



OTTAWA
VALLEY
LAND
ROVERS



February 15th 2024

Volume XXXXI, Issue 2, No. 466





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"The Pit of Despair looks so innocent and inviting on the cover..."

Pit of Despair, Habitat Ridge, Sebasticook Millennium Green, Maine

Greetings,

Well, first things first. In discussion with some of the more longer term members of the club, it was suggested that for the winter that the Social be re-established, but at a different location given the eventual demise of the Prescott Tavern. This led to much discussion on what type of establishment should be considered for such an aged organisation such as OVL. Should it be high class, complete with umbrella drinks, or something a little more down to earth.

In the end, the august committee of experts decided that the availability of both quarts and draught was important, so they settled on the Carleton Tavern on the corner of Armstrong and Parkdale, just up from Tunney's Pasture.

The club held its postponed Christmas Party just after the January edition "went to press", so to speak. Prior to the party the Executive had an open Executive meeting. Some of the items discussed included planning for this year. It is the intention to hold the Annual General Meeting in February or March, depending on conflicts and the weather. Other events include looking at the possibilities for:

- The Maple Syrup Rally in late April
- A Tune-up and Day trip off road in May
- A Food truck and a day trip off road in June
- An Overlander over nighter and a food truck in July
- The Birthday Party in August
- Another Food truck gathering in September

Though all of this is early on and tentative. What isn't early and tentative is the latest Winter Romp in Maine. Taking place on the President's Day weekend in February, or the 16th through the 19th if you are doing the entire thing, it is (usually) a snow and ice bound adventure quite unlike the rallies in warmer weather.

In this month's issue we have:

- OVL News - A selection of news items submitted by various people, or culled from various sources, as well as some upcoming local events;
- ;
- Winter Romp information is posted. Remember, Registration for 2024 is required. The event still costs nothing to attend;
- Currently available event information: known events from fellow ANARC member clubs;
- In General Servicing Larry Simpson is back with refurbishing safari roof vents, part 8;
- An article on why you might want to consider swapping out semi-floating Series One rear axles for fully floating,

and the options

- James Taylor writes on Carmichael conversions; ;
- Dixon writes on the interesting plastic warning lamps in early NADA 80 inches; and
- A few pages comprising the latest collection of Series Land-Rovers known to be for sale in Canada and the USA.

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 advertisement from Koenig. They still make winches. The Land Rover winch started out as a winch on oil derricks.



**8,000 lbs.
OF POSITIVE
PULLING
POWER!**

King Winches provide extra muscle for tough situations.

Back country bound? Head for the high country more confident steep grades will not stop you... or travel along river bottoms, in mud, marshy areas or snow and know that you can move out even if you're bogged down. With a King Winch rough road or trail obstacles need not delay or detour you, for you have 8,000 lbs. of pulling power at your command. There's a King Winch designed just for 'Jeep', Land-Rover, Scout and other vehicles. Lightweight, but with the muscle you need for tough situations, a King offers many uses for the outdoorsman. Find out more... write for literature. Just give make and model of your vehicle.



Want to climb a ravine... or stuck to the axle? Unspool cable, attach to tree or other anchor, engage your King Winch and move out.

King Winches, made to fit 'Jeep' vehicles, and formerly available only through 'Jeep' dealers are now available from any qualified dealer or direct from the Koenig plant.

Koenig IRON WORKS, INC.
Box 7726, Dept. 8-8 • Houston, Texas 77057 • (813) 9-66110130

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

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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.

P.O. Box 494
Carp, Ontario, Canada
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 winning.

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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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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Online

<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

This magazine is prepared using :
Affinity Publisher

OVL R News, Rebuilds/Projects, Lies, Rumours, and Trivia

 The annual Christmas Party saw about twenty or so individuals come out to the Pour Boy for a meal, discussion and some games

Both Kevin Newell and Andrew Finlayson brought challenges for the attendees. Kevin brought a Feelie meelie box with parts from 1985 to date. Andrew brought a Seelie meelie with parts from 1948 to date.

Both were rather challenging given the results. Andrew Finlayson won the Feelie Meelie with one and a half points out of five. Think about that, he got the key fob, and came close on a second item. Everyone else? Zero, half, or one point. Obviously this crowd doesn't take apart modern vehicles too often.

To given an idea on how tricky Kevin was, these are the items:

1. Defender seat squab anchor

2. Td5 glow plug
3. Key fob, Range Rover 2010-12
4. Rubber mount 300Tdi air cleaner
5. Range Rover parking rear sensor 2003-12

The Seelie meelie was won by Dixon Kenner with three points of six, beating out Jerry Dowell by identifying the centre mounted tail light as being from a NAS Freelander.

The Feelie Meelie was comprised of

1. Steering column pinch bolt for wire harness tube Series 1 80 & 86 inch
2. Freelander...Yes! Freelander 3rd Brake-light. Was mounted over the spare tire.
3. Transfer case 4 wheel drive oil slinger S1,2and 3.
4. Genuine Land Rover Accessory key to remove lamp guards on Discovery 1 and RR Classics.
5. Series 1 throttle pedal shaft bushing.

6. Series 1,2 &3 handbrake linkage link.
- Bear in mind, you really gotta know your vehicle!

A further competition was the annual Christmas Crossword Puzzle challenge prepared by Murray Jackson for the gathering. This was won by Sue Rawson, with some minor assistance here and there by Bruce Ricker and Roy Parsons.

Overall, attendance wasn't bad for this year's edition, though a large snowfall the previous night, and into the morning led to there being a parking ban that ran to seven o'clock, which is you were not aware of it, or the expiry, netted you a parking ticket before, or, with a number of folks, bowing out given the uncertainty of parking even being available on the recently ploughed roads.





Its that time of year again folks. Time to renew your OVLr membership. As has been the practice for several years now renewal is from January to January.

When you renew and if you plan to attend any OVLr events where you will be driving off-road on trails, you are required to purchase OF4WD off road insurance. You can purchase this at the link below and the cost is \$25 with the OVLr discount code. Once you renew email PM or contact one of the Exec members and we will send you the discount code for 2024 insurance.

(If you are already a member of OF4WD with another club please send us your membership number as there is no reason to pay twice)

Membership renewal - <https://ovlr.ca/product/2024-ovlr-membership/>

OF4WD renewal - <https://www.of4wd.com/interact/join-the-of4wd/renew/>

Email contact for OF4WD discount code Info@ovlr.ca



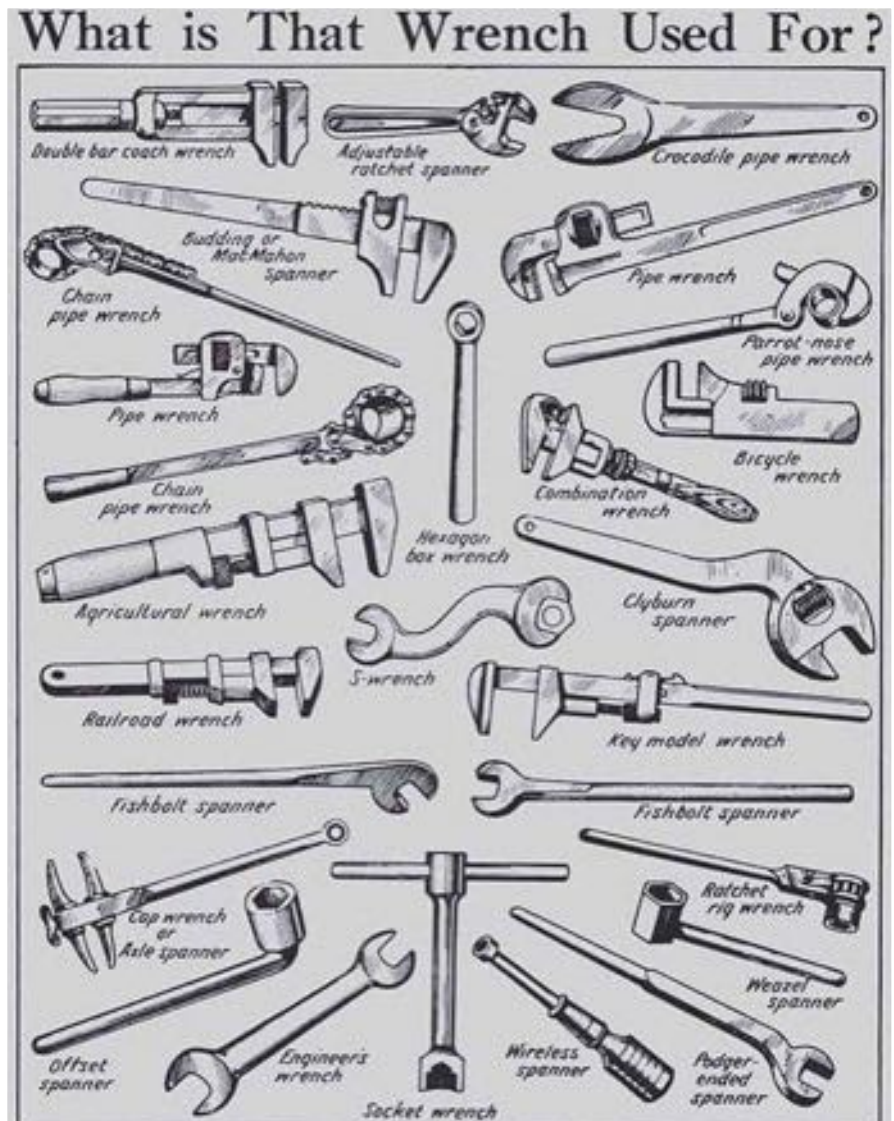
What about two of the more renowned awards that seem to be missing from the previous edition? Well, both the famed and feared **Lugnut Award** and the **Silver Swivel Ball** were to be announced and given out at the rescheduled Christmas Party. However, in the excitement and such at the Party, these two awards were overlooked.

