



June 15th 2024

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CLOSED
BRIDGE OUT



Report calls attention to housing

Think tank suggests using public land to build homes in addition to land now used by hospitals and schools

OLIVER MOORE
URBAN AFFAIRS REPORTER
TORONTO

As Canadian politicians of all stripes tackle the cost of housing, a leading think tank is urging them to be more creative.

The Canadian Urban Institute issued a nearly 740-page report Thursday calling attention to the challenging state of the country's cities, which are struggling with housing affordability amid a pandemic hangover that has hit municipal budgets and hurt main street businesses.

The report, which was done in collaboration with the School of Cities at the University of Toronto, includes dozens of prominent contributors on topics including economic recovery, governance and reconciliation. But the section on housing — a central political priority for government, provinces and cities — is the most closely read.

Among many suggestions, the report calls for making more use of public land for building housing, as well as land now used by institutions such as universities and hospitals. It recommends a national strategy that encompasses immigration, housing and labour. And it urges the creation of government incentives for converting derelict office buildings for residential use, while acknowledging that many are not suitable for such a change.

CUI president Mary Rowe said cities are at an inflection point, trying to recover from the pandemic at a time of increasing urbanization. About 57 per cent of Canadians live in a community of at least 100,000 people, according to the 2021 census. And even many smaller communities are seeing rapid growth in population and housing costs.

"We've got this moment to be reflective about how we invest," Ms. Rowe said.

"You need a mix of housing choices and we haven't been ... thinking about what those conditions need to be for that diverse mix to be created."

go across the country, proposed to use wide swaths of land for only a few homes. This approach is contentious among some, but most have gone along with it.

Last week Mr. Rowe visited Toronto to obtain feedback on the report's recommendations, allowing for adjustments throughout more than a dozen government projects that include parks and schools.

Urban Institute, the think tank that released the report, says cities are increasing urbanization. FRED LUM/THE GLOBE AND MAIL

for with cities across the country, and provinces have also sought to streamline development approvals and encourage housing construction. But the scale of the problem remains vast. According to the Canada Mortgage and Housing Corporation, the country must add 3.5 million homes by 2030 to achieve housing affordability.

Recommendations of the CUI report include streamlining approvals, providing homes instead of money to the unhoused, and a human-rights approach.

A suggestion came from Elizabeth May, president of the Maytree anti-poverty organization. She said it means that everybody gets a fair shot. What it means is that government is going to be gre

accountable "It's not individual and saying, 'me a home' systemic is sible for the housing?" She ad ment and proach lens, with "In promi ment ing. " narra the c suffi need pro be gre

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Greetings,

Well, first things first. June might be a little delayed, or a little smaller, as your editor is off on a side jaunt in another aluminium transport, named Placid Lassie, that is about nine years older than Ravus. There might be an article in this for July, we shall see.

In fact, I have neglected this effort since the May issue was sent out and while I finally have a day free to take a look at this file, am unsure how much will be able to be done. All of which will ruin a pretty good track record. Though, as a few know, I favour spreadsheets, and can note that since June 2020 and the Covid gap I can report that this endeavour has averaged appearing 3.2 days early, or 150 days early in total. It is also a lesson on how much time this effort can absorb and that the ancient model of filing away material and assembling over a weekend is not feasible. Nor is contracting this out feasible, as for fun I asked a friend for an estimate. US\$120 a page, with the material ready for layout. Ouch ...

Absentee Land Rover Spotters Report? One Series III in England, one D90 and two D110s. In Normandy, two Series IIIs, two D130s, two D90s and at least four D110s. Given that this is the 80th anniversary of D-Day, and much of the activities were related to that, I can report seeing more Jeep GPW and MBs than you can shake a stick at.

However, in this month's issue we have:

- OVLR News - A variety of short items surrounding the Annual General Meeting. Legal requirements drive its inclusion in the newsletter. As well, a selection of news items submitted by various people, some progress on local projects, or culled from various sources, as well as some upcoming local events;
- Some OVLR housekeeping, a brief list of local events and such;
- Currently available event information: known events from fellow ANARC member clubs, with a page on the joint ANARC-Minnesota event in August;
- In General Servicing a short piece on Land-Rover Soap. No, not Lori Kennedy's famous soap, but something from the Fifties; a second part to the Saleman's Handbooks, focussing on the Series III and later; a one pager on the 2023 Land-Rover postage stamp issues and Alastair Sinclair on cleaning up Series rims.
- James Taylor writes on the early development of a hard top for the Land-Rover;
- Suzanne Lindsey writes on the trials and tribulations of the SU fuel pump; and
- A few pages comprising the latest collection of Series Land-Rovers known to be for sale in North America.

If you have anything interesting to write about, fixing this or that, some restoration work where what you have learned could be useful to someone else's efforts, please drop a line and we can fit into these pages. ,

Dixon

Below, something different. An article could be written on the long running series of Rover drawings and advertising through the Fifties. Numbered CVS X, these were a long series of advertisements supplied to newspapers and magazines. This is no. 136 for the Royal Ulster Show in 1955. From the Barrett collections of Land-Rover advertising.

Four-wheel drive ALWAYS makes the grade ! ,



The 90" Wheelbase standard model.

The Land-Rover is sometimes called the modern version of the farmer's cob. So it is — and more. With its robust 4-wheel drive, it not only goes anywhere in any weather, but hauls a 2-ton load with effortless ease. When fitted with centre or rear power take-off, it becomes a mobile power unit or stationary engine, capable of tackling all kinds of farm work, from operating milking machines to providing a shaft drive to combine harvesters.

THE ROYAL ULSTER SHOW, MAY 25-28th
MEET THE FOUR-WHEEL DRIVE LAND-ROVERS ON
STAND 24
SECTION 'A'



The Land-Rover 101" Wheelbase Pick-up Truck.

LAND-ROVER

- the world's most versatile vehicle

MADE BY THE ROVER CO. LTD. • SOLIHULL • BIRMINGHAM AND PLYMOUTH ENGLAND • LONDON CV9-136

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Radio Frequencies

OVLR recommends GMRS (General Mobile Radio Service) for clearest communications between trail participants. Call frequency is channel 7—compatible with both GMRS and FRS (Family Radio Service) units. Cell phone reception is often unreliable on the trails.

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K0A 1L0

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada and possibly oldest in North America. Membership is open to all Land Rover enthusiasts. Executive meetings are usually held on the first Monday of every month. Social meetings are held on the third Sunday of every month, various food truck locations throughout the summer. Check the OVLR.ca or the Ottawa Valley Land Rover Facebook page to confirm dates and locations.

OVLR 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. 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 satellite images, compass, topographical maps and GPS, ranges from muddy swamps to rocky hill winching.

Membership: Canadian membership is \$35 CDN per year, Americans and others pay \$35 US per year. All memberships are valid for one calendar year and must be renewed annually.

The Newsletter/ OVLR Magazine

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Mark Brouer (Colorado); Peter Fritz (comics, Austria); Suzanne Lindsey (Wales); Alastair Sinclair (Ottawa); James Taylor (history, England); ; Ann Zipkin (layout advice, Connecticut)

Photos -

Cover, ToC, p2 - - Dixon Kenner

Balance by the author or as cited.

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In accordance with the Library and Archives Act, and the Legal Deposit of Publications Regulations, all OVLR newsletters are deposited with the Library of Canada and available to the public.

The OVLR 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.

Deadlines: Submissions to the OVLR Newsletter must be received by the 1st of every month for inclusion in that month's newsletter.

Editorial Policy: The Editor of the OVLR newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVLR newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLR 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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<http://www.ovlr.ca>

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

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

Newsletter Archive

<https://ovlr.ca/newsletter/#archives>

Do Note: Higher DPI versions for printing are available upon request

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OVLR News, Rebuilds/Projects, Lies, Rumours, and Trivia



OVLR – Minutes from the Annual General Meeting (AGM)

2024

Date: May 15th
Location: Land Rover Hunt Club
Attendees: 14

Terry King (TK) acting as chair opened the meeting at 7:05

Terry read the agenda: review 2023 minutes, any new business would be addressed after the executive reports, the reports, the elections, new business.

Terry had sent the 2023 minutes to all members and there were no comments so they were accepted without a vote.

Terry asked Dave Pell for the Treasurers Report for which Dave gave a short summary and promised the full financial report for the newsletter.

Bruce Ricker asked what a nominal float for the club was and Dave said \$10K to handle contingencies and expected expenses. Bruce asked about upkeep for the trailer which we moved to new business.

Terry then read Kevin Newell's President's report, Ryan Carman gave his Off-road CO's report, Terry gave Dixon's Editor's report, Terry read his Secretary's report all of which will be submitted together to the members and the newsletter.

New business:

Dave Westhaver suggested that for convoys the club reviews radio, verbal and hand signals with the drivers before each run. Terry and Ryan agreed that we need to do this and follow our already in place protocols.

Dave Westhaver will draft a memo on this for the newsletter, send it to Terry for review with the Executive and vet it against our existing docs, as supplied by Kevin at last year's Trail Leader event.

Terry will get this into a newsletter before the Birthday Party in August.

On the topic of the newsletter, everyone was very appreciative of the work that Dixon has done and it was suggested by Dave Westhaver that perhaps an acknowledgement of his work be presented at the Birthday Party which was liked by everyone.

Bruce Ricker suggested that an email be sent to the 100+ past members that we have in our database suggesting that they renew if they want to continue getting the newsletter (note: Terry no longer sends the newsletter to members not in good standing)

As to the Trailer: after discussion on in its suspension it was decided to weigh it and take it to a trailer expert to review and upgrade the rear suspension if needed and cost effective.

Ryan added that the brake does not always function, for example, with no pin in reverse it does not always brake, this will be addressed by a trailer outfit and repaired as needed

Ryan then presented the upcoming events for 2024 (schedule to be included for newsletter)

The Trail Leader event will be publicized again and held if the numbers warrant

Vennachar will act as the club adoptive trail and a possible Birthday Party scouting run

Overland Overnighter is on and will also provide good info for the Birthday Party

ABCD – Ryan and Andrew Jones are in charge and hope to find volunteers for a 1 hour commitment, email to canvas members

The Birthday Party is planned and will include the usual meals, it has an RTV site, (we have not secured an RTV overseer),

there is a restaurant, swimming pool, showers and bathrooms on site, it is 1 hour from Kanata through Almonte. Lavant and the K&P (The former Kingston & Penbrooke rail line, or the Kick and Push) are both within a short drive of the Birthday Party main site. Also the search is still on for a guest speaker, anyone can suggest one.

Rovers out at Calabogie is a one night camp over with a trail run or two, but not the Quinn, likely Black Donald trail will be one. Jerry has some ideas for trails for this event

The October run is in early planning, might include part of the Swisha Loop and/or a WW2 air strip.

Elections

Ryan asked about the status of Patrick Lariviere, it was decided he is out through lack of attendance this past year

Lewis Pike was nominated (by DK & TK) for Member at Large (MAL), he accepted the nomination and was acclaimed as our second Member at Large on the Executive.

On error on Terry's part, he didn't ask Jderry Dowell for a report, but Jerry, the current MAL volunteered that he was happy with the past year and thanked everyone for their help and support.

Dave Pell ran the election with the result being all current Exec and appointed members will continue in place for 2024, as well as the addition of Lewis as MAL.

Ryan and Terry thanked Ted Rose and Land Rover Hunt Club on behalf of OVLR for the use of their board room and facilities

All items were covered and meeting adjourned at 8:15

Annual General Meeting : Reports

President's Report:

Hi everyone, I wanted to remind you all that this is your club and we, as your executive team, are here to help you enjoy your Land Rovers and all club sanctioned activities.

The club executive team has worked very hard on your behalf and I believe that 2023 was a very successful year for our club and more specifically for you the members.

We were able to run all of the activities we planned and all events went off without a hitch. The introduction of the monthly food truck tour was a huge success encouraging more members to come out to a club social gathering.

The main event was our 40th Anniversary Birthday Party held out at Calabogie at the privately owned Black Donald Lake camp ground. By all accounts it was a great event and we received only positive feedback from members.

