



# OTTAWA VALLEY LAND ROVERS



May 15<sup>th</sup> 2020

[www.OVLR.ca](http://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.

## Radio Frequencies

VHF 146.520  
CB channel 1  
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SW 14.160 MHz  
OVL R/Land Rover HAM:  
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## Online

<http://www.ovlr.ca>

<http://www.facebook.com/groups/1477333665898918/>

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

## Newsletter Archive

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

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**Submissions:** Articles and photographs may be submitted to the Editor, Dixon Kenner ([dkenner@gmail.com](mailto: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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*"Due to the ongoing COVID-19 Pandemic and in accordance with public health guidelines ... WE ARE OFFICIALLY POSTPONING THE 2020 BIRTHDAY PARTY."*

Club Executive

Greetings,

The fifteenth of the month has rolled around again, it is Day 45 of "Work from Home" and as all will note, the 2020 OVLR annual Birthday Party is postponed. As they wrote on April 23rd -

Your executive has discussed the next scheduled event in our club calendar which is the annual Birthday Party. As usual this event is to be held at the end of June. Due to the ongoing COVID-19 Pandemic and in accordance with public health guidelines for gatherings as well as the recent announcement from our provincial government regarding maintaining the current isolation rules and essential services operations only past May 24th 2020 -

*WE ARE OFFICIALLY POSTPONING THE 2020 BIRTHDAY PARTY.*

No alternate date has been selected however expect that it will likely be late summer or early fall, if all things go well.

The Executive is also investigating all options with respect to refunding those who have already paid versus holding on to the funds. (Please comment with your thoughts if you have paid and registered).

Which makes for another, shorter, page three this month. This is week number nine (9) of the "lock down", "work from home" and series of local, provincial, and federal orders. While things are loosening up, things are still fairly closed down and restrictive. My Rovers are trapped down south. The Maple Syrup Rally was delayed to an unknown time, the Spring Tune-Up cancelled, the Annual General Meeting delayed... A few things are happening on the sidelines with the membership. The OVLR News section discusses a few of them. Some event notifications have been deliberately left in as reference material for the future.

However, on a brighter side, technology did allow for a "virtual" Social on the 20th of April. The third Monday, in the olden times would be the monthly OVLR social. We were clearly not having an in person meet-up. However, Ryan Carman offered to host an online social, using his Microsoft teams account. For those not familiar Teams is much like the recently made infamous "Zoom" product, without the security issues. A number of people appeared in image, or on voice to discuss things. Michel Bertrand (Eastern Townships), Greg

Fitzgerald (New Jersey), Vincent Bougoise, Ryan Carman, Derrick Hammond (Muskoka), Ian Aldous, Terry King, and Dave Pell, amongst others joined in for the conversation.

This was Michel's first Social since the mid 1990's. There were discussions on rust prevention. Centering on Formula 3000 that Greg got via Canadian Tire. Canadian military said this was the best stuff. Much cheaper in Canada than USA. Cheaper than Waxoyl. Then a discussion on right hand vehicles and how Terry immediately stalled Christian Spzilfogel's 88. Fashion even came up with a Land Rover sweater that Vincent wearing. Greg and Ryan discussed Greg's trip with NJLR to James Bay trip this past winter. All in all, an enjoyable event that was made possible by Ryan.

The next Social in a couple of days (the 18<sup>th</sup> of May) will again be via MS Teams, and at this rate June's too.

In the meantime, enjoy the conclusion of Jean-Jacques Hechler's latest rebuild story. He serves as an inspiration to many of us in tacking a difficult project and coming to at the end with a very lovely vehicle. In a similar vein, Steve Owen restarts another series of articles on the rebuild of his 1953. And finally, the fourth part in a series of articles on Land-Rover toys arrives.

In the meantime, fix your Rover!



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

 Last month *Chris Dowell* was teasing people with a photograph of a set of keys. This month, we have the photo of what they go with. A very nice looking 2004 Defender 90 tdi5.




 *William Ficner* reports that the “Rover is working hard again today. First run for flagstones, need at




least one more, but I’m beat now.” These will form a patio in the back yard. He also notes, for *Alastair Sinclair’s* benefit that he “doesn’t deal with stone from the evil empire. I only accept pure Canadian Shield broken out by poor Scottish labourers.” Productivity in times of a pandemic lockdown. A second Defender makes the news this month.




 It seems Defender numbers in the club are exploding. *Dave Pell* has not only found a good Defender 110 HCPU, but he has bought it, imported it and gotten it home! A few pics from *Operation Green*

Defender. As befits any Land Rover related Op the weather was pretty awful ... and driving conditions on the 401 were “interesting”. But the mission objective was “righteous” and the company was awesome. A trio of *Dave*, *Andrew Jones* and *Kevin Newell*, drove down to Toronto to pick the truck up.

