

OTTAWA
VALLEY
LAND
ROVERS



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“... I’m 80% done. I’ve got the new engine in the vehicle and on the mounts. Which means that I have 80% of the work to go.” Russ Wilson describing his engine swap in Gambrinus”

Greetings,

Another month of work from home passes, 191 days of it per the date on the newsletter cover, and yes, I hear the snickers from some of the older chaps in the Club who whisper about the joys of retirement. My thoughts run more in line with the sweatshirt in the lower right of this page.

On the organised events front, this has been a pretty abbreviated year. The Government shut down everything mid-March, which effectively kiboshed the Maple Syrup Rally, the Birthday Party and a host of other planned events. However, there have been some smaller green laning events that have served to exercise some of the vehicles in the club. But effectively, Government advisories have impacted every Rover club across the continent.

For the club announcements, obviously there is no Christmas Party this month. However, there is some background work happening to ensure that some of the awards to recognise some gifted individuals, with the balance of the other awards resting for a year.

The Annual General Meeting is scheduled for the end of January. COVID-19 will have some say in the scheduling, and like with border closures, will be moved on a month to month basis until it can be held. And, finally, nominations for various positions are open. This would be a great opportunity to get more involved!

As for a little further in the future, preparations for WinterRomp continue, albeit with restrictions and changes. As with last month, there is further information to be considered if you are planning on attending (assuming for Canadians the border is even open, which at this point might not be likely)

Per the contents of this particular newsletter, happily we did have one small event. Terry King writes about a daytime trip to Marlborough Forest south of Ottawa.

Non-OVLR news asks about another vanished club newsletter, this time Prairie Rovers, were two copies exist. As well, the updates on the WinterRomp, and event that has seen a lot of OVLR participation over the years. The lands which host the event are evolving into a trust, so it should be interesting. More news on that as it occurs in the future.

Under General Servicing, Peter Baker writes on

the joys of P38 ownership and a former P38 owner writes a simple solution to rusting licence plate lamps. From last month’s article by Jane Barrett on Yukon Gold, a follow-up article discovering some of the history of the truck. The power of research and the Internet.

While the next instalment on postage stamps got cut and moved to January, this month’s Toys talks about Anguplas, a Spanish producer of wee Land-Rover toys in the early sixties, complemented with an article on a problem with all plastics. Ben Smith writes on the rather unique 101 powered trailers for the 101 Forward Control. There are not many of them, some have gotten lost, but it did make a 6x6. I note, regulars at the Birthday Party would recall a 101FC, with its powered trailer there many years ago.

After a bit of a hiatus, and in anticipation to a continuation of the series, Tales from RoverNight returns with a summary of the past year, before the newsletter concluded with Dora the Series III at work and David Place on a source of some inexpensive sand ladders.

Enough for this month, have a merry Christmas.



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General Information

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

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

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

Membership is 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>

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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.

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Cover Photo: *A holiday scene from north-east of Montreal (JJ Hechler). Page 2: The Little Blue Truck (LBT) at RoverNight, the Christmas Edition (D Kenner)*

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

The Prairie Rover

Summer '93

The Land Rover Owners Association of Manitoba

Hello again. Yes I am still alive and have not fallen off the face of the earth. I apologise for not getting this rag out sooner but little things, such as my job, have kept me from having much in the way of free time. Cirk and I managed to get out for a short trip around the Stoud-Belair forest one weekend but that has pretty well been the extent of it.

know!

Scott.

Well, here it is. Two years of promising Scott some correspondence and I've finally gotten around to it.

In terms of news I really do not have a lot to tell you. If you have not already heard the US won the overall best team for the Camel Trophy. But that's about all. I have not heard a peep from L.R. Canada in ages.



so I would have to assume nothing has happened in the world of Land Rovers in 4 months? Alan? Still no word on any new imports either.

Lots has happened in the short time we've had this rag tag group of Landie owners together.

The next club meeting will be held near the end of August or early September. It will hopefully coincide with our fall trip schedule. I've enclosed a number of photos this issue—mainly to fill space—of past trips and other goodies. Cirk sent a few out way as well.

I guess I should start out with some mention of last summer's Trans Canada-Alaska tour. I was fortunate enough to be involved in some part of it for this leg of the journey, and to tag along as far as Sundrie, Alberta with the group. It was an experience that I shall never forget. It was rather unfortunate that our weather didn't co-operate during the event (Does it ever?). However, I had myself a great time and felt all involved did to.

What have the rest of you been up to? Let me



Last month was about trying to find missing newsletters from ALROC. This month it is asking for any copies of *Prairie Rovers*, the newsletter of the Land Rover Owners Association of Manitoba.

I understand LROAM was another ALROC chapter. *Prairie Rovers*, as the club became later known, lasted into at least the late 1990's. However, this request is easy.

I have two issues - March 1993, and Summer 1993.

There were many more issues of this newsletter produced. Would anyone still have copies of any 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 copies 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 that may be of interest in the future, for posterity if nothing else. They reflect a pre-Internet world, where your Rover news came via the post office, and not electronically to a smart phone ala Dick Tracy.

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 no major 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. He's the man, 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 an email to: dkenner@gmail.com. The elections take place at the Annual General Meeting.

Annual General Meeting 2021

January 27th

The Federal incorporation of OVLV [1] requires the Club hold an annual general meeting (AGM),

Why: The need to hold the AGM is driven by the bylaws and the requirement to report financials to the members and elect a new executive. The AGM will also feature officer reports, set the tone for the year, and conduct any other business, such as bylaws amendments, needed by the membership. Minutes and financials are submitted to Industry Canada.

When: Wednesday, January 27th (traditionally in January/February on the coldest and darkest night of the year)

Where: To be determined. If the Pandemic is in a lull, it will be held at the Prescott, on Preston Street, starting at 7PM. If the Pandemic makes this impossible, it will be held via a MS Teams meeting. Details to follow


An Advance Agenda for the Annual General Meeting:

January has been deemed by the Burmabright Gods to include the darkest and coldest evening of the year. A tentative agenda for that evening is as follows:


1. President's Report (including status of the new Federal incorporations Act, Health of the club, other assorted highlights of the year)
2. Events Co-ordinator's Report (summary of the year's events, proposals for next year)
3. Off-road Co-ordinator's Report (summary of offroading events, successes such as Opeongo et al)
4. Editor's Report (summary of the past year's newsletter and challenges for the coming year)
5. Archivist's Report (status of the club archives, inclusive of the process to put past issues of club newsletter on-line for reference)
6. Secretary-Treasurer's Report (summary of the club's finances)
7. Auditor's Report (How well the Secretary Treasurer has done this past year)
8. Elections (President, Events, Off-road co-ordinators, & Member-at-large) and Appointments (ratifications for the long list of various non-elected positions: Secretary-Treasurer, Newsletter Editor, Website, Equipment, Archivist, Marshal Emeritus, Returning Officer, Merchandising, Auditor)
9. Notice of Motion - By-law changes (if any)
10. List of proposed 2021 Events

Notes:

1. <https://tinyurl.com/y42vetw8>


 A note from *Steve Owen* in Oshkosh - "Not saying it going to get cold in Wisconsin, but these guys showed up tonight, at least they brought beer..."




 Steve then added - After Sunday's jaunt around and about in some very unseasonable warm weather, the forecast is getting more Wisconsin Winter like. So I decided to look back on the summer's motoring in TCM. Due some restrictions only 2 major road trips, of over 100 miles each. This was after all a shake down year. After being stored for 34 years and recommissioned over 3 years. Total miles traveled (via GPS tracking) 1168 65.5 US gallon of petrol used, equals 18mpg US / 22 mpg Imperial or 13L/100km Not to bad for a 67 year old 4cyl 2L engine. it does burn oil, but not too excessive.. Top speed recorded on the GPS 47.2MPH TCM is happy motoring along at 40 mph. A few minor snags along the way. Blown Rocker cover seal on my Lake Winnebago trip. Dynamo quitting on me. Leak on front axle swivels. Otherwise ran well. Highlights, getting to go to a few car shows and talking about the Rover and its story.. I may get a few more trips in yet. If we get a heavy snow and I can hit the roads before the salt trucks I may take a winter drive.





 From *David Place* - For those who like to advertise their marque, I would suggest a decal overlay. With the popularity of advertising on commercial vehicles these decals have come down in price. I believe I paid about \$150 for the two sided installed. The nice thing is they require nothing more than removing dirt and wax from the underlying surface and they can be removed without damage to the panel if they become dirty or outdated. Mine have been on about 3 years and look as fresh as when they were applied.

 The November Social via MS Teams: The core group was in attendance, Dave Pell, Terry King, Greg Fitzgerald, and electronic Social Host Ryan Carman. Discussion topics included: Oxford in the ocean; A FB groups discussion - *Like Photoshop, but with welding*. Some imaginative vehicles and death



LAND ROVER MONTHLY In partnership with **Heritage**

Classics

Vehicles, people and stories...

Contents

- p56 Solihull stretch
- p64 SpeedWeek
- p72 Patience is a virtue

56 The story behind Solihull's mayoral limo

72 A 25-year wait, but it sure reaped its reward

CUV DATA FILE

Ottawa Valley Land Rover Club puts thanks to Covid-19

Want to read more about Classics? Visit our brand-new website: landrovermonthly.co.uk


(Above) OVLRC rated a mention in the latest Land Rover Monthly magazine, as did Steve Owen

traps; Discussion on the differences between Disco1 & D2 rear ends; Covid stats and the lack of socialising opportunities and events. Ryan's mother called, and Ryan didn't drop the volume fast enough to not have several messages relayed about his poor diet &c.





Mike McDermott & Jerry Dowell, last month, exploring trails on Ernie's land near Maberly.



 A note from *Fred Dushin* - Hauling out a cord or two from one of George's wood lots over the past few weekends with Mad Vlad. Filling Ollie up. This oak has been down for almost 3 years, but still has plenty of good wood left! Those Fiskar's splitting mauls are pretty amazing.



 Fergie (*Dave Pell's 109*) has acquired a 3/4 canvas hood. Unfortunately it did not come with any ropes. So a learning exercise shall follow!