The post event survey was well received and pointed out areas where we may improve our member experiences. One

area that was especially enjoyed was our special guest who joined us, Nick Dimbleby as well as the RTV trials. We'll keep working on trying to make your experience more enjoyable and we'll try to keep these two areas well supported.

We also tried to have some off road event each month throughout the summer months and we will try to keep doing this as it too was well received.

Financially we are very strong through your. Small dues and small fees for our events. We believe that we give our members the bang for their buck. Dave Pell as our treasurer will provide a more fulsome report on the details of our club finances.

Finally, the Christmas gathering was well attended in spite of a few of us getting snow removal parking tickets we all had a great time.

I feel privileged to be your club president and help you all enjoy your beloved Land Rovers. If you'll have me, I intend to stay on keeping the club marching forward.

I would like to specifically mention several

individuals who help keep this amazing club running.

I would like to recognize our treasurer Dave Pell, he keeps our finances secure and in order.

Next Terry King who is our master of communication taking in all queries and distributing all general club business to all of you.

Ryan Carmen has been a fine job as our club off road coordinator finding, leading and mapping trails we can use our vehicles on.

Dixon Kenner for keeping the club monthly news magazine published.

Becky Mercer our web master and for keeping the web site running and us up to date on new members and general enquiries.

Our members who are always there to lean on Jerry Dowell, Andrew Jones and our president emeritus Mike McDermott "McD" for being an inspiration to us all.

Lastly thanks to all of you... keep on Rovering

Secretary's Report

104 current members in good standing, 232 in the database, the majority in Cdn,

36 in the US, 4 in Europe.

Hundreds of texts and email sent and received

Thx to all the Exec and Becky the Webmaster, also N/L was quite extensive this year

Editor's Report for the AGM:

For an annual summary for last year the newsletter comprised some 620 pages, this is a fifty two page average. I doubt that it will hit that again this year. - OVLR local club news and happenings filled 215 pages. As well there was information on events, (The ANARC 75th consumed a fair amount of space), leading up to them, or accounts thereof afterwards.

- The Non-OVLR section with news, podcasts and random interesting things,

took up 81 pages over the year.

- General Servicing, the section with longer articles on how to do things, history of Land Rover, toys, postage stamps, and a variety of Rover-related eclectic stories comprised 148 pages.

- And finally, the expanded "For Sale" section, which tries to find Series vehicles and parts for sale in the USA and Canada, as well as other interesting things for sale, filled 142 pages.

- For the balance, index & cover (12 pages

each), old advertising (24 pages), modern advertising (11 pages), comics and sundry filled the rest.

In another interesting statistic, the December issue of the newsletter, or really magazine totalled 6,952 pages since the first issue in 1984. There are no other known monthly Land Rover club newsletters left anywhere, and in North America, it is believed that this is the last Land Rover club newsletter.

OVLR Trail Leader get together June 9th

Attendees: : D.Pell, R.Carman, T.King, A.Jones, McD, J.Dowell, L. McGregor, Chris Johnson, David Westhaver, Ian Aldous, Roy Parsons, Andrew McLean

In an effort to recruit more Trail Leaders, the club held a session hosted by Dave P. We reviewed a document that Dave W. put together, covering safety, communications, both verbal and visual, and our convoy rules.

Dave will make some updates and we'll get that document out to everyone soonish.

Fueled by caffeine, Ryan went through several other documents that we have been using as our guidelines, two by Kevin Newell, Off Road driving for beginners, and also Recovery Gear. The third document was written by noted Off Roader Bill Burke entitled Convoy Driving tips. Some of you have received these in the past, but anyone who wants them (again), just drop me a line and I'll send

them off.

We reviewed them and made notes for Dave to include in his writeup. Somehow we managed to sit still for 3 hours but not without poking a little fun at McD as Dave P. provided him with a rolling chair which you can see in the photo :)

I am always happy to see McD because it means I am not the oldest guy there :) Several of the gang went for tacos after the meeting, and then we all headed home.



Ottawa Valley Land Rover's Upcoming Events!



Hey, Rover Family!

We have an exciting lineup of events planned for the year, and we can't wait to share these amazing experiences with you all. Grab your calendars and get ready to join in on the fun, friendship, and adventure!

June 23rd : Vennechar Trail Clean-Up Day, likely followed by a chip truck treat courtesy of Ryan Carman. Let's keep our trails beautiful!

July 6th-7th : Overland Overnighter led by Ryan Carman. An adventure you won't want to miss. Further information can be found elsewhere within the pages of this newsletter.

[Register here:](#)

July 13th : All British Car Day, ABCD. Showcasing the elegance and legacy of

British cars in the south end of the City in Barhaven at Clarke Field Park.

August 23rd - 25th : OVLR Birthday Party. Paul's Creek Campground - McDonalds Corners

[Register Here:](#)

Further details to come, but expect it to be epic!

September 21st - 23rd : Rovers Out at Calabogie, jointly hosted with the LRAA. Get ready for an unforgettable experience.

October 19th : Leaf Me Rollin' Day Tour. Experience the beauty of fall with us. Let's make this year one for the books! Can't wait to see old friends and meet new ones. Here's to adventures, laughter, and the road less traveled.

More details and registrations for each

event to follow. It's gonna be good!

Food truck socials as well as the usual socials will be announced as locations are identified. The Socials on the third Monday of the Month take place at the Carleton Tavern, an 89 year old tavern in a 128 year old building. Young by British standards, old by Ottawa. The Carleton is located just up from Tunney's Pasture on Parkdale Avenue at Armstrong. 7pm



A very large "Thank You" to Andrew McLean for the gift of the gently loved Land Rover 90 blind sides and their crafty positioning for a quick in and out remote collection from an anonymous location out of hours, thank you very much mate, Robin Craig.



Richard Wegner writes - The top hinge on my Series 3 rear safari door broke yesterday. I guess it was rusting for a while. I was just wondering if any of you Series guys might have a spare top hinge. I really only need the top part that attaches to the door if you don't have an entire hinge.



Steve Owen writes - The Yellowstone Trail was the first Transcontinental Road, long before States and the Federal Government got involved into Highway Building. I drove the section from Oshkosh WI to Altoona WI. Facts Miles driven 425 (682km/s) Petrol used 27 Gallons A small amount of oil used. Average MPG 16US (14.7l/100km 19mpgUK) Head winds out Tail Winds on the return I was up to 18mpg on the way back.



From Andrew Jones: Seeing some very smart 110s this morning at the David Pell hosted Trail Leaders briefing session gave me the inspiration to spend some time on the NADA this afternoon ... not a lot of real progress but was fun to unpack and test fit the YRM side frames .. and the skeleton of the driver's door .. now to make yet another list of tasks to try and make some sense of the work to be done



ABOVE AND BYOND

Outdoor desaster

Yeh



OVLR Sediment Bowls

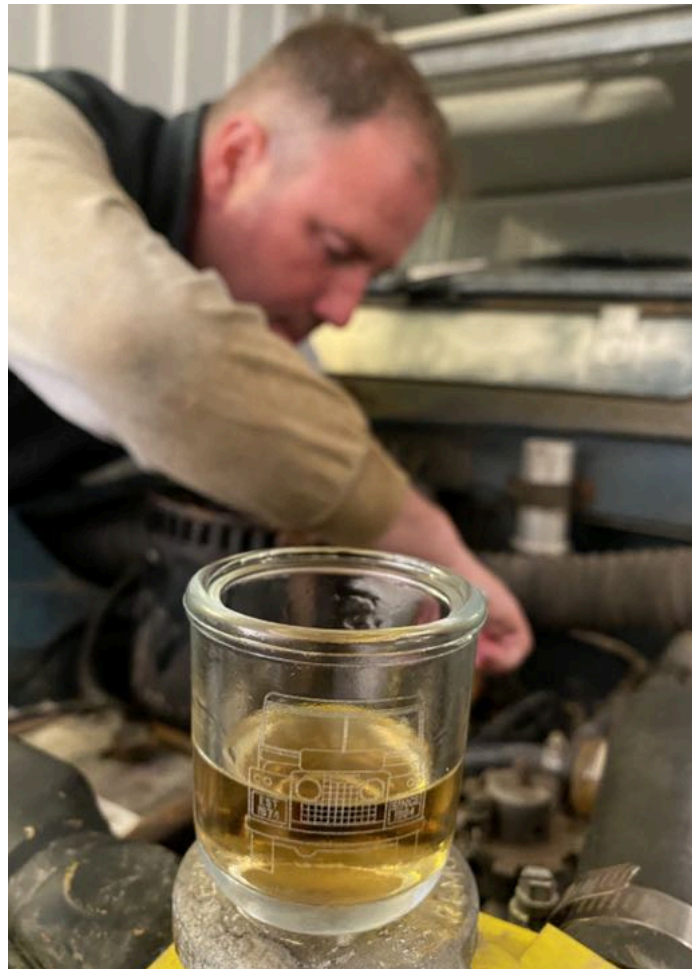
Ever been unsure about what is the right glass to use when sipping a fine single malt, or bourbon, or some sipping whiskey? Well, as a Land-Rover owner, we know that you have been pulling the sediment bowls off of your Land-Rover and after a good washing using them. But, is that petrol or scotch? It doesn't have to be that way.

There is a better way...

After a long journey from Virginia to the WinderRomp (thank you Bob Steele @ ANARC), to Ottawa, to locating a place to get them etched (thank you Lauchlin Burnett @ Woodgrain Ottawa) the latest edition of the OVLR sediment bowl is now available

As used on Land Rovers since the beginning, and at least through the end of the Series III, the P4 6 cylinder, early Defenders and Range Rovers, Massey Ferguson and Case tractors, this sediment bowl comes with the well know OVLR logo etched on the surface.

Cost is \$20.





Chris Johnson sent in - Finally got to take the D5 out for its first weekend trip. A little overlanding, a little camping, a little kayak fishing. Great weekend.



The first Trail Leaders Course was held last weekend, more information in next month's



ABOVE AND BYOND

A Land-Rover utility vehicle like SERIE or old Defender?
Are you mocking me?





Event - OVLR Overland Overnighter

Date: July 6-7

Start Time: 8:30 AM (Don't be late, we can't wait to start!)

Start Point: Lakeside Inn Restaurant, Cloyne (The last civilized meal before we venture into the wild)

End Time: This is on you.

End Point: Lakeside Inn Restaurant, Cloyne (Yes, we miraculously end where we began)

So, you think you've got what it takes to survive an overland adventure? Join us for a weekend that will test your mettle, and your sense of humour, as we tackle 200 miles / 320 km of roads and off-roading that will make you question your life choices.

Self-Sufficiency: You better be ready to fend for yourself because we won't be holding anyone's hand. Remember to bring

your own:

- Food (We hear roadkill is in season)
- Water (Or drink river water at your own risk)
- Fuel (Because Land Rovers)
- Camping gear (Or just sleep under the stars)
- Snacks (For those moments when you crave something that doesn't taste like dirt)
- Recovery equipment (In case you take an unplanned detour)
- Spare tire (Because flats are a given)
- Ensure your Land Rover is in good working order (Top Gear Rules may be applied?)
- CAA cards (You might need it, because, you know, Land Rover)
- Personal hygiene products (We can't promise you'll be smelling like roses)
- Bug spray (Don't expect nature to be polite)

Camping: Our secret government facility camping spot is as unserviced as it gets. If you can't handle roughing it, maybe this adventure isn't for you. And remember, wildlife isn't picky when it comes to leftovers, so secure your food or become a midnight snack.

Trail Maintenance: Expect some impromptu trail maintenance. Bring chainsaws because, apparently, storms love to mess with our trails. The more, the merrier – let's hope no one ends up with fewer limbs.

Communication: Safety first! Everyone should have a GMRS-compatible 2-way radio. The Motorola T600 is a shining example. You're welcome to choose any other model but make sure it's a 22 channel unit and has 2 watts of transmit power, or just scream loudly.





Good Vibes Only: We're just here for fun, folks! Bring your best dad jokes and a sense of humour as dry as the desert. This adventure is all about surviving with a smirk on your face.