 A note from *Derrick Hammond* - Land Rover Defender electrical geek victory.....getting your rear heated window defroster to work despite the fact that the wiring diagram was wrong and the wiring harness was also incorrect! Source was watching the *Britannica Restoration* video on Heated Rear Window. The *Haynes* diagram is wrong. Step one, bypass voltage sensitive switch....ground black pink wire. Still didn’t work. Step two, figure out how 5 blade relay for Heated rear window works. Internet search reveals wiring diagram that is now showing something similar to *Haynes* diagram. Interestingly, ignition side voltage should also go to centre blade for relay to activate. A look at my *Autosparks* electrical harness revealed that there was no wire going to the centre blade of the relay. A quick and easy fix to jump the wire from the ignition side to the centre relay blade and voila, dash warning light works and 12 volts to window....felt like *Inspector Clouseau* by the end of it!

This was followed by a note from *Doug Lang* - Unfortunately the video is using the wrong wiring diagram. There is a difference between 200tdi wiring (1991-96) and pre tdi (1986-91). There shouldn’t be a 5 pin for heated window. Should be 4. A 5 pin gives you an either or option. You just need one output. You can use a 5 pin but ignore pin 87a, the centre pin. Make sure that you look very carefully at your wiring! It would be a pity to cause a fire! Powering 87a should have no effect. 85 should be power from switch, 86 ground. 87 to window. 30 12v supply.



 And now an account of the happy conclusion from *Chris Dowell* - After a long wait.... my 2004 Land Rover Defender 90 has finally arrived!!

The journey started in Munich Germany where the vehicle was purchased. Next it was transported to the port of *Bermerheaven* to get loaded into a 20’ container. On march 5th it set sail to the open seas! Landed in the *Montreal* port and was then loaded onto

a CN rail car, set for Toronto Ontario.




The vehicle landed in Toronto at the CN Rail yard where it went through customs and the exams for importation. Once the vehicle passed, it was then transported to a nearby warehouse where it waited for my arrival!

This morning we made the journey to Mississauga to pick up the Landy. We rolled up to the warehouse and found this beauty sitting outside waiting for my arrival. Started the engine and listened to the 5 cylinder turbo diesels fantastic sound. After it warmed up we double checked all the fluids and functions of the vehicle and started the 360km journey back to Perth Ontario.

Made it home with 0 issues, 0 noises and I couldn't be happier with the purchase of this defender 90!! The interior is soooo clean. Excited to get it registered and plated.


Special thanks to Kevin Newell and Andreas from the club for all the help with my purchase and importation.

 An update from *Jerry Dowell* on the status of Gertie. "If only I had my new wiring harness. I ordered the harness in early February. Will have to wait for England to get back to work after this virus thing has calmed down." Autosparks is closed due to the virus outbreak.



 A photo from *Michel Bertrand* - "My first LR is my 1963 109 that I did some of the work at my parents in Ottawa in 1994...Still have it today, but needs to be finished and safetied!"




 After a winter break *Steve Owen* has continued his series of articles on restoring his 1953 80". The first, of several, is found later in this newsletter. One thing to note - the Land-Rover is named TCM. TCM you ask? Well, as *Steve* writes - "TCM stands for The Charlie Mobile . Charlie was our Shih-tzu . The runt of the litter. was rejected by several owners until we adopted him. A character who survived back surgery at 4 years old and lived to 16 1/2 . Ancient for a dog. He was much loved by all..and missed by many. *Steve* Keep Calm & Carry On!"



 A note from *Jerry Dowell* - 25 years ago today. Best day of my life.



 While in the olden times would be the monthly OVLR social. We are clearly not having an in person meet-up. However, *Ryan Carman* would like to offer that we have an online social, using his Microsoft teams account. For this not familiar Teams is much like the recently made infamous "Zoom" product, without the security issues.


Date/Time: Monday the 20th at 7pm.

Anyone with the link below can join.

If you are joining from a computer you do not need to install any software, you can join the meeting directly in a browser. The only exception to this is Apple's Safari Browser. Mac OSX users will need to open the link in Chrome or Firefox. If you have any questions, you can email *Ryan* at [info@ryancarman.com](mailto:info@ryancarman.com).

Last month's video-conference Social was enjoyable and a success, why not try it out.

# Some Non-OVLR News & Rumours

 An interesting advertisement found on the Internet. I tend to wonder what the MoT or Transport Canada would think of this tool now-a-days. A great way to add some tread.