 *Francois Juneau* has added another Sicard to his collection of Sicards. (*Photo below*) He stopped by *JL Morin's* this week on his way north with his latest 4wd collectible, which is a might bigger than his Unimog: A Sicard Snowblower unit. The blower head is 11 ft wide, drive engine is a Detroit diesel 8V92, and the blower engine is a Detroit 16V71 twin turbo. Horsepower? All of it. *George Bull* may be jealous...

BROTHERS CLASSIC ROVERS

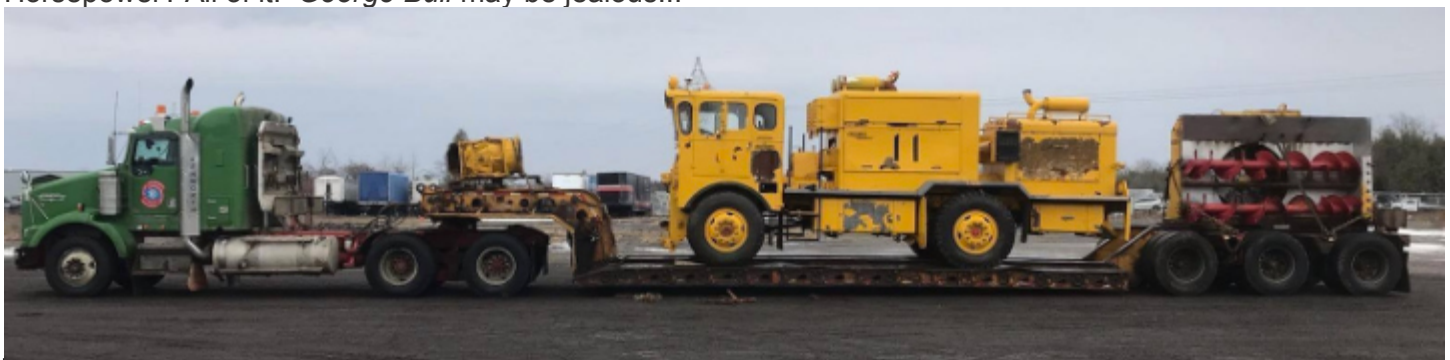
What's your next adventure?



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Patrick Lariviere flexing his Defender 90 to show the axle articulation possible..



Fall trip to Marlborough Forest

Text: Terry King, Photos: K.Newell



On a stunningly warm day in November (23C/73F) three of us put down our computers and picked up our GPS and maps and headed out to seek an open gate for Marlborough Forest. Dave took the reins and googled an open gate on Kettles Rd, as according to the web, the gates on Roger Stevens were closed.

We had planned to meet at the Cheshire Cat, and we did, but not before detouring around the latest Circle of Death before going in at Huntmar. In any case, and after a few squabbles between the GPS and my dead reckoning, we emerged on Kettles, south of Richmond.

We took the first entrance that we could find and followed the trail for a kilometre or so until Dave headed down what appeared to be an ATV track. It was a little wet but pretty firm, although it got too narrow after a few minutes so we did a turnabout and went back to the trail.

Marlborough alternates between forest, as you can see out my window in the photo above, and swamp as shown in the photo below where Dave is wading in

Ferguson. While the water gets bumper deep, we didn't find anything too soft underneath.

We circled around the trails, south, then east, then north for an hour and found a dry spot outside the gate at Klondike West for lunch (*Above right*).


After a quick vote we headed back into the forest to try to find another way out. I knew there were 2 or 3 gateways on Roger Stevens, but we thought they might be closed. So we headed for what we thought would exit on Dwyer Hill, but the main trail headed south according to the sun, and the one trail west looked a little iffy, as in perhaps it petered out in a swamp. So stuck to the trail and sure enough came to one of the gates on Roger Stevens, which was OPEN !


At that point we deadheaded back to Fallowfield and Eagleson, then on to Kevin's to recap the day in the sunshine. You see the splotches on Jager and Ferguson in (*lower right*), while CTX reposed in the sunshine. It was an incredible day that late in the season to be sure. Cheers.




Some Non-OVLR News & Rumours

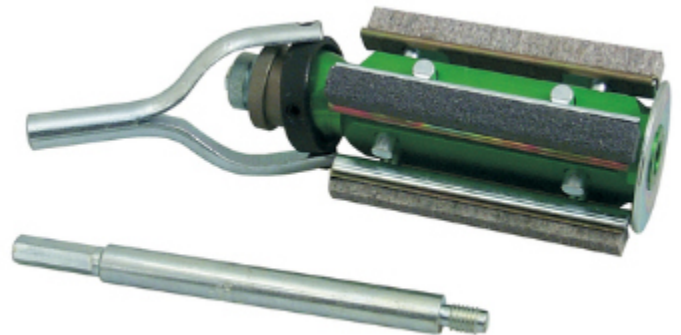


 Looking in the inbox, I found another languishing email from *Larry Simpson* in Kansas. This one is rather interesting, as he has disassembled the tap that is found on the side of the block, or bottom of the radiator (Series III folks, you get a bolt most of the time). If you have ever wondered what they look like apart... But, the accompanying text - "I FINALLY got the radiator tap apart. Not sure how well it will go back together. You can see the remains of the original carrot spring leaned up against the new one. The new one is the same dimensions except for the length - not sure if it will work. I know it needs to be really tight though. The original brass washer for the spring broke in half, I can replace that rather easily. Supposedly I can heat up the crush washer till it's cherry red, dunk it in water, and Bob's your uncle... I might have a new one sitting around here somewhere though." (See page 27 for more varieties)

 Something to bear in mind. Plastic isn't forever. This is a photo of a reservoir on the brake booster on a friend's spare parts Series III. The plasticisers in this particular casting left a long time ago making the rest brittle and subject to anything. This is what has happened while it sat, protected from the direct elements, under a closed bonnet. Happily, spares are available, but it does make that metal can on the Series Ones through IIA's seem a little more reliable. Remember this photo when we get into some of the plastic Land-Rover toys. A visit to Air and Space on the Mall in Washington DC also has examples of this with unique models..

 Schuco. Not available in Canada or the USA

 An interesting note from JL Morin - I mentioned that I needed to change a cylinder liner in my diesel that is swapped into the Land-Cruiser. The liners are semi-finished, so once you drop them in, you have to hone them the last few thou to make sure they are round.






This requires a good cylinder hone, not the 3 stone spring type but an adjustable hone like is used for final honing after boring. I've been trying to get a used one but they are rare as hens teeth. I

found that Lisle makes a new one, copy of the Sunnen style hone, for reasonable money:

<https://www.lislecorp.com/specialty-tools/engine-cylinder-hone>

List is steep but I got one for 150 bucks through rockauto.com (just punch in the part number). This is a micrometer adjustable hone that will make bores round, might be a good thing to have if you're working on old stuff and putting rings in, you can fix a lot of stuff with a hone like that, you can even oversize cylinder bores (it takes a while).



 At this year's delayed and mostly-virtual Goodwood Festival of Speed, the fiftieth anniversary of Range Rover was celebrated with a parade of significant vehicles, and a display of them in the shape of the number fifty.

The celebration was only open to drivers, unfortunately, due to the worsening pandemic in England. However, it was streamed on the Goodwood website. There were models featured from across the history of Range Rover, and across all four modern variants (full size, Sport, Velar, and Evoque).

The parade was led by a driveable pre-production Range Rover Classic chassis, which showed off the then-groundbreaking all-coil suspension design, and a 2021 Range Rover Fifty, a special edition to commemorate the anniversary.


The featured vehicles showed the breadth of the Range Rover line over time. First, there were the varieties of Range Rover Classics, including fire trucks, ambulances, convertibles, and police cars. Historic vehicles, like the Beaver Bullet that set the diesel

endurance record and a truck from the Darien Gap expedition in 1971-72 showed the achievements that Range Rover has made since the early days. The P38 generation was represented with everything from early prototypes to ultra-luxury special editions like the Linley and Holland and Holland, as well as a stretch limo and a mobile office. Third-generation L322 models included Bond cars and G4 Challenge veterans. The modern Range Rover was represented by several L405 generation vehicles, as well as the Evoque, Sport, and Velar lines.

The culmination of the event was a moving number fifty, with all of the vehicles and drivers choreographed over the course of several hours to form the letters, entering in a straight line and maneuvering two-by-two to make the number from above. While the five stayed static, the zero was a moving circle of Range Rovers.


It's unfortunate that the pandemic made it impossible to celebrate this anniversary more widely, but Goodwood is an annual celebration of British motoring, and they do always focus heavily on Land Rover's special moments. Put the summer of 2023 in your datebook now for the 75th anniversary of Land Rover as a whole, where hopefully there will be a grand celebration for all to enjoy

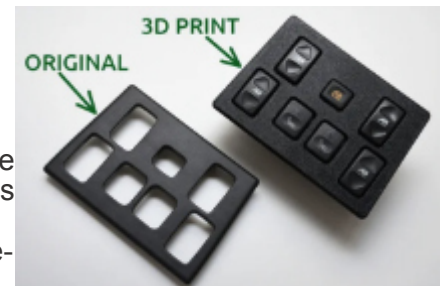
(Ed note - Submitted & written by Greg Fitzgerald)

 From the Anti-FAQ:

Q: What is meant by Fred Flintstone floors in a Series truck?

A: Only available on some models after 1969 and discontinued for all 2016 year models. Models with removable floor feature also came with removable seat box and removable front wing feature. The removable floor and seat box features allow easy owner access to clutch linkage, slave cylinder, gearbox, mechanical brake, and front fuel tank(s). The removable front wing feature allowed easy access to the engine, exhaust manifold & pipe, and steering components. These features were discontinued when marketing decided there was more money to be made by dealers by making it more difficult for vehicles to be owner maintained.

 A tangent search for people with more modern Land Rovers and all of their plastic. While doing some searches up came thingiverse and found that someone had modelled the Discovery 2 window/heated seat switch plate that you can download and print after your tabs break.



<https://www.thingiverse.com/thing:4155561>




 The 91st episode of CentreSteer podcast was uploaded October 31st. October's guest is Matt McClunes from the Montana Land Rover Club. A second guest, David Short from the Virginia club joined the host to discuss Oxford's progress across America and the plans for getting Oxfords

feet wet in the Atlantic, to complete the coast to coast to coast drive. As usual, there is the plethora of Land-Rover corporate news and reports over the month.