Fuel Stops: There are only two fuel stops while in transit on the track and not that are particularly convenient side missions to get to. You better hope your Land Rover doesn't have a drinking problem because gas stations will be a rare sight.

Registration is Per Vehicle, No Limit on Passengers, Kids, and Dogs are Welcome
We're keeping things simple here – registration is per vehicle, and we don't care how many adventurers you cram inside that Land Rover of yours. Bring the kids, bring the dogs, heck, bring your neighbour's cat if it's up for it. But, let's be real, these days can get pretty darn long, and "the facilities" might as well be a mirage in the desert. So, use your best judgment, let's just say, "nature's call" takes on a whole new meaning out here.

Don't miss this chance to question your life choices, get your hands dirty, and bond with like-minded sarcastic souls. Space is limited because, let's be honest, not everyone is cut out for this kind of "fun." Book your spot now and prepare for an overland weekend that you'll either love or loathe, but definitely won't forget!

Note: All attendees must be members of OVLR in good standing as well as the OF4WD.



Event Information: The Birthday Party,

The Birthday party is the annual celebration of the founding of the club. It is the longest running Land-Rover event in North America

Who:

The event is open to all Rover, British Leyland (Rover) and Jaguar Land Rover Products - Land Rover, Range Rovers, Discoveries, Defenders, even Freelanders. Owners of Rover cars and other vehicle makes are most welcome to attend and participate in the spirit of the event. However, certain activities will be only for Land Rovers (i.e. RTV Trials, Land Rover displays.).

You do not have to be a member of any club to attend and participate in the event; however, because of insurance requirements you must be a member of OVLR to participate in driving events.

Where:

The event will be held near Lanark County, Ontario, north of the old Silver Lake location, because of the geographical location being central to the bulk of OVLR regional members as well as having some diverse terrain upon which to host the event, (bedrock, cedar swamp, and mud). Calabogie is located about sixty miles west of Ottawa

Paul's Creek Camping Ltd.
6758 McDonalds Corners Road McDonalds
Corners, ON K0G 1M0 Canada

Members come from Quebec and Ontario and the northeastern United States to participate in activities and share ideas, experiences and yarns.

When:

While the Club's birthday is the Summer Solstice, this year, the core of the Birthday Party is from Friday August 23rd through to Sunday the 25th, though some people may arrive earlier (possibly because they expected an adventure filled trip getting there) or stay later,

Accommodation:

There are a variety of accommodation options available.

As part of the entry fee: Paul's Creek Camping. The campground can accommodate all varieties of camping: cozy tent sites surrounded by wilderness, waterfront sites, large group sites, and sites suitable for RVs. There are both serviced (featuring water and 15 amp electrical hookup), and unserviced sites. All registrants will be assigned a camp site when they arrive on site and register..

Cost:

Adults \$107.83 with or without a vehicle
Children under 12, FREE (must be registered)

Payment

Payment must be received by August 16th in order to guarantee admission to the Birthday Party as well as take advantage of the cheaper registration fee. Please go to the club's EventBright site to register and submit payment.

(All participants MUST PREREGISTER via EventBright by August 16th 2024).

All participants must be a paid member of OVLR. Once paid you will be emailed a discount code (50% off) for off road insurance with OF4WD. OF4WD insurance will be validated for all registrants.

Note: Paid members of other ANARC Sustaining Clubs are considered paid members of OVLR, though because of the OF4WD insurance must pay that fee for event insurance.

Rules and Regulations

Please leave your camp site cleaner that when you arrived. We have provided a garbage bag with your registration package. Please use your garbage bag, recycling and garbage collection is available at the OVLR Trailer.

Dogs:

Although dogs are permitted, it must be clearly understood that they must be on a leash at all times and a minimum of twenty five (25) feet away from the Club Trailer. If you are planning on off-roading do remember it is not courteous to tie your beloved pet to a tree and leave him barking for the afternoon.

This said: Dogs are discouraged for a number of reasons including heat, barking, and not being permitted on any of the off-road courses (who will take care of it if you go?). Dogs must be kept on a short leash at all times. We ask that your dog does not accompany you to the kitchen trailer area during cooking or meal times. They must be kept at least twenty five (25) feet away from the trailer at all times.

Open fires at the event site are allowed
We recommend that all children wear a helmet on the light off-road

Children under ten (10) years of age are not permitted on the heavy off-road event.

Some off-road events traverse public roads. You are reminded, the consumption of alcoholic beverages on public roads is prohibited in Ontario. OVLR supports the responsible use of alcohol - Drive Safely

OVLR reserves the right to deny access to its off-road courses by vehicles which in the opinion of its scrutineers are unfit for off-road use or not properly equipped to participate in off-road events.

Arrival:

On your arrival at the Campsite, you will need to register yourself and your vehicle at the Official Registration Point on the event site. You will be issued with your vehicle identification, a programme and other information. Event clothing, T-shirts, vests, grille badges, pins, key fobs etc. will be on sale throughout the weekend at the OVLR trailer.

4WD & 2WD Trails (Light and Heavy Off-road trails)

There are a number of forest trails and roads available in the surrounding countryside where you can green-lane to your hearts content. As some portions of the light off-road may be on public roads, all vehicles going on the off-road must be plated and carry valid insurance. Additionally all drivers on any off road course must be a dues paying members of OVLR. This is a requirement of our insurance.

RTV Trials

There may be a proper, ANARC (UK-style) trials course. Only road- taxed vehicles may enter. Prior to competing, all vehicles must undergo scrutineering and get a course marshal to sign-off on the rally card. There are a series of stages where you manoeuvre your vehicle through sets of canes without touching them. Points are deducted for each cane touched. Vehicles will be divided by class and age. OVLR will be using ANARC RTV Rules (Association of North American Rover Clubs). Where there is a difference between American and Canadian rules, the Canadian rules shall apply. Prizes will be awarded to the top participants.

Sponsors and Vendors:

While there are no vendors at the Birthday Party, individuals can bring items that they may wish to sell or swap. This has been quite popular in the past. However, you are responsible for taking any unsold or untraded items off the property with you at the close of the event.

In the past, 3 Brothers Classic Rover, Rovers North, and Atlantic British have all generously supported OVLR by donating items for the club to auction off at a club auction, normally held Sunday morning.

Activities

A rough guide to the schedule. As with any organised event, there must be a bit of leeway for the activities impacting reality and unplanned tangents.

Thursday :

- Several OVLR exec members usually are on site for event set up.
- Off road trail running available

Friday:

- Participants arrive. There are no organized activities and everyone looks after their own meals. It is expected that some will be doing some reconnaissance missions along some of the trails.
- The registration desk will be open after 4pm. It will be located near the Albatross, the club Expedition/Kitchen trailer on Site 38. Please be sure to sign in and pick up the event package

Saturday:

- **Breakfast:** Egg sandwiches at the club trailer.
- **9am:** Registration opens at the Expedition Trailer on the Birthday Party site.
- **10 am:** Various off-road groups leave (Light OffRoad, &c.)
- **1 - 2pm:** Lunch You are responsible for your own lunch. Water is available at the Expedition trailer
- **2pm - 4pm:** A RTV is planned, using the standardised ANARC rules (*assuming a marshal is identified by then*)
- **7pm - 8pm** - Dinner at the Expedition Trailer. Dinner will be provided by OVLR.
- **8pm on:** Social, party, night mission off-roading

Sunday:

- **8am:** Breakfast, Tim Horton's Coffee, Egg sandwiches
- **11 am sharp:** Auction of Land Rover accessories generously donated by many of our sponsors!
- **12pm:** Lunch (you are on you own), start breaking down the Club HQ site.
- **1:30** - Mud bog and light off-roading for those interested and staying a little longer.

Meals provided :

2 breakfasts, Saturday and Sunday
1 dinner, Saturday

A guide to a few 2024 ANARC Club's Events :



NELRC The Annual June 14 -15, 2024

Anthracite Outdoor Adventure Area (AOAA) (map)
Northeast Land Rover Club's 10th year - The Annual
Join us for an unforgettable weekend at the Anthracite Outdoor Adventure Area (AOAA) in Shamokin, PA. Mark your calendars for June 14 & 15 and get ready

for an epic Land Rover experience!
Camping On-Site: Immerse yourself in the great outdoors! (Note: Camping reservations open in March).
Exclusive Merchandise: Grab our special edition ten-year anniversary NELRC gear.
Pre-sale details coming up
Group Dinner: Connect with fellow enthusiasts at our group dinner on Saturday night at camp.
Info in the NELRC Facebook Group.



Event Update

June: 21-23 JUN

- **Event:** Beachside Rover Rally
- **Location:** Cape Lookout National Seashore
- **Activity:** A weekend of beach camping and fun in the sun.

More details to follow over the next couple of days so stay tuned.
@everyone



OVLR Over Nighter

Date: July 6-7

Start Time: 8:30 AM (Don't be late, we can't wait to start!)

So, you think you've got what it takes to survive an overland adventure? Join us for a weekend that will test your mettle, and your sense of humour, as we tackle 200 miles / 320 km of roads and off-

roading that will make you question your life choices.

Details previously in this newsletter.



DORC Rover Revival

Thu, Jul 11, 2024 5:35 AM
Sun, Jul 14, 2024 9:45 PM
Vermont (map)

Super excited to announce the first annual Rover Rival event in July in VT. This is going to be epic. All Land Rovers welcome, I am humbled to be assisting in the creation of this event. More details coming soon, it will be limited in spots and will. Be a one of a kind off-roading/

camping/overlanding event in New England.



Santiago Stargaze

August 10th
Santiago Peak

This is a night run to the top of Santiago Peak to view the Perseid Meteor Shower which should be peaking on the night of this run. Meetup location subject to change. Bring warm clothes, a comfy chair to watch the sky, and some food and beverage for the trail. We will probably depart the summit just after midnight. It

is about 1.5 hours each way from the rendezvous point and the summit. IT IS IMPORTANT TO BE PROMPT AT 6:00PM OR EARLIER AND HAVE A FULL TANK OF FUEL.

Santiago Peak is open from the Orange County side through Silverado Canyon and Maple Springs. Rendezvous Location is off Silverado Canyon Road @ 33.745856,-117.646370, *Check website for more details.*



OVLR Birthday Party

Date: August 23-25th

Location: Paul's Creek Camping Ltd.
McDonalds Corners, Ontario

We are excited to announce that tickets are now on sale for the Ottawa Valley Land Rover Club's 41st Annual Birthday Party! Join us for a weekend of fun, camaraderie, and Land Rover adventures from August 23-25, 2024. Don't miss out

on this fantastic event! Secure your spot today by registering at the link below: [\[Register Here\]](#) We look forward to celebrating with you! Best regards, Ottawa Valley Land Rover Club

Ref: <https://www.eventbrite.ca/e/ottawa-valley-land-rovers-birthday-party-tickets-913937420427?aff=ebdsshios>

ANARC Club Socials

A list of regular gatherings held by ANARC member clubs. Whether you're an owner or just love Land Rovers, this is an opportunity to get together for you! Visit one if you happen to be nearby.

Carolina Trail Rovers - Every month, but the location varies, check their FB group

Minnesota Club - Every 3rd Thursday of the month we will be hosting an in-person monthly meeting at the Bear Cave Brewing in Hopkins for food and beverages. Food and social at 7pm, meeting at 7:30pm

Ottawa Valley - In the Summer months, see the Food Truck Social earlier in the Events section. There is also a virtual Social. Check the OVLR Facebook group

Rovers Club - Every 3rd or 4th week at Quips Pub, 457 New Holland Ave, Lancaster, PA 17602-2158, RSVP on Facebook or text



AUGUST 1 - 4, 2024



Iron Range OHV
Recreation Area,
Gilbert MN

West Forty
Campground

Along with ANARC, MN Land Rovers is honoured to invite you to join us in Gilbert, Minnesota on August 1st through 4th for the North Star Rover Rally. For 41 consecutive years, members and families of the MN Land Rovers have been gathering each summer to swap stories, vehicle parts, take trail rides, all while making new and renewing friendships at our annual Picnic.

