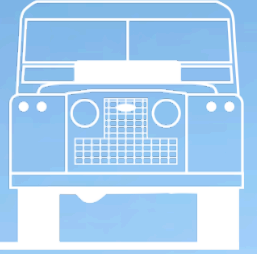


**OTTAWA
VALLEY
LAND
ROVERS**



July 15th 2020

www.OVLR.ca

Volume XXXVII, Issue 7, No. 424





Index for Issue 424, June 2020

OVLR News	5	TSD PIN 74, Silencers, Sept 1964	13
Non OVLR new and Rumours	7	1953 Restoration continues - Brakes Bleeding	
Tales from RoverNight, part 11	10	Awful (Steve Owen)	14
Toys - Part VI - Tucker Box, an Australian		An Update from Larry Simpson	15
copy of 12A	11	Land Rover Stamps, Defenders, part 1	16
Toys - Part VII - Lincoln Industries (1958-62),		Rovers & Parts for Sale	18
the Kiwi copy of 12A	12		

No Rover activities now for one hundred and twenty three days...

Greetings,

Another rather sparse month for Land-Rover events. Normally, this month would have been filled with reports of the Birthday Party and All-British Car Day at Britannia Park. This time, no such luck. But, on June 29th, the day after the Birthday Party that wasn't, the Executive released the following statement -

Understanding the frequent changes announced by the Ontario government has been a challenge over the past few weeks, but with respect to OVLRL and trail runs, Ontario Regulation 263/20, Schedule 1, paragraphs 2 and 24 are the most relevant to our club activities.

Paragraph 1 indicates that the regional health units responsible for the areas in which we play are in stage 2.

Paragraph 24, which applies to tour and guide services (specifically including trail riding tours and motor vehicle tours), subparagraph 2 specifies the number of people on the tour, including guides, cannot exceed 10 people.

As of today, these regulations have a revocation date of July 10th, however the declaration of emergency has been extended until July 15th, so we may still see those revocation dates extended.

You should already be aware that the Club executive has either postponed or cancelled all scheduled club events thus far in 2020.

As such we have decided to look past the summer months with hopes that COVID 19 issues will be better in the Fall.

We are partnering with the Land Rover Adventure Association (LRAA) to host a joint event and help celebrate their 20th anniversary.

In more local news, Dave Pell has successfully licensed his 110 high cap and is searching for a name that would go with the initials the MoT has bequeathed the truck. BD, Big Dog, or Big Doggie has been suggested. Dave has been very clear that no references to anything Monty Python related shall be considered, regardless of imperial connections.

And finally, given we are six months past the time of the Annual General Meeting, and that it would be difficult to foresee when one might be sched-

uled in the near future, as Returning Officer I have recommended to the Executive -

1. Given the unknown aspects of government imposed limits on assembly of people, and when limits might be raised to an acceptable level; and that
2. We are now over six months into the calendar year;

That the executive that elections and appointments for 2020 be stayed, and that all persons incumbent in their positions be deemed approved for this calendar year and further, at the latest, the next Annual General Meeting be held before the 28th of January, 2021. The Executive concurred.

And finally, while the official Birthday Party was delayed, there was an unofficial gathering at Silver Lake Provincial Park, which served as a base for some of the usual activities. Reports are that the Bolton Creek trail was rather dry, that Bolton Creek was the lowest they have ever seen it, but the incessant thunder storms made the surface of trails rather interesting. ROAM aside, we can note a un-Birthday Party for continuity at the correct time!



LAND ROVER ADVENTURE ASSOCIATION OF ONTARIO
CELEBRATING 20 YEARS
AND
OTTAWA VALLEY LAND ROVERS
PROUDLY PRESENT

OTTAWA VALLEY LAND ROVERS

ROAM

ROVERS OUT AT MINDEN

OFFROAD CAMPING WEEKEND

package includes
TWO BREAKFASTS
ONE DINNER
CLOSING AUCTION

\$75 per vehicle
\$20 per additional person
children under 12 free
cabins & accommodations
available on site and nearby
*see website for details

ovlr.org
lraa.ca
rayzplace.ca

ROAM

OCTOBER 2-4, 2020
Ray's Place
6254 Haliburton County Road 121
Minden, Ontario

**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.

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

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

Radio Frequencies

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

Online

<http://www.ovlr.ca>
<https://ovlr.myshopify.com/>

<http://www.facebook.com/groups/1477333665898918/> or
<http://tinyurl.com/hdu9np8>

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

Newsletter Archive

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

OVLRL Executive and General Hangers-On

President

Kevin Newell
Newellandscott@me.com

Secretary

Terry King
terryking@gmail.com

Treasurer

Dave Pell
djpells3@yahoo.ca

Events Coördinator

Maple Syrup: Peter Gaby
Birthday Party: Dave Pell
ABCD: Peter Gaby
Christmas Party: Executive
Other Events: ad hoc

Off-road Coördinator

Chris Dowell
chris.dowell@live.ca

Executive Members-at-Large

Patrick Lariviere
Patricklariviere@me.com

Past-President

Andrew Jones
andrew.jones@explornet.ca

Club Equipment Officer

Andrew Finlayson
andrewf@explornet.com

Archivist

Benjamin Smith
bens101fc@gmail.com

Interclub Coördinator

Peter Gaby

Returning Officer

Dixon Kenner
temporaryEditor.OVLR@gmail.com

Merchandising Coordinator

William Ficner
will@wilboro.com

Webmasters

Dixon Kenner, Benjamin Smith



OVLRL ISSN 1203-8237

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

The OVLRL 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 ad space is provided to members.

Deadlines: Submissions to the OVLRL 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 OVLRL newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVLRL newsletter do not necessarily reflect the position of the officers, board of director, members of the OVLRL 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.

Copyright: Pursuant to the Berne Convention, no portion of the OVLRL Newsletter may be reprinted without written permission of the editor. Copyright is held by the author of articles or photographer and the balance by OVLRL. Where permission is granted, citation must include month and year of the OVLRL issue.


Newsletter Editor:


Dixon Kenner
temporaryEditor.OVLR@gmail.com

Production & general assistance:
Affinity Publisher, Lori Kennedy, Steve Owen, Bruce Fowler, Larry Simpson


Cover & Page 2 - Silver Lake Provincial Park sunset and Series Rovers at the main Birthday Party site near Maberly. Photos by Dixon Kenner

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

 A question from *John Cockell* - So my 110 has been living with Rovertek on Long Island for the past few months, getting a heart transplant. It will soon be ready for discharge, but due to the border restrictions I can't just fly down and pick it up. Does anyone know a good cross-US/Canada border vehicle shipper that could bring it up from NY state? I can go on USShip yes I know, but looking for personal recommendations. Can go on a flatbed or car trailer, doesn't have to be enclosed.