The 92nd episode landed on November 30th. For November 2020, Land Rover announces creative team changes, model updates for 2021 and claims patent infringement of its Terrain Response System. Britain will stop selling gas & diesel engines ten years earlier. A Defender tug-of-war and the continuing trials of TFLCar's Defender.

David Short is back for the finale of Oxford In America.

Martin Port is also back to talk about his latest book, JUE 477 - The world's first production Land-Rover. JUE 477 is the first production Land Rover..

 **MOSS MOTORS TO ACQUIRE VICTORIA BRITISH** - After more than 30 years, Victoria British Ltd., a division of Long Motor Corporation, has decided to pass the baton to Moss Motors Ltd. (Moss Motors) to carry on the tradition of supplying car parts and accessories for British car owners around the world.



Land-Rovers in Zoos - Labelled a "Safari Jeep" in the African Plains section of the Boise Zoo, in Boise Idaho. A Series I 86 or 88".



Editor's note: Given the WinterRomp may be the next event, albeit with restrictions, this longtime non-OVLR event, yet traditionally well supported by OVLR members, some updates on what could be the largest Land Rover Rally on the East Coast of North America last year

 The WinterRomp, Millennium Green "2021's Extremely subject to change Winter Romp pandemic edition..."

This notice is so folks can start the planning process. There is no guarantee that the event will happen.

The 25th anniversary celebration has been moved moved to 2022.

There will be no group meals, gatherings etc... There will be no warming hut. WinterRomp Maps and Merchandise will be online only. (There will be a large group map at staging area)


You will need to fall back on your inner radical self reliance and more importantly have total awareness of the well being of everyone. Self gratification resulting in harm to those around you is unacceptable - period.

The Romp will split into consecutive weekends. The first weekend will be February 12 – 15. The second will be February 20 – 22. You are responsible for deciding what weekend and to gather folks to be with before hand.

Hotel rooms will be limited to around 30 per night. When Hotel reaches quota. That's it Move over to following weekend. If both weekends fill up, we will add a third. The room rate is the same as last year. Hotel's restaurant will serve out of three locations all weekend. Dining room, conference room and former Pete and Larry's. Inner courtyard will also be cleared and accessible for small group congregating .

Big G's will do call in / pick up orders. *Habitat 4 Humanity* will operate from a walk up concession stand. There will be 4 steel fire pits distanced around the site. There are no hotel cancellation fees. As in past, to book a room you must use local hotel phone number *plus* inform clerk you are part of the "Winter Romp Group"

This will update many many (sadly) times before years end. More details will appear once sorted.

 Update time... First, shout out to *Hayden Pearson* for the causeway donation. While on road



topic. Our Clinton, Me. Dickey Rd. neighbour (log cabin on west side of road) *Calvin Chapman* (also owns the bypass {ice hill}) Offered to contribute towards the next round of Dickey Rd. repairs... (Thank you Calvin!)

Finished the road sponsorship sign template... Will probably have those cut out this week. *Carlene Riston* has offered to help with the graphics.

H4H's concession stand, with lumber prices through the roof... was going to start cutting logs to mill out lumber for project... *Joe* from *H4H* got wind of that... and offered to cut logs from his woodlot and mill them for us. (Thank you *Joe*!) once dimensional lumber is cut, will frame the stand here in workshop. Goal is to have it finished and up there before the big snows set in.

D2... have started sorting that out... new brakes all around, muffler and other exhaust work, fluids changed, bunch of electrical gremlins sorted. Thanks to *Chip Perkins* parting out his vehicle ... all the windows and doors work properly, now has a matching spare + back door spare carrier and a solid instrument bezel . Still needs wonky front end sorted and left side foot well replaced before sending it out for safety inspection.

What is still pending work weekend wise? Wood cut this summer on sides of trails needs to be brought up to the ridge, cut to fire pit sizes and covered. Still bunch of trails in need of tweaking... That and always new trails to cut....



General Servicing: Repairs, Humour, Tales & Trivia

The Joys of P38 Ownership by Peter Baker

It was one of those moments where I hoped no one was watching. I had never been locked inside my own car. How stupid would that be? Attempts at pulling the lock latch up proved to be futile. I would pull it up, and it automatically slammed down. I tried to pull the door open at the same time as pulling up on the lock, but the lock slammed down faster than I could catch the handle. I sat for a few moments, thinking "How did I end up in this little pickle?", and wondering how this might look to the neighbours across the street. I could hear the comments being made as they looked through their windows, "What's he doing now? Odd fellow. Spends a lot of time fooling around in that Range Rover of his."

I owned the '99 Range Rover for about three months at this point; bought as a daily drive replacement for my younger, but higher mileage and troublesome 2004 Discovery. Even though it was five years older, the Range Rover had less than 190,000 Kms, (about 119,000 miles), which meant it had a few more years to give. And it looks good, runs well, and the ride is unmistakably air suspension. It was the air suspension that initially exposed some irritating issues.

On the night that the previous owner delivered the car to the shop, (which I really appreciated), it arrived sitting rather crooked, somewhat looking like a dog rubbing its' behind on the living room carpet. He apologized, but was prepared with an included dongle and software to clear the occasional air suspension fault code. Sounded good to me... Until the first re-occurrence of an air suspension fault, half-way home, when the lights started flashing on the dash, and the system decided that it might be safer to drop the entire suspension down to the bump stops, leaving me bouncing the rest of the way home in what certainly looked like a chopped down SUV. Although the warning on the dash states "Do Not Exceed 50Kph", I pushed it to 80, just to avoid any further attention from the sur-

rounding traffic; pride trumped safety for those last few miles.

The following morning I plugged in the dongle, ran the software, and cleared the code. This has become a ritual that re-occurs every two to three weeks, when something goes "Twang" somewhere in the many miles of wiring or computer controlled, (oxymoron), sensors, gidgets and gadgets. After replacing all air spring bags, rebuilding the air valve block twice, and still having problems, a standard spring conversion kit is on the shopping list.

There was also the "SRS" (Safety Restraint System), error that came up within the maiden "Show off the latest investment to my wife" voyage. Being on a major highway, I thought I would try the cruise control. Turned it on, set the speed, and the warning beeps blared out accompanied by a dash message about the other kind of air bags. Needless to say, my wife wasn't feeling the 'safety' and 'security' that one would expect from a Range Rover. My explaining that "I always carry a knife, just in case the air bags inexplicably explode!", didn't appear to reassure her.

Two weeks later, the error message on the dash disappeared as mysteriously as it had appeared; only to show up again a month later. I now live with the "SRS" bleep when the car is started.

So here I was, locked inside of the Range Rover. It started with an ice storm freezing up the door, and me hitting "unlock" on the key fob while yanking on the door handle. Repeating this a few times, I managed to get the door open just a crack, stuffed my keys in my pocket and gave it one final hard pull. I suspect there was a simultaneous "pocket lock", because there was a honk at the same time that the door swung open. Didn't matter to me, I was in! Popped the key in the ignition, and... nothing. Well, nothing but a "ding", "ding", "ding", and the oddest message on the dash - "Engine Disabled". Oh crap... that can't be good.



Visions of a tow to a Land Rover dealership, a service tech asking "How did you do that?", and a sales manager suggesting "You might want to consider a later model", flashed through my mind. I pulled out the key and grabbed the door handle, to find that nothing happened. "Ahhh, that's what's going on, I locked the doors." So I pulled the lock up, only to see it snap back down. Right, I need to use the fob, so I pushed "Unlock" on the fob. I stared at it in disbelief. I hit "Unlock", it pops up, and then snaps back down. I could do this a dozen times... okay, I did this a dozen times, same result. I tried every combination of Lock, Unlock, key in the ignition, hold the lock button, step on the brake, put the shift into drive, then back into park. Nothing... I was locked in. I was going to be found in the morning, frozen, one hand on the door handle, the other gripping the key fob, thumb pressing "Unlock".

After 20 minutes of attempting everything, (other than honking



and screaming for help), I noticed that the rear side door lock moved a little slower than the front door when snapping back down. So I crawled into the rear seats, (not an easy thing with a winter coat on), and ran through my routine of button pushing, handle grabbing and swearing. On the third swear, the rear door popped open - and I was free! 20 minutes later, the door locks worked perfectly normal, the "Engine Disabled" message was gone, and everything seemed "normal" again. I would swear it was messing with me! Later I learned that this was all a result

of its "Super-Lock" capability. Hmm... guess the engineers never considered that someone might be inside the car when it would "Super-Lock" itself up.

After a year of learning how to deal with quirky issues, embarrassing antics, and mysterious messages, I am now a Range Rover P38 daily driver that is looking forward to getting back into driving my Disco 2.

Simple Licence Plate Lamp Repair (anon)



My tail and license plate lights could have failed me but I fixed them up quickly and simply. And you can too without a trip to the dealership or a garage.

The above photo is the old licence plate lamp assembly. This was the better of the two as the other outer side was all rusted apart thanks to all the road salt used around here.

The photo to the upper right is the new assembly all ready to be placed back in the assembly that holds them.

Yeah yeah, so I stripped and twisted the wires. I

didn't have a connector or shrink tube or dielectric grease handy! However, I never really drive at night anyway as lumpy roads keep taking out my lights. But, ta-da LED replacement lamp assemblies. Only \$14 too!

The kit even included all the screws and the screw clippy things that I needed to get this done. And I didn't crack the plastic with screws. They have a raised reinforcement there! I think that I will need headlights next. Something else to research as there are so many poorly made ones on the market today.





A HOME IN WHITEHORSE. A much-travelled British Army land rover was turned over recently to the Yukon Historical Society, President Bill Thurber (left) posed with Bernard Kenny (right) in front of the vehicle which has carried the young draughtsman from London

England across five continents to the Yukon. Kenny wanted to give his land rover to some northern museum to be preserved, and he chose the MacBride Museum.
Erlam Photo

Eureka, I found it! By Jane Barrett

Not all legends begin with the words: “Once upon a time”, but this one can. Last month, my husband, Keith Barrett, wrote of the acquisition of one our 1951 Land-Rovers. He had found this one listed on landyreg.com.; location; Whitehorse, the capital (and only) city in Yukon Territory, northern Canada. She looked “interesting”. We contacted the owner, and a deal was made.

