



OTTAWA VALLEY LAND ROVERS



November 15th 2020

www.OVLR.ca

Volume XXXVII, Issue 11, No. 428



Important: The Ramp Attitude System
warning is a reminder that you have an operating
warning and a warning for your safety. It is not
intended to be used as a substitute for your
responsibility for safe operation. The system
is designed to provide you with a warning if the
vehicle is in a position where it is not safe to
operate. It is not intended to be used as a
substitute for your responsibility for safe
operation. The system is designed to provide
you with a warning if the vehicle is in a
position where it is not safe to operate. It
is not intended to be used as a substitute
for your responsibility for safe operation.
Did you know? The Ramp Attitude System
is designed to provide you with a warning
if the vehicle is in a position where it is
not safe to operate. It is not intended to
be used as a substitute for your
responsibility for safe operation.

WINTER HAT
February 15, 2020



Index for Issue 428 - November 2020

Elections for 2021	5	Land Rover Stamps, Defenders, part 5, by Dixon Kenner	18
OVLN News	5	Toys, part XIV - Wiking, a German copy of 12B in plastic (Dixon Kenner).....	20
The OVLN Awards Season begins	6	Toys, part XV - Ferrero (Kinder), a copy of the Wiking copy of 12B in plastic	23
Non OVLN new and Rumours	9	Bensfold Backlog no 14: Oxford over the Pit by Ben Smith	24
Canadian & Australian do the Darien Gap in 1960 (NY Times, 1960).....	10	My Land Rovers and me , Part III - Post- restoration times by Jean-Jacques Hechler	28
An Update on Oxford (Dave Short)	11	Rovers & Parts for Sale	32
Maintaining a Wolf with helping hands by Robin Craig	12		
First Production Land Rover Series Restored by Greg Fitzgerald	13		
Yukon Gold by Jane & Keith Barrett.....	14		

*Remember, remember!
The Fifth of November,
The gameshow host treason and plot.
"Stop counting," he said,
"Where I am ahead,
But keep up the count where I'm not!" (Anon)*

Greetings,

Another month of restrictions. As October went out, the province rewarded bad behaviours in Peel County, Toronto and Ottawa with Stage 2 restrictions, closing indoor pubs and restaurants, no gatherings of more than ten people. As a result, Ryan's virtual Socials on the third Monday via Teams will continue along.

One must observe, the Teams/Zoom conference version of the Social does have some advantages. Beer is cheaper, but the service can be terrible. Over the last two Socials Ryan and Greg have been discussing GPS mapping software and guides, Ryan demonstrating some of the abilities of the packages on screen. It is quite fascinating how things have advanced since we first tried to map some of the trails at Silver Lake with primitive GPS units in the mid Nineties. Greg and Ryan promise an article on the software options, as well as practical abilities in the newsletter in the near future.

In housekeeping, you will note on page five that it is time for a renewal though the election process. If you would like to be more involved, or know someone who would do well in a more visible role within the Club, either put your name, or that person's name forward. All of the positions are pretty well defined, and the workload is not onerous by any stretch of the imagination. There is much fulfillment to being more involved and contributing and having a hand in making things happen. Or, consider one of the many appointed positions that are available. Send any nominations to the OVL R Returning Officer (myself) at dkenner@gmail.com.

As per the newsletter proper, this month we conclude Oxford's adventures with *Ben Smith* in New Jersey, noting that there were two previous maintenance rounds, once when Oxford reached the North American shores and was troubled getting on a trailer, and later at WinterRomp, where some more intrusive maintenance was carried out. Subsequently, there would be two more rounds of maintenance out west.

In stamps, part 5 of Defenders on postage stamps continues, followed by a pair of articles on Land-Rover toys, this time on the German Wiking 1:87 copies in plastic, as well as the purported Wiking Ferrero chocolate version, of the Matchbox 12B. And finally, Jean Jacques Hechler writes about how Sandy and Froggie are being used since their restorations, or rebuilds. They are in use daily..

Awards. Ahh, a subject near and dear to my heart. This is the time of year when we begin to gather tales of heroism, or woe, associated with member's loyal Land-Rovers become of interest to that secret cabal known as the OVL R Awards Committee. Bear in mind, awards can be created for specific examples of excellence in ownership.

Remember, given the secretive nature of the Awards Committee (though not as secretive as the TRSS), one of your friend's might be a member, and have already reported you. Given the old adage, a good defence is a good offence, it is best that you rat out for friends and compatriots as soon as possible.

Send nominations to Terry King, or myself (the Editor) for forwarding to the anonymous mailbox for consideration. More information can be found within (pages 6 & 7) on specific awards.

And finally, sorry about the forty page issue last month. It was Ben's fault. I'll try and keep it smaller so it fits in most mailboxes. While a record for myself and the club, some e-mail boxes were not happy.

ELECTRICAL, DIESEL PUMP & BRAKE SPARE PARTS SERVICE
FOR BRITISH AUTOMOBILES, TRUCKS AND TRACTORS

LUCAS
LIGHTING - STARTING - IGNITION
ELECTRICAL EQUIPMENT

C.A.V.
LIMITED
DIESEL FUEL INJECTION
& ELECTRICAL EQUIPMENT

GIRLING
BRAKES - SHOCK ABSORBERS
CHASSIS ENGINEERING

Joseph Lucas Ltd. of Birmingham, England, with associated companies, is the premier industrial organization of its kind in Britain and the largest suppliers' of automotive equipment outside the U.S.A., supplying original equipment for the large majority of British Automobiles, Vehicles, Trucks, Tractors and Motorcycles. Lucas employ 30,000 people in 17 plants, with world-wide service organisation.

Spare Parts Distribution service for Lucas, C.A.V. and Girling equipment is organized in the U.S.A. and Canada from branch companies at New York, Los Angeles, Montreal and Toronto. Urgent spares are air-freighted to all parts.

NEW YORK SHOW STAND 38
features many working demonstrations

LUCAS ELECTRICAL SERVICES INC.
413 10th Avenue, New York 19, N.Y. 8143, Melrose Avenue, Los Angeles 44.

JOSEPH LUCAS (CANADA) LTD.
7025, Grand Avenue, Montreal. 2299, Dundas Street West, Toronto 3.

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

General Information

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

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

Membership: Canadians joining throughout the year pay \$35 CDN per year, Americans and others pay \$35 US per year (

Membership is valid for one year.

Radio Frequencies

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

Online

<http://www.ovlr.ca>

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

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

Newsletter Archive

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

OVL R Executive and General Hangers-On

President

Kevin Newell
Newellandscott@me.com

Secretary

Terry King
terrycking@gmail.com

Treasurer

Dave Pell
djpells3@yahoo.ca

Events Coördinator

Maple Syrup: Peter Gaby
Birthday Party: Dave Pell
ABCD: Peter Gaby
Cedar Hill: Andrew Jones
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

OVL R ISSN 1203-8237

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

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

Submissions: Articles and photographs may be submitted to the Editor, Dixon Kenner (dkenner@gmail.com) or via post to the club address. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back.

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

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

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

Newsletter Editor:

Dixon Kenner
temporaryEditor.OVLR@gmail.com

Production Assistance:


*Lori Kennedy, Jane & Keith Barrett,
Robin Craig, Greg Fitzgerald, Dave
Short, Ben Smith, Jean-Jacques Hechler*

*Cover: A scene from Wash-Me in the
Pennsylvania northeast, by the Susque-
hanna River (trivia, 3rd oldest river in the
world). Photo Jeff Meyer.*

*Index Page, the traditional Guy Fawkes
Bonfire at the Guy Fawkes Rally, obvi-
ously from a past year. Photo Dixon Ken-*

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



 Some members may remember the Association of Land-Rover Owners of Canada (ALROC), OVLR's parent organisation and its newsletter "The Transfer Box". I am trying to update the electronic records for ALROC, which exist within RoverWeb.org. I have copies of many issues, but am missing:

- Issues 1, 2, and 3, (1976, 77, & 78)
- Issues 11 through 18 (1982 through early 1985), and
- Issue 25 (Fall 1988).

Would anyone still have copies of these missing issues, and be able to make them available to be scanned?

As a tangent, for the RoverWeb, we are also trying to collect electronic copies of other Rover, or Land-Rover club newsletters for Canada. Discussions with some past editors of Land-Rover club newsletters has revealed that they do not have copied of their own efforts. It is important that these records of club activities in the past be preserved for future reference. In some cases, outside of Canada, records of access for off-roading, has preserved access to areas that would otherwise have been closed off. These newsletters are also records of a club scene from the past

Elections for 2021

'Tis the time again as the weather grows colder that the writ of our valued Executive begins to come to an end after a successful year of activities. When OVLR was established in 1984 as a chapter of ALROC, it was established under various guidelines. Some of the fundamental ones were the creation of an elected Executive, fixed Annual General Meetings of the local membership, full financial disclosure to the membership, a regular newsletter and regular elections of the Executive.

This led to a sense of duty where members were encouraged to run for office, serve their turn, and rotate the Executive members to prevent burnout and keep new ideas flowing. After thirty-six years, OVLR is the second oldest Land-Rover club in the Americas, as well as continuously running two events longer than any other Land-Rover club in the hemisphere.