**RE-GROOVE YOUR SMOOTH TYRES**

Smooth tyres are illegal. With this simple British-made tool you can re-groove them almost like new in a few minutes to any pattern. No injury to tyres, less likelihood of punctures. 5,000 safe miles added to tyre life. Quick. Easy. A boy can re-groove perfect non-skids at first attempt. Ask your dealer, or send 4/0 (post free).


**D.D. TYRE GROOVER**  
(Wide Groove Adaptor—cuts grooves  $\frac{3}{16}$  in. wide—and 3 wide cutters 1/- extra).

WITH THREE EXTRA CUTTERS

**4/6**

Trade enquiries invited

D.D. DISTRIBUTORS, 59, NEW OXFORD ST., W.C.1.


 The television series “*Death In Paradise*” viewers have seen three lead detectives come and go in the nine series that have aired and have just watched a fourth DI join the Saint Marie team. In the opening episode, British detective Richard Poole (Ben Miller) is assigned to investigate the murder of a British police officer. After solving the murder he is asked to stay on and replace the victim as a detective inspector with the Saint Marie police force. At the start of the third series Richard is murdered and once again a British detective is flown in to help solve the case. Although viewers have had to say goodbye to a number of detectives over the years, one eagle-eyed fan has spotted one continuous but “unrealistic” feature in the drama. One *Death In Paradise* viewer shared on reddit: “You know what’s unrealistic about

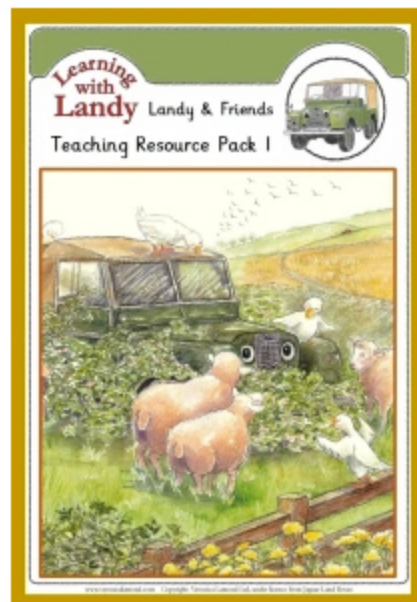
@deathinparadise?

“That their Land Rover Defender has not broken down once in seven years.”

The series is available on BBC, or on Netflix, or can be found on BitTorrent.



 Free *Landy and Friends* Teaching Resources for Schools and Home Schooling. The *Landy and Friends* books have always been popular with primary schools and primary school children. With many parents now doing their best to keep schooling going at home, Veronica would like to help by sharing this free, comprehensive and imaginative *Landy Teaching Resource Pack* with any parents who would find it helpful.

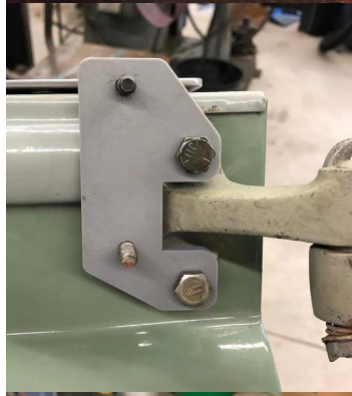


The Teaching Pack is based on the first *Landy Book* and includes a huge selection of resources ideal for Key Stage 1 including: Science and Animal Science; Story Writing Skills and Comprehension; English – Nouns, Adjectives and Keywords; Feelings and Emotions; Numbers and Maths; We hope this pack will inspire you and your children to do some wonderful learning!

The teachers pack can be found at <https://veronicalamond.com/>


 Whilst surfing the net I decided to check in and see what Gavin Warren was up to at *Warren Metallurgy*. It seems that his next project in the prototype phase is building an adapter for Series II and IIA Land-Rover to accept the later Series III (or Defender) foldable mirrors.

These adapter plates will be machined from billet aluminium. The design seems to allow the mirrors to be quickly removed for car shows or other "original" events. Or, events like the WinterRomp where you might break them when they whack a tree. No pricing as of yet, but if you are interested, go over to [www.warrenmetallurgical.com/red-rover-parts/](http://www.warrenmetallurgical.com/red-rover-parts/) There are a number of other interesting things on the site. If you are in Canada, and don't like dealing with Canadians customs & excise, it looks like *3 Brothers Classic Rovers* carries some of their items. If you are in the USA, then it is a quick trip to either the *Atlantic British* or *Rovers North* websites.