The next chapter was to transport her the 5,650 kilometers to our home in Plainfield, southern Ontario. When I looked her over I immediately named her “Yukon Gold”, because of where we found her (naturally), her lovely colour, and we do like that variety of potato!

The map on the passenger door and the signwriting on her body told the story of a remarkable ex-

pedition: “London-Istanbul-Cairo-Nairobi-Capetown-Rio-Lima-Panama-Mexico—D.F.-San Francisco-New York” and an arrow pointing to “Home”. This northern lady quickly jumped the queue and moved towards the front of our project list.

How did this Land-Rover end up in the Yukon? Keith spent long nights scouring the internet, searching for any trace of her history. One night I heard: “Eureka! It’s your Yukon Gold!!” An article in a Whitehorse newspaper told the story of Bernard Kenny, a young draughtsman from London, England; of his two and a half year journey through five continents; and of how he donated the sturdy ex British Army Land-Rover to Bill Thurber, president of the Yukon Historical Society. The piece was titled “End of Trail”.

End Of The Trail

The MacBride Museum at Whitehorse accepted an interesting new item for display recently... but there's a small amount of red tape attached.

Bernard Kenny, a young mechanical draughtsman from London England, turned over his sturdy British Army land rover to Bill Thurber, president of the Yukon Historical Society, after crossing five continents in the last two and a half years on his way to the Yukon.

Starting in October, 1963, Kenny crossed the English Channel and travelled through France, Italy, Austria, Yugoslavia, Bulgaria, Turkey, Syria and Lebanon. There he transferred the land rover to a ship and travelled from Port Said down the length of Africa to Johannesburg, where he worked for a time to earn enough money for the rest of the trip.

From Capetown he got passage to Tierra del Fuego, then drove up from the southern tip of South America, through Peru and shipped out to Panama. He reports there is a good road through Central America to Mexico and he made it to California where he found a job in the orange groves.

The young traveller landed in Calgary last fall and spent the winter working there. After visiting Alaska this summer, he expects to return to Calgary to work in the geography department of the University of Alberta.

Mr. Kenny had written to the Historical Society earlier this year asking if they were interested in having his Landrover when

it reached the end of the trail. They were.

Now there are some details to be checked out with Customs

Now there are some details to be checked out with Customs officials but the Museum officials are hoping there will be no great difficulties before the widely-travelled vehicle takes its place among the other outdoor exhibits at the MacBride Museum.



But this was not the end. With our sympathetic restoration, Yukon Gold is slowly coming back to life. The driver's door was missing, one of our other golden-yellow 80s reluctantly donated a door, and some other bits. Original parts are being rebuilt. The patina is being preserved. The gearbox will be "challenging". We have contacted the MacBride Museum in Whitehorse, in hopes that the original logbook, and the driver's door, still exist. And, we are trying to track down Bernard Kenny. He suggested that he was heading to the University of Alberta, to teach Geography: a well chosen subject for a world traveller. Is he still alive? Can he tell any more of Yukon Gold's story? The legend continues.



Land-Rover Toys, an ongoing series

Part XVI - Anguplas copy of 12B, mobile chapel, fire appliance & Shell refueler

Anguplas 1958 - 66

Anguplas was a Spanish company founded by Jordi Angusto in Barcelona. Anguplas existed from 1958 to 66, whereupon they went bankrupt, and their moulds were acquired by EKO, another modelling company in Barcelona. Many of the moulds are supposed to be still in use.

Anguplas offered a very large range of miniature cars as well as model kits and accessories for things like HO railway settings. Anguplas made a good selection of European and American cars. Anguplas has also made a series of 1:87 scale building kits for HO scale model railroads, to which their 1:87 scale models were to be part of the scenery.



To start, the Anguplas model of interest is a Series II 88 inch as it is the closest to 12B. Unlike 12B, the Anguplas has door tops, which 12B never had originally. There are marks on the bonnet, as some seem to have a spare tire mounted, while others do not.

Colours: Numerous colours were produced. I've noted two shades of blue, grey, green, red, and there are probably numerous other colours available that missed detection.

Casting: As noted before, plastics have their issues, and

Anguplas seem to have more issues than most. As seen in the two images below, on the blue casting the windscreen is warping, on the soft top, fit is an issue.



While some models were made in collaboration with Norev, partly even with the Norev name

cast on their baseplates, no 1:87 models have been identified. Only the characteristic body colours and wheel designs identify those as Anguplas.

The toy came in both soft top and open top. No. 26 is "folding top open" while no. 27 is "folding top closed".

There are versions with the spare tire on the bonnet, other mounted in the rear box (lower left).



Wheels could be white or black versions. There seems to be no rule associating a body colour with a wheel colour.

While this series of articles is predicated on the original Matchbox 12A, and by extension B & C, one does come across other related toys that are too good to not write up and share. Here is a quick list of the other Anguplas toys I found:

- No. 26 - Land-Rover "folding top open"
- No. 27 - Land-Rover "folding top closed"
- No. 55 - Land-Rover "Camirro" (mobile chapel)
- No. 73 - Land-Rover Bombaros (fire appliance)
- No. 113 - Land-Rover Shell (with two small trailers)

The first of these is this particular toy from Anguplas. Catalogued and offered as the Land Rover Version Camirro, it is a miniature representation of a 107 Station Wagon converted into a mobile chapel.

The "mobile chapel" was used in the Fifties and Sixties in Franco's Spain. It was built to provide mass everywhere in the countryside, where churches or chapels were missing, or had been destroyed during the Spanish Civil War. In Spanish, they were also known as Land-Rover "Evangelisers".

In addition, on the back of the roof there is a small bell that the priest used to summon people for mass from the nearby fields of the places where they drove. The vehicle would stop in a field, ring the bell for the parishioners to come, and with the



help of the parishioners, the priest would set up a large tent. The Land-Rover and tent has a capacity carry out the relevant religious service for upwards of two hundred and fifty people.

For those with a religious bent towards collecting Land-Rovers and would like one, bear in mind that there were only eight (8) built.

If you are interested in seeing a real one in action, the Spanish language television at RTVE.es has a short five minute film as part of a larger film on the folklore of the time. (See screen capture below) The segments, like the Pathe news reels, were made to be shown ahead of films in the cinema.

The model itself is no. 55 and is only available in grey. Like the very similar 107 Station Wagon, the plastic on many copies has shown issues with stability, and the bell and speakers go missing. While not rare, they don't come up that often on eBay. More often than not, they are boxed versions as in the photo on the lower left. Set up a search and eventually you will be rewarded with finding one if you so desire having your own mobile chapel.

The next toy of note is no. 73, the Bomberos, or Land-Rover fire appliance. To start, Anguplas also made a series of 87th scale building kits, although out of twenty kits announced there were eight that were never made. Kit P11 was a fire station. This toy was produced with that kit in 1961. No images exist of the kit at this time.

This toy looks to be a combination of a Series One fire engine with the Series I style pick-up top, a pair of hoses looped on the front bonnet, reel and





pump on the back. Typical of the Solihull produced fire appliance.

However, it has the later Series II waistline. In fact, given Anguplas has the mould for a Series II, why go to the effort to

make it completely accurate when your clientele would not know the difference?

Casting: Copies there do seem to have the same problems with the plastic used to make them. This toy only comes in red. The front grill and head lamps are painted silver as is the front licence plate. Hoses are a light greyish colour.



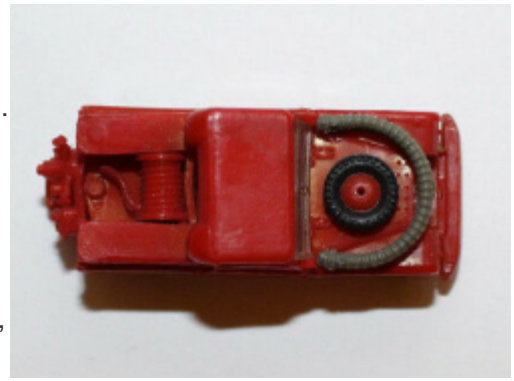
This model is not difficult to find on eBay. Boxed copies are also not that difficult to find. Like with the mobile chapel, a saved search and some patience will

fill a blank in your collection.

The last Land-Rover toy is a more complex one. To start, Anguplas planned for a 87th scale building kit with an airport theme. Unfortunately, it is one of



the eight kits (P16) that were never made. This and a scale DC3 would have been nice.



This Shell Land-Rover, with fuel bowser was produced after 1961 (The 1962 catalogue only includes toys up to no. 80), and was likely destined to be used with this kit. Is is catalogue no. 113.

The Land-Rover is clearly a yellow Series II done in Shell Oil corporate colours of red and yellow, much like the Shell Oil Land-Rovers used in the Prairies. The base and wheels are red, the headlamps painted silver, Shell stickers are on the body. The trailers are typical for the 1950's and come with silver hoses lopped around the front. Wheels and chassis are red and the body has Shell written on it and corporate logo.

Unfortunately, the plastic used by Anguplas means that many will have become misshapen over the years. (I'll spare too long a digression into plastic). Though, if you like their plastic copy of the 12A, or of their 107 station wagon, EKO has the moulds.



The image to the bottom right illustrates the issues with some of the plastics used by this company. The distortion over the past fifty to sixty years is impressive

Reference: Juan Mauri Cruz, is one of the most important collectors of Anuplas worldwide. He has written a comprehensive book (over 400 pages) about the company that is being sold in very few places for around 42 Euros.



Matchbox toys no. 12

Part XI - The problem with plastics, or plastic copies of the 12A & B

I had thought that the previous series was done and finished. But, alas, some people asked about some other copies of 12A that were made in plastic, rather than diecast zinc. So, we will endeavour to extend this series by another article or two as time permits.

Where to start? I should probably start with a discussion on the medium used and some of the shortfalls with it.

All plastics are not created equal. Plastics in all its various forms are living & breathing entities. Well, that may sound a bit over the top, but simply put, pliable plastics like acetates and polythenes never stop breathing. They are not as stable as harder Styrene plastics.