 A note from *Dave Bobeck* - Spent 1 day fixing the rear brakes on my 90. Then spent the next day exploring in VA with some friends while trying to social distance. Capped the day off by doing more brake work in the parking lot of a pie shop in VA somewhere, after the fronts wore down to the rotor. Just happened to be toting around a set of pads. Good to see folks, thanks for having me along.



 Given we have past the six month mark in this calendar year, the AGM has not happened, the Christmas party was cancelled, and to give people some enlightenment, and others credit, here are the award winners, as well as some nominees for the 2019 OVLR Awards season.

Lugnut: The Club's oldest award. Quite a who's who has received this award over the past 37 years, but when judging candidates, we must always remember our roots.

Only candidate that fits with the core values of this award is Dave Bobeck, who while preparing and heading off to an event, got on i95 in DC and promptly lost a front wheel, which happily and safely continued down the highway before stopping against the guard rail. Oops...

Gasket under Glass: In the theme of "we can't believe that it runs" a suggestion was received that this be award jointly to something that keeps a Rover running a little longer. Thus the suggestion of a joint award - Alastair Sinclair, William Ficner, Dixon Kenner, with honourable mention to Patrick Lariviere.

For *Alastair Sinclair* at breaking a frame horn on the light off-Road this year, for reaching out to *Patrick* (who enabled this to happen, supplying welder and shop) to have both horns removed and replaced (thank you *3 Brothers Classic Rovers*), and then engaging *William, Dixon* (and a third friend *Andrew Treble*) to get the 88 to Patrick's shop, disassemble the front end, have Patrick's welder chop off and replace the horns, and the aforementioned team put the front end all back together so the vehicle could go home. Six jurs in total. Pretty impressive for speed and accomplishment.

Towball Award: This one is a bit of a difficult one. There are a few regular candidates, but it is preferable to know of incidents where a tow might not have been necessary. The best example of an unnecessary tow remains *Eric Zipkin* towing *Spender Norcross's* 88 from Boston to Rovers North because the gearbox was about to explode, the 88 arriving and *Charlie Haigh* discovering that the problem was a loose shock bolt hitting a tire... so - the envelope please with the nominees:

- *Stephan Shank* for towing *Alastair Sinclair* to events.
- *Jean-Leon Morin* for towing the Albatross everywhere.

JL is a veteran of this award, so to spread its benefit, it was felt that *Stephan* is the best recipient, given he will need incentive until Alastair demonstrates he doesn't need an annual engine rebuild (which is good practice in a sense)

Silver Swivel Ball Award: This discussion came down to between to people. We would propose *Vern Fairhead*. Vern suggested, has hosted, the club at his property for over thirty years, making the Maple Syrup Rally the second longest running annual Land Rover event anywhere in the hemisphere. Only our Birthday Party is longer. I think that this also deserves some recognition.

While the MSR is supported by many people, some who have arrived and camped out to help with the sugar shack, stoking the fires, gathering the sap, without Vern the clubs children, and many of the adults, would not have experienced how maple syrup is

made. How many "old fashioned" sugar shacks like this still exist? It is a unique opportunity that we have been privileged to have experienced.

The MSR is one of the core functions, a rally that has helped build the reputation that OVLR enjoys. I would suggest, that without Vern, we would not be where we are today.

Procrastination Award: A newer award, to recognise procrastination and the long time it takes for a project to mature.

While *Michel Bertrand* did propose the award, and last year *Bob Wood* was its first recipient, as being the inspiration for this award, we feel that this award calls for some research.

Which raises the question of who might have projects languishing in times measures in decades? *Fred Joyce* sold off his long languishing project. Research and referencing newsletters from back in the type-writer days may turn up candidates.

We feel that *Jerry Dowell*, with the great progress made on his NADA is a good candidate for consideration this year. *Gertie* has been a project in waiting since, at least, the early Nineties.

Other Awards: While the club has numerous other awards, no nominations were received for deserving candidates for consideration. Unique contributions to our collective amusement should be forwarded, with a description, to *Peter Gaby* for consideration.

(Ed note - Apologies for letting this languish in the dusty articles filing system. These were discussed in the December 2019 timeframe for the proposed Christmas Party)



Richard Wegner of Quyon, Quebec writes that the Landrover is finally getting some well-deserved attention after giving trouble-free service over the past 10 years. He is seeking a new petrol tank, preferably stainless steel.



Despite numerous promises of progress reports (a common theme from many), we have determined that *Greg Fitzgerald* is actually making limited progress on his rebuild of "*Butler*" his NAS spec Range Rover Classic, which he obtained from Atlanta Georgia. We must report that Greg has nearly vanished down that dread rabbit hole labelled "Shipfitters Disease" and has far more work facing him than the quick promise that *Butler* would be at the next Birthday Party. Even with COVID, at the rate he is going it may still be a tough promise to keep!



A photo (opposite) from *Allen Lee Brown* - His 109 and 88, both sitting pretty in Blackburn Hamlet, just east of Ottawa proper.



9 - 15 August

Evenement Pierre Gauthier,

Postponed until August 2021

Mont Radar, Quebec

11 - 13 September

British Invasion

Postponed until September 2021

Stowe, Vermont

13 September

British Car Day

Postponed until September 2021

Bronte Creek Provincial Park, Oakville, Ontario

14 - 18 September

Great American Rover Rally

Solihull Society

Postponed until September 2021

Go to www.greatamericanroverrally.com or information

2 - 4 October

ROAM, Rovers Out At Minden

(OVLR & LRAA Birthday Parties)

Minden, Ontario

1 - 4 October


Mid-Atlantic Rally (Rover Owners of Virginia)

Wheatland Farm, Giles County Virginia

Go to www.ROAV.org for information



Some Non-OVLR News & Rumours


 Summer is here, and many people are now driving around without door tops. After decades of driving this way, most of us have become immune to bashing our elbow into the galvanised door capping. However, for those of you not wanting to tempt early arthritis I received this note from *Gavin Warren* in New York -

"The Armrest idea came from years of experience getting "Series Elbow" when you smash your elbow onto the metal door capping when you off-roading and making a sharp u-turn. I spent a lot of time researching a suitable foam that was water resistant and the correct shape. Once we had found a supplier we then looked at affixing it to the lower door. At my shop we CNC machine the aluminum frames from 6061T6 and use threaded inserts. We used stainless steel mounting studs and designed a knurled nut that aligns the arm rest with the mounting holes in the door bottom, so they can be installed and removed without any tools."