The first of the two is the Silver Swivel Ball. This award is to a member who has done a lot for the club over many years, not just the most recent. This allows the Club to recognise long time contributors to the live of the Club. This year's edition goes to Peter Gaby for his ongoing support of OVLr. What are some of the things Peter has done to help and support? Peter has -

- Been our inter-club representative for the past decade plus (replacing Shannon Lee Manion);
- Been our liaison with the Jaguar club for many years for all things All British Car Day (ABCD);
- Led the Albatross team at ABCD, which fed all of the participants there (and was probably instrumental in getting ABCD kicked out of Britannia when the food concessions complained bitterly about the competition, even though we only fed the paying participants of the car show.)
- Creator of many of the more unique and amusing OVLr awards for the Christmas Party over the past twenty plus years.

- One of the regulars manning the Albatross at various events to feed or caffeinate our members.

For the Lugnut, it is with great sorrow than the Secret Awards Committee felt that none measured up to the standards required to receive this award.



Notice of Elections for 2024

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

This led to a sense of duty where members were encouraged to run for office, serve their turn, and rotate the Executive members to prevent burnout and keep new ideas flowing. After thirty-nine years [1], OVLR is the second oldest Land-Rover club in the Americas, as well as continuously running two events longer than any other Land-Rover club in the hemisphere.

The following elected executive positions are open for nomination:

President: Responsible for the overall operation of the club. Or as Truman wrote "The Buck Stops Here"

Events Co-ordinator: As Events can be a large and onerous load, the Events Co-ordinator position co-ordinates the overall Events proper. The larger "family oriented" events such as the Maple Syrup Rally, the Birthday Party, and the Christmas Party have dedicated organisers.

Off-road Co-ordinator: Responsible for all green-laning, off-road events and RTV Trials that the club will undertake. This will include everything from jaunts to LaRose Forest to the light off-road and RTV Trials at the Birthday Party.

Executive Member at Large: A position that would allow for members to learn the ropes, assist the other Executive in undertaking their tasks. If you're thinking you wanted to help the club and was thinking about getting onto the executive all is not lost.

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

1. If we wish to include ALROC (1974), and continuous, we are the oldest. If non-continuous and only OVLR, tied for oldest.

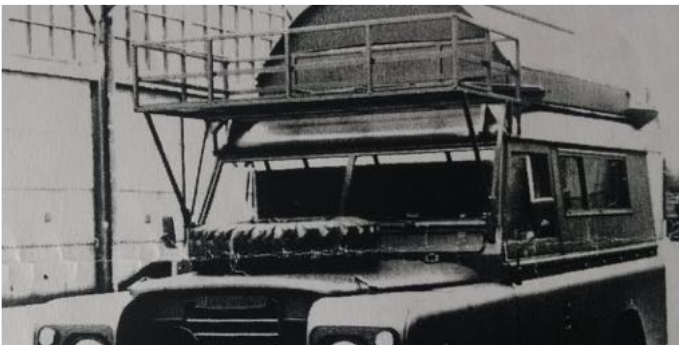


A note from Robin Craig

Well, I can not contain myself. After plotting and scheming and thinking and wondering I put up a question on a FB Land Rover group. "does anyone have one of these roof racks for sale?" Of course I was referring to the front rack for my military Carawagon. You might recall that the whole roof assembly had been removed in the UK by Blanchards for the original customer and obviously the front roof rack also. I had been in discussion with Nick Blanchard a while back and he confirmed the original roof was long gone. So today when I posted the ask about the

roof rack I received much useful advice but then Nick Blanchard popped back up thinking they had one still in the yard. A few hours later he confirmed it was there and soon we had an order set up and paid. He also confirmed this is THE one removed from my truck all those years ago. So, now that a container is coming from the UK it will make the ride to the loading point and thence back to Canada. So,

to remind you all, there ain't nothing so darn strange as the truth, you can not make this up. Pictures attached are in service and now upside down at Blanchards.





A note from Charlie Speedie -

and clean roads

Last weekends tour we rolled another 1000mile mark with having warm weather

since 2020 when I got it on the road with this being the first winter it's been driven

between November and April I've only covered just over 7000 miles with minimal issues



The Ancaster British Car Show and Flea Market

Open from 9:00 to 2:30, Admission is \$8.00 (Youth under 18 are free).

Vendor Information Flea Market Vendors (ancasterflea.market@gmail.com)

When: April 21st, 9am - 2:30pm

Where: Ancaster Fairgrounds, 630 Trinity Road, Highway 52 at Wilson Street West Ancaster, Ontario

Come and browse the vendors tables inside Marritt Hall. More parts and cars for sale at the outside vendors area.

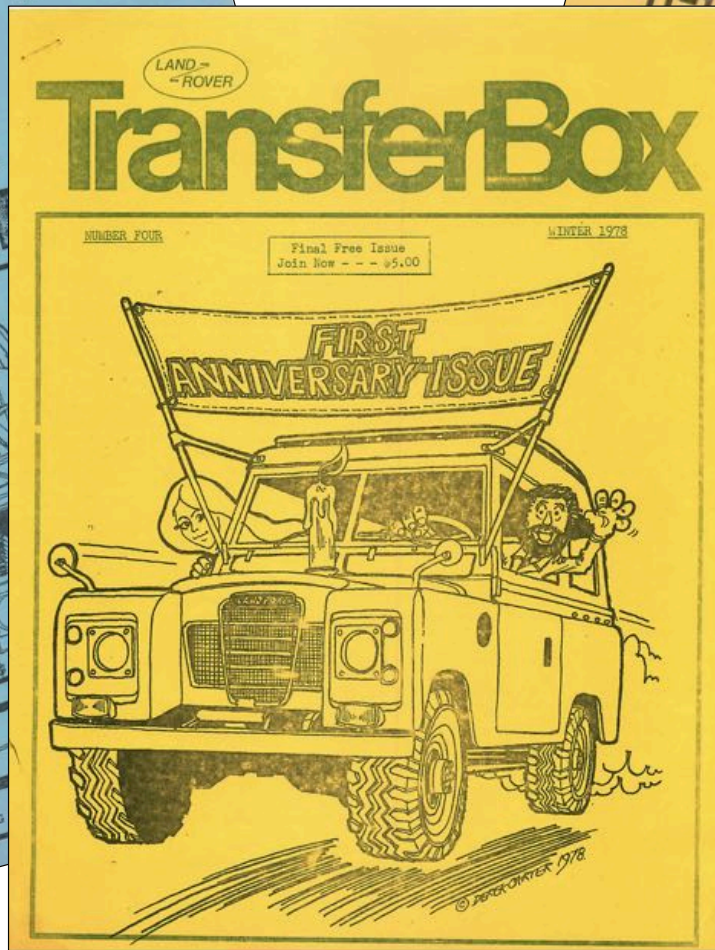
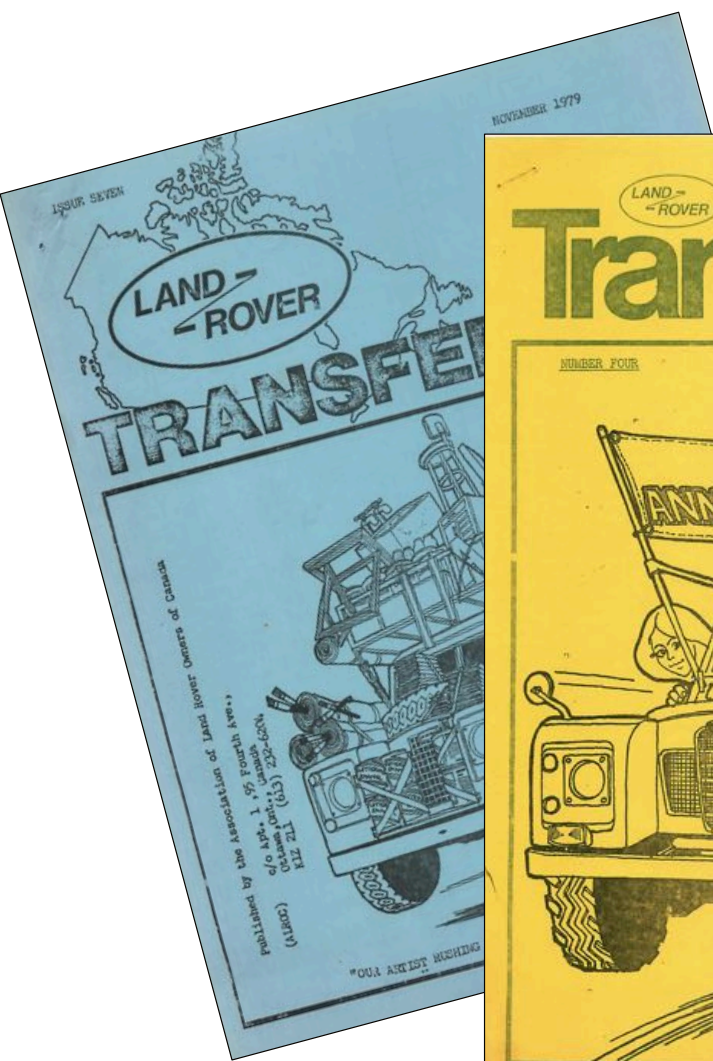
Refreshments available inside and outside Marritt Hall.