The bodies of toys made in Hong Kong, or Spain, or elsewhere, will all continue to react as they age. The total construction of many toys and games over decades of toy production, all your Scalextric, all your Airfix, &c, &c, so many otherwise mint toys are being spoiled by this reaction between soft and hard plastics.

This gets worse as softer plastics tend to want to shed oils or chemicals and in doing so, literally eat away any harder plastic they may be touching. Look at some of the larger models in Air & Space in DC next time you visit. It is a problem for them, and will be a problem for you. [1]

Plastics consist of a matrix of polymers (long chain molecules made up of a number of repeating smaller units - monomers - joined together). These polymers should be stable under normal storage conditions. However, plastics have something called a glass transition temperature. This marks the temperature above which they are flexible and below which they are brittle (like glass). The transition temperature of a plastic can be raised by adding plasticisers. These are short-chain molecules which can be thought of as providing

lubrication between the polymer molecules.

The problem is that these plasticisers are both mobile and volatile, meaning that they can leach out of or evaporate from the plastic. As a result, the transition temperature of the plastic rises (which is why old plastic, such as car interiors, becomes brittle).

Note the distortion in the images below. The Horsa glider (*bottom right*) has the wings distorting upwards and shedding. There is a wall in the World War 2 aircraft section of models for training to identify aircraft. Some are worse than this. The 107 station wagon (*bottom left*) shows a distorted roof line, the base is distorting the positioning of the wheels, and the front end is starting to twist. The beige version of this station wagon can be even worse.

And if you feel that there is a bit of deja-vu to some of this with the plastics in your car, you are not wrong there. There is a whole tangential discussion that can be had on plastic parts growing brittle in cars. Bakelite is much more your friend, though it has other challenges as it is a plastic too.

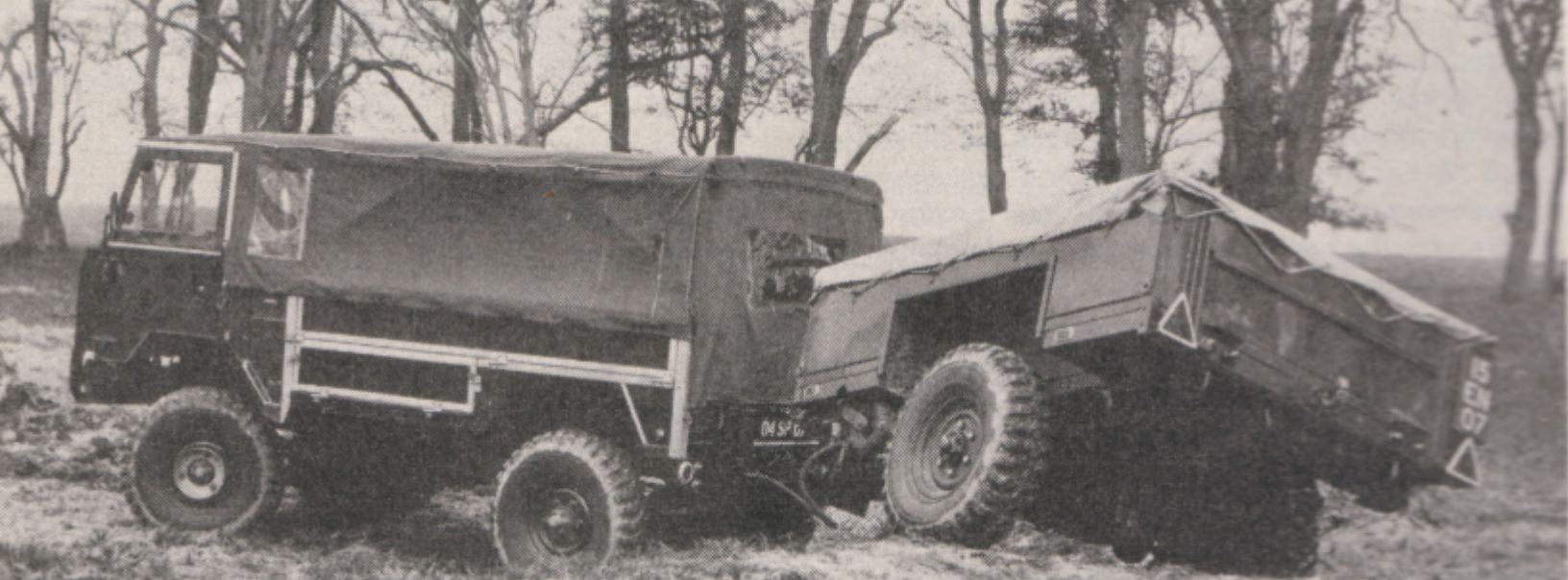
Plastic isn't forever, and while modern toys will have much longer lasting plastics, the industry was in its infancy in the 1950's and cost was important, which led to the cheapest plastics being used. And why not? The toys were for children, and what child doesn't break or lose his toys?

Don't answer that, I know a couple of exceptions.

1. For those with time on their hands, look for the [PDF from the Getty Conservation Institute, Conservation Perspectives, the GCI Newsletter, Conservation of Plastics, Spring 2014.](#)

Or https://plasticquarian.com/?page_id=14326
Another reference is [Caring for Plastics and Rubbers on Canada.ca](#)





Land Rover FAQ: 101 Forward Control, Power Trailer (Ben Smith)

The Ministry of Defence specification for the 101" Forward Control included a power driven trailer with a 1 tonne capacity off-road. The idea was to have the 101 carry the 6 man crew with kit, the trailer carry 1 tonne of 105mm shells (*approx 66 shells*) and then a 105mm Light Gun would be towed behind the trailer.

To meet this requirement, two types of powered trailers were built for the 101FC. Those by the Rubery-Owen company are the most commonly known. Scottorn made the second, though only one powered version was produced.

Both Rubery-Owen and Scottorn Bushmaster had cargo capacities of 1500 lbs. The Rubery-Owen trailer weighs 938 kg.

The Scottorn was known as the Bushmaster. Originally it was developed for a Series IIA 109. A trailer with the UK registration "EXO 384" was photographed being towed by a Luxembourg 101FC with VRN 3700 (*see photo bottom of page 24*). The Luxembourg Army trialed the trailer circa 1976, but decided not to make a purchase. Instead they bought 30 1-ton un-powered trailers. The Luxem-

bourg 101FC lost its trailer drive, but as of 2002 still had the air hose for the brakes.

The Rubery-Owen was tested extensively. According to one witness of testing in Libya, the powered trailer wasn't all that useful until they got into soft sand. Then it made the difference between getting stuck and getting through.

Another story from testing occurred during a military demonstration. According to a second hand source, the 101 and trailer was making a tight turn with the trailer drive engaged. The trailer drivetrain bound up and the 101 rolled onto its side. Righting the 101 was simply done by putting the 101 and trailer in reverse.

Sometime after this event the powered trailer was deleted from the 101 specification. Some say it was because of the roll over incident. However, an engineer at Rubery-Owen at the time said that the the decision was due to cost.

The Rubery-Owen powered trailer was used in the 1975 Joint Services Trans-Sahara expedition led by Tom Sheppard. This was the first self-sufficient crossing from west to east. The vehicles on the



expedition were four 101FCs with two powered trailers. The Ministry of Defence released two of the prototypes (#1 and #5) to Rubery-Owen to refurbish for the expedition.

In the Sahara crossing, the powered trailers had some issues. The drive was found to be noisy and it vibrated a lot. So much so that spring mounts broke. It was reported in a trailing wind the 101s with the trailers tended to overheat. All told the 101FC + trailer + cargo weighed about 11,200 pounds. Near the end, one trailer had all leaves but one break on one spring which resulted in the trailer being abandoned near Port Sudan on April 16th 1975. The trailer drive from this trailer was recovered and shipped back to the UK for study.

The trailer drive for the trailer was a PTO that attached to the rear PTO hole on the back of the transfer box. From there two propeller shafts connected at a strut bring the drive to a coupling that passed through the rear crossmember. (see below)



The trailer connects to the 101 via a male bit that fits into female receptor on the crossmember. The two are held together via a perimeter chain system. The trailer tongue is articulated to allow the trailer to pitch up and down, rotated left and right and twist clockwise and anti-clockwise in respect to the 101. This is called a "treble hooks joint nose coupling".

A Scottorn Bushmaster advertisement claims that this coupling allows articulation 60 degrees in all directions. To achieve this, there are two universal joints between the male coupler and the solid part of the trailer tongue. Then the drive passes through a bearing, and through two more universals to get down to the differential. The differential is the same Salisbury as found on 101FCs. The tires and rims are the same too. (See photo bottom left of the drive system from the rear)

The power trailer had three drop legs (on some trailers they had wheels and some without) so that

the trailer could be kept flat when the 101 was elsewhere.

Braking is an "inverted vacuum system". 101FCs with the trailer drive have a vacuum gauge on the dash. (See image below)



Vacuum is pulled off of the intake manifold to a tank. From there is a coupling that Ts off of the main hydraulic brake line to a slave cylinder that actuates a valve on the vacuum system. This brings the vacuum to the trailer to brake the trailer. Additionally the trailer can pass the vacuum line



back to the howitzer to actuate the brakes on the gun as well.

Since these trailers were prototypes. They varied a bit. A source on the MoD project said that they were built in pairs with minor differences. Many have the tail lights in horizontal alignment. At least one had them is aligned vertically.

Here are some measurements:

Source	Width	Length of Load Bed	Height
1972 Brochure	73.0 inches	90.36 inches	54.5 inches
267957/3	72.5 inches	93.0 inches	53.75 inches

How many power trailers were made is open to debate. Prototype #7 is known as is chassis 267957/3. This implies at least 10. Mr. Wally Dugan, the former curator at the Museum of Army Transport, Beverly, Yorkshire, related that they were built in pairs. This would imply that a prototype #8 existed and maybe a production #4. 01SP43, 02SP00, 02SP01 and 15EN07 are known to be trailer VRNs in photographs and written documentation.

Other possible VRNs are: 01SP42, 01SP44, 05SP10 and 05SP12.