 A new offering from *101parts.com*. They write - "Our disc conversion is ready to go on sale this week. The kit includes everything to convert both the front and rear to disc brakes. A new servo and master cylinder need to be fitted but this is also included. Supplied with LOF power spec performance pads. Seriously improve the stopping power of your 101. Price is £1275 + VAT"



 While Ottawa has its Ministry of Silly Walks signs for the parks, the *Yorkshire Dales National Park* came up with a nice way of determining what six feet, or two metres, would look like. Not sure how you get the squirrels to line up though. BTW, An S1 is 5' 1" wide, so just too narrow. But, if you don't touch...

 "Our guest this month is Zlati Zlatev with the Land Rover Club of Bulgaria. Zlati tells us about Land Rovers, four wheeling and the community in Bulgaria. Zlati worked in Mozambique where he fell in love with Land Rovers and faced down a croc."



After, an Oxford In America update from David Short.

In The News: --JLR continues struggling during pandemic; --Range Rover Sport now has a hybrid version; --Is this the end of Jaguar?

<https://centresteer.com/podcast/centresteer-85->  
Ottawa Valley Land Rovers May 2020 Newsletter

**YORKSHIRE DALES National Park**

**A little space goes a long way**

**What does 2 metres look like?**

Accessible large green spaces like National Parks can be refreshing places to exercise while social distancing, when done safely and responsibly.

**RESPECT THE LAND**  
**RESPECT THE COMMUNITY**  
**RESPECT EACH OTHER**

1 x Land Rover

# General Servicing: Repairs, Humour, Tales & Trivia

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

It was also high time to busy myself with the legal status of this car. I acquired 5 of the 6 cars without any registration certificate. The one I had I used it for Sandy. For the 5 remaining cars, I had only 3 VIN plates. The first thing I had to do is to check with the SAAQ (Société de l'assurance automobile du Québec) if these cars still had an official owner.

One of them, a 1959 SII pick-up still had one and in their files it is registered as in storage ! The two others were unknown. I then choose the VIN plate of the 1964 SIIA for the car ; the other one was for the 1971 car, which would have needed some pollution control devices which I did not have.

Now I had to ask the Police Provinciale du Québec to come and see the car and issue a certificate that this car is not a stolen or a wanted car. A nice constable came, he looked in his computer files and it was OK. Now with his certificate I had to go back to a SAAQ office, fill out 5 pages of info, give them the weight of the car, its value and pay 50\$.

The car having been completely dismantled for at least 15 years, I could not go to a Land Rover dealer for an estimate (which would certainly anyway not know anything about the Series !) so the only thing to do was ask Terry King and Kevin Newell if they could provide an official OVLRL document giving a dollar value for the car as it was before dismantling. Very kindly, they did it right away. Their document was accepted and I have now the registration certificate of a reborn Landie. Thanks again, Kevin and Terry !

Winter 2019/2020 was devoted to assemble and fine tune everything. It was like assembling a 500 parts puzzle (Pic. 11). Everything came more or less easily together and the new bulkhead legs aligned themselves nicely with the exterior fender panels. On March 20th, I took it out for its first run (Pic. 12 to 16). Everything seems to work, except for a few small oil



leaks that can be taken care of (no leaks would have been quite disturbing for a British car) and a rev counter needle jumping all over its dial, certainly extremely happy to be active again after a forced 40-year rest !

Considering its light green colour, we baptized it FROGGIE with a few snowballs. And shortly afterwards I was happy to find out that according to an English «urban dictionary» Froggie is « a beautiful girl who like frogs carries an energetic personality about her. Not only is she exciting and fun to be around, but she's always on the move up the ladder in life . She is unafraid of going against the grain ». No better description for any Landie !

This restoration costed me a little more than the first one : around 16K\$ instead of 12K\$. Sandy is appraised at 28K\$ for insurance purposes, so certainly no loss either for Froggie. I spent about 1,800 hours on it over a period of 5 years. Slow restoration, yes ... to reduce the «slavery» aspect ! But when you love this kind of folly, making it last long is just adding more fun and enjoying more the first trip ! It also gave me the opportunity to listen again to many of my 1,000 or so old LPs and to enjoy the company of my faithful and longtime helpers, POPPO the Mighty Hippo and SYLVESTER the Nifty Hippie Tabby, both very proud of their work (Pic 17).

Now what about the future ?

I know of someone living at a nearby village who has 2 nice Series One, a 1949 and a 1950 , yes, yes ! waiting to be restored. I saw them a few years ago and their owner is now my friend. Hum ! He is not quite sure what to do with them. It would be a nice project for my eighties since I know now how to control «slavery» and for a potential good paper : «Renaissance Man , My Land Rovers and Me , Part III , 18 Years Later » for a 2030 OVLRL Newsletter ...





Or is it not, Louise ?



Price list from 1957. Are there any North American ones from the Rootes era still around?