The Ancaster British Car Flea Market and Car Show is held on the second last Sunday in April at the Ancaster Fairgrounds, at the intersection of Hwy 2&53 (Wilson St) and Hwy 52 (Trinity Rd). This annual event is Southern Ontario's largest British car parts flea market featuring both used and new parts for all types of British cars. You will also find books, clothing, regalia, car club information and much more.

Reserved parking area for all British cars in the 'Show Area' - Bring yours out and be part of the show! Last years' show featured over 325 British Cars, some older than 75 years old. Don't forget your camera to take pictures of your favourites.

Contact: General Information Ancaster Flea Market (ancasterflea.market@gmail.com)

ANCASTER BRITISH CAR SHOW and FLEAMARKET
 Sunday April 21, 2024
 9:00 AM - 2:30 PM
 ANCASTER FAIRGROUNDS
 630 Trinity Road
 Hwy 52 at Wilson St. W.
 Ancaster, Ontario L9R 1R0
 HOSTED BY:
 Austin Healey Club of Southern Ontario
 British Sports Car Club of Hamilton
 ADMISSION: \$ 10.00 Cash Only
 UNDER 18 No Charge
 Free Parking
 Vendor contact:
 ancasterflea.market@gmail.com
 416-299-1171 @hotmail.com
 Website:
 www.ancasterflea.ca
 60th Anniversary
 Sunbeam Tiger



Before OVLRL

By Mike McDermott

In the summer of 2023, as Ottawa Valley Land Rovers (OVLRL) celebrated its 40th anniversary at the Black Donald Campground (Calabogie), newsletter editor Dixon Kenner noticed a growing number of newer members asking about the club's history.

Well, it's complicated, as they say, and dates back to the mid-1970s. Transfer Box, ALROC and Operation Frank may be unknown to some but they were a big part of the evolutionary journey that brought us to where we are today.

Mike McDermott tries to remember ... after 50 years.

In 1974, after three decades, the Rover Company abruptly abandoned the North American market. The move left

thousands of owners to fend for themselves without dealer support, genuine parts and technical expertise. It was a harsh blow and threatened the future of Series vehicles already in the country.

About that time, Harold Huggins rode into Ottawa from Yellowknife armed with a weary Series 2A 66-109 and a large chip on his shoulder. He was here to do battle with what he saw as an international corporation's unprofessional and shoddy treatment of its loyal customers for the Almighty Buck. Harold called things as he saw 'em.

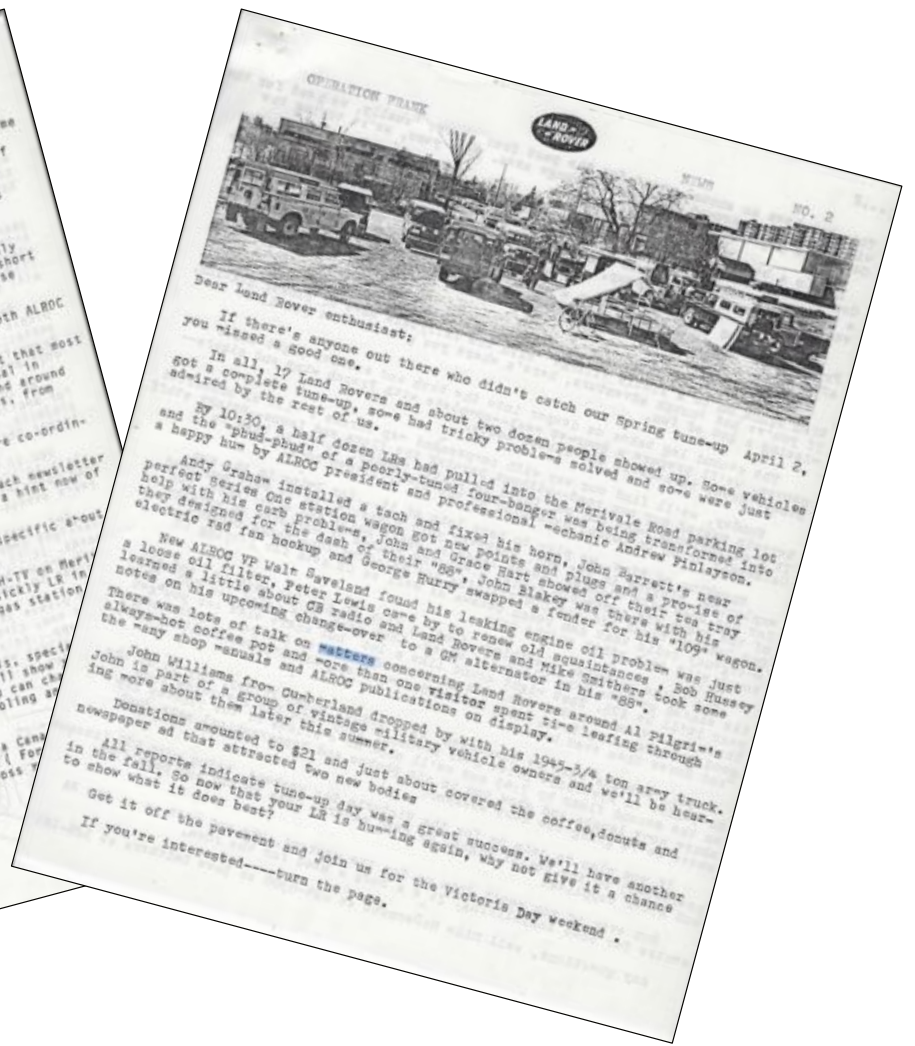
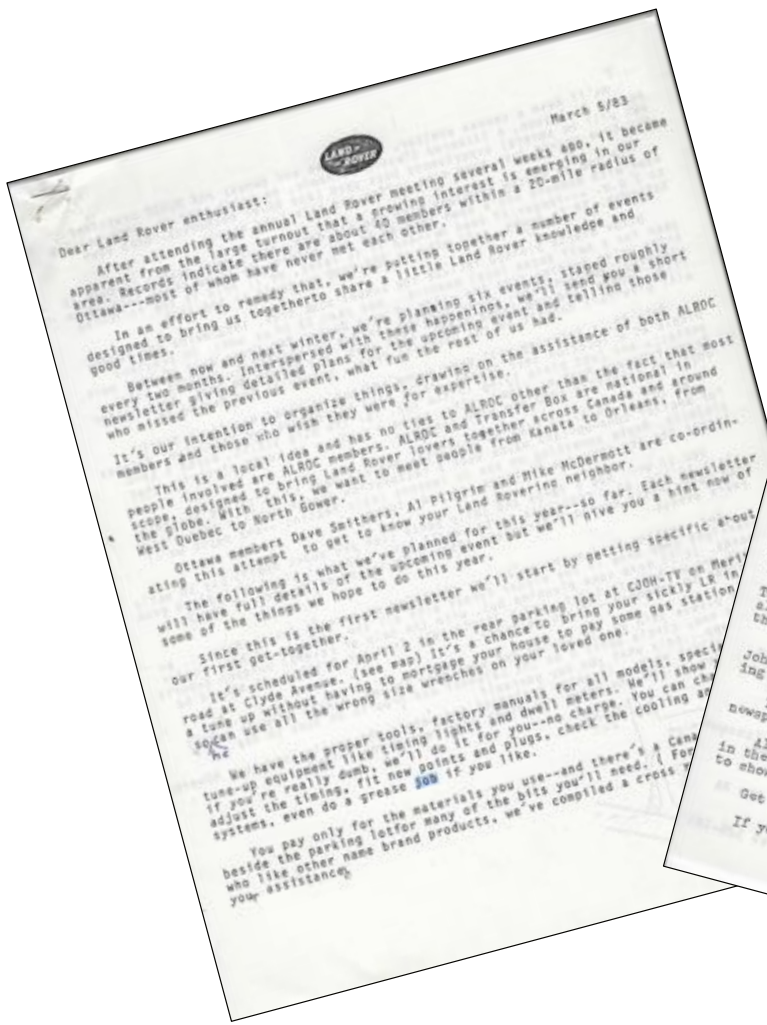
A normally quiet, deeply philosophical man with long, grey hair and beard, had passed the roughly 5,000 kilometer journey plotting the perfect plan to rescue