If you are interested, go over to [warrenmetallurgical dot com/red-rover-parts/](http://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 Canadian customs & excise, *3 Brothers Classic Rovers* carries some of their items. *Rovers North* and *Atlantic British* also carry these accessories in the United States.



 *Design and Development* in the UK are remanufacturing Burman steering boxes. They write "We have been very quiet on the development of our Series One 80" Steering Box Kits. But today..... We have completely built the very first production unit! We are really pleased how these kits have come out and it won't be long until the first batch is finished and available for sale."

Product description: Land Rover Series One RHD 80" Steering Box Kit. We have designed and manufactured this kit to allow you to build a new steering box for your 80" with only a few parts needed to be reused from your existing box (Inner column, Nut, Cross shaft and Stator tube). Price - £594.

This is a complete new upgraded steering box housing, 5 Axis CNC machined with improved oil feedways to the outer bearing which often suffers from oil starvation. Tighter machining tolerances and a few subtle changes to give a little more steering lock.

Fitted with modern custom Oilite bushes and later style double lip Cross Shaft seal. Side cover has been upgraded to include the adjuster bolt as seen on the later series 2 / 3 boxes so the cross shaft can be set up to give the correct amount of end float to improve the wayward steering. New outer steering column with custom machined and hardened top bearing race. New brass Stator Tube clamp. Thicker Cork/Nitrile Gaskets. Plus a full set of Genuine Land Rover top bearing components. All the steel components have been zinc plated and painted to give years of corrosion resistance.

These boxes have been designed to run a High Moly based 75w90 oil and we have teamed up with Swepeco Lubricants to supply enough oil for a few changes so this will help your newly rebuild box operating smoothly for years to come.





For WinterRomp enthusiasts who may wish to access the WinterRomp land when it isn't all white and frozen. The following was received from *Bruce Fowler* - "Ahh.... Welcome to the Summer of Covid – 19 !

My take and using this approach exclusively with all decisions, " It is morally reprehensible to condone or be involved in an activity that could physically harm another human being!" (this is not open for discussion)

Winter Romp's Millennium Green or simply... "the green" Is not available for non-winter off-roading group activities. Being in the Lower Seabasticook watershed such activities would cause way to much damage. Western Maine has, "Rocky Mountain Terrain Park " which is open during the summer months for your serious off-road needs.

All activities on the green will follow Maine State COVID-19 guidelines... So camping is back as of the 26th.... The Green's camping rules are to space campsites out from one another.

Casual day visits are to be made up of less then five (5) vehicles. Vehicles on the trails should be maintaining said trail. Non-motorized activities are strongly encouraged and local folks are out there through out the summer.

Work weekends will also start up in a week or so. Again strictly limited groups. This years projects... Aggressively cut back the Dickey Road so dump trucks of stone can make their way back to the Press Pool. And build a 2wd access road to the top of ridge. This road will follow the north property line (Town Line) to the ridge trail. Other trail work will be on hold until after completion.

One of the ways we're making the Green self-sufficient is through low impact camping, doing this through www.hipcamp.com who handles all the bookings and billing.

You are welcome to spend a weekend building and naming a campsite. Which then can be rented out.



Remember... NONE of us ever needs to pay to use the Green. That being said, renting a site from Hipcamp for a weekend or so, then writing a review of your experience will help promote the camping aspect, plus proceeds of your stay go directly back into the land maintenance budget.

Speaking of... Around fifty property markers in stock if you want to contribute to road maintenance...

Remember to respect each others space out there and don't do anything to promote viral spread. It's going to take all of us working together to get through this sooner then later...

(Ed note: If you are interested in one of the property markers (to the left), please Contact Bruce Fowler at bruce@winterromp.me.)



From *The Times* - June 22, 2020 4:00 am by Peter Campbell , Motor Industry Correspondent in London. The new Land Rover Defender is "tough enough to take on any unexpected surprises," according to a James Bond-themed ad that features three of the relaunched off-roaders careering down a grassy hill. But the coronavirus crisis may prove one surprise too many for Britain's biggest carmaker Jaguar Land Rover — delaying the rollout of one version of the car and damping early orders.

Cars arrived in US and Chinese showrooms last week, something that "should have happened 10 weeks ago," Nick Collins, head of the Defender project, told the FT.


The delayed release of new Bond film No Time to Die from April to November has also pushed back one of the vehicle's key marketing events. The film had been expected to increase awareness of the brand in the US and China.

JLR's order book of just 22,000 vehicles, disclosed in its results last Monday, left analysts underwhelmed. Despite being configured online 1.6m times by enthusiasts, only 11,000 customer orders have been placed for the car so far, with a further 11,000 test-drive cars ordered by dealers, according to JLR's annual results.

JLR executives remain positive, saying a large number of test-drive vehicles are required for dealers in the US and China. Test cars produced in Slovakia before lockdown only arrived in China and the US last week.

Defender boss Nick Collins expects orders to swell in the coming months.

"Our research tells us that 65 per cent of customers won't order until after a test drive," he said. "In the context of not getting test drives, we're actually extremely positive where we are."

 An interesting toy from Land-Rover. While the “Transformers” universe has existed since 1984, including one part of the series made in Canada, it has taken to 2020, the same amount of time that OVLRL has been around, for there to be a Land Rover transformer. Described by JLR as a Transformable Defender Remote Control Scale Model.


It is a 1:14th remote control version of the Defender (in green), capable of Transforming and driving with the push of a button. It comes with a full direction remote, resembling a Transformer style, and is described as ideal for kids, adults and collectors alike.

The product Code: 51LFTY420GNA. The UK price is, £50.00. On eBay, with Buy it Now, £40.00. Or call your local dealership and ask to see it, assuming it have made it to North America.



 CentreSteer #87 - Bloody Knuckles Club. Ulrich Knuchel has transversed the Sahara desert twice, he tells us that story and many others of his over sixty years of Land Rover ownership. Visit the website for videos and a PDF of Ulrich's restorations. CentreSteer.com



 It's difficult to put into words how disappointed we are to have to announce that the Winter/Spring 2020 issue of Alloy+Grit will be the final one.

The last four years have been a mix of challenges and rewards as Steve, Dan, Chris and I pooled our collective talents and resources to create what we believe was the most exceptional Land Rover magazine anywhere in the world. It hasn't always been easy or perfect, but we're proud of what we produced.