The following elected executive positions are open for nomination:

- President: Responsible for the overall operation of the club. Or as Truman wrote "The Buck Stops Here"
- Events Co-ordinator: As Events can be a large and onerous load, the Events Co-ordinator position co-ordinates the overall Events proper. The larger "family oriented" events such as the Maple Syrup Rally, the Birthday Party, and the Christmas Party have dedicated organisers.
- Off-road Co-ordinator: Responsible for all green-laning, off-road events and RTV Trials that the club will undertake. This will include everything from jaunts to LaRose Forest to the light off-road and RTV Trials at the Birthday Party.
- Executive Member at Large: A position that would allow for members to learn the ropes, assist the other Executive in undertaking their tasks. If you're thinking you wanted to help the club and was thinking about getting onto the executive all is not lost.

This is your opportunity to help with the future direction of the club. If you have a couple of free hours a month, and want to help run the club, contact the executive and let your intentions be known. If you are interested in running, or would like to nominate someone for a position on the executive, either pass me a note at the Social, or drop and email to: temporaryEditor.OVLR@gmail.com. The elections take place at the Annual General Meeting.

The OVLR Awards Season begins

As you may be aware, OVLR has a number of traditional and non-traditional awards that are given out every year. Decided upon by a secret cabal of erudite members, now is your opportunity to rat out a trusted friend, as we all know that he, or she, has already ratted you out. No, mutual trust doesn't work. Remember the prisoner's dilemma. Co-operating and revealing all is the optimal course of action, just as Clifford and Sedgewich have conspired to rat out an esteemed past president once upon a time. In fact, a reading of past recipients reads like a who's who of respected club members. Given this arsenal of awards what is traditionally available:



The Lugnut:

Ahhh, our oldest, and most famous award. A feared trophy made of the finest butternut. A small award with a famed list of admirers. The recipient's list reads like a who's who of Land-Rover ownership. It recognizes spectacular, and often fudged, stories of prowess in anything Land-Rover. With

an uncanny ability to seek out the guilty, and if it can't find them locally, go on walkabout throughout the United States and Europe looking for potential vic^H^H^H candidates while it spreads its Nigel-like woe internationally. Such activities on the part of this award are generally necessary as its potential recipients are usually scrambling over each other to avoid its baleful glance.

Because of the prestige associated with this award, members are noticeably shy about coming forward and claiming the award, preferring to defer the honour



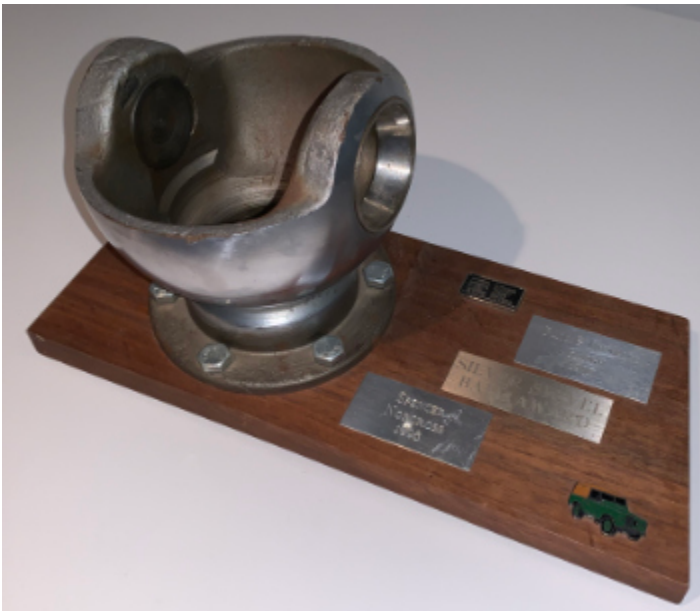
to someone worthier. On the other hand, many are afraid to nominate someone else in fear that they might get ratted out themselves. Well, don't fear. We have several nominations thus far, so the chances are that your good buddy over there has already turned you in. So, this is your chance! Turn him in before your name appears on this lovely work of art!

As an indicator of the type of recipient we are looking for, in the distant past, this prestigious award was bestowed upon *Dave Lowe* (as turned in by *Tom Tollefson* (note betrayal, a good thing)) for a multitude of sins, that range from rear ramming innocent 88's, to cross-axling the mighty 101 in the middle of a city park, to undertaking more engine rebuilds than even *Dixon* managed, as well as other assorted crimes too numerous to list.

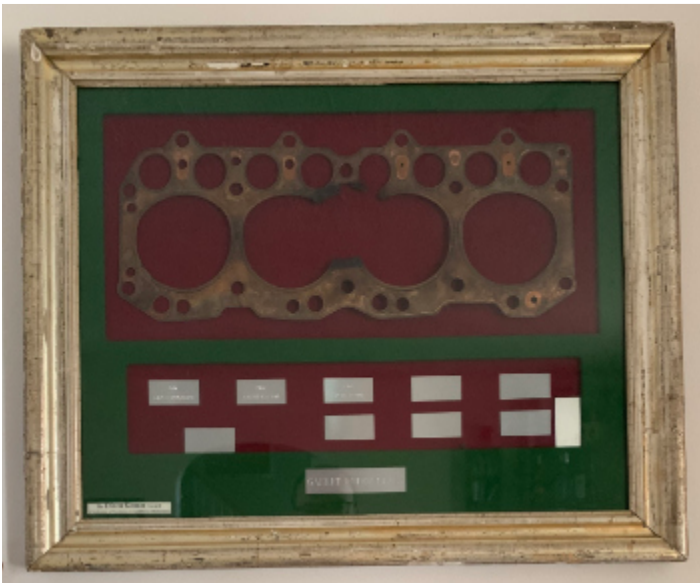
The Towball:

A simple award based upon who has towed Land Rovers the most, and the furthest in the past year. Extra points are awarded if the vehicle did not need towing. Bestowed first upon the person who tows perfectly functional Land Rovers around for fun (*Quintin Aspin*, *Brett Storey* towing *Dave* (oops, that would be dysfunctional in this case), or for all the wrong reasons (*Zippy Tow* and their new airmobile service), forgotten where their Land Rover is (*Peter Gaby*) or for other various reasons.





The Silver Swivel Ball: An award to the club member who has done the most on a volunteer basis to help the club. Bestowed upon the unrecognized, past recipients have included *Vern Fairhead, Charlie Haigh, Dave Pell* and *Spencer Norcross* for their behind the scenes support of the clubs activities over the years.



Gasket Under Glass: A perennial favourite, and one of the most attractive awards in the club's collection. In *Ted Rose's* words "the most spectacular head gasket failure that I have ever seen", Gasket Under Glass is a lovely 2.25l copper head gasket in an antique gold leaf frame upon the finest felt background.

Using *Bob Woods'* adage "we can't believe it ran" the award honours mechanical wonderment. The recipient's list reads like those who you would never believe would win it (see above on ratting out your best buddy. He already has turned you in!)

The Golden Wench: bestowed upon the fairest member of the long suffering female persuasion who must put up with the fascinating antics of her spouse. Generally nominated by husbands trying to deflect attention, it also serves as encouragement for wives to turn in their naughty husbands. One past recipient, so inspired her husband that he became President of OVLR.



The Grey Poupon Award: An award for the most salubrious vehicle at an off-road event. Winners of this particular award have included individuals who have taken finest vehicles, such as a Holland & Holland Range Rover, or a brand new JLR product on an off-road, fresh from delivery from the dealership, still with that "new car smell".




Then, there are the random awards created on an annual basis to honour individual achievement. These are carefully crafted by an old-world antique restoration craftsman from the finest mangled parts, generally your own that have made their way into the hands of the awards committee.

Send nominations to *Dixon Kenner* or *Terry King*






Zoo bound Land Rovers - A photo from Terry King's cousin Jessyka J-Dessaint Francois of a Series One at the Granby Zoo, just outside of Granby Quebec.

 Around this time there would start to be noise about a Christmas Party for the Club. Unfortunately, at this time, the thoughts are with no vaccine, there will be no Party. Restrictions on gatherings make one difficult to plan, so there is no official decision, just speculation. Just as whether or not any places to host a party might even be open.

At this time, it is doubtful if there will be anything. The City is extending some restrictions, the Federal Government plans for the civil service call for Work From Home to be going on past December. However, the executive would encourage small gatherings of members, where appropriate, and where all of the provincial guidance on gatherings can be followed.

 Greetings!- 3 ½ months to romp, right now all I can murmur is, "joy" feel like an earthen levy in eye of a hurricane. Rest assured we are not sitting on our butts hoping all will be well come romp.





First off, our silver anniversary celebration has been pushed forward to Feb. 22. Good chance borders will still be closed or heavily restricted romp time 2K21, would exclude all on other side. (not good). Meetings with hotel are ongoing, we are staying current with state covid requirements... VERY Long way from finalizing any part of event.

What won't happen: Warming hut, evening group gatherings with in hotel... group meals etc.


What could take place... Hotel can host meals and divide dining into three groups. Dining room, conference rooms and the X pete & Larry lounge. Utilize open centre courtyard. Habitat operate out of an enclosed concession trailer and split romp up over two consecutive weekends.