REGISTRATION

- All participants must register to attend and participate in the Rally activities and trail rides.
- Registration is limited to the first 75 trucks, and can be done through Zeffy here. All attendees must register for the event as either a driver, passenger or child.
- Registration includes: Access to all North Star Rover Rally (NSRR) activities; Meal ticket for the Saturday night dinner at Giants Ridge; Participation in the Friday night BBQ smoke out at West Forty Campground; Event t-shirt; Event welcome bag; ID badge and Rally vehicle markings
- Please note that all Driver & Rover attendees must be current member of a ANARC Club to attend.
- Please make sure you read "The Rules" before registering.

ACCOMMODATIONS

- **Lodging is not included in NSRR registration. Upon successful registration, you will be provided with a code and website link that will allow you to make camping reservations at the West Forty Campground. Any attempt to register for camping or check site availability without the group code will show all spots sold**

out. Spaces are limited.

- Camping costs are separate and in addition to the North Star Rover Rally event registration. Camping at the West Fort is not required for event participation, but the West Forty Campground will be the center of most evening and social activities. For those who prefer a hotel, we suggest The Lodge at Giants Ridge, which is the location of Saturday's banquet dinner. For more lodging options, please visit the rally website.
- All participating vehicles are required to have a valid state of Minnesota OHV sticker. More information on the Registration site.
- TRAILS
- Trails: We will have trails from mild to wild, so bring you Evoque, bring your LR4, bring your built Classic; there will be something for everyone! See our trails page for details and gpx tracks.

MEALS

- Catered dinner on Saturday
- Food carts through the Rally weekend
- Coffee, pastries, ice cream cart

Rally Activities & Schedule

Thursday, August 1st

- Registration packet pickup at entrance to OHV park
- Welcome reception at West Forty. Bear Cave sponsoring Kegs
- All Day: Self-guided trail riding

Friday, August 2nd

- Registration packet pickup at entrance to OHV park.
- Trail-rides: Self-guided & Guided beginner, intermediate & hard
- Expo Sessions:
- Evening BBQ and camp cook off

- Evening trail ride to 2 mile water crossing

Saturday, August 3rd

- Drivers meeting & group picture
- Trail-rides: Self-guided & Guided trail rides by difficulty, Mesabi Mountain trail (Hard & Extreme)
- Rovers North RTV challenge courses
- Evening dinner reception and "Picnic", Awards & Raffle?

Sunday, August 4th

- Self-guided trail-rides
- Departure according to lodging requirements Monday, May 27

Rovers North Road Taxed Vehicle (RTV) Course Competition

- Rovers North is sponsoring the RTV Course on Sunday.
- RTV will be open on Sunday and available for all drivers to test their skill against the course.

PETS

Pets are allowed but they must be on a leashed at all times.

What Else to Know: Camping/lodging booking and costs are separate from event registration, so please make sure to find accommodations. All participating vehicles must have a valid state of Minnesota OHV sticker. All drivers must be a current member of the Minnesota Land Rovers club, or a member of a club participating with ANARC.

Web: <https://northstarroverrally.com/nsrr-2024-details/>

[LINK TO REGISTER](https://northstarroverrally.com/nsrr-2024-details/)



Non-OVLR News



CENTRESTEER #134 - Scott Preston

For podcast 134, we talk with RoverX, also known as Scott Preston. Scott is a self-described Land Rover power user. Scott has built, rebuilt and rebuilt Land Rovers over the years and that is just one Series continuing on in one part or another. He's traveled all over the US and is a member of the Downeast Club.

The news for May 2024 - JLR sold over 400,000 Land Rovers for the year, Range Rovers built outside the UK for the first time, new Defender packs and captain's chairs.

Plus a report of the Pacific Coast Rovers Club's PNW Rally.

The CentreSteer podcast is a podcast by, for and about Land Rovers owners. Now in our tenth year, it is the first Land Rover community podcast. We post monthly episodes that are 1-2+ hours, covering an overview of Land Rover news, rally & events and interviews with guests. Guests are from the Land Rover, off-road and adventuring communities. The podcast is available on better podcasts apps as well as on the Centre Steer website.

The URL, if you are not subscribed, is centresteer.com



A Rover Sunday in Newfoundland

Kevin Burton





Underpowered Hour is a weekly podcast of about 45 minutes.

stories of women getting behind the wheel.

Episode - Joined by special guest Linus. This week's topics include knockoff Cybertrucks, the new Sedona Edition Defender, the Mendo Recce event, and the Pacific Northwest Rover Rendezvous. From hilarious discussions about confusing car descriptions to detailed event recaps and unique Land Rover stories, this episode has it all.

Episode - Join us on a tour of a vintage 1935 Gilkey Deluxe tent trailer at the ANARC Land Rover event in Redmond, Oregon. Discover all the unique features like the original Coleman lantern, camp stove, and ice box fridge. We also delve into the Women's Barber Toy Tribute run outside Texas, showcasing inspiring

Episode - live from Pangolin 4x4 in Springfield, Oregon, as they recap the Association of North American Land Rover Clubs (ANARC) Pacific Northwest Meetup. Dive into the highlights of the Barbara Toy event, skill-building trials, and adventurous trail runs. Explore unique Land Rover rigs, from vintage models to modern overland vehicles, and witness the camaraderie and competition among Land Rover enthusiasts.

Episode - Introducing Paul Smith's new 1/18th scale diecast model of his famous multi-colored Defender and delve into the complexities of pre-ordering the upcoming electric Range Rover..



Underpowered Hour can be found at <http://www.underpowered.com>



After many productive years in West Vancouver I'm moving myself and the ROAMERDRIVE company to Sointula which is about as far from Ottawa as one

can go without leaving Canada. Here's a picture of Bean our series IIA parked on the seawall in front of our new digs. The detritus is from shop renovations. The

ferry runs to Port McNeil. Production gets disrupted when the whales go by.....

Ray Wood

General Servicing

Land Rover Leaf Soap By Dixon Kenner

OVLR has had Land-Rover soap in the past. In fact, one of our former member's, Lori Kennedy [1] made Land Rover shaped soap for a while. This soap became a bit infamous at one of the last British Invasions (Stowe Vermont) that the club participated in when a basket of soap, free for the taking on the Club stand, was mistaken for cookies. Yes, a passer-by, gazed at the newsletters and material available for the taking, picked up a piece of soap and bit into it and started to chew. It was wonderful ,,,

The photos below however, show what must be genuine "Land-Rover soap". This is a thin, 2 ½" x 4" (approx.) folder with several leafs of soap stapled inside stapled to the cardboard. A description of how to use the soap is written inside the lid of the folder. Underneath the soap it reads, in part, PAT. No.15113/54 New Zealand Pat. 112628 Safodik (Gt. Britain) Ltd. Leeds 2 England. Sole Manufacturer. Safodik [2] made promotional booklets of "pocket" soap in the later 50s in Manchester, UK as well as soaps, soap and bleaching powders

Little is known about this item though. It appeared on eBay once upon a time in the late 90's. What it was in promotion with? Was it given out by the dealerships? Did it come with some other purchase; or was this something useful to have along for emergency, when you were off in central Asia or Africa and discovered that you had a real need to wash? Beyond this example, it has never been spotted again.

1. <http://www.simplerthyme.com>
2. Part of Barlow & Jones, a textile firm



Obverse - Cover



Reverse - Land-Rover advertising



Inside left - Instructions



Inside right - Leaf soap. Labelled "Safodik"

Land Rover Salesman's Manuals, part 2

By Dixon Kenner

In March, Salesman's manuals from the Series One to the early Series III were covered. This manual looks at the known manuals that were issued afterwards.

Series III (late)

Later in the Series III era, a two ring binder, with supplements mailed out on an annual basis was introduced. There is a 1980 edition (pub. no. 2/80/5m) of the two ring binder. (image, lower right)

By 1980, the history and development of the Land Rover has become important enough to merit several pages at the beginning of the manual.

The manual also talks more about meeting the customer's requirements and has point form summaries of key points for each chapter. Drawings have become simpler, and there are now pages of companies listed who provide modified trucks to suit different purposes. This might lose a salesman his commission, but it sells another Land Rover via a different channel.

In 1981, a newer version was issued in April. This extremely comprehensive, 130 page guide was distributed to Land Rover's sales staff in 1981 to educate them on how to sell the vehicles. It was produced by the Sales & Product Training Dept of Land Rover at Solihull

A superb insight into how these vehicles were marketed from the salesman's perspective. Far more interesting and detailed than any brochure this publication includes a chapter on chapter on actually driving the vehicles off-road expands, and would later become a volume unto itself offered by Land Rover. [8]. Then another on Land Rovers competition, the Toyota Land Cruiser & Hilux, Nissan, Fiat and Mercedes competitors.

The copy I referenced had a fifteen page supplement on the Stage One V8 offerings

inserted before the index (and not referenced in the index). Quite a comprehensive look at the new V8 offering. At the back, this section on the V8 covers the introduction, chassis and bodywork, engine, transmission, suspension, steering, brakes, special features, off-road driving and towing, optional equipment and technical data. The detail is tremendous as you would expect, inc the new colours available for the V8, "selling the benefits of the V8," lots of diagrams and illustrations

The 90 and 110

In 1987, Land Rover published a new Salesman's Manual, in a four ring binder. The cover is in four languages (English, German, French, & Spanish), though the contents are unknown.

All in all, these manuals show a shift in the thinking and marketing of the vehicles. While Rover always put the emphasis on the salesman's ability to communicate and sell, their approach to material undertook quite a shift from what the potential customer was getting, towards what the potential of the product could be once they had purchased it.

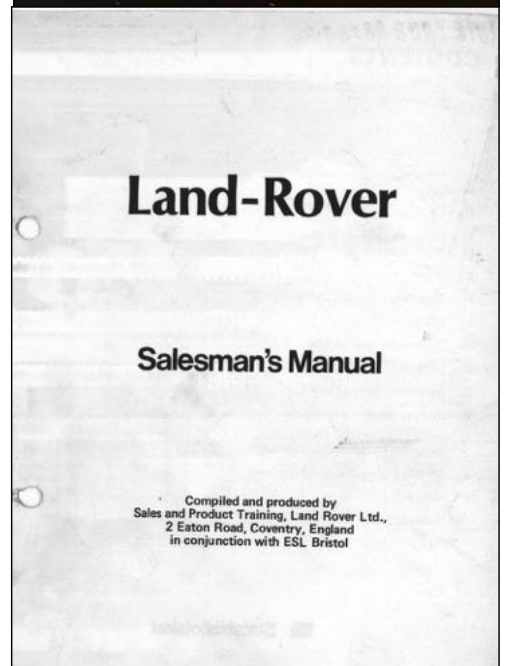
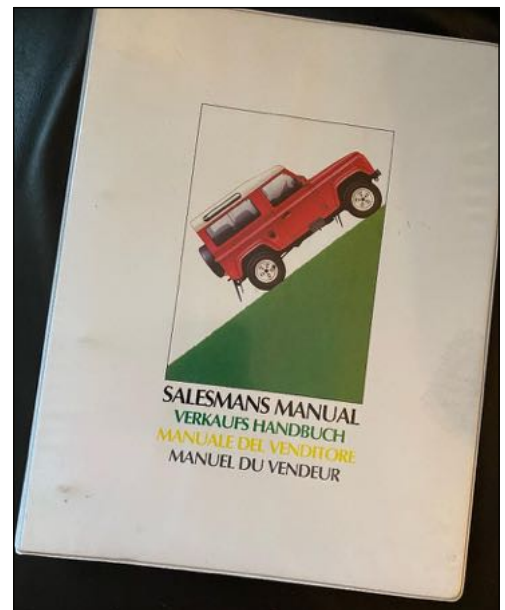
There are also a few Range Rover Salesman's Manuals, but that is a discussion for another day.

Potential additional material

There are probably foreign language editions, given there is a German language edition of the 1980 manual, with a revision date of April 1981. The excellent appendices that appeared in 1980 and 81 would later be expanded upon and act as a model for LRNAs "Authoritative Guide to SUVs" that would appear in 1998 through 2001.