his beloved marque. The result was Harold's Most Excellent Idea and when he spoke of it, folk said there was fire in his eyes.

Communications was key, he said. Something that provided hope and solutions to the largest audience in the shortest time.

Unfortunately, that reality was still decades away as thoughts of the World Wide Web lived only in the bubbling minds of Nerdville.

But Harold had landed among a loose gaggle of owners and enthusiasts sympathetic to his cause and eager to help. While unstructured and more into the mechanical and off-road aspects of the Land Rover, the group was soon providing



suggestions on sources of used and aftermarket parts, workshop manuals and personal experience to keep vehicles on the road.

Harold packaged the information in a newsletter he called Transfer Box and sent it to as many owners he could find.

The little newsletter, printed on an old Gestetner in his basement, spread rapidly. By the end of the first year, the original single sheet had ballooned to six pages and subscriptions had reached 70.

Meanwhile, Harold was busy tacking notes on hydro poles, supermarket bulletin boards and community halls inviting enthusiasts to contact him. He pestered auto parts stores to stock relevant components and service garages dealing with British cars to include Land Rovers.

The Association of Land Rover Owners of Canada (ALROC) came together in 1978

[1] to provide structure and support the Transfer Box on a national basis.

Membership was pushing 200 and things were looking a lot better for Land Rovers in North America.

Enthusiasts were meeting through Transfer Box, trading common issues and solutions to keep their vehicles on the road. Soon, clubs began appearing to share tools, know-how and workloads.

In quick succession, groups appeared in Newfoundland, Montreal, Toronto, Manitoba and two in British Columbia.

ALROC had become the largest Land Rover club in Canada and provided a net that kept enthusiasts together when they had been deserted by big business.

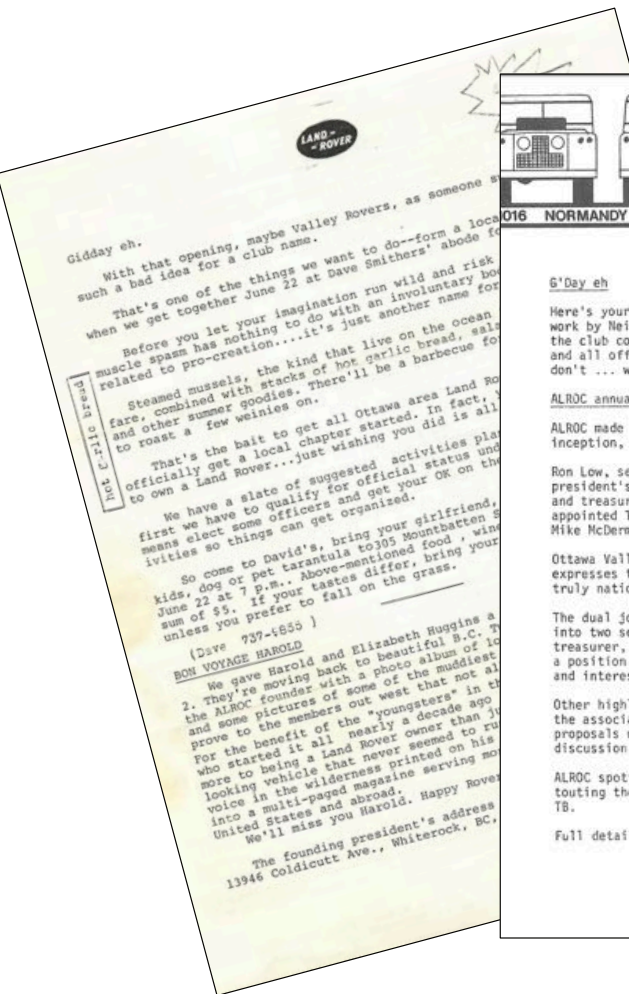
Some ALROC members outside the Ottawa area expressed interest in publishing Transfer Box and joining the Executive, which was their right under the

original rules established during the chaos of the 70s.

In late 1985, Vancouver club members were granted authority and assumed executive positions of president, vice president and secretary. Only the treasurer remained in Ottawa.

But for members, it was becoming a monster. This was before the Internet, so communications over long distance by post or telephone was expensive and much too slow. It was almost impossible to hold planning meetings when elected officers lived thousands of kilometers apart and in different time zones.

Now that ALROC had solved the issue of no dealer's support for Land Rover owners and membership within ALROC was dwindling, Ottawa members wanted to be masters of their own house again. They wanted to invest in off-road equipment and learn how to use it, work to keep public lands available and join other off



road clubs for events and entertainment.
But would it work?

Called Operation Frank for no apparent reason, it was an experiment to determine if a stand-alone organization would be successful separate from ALROC. It would be a practical, hands-on organization, supporting general off-road activities as opposed to ALROC's primary role of information sharing for Land Rover owners across Canada.

The experiment ran for a year from March 1983 with six newsletters and an event every other month. One hundred and twenty-two people, paid \$1,700 and drove 36 Land Rovers through all seasons in mud, water, ice and snow conditions.

Harold gave his blessing and agreed ALROC could better serve its broad, Canada-wide audience in its original information-sharing role.

Now free to go its own way as the Ottawa Valley Land Rovers (OVLV), the club embarked on a broad program based on experience and dreams, including permanent and stable finances, expanded skills training, tread-light principles, smart bulk purchases, and publishing monthly newsletters.

In June 1986, Harold once again loaded his 66-109 to the door tops and headed back to his cherished homeland of British Columbia where he became president of ALROC once again.

Sadly, he watched ALROC's demise as new clubs and chapters failed in their support. In the May 1990 issue of Transfer Box, Harold wrote: "It is with no small measure of regret that we are compelled for reasons beyond our control to end publication of Transfer Box, the official publication of ALROC, Canada's first and original Land Rover owner group."

Harold C. Huggins died in 2008 at age 94.

Note: For more information on the early years, see the newsletter archives at roverweb.org (ALROC) [2] and ovlr.ca (OVLV) [3].

- Notes:
1. As an formal entity with all the trappings. Note, it has been going since 1974 in Ottawa.
 2. <https://www.roverweb.org/NL/ALROC/index.html>
 3. <https://ovlr.ca/newsletter/#archives>

Images:
First page, ALROC issues near the beginning, and end. Second page, a pair of issues from Operation Frank, done by typewriter. Third page, the first issue of the OVLV newsletter, Issue 10, where the very identifiable masthead first appears, and issue 180, the first instance of colour.

The newsletters, ALROC and OVLV were created on a typewriter, copied via Gestetner, OVLV until January 1993 when computers and Word Perfect was introduced.