Will post updates as we figure this out... Stay tuned

 For local members with modern vehicles, *Shore Automotive*, has just invested in the official Jaguar Land Rover Pathfinder diagnostic software, the very same software the dealerships use. This means that they can carry out programming and diagnose issues on the very latest JLR models!


 From *Dave Bobeck* - Two Steps Back Department: Set out to bleed the new brakes this afternoon. Realized quickly that I'd put calipers on opposite sides from that intended by Land Rover. Bleed screws were at the bottom. NOT GOOD. Flipped them over, but that led to questions about the flex line routing. Somehow in the process of figuring all that out, I managed to snap a brake pipe. Anyway, brakes are all bled now using the ez-bleeder pump thing. Will need to adjust the rears again I think (*Ed Note - He unconsciously put the bleed screw where it was with the original 109 wheel cylinders. Perfectly understandable...*)



 A question from *William Ficner* - Any suggestions where one might look for a winter cover for a 110 or something reasonably close that would sort of fit?

Some Non-OVLR News & Rumours



 A note from Robin Craig - Well, took a stroll in the local Canadian Tire this past week I spotted a familiar image on a winch product, looks like a left hand drive 110 sporting one of these winches. Anyone on here know whose truck it might be?



While on the subject of winches, I can recall a conversation at an OVLR event and asking why the driver did not have a winch out front like all the other tricked out trucks. I got an education about TIRFOR winches. I

recalled them from military bridging units.

Roll the clock forward a while, and I ended up buying two Griphoist winches which operate on the same principle of pulling a cable through passing hands inside a casing. One can winch in or out or freespool. These two have been invaluable and allowed me to raise large timbers for our garage project at home under perfect control.

I had one out again on the weekend as I raised a laminated beam on the weekend over a door opening. Honestly, you can pull from any angle at any time without power except your own muscles. These things are easy to store in truck in a small box or case.

Great piece of kit that is often scorned because it is manual labour.




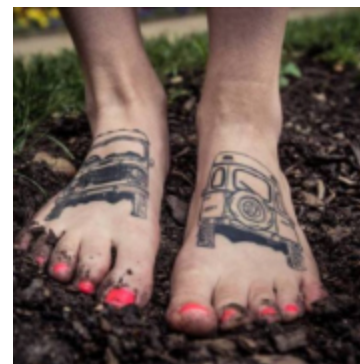
 Some news from the Millennium Green and WinterRomp. First, a shout out to Dave Bobeck's spare bits auction which raised \$605.00 towards maintenance and enhancement of our memorial Causeway through the press pool. Second, a shout out to new Dickey Road sponsors Moisan Legal PC & BDR Automotive. Thanks folks. Fingers crossed we will have the last culvert installed and a few more large holes eliminated within a couple of weeks.




 An interesting eBay find for the perfectionist rivet counter - a NOS 1950s Land Rover series 1 dash harness 1954-1957, of specifically, a NOS Land

Rover Series 1, 88(SWB) Main Dash, Left Hand Drive, Wire Harness. Part No.575408. Including chases wire. This is genuine, and has been sitting in storage in Sharjah, in the Middle East for sixty plus years. If you don't mind a bit brittle. US\$150 if curious, \$30 to ship to Canada

 An interesting set of tattoo's that was sent along. A pair of Defender tattoos. Now, given that these would be hidden when wearing socks or shoes, is this because the wearer is shy about declaring a love for the post-Series vehicle, or that there exists a secret society of Defender owners, "defenders of the faith" so to speak? Anyway, it is probably TMI to know the reasons or the answers to these questions.



 The image on bottom left the next page is interesting for that endless debate on what is the correct replacement tire for a 750r16 tire, as found on the Series 109" Land-Rover pick-ups and Station wagons. (As a note, the Series Ones and 88's had 650r16 tires, but for the later NADA Series IIAs and Series IIIs which had 15 inch rims. The smaller rims

2 in Heavy-Duty Car Blaze Trail Through Panama's Dense Jungle

A Canadian adventurer and his Australian companion have made what is believed to be the first overland crossing between North and South America through the almost impenetrable jungles and swamps of Central America.

Heretofore, overland travelers had bypassed these areas by sea.

The crossing was completed on May 18 at Palo de las Letras on the Panama-Colombia border, seven months after the two men had left Toronto, Canada. Most of that time was spent in crossing a 135-mile wilderness in Costa Rica and what has been until now an almost impenetrable jungle swamp, called the Darien, that stretches almost 200 miles from Chepo, Panama, to the Colombian border.

13 Days of 'Pure Mud'

At one point in the Darien, the men spent thirteen days crossing five and a half miles of "pure mud," according to the leader of the expedition, Richard Bevir.

A tape-recorded interview with the 27-year-old former photographer, lumberjack and security policeman was broadcast yesterday by Ben Grauer, on Monitor, a National Broad-

casting Company radio network program.

Mr. Bevir and his companion, Terry Whitfield of Australia, began their journey in Toronto in a Land Rover equipped with an 8,000-pound winch, roll bars, power saw and 150 feet of rope.

It was by using the rope and winch that the men managed to pull their heavy-duty car through some of the worst of the swamps, rivers and steep hills that they had to climb.

For most of their journey, they traveled over completed portions of the Inter-American Highway, which eventually is to stretch from Fairbanks, Alaska, to Tierra del Fuego at the southern tip of Chile.

Much of the road has been built already, and more than \$150,000,000 has been spent in its construction, but major gaps still remain.

Some engineering teams have penetrated individual parts of all of the route taken by the Bevir-Whitfield expedition, but their completion of the trip, completely overland, is "very significant," according to William C. LaBaugh, director of engineering for the International Road Federation.

The latest word from Mr. Bevir and Mr. Whitfield was that they planned to push on to Bogotá, the capital of Colombia.

 A note from Larry Simpson in Kansas - I recently refurbished Grover's push button starter switch awhile back. Having looked at the the refurbishment done on Dixon's 1951, I realized I didn't mention the final step before installing it (at least I don't remember mentioning it and it's not in the original



post). These are not the best pics, sorry... Found out you could carefully open the push button starter switch open and clean the contacts, so I did. A screwdriver and patience is your friend. The black splotches you can see in the photo (above) indicate arcing; you can also see the resulting pitting caused by it. All-n-all it was surprisingly easy to clean as you can see in the picture to the immediate right. A little sandpaper or filing and it looks like new again.



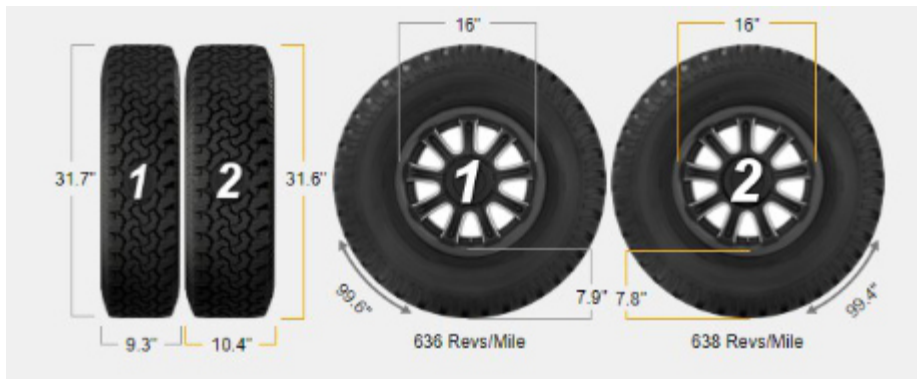
The final step was sealing it up after putting it back together, carefully

bending the tab back down and ensuring a tight seal. A couple of people told me that once it was put back together a bead of silicone sealant should be applied around the recrimped OUTSIDE edge. This would help keep water, other liquids and crud from getting inside. In the last pic you can see the bead of sealant. The



An interesting article that appeared in the New York Times on Monday, June 13th, 1960. It describes a Canadian and an Australian crossing the Darien Gap in a Land-Rover with an 8,000 pound winch (probably a Koenig) and a hundred and fifty feet of rope. This is eleven years before the well publicised Land-Rover and Range Rover expedition would famously cross the Gap with the assistance of the British Army.

was for complaints vis-a-vis the relative rarity of 16 inch tires in North America). As seen in the diagram, the "Imperial" 750r16 tire is almost identical to the "Metric" 235/85R16 tire. Though the greater width implies an adjustment to the steering stop for rubbing.



An Update on Oxford (Dave Short)

We are coming close to completing Oxford's journey across America and I wanted to check in and update everyone on the progress of this project.

Firstly - I must extend an enormous "Thank You" to everyone that had a part in making this happen. The underlying strategy of making this project work was crowd-sourcing and crowd-funding support from a broad swath of the Land Rover enthusiast and overland community. Even with all of the obstacles that COVID threw at us, we were still able to conduct a successful tour of the United States. I know that some of you were unable to fully participate due to COVID restrictions but your willingness to be a part of the project and help spreading the word early on were extremely helpful. The Rover Owners Association of Virginia (ROAV) could have never pulled this off without your help.



We are still gathering data, photos, videos, and notes from the various places and people Oxford has visited. If you have any videos or photos from Oxford's visit with you then we would still love to have them. I expect that over the next 6+ months, I will be editing and organizing various videos and documents to help capture this event.