*Diesel engine 1100 ext*

**LAND-ROVER**  
**PRICE LIST**  
*SERIES I*

	PRICE	Purchase Tax	TOTAL
	£ s. d.	£ s. d.	£ s. d.
88 in. Wheelbase Vehicle ... ..	615 0 0	—	
<b>Station Wagons:</b>			
88 in. Wheelbase	685 0 0	343 17 0	1028 17 0
107 in. Wheelbase	790 0 0	396 7 0	1186 7 0
<b>109 in. Wheelbase Pick-up:</b>			
Basic Vehicle ...	690 0 0		
De Luxe Vehicle	710 0 0		
Fire Engine ...	980 0 0		

# Land-Rover Toys, an ongoing series

## IV - 12C-SF, The Fourth Toy, the 109 Station Wagon

### Number 12C SuperFast (1970)

For those that are curious, this was supposed to be a three part series, no, it was supposed to be a couple paragraphs that turned into a three parts series, and now with the on-going influence of Ted Rose, it now has a fourth part. To paraphrase Ted, how can you discuss the 109 Safari, and then not discuss the Superfast version of the same toy.

To start, what is Superfast? Despite the main focus at Matchbox being their small models, they also competed at larger scales, such as 1:43, which brought them into competition with Dinky, Corgi and other similar firms. While those brands, such as Husky/Corgi Junior, Budgie, and Cigar Box, attempted to compete with Matchbox, but none were particularly successful. It was the American market that upset the Matchbox steam-roller.

Mattel introduced the revolutionary low-friction "racing" wheels on its Hot Wheels line of cars in May of 1968. Though less true to scale and often having imaginary vehicles, they were attractive, painted in bright metallic colours and fitted with racing-style "mag" wheels and slick tires. They were marketed aggressively in the United States and, more importantly had numerous accessory products, such as race track sets.

It was a staggering success, and completely changed the diecast industry

from then on. Additionally, for the important American market, Mattel's Hot Wheels line usually featured models that were decidedly American.

In 1969, a second competitor based in the US, Johnny Lightning, entered the market, and the bottom effectively fell out of Lesney's US sales. At the same time, the other major market (the UK) was also under attack by competitors.

To quote Ted - *"I remember clearly my first couple of Hot Wheels and they did make the Lesney and Dinky stuff look decidedly old hat. Corgi not so much, as they were a little more progressive. I had a friend from France and he has Solidos which made my toys look pretty old too"*.

This caused an immediate financial hit to the company, and their response to this was relatively simple. They quickly copied Mattel, and created the "Superfast" line.

To do this, they effectively transformed their 1969 line to include low-friction wheels. At first the wheels were narrow, since the molds had been made for narrow tires. They had to retool for wider tires. They supplemented this with new colours. The result was a strange, but interesting line of fast-wheeling cars, trucks, and trailers. The change over was basically complete in 1970.

Racing track sets and the like were also released to allow children to race their cars. Starting in 1970 and particularly in 1971, new models appeared with wider tyres, and older mod-



els (including trucks still in the line) were retooled to fit slicks.

**Casting:** This casting can be fitted with a base-plate that has standard or short black axle covers, or the rare reddish ones, but as these are all easily swapped there is no premium attached to any axle cover variation of the base plate. There were no casting variations to the body but the white plastic interior can be found with or without a transmission tunnel, Both types are equally common and it is believed that both types were produced at the same time and could possibly be from the same die set. Roof luggage can be red-brown or brown.

**Wheels:** The very first, blue, 12C Superfast was only fitted with solid thin 11x2mm tyres and red brown luggage, and was packed with the F box into the very sought after USA 1969 blister design as well as being available in just the normal box. This is perhaps the most easily and most often faked transitional Superfast due to the ease with which the baseplates can be swapped and its scarcity reflected in very high auction prices.

The early gold Safari wagons also can be fitted with hollow or solid 11x2mm tyres



**Paint:** The initial blue Regular Wheels bodies fitted with Superfast baseplates are in the lightest and brightest shade of blue

carried by this casting, perhaps due to the use of white rather than pale blue primer under the blue tinted lacquer.

The gold re-colour became available in time for the introduction of the no. 12 G box design, and comes in 2 significant minor shade variations, gold and green gold, with red-brown luggage.

The gold clear coat was applied over a silver or gold base coat and certainly the odd example escaped from the production line still in primer although these errors are not regarded as legitimate variations but are eagerly sought by collectors.

It is not unknown for collectors to swap the dark brown luggage produced in the first couple of years of regular wheel production onto these and swapped the wide wheels from the no. 13 wrecker to produce new millennium variations which were never found in sealed blister packs.