ABOVE AND BEYOND

Trust Land-Rover SERIE

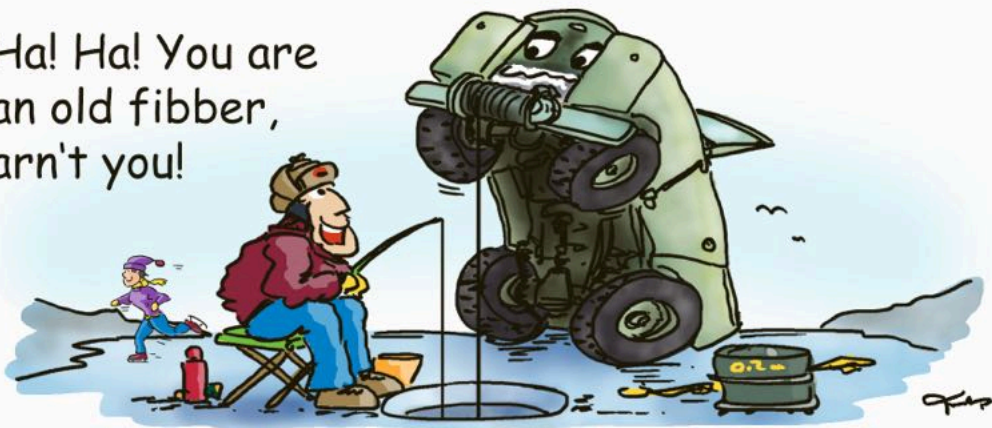
Q&A

Towing fish?
Arn't you a
bit oversized?

There are very large
fish in that lake. A
real Land-Rover job
to tow them up!



Ha! Ha! You are
an old fibber,
arn't you!



Hey!

I told you...





Alright... The Green has done a thing. Yep ... Totally pumped... The Sebasticook Millennium Green joined Tread Lightly this past November at the upper Small Business Owner level.

This has been brewing for sometime. Not sure what the final trigger was. Occasional calls about irresponsible off roaders potentially compromising public access roads and areas within the North East were becoming more frequent. Then this Autumn's closing of 30,000 acres to all motorized access at the Katahdin Iron Works on top of the rail bed up there that was blocked off a few years back were major contributing factors.

Tread Lightly has been aggressively lobbying on the West Coast for years and figured the time was ripe to try and help expand their presence on the East Coast before more access is lost. ANARC was successful in having a Representative at Greek Peak, then ROAV also exposed Tread Lightly's personnel to their responsible off-roading practices at the Mid-Atlantic Rally.

Now it's our turn to bring them further north, not to show off our off roading capabilities but to hopefully expose to the public in the not to distant future that as a whole most of us are responsible and are willing to work with private land owners



The Sebasticook Millennium Green

and municipalities to keep what access we still have open and possibly regain some lost ground...

This is not going to be an easy task... This is a start and you all can help by suggesting to off roading clubs and events you participate in to get involved before more barriers go up. How can we participate in a useful manner? For starters the Green will be available to Tread Lightly as they see fit for training and event purposes year round.

Would be nice if all of you could brainstorm with Tread Lightly's representatives at the Romp. Kiosk's will be set up on Habitat Ridge and next to the registration desk in the Grand, take a minute and introduce yourself. Comprehensive information on benefits

and generous discount codes will be in your registration packet to boot. Let's all join together and make this work...

Tread Lightly's web site is -

<http://www.treadlightly.org>



Friday and Sunday meals, only 48 signed up for Friday & 18 for Sunday. This needs work...

Have to place Friday nights food order in on the 8th. If place to large an order then I'm on the hook for the difference, to little and we'll run out of food...

Delicate balance there.... Now with Sunday food order needs to be in on the twelfth, guaranteeing 40 plates, again I carry the difference. So let's go over to the store and bring those numbers up.

<https://sebasticookmillenniumgreen.bigcartel.com/>

If uncomfortable ordering ahead, fire off an email to: info@smgreen.me and will add you to "pay at the door".

Disco raffle will go live on the 12th so stay tuned for that update. Will post Registration desk and auction preview hours a bit later so they don't get lost on this page. Smart text will also activate week of the event and updates will post sparingly as needed. Thanks!





The Maine Winter Romp is an informal annual gathering of Land Rover owners and enthusiasts.

Set in and around Benton, Maine on the Sebasticook Millennium Green (SMG) around the American Presidents' Weekend, the Maine Winter Romp provides a non-competitive opportunity to test your Rover driving skills in conditions that can be extreme. The event is generally non-damaging (though of course accidents can happen) and is open to drivers of all skill levels. (Novices will find supportive coaches in our midst—just ask.) *Note: Registration is Mandatory for 2024. No exceptions*

There is no charge for the event itself, but the group does meet and eat at various local establishments during the event.

Before [registering](#) be sure to check out the other pages and read about requirements, equipment, attitude and more.

WinterRomp Attitude:

No whining!

It is imperative that you have an appropriate attitude and understand our approach to this event.

Practice Radical Self-Reliance.

Off-road driving is a group effort but you are responsible for yourself: your wellbeing, your preparedness, your happiness, etc. The group will assist you if you get into trouble but don't count on any handholding. You can ask for, and expect to receive, help. Experienced drivers will advise those in need. However, Winter Romp takes place under conditions that can be severe and, if not treated with the proper respect, dangerous. If you and/or your vehicle are not properly prepared, you will not be allowed on the trails—or you will be asked to ride with another driver. Decisions of the judges are final.

Did we mention, “no whining”?

Winter Romp is not affiliated with any Land Rover Club, but clubs are encouraged to participate

Winter Romp Required Equipment

- Winter Romp Attitude and temperance, particularly during the driving portions of the event;
- An appropriate vehicle, registered, insured and properly maintained. If your rig is deemed inappropriate for any reason you will not be driving it on the trails. (Remember:

Information: Winter Romp

"No Whining!") It should have a working CB and/or FRS radio, front and rear recovery points, and snow tires and/or tire chains. "All season" tires (as factory fitted on newer models) without chains are not adequate and in certain conditions you won't be able to drive the trails. Be sure your spare fits your truck and that you have a correctly sized lug nut wrench too. You'll want to fuel up before hitting the trails.

- Warm clothes and blankets. It may be wet and or cold—very cold—so bring spare clothes and socks. Boots you can walk and drive in. Gloves that provide protection from the cold and also from recovery activities. Don't forget a hat.
- Food and water in case we are detained on the trails.
- First Aid Kit.
- Any medications or special provisions required for your comfort, safety and happiness.
- If you're bringing children, be sure you can provide entertainment and appropriate supervision for them during trail delays.
- Tow rope or strap, shackles, etc. If you have a winch, be sure its in working order and that you have your winching accessories.
- A flat "snow" shovel. (Strong enough to serve as a jackplate)
- A GSMR working radio.
- Tool kit and any spares you're likely to need. Please consider any special equipment on your vehicle when assembling your kit.
- Heavy gauge jumper cables (long) and/or a "porta-start" battery pack.
- A highlift style jack is not required, but is very nice to have.
- The trails should be clear, but if you own and are comfortable using a chain saw, it may be of use.
-

Winter Romp Registration desk in the Grand's lobby will be open

- Thursday: 17:00 - 20:00
- Friday: 12:00 - 22:00
- Saturday: 08:00 - 10:00 (after 10:00 inquire at Hotel check in counter)

Itinerary: Itinerary subject to change so please check back the week of the event

Check the [WinterRomp.me web site](http://WinterRomp.me) for updates

Friday - February 16th

- 17:00 – 20:00 Dinner is the responsibility of each individual group.
- Friday night meet & greet & buffet @ O'Briens - [\\$40/per person](#). Tickets can be purchased in advance online.
- 22:00 – Late night off-roading departing from Bruce's house.

Saturday - February 17th

- 07:00 - Breakfast at Big G's (Great place to order a giant take-out sandwich for lunch)
- Saturday Morning breakfast buffet at O'Briens in the Grand, as an alternative for those not interested in Big G's
- 11:00 – There is no inspection / briefing at Bruce's. All vehicles are to head directly to the SMG.
- 11:00 – 18:00 Off road trails in groups. .
- 18:00 – Dinner is for individual groups to arrange. Reservations are recommended
- 21:00 – Late night off roading

Sunday - February 18th

- 06:00 – 11:00 Breakfast is individually arranged
- 11:00 – 18:00 off roading
- 14:00 – Raffle at H4H on the Ridge
- 19:00 – Dinner is at 18 Below at [\\$80 per person](#). Tickets can be purchased in advance online.

Monday - February 19th (for those sticking around)

- 09:00ish - 11:00ish Breakfast at O'Brien's at the Waterville Grand Hotel.
- The Millennium Green trails are open

Hotels

- All of the usual hotels probably are nearly full. Check the [Facebook group](#) for last minute vacancies



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



The Maine Winter Romp February 16-19th

The annual WinterRomp in Benton Maine (near Waterville) on the Sebasticook Millennium Green.

Camping at the Habitat site on the Millennium Green is welcomed. Rooms will be available at the Best Western In Waterville at the Romp Rate. Check out the website or facebook group for details.

Be prepared. Warm clothing, Tools-Chain saws, shovels, etc, sankey and M416 type trailers are useful. Food etc is all DIY.

No whining!