Below is a sample map of the recent 5,000 mile journey that Oxford drove across the United States. As you can see, we have not quite completed our "Sea to Shining Sea" journey with the Atlantic Ocean as our final goal.

Our plans to complete the journey will take place over the weekend of November 14 and 15. We are planning to pick up Oxford's journey where we left off in central Virginia and drive out to the Outer Banks of North Carolina with a goal of touching the Atlantic Ocean at the Cape Hatteras Lighthouse. For our final event in the United States, you are all invited and welcome to attend to help celebrate the conclusion of another travel chapter for Oxford. We are hoping to organize a small parade of Land Rover's driving down the beach and encourage you to bring yours to be a part of the celebration.

Reach out directly to me if you are interested in being a part of this weekend and I will pass along all of the details.

Send an email to David Short c/o admin@ROAV.org



Sadly, the Stage One in last month's newsletter was in worse shape than the initial image suggested. The new buyer noted that a lot of the frame and bulkhead was rust. Judging from the photo above, and others, the chassis is unredeemable, especially coming from an era of recycled steel. He adds that the engine is a big unknown. While the axles are turning, the steering is broken. This Stage One was for sale on Kijiji for about a month for \$2,000. He further reports the truck cap and tailgate are going to Vermont. The tub is in New Brunswick. And he is trading for the windscreen and using the wings to save a 109 that was in an accident. (Note - wings for sale in the For Sale section too, if you need late IIA or III wings)



A pair of photos from Alexandr Agajanov showing the seatbelts that he developed for his hand built 109 Station Wagon. Like the steering, I am sure that these are working belts. Do note, all of this is hand made. More photos will follow next month as the model continues to evolve.



General Servicing: Repairs, Humour, Tales & Trivia

Maintaining a Wolf with helping hands by Robin Craig

Who could have missed the pandemic? Well, it has affected our operations hugely at work as our local mechanical genius *Gerry Foster* has been unable to make house visits to our workshops. I have some limited mechanical skills and I am cognizant of where to stop. You have to admit when you might screw things up more than its worth.

The Wolf at work (sounds like a pub name) was found to have a radiator leak this spring. So we looked at all the other minor defects that needed addressing and drew up a list of parts required with Gerry by using some wonderful manuals available on line through the FB Wolf group.

We tried to engage with an Ontario supplier who had been involved with us on this vehicle before but it appears they were swamped and after a stony silence for a while I went out to the masses and engaged with *Transatlantic Concepts* and specifically *Doug Lang* and *Anna Jones* the owners.

We drew up a list and sent it over and quick sharp they processed our order and in just over a week from making payment the parts were in Canada and collected.

The original plan and hope was for the supply of parts by them and Gerry being available to pop over and do the work with me in our shop. The one detail I was not comfortable with to do solo was the timing belt and related hardware.

When it became clear that the job would not be done by Gerry either on the island or even over at their shop owing to the strain on the shop we had to find an alternative.

Again Doug Lang said he would be happy to do the work and so the vehicle was floated up to their new shop and worked on and completed.



Doug mentioned a few other minor issues that we should address long term and short term, one was the pull in the steering that I just had accepted as Land Roveresque.

Back in our hands it went over to Gerry for a quick alignment check. Sure enough Doug's diagnosis was spot on and the right pull was verified.

There are a number of options to correct it one is a radius rod with adjustment but the other and likely more

sound way to go will be to change the swivel ball assembly which has a 3 degree correction to caster in it.

We will see what kind of palate is in store for this problem.

I just want to say how knowledgeable Doug Lang and Gerry Foster are in their mechanical knowledge in general and specifically the coil sprung vehicles in Doug's case. I am very fortunate to have such people supporting our vehicle fleet at work.

If you have a coil sprung Land Rover in Ontario or close by then Doug and Anna offer great service and honest opinions and diagnoses of a problem, whether you can stomach the advice is up to you, but it will be honest advice and spanner work.

FYI I am not a paid stooge just someone with a real world customer experience and good taste in my mouth from great work and not afraid to share my experience for the benefit of others.

The pictures show the Wolf working on the farm checking a corn field, the truck on the hoist over at Gerry's and the fancy light reflecting panels that give that alignment data and then the screen on the machine itself.



First Production Land Rover Series I 80", serial number 860001, has been revealed after a full restoration that took it from a pile of parts rotting in a field to a working, functional, but authentic and character-filled truck once again.

The first production Land Rover Series I 80", serial number 860001, has been revealed after a full restoration that took it from a pile of parts rotting in a field to a working, functional, but authentic and character-filled truck once again.

The truck, known as "JUE 477" after its license plate (similar to the first pre-production Land Rover HUE 166, known as "Huey," this one has come to be known as "Juey"), was purchased in 2018 by James Ratcliffe, owner of INEOS and developer of the Grenadier, an upcoming spiritual successor to the Defender. What he purchased was a vaguely-Land Rover-shaped heap of parts, which had been rotting in a barn in England for decades. When it went on display in the foyer of the Royal Automobile Club in London in 2018, it seemed there was not much hope of ever getting it to be in one piece again, never mind running.

The task was turned over to Julian Shoolheifer, a well-known English Land Rover restorer. After it was removed from the lobby of the RAC, the pile that was JUE was dropped off at Shoolheifer's shop. Thus began a two-year restoration, in which the truck's patina was painstakingly preserved.

The first challenge was the chassis. As with many Land Rovers, the steel here took the brunt of decades of neglect. The general consensus was that it would not be saveable, and a replacement would be required. That's fine enough on many Land Rovers, but when the specialness of this vehicle is explicitly tied to its chassis number, it's not totally acceptable procedure. The frame was unraveled, and each square inch of steel was analyzed for its safety and structural rigidity. As much original fabric as was possible was reused, remarkably more than expected. Just restoring the frame took four months and a thousand man-hours of work.

The entire process was



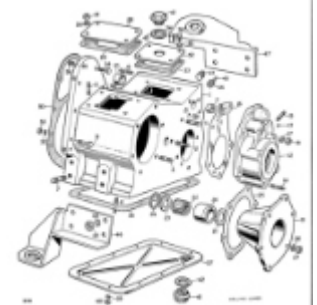
surgical and forensic. With the significance of the vehicle, it just didn't make ethical sense to replace bolts, metal, or parts unless absolutely necessary. Every last part and component was restored in order to keep the vehicle original. When all was said and done, after two years of work, the final part was screwed in by Jim Ratcliffe himself

At the end of the restoration, the Keeper Emeritus at the Science Museum in London, Andrew Nahum, certified the work. He considered it almost as original in 2020 as it was in 1948. The debut of Juey came at the Concours of Elegance at Hampton Court Palace in England. The entire restoration came to fruition when it won the Best 1940s Vehicle award.

Juey was displayed alongside the rest of Ineos' collection of great 4x4s, all of which were influences to the Grenadier. They have acquired a 1994 US Navy Willys Jeep, a 1988 Mercedes-Benz G-Wagen, and a 1980 Toyota FJ-40 alongside Juey representing Land Rovers. The Grenadier prototype was also on display.

Hopefully, Juey will be on display at more car shows, instead of being hidden away for decades more. After such an incredible and intensive restoration, it would be a shame to not share it with the Land Rover community at large.

There's also a book on the restoration, with photographs by Martin Port, who documented the entire restoration. At 128 pages with 240 photographs, it should be enough to motivate anyone's lingering Land Rover rebuild.





Yukon Gold

By Jane and Keith Barrett

An entry on a Land Rover registry site caught my eye; "Series One ... old hulk ... blown transmission ... basically beyond repair... last registered in 1974 ... drove half way around the world".

The attached photo of the 80 grabbed my wife's attention. Jane reminded me that yellow was her favourite colour, and that she had a birthday coming up!

Contact was made, a deal was struck. In short order we had it in our shed. (It is a mere 5,650 km from where it sat in Whitehorse, Yukon Territory, along the Alaskan highway through northern British Columbia and Alberta, across Manitoba, Saskatchewan and northern Ontario, to our home in Plainfield, Ontario, Canada.)

An initial examination showed that it is indeed quite a solid "old hulk": very good bulkhead, quite a bit of original paint still on the chassis, 1.6 engine turns over, most of the under bonnet ancillaries still present. It does have some issues (gearbox in bits in the tub, gauges broken, no wipers, no tail lights, etc.).

Our further inspection found evidence of an interesting history.

The Ministry of Supply WV3 plate revealed that 16103786 had been commissioned by the British military. 35 BD 39 still wears signs of a past service.

The remains of an insignia are on the front of a



wing, the rear differential bears white paint, there is lots of squaddie applied paint on everything under the bonnet, and various painted and stencilled markings survive.

NMH927 is painted on the front and rear. Perhaps one of our UK members can advise me whether this is a later civilian registration from London.

More of the story is lettered on the body. "TOUR DU MONDE" adorns a (modified) door top. The route of the "tour" is traced on a map drawn on the one remaining door. Cities and countries of the "monde" are hand scripted on the body panels:

LONDON – ISTANBUL –CAIRO – NAIROBI – CAPE-TOWN - RIO – LIMA – PANAMA – MEXICO DF – SAN FRANCISCO – NEW YORK. Then from NEW YORK there is an arrow pointing to *HOME*.