Unfortunately, the recent challenges of the COVID-19 shutdown have made it difficult to continue production in the short term. So much of our content is dependent on attending events, all of which have been postponed or cancelled for the immediate future. Similarly, new vehicle media events have been placed on hold, and we aren't currently traveling for other story content. In short, we currently face a challenge making enough material to fill the pages of Alloy+Grit to our satisfaction.

Additionally, our largest national newsstand retailer, Barnes & Noble, temporarily suspended accepting deliveries of new issues until its stores can fully reopen. As a small publisher dedicated to a niche audience, we greatly depend on the extended visibility of the newsstand to deliver the greatest possible exposure to our advertising partners. Without the assurances of retail distribution, it is difficult remain viable in the short term.

After much internal discussion, we have decided to wind down production following the most recent issue. As a current subscriber with X issues remaining, we have arranged for Overland Journal to fulfill the balance of your Alloy+Grit subscription with their fine publication. Please understand that we are not in a position to issue refunds for partial subscriptions, and that we have taken every effort to ensure you receive a suitable alternative.

We hope you'll understand none of these was an easy decision to make. We sincerely appreciate the support of our readers, subscribers and advertisers for making it possible to create such a special magazine. Magazine or not, we're all Land Rover enthusiasts at heart, so expect to still see us at events, on the trails and perhaps even in the pages of your other favorite Land Rover publications.

Thank you so much,

The Alloy+Grit Team, Bryan, Steve, Dan and Chris



General Servicing: Repairs, Humour, Tales & Trivia

Tales from RoverNight, part 11

Where to begin... It has been a long time since the last instalment in November, the gremlins within the wiring system were slowly worked out and the mighty Little Blue Truck grew excited and ready for its next great adventure. The WinterRomp and meeting up with Oxford.

RoverNights usual start around nine o'clock. November wasn't the best weather for outdoor work, so Alastair had cleaned away behind the LBT, allowing us to push it back to the garage door, creating space up from and getting to work.

One issue from the last update was signs of fuel starvation. This should be easy to address... Step one, replace the existing line. So, passenger seat out, cover moved, undo the line. Bonnet off and undo the other end. Pull. Nothing. Sigh, obviously original. Sadly, Alastair to go under the truck and check how the fuel line was attached and discovered that it was well fastened. Time to remove the floor.

We found that the fuel line held down on the top of the chassis rail by a clip, to the engine crossmember by a p clip, nut and bolt. More challenging to get that off. Cut off four inches of line at either end of the nylon line and sleeved the new line onto it. Clamped it down. Installed. Which made for Alastair going under the LBT about six times for various requirements.

The line to the filter removed, cleaned, reinstalled.

Continuing next RoverNight, it was another damp night with the intermittent rain. Temperature just above freezing. Andrew, our Porsche volunteer who continues to be fascinated by the shipyard quality of



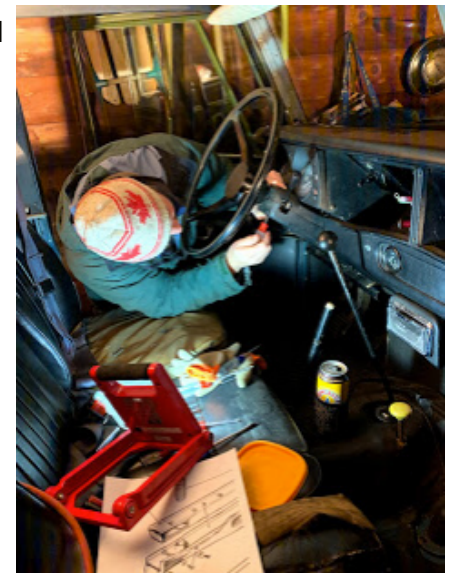
Land-Rover work showed up to assist and learn more of the mysteries of British engineering.

Alastair's LBT now has a functional fuel system from tank to carburettor. I doubled the hose clamps on the supply side of the fuel pump. Called it nice and shiny bling for the truck when he suggested that this was an extravagant expense. Then reminded him of Ravus's challenge last September at Bruce's when the cobbled together "temporary fuel line, started to leak air in, resulting in fuel delivery issues.

From there, the interior went back together. Floor in. Bolted down. Even some newer fasteners were employed. No expense spared this time around.

And to finish checked on the one non-working parking lamp. It does get 12v. The bulb was bad. In fact it came apart in the socket (it isn't that old). Alastair has another assembly, with bulb. That bulb was loose in the socket too. Not metal part of bulb being loose in plastic socket. Glass bulb loose in the metal base. So much for the quality of these plastic "Defender" lamps that come with a bulb already in place. Time to find another bulb.

And with that, the LBT was all ready for its next adventure, which would be the annual WinterRomp on the American President's Day weekend, or the weekend after the Canadian Flag Day. Everything was ready for another RoverNight, the Christmas Edition, which features a bit of a hedonistic evening of merriment and discussion of all things automotive related.



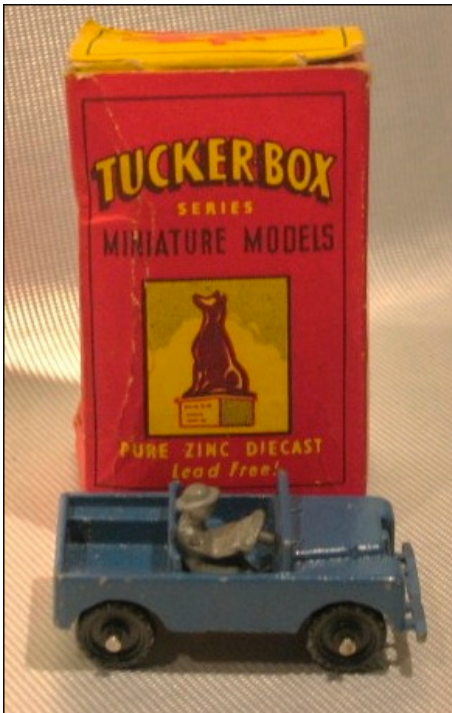


Tucker Box 1956-60

It would make this series incomplete if you did not acknowledge how really successful the Matchbox series of small toys was when it first came out. And, one of the best measures of success is how many copies exist of these toys, as imitation is said to be one of the sincerest forms of flattery.

So successful in fact, that not only were similar series created, but some companies went further and simply copied Matchbox's designs, both in metal and plastic. I am led to understand that there are so many that collecting Matchbox copies can be a theme in its own right. The most shameless imitators used the Matchbox name on their own toys. However, this sort of copying was less common because it would be relatively easy to prove infringement of the Matchbox trade mark in the courts. Many models have been lost in time.