For more info: [Maine WinterRomp Facebook group](#) or the [website](https://www.WinterRomp.me) at [Https://www.WinterRomp.me](https://www.WinterRomp.me)

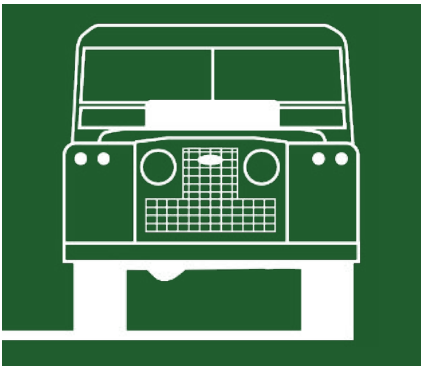


Coffee and Rovers Meetup & Pisgah National Forest Adventure: February 24th

Gather with us at Land Rover Asheville for a unique "Coffee and Rovers" meetup. Not only will we enjoy some great coffee and conversation, but this meetup will also serve as the starting point for a thrilling day exploring the Pisgah National Forest and the Hurricane Creek 4x4 trail.

Whether you're up for the challenge of the trails or just looking to relax and chat over coffee, these events offer something for everyone in our community.

Further information in the Carolina Trail Rovers group on Facebook



OVLR Maple Syrup Rally Shawville Quebec

The Maple Syrup Rally is traditionally held at the end of March, beginning of April at the height of the sap run. That time of year is nearly upon us, when the snow begins to recede up here and the landscape begins to resemble something other than tundra, or taiga,

depending on where you might be sitting. Well there is the traditional brunch of french toast, sausage, and baked beans, all potentially smothered in fresh maple syrup.

Finally, there will be a little white, or if conditions have turned that way, brown/ mud laning around on some abandoned rail beds, around the sugar bush, and such.



ROAV at Wintergreen 39 Mountain Inn Loop, Roseland, VA April 18 - 21, 2024

Please join us for our annual spring rally. Our Rovers At Wintergreen (RAW) rally is hosted at the Wintergreen Ski Resort conveniently located in central Virginia. This location affords us access to the comforts of the resort, miles of wooded trails over scenic and challenging terrain,

plus the option to enjoy fine food and drink at several of the local restaurants, breweries, and distilleries.

There are Work Weekends ahead of the event. They are open to all members. They normally consist of brush clearing and limb trimming.



Joe Lucas Not-A-Rallye XXX
April 26-28

Salmon Creek Ranch, Bodega Bay,
California

The 30th annual gathering of the
members of the mendo_recce email list.

This is a BYO everything event. Free
onsite camping and porta-potties. On site

trails on the ranch, which was used for
one of the LRNA Trek Trials.

Go to Google Groups and join mendo_
recce for more information.

There is no cost to attend this event, but
your own expenses.



ROVERS Club Spring Robesonian Trials
May 4-5th

The spring Robesonian event is certainly
one not to miss. A technical Trials course
and family friendly event all rolled into
one! This time will be set up for more
beginner drivers.

Held in Robesonian, PA, just outside

Reading, PA. Trials events are a skill based
event where you attempt to navigate your
truck through a series of gates in each
section. Gates are numbered in
descending order and the object is to get
through without touching them. Lowest
score wins! The property is rocky, hilly
and with mature trees. The course is laid
out with challenge in mind, not carnage
and some bypasses do exist. Work

"Calling all member clubs!
We're excited to hear about your
latest activities, achievements,
and events. Share with us and we'll
spread the news. Let's celebrate
your successes and spread the
word about the amazing things
happening in our community!"

Send along the details:

- Hosting Club
- Name of the event
- When is the Event
- Where is the Event
- A brief description of the event
- Cost (if any)

Even a link to a website, or to an
event in Facebook would suffice





**Spring Uwharrie,
Uwharrie North Carolina**
May 9th - 12th (tentative)

Date for Carolina Rover Owners Spring Event at Uwharrie North Carolina 9th - 12th May.

Registration and more details to follow soon



**Northeast Land Rover Club's 10th year -
The Annual** - June 14 & 15th

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!

What's Happening: 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.

Stay Tuned: More exciting details will be revealed soon.

Block Your Calendars: This is an event you don't want to miss.



Rover Revival
July 11 - 14th in Vermont

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. Stay tuned.....

Other Random Rover Events:

Rovers in West Virginia. February 16th - 18th - Head over to the Cuyahoga Valley Land Rover Club Facebook group if you are looking for a trip in February.

SCARR - South Central Area Rover Rally
April 11th - 14th - This year's event will be held in Gilmer, Texas. See Texas Rovers for information.

Seven Springs Overland 2024
4th annual Seven Springs Overland, spring event. Enjoy three days of Adventure travel, camping and off-roading!





ABOVE AND BEYOND Land-Rover Night



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 OVL R 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 717-314-2461

Club News: Green Oval Guild (Ohio)

We are looking for people wanting to start GOG chapter in Ohio cities. What would be required is to have local (to you) meet ups. A simple monthly breakfast would be fine. A off road run even better.

You will have access to the club FB to post your events and Collaborate on other club events.

The GOG started almost 20 years ago and you will have the option to use our relationships we have made along the way.

We are looking for major Ohio cities. We have Columbus covered. Brandan Rohne has Cincinnati covered. Don Harvey is working on taking care of Cleveland. Everything else is open.

The idea is to get rover people out to meet others and not have to drive 3 hours for coffee. This will give all of us more things to do.

Even if you don't want your own chapter of the GOG and just want to organize a meet up or a run please speak up. The goal is to have options for members to do and not to have the same people always organizing.

If anyone is interested shoot Chris M Ruts a message via Facebook

Non-OVLR News



CENTRESTEER #130 – NICK DIMBLEBY – SERIES II

This podcast is the second of a two-parter with Nick Dimbleby. Nick is the famed photographer of Land Rovers and has a unique connection with Land Rover. This time we talk about Nick's activities in the twenty-first century – overland journeys, product launches and concept models.

In the news: JLR sales boost showing the move to a luxury brand is working, what is the difference between the current Defender and Discovery, and a listener says the Discovery II flew too close to the

sun. A must watch video from 1983 as Rover owners gather for the debut of the 110.

As well in the news, a recap of the, known, upcoming ANARC club events this Spring and where to get further details on them, as well as an announcement of the three main ANARC sponsored Club events that will be occurring this late Spring, Summer and Fall.

The podcast is available on better podcasts apps as well as on the Centre Steer website. The URL, if your are not subscribed, is centresteer.com



Underpowered Hour is a weekly podcast of about forty five minutes. In August and September there were episodes on:

Episode 149 - Steve Beres and Ike Goss are joined by special guest, Chris Walker, founder of Overland Training Canada.

Episode 150 - Ike and Steve are joined by Dan and Ivan from the RoversTalk Podcast for the annual Land Rover market review and a look ahead and what's going to be hot in '24. What sold, what didn't and what did people pay too much for!

Episode 151 - It that time of year again, the Winter Breakdown is here! The team

recounts their journey through the desert in vintage Land Rovers.

Episode 152 - Steve and Ike discuss ice storms in Oregon that caused significant damage and power outages. Then it's Land Rovers in the Movies: Murder at the End World. Steve introduces the new sponsored 3D printer from Bambu Lab that they are planning to use for creating Land Rover parts and tools.

Episode 153 - In this episode Steve and Ike discuss the reduced rate of Range Rover thefts to the world of Land Rover-related content online.



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



A press release from Tread Lightly:

Welcome ANARC as our first-ever Partner Affiliate Club!

The new Partner Affiliate Club level offers all 22 ANARC member organizations and over 5,000 individuals discounts on club and individual Tread Lightly! memberships! Join today at treadlightly.org/join.

<https://treadlightly.org/tread-lightly-announces-the.../>





An announcement from Don Harvey on creating a new club in north eastern Ohio

Hi All. I started a Facebook Land Rover group specifically aimed at increasing northeast Ohio Rover enthusiasts engagement locally. The group is open to anyone that may be interested in spending time with their Rover in NE Ohio (the land of nowhere to offroad except

Southington Offroad once a month unless you want to drive 3 hours minimum)! Please feel free to join!

Cuyahoga Valley Land Rover Club

We'd love to have everyone from Ohio come up north to geek out over rovers! We're planning on putting together some scenic rides later in the year on pavement

(since that's what we've got) but also to try and have events for some of the classic/stock/new rovers in the area that aren't ready for mud wheeling fun. We're also heading to WV next month and would love anyone to come along that can!

We had our first meet up of the year for Rover Breakfast + Rigs and Coffee yesterday and it was great seeing everyone.