But where was home? Who drove it from the UK to the south tip of Africa, and from the south tip of South America to northern Canada?

"GERMANY" and "ENGLAND" are boldly

emblazoned across the front wings. In the 1950s a family of German descent owned the Whitehorse dealership for Mercedes and Land Rover. Did they buy the little 1951 in the UK, and choose a somewhat indirect route to bring it HOME to the Yukon? Did they take out their brush one last time and paint "KAPUT" on the dash pod? We don't know. We may find out, some day.

The expeditonists labelled it "TOUR DU MONDE". The enthusiast who saved it from a wrecking yard in Whitehorse named it "WORLD TRAVELLER".

Jane calls it "YUKON GOLD".





Land Rover Stamps

Land Rover Stamps, Defenders, part 5, by Dixon Kenner



Congo (Brazzaville) (Republique Democratique de), 2003

1,000 years of fire service, Secours pompiers de France

Another cinderella or fake stamp is this souvenir sheet. There are no known sheets of just postage stamps, which is usually a giveaway that this is all about making money for someone. With a number of fire engines or appliances, for some odd reason, the Congo has a souvenir sheet all about fire trucks in France, despite the former colonial power being Belgium. Of interest is the stamp in the upper left showing a Defender 130 with extended cab.

Usually with illegal stamps such as this, it is possible to find the original image that was lifted for use, unfortunately this one has evaded discovery.

In 2003 the production of counterfeit illegal stamps continued at an impressive rate. The majority being produced by some U.K based stamp dealers.

In 2003 Impressor S.A. continued to produce issues in the name of the Congo Democratic Republic. A massive number of topical based issues are produced by this agency. The majority of the Impressor S.A. issues never were even used in the Congo. There produced and sold through affiliated dealers to mainly topical collectors.

The Scott catalog does not list any issues because they have no valid proof of any postal usage within the country. Scott catalog notes that these issues and the later stamps dating 2002 through 2012 were never available in the country

and are therefore not listed. However, the illegal stamps are listed in the Michel catalog due to influence by the agency to get them listed there.

One can supposed by the massive availability on the market of these issues that Impressor S.A. overproduced the stamps simply to sell to non-savvy collectors of topics. There are probably hundreds of thousands of each issue made as the market shows. Some of the dealers are holding stocks of the stamps numbering in the thousands. In a sense of rarity, there is none, so any seller claiming they are rare.... is lying to you.

On the positive side, an initiative to suppress these issues on eBay and some of the larger topical sites has been rather successful. This particular issue, which was easily found in 2014 when this was written, had vanished by the time this was published in 2020.

For the collector:

Issue: 1,000 years of fire service, *Secours pompiers de France*

Date issued: 2003

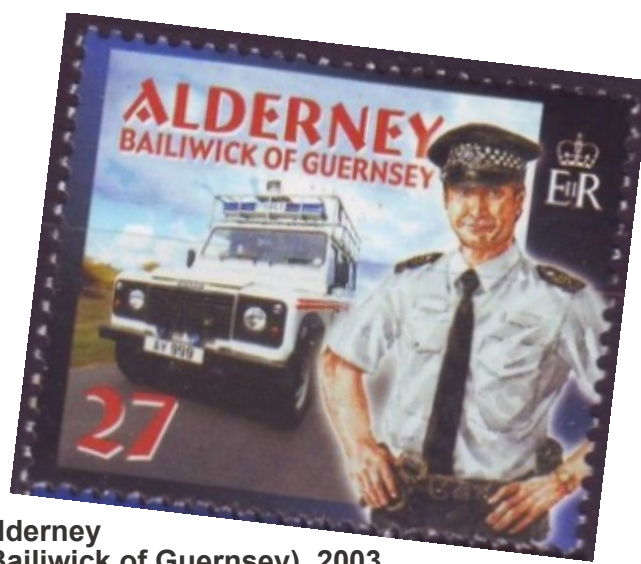
Value: 135 CF (Congo francs)

Perforation:

Printing: Offset lithography

Catalogue no.: *Illegal*. Listed in Michel.





**Alderney
(Bailiwick of Guernsey), 2003**

Community Services (3rd series) - Social Services in Alderney - Police

Alderney is part of the Bailiwick of Guernsey. It is 3 miles long and 1 1/2 miles wide. The area is 3 square miles. It lies around 10 miles to the west of Normandy, in France. It is the closest of the Channel Islands to France and to the United Kingdom.

On the 16th of October, 2003, Alderney issued a booklet for Community Services, the third in a series. The issue comprised a number of sheets of stamps with the theme of community service and the police. The 27p stamp shows a white 110 in the background. Designed by Sally Diamond and printed by Walsall Security Printers using offset lithography. The sheet size was 10 stamps (2 by 5), the stamps being 35.49mm x 30.48mm and having a perf of 13½ x 13.

For the collector:

Issue: Community Service
Date issued: October 16th 2003
Value: 27 p - Guernsey penny
Perforation: comb 13½ x 13
Printing: Offset lithography
Catalogue no.: SG 218; Michel 219; Yvert 220
Size: 35.5 x 30.5 mm



Ice-land, 2004

Europa - Travel

Europa stamps are special stamps issued by European postal administrations/ enterprises under the aegis of PostEurop in which Europe is the central theme. EUROPA stamps show co-operation within the postal administrations, with an additional purpose to promote stamp collecting. The series also tries to build awareness of the common roots, culture and history of Europe and common goals.

This particular stamp was issued on May 19th, 2004. The theme for 2004 for all of the countries was holidays. Iceland issued a pair of stamps, one with some cyclists, the other, a 90 kroner stamp that shows a Land Rover 90 with rather wide tires on a glacier. The stamps are 36.94 mm x 26.0 mm. They came in sheets of ten and were perforated at 13.4 by 13.4

For the collector:

Issue: Europa (C.E.P.T.) 2004 - Holidays
Date issued: May 19th 2004
Value: 90 kr - Icelandic króna
Perforation: 13
Printing: Offset lithography
Print run: 380,000
Catalogue no.: SG 1080; Scott 1020; 1067
Size: 36.94 x 26 mm



Land-Rover Toys, an ongoing series

Toys, part XIV - Wiking, a German copy of 12B in plastic (Dixon Kenner)

Wiking Modellbau is a German manufacturer of scale models in HO and N scale, which were originally made as accessories for model train sets. Founded in 1932, the company was based in Nuremberg, but moved out of the Soviet sector to Kiel in 1953 around the time of the Berlin Blockade.

The company started making waterline models of ships, as the father of the founder was an Imperial German Navy officer. It quickly expanded, and in the war provided models for training purposes. After the war, it restarted, but moved to plastic before 1948. As Germany recovered, HO trains became popular and the company moved to 1:87 as a scale for most of its toys.

Wiking is now owned by the German Siku Toys company and specializes in models of cars and trucks dating from the 1950s to the present day. Almost all of the models are produced in 1:87 "HO" scale.

Around the early 1960s, transparent windows were added to models. Interiors were added in the 1970s. For some models even the original paint from the car manufacturers is used.

In terms of Land-Rovers, Wiking makes an assortment of 88 and a few 110 station wagons. They are available in a variety of colours. There is a lot of variety for the discerning collector.



The first Land-Rover appeared in 1962, with driver and no top, in green and beige. The three sub-variants were available from 1962-64. They lacked a tow hook.

In 1965 a second variant appeared when a removable soft top was added to both colours.

The third variant came in 1966 when the wheels changed from 8mm to 9mm. The fourth is the same as three, but without the spare tire in the rear box. The fifth was from 1970-79. There are

thirteen (13) sub-variations within this version.

The sixth, from 1980-88, introduced a tow hook, and there are ten sub-variations of which two are an orange "Cargo" version with 8mm wheels. The seventh introduced a red and pine green version between 1988 and 1992 and had no driver. The eighth was only available in 1994 and had no driver. Finally, the ninth is on the next page from 2014.

Overall, one could say in general that the 88 comes both with and without driver. The soft tops are removable and exchangeable between toys.

The photo (*bottom left*) is a Wiking HO scale 88 inch next to an original Matchbox 12A. The Land Rover was catalogue No. 10, and first produced in 1962. The photo below shows driver and driver-less versions of the toy.



089438 - Land Rover body in sky blue, chassis with bumpers in stone gray. Front headlights and indicators painted, "Talsperrenverband" lettering on the side. Boat trailer in stone gray, boat hull and seat in olive brown, paddle in brown beige. (Top right)



086128 - Red body, chassis and front seats and steering wheel in black. Convertible top in olive gray. Rims in red. "Freiwillige Feuerwehr" printed on the side of the door in white. Window frame and middle bar in red. Hand-painting of headlights in front in silver, indicators in yellow-orange and rear lights in carmine red. (right)



---- - The burgundy-violet top-less Land-Rover (below)

Wiking has recently issued three 1:160 scale N gauge Land-Rovers. (Photos to the right, bottom three images)

092301 - Issued in 2015 - Chassis in gray-blue, body in light turquoise. Silver headlights, red taillights, window frames also printed in light turquoise. (1/160)



092302 - Issued in 2015 - Black chassis, blue-green body. Folding roof pebble gray. Front headlights silvered, rims printed blue-green. Flashers printed orange, rear lights kept red. (1/160)



092303 - Issued in 2019 - Body beige, chassis black. Gray top. Front with silver headlights, beige rims and orange indicators. Rear lights printed in red. Windshield printed with beige frame. (1/160) (bottom right)





Some of the 1:87 HO scale models recently issued by Wiking since 2010. Unlike Oxford, the numbers are small, but Wiking is adding more quickly as HO scale models are popular in Germany.