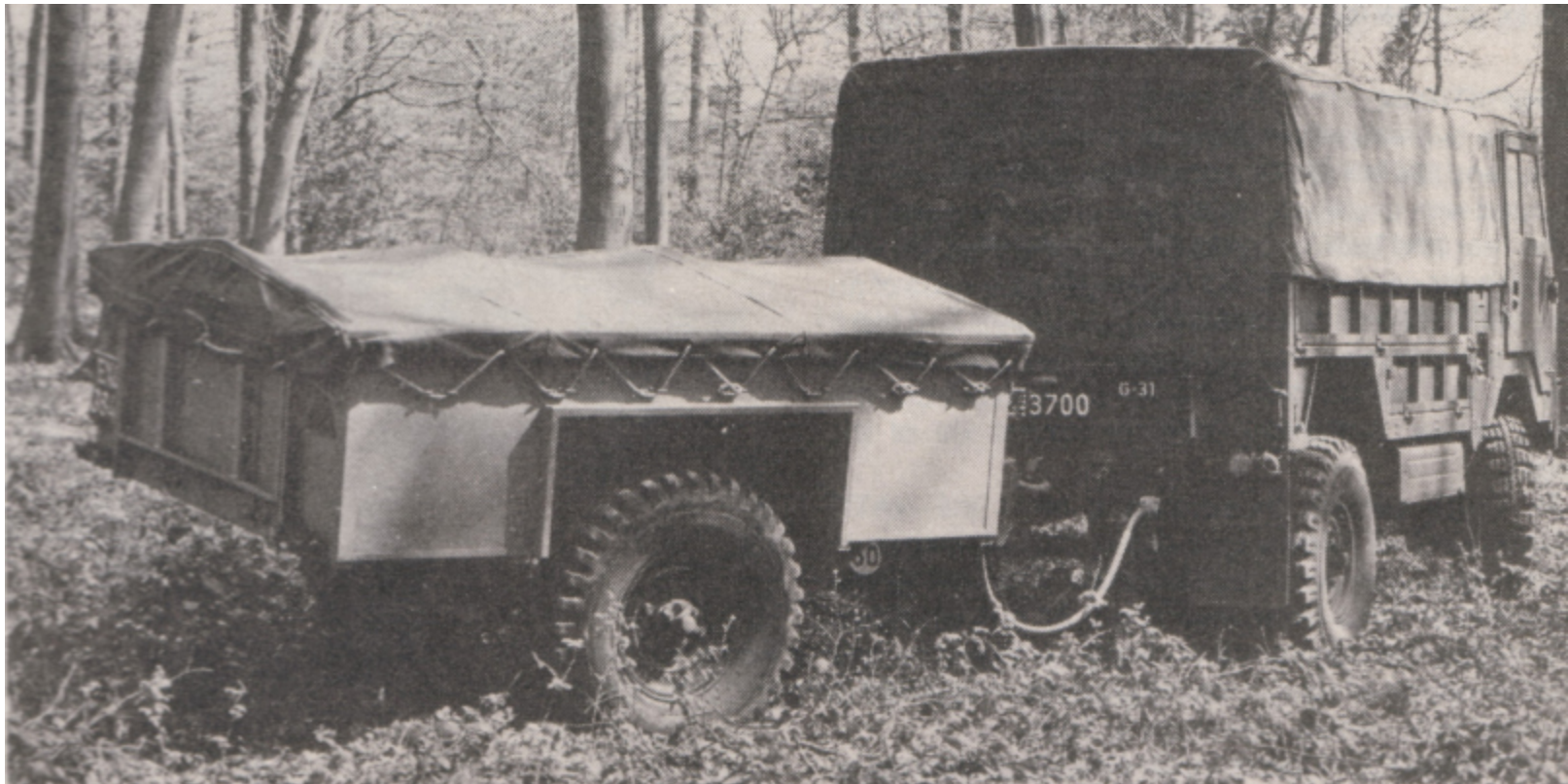
If anyone has information to contribute, the author would be pleased to add it into this document. Please send it to bens101fc@gmail.com



Differences:

- The 1975 Trans-Sahara mentions breaking all leafs but one (which implies that prototype #1 and prototype #5 had many leafs). Dunsfold (prototype #5) and Beverly (prototype #3) trailers show a spring pack with many leafs. Gaydon's (unknown) and production/3 have only 2 leafs--similar to the 101FC.
- Tail light arrangements.
 - vertical arraignment: 01SP43 prototype #5
 - horizontal arraignment, outboard, no triangles: prototype #3
 - horizontal arraignment: inboard, triangles out board: 02SP01 prototype #1, and production #3

Acknowledgements: Many thanks to *Wally Dugan, John Hill, A. Johnson, Keith Miller, Darren Parsons, and Jean-Claude Thies* for their help in researching this. Revised for the OVLN Newsletter.



Chassis Number	Year	Plate location	Location	Last Seen	Notes
Prototype 1	1967	<i>unknown</i>	<i>unknown</i>	April 1975	VRN: 02 SP 01. On Trans-Sahara Expedition. Broke a spring and was abandoned near Port Sudan 16 April 1975. Drive shipped back to UK.
Prototype 2	<i>Unknown</i>	Left side of tongue	Museum of Army Transport, Beverly, Yorkshire	Spring 2002	02 SP 00
Prototype 3	<i>Unknown</i>	<i>Unknown</i>	<i>Unknown</i>	<i>Unknown</i>	
Prototype 4	<i>Unknown</i>	<i>Unknown</i>	<i>Unknown</i>	<i>Unknown</i>	
Prototype 5	1971	front left side of body	Dunsfold Land Rover Trust	Spring 2002	VRN: 01 SP 43 On Trans-Sahara Expedition
Prototype 6	<i>Unknown</i>	<i>Unknown</i>	<i>Unknown</i>	<i>Unknown</i>	
Prototype 7	<i>Unknown</i>	Left side of tongue	Australia	Summer 2003	Commonly photographed with a 101FC prototype
267957/1	<i>Unknown</i>	<i>Unknown</i>	<i>Unknown</i>	<i>Unknown</i>	
267957/2	<i>Unknown</i>	<i>Unknown</i>	<i>Unknown</i>	<i>Unknown</i>	
267957/3	1973	Left side tongue	North America	2020	
267957/4	<i>Unknown</i>	<i>Unknown</i>	<i>Unknown</i>	<i>Unknown</i>	If built in pairs
<i>The following two need to be matched with the above trailers</i>					
Unknown	<i>Unknown</i>	<i>Unknown</i>	British Motor Industry Heritage Trust, Gaydon, Warwickshire, UK	Spring 2002	Not matched to a chassis number
Unknown	<i>Unknown</i>	<i>Unknown</i>	Australia	Fall 2004	Photos in an eBay auction, but no bids.



Tales from RoverNight - Part 14 - The long hiatus

Given the last entry into this series was last November or December, a short update should probably be undertaken to catch people up with the adventures of RoverNight. The saga continues. This update consists of three acts in this play. The first is a continuation and completion of the speedy engine rebuild for WinterRomp. The second is a brief synopsis of the WinterRomp. And the third is the aftermath and deliberations.

Act One - A prelude. Slightly productive RoverNights continued during the Winter months. Checking and rewiring gauges (remember the mouse induced high temperature event in an earlier entry?) discovered that the oil pressure gauge can be connected, but the sender doesn't work. £40 for a new one from the U.K. As for the water temperature gauge? Well, for those who wish to plan for this kind of thing the water temperature sender used two round nuts, with slots, to hold the wires on, just like the Lucas 12v plug in on the dash. But to access the back of the gauge means taking the steering wheel off, and it has never been off. We closed up the dash and declared victory. Other Act one fettling was undertaken, numerous small things to prepare the LBT for the WinterRomp.



Act Two - The WinterRomp. The WinterRomp was discussed in the March 2020 newsletter. Oxford was a great distraction, and Alastair and the LBT went about the trails following Oxford about. Well after a loud event the first morning, where upon starting the LBT after the long tow eastwards, a loud report indicated that the backfire opened up the muffler quite effectively. No matter, Bill Nickson has a spare up in Bruce's attic, and Alastair got under there and replaced it, while Bill Nickson gave it a bit of a tune-up. The LBT then ran so well that Alastair took the truck into the Pit of Despair.

And, we shall leave it at that. The Pit defeated many a vehicle this year, from experienced drivers like George Bull in his LR3, to other capable vehicles without chains. The hundred thousand miles plus engine showed its wear and developed a rather diesel sounding knock. Oops.

Act Three - The aftermath - The LBT has a distinct knock when started, which quickly goes away, reappearing when under load. It is fine around the neighbourhood, but won't be going far. While some diagnosis was undertaken, the Winter weather did have an impact on some of the RoverNights as a small hurdle in the form of a pandemic was announced and much shut down. This led to properly choreographed plenary sessions to discuss options for the LBT.

These included what limitations are in place time-wise? If left alone, can the LBT do the Maple Syrup Rally if driven in a calm and gentlemanly fashion with dignity? (*as we know, the MSR would be cancelled*) What can be done before the Birthday Party? (*again, while in the future, it was a possibility*) Who might have an engine available to use as a base for a new transplant orchestrated by our good Alastair?

It was decided that the next logical step would be an assessment of the 2.25l engine that Alastair paid Adam Chappell (Diesel Rover) to rebuild (grind crank, bore the engine, etc). That engine grenaded itself within 120 miles of light use. Depending what happened, possibly the block might be saveable. At the very least, there will be parts that can be applied to the next rebuild, given this Pit of Despair engine was just a short term solution anyway



An examination generally requires several pieces of equipment. Alastair got the engine stand from William. But no bolts (The bolts would remain missing for quite a while)

So, opening a beer we discussed the evening plans. Step one, prepare to sort the parts into ziplock bags, label and box up. Given the usual (poor) lighting conditions, the block was manoeuvred into the light. A large pipe wrench is found and the crank nut comes off. Then the pulley. (*Note the angle of the crank in the photo to the immediate right*) Then remove the front cover. Remove hydraulic tensioner. Bag and tag. Remove timing chain (same). All different items going into different ziplock baggies.



whilst ensuring that the beer fridge remains virus and beer free. The other three pistons came out without much of a problem. Bearing caps off, line up the rod, lift the block on end, and tap the piston out. (Alastair bought a box of ziplock baggies this time!!! Big spender!).