- Upcoming Schedule for Local Meetups in NEOH
- Feb 16-18 West Virginia trip - more details coming. If you're interested LMK!
- March - breakfast TBD in Geauga/Chardon
- April 27- American Fireworks Company Demo Day - awesome firework show, park in a field, get a

gift card to buy fireworks. Hudson OH

- July 20 - British Car Day Hudson OH
- Aug - tentative European Auto Show (no date posted, hosted by Jaguar Club or Ohio) Ursuline College
- Autumn 2024 - covered bridge tour through north east Ohio, possible trip to Silver Lake Sand Dunes in MI?

As always,

Southington Offroad has wheeling the first weekend (typically) of every month starting in Feb and I'm sure we'll visit there more than once this year. If anyone is interested please lmk, we can plan to make it a special treat to have trucks outside the region join!

Cheers

Contact Don Harvey via Facebook



Copenhagen Airport Coffee Shop



Land Rover's Year In Review 2023

By Greg Fitzgerald

This was a big year for Land Rover, with a seventy-fifth birthday to celebrate, some major product news, and a lot of change on the corporate side. With the New Year on our doorstep, let's take a look back at the Land Rover happenings of 2023.

Return to Profit... And Normalcy

The year started with the huge news that Jaguar Land Rover returned to profit for the first time in two years. The Covid-related shutdowns, supply chain issues, and semiconductor shortages have done a number on the company since 2020, and returning to profit was a massive step in recovery. Though there are still some lingering parts supply issues, Land Rover (and the auto industry as a whole) is closer to the benchmark of "2019 normal" at the end of this year than at the beginning. Your local Land Rover dealer probably has a small lineup of in-stock new Defenders for the first time ever, and custom order delivery times are coming down.

Range Rover Velar Introduces New Interiors

The Velar was updated for the 2024 model year, with the new Pivi Pro7 interactive system. This removed every button and control from the dashboard but the start/stop button and the shifter. It immediately made its way through the Range Rover line, and most interestingly,

resulted in a significant interior redesign on the Range Rover and Range Rover Sport after just a year on the market.

LEGO Classic Defender Celebrates 75th Anniversary

After the massive success of the LEGO New Defender (that technically debuted before the vehicle itself in 2019), Land Rover's Classic department and LEGO collaborated again to celebrate the 75th Anniversary. The New Defender set has been discontinued, and in its place is a 2,336-piece Classic Defender, complete with winch, roof rack, snorkel, and roll cage. For those who can't swing the \$239.99 set in this economy, there's also simpler a \$14.99, 150-piece set. With the growing popularity of LEGO and the huge community of Adult Fans of LEGO (AFOL), the set has brought the celebration of Land Rover's anniversary beyond the world of enthusiasts and owners.

The Big JLR Brand Reshuffle

The April 30th anniversary of the Amsterdam Motor Show, where the first Land Rover was introduced to the public, was clouded over by JLR's fumbled announcement of their new "House of Brands" strategy. Intended to move the company forward and create clearer places for its various model lines, it broke Range Rover, Discovery, and Defender

into their own brands (alongside Jaguar), while turning the Land Rover name into an overarching "trust mark" that "underpins them." The 75th anniversary was spent not celebrating Land Rover's incredible history but instead was met with a flurry of articles about how it had been killed off. A few months later, it seems like "House of Brands" is instead a confusing marketing strategy in which marketing materials will go to almost comical lengths to avoid saying "Land Rover." Like many other attempts at reconciling the incredible brand value of both the Land Rover name and the names of its models, this one will probably go to the wayside in a few years, another step in trying to reconcile a brand nomenclature within a company that was once a subsidiary itself.

The Defender Fan Editions

With the pandemic-era issues behind us, and Defenders flowing more freely out of the Nitra, Slovakia factory, Land Rover can now turn to making some fan-driven editions. The summer brought the announcement of the Defender 130 Outbound, a five-seat version without cargo area windows designed to maximize storage; the County editions, an aesthetic package designed to pay tribute to the iconic striped 1980s and 1990s Defenders; and a Defender 130 V8, which brings the burly 5.0 Supercharged AJ-V8 motor to all three sizes of Defender. They

even brought a 20-inch "steel wheel" to the Defender, replicating the design of the popular 18-inch steelie in alloy for the more powerful models.

Classic Land Rover Brings the Islay Edition Defender Works V8

A surprise this summer, Land Rover's Classic Works brought us the Defender Works V8 Islay Edition, a reworked 2012-2016 Classic Defender that pays tribute to Islay, where Spencer Wilks had a home. Legend has it that his groundskeeper saw him driving a lifted Rover 12 sedan around the grounds and joked that "that must be a 'Land Rover!'" What became the Land Rover was under development, and needed a name, and it stuck. The vehicle is a visual tribute to Islay and Spencer Wilks' famous personal Series II, and comes with everything from a custom tweed interior by Islay Woolen Mill to a bottle of scotch made by the Wilks brothers' descendants.

JLR Gets British Government Subsidy for Battery Plant

With everyone racing towards electrification in 2023, JLR found themselves without a battery plant to make their eventual transition. With Jaguar vehicles set to go all-electric in 2025, and Land Rover looking at gradual electrification, this was a necessity. They were able to convince a British government desperate to keep business in the country to subsidize a site in Somerset, England, to the tune of half a billion pounds.

Jordanian Royal Wedding Features Rare Range Rover Classic

Land Rover geeks who also have an interest in non-British royalty got a surprise at the Jordanian Royal Wedding over the summer -- Crown Prince Hussein and his new bride Rajwa Al Saif rode from their wedding ceremony to their reception

in a 1984 Wood and Pickett Range Rover Classic, a "Sheer Rover." The pinnacle of 1980s Range Rover conversions, which were incredibly popular in the Middle East, it had first been ordered for a 1984 visit by Queen Elizabeth II and Prince Philip to Jordan, to take them on a tour to Petra. Escorted by a set of red military Defenders, the parade through Amman was quite the sight.

North America Celebrates Land Rover's Anniversary at Greek Peak

In mid-June, Land Rover enthusiasts from across North America gathered at Greek Peak Ski Resort in Cortland, New York to celebrate the Diamond Jubilee of our beloved brand. What ensued was one of the largest gatherings of Land Rover enthusiasts on this continent since the fiftieth-anniversary event at the same site in 1998. Land Rover sent famous faces from both the international and North American sides of their operations and host organization ANARC (Association of North American Rover Clubs) put on an excellent and well-planned event. ANARC has rumblings of something on the same scale for the 80th anniversary in 2028 -- stay tuned.

Range Rover Goes Electric

The last major news this year was the preview of Range Rover Electric, the anticipated Range Rover EV. The Modular Longitudinal Architecture (MLA-Flex) that underpins the new Range Rover and Range Rover Sport was designed all along to host everything from a V8 to a full EV, and now for the first time, we'll see an all-electric Range Rover from the factory. That's about it for 2023. It's been an exciting year for Land Rover enthusiasts, especially with the anniversary. Of course, many of us also had our own milestone adventures this year, as we all continued to explore with our Rovers -- the spirit of adventure that drew us to them in the first

place. Here's to 2024, and all the adventures it holds for us.

Barbara Toy Returns to Print

In recent years, 1950s Land Rover adventuress Barbara Toy has been getting back in the spotlight as the incredible person she was. The biggest problem has always been access to her books, which have mostly been out of print since the 1970s, and command high prices on the secondary market. John Murray Press, a British publisher, brought back the story of her drive to Ethiopia in the 1950s, *In Search of Sheba*, this summer. Stay tuned for more Barbara Toy news in 2024.

JLR Makes Adrian Mardell CEO

Adrian Mardell, formerly JLR's Chief Financial Officer, took over the company in an interim role in fall 2022 after Thierry Bolloré departed the company for "personal reasons." (The rumor mill says that reason may have been his inability to get JLR back on its feet as fast as other automakers did post-Covid.) He's now been set as the regular holder of the CEO role, with a three-month contract. So far, things seem to have gone well, with the company making great strides towards profit and operational efficiencies.

Land Rover's Texas Fall

Defender Trophy, Destination Defender, and TReK all went to Texas this year, for a multi-week span of events in the Austin and Houston areas. Defender Trophy and TReK had been tied together already the past few years, based at some of Land Rover's Experience centers in North Carolina and Vermont. With Destination Defender rolled in this year to the geographical combination, it's possible that in 2024 we'll see the entire Defender event calendar shifted to another part of the United States. Stay tuned!



General Servicing

Safari Roof Vents, part 8 By Larry Simpson

8 - Took some time today to work on the trop top vents. Can't believe how long it is taking me, but life does get in the way. They are now prepped and ready for the zinc paint, but that has to wait till tomorrow. In the last pic, you can see the masking tape applied where the gasket will sit. I'm doing this in order to ensure good adherence; I don't want to take the chance that the paint will fail due to a

reaction with the glue. If all goes well, check back tomorrow for the results.