**Boxes:** In 1970 the Land Rover Safari was converted to Superfast wheels early enough in the program to continue to be issued in an F box.



F series Box with blue, narrow wheels.



G series box with gold, narrow wheels.



Above, G series box with wide wheels (11x4mm)



Note: There actually is a 12D, but it is a "Super-fast" model and was the Setra S80 coach bus that was included in the 1-75 series

## 2019 the 80 inch rebuild starts anew (Steve Owen)

More updates on 36131621, my 1953 Series One 80 inch. Regular readers would recall that the last entry in this series was last November with radiator refurbishment. Well, the Winter of 2018/19 finally came to an end, it was time to put the Rover back together. (Note 1) Slow progress was made. but step by step it started to look like a Land Rover again. (Note 2)



A side trip to South Dakota, and when I got Back from the road trip to find a nice parcel from Neil Taylor waiting for me. New heat shields for the exhaust system. I will now have to go to the store to buy a 10mm spanner. I am sure it is heresy to put 10mm nuts on a Series !

First, a 1st world problem.. My insurance was covering the Rover under my home owners Insurance as "parts". as the Rover was now looking like a complete vehicle, they required auto insurance to cover it. Hagerty Classic Car Insurance to the rescue. Phew time to move on.

Body work bolted on. Wiring tidied up. Time to check the systems over all worked as they should and NO Lucas Smoke to be seen.

Now the fun part Turn the key and see what happens... Engine turned over, but no ignition. No Spark to the plugs, darn them Gremlins... Time to start chasing things.

First was the distributor. After much a do, I ended up sending it away to be checked over. Well I HAD made a mistake rebuilding it and this was fixed. Back on it went and now I had spark but still no explosions in the cylinders.

Turns out that the timing was out. A comment... who ever put the timing pointer where they did should be shot. But a mirror and bright lights I got TDC sorted. And well another of my minor mistakes reared its ugly head.. When I rebuild the oil pump and put the dizzy drive shaft in I have it

out of place by a few gear-cogs.

Much discussion followed on the forums. Several ideas came to light.

1/ Try and lift out the drive shaft with a rare earth magnetic.

2/ Drop the sump etc and start over.

3/ Turn the dizzy body until timing is right.

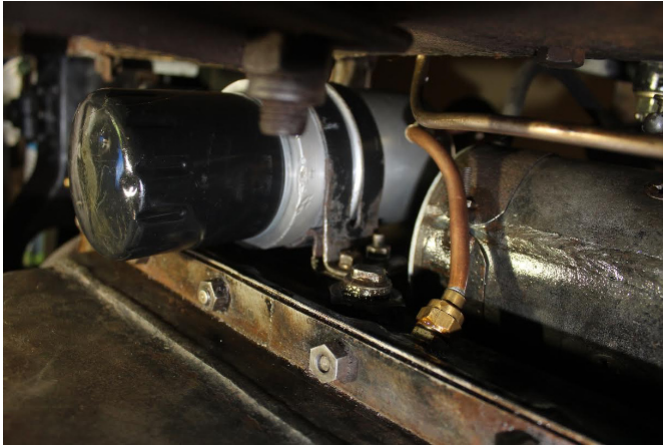


Well, for now, I went with option 3 and after much trail and ERROR I got the engine to run. This led to further problems, this time traced to the carburetor. Again my lack of knowledge and amateur attempts meant I sent off the carb to be overhauled. Carb was under the tender loving care of Ron Garford in KY. I have found and been very graciously given some of the parts I need, by Verner, who lives in Denmark and is currently on a 2500 miles trek around Europe in his Series 1. (Note 3) Once those arrive, the rebuild will be complete and crossed finger, I may just have a running Rover by the end of summer.. NO time frame and if it doesn't happen until Spring of 2020 so be it.



Got it back, engine runs and stays running. I ran it for about 5 minutes total. It needs some fine tuning. I have a small oil leak on the oil filter line, which will have to be attended to. No visible water

leaks. Small steps to longer running times. 2 years and 3 months almost to the day I dragged the Rover home. No point in rushing things this close to the end.. There lots of small stuff to do. At this point in time I said A BIG thanks to all those that follow along and have encouraged me, help me thru thick, thin and busted knuckles. This was a team effort..



Then it happened. The starter motor quit! The swear jar filled up quickly. Ike Goss at Pangolin4x4 had overhauled the unit, so a quick call and it was on its way back to him. Ike covered the costs but again more delays.

If you have ever taken the starter motor out of a Series One 80" you know you have to remove the oil filter first. I really do hate the guy who came up with that design. Busted knuckles and scraped hands were the norm. It was a 2 night struggle the Oil filter is back on the Rover, I hope I never have to remove it again.. I'll save you the bust, bleeding knuckle and the words a mother should never hear.