No. 010001 - Issued in 2010, the Berlin Brigade Land-Rover depicting what a Land-Rover of the British Army Berlin Brigade looked like. Note, this does not have the disruptive pattern the Oxford Diecast has. The body and chassis with bumpers in fir green, interior fittings and rims also in fir green, steering wheel in black. Front headlights in silver, indicators in orange and taillights in red, window frames also painted in pine green. On the front on the left the Union Jack, on the sides the coat of arms of the British Brigade. Berlin Brigade logo on the rear.



No. 010002 - A non-descript Land-Rover issued in 2014. A light turquoise body, grey-blue chassis and front seats, black steering wheel. Soft top and rims cream beige. Headlights, indicators and taillights hand-painted in silver, yellow-orange and carmine red. Windshield edge with turquoise frame and bar and windshield wiper printed.



No. 010003 - Issued in 2016 as a service vehicle, thus model has a body and chassis in a dusty grey, front seat and steering wheel in black. Soft top and rims also dusty grey. Hand-painted headlights and indicators in front in silver, taillights in red. Window frame printed in dusty grey. Side print on the hood in white and gentian blue with logo and lettering "Ford Tractor Ferguson System". Body flanks with the lettering "Ferguson Tractor Sales & Service"



010004 - Issued in 2018, the RAF Land-Rover came with a grey-blue body, silver chassis, black front seats and steering wheel, transparent glazing, grey-blue rims. Front headlights and indicators are described as hand coloured, as well as red taillights. Window frame printing in silver. The round British RAF logo on the wings and the "Royal Air Force" on the doors.

010005 - Issued in 2020, a Swiss Post Office Land-Rover with a trailer. It comes with a yellow body and chassis silver. Front seats with steering wheel black. Light ivory hood with silver roof rack. Rims black. Trailer with post yellow bed and black dividing grids. Chassis, bogie and drawbar kept silver. Front headlights with silver-plated frames and wipers. On the side doors the PTT logo and the silver-plated step bar. Hand-painted front and rear headlights. (1/87) 2020



Land-Rover Toys, an ongoing series

Toys, part XV - Ferrero (Kinder), a copy of the Wiking copy of 12B in plastic

Ferrero, 1977

The "Ferrero" models, were made for the Austrian chocolate manufacturer Ferrero. As a marketing initiative, a variety of toys were hidden inside the well-known "Kinder Surprise" chocolate eggs.

The Kinder egg toys are made by a variety of manufacturers. For the most part it is not known who actually made the toys, so collectors tend to list them under "Ferrero" because that is how most people will know the toys anyway.

The models are not actually 1:87 scale, and are in fact a variety of sizes, depending on the size of the real 1:1 item, and the size of the Kinder egg that it needs to fit within.

There were several series of toys, one of the most (in)famous being the series of copied Wiking models. Apart from this series of copies, there were several series of cars for which Ferrero had their own models developed.

Wiking copies: Either in 1977, or in the early 1980s, sources are unclear which is the right range of dates, Ferrero decided that the next series of give-aways hidden in their chocolate eggs would be little toy cars. Besides using their own newly developed models, Ferrero also used copies of Wiking models, scaled down to approximately 1:120 so they would fit inside the chocolate eggs, although the forklift (which is a copy of Wiking model 1170) has 'made in Hongkong' on it. Maybe

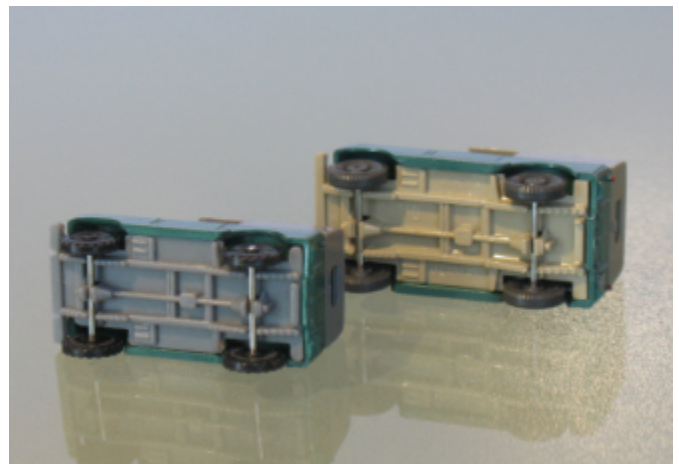


someday it will be known.

The Land Rover Series II is a copy of Wiking 10, or 100, and it came in a patina green, chassis and soft top (with two cross braces!) It has a grey chassis and bodies that have all of the essential elements found on the Wiking models, but slightly modified in a few details.

The Land-Rover is no. 19 in the catalogued cars section. There are two variants. There is also a "Off-road Trophy", Country Cruiser, which appears to be a 110.

Note: Kinder Eggs are "not available" in the United States and must be smuggled in. The hollow chocolate egg with the toy surprise inside has not been allowed in the States due to a 1930's law banning candy with non-food objects inside. The related "Kinder Joy", which is two semicircular shells, together with a toy inside are allowed in. So, while the USDA, in theory, allowed them in 2017, your Customs agent may have a different opinion, and the agent's decision is final, least you wish to engage in lengthy appeals with the Homeland Security bureaucracy. Sorry Ben!



Bensfold Backlog no 14: Oxford over the Pit by Ben Smith



Back to the engine. The next part of the investigation was the exhaust valve on #4. On the 2.0L engine it is inlet over exhaust (IOE) so the exhaust valves are in the block. Using large welding vice grips one can compress the spring, get the collets to drop out (they are upside down) and get the valve out. There was bits of copper gasket embedded in the valve.

I lapped the valve and attempted to re-install. Collets like dropping down. Going up and staying up? Some words were said. A dab of grease will get them to stay. But when working on the 2.0L it is best to put some paper towels to block the passages into the sump so that when the collets drop (and they will) they don't fall into the sump via oil return holes. I've been to this rodeo before.

With the exhaust valve in and the head re-installed, I did a compression check. Yes #4 was still almost no compression. I poured a teaspoon of oil into the bore and checked again. The pressure came up a little bit. Not good. There is really only one thing to do....inspect the piston.

Drain the oil, pull the pan, pull the con rod nuts. Attempt to lift out the piston. Because you know with the 2.25L engines you can pull the pistons out the top. This is when you find out that with the 2.0 L engine the con rods are wider than the bore. More choice words were said.

One can either remove the gudgeon pins or pull the engine and remove the crank. The book shows a little slide hammer to get the pin out. Pull

the piston up, rotate 90 degrees, pull the circlip and tap out the gudgeon pin with the slide hammer. With the piston up I could see that the compression ring had broken in to pieces. I got a bolt and large 2 3/8" socket to fashion a slide hammer. No joy. That gudgeon pin is not moving.

Since the IOE engine is a slant head one only has exposed access to one side of the gudgeon pin. The piston itself is not flat topped. It is shaped to form a smaller firing chamber on one side of the block. The other side of the gudgeon pin is in this little firing cavity can you can manipulate a nut into. It was an exercise of a bolt with washers and using bent lock washers (adding one at a time to slowly pull out the pin). Time consuming.

Once the gudgeon pin was flush with the side of the piston the next step was to take a socket of the appropriate size and grind it to the shape of the side of the piston (to avoid damaging it) and continue (add lock washer, nut on, tighten a bit, nut off, add lock washer, repeat,...) until I had pulled about an inch of the gudgeon pin out and had pulled it as far as the socket could take it. *(Photo below - Note vice grips holding piston up, and gudgeon pin partially out of the piston)*

Next up was using a piece of steel pipe, again ground to match the shape of the piston to finish pulling out the gudgeon pin....one lock washer at a time. An exercise in patience. With the pin out the piston could be taken out and inspected.





At this point a section of piston between the compression ring and oil scraper ring about 2 inches long fell out. *(Photo above. A further crack can be seen below the missing piece)* That piston was toast. The bore, surprisingly, was undamaged.

Looking at the con rod you could see a blue line where it had been massively heated in the past and there wasn't much metal left around the gudgeon pin hole. *(Photo below)*



About this time we got more of the story from Oxford's owner. When he rebuilt Oxford the block was toast, but the head was ok. He had a period-correct block sourced and the engine rebuilder in the U.K. built the engine.

They used aftermarket pistons from a P6 made by a specialty company in Australia because they were higher compression and would bring more performance to the engine *(in a Land-Rover??)*. They also decided that they wanted to use larger gudgeon pins, so had machined the con rods for larger pin.

In older engines the pins are splash oiled. In all modern engines gudgeon pins are pressed in with an interference fit. I had been fighting a 0.001" interference fit to get the gudgeon pin out. Yes they had heated up the con rods to get the gudgeon pins in. They say they never have problems with doing this in the U.K. They also don't drive across the prairies at max speed for hours on end either.





