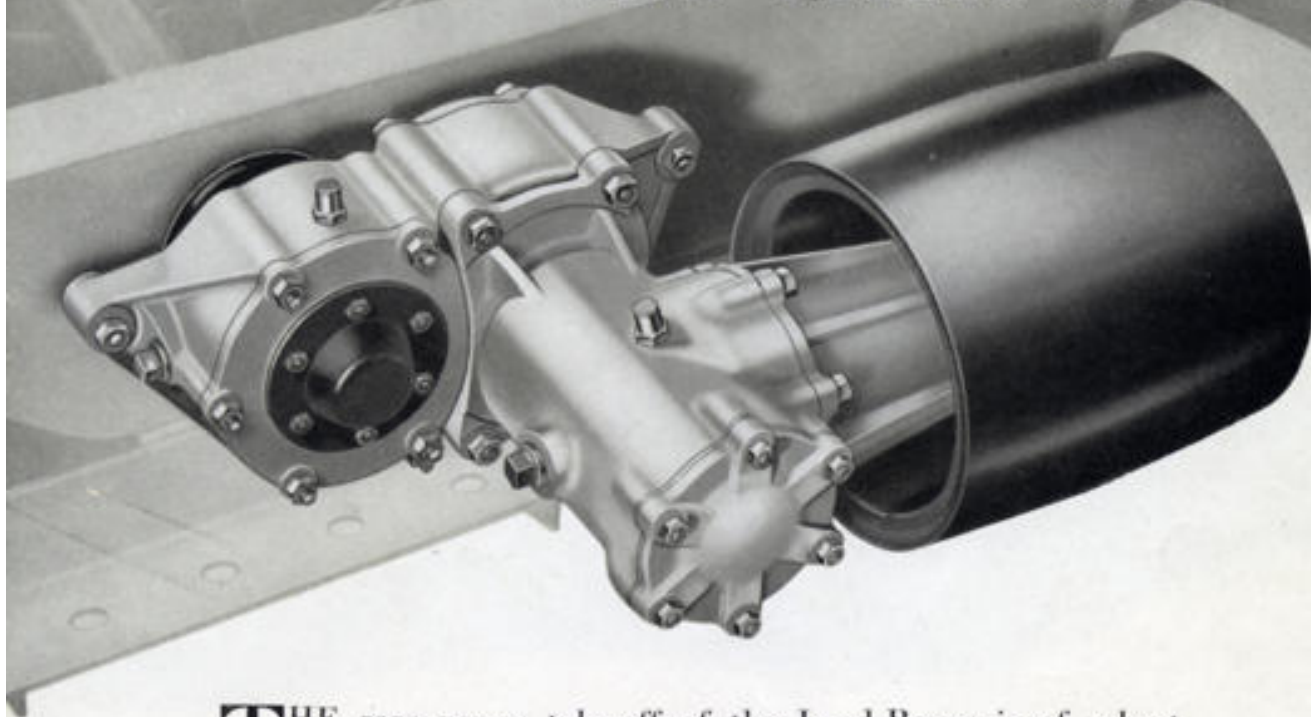


For sale - 1974 88", Boischatel, PQ, \$26,000 - Land Rover Series 3 en très bonne condition bleu de deux couleur évaluer a 26000\$ par professionnelle. Kijiji advert no 1495595594

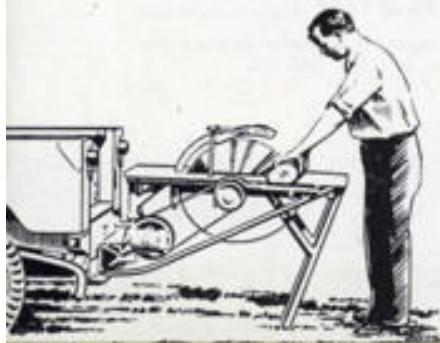


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