This approach worked for no 3, then for no 1. No 4 was a little more complicated as the crank was more that halfway down towards top dead centre. So, the rod was trapped between the block and the crank. So working between the front piece and rear piece, managed to get both halves to turn so the crank journal for that piston was in bottom dead centre position. Then I could straighten the rod and push the piston to the "top" of its throw. At which point the big end of the rod has entered the bore. Lift, really tilt as the block never left the ground, the block on end and tap-tap-tap and that piston was out. But no 2 < sigh >.

More and more brute force and ignorance was used. And while we got one rod bolt down flush with the top of the cap, and a bit down, that was a lot of banging, and after eleven had to try and be quieter. Thus, abandoned the effort after a plenary session whereby Andrew Treble (a RoverNight regular and friend, into Sixties Porsche's. Completely fascinated by the rela-



Flip the block upside down on a conveniently located political lawn sign. Sump comes off. (*Photo above of the crank. The 2.25l is a straight 4, the crank doesn't match that*) We note shattered front cap. (*Photo, immediate bottom right*). The crank broke...

Oil pump was removed and bagged. Rear and centre main caps come off without a problem. The front cap in pieces. We managed to get three rod caps off but not for number two. Evening called Lots of photos to send tomorrow AM.

Continuing forward, we continued to hit a roadblock with a rod bearing cap and gave up to discuss options





At which point the neighbour from across the street arrived to ask what we were up to. "Bringing treasure to Aladdin's Cave" was our response. He asked that we remind the brave knight Andrew that he has an engine crane for sale, and then wandered off. Engine was rolled into position, with some spare plywood from Kirkwood Manor. Magic cave closed up, an Amazon box tossed in for good measure. We all returned to our respective lairs. Myself to home and reading about Henry and Oliver Lucas. Dale to ignore some more projects.

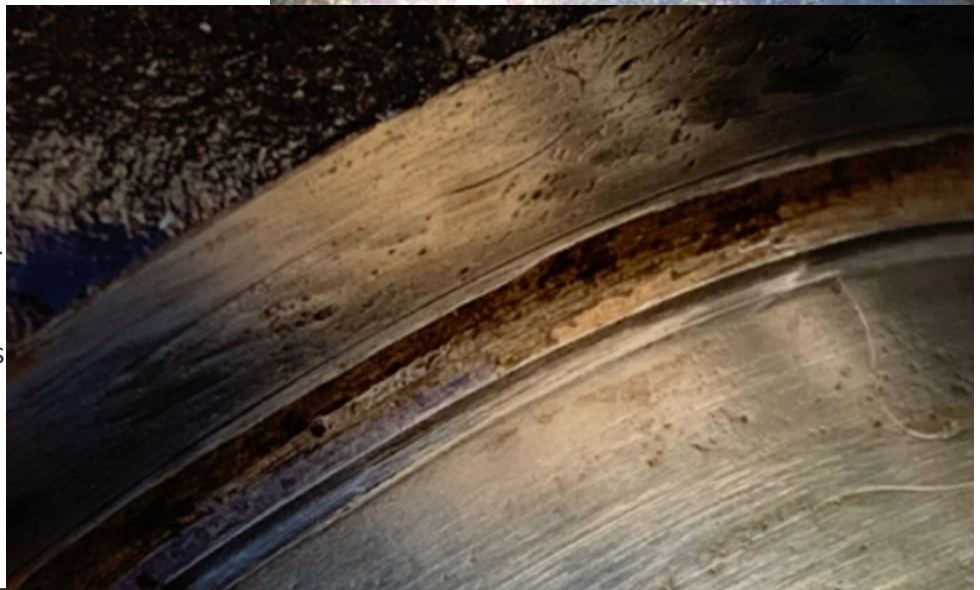
Why to Andrews? Well, it had been decided that the engine would get palletised and shipped off to New Brunswick where Bill Nickson could disassemble, do what ever was required, and reassemble the engine sometime this year. Given various time constraints, this was considered the better option. Though in the end, the engine did not get shipped as quickly as that. What followed was an exercise in futility for a while as Alastair called shipping companies that combined cluelessness with officiousness and really were not at all interested in moving a palletised engine between Ottawa and Saint John.

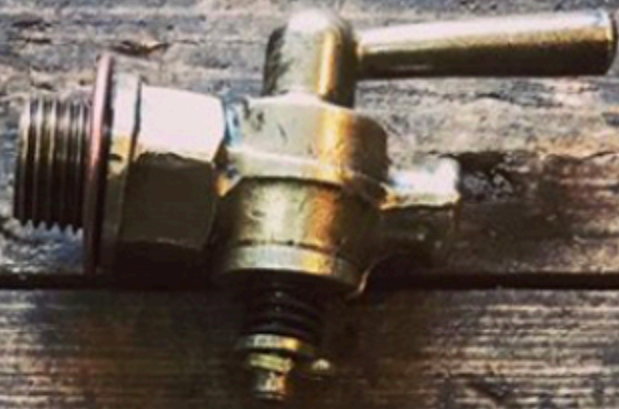


tive brutality of Land-Rover vs expensive pieces of delicate German engineering) would bring by a big angle grinder to cut the bolts. Mission not accomplished and the fridge remained infected by beer. Something that needed to be addressed.

While Alastair still has hopes the block is saveable., getting it professionally checked probably exceeds the cost of another used one. Still, we are curious to what caused this. Under two hundred miles on the engine. Probably closer to one hundred. All of the pieces have been kept.

But, to move forward, a donor engine was required and in the DormieDome there was a late IIA, less head of mine. It was donated to the cause. The engine was successfully extracted by Dale Desprey and I to the back of a trailer. Alastair arrived for the save, and engine pushed up onto the trailer, ratchet strapped in. Trailer over to Andrew's where Alastair whispered "open sesame" and up went the garage door. Dale backed the trailer up to the verge and we were ready to roll it out.





Where do old Rover go? To work! by Ben Smith

We bought a used wood stove via FB Market place off of South Hero Island, Vermont (Lake Champlain). A Jotol F600 for those that know stoves. To make everyone COVID happy my sister (lives in VT) picked it up last weekend. We arranged a hand off Saturday at a welcome centre on the New York - Vermont border. It was a 260 mile drive up to Fair Haven, Vermont in Dora.

Quick transfer of the 460 pound stove from her pickup into the back of the Series III using ramps. Then 260 miles home. Anne came along to learn the joys of long distance road trips and to play interference with my sister's 2 year old (Hamish). Also remember that Series trucks are not warm when the temps drop to 35 F and driving at 65 mph. Also LOUD!

Dora mostly behaved. I had pulled the fuel valve the night before to check the gasket. (left auxiliary tank worked fine, right main caused fuel starvation) It was hard and partially blocking one tank. I reached for my cork material couldn't find it.

That's what I get for working on trucks at 11 pm the night before. My 7am start was pushed to 8 + as NAPA was scheduled to open at 07:30. I was at the store at 07:20. Their website is wrong, it opens at 8. Christina out in Flemington picking up her Subaru from the dealership and the local Autozone did open at 07:30. They had cork, but only 1/16" not 1/8". She got it.

I made a new gasket. Installed it. Sucked on valve in both settings. Held vacuum on both settings. Pulled fuel line to main tank and sucked. Held vacuum. She ran on the left tank and right tank. Great! Pull out of the barn. Head to the house to get Anne....and Dora dies halfway to the house.

It took ***forever*** to prime the fuel system on the left tank. Not by the lever. Not but sucking on the tube by the carb. I had to pull the fuel line from the valve to the pump and suck to prime. She started and ran. She leaked a bit of fuel from the valve, but she ran. Good enough.



Got on the road at 09:30. Refueled in town as the left tank was reading 1/2 full. Added 3 gallons, so 1/2 really is 3/4. Drove on the left tank up to 65 mph.

On hills, under load there was some fuel starvation related stumbles, but mostly ok. When I tried the right tank she died when the carb drained and it took a bit to re-prime while engine braking. Ok left tank only. When the gauge hits E you refuel and find that you only put in 9.8 gals into a 12 gallon tank, so you have a 2 gallon reserve that you don't know when it runs out. Not an issue on an auxiliary tank when you have a main tank, but a minor one when your only tank. So I had to refuel every 135 miles or so. Which meant at the halfway point, after reloading, halfway back and then Sunday after we unloaded. More fuel stumbling on the way home under heavy loads.

Sunday was off loading the stove into the house. Now to refurbish and install the stove. Off-loading at home was just as easy. Ramps supported by blocks and bricks. And it was smoothly lowered down the ramp.

Now it is in the kitchen next to the current stove (a 1910 coal stove that isn't very efficient burning wood as the burn chamber is about a foot wide and a foot deep, but taller, so the wood tends to be more vertical, and tends to dump smoke into the house when we have shifting winds). We need a few parts before I can make the swap.

As for Dora I'm going to replace that valve gasket



with 1/8 cork. Then check over the hard lines again. Perhaps the hard line from the valve to the fuel pump. Perhaps the fuel pump is getting weak. But I'm looking for air leaks first.

Inexpensive Sand Ladders by David Place

I thought as we head into another Canadian winter I should post some information on an inexpensive traction accessory for your Land Rover. Pictured is an expanded aluminum sand ladder cut from stock stair material readily available at commercial metal supply houses. In our shop we regularly use them as steps or decking on aluminum platforms. Because they have a right angle bend on the bottom edge, they have exceptional strength to weight ratio. They pass inspection for platforms and stairs that are expected to carry significant loads. They come in lengths up to 20 feet so it would be most economical to buy a single 20 foot length and spread the cost over a couple of people. Mine are about 4 feet long and the right angle bend makes a ver handy hanging surface on my square tubing rack. They are easily handled by one person and they are easily cleaned with a standard home pressure washer.