Photos of the con rods were shown to *Steve Denis* and his colleagues who teach engine repair. The metallurgist said, what did they do 1000 degrees C? The machinists said, "that's not much metal left". Both said, "You aren't reusing that, right?"

The choice facing me was find this rare aftermarket piston and attempt to press in the gudgeon pin. Or pull all the pistons and go back to stock. Either way the engine needs to come out as pressing in that gudgeon pin in situ was going to be a pain. The pistons measured up as standard size.

Rod Steele's former engine was dragged over from barn 1 to barn 2 and disassembled. It too had standard pistons in good shape. At this point it was mentioned that when in Virginia the clutch was replaced due to slippage, but not the pressure plate as the plate did not arrive in time before Oxford had to go to Maine. I was asked to replace the pressure plate. Which meant that the engine had to come out anyway. The decision was made to return the engine to stock parts and let the owner decide what he wanted to do when Oxford



was back in England with the old parts.

What we needed was piston rings, the rear main seal halves and front main seal. The front main is easy and was used from the 1.6L to the V8. The piston rings used to be made by Hastings here in the US, but were discontinued a couple of years ago. No one seemed to have them. Two sets were found on eBay in Australia and purchased. After two weeks of waiting, another was put into John Craddocks for a set.

The rear main seal halves was procured from Rovers North (same as for the 2.6L engine). Craddocks was in COVID-19 lockdown and shipping nothing. Two more weeks went by before Craddocks started shipping. As it turned out the parts from Oz took 5 or 6 weeks to arrive. The Craddocks parts arrived at the same time.

While I was waiting I had pulled Oxford's engine and cleaned up the parts. One word on this exercise. One may think that when using a pit or lift one can pull all of the gearbox nuts and not have to pull the floor boards. One can not. There is one nut that you can't get to without pulling the floor.

Unlike the Series II, IIA and III which have two floorboards and the tranny hump as three pieces, in the Series I 86", 88", 107" & 109" it is one piece. It is very, very unwieldy to get out. One has to flex it this way and that to get it out. Once out the floor part covering the floor comes off and you get that last bolt. Once out the engine was disassembled and cleaned. (*Photos below*) The crank and bearings were in good shape.

When the parts were finally in hand assembly could begin. *Dave Short* came up from Virginia to lend a hand. (*Photo next page, top right*) He took



care of swapping the exhaust parts.

Assembling and installing the engine turned out to be a weekend project. I started Friday night. But Sunday afternoon Oxford was fired up and drove out of the barn under her own power. She drove around the field a few times and was photo-graphed. Dave loaded Oxford on his trailer before dark. (Photo below)

Monday morning he left at 0800 in his LR3 with Oxford on the trailer for the hour drive up to Mahwah, NJ to the *Jaguar Land-Rover North America HQ* to show her off. He then headed for Virginia.

What started as a quick head gasket job turned out to be a 90 day ordeal. But Oxford got back on the road. Dave put 140 miles on Oxford driving around Virginia the following weekend. Then Oxford was handed to the *Fort Pitt Land Rover Group* for an event. FPLRG handed Oxford off to the *Minnesota Land Rover Club* which took her west. The MN club did the 500 mile retorque of the head bolts.



From there she has gone west. As I write this at the end of August, Oxford has arrived in Oregon after a few more stops and is at the shop of *Ike Goss* and his *Pangolin 4x4* for more maintenance and repairs. So far the engine is doing well!



My Land Rovers and me , Part III - Post-restoration times

by Jean-Jacques Hechler



Having spent about five years restoring Sandy (OVLN NL , Volume XXVIX , Number 2 , 2012) and about four years for Froggie (OVLN NL , Vol XXXVII Issues 2-5, 2020), it might be interesting to let you know what I have done with them. Before starting these restorations, I never drove a Landie, having only been a passenger in a SII in Tanzania in 1974, I have never doubted that these creatures were backbreaking beasts. But, after the first kilometre in Sandy, I was quite surprised that driving her in Deluxe seats was rather pleasant ! So, for the last 9 years, they have been nice second every day cars and workhorses for me. Except for the unavoidable oil leaks on the o-rings of the shifting rods on the gearbox, and a broken rear differential when a rear spinning wheel failed back on earth the hard way, I did not experience noteworthy problems Happy me.

Living in the upper Laurentian's in Québec almost like hermits with my wife Louise on a remote 400-acres hilly forest, with a nice lake, 10 km of small forest roads, beaver dams and mud holes, I do not have to go very far for some excitement. I must say that, having spent more than 2,000 hours restoring each one, I am not too keen to give them a mud bath or a dive into the lake over the beaver dams, a favourite pastime of my fellow OVLN members! So here are some photos of my Landies in less wild action .





Out of the six basket cases Landies I managed to acquire, only one was licensed. It was a Hard top SII A which for some unknown reason was licensed as a 1954 car, which obviously it was not. So, there was no special restriction not to rebuilt it as a Station Wagon by giving her many good parts from the five others ! Since I also had a '59 pick-up, I also restored the truck cab and drove her as a pick-up for a while. I was also tempting to undress her and go fully topless. Nice option for the summer days.



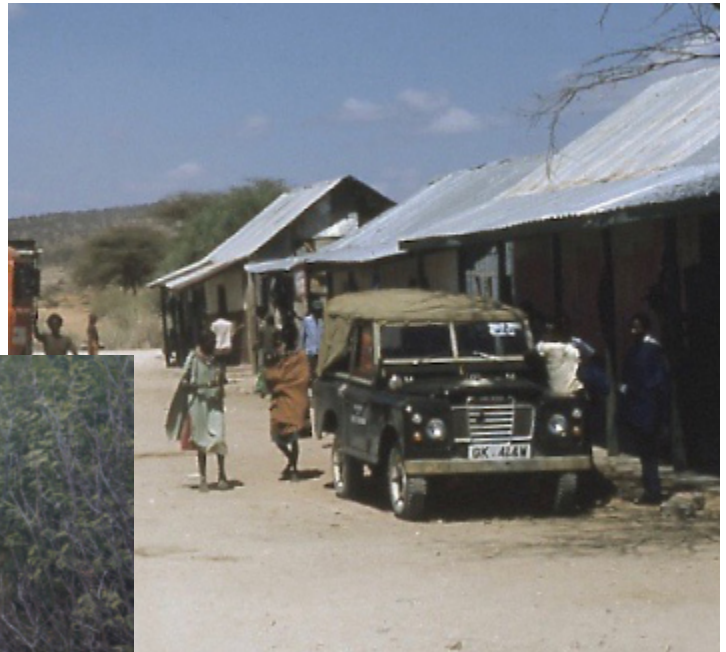
During wintertime, it is of course a Station Wagon to make the 7 km trip to the mail box and having the Kodiak heater trying to get some heat into it! In summer, there are numerous vintage car gatherings in the area, so Sandy attracts always some attention. It is remarkable how many people here in the country recall having had one in the past or knowing someone who owned one and ... asking for a ride in it. Occasionally, at home I use her to show the property to the family or friends from far away. On one occasion, I took her to an off-road meeting organized by OVL R members in Québec. They advised me not to take such a nice Landie on the trails I happily obliged .



BUILT BY
LAND-ROVER
IMPROVED BY ME



I use her, of course, anytime when possible, as a workhorse. She can be seen as a tow vehicle for my 1996 TJ Jeep which died, almost as rusted as I found Sandy, after 20 years and 245,000 kms of good service. Courtesy to its origin!! But it is Froggie, finished in March this year, who is now my favourite workhorse. She takes me to my trapping grounds to retrieve occasionally a beaver. Without it, Froggie and myself, would be wading deep in water on inundated trails and forest trying to reach home.



On one occasion, not having checked the tightness of the lugnuts, I almost lost the front left wheel ... On the pic, one can see that this wheel is not really vertical! This autumn, she takes me also to my favourite hunting grounds to locate some white tailed deers or some partridges. But the most important work was to get out the needed wood to heat my house for next year. Her winch was used quite often. She took out about 30 cords of hard wood flawlessly without ever complaining once, certainly happy to be active in her new life!



You might be interested in its fake license plate: GK.414W. This was a Kenyan Landie we met in 1974 , see pic! (Upper right) GK is for Government of Kenya and the W is for the Wildlife Department. Not being a real factory car, I thought it would be nice to give her something of a real working car of the past, not mentioning the splendid memories it brings back to me.



Winter approaching I am looking for some work. Having just finished a 1964 engine, I found out that amongst the remaining parts of my 6 Landies I still had, again, good enough parts for rebuilding a third Landie! Not much free time ahead for the next 4 years for me! So, read me

again in an OVLR Newsletter issue of 2024 for Part IV of «My Land Rovers and me» to celebrate the birth of my third Landie and my 50 years involvement with this legendary vehicle!

Rovers & Parts for Sale



For Sale - 1973 Series III 88, Fredericton, NB, \$5,900

Includes –

- Almost new Firestone tires and rims
- Rocky Mountain Parabolic suspension, including springs (two leaf front, three leaf rear), shock absorbers (approximately \$1200 USD)
- New fuel tank (approximately \$200 USD)
- New thermostat (not installed)
- New front wiring harness (not installed)(\$379 USD)
- Spare rims
- Spare brake drums

Runs well, drives, steers, stops. Frame has rust issues as does the bulkhead.