The next series of articles will look at some of these different toys. While I managed to find some information on a few, there are a number of other toys that, beyond a name, I can find no information at this time. I might as well start in Australia, as this first copy went on to create other copies as time passed.



Tucker Box was a small brand that started in the 1950s and eventually ended up in New Zealand and Hong Kong. The Tucker Box Series, consisted of either five or seven models.



They were packed in red and yellow boxes with "Tucker Box Series Miniature Models" above a picture of a dog. The image is claimed to be an image of a famous statue of a dog on a tucker box at Gundagai, New South Wales (between Melbourne and Sydney).

The end flaps of the boxes had the name of the model printed, together with a line drawing. There are two different sized boxes given the two different sized variations of this toy. Otherwise the boxes are essentially identical

Casting: The toys were one-piece castings with either metal or black plastic wheels and crimped axles. No name or identification was cast on any of them. Further, this toy Land-Rover came in two varieties. Remember this for the next article.

The first type was 45mm in length. This casting had black plastic wheels and curved seat backs.

The second type was 43mm in length. This was similar to the first Matchbox Land Rover which was also 43mm in length. This casting had metal wheels and was narrower overall but had bonnet hinges wider apart, straight seat backs and a thinner driver.

In both, the driver was unpainted and was riveted to the base, unlike the Matchbox.

Paint: These Land-Rover come in a variety of colours, green, orange and blue are known.

Fate: Tucker Box Toys vanished around 1960, when the distributor, Alex Tolmer moved to another company. The dies to make the toys then went to Lincoln Industries which was based in Auckland, New Zealand during the 1950s, which will be the next part in this series.





The next stop on this look at copies of the Matchbox 12a is Lincoln Industries of New Zealand. The Tucker dies has moved to a place where the economy was fairly well regulated to protect local industry against economies of scale that existed elsewhere. At the time the big four producers of toys were Lincoln, Tri-ang, Tonka, and Consolidated Plastics. They encouraged a Royal Commission in the Fifties to protect the domestic toy market, something that continued to the early Seventies.



Information is sketchy about exactly when they were first released, which models were actually released in the "Matchbox Series" boxes and exactly why Lincoln Industries chose to imitate the Lesney Matchbox Toys name and packaging. Another similarity between the boxes is that they both have "striker" panels on two sides. It was a blatant rip-off of Matchbox's talent and intellectual property.

What is known is that the "Matchbox Series" models were issued using the 4500 series numbers (printed on

the box) and that at least eleven were released before the threat of legal action by Lesney led to a name and packaging change. Production runs of each model are thought to have been around the 12,000 mark as this was the standard run for Lincoln at the time. The next article will address the new marketing by Lincoln, though the toy remained exactly the same.

Lincoln Industries began production of the "Matchbox Series" toys somewhere around 1958 from the dies obtained from Australia. As noted in a variety of places, the dies for five of the Tucker Box range - the Tanker, Fire Engine, Sand Truck, Land Rover (second type) [1] - seem to have been acquired by Lincoln Industries Ltd. of Auckland, New Zealand. Lincoln were already producing the Micro Models series in New Zealand, using dies loaned from Australia. New Zealand's import restrictions on toys meant that it was essential for toy production to be carried out locally.

The Tucker Box die for the Land Rover (first type) was not used by Lincoln, but some claim that these dies also went to New Zealand and were issued as part of the *Fun Ho!* Midget series from 1966 [2]. The Land Rover was *Fun Ho!* No.19 [3]. The Dump Truck had FUN HO and other lettering cast under the tipping body.



The Land-Rover is number 4501.

Notes:

1. Refer to previous article on Tucker Box.
2. The Fun Ho! Museum in New Zealand disputes

this long held belief.

3. There will be a subsequent article on *Fun Ho!* This toy can be identified by the addition of a tow hook, and later examples had "FUN HO No19 LAND ROVER MADE IN NEW ZEALAND" cast underneath.



TECHNICAL SERVICE DEPARTMENT

PRODUCT INVESTIGATION NEWS LETTER

No. 74 - SEPTEMBER 1964

Company Circulation - Confidential for Addresses only

Subject Silencers

Model Land Rover

Remarks Due to reports from various users that the Land Rover silencer life is very short, it has been decided to introduce various interim modifications.
An extra stiffening plate is to be welded into the rear end of the silencer, and there is also the possibility of a heavier gauge internal perforated tube being used. It is hoped that silencers with these modifications will be available in three months time.
In the long term it is proposed to introduce a new design of silencer, which is oval in section, and much stronger than present examples. In this design the input pipe is supported by three baffle plates and the output pipe is supported by five plates. Also the end plates are held in position by lock seaming instead of welding.

B. 8697

1953 Restoration continues - Brakes Bleeding Awful (Steve Owen)

The brakes saga.. By the now I had the engine running. I built up running times to a max of 30 minutes. It was time to hit the brakes. It was now early autumn 2019 and there was still a chance, I might get the Rover on the road before winter set in. So, where to start ...

For those that don't see many Series One 80", they have 1/4 inch brake lines with plenty of curves and loops, over the chassis and diff's. That means plenty of places for air bubbles to hang out. The system has a small supply tank for the small master cylinder. then out to the pistons and 10 inch shoes..



Garage today. Put away some stuff. Did another 20 minute engine run. Check fluid levels and running temp's.. Tighten the fan belt. So all that is left is Bleed the Brakes and if the Rover Gods are willing I will have a rolling restoration on my hands. Plenty to do, but it MAY be drive-able soon, very soon. Wish me luck...

Standard procedure starting with the furthest brake from the master and working my way around. Here are some excerpts from my log book on the progress achieved...

Late September - Struggling with the brakes. I am missing something, just cannot figure out where I am going wrong. Step away and take deep breaths.

Early October - No air bubbles or fluid thru thru bleed nipple. I checked the lines and and I fluid all the way to the wheel piston. But no or very little fluid past that. It is a complete new system, lines, master etc etc . I think I am either going to invest in a vacuum system or get a fellow maniac to help me.. I was trying the single person bleed system per last nights video.

Late October - Connections are all tight. All copper washers accounted for. Brake pedal attached.. Master cylinder came as NOS from Aussie land in the original packaging . Screws cleared.. and lastly NO I did not bench test the master.. So there may lie my problem.. Will I need to remove it ?? or can I do it in situ.. I have the floor plates out. And to answer one question, Yes! The brake pedal is connected to the connecting rod that goes into the master cylinder!