So much for part 12, more to follow Steve

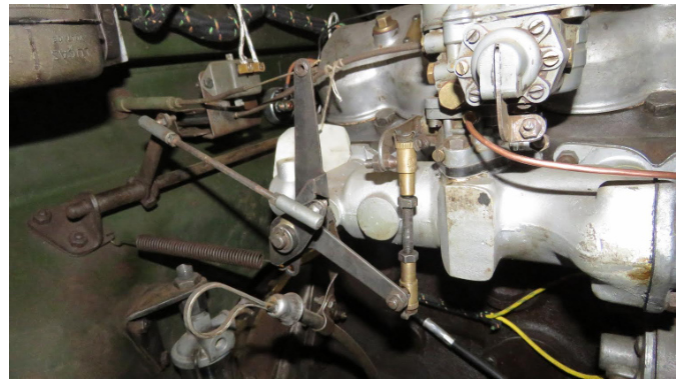
Keep Calm & Rover On!

Note 1 - I have some how misplaced my 1/8 Whitworth spanner, I know its somewhere on, in, under, or about the Rover, but darn if I can find

it.Oh well; it will show up sooner or later.

Note 2 - Up date to the 1/8 Whitworth spanner. After a 2 hour tear down of the work area, which is now the cleanest it has been in awhile, I found the little bugger underneath the carpet I have put down to protect the rear of the tub on the Rover, no idea how it got there, would of never thought to look there, except I was getting desperate. I am now a happy Rover owner again. Full set of Whitworth spanners are in good order.. None of this fancy foreign metric stuff for this old Brit.

Note 3 - Thanks to the overwhelming generosity of Verner Lundtoft Jensen. A missing link has arrived safe and sound in Oshkosh WI. It turned out my carburetor had the wrong linkage fitted. The search was on and Verner, came to the rescue. I owe that man a beer or three. I hope one day we meet., onward and forward.



## Series One Special Features

Q: Did you ever find out what the holes in the side of certain 80 inch seat bases were for?

A1: (average owner) I have no idea. There are these holes, two in the floor of the box and 2 in the front by the hand brake lever. One of the mysteries of a 66 yrs young Rover. People left them there and put a patch on the inside.. Gotta keep the history.

A2: (Anorak owner) It's where you keep the guard killer rabbit while you are driving about. You let it out into the footwell when you are parked.



# Rovers & Parts for Sale

**For Sale - 197x Series III, Boischatel, Que,**  
**\$25,000** - Land Rover Series 3 en très bonne  
 condition bleu de deux couleur évaluer a 26000\$ par  
 professionnelle Kijiji advert no. 1495595594



**For Sale - 1959 SII 88, Levi's Quebec, \$5,500.** Un  
 vrai "barn find" trouvé à Tourville, entreposé dans une  
 grange pour 30 ans. Plaqué Québec comme véhicule  
 hors-route. Complet et original mais énormément de  
 travail à faire... Je vais l'annoncer sur EBay d'ici  
 quelques semaines si ça ne se vend pas par Kijiji...  
 \$5500. mais ouvert aux offres ou aux échanges... Le  
 Land-Rover est à St-Roch-des-Aulnaies. Bruno  
 Maranda cell.: 819-360-8643

**For Sale - 1959 Series II 88, Peterborough, Ont.**  
**\$1,500** - A classic! This 1959 Land Rover Series 2 has  
 been sitting for a number of years but was running  
 great when it was parked. Could be a fun summer  
 project to refinish or used for parts. \$1,500 OBO  
 Please note: Odometer says 26,087, but unsure if this  
 is completely accurate. Kijiji advert no 1499176391



**For sale - 2005 LR3, Ottawa, \$8,000 OBO.** I am  
 thinking of selling on my 2005 LR3 HSE. It was  
 originally a US market truck sold in Connecticut, so  
 the odo is in miles. I bought it in late 2011 and am the  
 second owner. Imported it into Canada in 2015 and it  
 is registered in Quebec. Key features would make it a  
 great platform for a trail rig: It has the factory installed  
 Heavy Duty package included the very rare locking  
 rear diff, which makes a big difference when off  
 roading. Though the full spec HSE with all options, I  
 swapped the 19" wheels out for 18" and decent  
 General Grabber tires. Original 19" HSE alloys to be  
 included in sale. I put in adjustable rods for the air  
 suspension to add a moderate 1.5" of suspension lift.  
 This accommodates the bigger tires but can also be  
 set higher or lower as you like. Full size spare as per  
 HD build. Genuine LR front brush bar, removable  
 Thule roof rails (not seen in these pics). Full seven  
 seat interior with the flat folding rear and middle row  
 seats. Full cold climate pack including heated  
 windscreen and front/middle heated seats. power