Publications referenced in this article:

- Land Rover Salesman's Manual, printed in early 1980. Publication no. 2/80/5m. There is a second published in April 1981.
- Salesman's Manual, LRSM 800E, Issue 1, March 1987





The Trials and Tribulations of a SU Fuel Pump

by Suzanne Lindsey

Anyone who owns a Series Land Rover, or any Land Rover for that matter, usually by instinct rather than studying, knows more than they want to about The Bathtub Curve. This is the notion that a new product starts out unreliable with teething problems, i.e., the wall end of the bathtub, then the line slopes down into a (hopefully) long flat reliable problem-free period; then as the product ages and things wear out – i.e., the taps end of the bathtub curve – the problems mount up. As you contemplate the taps end, you find out a whole lot more than you really want to about a whole lot more stuff than Failure Rate statistics theory.

Such is the situation with my 1967 109" Series 2A, lovingly known as Duke, with a straight six 2.6L engine and a double ended electric fuel pump. Sadly, high ethanol in the fuel and a long period of inactivity due to a chassis-up rebuild and a bit of a pandemic meant the fuel pump sat idle for too long and decided to join the taps end of the bathtub curve.

Duke has an SU carb and double ended SU electric fuel pump. Yes, these are original and he's not a 'bitsa' as alleged on an unmentionable forum with lots of wanna-be experts in all Series 2 vehicles. Duke is quite an early example of the six-cylinder, leaving his Solihull birthplace on 6th June

1967 at a time when steam trains still dominated British Rail. He spent two years on a farm, then was painted blue towing boats, then white as a tow truck called Bertha with a Harvey Frost crane in the back, then red as a fire truck on Shipdham Airfield in Norfolk England (home of the USAAF 8th Airforce with B-24s in WWII) and is now back to original bronze green but with a few interesting multicolour hints that missed the shot-blaster.

After a very long wait a pair of SU pump refurb kits appeared. This comprised a spectacular number of bits with spectacularly vague instruction sheet, but



to be fair lots more info is available on the Burlen website for the initiated who know to look there.

The AZX 1500 HP 12v Electric double ended fuel pump is spec'd as furnishing 12.5 gallons p/h. It boasts the complexities of an air cushion, 2 psi pressure, dual fuel inlets and single outlet to the carb, loads of springs, valves, and other nefarious bits, and a lovely ticka-ticka-ticka sound at start up. But that's only when working which it hasn't been...

Consider this... Duke's fuel tank holds 11 gallons. That's British gallons so about 13 US gallons. On a bad run in traffic with lots of stops and starts and working the engine hard (and the brakes!) to keep up with modern traffic, Duke does 8 mpg at around an average of 20 mph; and on a nice straight run on a motorway, he'll do about 23 mpg at 60 mph.

To use 12.5 gals p/h and max out the pump my dodgy maths calculates Duke would need to do around 275 mph and would run out of fuel and be stuck on the verge well before the next fuel station. The driver

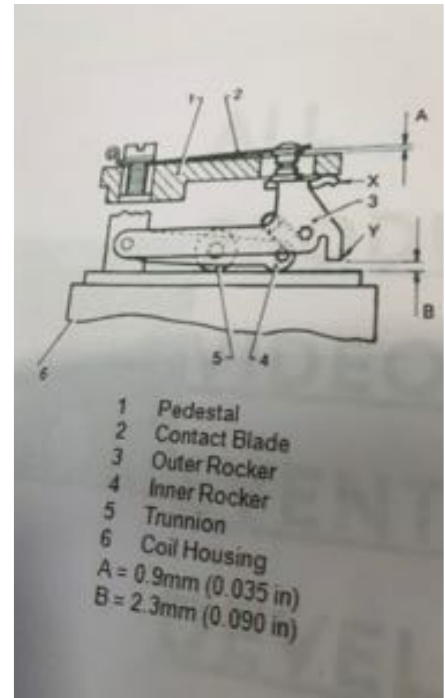
would have rattled their fillings out and be stone deaf and suffering PTSD. The really big question is why on earth did Land Rover put this pump on this vehicle?!?!? Duke will tow anything out of anywhere... but surely he never needs fuel at the rate of 12.5 gals p/h?

My respect and admiration go to Tim Wall, the awesome mechanic who looks after Duke, for persevering with this piece of Bathtub Curve Busting Stupidity.

Thing is – we love our iconic Land Rovers and keeping them original is a big part of the challenge. Bathtub Curves are not really the point.

Ed note: That innocent drawing to the right belies the level of effort required to make the SU fuel pump tick away in a happy fashion. But, they are field reparable, unlike all of the electronic fuel pumps out there, that, when they go, you are done.

Photos: Various stages of a dual SU fuel pump rebuild, a work in progress.





ABOVE AND BYOND

Super highway overdrive

Filip

What's that Dixon?

That's my economic super highway overdrive kit, Fritz!

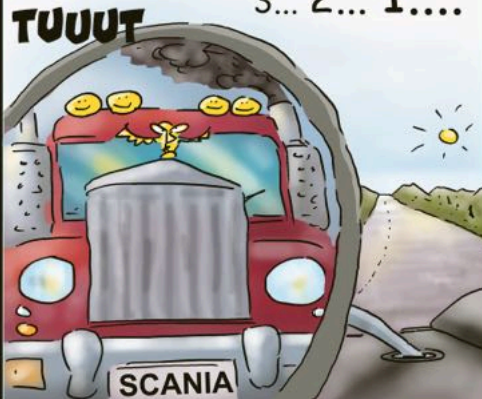


Let's have a ride to test it, Fritz!



Get ready for action, Fritz!

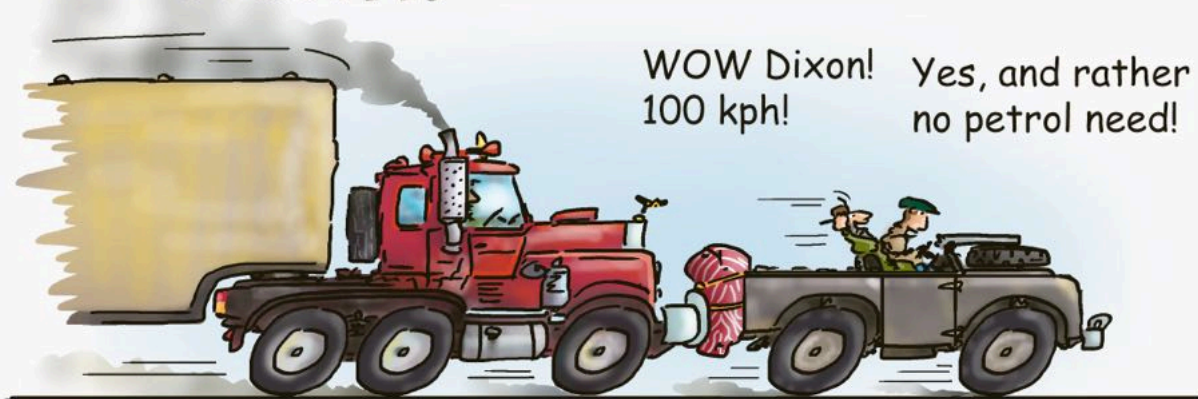
3... 2... 1....



System is working!



TUUUUUUUTTT!



WOW Dixon!
100 kph!

Yes, and rather
no petrol need!

Filip



A Roof over their Heads

by James Taylor

There are oddities and mysteries wherever you look in Land Rover history, and that's one of the things that keeps it fun. If you've never given much thought to hardtops for long-wheelbase Series I models, now's the time to start....

A ROOF OVER THEIR HEADS

It's interesting to speculate on why Land Rover never made a hardtop body available for the long-wheelbase Series I models, the 107 and the 109. Perhaps the thinking was that there would not be sufficient demand.

The 107 was of course introduced specifically as a Pick-Up in 1953, and the very first examples are indicative that Rover saw it as a model rather apart from the mainstream Land Rover. Early models always came with road tyres, and the rear cross-member did not have the tunnel

that was needed for the vehicle to operate PTO-driven machinery. It's also quite clear that Rover were not really thinking of the 107's potential when they designed it. Only later did they realise that a Station Wagon derivative would be a valuable addition to the range, and to make that they had to redesign the chassis because nobody had considered the need for a flat floor when the original chassis was drawn up.

I suspect that this rather blinkered approach was behind the absence of a hardtop option, and that it may have been backed up by a suspicion that demand for such a thing would have been low. It could only have been a suspicion, though, because Rover did not rely on modern market research methods in those days but on the instincts of its engineers and, to some extent, on feedback from its dealers. This is not to say that there was zero

demand, and over the years Rover themselves built a small number of hardtop bodies to special order. Outside specialists spotted the gap in the market and made their own contributions, too.

The "factory" hardtops

The earliest hardtop I know about was the one built for explorer Laurens van der Post in early 1954. This was on a LHD 107 model (4723-0559, registered as OUE 271 on 20 February 1954). The hardtop was taller than the truck cab, and had a pair of windows each side near the top. I presume this was to allow people sitting in the back to see out, and the body had to be tall to give enough headroom because of the relatively high floor level of the pick-up bed.

I also presume that the body was built by Rover, not least because there appears to



have been a second one to the same design that was used on the Snowy Mountains construction project in New South Wales, Australia. It's possible that more information is available about this one because there has been a consistently strong interest in the history of the Snowy scheme. So if anybody can add anything here, please do.

The next one I know about is both much better known than these two and also quite different. This is the one that Rover made for their own Mobile Service School. It was registered as RUE 912 on 18 March 1955 and was on chassis number 5726-1217. As far as it is possible to tell from surviving photographs, the rear body was separate from the cab, with its own front panel. Both the truck cab and the hardtop had a tropical roof, and there was a custom-built tail door with rubber-glazed window. It certainly was a good-looking

machine, and an attractive scale model of it has been made available – which is fortunate, as the original does not survive. All we know is that Rover sold it on 12 July 1960 to Stratton Motors (at least, I think so: the handwritten entry in the records isn't clear).

The roof of the hardtop of the Mobile Service School is flush with the top of the cab roof, but on another example built about the same time it is considerably taller. This second vehicle was on chassis number 2706-00441 and was registered TAC 603 in November 1955. It has jerry can holders mounted to the wing fronts, which rather suggests that it was intended as an expedition vehicle, but the surviving records tell us only that it went to somebody called Wight. Perhaps somebody knows more.

I said in my recent book, *Factory-Original*

Land Rover 86-109, that "similar hardtops were made for some 109s." I'm now not so sure about that, as a good trawl through my archives has failed to uncover any. However, if anybody can put me right on this, please do.

Aftermarket hardtops

Dating of the aftermarket hardtops is problematical in many cases, but there were several. I know of examples on both 107 and 109 chassis by Pilchers, and of five more on 107 chassis. These were by Frank Grounds, by Jensen, by an unidentified (possibly Spanish) company, by a Swiss body builder, and (probably) by a Syrian railway company.

Taking these in order, Pilchers of Merton were best known for their ambulance conversions, and they built a windowed hardtop body on a 107 as a mobile



This one is very similar to the Laurens van der Post vehicle but (unless the picture has been reversed) has RHD and a few other differences. I'm told that the picture was taken on the Snowy Mountains scheme in Australia.



The Mobile Service School's 107 hardtop had a special cover for its Brockhouse trailer, too.

dispensary. The body was again taller than the cab, with a tropical roof and ventilators. It was built for the GVDC Heath Department, which I haven't identified but I suspect was somewhere in Africa. The vehicle had RHD.

Pilchers then displayed a hardtop ambulance at the NATO exhibition that was held at Rover's Solihull factory in November 1957. This was created by adding a tall hardtop and twin rear doors to a pick-up model, and I assume it was on a 109 chassis. A second hardtop at the same exhibition was also probably by Pilchers and was definitely on a 109 chassis. This had fixed side windows and hinged doors above the standard drop-

down tailgate.