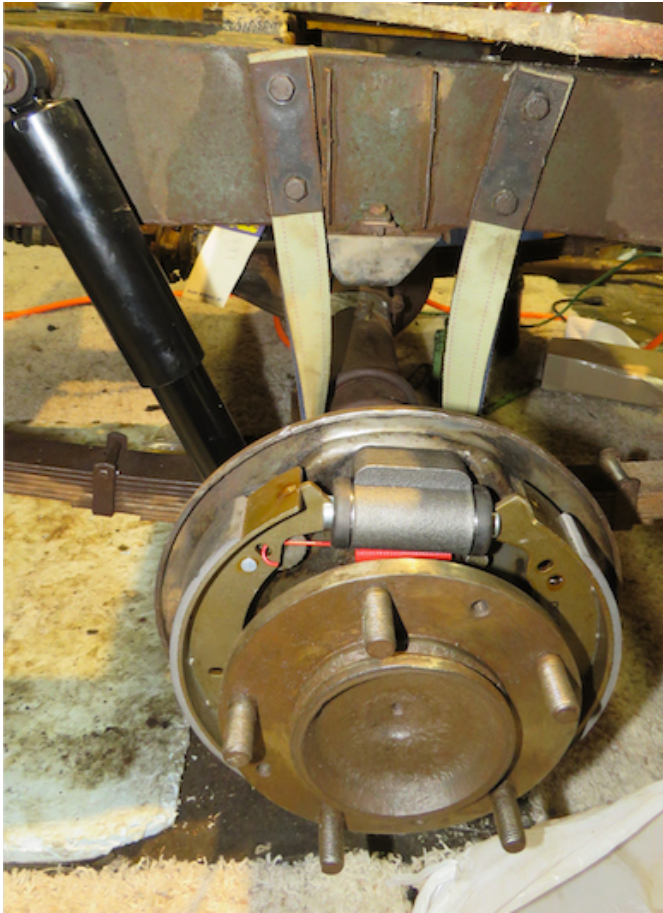
Late December - Nice warm winter day, well it got above freezing (just) More work on trying to bleed the brakes. I Bought a vacuum brake bleeder tool and it is working to a point. I now have fluid to all 4 wheels, but



I was warned by many they can be a B**ch to bleed. They were right. I started with a gravity feed to get the master cylinder full and then Vacuum bled. I was also told they are marginal at the best of times, and in the 1950's you down changed on the gears to slow down. Brakes were for the last few yards :-)

Well its almost that time. I cleaned the workshop-





the cold weather is making the plastic tubing very rigid and I am not getting a tight seal on the bleed nipples. Oh well, a step closer. Has the Rover is registered as a Historic Vehicle I cannot drive on the roads in January. So I guess even if I get the brakes set, I am waiting to at least February to test drive.

Vacuum worked to a point, I learned to pump the pedal until firm, then bleed, but after many a night I gave up. I had arranged help, but prior to him coming over, he had an accident, then winter in Wisconsin arrived early with November snows and -20C nights.

All work came to a halt as the garage is unheated. Hunting season and Holidays came and went. Sadly the Rover sat still on axle stands.



An Update from Larry Simpson

Today was one of those Osteomancy type days... at least that's the first thing that came to my mind when I saw this pile of rods!! Guess I've studied Anthropology, Archaeology and the ancient world too much. Or perhaps it's Grover's spirit trying to divine the will of the Rover gods...



Finally got a chance to start cleaning up the top surface of the engine. I had already checked the rods, they are straight and true, so they were removed, cleaned and labeled. So far so good on the cylinder head, but, as suspected, there was a very, very small crack on the seat face of the exhaust valve for the 4th cylinder, so a new one was ordered. It arrived a few days ahead of schedule so I quickly cleaned the spring assemblies and took them, and the new valve to the machine shop.



Got back to the shop and started cleaning. Almost didn't get the amount of carbon build-up on piston no.4 was the same across the board, but no.2 & no.3 were a little oilier. All-n-all they cleaned up rather nicely. Piston no.1 might be an issue though. As you can see, there is some damage to the face, yet no sign of damage further down.

I'll finish the cleaning tomorrow - the shop temp reached 101°F so I called it a day. Note the carbon ring around the tops of cylinders no.2 & no.3 - those are going to be measured for evenness - don't know why, but I guess it indicates something. Then they will be cleaned. Hopefully all of this will be back together, and Grover drivable, by the 4th of July.

Larry can be followed on Instagram as Grover the Rover



Land-Rover Stamps, an on-going series

Land Rover Stamps, Defenders, part 1

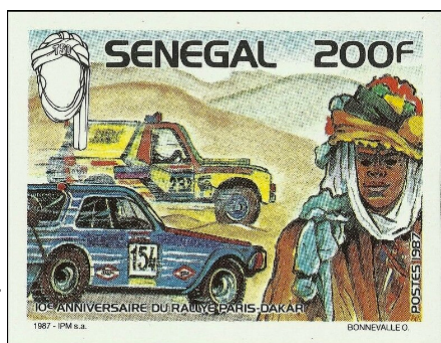
Having Started with the 80 inch, moved to Series I, then II/IIA and III, it is only logical that we move onto Defenders next. In this section we will label all 90, 110, 130, and subsequent vehicles as "Defenders", even though the name did not arrive until after those models were well established. The first possible 90/110/Defender appears in 1988, which isn't surprising at the time required for these vehicles to be exported and make a presence in many countries.

Senegal, 1988

Paris-Dakar Rally, 10th anniversary (set of four, 145f, 180f, 200f, 410f)

The Paris-Dakar rally was a popular 5,500 mile race between the two cities, through mountains, deserts and other inhospitable terrain. Cancelled in 2008 because of security threats in Mauritania and the impossibility of keeping the contestants safe from attack along the route. From 2009 through to 2019 it was held in South America, the 2020 version is supposed to be in Saudi Arabia. The rally is an off-road endurance event. The terrain that the competitors traverse is much tougher than that used in conventional rallying, and the vehicles used are true off-road vehicles rather than modified on-road vehicles.

Ending in Senegal, it attracted a lot of attention, including with countries issuing postage stamps. Even countries with nothing to do with the rally issued stamps. Range Rover won the 1979 and



1981 rallies, but despite many Land Rover hybrids, none have won. This particular stamp shows a Bowler Wildcat, a 90 hybrid in the background, as identified by the artist who painted the original paintings that were turned into postage stamps.