ZERO TO 240,800

By Jane Barrett



"CAR ZERO" (chassis number 06115273), the first Series 1 Land-Rover restored by the Reborn team at Land Rover Classic in Solihull, was offered for sale without reserve at the RM/Sotheby's auction in Elkhart, Indiana, U.S.A. 24 October 2020. The sale catalogue suggested price of US\$90,000 – US\$120,000 was exceeded, somewhat. After a short round of animated bidding, the gavel fell at US\$215,000.00. The additional 12% Buyer's Fee made the final price US\$240,800.00 (181,000 GBP, C\$323,044). Plus taxes!



2247	1963 Jaguar E-Type Lightweight Continuation (CHASSIS NO. S 851001)	\$1,710,000.00	Sold
2248	1993 Land Rover NAS Defender 110 (CHASSIS NO. SALDH1280PA918640)	\$123,200.00	Sold
2249	1937 Railton Straight 8 Sportsman's Coupe (CHASSIS NO. 644474)	\$44,800.00	Sold
2250	1950 Land Rover Series I SWB "Car Zero" (CHASSIS NO. 06115273)	\$240,800.00	Sold
2251	1972 Ferrari Dino 246 GT (CHASSIS NO. 02828)	\$318,500.00	Sold
2252	1955 Mercedes-Benz 190 SL (CHASSIS NO. 121.042.5500681)	\$117,600.00	Sold
2253	1961 Piaggio Vespa 400 (CHASSIS NO. 022708)	\$47,600.00	Sold
2254	1953 Fiat 500 C Belvedere (CHASSIS NO. 500C 411762)	\$23,520.00	Sold
2255	1967 Ford Cortina Lotus Mk 1 Rally Car (IDENTIFICATION NO. Z740052527D)	\$64,400.00	Sold
2256	1957 Jaguar XKSS Continuation (CHASSIS NO. XKSS 775-21)	\$1,985,000.00	Sold
2257	1966 Jaguar E-Type Series 1 4.2-Litre Roadster (CHASSIS NO. 1E 13662)	\$212,800.00	Sold
2258	1953 Austin A40 Somerset Coupe (CHASSIS NO. GD5L 745945)	\$30,240.00	Sold
2259	1952 MG TD (CHASSIS NO. TD/19685 EXL)	\$39,200.00	Sold
2260	1978 Toyota FJ40 Land Cruiser (CHASSIS NO. FJ40-272923)	\$61,600.00	Sold
2261	1955 Jaguar D-Type Continuation (CHASSIS NO. XKD 805)	\$1,325,000.00	Sold

Rovers & Parts for Sale



For Sale - Series One rear tubs, Oliver, BC, \$400 & \$200

I have two guessing 60's(?) Land Rover box's for sale... The first box (green one) is a long one with tailgate \$400. The second (red one) is shorter has no tailgate \$200. Located out of Oliver please call Glenn (250)-498-0107



For Sale - 1958 Land Rover LR2, Montreal, PQ, \$1,234

Land Rover 1958 Serie 1 4x4.
6 cyl. le moteur tourne. peinture neuve. code de couleur original 1958. toutes les vitres viennent avec. même les vitres courbées de type safari. frame très solide et planchers comme neufs. tous les panneaux sont en aluminium en parfait état. tous les gauges et les cadrans sont originaux et en parfait état. clefs et porte clefs d'origine. crests Land Rover et plaquettes d'identification originaux. grille originale. bancs avant et arrière inclus. tout est là pour terminer le projet et rouler.... 90% du travail est fait !!!
Contact Sup Cobra via Facebook

*Land Rover 1958 Serie 1 4x4
6 cyl. the engine is running. new painting. original color code 1958. all windows come with it. even curved safari windows. very solid frame and floors like new. all panels are aluminum in perfect condition. all gauges and dials are original and in perfect condition. original keys and keychains. land rover crests and original identification pads. Original grid. front and back benches included. everything is here to finish the project and roll.... 90% of the work is done!!!*

For Sale, Series II engine, Webster Mass, \$100

Early series 2.25. Early cylinder head, front cover, water pump. I think it's an early block too. I ran this for 20 years in my own truck until #2 cylinder ingested something. Still ran, got me home but needs work. This motor was previously rebuilt with .040 pistons and hardened exhaust valve seats. Good candidate for a true S2 resto. Pickup only at this point. Contact Jason Truscott via Facebook



For Sale - Series II, 88, Medicine Hat, Alb, \$2,650

Early series 2 believed 1959. Good body and chassis. running when parked. needs restoration. \$2650 OBO. Kijiji advert no 1534415407

For Sale - Series 2 Gear-box, Mont Tremblant, PQ, \$175

Hello, I have a series 2 transmission with transfer case for sale. It is complete with all levers and park break Etc. lots of good parts. These parts are



getting rare, great spare for vintage Land Rover owner.. Asking 175\$ or best offer.. Just needs a good cleaning. Located in mont tremblant. Kijiji advert no. 1535720372



For Sale - Range Rover Aluminum Body, Winnipeg, \$6,500 or best offer

Year - 1978
 Solid unit
 Parked running
 Very unique
 Complete with doors cab and drivetrain
 Asking \$6500 obo
 Kijiji advert no 1536834905
 (Ed note - This is a cut and paste)



For Sale - 1983 Santana 88, Surrey British Columbia, \$18,500

Selling my running and driving 1983 Series 3 Land Rover Santana. I bought this as a project a while back and I have done a ton of work on it. Life situation has changed and I can no longer keep it. 2.25 Diesel, solid axles on leaf springs. No rust on the frame/bulkhead or footwells. Factory overdrive. All the electrical components work. Gearbox and hubs work as they should. Newly recovered front seats with a set of

removable rear seats. For those who know what Series 3 Land Rovers are that should be enough. It's a great vehicle. For the uninitiated: Old Land Rovers are slow, clunky, underpowered and full of quirks. And that was day ONE as it left the factory.

Yes, it leaks a bit of oil, it's a LAND ROVER! If it stops leaking, start worrying because it's probably empty. It is, however, an absolute blast to drive around and work your way through the gears. You can get seriously technical and call it 20 different gears. (4x4 low 1st to 4th with overdrive in each gives you 8 plus reverse for 2 more, 4x2/4x4 high 1st to 4th, overdrive plus reverse...you get the idea.)

You will still have the opportunity to tinker on it as work on these old vehicles can never really be considered done.

If you think this is a lot of money for an old 4x4 go and have a look at what badly rusted, in need of full restoration projects are selling for. Then look at what really nice mint condition Landy's go for (If you can find someone willing to part with it). The price is fair for what it is.

Reply via email or TEXT my phone number, I can almost guarantee I will not answer your calls unless you text me first.

Show up when you say you will. Don't waste my time, life is busy enough as it is. Make sure you check with your wife first. Not looking to trade.

Be Covid smart, I do not want to get it from you, bring it home and have my mid 80's parents die of Covid because you are some kind of no mask-wearing "Covid does not exist" conspiracy nut. Stay out of my bubble. Kijiji advert no 1538559687



For Sale - 1961 IIA Pickup, Toronto, Ont, \$10,000

Testing waters
 1961 Land Rover Series 2A 109" Long Wheel base
 Gas engine, 4x4, 4 speed
 Runs and drives but brakes need attention.
 Aluminum body, next to no rust.
 Have new corner & back glass
 100% complete & original, exterior repainted once.
 Tough to find a long wheel base left hand drive.
 Located in Winnipeg Manitoba.

Can send videos of running & driving, also have a hoist time show all locations
 Kiji advert no. 1538577606



For Sale - 1974 Series III 88", Mississauga, Ont, \$28,000

Excellent shape. Everything works. Very original with some new parts. Gas tank, gauge sending unit, front leaf springs, temp gauge sending unit, brake lines. 4 x 4 with overdrive. Hi/lo. Great driver. Great patina.

Kijiji advert no 1538769101



For Sale - 1964 Series II, Strathmore, Alberta, \$9,500

This Land Rover runs, drives and stops! Very little rust for its age. Has rebuilt gas tank, new starter and battery. Great winter project to tinker with or enjoy as is. All glass is good, These babies are worth a pretty penny once fixed up ! And there is not much to fix up on this one. Get in on the Vintage SUV craze before they are all gone!! Great collector car for anyone who owns a Range Rover, Porsche, BMW, Mercedes G-class or any other European exotic!

Kijiji advert no 1539020855



For sale - 1967 Land Rover Series IIA, Calgary, Alberta, \$24,900

This 1967 Land Rover 88 Series IIA underwent a refurbishment during prior ownership in 2013 / 2014 was purchased by the present owner in 2014. This left-hand-drive 88? wheelbase vintage classic is finished in green, with galvanized exterior trim, galvanized front bumper, and an original front-mounted winch. It powered by a 2.25-liter inline-four paired with a four-speed manual transmission and a dual-range transfer case. The 2.25-liter inline-four sends power to power to all four wheels through a four-speed manual transmission and a dual-range transfer case.

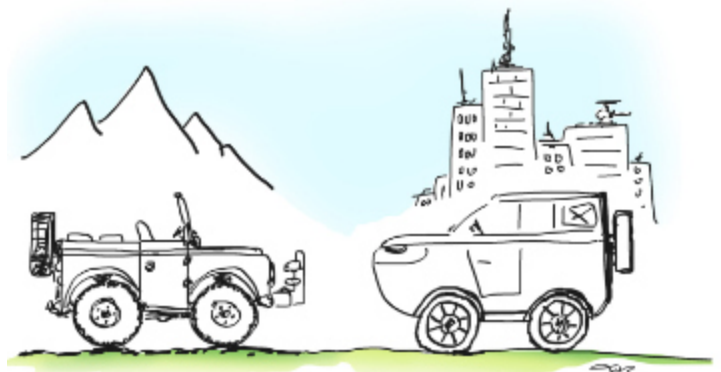
This Rover is equipped with a cream top, cream-painted steel wheels, sliding side windows, twin door mirrors, and inward-facing 4 back seats. This Series IIA very clean classic runs and drives extraordinarily well.

Enjoyed purely as top-off summer ride, this rover has always been garaged by its current owner. Odometer shows 15,500 miles from restoration. Total mileage unknown. Vehicle Serial No. 24406639

Kijiji advert no 59071



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The LAND ROVER has been designed for tough going. No matter what the strain the nine inch BORG & BECK clutch will transmit the engine power for two or four wheel drive to overcome the roughest terrain.

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of British Cars*



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