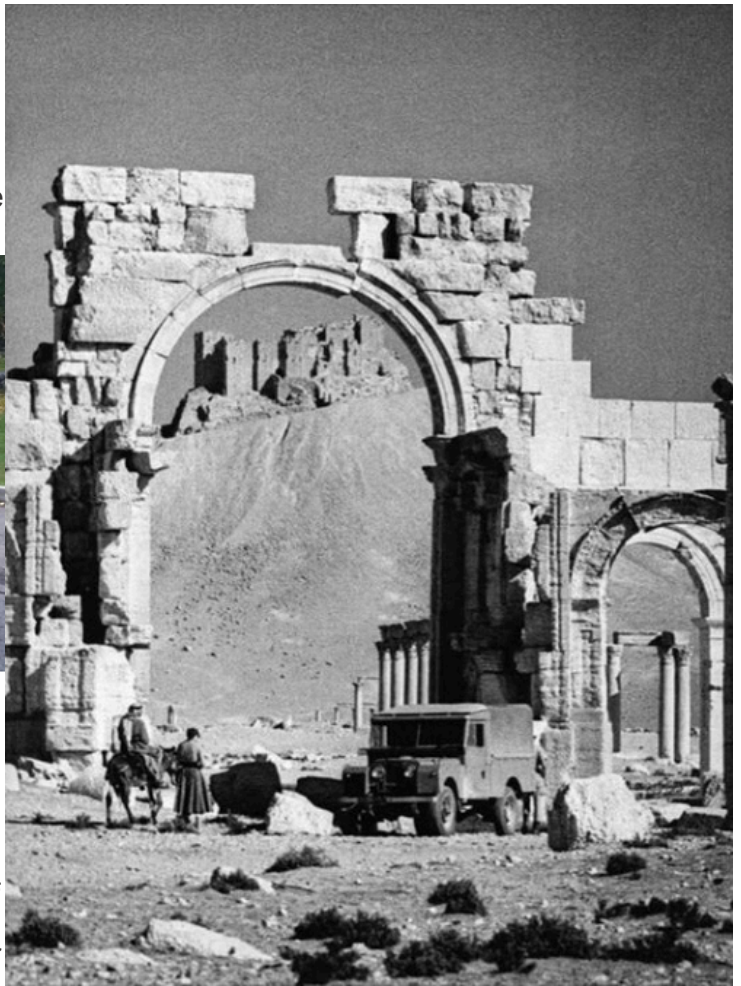



everything, cupholders galore, Harmon Kardon top spec stereo system. At 170K plus miles it is no spring chicken but those are 80% highway miles not stop and go. Serviced regularly at Shore Street Automotive. Fault with wiring loom for one curtain airbag causes the airbag warning light to stay on. Repairable but I haven't bothered. 4.4 L V8 engine running well, gets about 14 mpg and so not the



best choice for commuting though it makes for a very comfortable daily driver and is superb on the highway. Outstanding tow vehicle. Includes also cargo cover for rear loadspace and heavy duty mats. I don't want to let this truck go really, I had planned to transition it to a trail rig myself. It has never been off-roaded to date. The locking rear diff really makes it a bit of a unicorn as few LR3's were ordered from new with this feature. I am looking for offers around \$8000. Have been offered \$5000 by a dealer as a trade-in but it really ought to go to a LR enthusiast looking to put a capable LR3 into off-roading semi-retirement. Ping me if interested. Located in the Ottawa-Gatineau area. Contact John Cockell via Facebook, or the Club Secretary.


**For sale - 1969 Bugeye, Acton Ontario, \$2,500 -** Selling my 69 bugeye. It's rusty in all the typical rover spots. Needs a frame up resto. Had the motor running a while back. Taking up space in my yard and I'll never have the time or money to get it done with my other truck in the garage already. No ownership. 2500. Kijiji advert no 1497825482





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# ALTERNATIVE BODY STYLES

Available from The Rover Co. Ltd for use with the

**LAND-  
ROVER**

3. Jan. 1968

The Regular Land-Rover with its canvas hood is the basic all-purpose vehicle. Designed to carry three persons in comfort with an 800 lb. cross-country pay load (1,000 lbs. on roads), its fitted hood, sealed doors and sliding glass windows provide complete weather protection.

Note: Side windows in hood or hard-top are provided on export vehicles only.

Regular Land-Rover with truck cab.

Regular Land-Rover with full length canvas hood and side windows.

Regular Land-Rover with hard-top and side windows.



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