For the collector:

Issue: Paris-Dakar Rally

Date issued: 22 January 1988

Value: 200 F - West African CFA franc

Perforation: 13

Printing: Offset lithography and Typography

Catalogue no.: Michel 967; Scott 769; Yvert et Tellier 752

Size: 45.5 x 34 mm

Botswana 1988

In 1988, Botswana issued a second stamp with a purported Land Rover on it. The four stamp set for the National Museum and Art Gallery. The 15t stamp (t is for thebe, meaning shield. The currency is the pula, meaning rain, which is rather scarce in



Botswana) celebrates the "Mobile Museum", which is a transportable version for educational purposes that travels in a 109 pick-up with a modified rear box. Of course, there are two smiling children in front of the vehicle.

The National Museum and Art Gallery have used Land Rovers in the past. Whether this stylised drawing is one is uncertain, but others have identified it as potentially being one. The Museum has used other vehicles for the mobile museum. Accuracy of the determination is under 50%.

For the collector:

Issue: National Museum and Art Gallery, Gaborone, 20th Anniversary.

Date issued: September 30th, 1988

Value: 60 t - Botswana thebe

Perforation: 14 3/4

Printing: Offset lithography

Catalogue no.: SG ; Michel 446; Scott 447 ; Yvert et Tellier 594.

Size: 45.5 x 34 mm





Sahara Republic (Western Sahara) 1992

The third stamp is “from” Western Sahara. This former Spanish colony was to gain independence in 1979 when Spain tired of running the place since the 1700’s. On the eve of independence, Morocco and Mauritania, in an agreed move not unlike Hitler and Stalin dividing up Poland in 1939, invaded and divided the colony up between them, Mauritania taking the southern third, Morocco the northern two thirds. Morocco has build a massive berm to solidify their territory and probably are not going anywhere soon. Mauritania later gave up their claims. The locals, or Saharawi as they are known, for the most part were pushed out into refugee camps in Algeria and elsewhere.

The political-military front representing the displaced, the Polisario, also produces postage stamps. But, given they don’t actually have much territory; they have a tough time getting recognition for their stamps. However, that has not stopped the Polisario being recognised by fifty-three countries and having membership at the African Union. While originally issued as propaganda labels, one could assume that the stamps would be accepted by these countries and potentially passed into the mails by them.

King Hassan the II expressed Morocco's will to give high degree of autonomy to the Western Sahara when he stated that everything but "the flag and the postage stamps is negotiable." This could be an excellent example where any future government, should they actually win, retroactively vali-



date their stamp issues.

For the collector:

Issue: Cars, all terrain vehicles

Date issued: 1992

Value: 100 PTAs

Perforation:

Printing: Offset lithography

Catalogue no.: Given the status of the territory, these stamps have been delisted from several catalogues. However, they are easily found on eBay and other sites.

Australia 1992

A pair of stamps celebrating the Sydney Harbour Tunnel. The pair of stamps depicts the Sydney Harbour bridge, water, complete with colourful sailboats, harbour bottom, and tunnel underneath the waves. All of the vehicles passing through the tunnel are in profile, and on the left stamp there is a white Series Land-Rover (based on depicted length). Note, the images are rather small, but this is definitely a Land-Rover. This particular stamp has 14.5 perforations per inch.

The second set depicting the Sydney Harbour tunnel is identical to the first, except that there are 15.5 perforations per inch between the different stamps. This is the only instance in Land-Rover stamps where perforations make a difference in identifying stamps (differences in perforations can be very important with stamps from the 19th century)

For the collector:

Issue: Sydney Harbour Tunnel

Date issued: August 28th, 1992

Value: 45 cents - Australian cent

Perforation: 14 1/2 and 15 1/5

Printing: Offset lithography

Catalogue no’s: Perf 14.5 = Michel 1318A-1319A;

Scott 1296; Yvert 1276a-1277a; SG 1375a

Perf 15.5 = Michel 1318C-1319C; Scott 1296c;

Yvert: 1276-1277, SG 1375ba

Size: 52 x 37 mm



Rovers & Parts for Sale

For Sale - Series IIA 88, Bowen Island BC, \$16,000

1969 Land Rover Series II - SWB for sale. Bought this lovely machine from a retiring mechanic in Nelson a few years ago with plans to make it my daily driver. No kids car seats means it's not a great fit for my lifestyle at the moment. Great original condition with just the right amount of imperfections, character & patina on the iconic pastel green.



3 seats with a fold down bench in the back. -No rust on galvanized aftermarket frame; removable top for summer driving, front window folds down; headliner in great condition; interior in great condition; galvanized firewall; all aluminum body; replaced radiator; replaced brakes; replaced clutch; replaced starter; replaced alternator; replaced distributor; replaced fuel pump; new seats. I haven't used it much really as it was a bit of an island car for me to rip around town a bit on sunny days. I start and run it weekly to keep her happy. Previous owner used it as a daily driver in Nelson for 25+ years! Loved and cared for. Contact Craig Pierce via Facebook

For Sale - 1952, St Jean sur Richelieu QC, \$6,000

1952 Land Rover Series 1 for sale. Runs and drives. VIN: 26131311. Needs an inspection. Located in St-Jean-sur-Richelieu. If you're looking to restore it, I have many original parts that can be included in the deal. Contact Samuel Laflamme-Ringuette on



Facebook or email at samuellaflamme72@gmail.com or telephone at (450) 684-1364 (ed note - Again for sale. Since it first surfaced fall 2019 it's lost it's orange indicators on wings and has gained roof lights.)

For Sale - 1971 IIA 109SW, Edmonton, Alb, \$18,888

Putting the feelers out on my 1971 Land Rover series 2A. Rare 4 dr model, 2.2 gas, 4 spd manual, locking diffs. 3 owners from new. Originally from South Africa. Runs and drives. Safari Edition. Alberta Registered. Will be slowly rebuilt and painted over the next year or looking for quick sale. Serious enquires only. No trades. Defender, lwb, 109, landrover. Kijiji advert no. 1504164547



For Sale - 110, Hudson, Quebec, \$50,000

Defende 110d militaire unique extreme off road prototype diesel 2.5L turbo Diesel amphibie transmission 5 vitesses 4x4 potal axels differentiel locks avent centre arriere beaucoup d'équipements compresseur pour souffler les pneus ou outils pneumatiques pneus neuve 37" irok split rims bead lock winch 12000lb pas négociable pas d'argent ne venez pas! Ou ECHANGE bateaux ponton ou terrain propriétés. Contact Michel Gate via Facebook Marketplace. (Ed note - Has portal axles)



For Sale - Land-Rover Go Kart (eBay)