Kijiji advert no - 1528252350



For Sale - 1970 Land Rover Series IIA 88, Courtice, Ontario (near Oshawa), \$4,500

LHD Land Rover Series IIA 88 ready for restoration or parts. Petrol engine, Kodiak heater, box & hardtop in good condition. Will need new chassis, bulkhead & doors. Rare Late IIA presents a blank slate for a total

ground up restoration. All parts required to bring this iconic truck back to life are readily available. Not interested in trades or lowball offers. Please send your contact info for reply. Cheers.
Kijiji advert no 1528119297



For Sale - 1958 SI 109 Pick-up, Woodstock, Vermont, \$25,000

1958 Land Rover ex Shrine Circus truck . Nice runner driver ,later engine and gearbox. West coast rig. 38 k on clock . \$25 k obo . Woodstock Vermont. Contact Glen Parent via Facebook.

For Sale - 1970 Land Rover Series IIA 88, Courtice, Ontario (near Oshawa), \$7,900

1970 Land Rover Series IIA 88" Hardtop. Excellent candidate for ground up restoration. Includes Rust free OEM bulkhead that has been hot dip galvanized.

Will require a new chassis. Vehicle is complete and has the rare optional Kodiak heater. All parts readily available. Also have pickup cab available for additional \$ if you want to go that route. Brake booster & pedal assembly not included (*Ed note - Yes, there is an element of deja vu here, but now there is a photo of a galvanised bulkhead that goes with this*) Kijiji advert no 1529415828.





For Sale - Series IIA & III Wings, Pickering, Ont.

Does anyone in OVLRL need wings. Series 2,2a 3 sets and singles in various conditions. Nice patina for a an original. \$500 for a set or obo based on condition. Drop me a line or pm me. Items located in Pickering Ontario.

- 3 sets a of series 2a, 3 wings \$500 per set
- 1 set of series 2 wings
- A few singles starting at \$250 per. OBO
- 2 engine blocks 300 for both. 2.25l gas
- 1 complete series 3 engine and transmission \$500.



seen. Call or text 905-3seven9-4668. Absolutely no emails. They will be ignored. Call the number. Thank you. Hamilton region - Kijiji advert no 1529569677



For Sale - Lightweight, Concord, Ont, \$40,000

Professional Frame off Restoration, Rebuilt Original Diesel Engine, Front Disk Brakes, New Wiring, Over \$50K into Restoration, Asking \$40K or

Best Reasonable Offer, No Tire Kickers, many Spare parts. Markham-York region, Toronto GTA. Kijiji advert no 1530145561.



For Sale - 1958 Series One 109 Pick-up, Woodstock, Vermont, \$22,500

Time for a new home . \$22,500 1958 west coast rig. Series 3 engine and gear box. Runs and drives nicely. Contact Glenn Parent via Facebook (editor's note - This is a Rootes, NADA Land-Rover, not a later import)

For Sale - 1971 late IIA 88, Binbrook, Ont, \$14,900 - later \$12,500

1971 Land Rover IIA. Good solid unit. Motor was fully rebuilt 3 years back. Was certified and on the road 2 years ago. Runs great. Newer interior. Shifts well. Parts are readily available for these units. Climbing in value. Asking \$14,900. Must be



For Sale - 1974 NADA Series III 88", Selkirk, Manitoba, \$20,000

1974 Series III with fairway overdrive; 12,000 lb winch; roof rack designed for camping on, with ladder; side sun shade for camping. 6 tires, perhaps \$2,000 in spare parts, many new, new interior, rebuilt motor, came from California to Mississippi and has not been winter driven.

No rust on frame, good body, won best in show a few years ago and made local Winnipeg Free Press as unique vehicle, two hoods, gas heater, tach, Off road lights and work lamp on rear, locking hubs, tires almost no wear.

Also included are two aluminum sand ladders, wheel arches and the truck is wired for trailer towing. It also has cab controlled Kenlow electric fan as well as original fan for summer cooling. AM/FM radio with rear speakers and fire extinguisher. Crank and HD wheel brace to remove wheel nuts and original Land Rover jack and tachometer. A Winter rad cover. Many pictures available of complete vehicle, just write and they can be sent.

Just had a new oil pan gasket installed. Runs great. Almost perfect, but those are small cosmetic things for the most part. I will leave the 2 meter antenna and wiring for the radio in the vehicle.

In the summer it is a daily driver around town. I have its birth certificate from England and I have

many real workshop manuals and magazines that can go with it. Stored inside and is inside now in a heated garage. Super insulation for the Manitoba climate. Two jump seats and one long bench seat in rear.

\$20,000 offers accepted. Email David Place at Ve4PN@mts.net. or call (204) 482-7461 for more information

(Ed note - Since the 1990's, this truck has been written about in many articles that have graced these pages over the years)



For Sale - Koenig PTO Winch and transfer case drive, \$500

Asking \$ 500 obo

Contact: Cameron Duff : cmduff@ripnet.com

Location Merrickville, ON



For Sale - Series II 88, Ottawa, \$4,000

SII SWB pick-up. Doesn't currently run but not stuck. Engine turns. Frame is rusty but all there. Comes with plough and a pile of spare parts that were obtained over the years to support the truck. Extra wings, hoop set for a canvas top in the Summer Contact Clarence at (819) 744-6344



For Sale - 1974 Dormobile, Hudson, Quebec, \$7,500

Model très rare recherché Camper series 3 1974 moteur 4 cylindres a essences ou diesel transition manual 4 vitesses 4x4 treuille avant le toi s'ouvrent en position éventail peut dormire 3 personnes frigo avec cuisinière propane la mécanique fonctionnel besoin de tu n up nouveaux mètre cylindre de brake et clutch réparation au plancher avant et cadre de porte réservoir essences contaminée par la veille essence un beau projet hiver le véhicule à besoin d'une inspection mecanic et je n'ai pas de papiers je l'ai acheté de du concessionnaire land rover pour plus de questions me contacté personne sérieux seulement je peut vous avoir les pièces pour la restauration. Contact Aleph Quantum on Facebook



For sale - Genuine LRNA welcome mat,

Genuine Land Rover North America rubber welcome mat. about 3x5 feet. From Land Rover headquarters near here in Lanham, Maryland, before they moved up to New Jersey circa 1996 In

perfect condition , never used just rolled up for 25 years. Contemporary with the last of the range rover classics , the first of the Discos and the P38 Range Rover. Contact Quintin Aspin at Qrover80@pipeline.com



For Sale - 1964 88", Naniamo, BC, \$10,000

Selling this sweet little 1964 Land Rover. Runs and drives great. BC registered. This thing has heaps of character... gets lot's of love on the road. Located in Kelowna. \$10,000 OBO. Contact Richard Wolter on Facebook

For sale - 86 inch chassis, Oshawa, \$800

Used series one chassis needs a bunch of work. Solid suspension mounts and frame rails. Needs cross member front horn and out rigger repair. Kijiji advert no. 1532692827



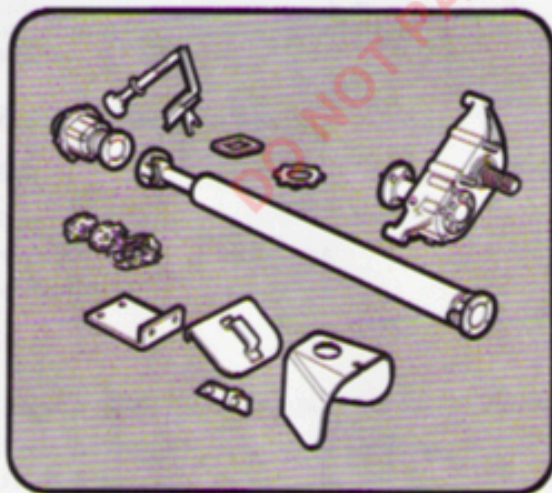
For Sale - Abandoned Project, Lockport NY, \$400

Abandoned project. I have the remains of an 89 Range Rover V8 auto that I started to make into a swb hybrid, I shortened the frame to 94" But then started another project, it has been sitting under tarps in my yard for about 8 years, the motor still turns. I have the title for the RR

Situated near Buffalo, NY \$400 for what you see in the pictures. Would consider breaking if someone wants just the motor and tranny. Contact Bill Leacock via Facebook



Rear Power Take-Off Unit



Part Numbers

88"	GLR 107 Illustrated
109" 2.25 litre	GLR 108
109" 2.6 litre	GLR 109
Discount Code RL	

Product Features

- Range of three take-off units to cover all Land-Rovers.
- Mounted on rear cross member, driven by propeller shaft from centre P.T.O. (part of kit).
- Suitable for drive by 'V' belt to machines mounted on rear of vehicle, with propeller shaft attached to splined output shaft for trailer mounted equipment and remote stationary equipment.
- Can be used with vehicle stationary, or in any forward gear (it is recommended that for continuous running only 4th gear be used). May also be used in reverse gear but not for continuous running.
- Simple maintenance requirements.
- Fiat Belt Drive Unit—part number RTC 8010—is also available for driving remote stationary machinery.
- Rear Towing Plate RTC 7033 is required for fitment of all three P.T.O. units.

Land-Rover Range Rover
Approved Special Equipment