The Jensen hardtop was a very neat design that was mounted on a 107 used by Jensen Motors at their Pensnett factory in Kingswinford, near Dudley. Pensnett was where the company built its Jen-Tug tractor unit and the bodies for the Austin A40 sports model, and there was clearly a need for an enclosed vehicle with a decent load capacity, probably as a factory runabout. It seems logical to deduce that Jensen made the hardtop themselves, but we don't know when and we don't know whether there were ever any others. Special thanks go to Adrian Wagstaff for finding the photograph, and to the Jensen Museum for allowing me to use it.

The Frank Grounds hardtop was clearly intended as a commercial proposition, because a sales leaflet has survived. (This was published in the LRSOC's Legend magazine no 224 in April 2022.) It was described as a Portable Top by its makers, who were motor body builders from Aston in Birmingham, and the host vehicle in their advertising pictures was a 107. This was an aluminium hardtop with a roofline matching that of the cab. It had twin opening rear doors above the standard drop-down tailgate.

The unidentified one that may be Spanish was a tall and substantial-looking hardtop that was mounted on a 107 used for a



TAC 603 looks as if it was prepared for expedition work. It was new in November 1955.



Pilchers made this 107 for the GVDC Heath Department. Somebody knows who GVDC were!



(above) I think this is also by Pilchers. It's definitely on a 109 and probably dates from 1957.

(Left) This is another Pilchers design. this time dating from 1957 and probably on a 109 chassis.

British Cultural Expedition that seems to have covered most of the world if the sign writing on the side of the vehicle can be believed. My reason for thinking it may have been Spanish is that the sign writing is in Spanish. I haven't yet identified what expedition this was, but it does look as if the Rover Company provided some sponsorship because they are credited in signwriting on the doors.

Quite distinctive is the LHD 1954 107 that was turned into an apparently capacious van for a Swiss Volvo agent, presumably to

ferry parts from place to place. It was Richard Beddall who discovered it, a couple of years ago, and who sent me the picture that I've used below. This one again had a body taller than the cab, and it had a single, side-opening, full-height rear door.

The last of those five is something of a curio. A tall hardtop body was created for a 107 that was used on the Hedjaz Railway in Damascus, Syria. I suspect it was locally built. The photo credit goes to Peter Howard of West Horsley who sent it in to

Specialist Car magazine, where it was published in the December 1978-January 1979 issue.

(The first two pictures show the Laurens van der Post vehicle. There are 11 more pictures in the Comments.)

This article, along with some interesting questions, answers, commentary, as well as some additional photos, can be found in James Taylor's Facebook feed



Jensen Motors used this 107 at one of their factories, and probably built its hardtop themselves.



This is the Frank Grounds "portable hardtop" (picture borrowed from the LRSOC's Legend magazine)



Somebody certainly planned to go a long way with this 107. Was the hardtop built in Spain?



This 107 hardtop must have been built in Switzerland, quite possibly by the Volvo dealership that used the vehicle. (Richard Beddall photo.)

Fairey Overdrive Part Substitutions

A document from Bill Leacock. Over time, the availability of certain Fairey components has resulted in many an overdrive being relegated to "parts status" when they still could have some potential life left in them.

This listing of alternative parts should enable the resourceful overdrive owner with further knowledge and help in attempting to repair the unit for further enjoyment.

If you have any updates, further alternatives, or information, please drop a line to the newsletter editor at temporaryeditor.OVLR@gmail.com so this list can be updated and reprinted.

Fairey Overdrive Part substitutions

1st Parts Drawing

Orig Parts Number	Drawing Ref	Description	Actual Parts Ref.	Manufacturer
RTC7173 (Part 1of 2)	27	Body to Output Shaft Oil Seal (large One)	Std Oil Seal 75-95-13 Black rubber RTC7173-1	e.g. TTO etc
RTC7173 (Part 2of 2)	27	Main shaft to Output shaft Oil Seal (small one)	Oil Seal 50-58-4 Blue / Green polymer RTC7173-2	INA or NAK
RTC7166 (Part 1of 4)	20	O ring used to seal 'back' end of Selector Shaft (Mounted on Shaft) (Smallest O ring)	'BS012' O Ring made of Nitrile Rubber	From Bearing supplier Etc
RTC7166 (Part 2of 4)	20	O ring used to seal 'front' end of Selector Shaft (Mounted under plate onto housing)	'BS014' O Ring made of Nitrile Rubber	From Bearing supplier Etc
RTC7179	33	Main Roller bearing between Output Shaft and housing (Under large oil seal)	NK75/25 NK75/25	INA - From Bearing supplier Etc
RTC7174		Needle Roller Thrust Bearing – Large Std side washer listed 1 m/m thick in some places special thick washers are used – check!	AXK3047 AXK3047 (Bearing) Uses special hardened spacer against shaft	INA - From Bearing supplier Etc
RTC	41 (Part of)	Clutch Sleeve Needle bearing 50ID x 58OD x 20 Wide	RTC ??	??????

Note : these descriptions seem right but cannot guarantee they are exact need confirmation of dimensions of all parts if someone has one to bits to rebuild.

2nd Parts Drawing

Orig Parts Number	Drawing Ref	Description	Actual Parts Ref.	Manufacturer
ID3790	1	Ball Bearing (Deep Grove ball bearing)	SKF Pt No. 6308 ID3790	SKF or other bearing manufacturer
RTC7166 (Part 3of 4)	7	O ring used to seal rear cover to main housing (largest diameter O ring)	'BS043' O Ring made of Nitrile Rubber	From Bearing supplier Etc
RTC7166 (Part 3of 4)	7	O ring used to seal lay shaft to housing	'BS213' O Ring made of Nitrile Rubber	From Bearing supplier Etc
RTC7184	14	Needle Roller Thrust Bearing – Large AXK3047 Std side washer listed 1 m/m thick in some places special thick washers are used – check!	AXK3047 (Bearing) AS3047 (Side washers x 2) AXK3047 + AS3047	INA
RTC7186	5	Needle Roller Thrust Bearing – small Std side washer listed 1 m/m thick in some places special thick washers are used – check!	AXK2035 (Bearing) AXK2035 & AS2035 AS2035 (Side washers x 2)	INA

2023 Land-Rover Stamp issues

By Dixon Kenner

A quick round up of the known 2023 stamp issues that have a Land Rover on them. None of these issues are from a postal authority this year, and all are from

Stamperija, a philatelic representative of various postal authorities. One can safely assume that none of these stamps will have ever seen the country printed on the

stamp, nor ever be used postally. They are created purely for the collector and few major catalogues index them anymore, or assign a number to them.

Niger - 2023

For the collector:

Issue: Military Ambulances
Value: 1000F, Niger francs
Printing: Offset Lithography
Catalogue no.: none known
Printer: Agency Issue
Depicted: Defender 110, 101FC
Original Image: 101FC - [Wikimedia](#)



Sierra Leone - 2023

For the collector:

Issue: Fire trucks
Value: 104 LE, Leones
Printing: Offset Lithography
Catalogue no.: none known
Printer: Agency Issue
Depicted: Carmichael FT/6
Original Image: See James Taylor's book on the FT/6, p24



Guinea - 2023

For the collector:

Issue: Royal cars
Value: 14500FG, Guinea F
Printing: Offset Lithography
Catalogue no.: none known
Printer: Agency Issue
Depicted: 2015 Range Rover, 109 Station Wagon
Original Image: Easily found.



Refinishing 16" Road Wheels

By Alastair Sinclair

Eventually steel road wheels can begin to look a little tired. Ahead of last September's Birthday Party I was lucky enough to find a used set of Super Traction 7.50 x 16 LT bias ply tires to replace the very worn similar items on our Series 3 88". (Links to products referenced below). It was time to refinish the rims prior to the installation of the new rubber.

Longer term club members will recall that my Bronze Green Series 3 met an unfortunate end when a storm took down what we guess to be a hundred year old maple that landed dead centre on the 88". Despite best efforts to save it, ultimately it was parted out. I retained its set of 16" wheels. When club member Andrew Findlayson made me aware of another SWB out of Fitzroy Harbour available as a replacement one of the first things we did was to replace the 15" North American spec wheels with the 16" wheels that the rest of the world received.

Bias ply tires are now increasingly hard to find. Over the years I used the excellent Bridgestone Jeep Service and Cooper Coarser Traction in this size but they are no longer available in Canada. Each time I replaced the tires I took the opportunity to refinish the rims, meaning the rims have been with me since 1998 and through four sets of tires in that time. Eventually the rims do rust, crack and fail. I was lucky that the timing lined up as one of the rims was now badly corroded around the valve stem and no longer serviceable. Had I not been refinishing the rims I wouldn't have caught it. New wheels are available in the case you need to replace one.

My approach is simple. I use a corded drill with a fine wire wheel brush and work my way around each of the wheels. A larger size wire wheel simplifies the task. You will want to wear protective eyewear as years of paint and rust make a good mess. I prefer doing this job outside, with the wheel removed from the vehicle. I recommend Tremclad Recreational White as it is a near identical match to factory Limestone for those of us who like the top

(hardtop) to match the bottom (wheels). I have always used a brush to apply, but it is also available in a spray can for those who prefer it. I find that it takes between two and three coats to achieve a good result. It is easy to touch up annually, or as rust appears, and to blend in.

Links: (click for full URL)

16" Tube type Road Wheel: <https://3brothersclassicrovers.com/>

7.50 x 16 Bias ply tire: <https://www.stausaonline.com/>

Wire wheel: <https://www.canadiantire.ca/>

Tremclad paint: <https://www.canadiantire.ca/>





A note to the reader:

- These For Sale notices, in some cases, have been edited for brevity. Always consult the original posting for the complete advertisement. Other than cutting them down to size to make them fit, these are as they originally appear. The listing title, as well as the description are copied verbatim. Spelling and grammar are that of the writer,
- Location usually determines the currency. If in Canada, Canadian dollars. In the USA, greenbacks. Depending upon the platform, the price could be either. Some sites default the currency symbol to a dollar sign. When they could be pesos or otherwise. Check with the seller.
- If you are looking for post Series III Rovers, be prepared to find a lot of them on-line. There are dedicated groups on Facebook for them. Unless you are an OVLR member selling one, they won't be found here. There are just far too many to list. The one exception is the rarest and mightiest of all Land-Rovers, the NAS Freelander.
- Price is not value. Nor are all descriptions accurate. Consult with the seller.
- Beware possible scams. While a few are found and not included, practice due diligence when responding.
- Some adverts are included because they are somewhat fascinating for the seller's description and expectations.



Classic Style Land Rover 2A, Kenora Ont. \$15,000

Classic Style Land Rover 109, year is approx 1963, considered an early 2A. TOD available. Gas 4-cylinder engine with many upgrades (not currently running). Frame Serial # 25409818B. Also have a second used engine / transmission for backup. Frame is solid, upgrades include; exhaust, wiring harness, top end of motor, rings, pistons, lights,

Kijiji advert no 1695092007



1962 Land Rover series 2a, Toronto, CA\$25,000

Beautiful 1962 Land Rover Series 2a. Your summer adventure truck. - Original paint colour. Nice patina. - 88" wheel base. - Drives and runs perfectly. - 4 speed - re-done engine head - desirable gas engine, not diesel. - lots of extras (Manuel, handbook, extra parts, etc) - spare wheel included - all papers and documentation of the vehicle history Perfect car for a real Land Rover lover. So many smiles and waves while driving this. Doesn't need anything. Good to go. I drive this around my neighborhood daily. *Contact Nikki Ross via Facebook*



1970 Land Rover defender, Tijuana, Mexico, \$14,000

1970 Land Rover Defender
\$14,000 Dolares
Americana Titulo y Placas 4WD
Buen proyecto. Lleva mucho tiempo guardada. El precio es negociable en persona. Me ubico en playas.

Contact Arturo Lemus via Facebook



1949 Land Rover Series 1 80" Station Wagon Tickford Model, £120,000

We are delighted to offer this exceptionally rare example. Uk registered, left hand drive example. Finished in both Sage and Bronze Green with matching interior.