Land Rover Series 2 Go Kart. Helping a widow clear out her late husband's barn, and ran across this very cool Land Rover inspired gasoline powered cart with unknown origin and history. Must see in person to appreciate. 80" wheelbase, 52" wide and 130" long. Will comfortably seat two adults. Body panels are wooden, sits on a metal frame and chassis. Manual transmission with clutch. Tires will need to be replaced, 145/80 R 13s all around. Functioning headlights. Condition is used and weathered, which gives this unique British tribute proper character. Local pickup only. eBay auction 114266790085



For Sale -1955 86", Port Burwell, Ont, \$9,800


Here's a cult classic Land Rover Series I. She runs and needs a little TLC to be a daily driver. Last plated in 1988. All aluminium in great shape (bulk head). Split doors and fold down windshield for summer cruising. Originally shipped to Canada as a utility vehicle in 1956. Built September 1955. Owned by Dunville Cemetery from 56 to 71. Present owner has owned it since (2nd owner). Originally red like a true Canadian Rover should be. Original rims too! Stainless exhaust replaced the old drop down pipe. Only the rear glass needs to be replaced. All original latches and hinges work. All original engine and transmission and components. Serious enquires only No 3rd party sellers Absolutely NO LOW BALL OFFERS. "OBO" doesn't always mean "below" asking. Calls only NO EMAILS. Call 519 874 4131 Kijiji 1510221885



For Sale - 1957 Series One 109 Pick-up, Eden, Utah, US\$25,000


Description - Very very rare LHD Series 1 diesel pickup. Green over Green interior. Coolest landrover we have seen. Attracts attention everywhere. 2.5L Diesel. Much improved Rover Series III gearbox & transfer case. Series IIA front axle and Dana 60 rear axle. Removable hard top Excellent condition zero rust. Contact www.BlacksmithGarage.com (Ed note: This is a NADA, originally Wimpey Yellow, and had a 2l petrol engine, delivered to Rootes, San Francisco)





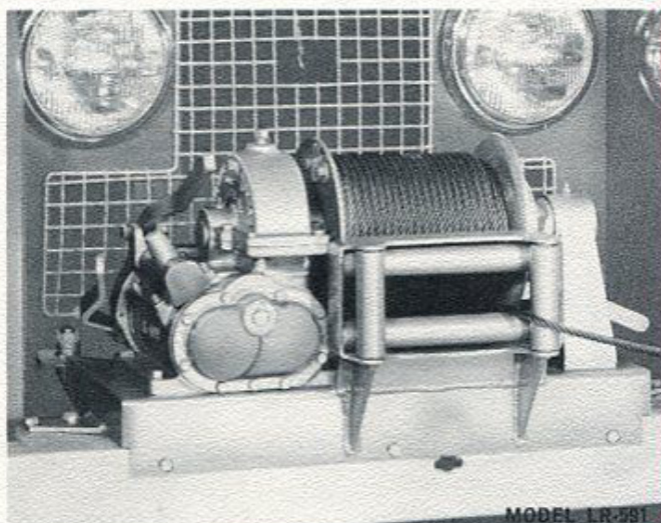
BROTHERS
CLASSIC ROVERS

What's your next adventure?



BROTHERS
CLASSIC ROVERS
PARIS - CANADA

519.302.3227
17 Gold Street, Paris, ON, N3L 3S3
www.3BrothersClassicRovers.com



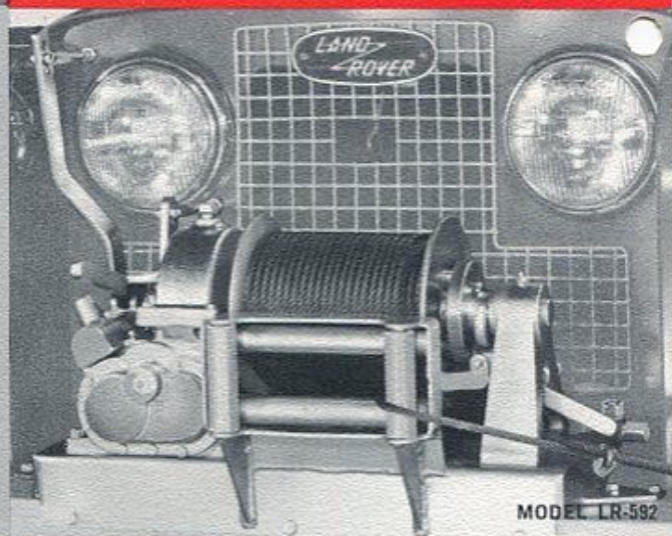
MODEL LR-591

KING WINCHES

• CRANKSHAFT-DRIVE •

FOR SERIES II LAND ROVER

- SUPPLIED IN COMPLETE KITS,
READY FOR EASY INSTALLATION
- CHOICE OF OUTSIDE CONTROLS,
OR INSIDE CAB CONTROLS
- NO ALTERATION OF VEHICLE
REQUIRED



MODEL LR-592

A favorite with Land Rover owners for many years, these King Winches are in demand around the world. Designed to drive from the end of the crankshaft, thereby freeing the power take-off opening in the transfer case for other uses, the LR-591 and LR-592 King assemblies deliver full power for the toughest terrain, assure safe, sure pulling and hoisting, job after job, year after year. Competitively priced, King Winches are also very economical to install, since no alteration of body or frame is required (except holes necessary for installation of inside cab controls). If you're looking for a winch that's as durable and dependable as your Land Rover, specify a King by Koenig, first in the field for over 30 years.

CHECK THESE KING QUALITY FEATURES:

- **Complete Kits Furnished.** Each King Winch kit includes the winch assembly, 4-way cable guide rollers, heavy-duty drive line and universal joints, and all other mounting and driving parts. Model LR-592 is also furnished with flexible cable cab controls. Cable drum guard and 150' of 5/16" cable supplied as optional equipment.
- **Automatic Safety Brake Available.** Increases safe hoist to 4000 pounds. Multiple metallic plates running in oil bath. One-direction clutch operates brake only when load is suspended or lowered.
- **Lightweight.** Housing and brackets cast from high-strength silicon aluminum.
- **Dependable, Long-Wearing Gearing.** Hardened and ground steel worm . . . nickel-bronze ring gear mounted on forged steel spider.
- **Virtually Indestructible Cable Drum.** Fabricated from seamless steel tubing with stamped steel flanges. Drum is free-spooling by means of forged steel clutch.
- **High-Strength Shafting.** Worm and drum shafts of ground and polished stressproof steel. Drum and drum shaft mounted on long-wearing bronze bearings.

Koenig

IRON WORKS, INC.

P. O. BOX 7726 • HOUSTON, TEXAS 77007, U.S.A. • UN 9-6611 (713)