One of the oldest surviving left-hand drive Series 1 Station Wagons produced. One of only some 20 survivors, originally supplied new to Poland. This vehicle was restored by a marque specialist during the 2000's it has recently had a light body restoration and recommissioning by ourselves. It will be supplied fully serviced and ready to use for the next owner.

eBay auction item 156250280228 (closes 10/07)



1974 Land Rover series 3, Winnipeg, \$23,000 (price drop)

Looking to sell my excellent 1974 series 3 short wheelbase. This unique land lover was born in England, found his first home in California later in the Mississippi, and now is in Canada. It has a rebuild head with stelite valve seats to accommodate regular unleaded petrol. It also has been extensively, upgraded front wheel locks, brown church steel roof rack with expanded metal floor, accommodated, 2 person tent and a rear ladder a 12,000 pound electric winch with snatch block ...

Contact Chuck Lewis via Facebook



Alberta Find - Complete Classic Series 1. ("defender" predecessor)

I will have original bumper to replace the "sandrail" bolt on bit. I also have a Series 1 pickup top that bolts on and looks cute. I've left the patina (flaking-history) for you to decide whether to paint or leave paint as is. 2.0L Petrol (pre-dates 2.25), 4spd Hi-Low 4X4. HAS RARE PTO Unit hooked to transfer-case to run a rear PTO implement off back (needs shaft). Motor turns over nicely, if you want it running on pickup, I can get a mechanic on it for you (your cost). Chassis is solid, no rust. Im in no rush to sell, I also have no time for tire kickers. Serious inquiries only please. I have a few trucks in line up and figured this is the easiest for a Land Rover project enthusiast to get going with for the summer. Testing the Canadian waters before I post to the USA. Ownership is in hand in my name. Im the second owner. Located in Ottawa.

Contact Allan Lee brown. Via Facebook



1952 Land Rover Defender, Prince George BC, \$5,500

Original Landrover Series 1 restoration project. Very rare to find. Needs full restoration but it appears parts all there including original decals, grill, rims, mirrors, steering wheel, and hard top and original army green paint. Could be an amazing jeep once restored. Imported into Canada by Rots Inc. Very collectible. Interior good condition with zero rust. Original upholstery. Undercarriage very sound with no significant rust damage. Hard top with no holes but some snow press damage. All doors, hoods and latches working condition. Gauges all original and good except one cracked glass. Some body damage as seen in photos with front fenders that can be easily fixed.

Trade for what have you, make an offer

Contact Brian Aitken via Facebook



1963 Land Rover Series 88 Himalaya, Calgary, C\$285,000

Grand Touring Automobiles is proud to be the exclusive distributor for HIMALAYA in Canada. HIMALAYA is a bespoke transportation design company. Our goal is to capture the unique heritage of the Land Rover Defender, while being respectful of its great history. Absolutely nothing is overlooked and nothing is compromised in a HIMALAYA. We make the ultimate Defender for the modern era for the most discerning and appreciative guardians of this iconic vehicle.

The Seaside build includes an upgraded 200 TDI with 5 speed manual transmission. Upgraded running gear, custom canvas roof, bluetooth audio box and Aga Blue Metallic exterior.

Site - Autotrader.ca



Series 2/3 Land Rover Cab Goal Post Frame, Calgary, CA\$170

New, Unused, In box. Galvanized. The Goal Post frame fits around the outside edge of the window as a water channel and the hood the locates into this and allows access from the cab to the rear body when you open the slide open the rear windows.

Contact Ross Maylor via Facebook



Camper shell, Calpine, California, \$500

Made by the British Columbia forest service to fit a 1968 Land Rover. Can fit a 4'x6' truck bed. Measures 62"w x 75" l x 35" h. All steel and in good condition. Needs glass in the back and front.

Contact Buzz McCann via Facebook



1963 Land Rover Ir2, Kenora Ont, CA\$15,000

Classic Style Land Rover 109, year is approx 1963/1964 considered an early 2A (not a LR2 but FB forces a model selection when creating the add). TOD available. Gas 4-cylinder engine with many upgrades (not currently running). Frame Serial # 25409818B. Also have a second used engine / transmission for backup. Frame is solid, upgrades include; exhaust, wiring harness, top end of motor, rings, pistons, lights, brake lines, brakes. Needs; new rad, carb set up, maybe a fuel pump, weather stripping, seats, tires. Located outside of Kenora Ontario near Rushing River Campground.

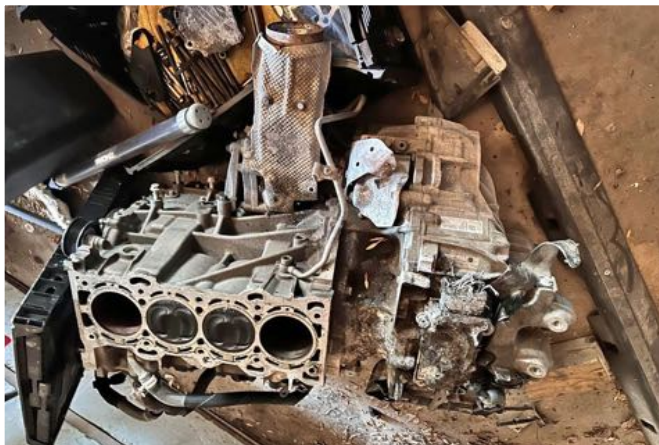
Contact Russ Hawes via Facebook



1966 Land Rover series 2a 2 door 88, Rapid City, SD, \$13,500

A true classic. 1966 Series 2a, 66k original miles, rebuilt original 4 cylinder engine. Purchased from Cody Wy several years ago to use as a plow vehicle, just upgraded to a Can-Am so no longer need. Well maintained. New seals front and rear. New gas tank and filler. New sending unit. New brakes, new master cylinder, new wheel bearings, new seals. Very easy to get parts as 25% of these are still in operation throughout the world. Has steering wheel on correct side. Locking hubs, 4WD, all original, 2 gas tanks, runs great, very clean with minimal rust, plow and Bimini top included. Price is firm.

Contact Page Hudson via Facebook



Land Rover engine, Winnipeg, Manitoba, CA\$500

I don't know if it's good or bad, but the accessories are basically complete.

Contact Jiag Liang via Facebook



Series III Seats etc, Stittsville, Ontario, \$250

Front three (3) seats, rear bench seats and hump cover from a Series 3 for sale.

In good condition, no cushion wear.
Located in Stittsville. \$250 CDN

Contact Kevin Robert Chappell via Facebook



1957 Land Rover series 1, Los Angeles, California, \$22,450

1957 Land Rover LR1 88" · Convertible · Driven 32,567 miles

Rare opportunity to purchase a Series 1. 88" Land Rover in this condition for only \$22,450 as the book lists \$30-\$35,000 and it runs and looks great. Can ship worldwide. Selling at Collector Cars in Houston. Thanks!

Contact David Rosenfield via Facebook



'57 Land Rover Series I, 86, Redondo Beach, California, negotiable.

I'm forced to sell my '57 Land Rover Series I, 86". It has what I believe is an Isuzu P'up engine, but otherwise pretty stock. I bought it in 2018 on a whim, but sadly hasn't been driven as often as I would have liked. Located in Southern California, the truck has a current title and is insured by Hagerty. I don't have a firm price in mind, but thinking 30K to start negotiations from there. Send me an DM if interested.

Contact Javier Velador via facebook

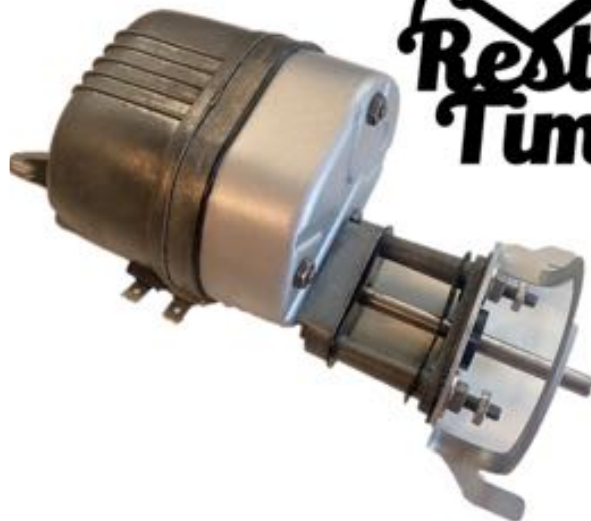


1979 Land Rover series ii, Atlanta, Georgia, \$27,000

A superior blend of history, functionality, coupled with endless adventure awaits you with this iconic 1979 Land Rover Series IIA Safari version. The Land Rover IIA has been universally celebrated for its rugged no non- sense design , durability and timeless appeal. This example has been well cared for and features tasteful upgrades with a view to reliable motoring.

Contact Milton Henriquez via Facebook

**Wiper motors
Parts for your
Land Rover.**



www.Restotime.co.uk

3 Brothers Classic Rovers



Canada's Premier Source for Land Rover Parts and Restorations



1971 Land Rover 109 Series IIA Diesel - \$28,000 (Uptown, Arizona)

This 1971 Land Rover 109 Series IIA Santana is a left-hand-drive pickup that was refurbished before it was imported from Spain to the US in 2017. Finished in black over brown vinyl, it is powered by a 2.25-liter diesel inline-four mated to a four-speed manual transmission and a dual-range transfer case, and it is equipped with 16" steel wheels, a rear-mounted spare, a wood-lined bed, wood interior trim, an aftermarket steering wheel, and a cab heater. Work since 2022 included overhauling the injector pump and replacing the fuel injectors, glow plugs, right-rear wheel hub, and several exhaust components as well as the clutch master cylinder, slave cylinder, and hydraulic line. Phoenix Craigslist advert no 7745722884



1966 Land Rover series 2a, Spokane, Washington, \$7,950

1966 Land Rover Series 2a · Wagon · Driven 124,589 miles Complete 1966 109 five door 109". Rust free chassis and bulkhead. Nearly complete truck. Optional extra 2.5 tdi engine and LT77 transmission available with original engine and transmission if desired by the buyer. This truck was stored inside since the mid 1980's so it will obviously need a restoration. Main needs are door tops. Rear door is near mint but removed from the truck. Deluxe bonnet is off the truck also. Original Engine 2.25 is removed from the truck and in my shop. Clean title in my name. Please serious buyers only.

Contact Aaron Riddle via Facebook



Land Rover Series 3, Barrie Ontario, \$40,500

1972 Land Rover Series 3. \$30,000 invested in upgrades and enhancements by 3 Brothers Rover in Paris, Ontario. Only 50,000 original miles. Body intentionally preserved for its authentic charm. Overdrive professionally installed by 3 Brothers to keep up with modern road speeds. A classic Land Rover with modern reliability and performance!

Kijiji advert no 1693058838



1975 Land Rover Series 3 Diesel - \$8,000 (Agoura Hills)

1975 Land Rover Series 3 Diesel
Rugged and Dependable; Original Safari Vehicle
Diesel Engine; No Smog Needed
4-speed; 4-wheel drive
New Rear Frame; rear frame needs to be replaced
\$8000 obo

LosAngeles Craigslist advert no 7745453436



Land Rovers - \$15 (Phippsburg, Maine)

Land Rovers (3) Series 2A. Garage Kept.
1964 88 Deluxe Gas 67,000 miles. 1967 88 Diesel 60,000 miles.
1967 88 Gas 17,000 miles with Plow.
Koenig winches, New Marsland Galvanized, 88 Frame. New Old Stock Parts. Salisbury Axle. These are restoration projects. Not running. Please call or email for more info.

Maine Craigslist advert no 7744580600)



Land Rover 1974 military Lightweight RHD - \$7,000 (Klamath Falls)

1974 Land Rover, Military Light Weight, Right Hand Drive. Safari Top with door and tailgate. Crank start also. Runs and drives. Mechanically sound. Rewired about 10 years ago. Solid glass. I had hoped to restore her with my Son but he has other plans. There is a stable bar mounted to the right front of the frame.

Klamath Craigslist advert no 7744730234



1967 LAND ROVER HOOD - \$500 Medford, Oregon

IN GREAT SHAPE. DELUXE MODEL WITH WRENCH. WILL FIT OTHER YEARS

Medford Craiglist advert no 740723942



1967 LAND ROVER 225 MOTOR - \$1,200 (MEDFORD)

1967 LAND ROVER 2A 88 PETROL
WILL FIT OTHER YEARS

225 MOTOR , i was told it ran when i bought the land rover

Medford Craigslist advert no 7740732036



1960 Land Rover, New Market Tennessee, \$12,000

1960 land rover 88/series Ila. Positive earth. 2.25 gasoline Engine turns over. Missing drive shaft, gas tank. Restoration started . includes new seats, extra hard top roof and hoods. Also 2 extra windshields

Contact Janice Lee via



1922 Stanley Steamer, Troy, Michigan, \$35,000

Has a replacement boiler from Bourdon Boiler works who also rebuilt the burner. Car has not been driven in many years and is a true barn find. Original interior and exterior. Tires have been replaced. 98% original missing only the clock in the dash and taillite which was broken. I have had this running but not at full pressure. There is a problem getting the main fuel to vaporize. No trades and I have owned this for 25 years. Clear title in Michigan.

Contact Jeff Rider via Facebook



Series IIA rear box, 109, Quebec City, PQ, \$500

II/IIA series rear 109 box, good condition. Located in Quebec, Canada. Too big to ship. \$500

Contact Michel Bertrand via Facebook



Land Rover Series 3 Santana - Tallahassee, Florida, \$29,500

1982 Land Rover Series 3 Santana
Must see to appreciate
2.3 liter Diesel, 4x4
Fully Operational
Reliable and Dependable
Serious Inquiries Only

Tallahassee Craigslist advert no 7746774305



Landrover Series 2 and 2A Parts, Medicine Hat, Alberta, PoR

Please, contact we are interested in selling as a lot but would sell some individual pieces. We are located in South Eastern Alberta Canada. A few Series 1 and 3 parts and some VGC miscellaneous items as well as Shop and Parts Manuals, literature etc. I stand behind anything I offer for Sale.

Contact Mike Rundle via Facebook



Land Rovers For Sale, Fort St. James, BC, \$3,500

1970 Land Rover 4 door Station Wagon
Running when parked in early 90s, Winch, Registration available \$3,500

Also 1973 Land Rover 2 door, Registration available Running when parked in early 90s, \$3,500
Both not presently running. Need to be trailered.

Kijiji advert no 1694240485



1983 Land Rover series iii 109, New Glasgow, NS, CA\$4,500

Tow Bar and brackets installed
In storage for a number of years - hasn't run

Contact Shauna Heighton via Facebook



1974 Land-rover parts, Union Road, PEI, CA\$1

Assortment of parts and pieces for a 1974 Land Rover. Asking \$4000 obo for the lot. Message for further questions.

Contact Grayson MacPherson via Facebook



**1974 Land Rover series 3, New Bern, NC
\$9,000**

Selling a 1974 Land Rover series 3. Has been sitting for 2+ years, but I did just recently get it running, on 3 year old fuel. So it runs and drives, just poorly. Needs a brake, and clutch bleed, and definitely a good cleaning. Some rust, but no real rotted areas or holes in the frame that I could see. Need to sell quick as it's part of an estate that will be repossessed soon.

Contact Scott Anderson via Facebook



Land Rover series 1 80", St. Constant, PQ, CA\$2,000

Land Rover series 1 80" project. Everything you see is included. No registration. Original 1.6L 4cyl engine with 4 speed transmission. Front and rear differentials Bulkhead is in good condition not much rust Steering box, pedals and fuel tank Chassis is in fair condition. The main rails are solid but front and rear needs work. It has been weather proofed for the last few years. 2000\$ firm

Contact Samuel LR via Facebook



Land Rover Series 109 original steel 16" wheel, Rocky View County, Alberta, CA\$30

An original 109 Series 16" rim part number 272309. From the 1960's. Plus four similar pattern refurbished 16" rims that fit the series Land Rovers. Priced each, discounted for quantity. (Trade for 231601)

Contact Martin Ingrouille via Facebook



88" top and sides for sale near D.C, \$200

88" top and sides for sale near D.C. i am moving to Georgia in June and would like it gone before than. I am asking \$200. Let me know if you have questions or would like additional photos.

Contact Brandon Bowman via Facebook

SPECIFICATION AND DETAILS

STANDARD LOW LOADING SEMI-TRAILER

MODEL PD35F5

CHASSIS. Available in two standard widths, 6'-0" or 7'-6". Of robust all-welded construction with channel sidemembers and tubular crossmembers, all members being boxed and reinforced where necessary. Swan neck drawbar for maximum articulation over rough ground.

BODY. Low loading platform with 1½" hardwood floor. Wheels recessed and fitted rubber wings. Two 6'-0" loading ramps supplied, forming sideboards when not in use.

SUSPENSION. Independent trailing arms on "Flexitor" torsional rubber springs with hydraulic dampers.

TYRES & WHEELS. 7.50-16 8 p.r. tyres on 5.50F x 16 Land-Rover wheels.

HUBS & BRAKES. Taper roller bearing hubs with 12" x 2½" Girling brakes in "Chromidium" drums with vacuum operation by hydraulic reaction valve from vehicle hydraulic line. Handbrake lever fitted in front of headboard.

COUPLING. 2" S.A.E. kingpin for 18" fifth wheel.

LANDING GEAR. Screw action telescopic legs with wheels.

WINCH. 1 ton Thompson type, available as extra.

LIGHTING EQUIPMENT. Twin tail, stop and number plate lamps with reflectors and flashing indicators, connecting cable and waterproof plug. Side lamps fitted on wide chassis model.

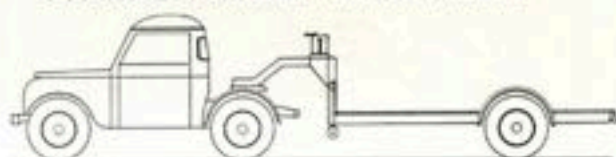
STANDARD FINISH. Land-Rover green high gloss enamel, hardwood floor treated with wood preservative.

LAND-ROVER CONVERSION EQUIPMENT

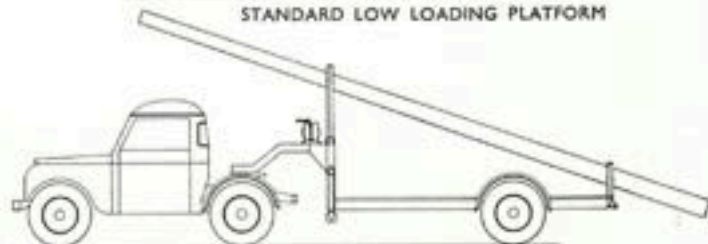
STANDARD FITTINGS. 18" fifth wheel coupling on universal mounting, together with all vacuum brake and electrical fittings. Number plate and rear rubber wings are supplied as kit with full instructions for quick and simple fitting, the major items all being on a sub-frame for clamping on to vehicle chassis.

DETACHABLE BODY. Of all-steel construction with hinged tailboard, for fitting to Land-Rover when trailer is detached. Quickly mounted without the use of tools, internal size 4'-0" long x 5'-0" wide x 1'-1" deep. Available as extra.

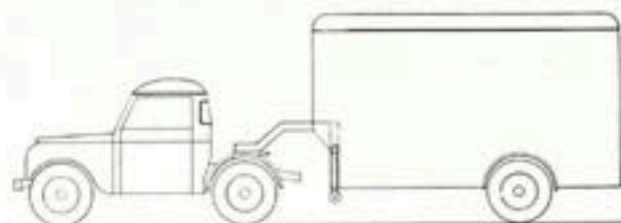
TYPICAL TRAILER VARIATIONS



STANDARD LOW LOADING PLATFORM



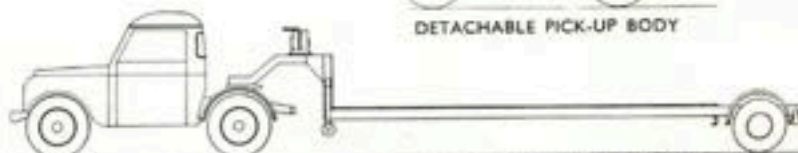
STANDARD LOW LOADING WITH POLE SUPPORTS



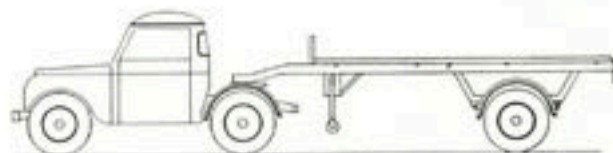
STANDARD LOW LOADING VAN



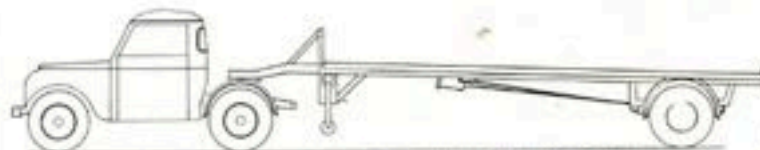
DETACHABLE PICK-UP BODY



LOW LOADING WITH DETACHABLE AXLE FOR LIGHTWEIGHT BULKY LOADS



STRAIGHT FRAME PLATFORM



STRAIGHT FRAME FOR LIGHTWEIGHT BULKY LOADS

DIMENSIONS STANDARD MODEL	6 ft. wide		7'-6" wide	
	English	Metric	English	Metric
Overall Length	15'-9"	4.79 m.	15'-9"	4.79 m.
Overall Width	6'-1½"	1.87 m.	7'-6"	2.29 m.
Platform Length	11'-2"	3.40 m.	11'-2"	3.40 m.
" Width fore and aft of wheels	6'-1½"	1.87 m.	7'-6"	2.29 m.
" Width between wheels	4'-6"	1.38 m.	5'-10"	1.79 m.
" Height, unladen, approx.	21½"	55 cm.	21½"	55 cm.
" Height, laden, approx.	20"	51 cm.	20"	51 cm.
Min. Ground Clearance, laden, approx.	11½"	29 cm.	11½"	29 cm.
Track	5'-4½"	1.64 m.	6'-8½"	2.04 m.
Coupled Unit Overall Length	24'-5"	7.44 m.	24'-5"	7.44 m.
Payloads with 2 persons in cab.			English	Metric
Trailer max. load (load c.g. 5'-0" min. from headboard) Road use			35 cwt.	1778 Kg.
" " " " " 5'-9" min. from headboard) Cross-country			30 cwt.	1524 Kg.
Shipping Specification			English	Metric
Trailer unpacked 6'-0" model, 15'-9" x 6'-1½" x 3'-3" Gross, net weight			15½ cwt.	775 Kg.
" " 7'-6" " 15'-9" x 7'-6" x 3'-3"			17½ cwt.	876 Kg.
Vehicle fittings (packed on trailer platform)			2 cwt.	120 Kg.

The right is reserved to alter this specification

Details of other models on application

LAND-ROVER CHASSIS & CAB REQUIRED

TO SPECIFICATION TECH. SALES REF 2322/1

SPECIFICATION INCLUDES HEAVY DUTY SUSPENSION, 7.50-16 Tyres, BONNET MOUNTED SPARE WHEEL, FLASHER EQUIPMENT, ETC.

D-B

ARTICULATED LAND-ROVER

AS APPROVED BY THE ROVER Co. Ltd.

**LAND-
ROVER**



12-6 X 7-6 PLATFORM.



STANDARD 11-2 X 7-6 PLATFORM

35cwt LOW LOADING MODELS.

- A versatile, lightweight articulated vehicle, equally at home on or off the road.
- Wide range of semi-trailer designs for every purpose.
- Detachable pick-up body for quick and simple attachment to Land-Rover when Trailer is not in use.
- Automatic fifth wheel coupling and all fittings supplied as kit for easy fitting to chassis and cab unit.
- Existing vehicles can be converted.
- Does not affect the fitting of the majority of Rover approved equipment.

MANUFACTURED BY

**B. DIXON-BATE LIMITED,
CHESTER**

ENGLAND

TELEPHONE: CHESTER 24034 (5 Lines)