8a - Today, I was able to do more work on the trop top vents. I opted to paint them with Rust-Oleum Cold Galvanizing Compound Spray. Per the company site, "this 93% pure zinc coating applies a galvanized film with cathodic protection, which resists rusts, scratches, and chips."

The latches were also painted. I was considering going with a black paint, but I opted for a green in the camo spectrum instead. In the last pics, you can see one with the masking tape removed. I'm hoping to attach the seals tomorrow and the latches on Friday, after the glue has had ample time to cure.



Penguins, Unsupervised

by Steve Owen

Got home from work, to find TCM on the driveway. I know Pat cannot drive a stick

shift, so it looks like I caught the penguins in the start of a Beer Run. They where

studying maps and guides..



What's this?



Road Trip?



Well I think I know where they are going to.



They look so Innocent ...

Making a scale 109SW - The Rear Box

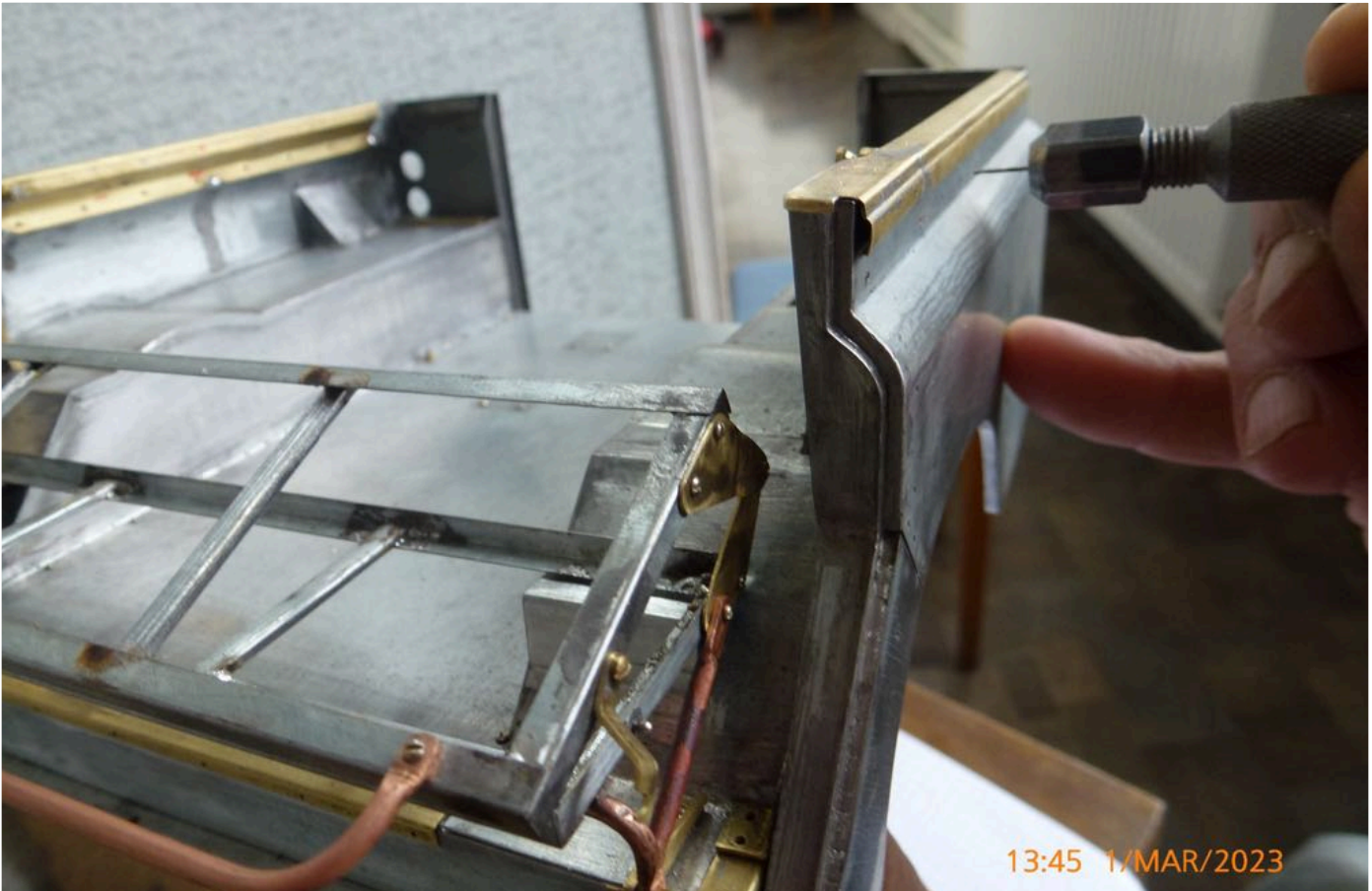
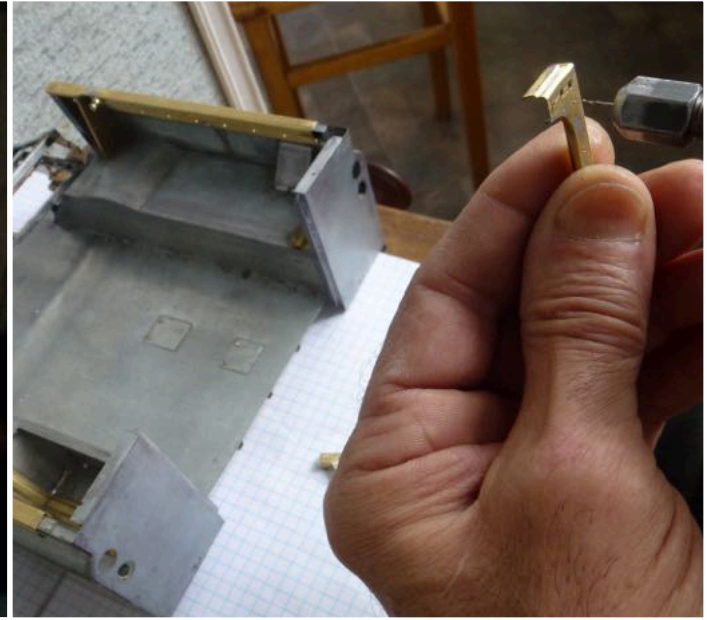
by Aleksandr Agadjanov

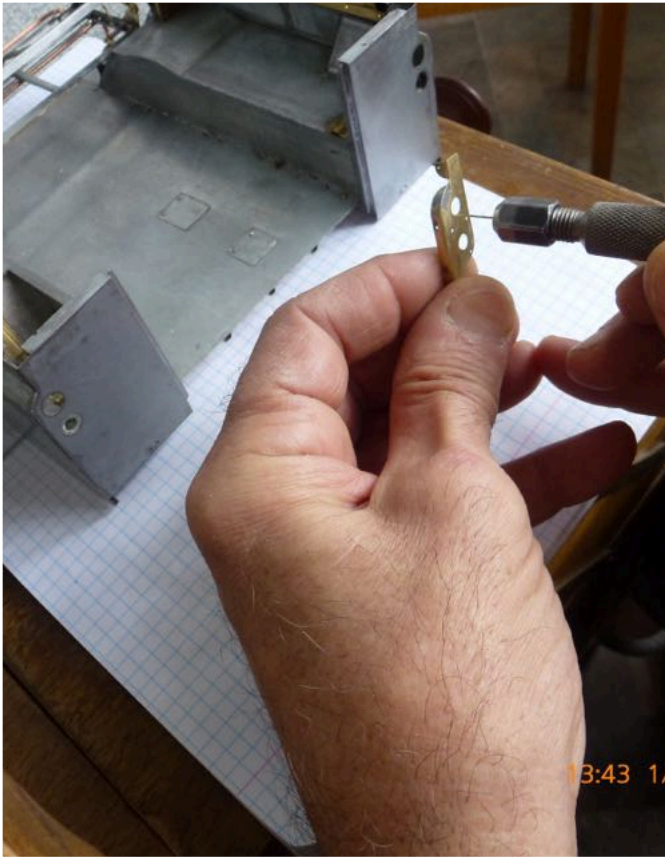
Continuing on, our master model maker had a few more photos for another instalment on making the rear box for the 109 station wagon. We start with some photos of putting on the "galvanised" trim onto the rear box assembly. As these are

riveted onto the large burmabright pieces.

Here we see the holes being drilled with a very fine dentist drill. One time where that high pitched whirring sound won't

send shivers down your spine and cringe with what will be coming. This time we see some exquisite details coming alive before us. And, I am sure that given the rivits are regular on a 109 SW, these will be too when finished.

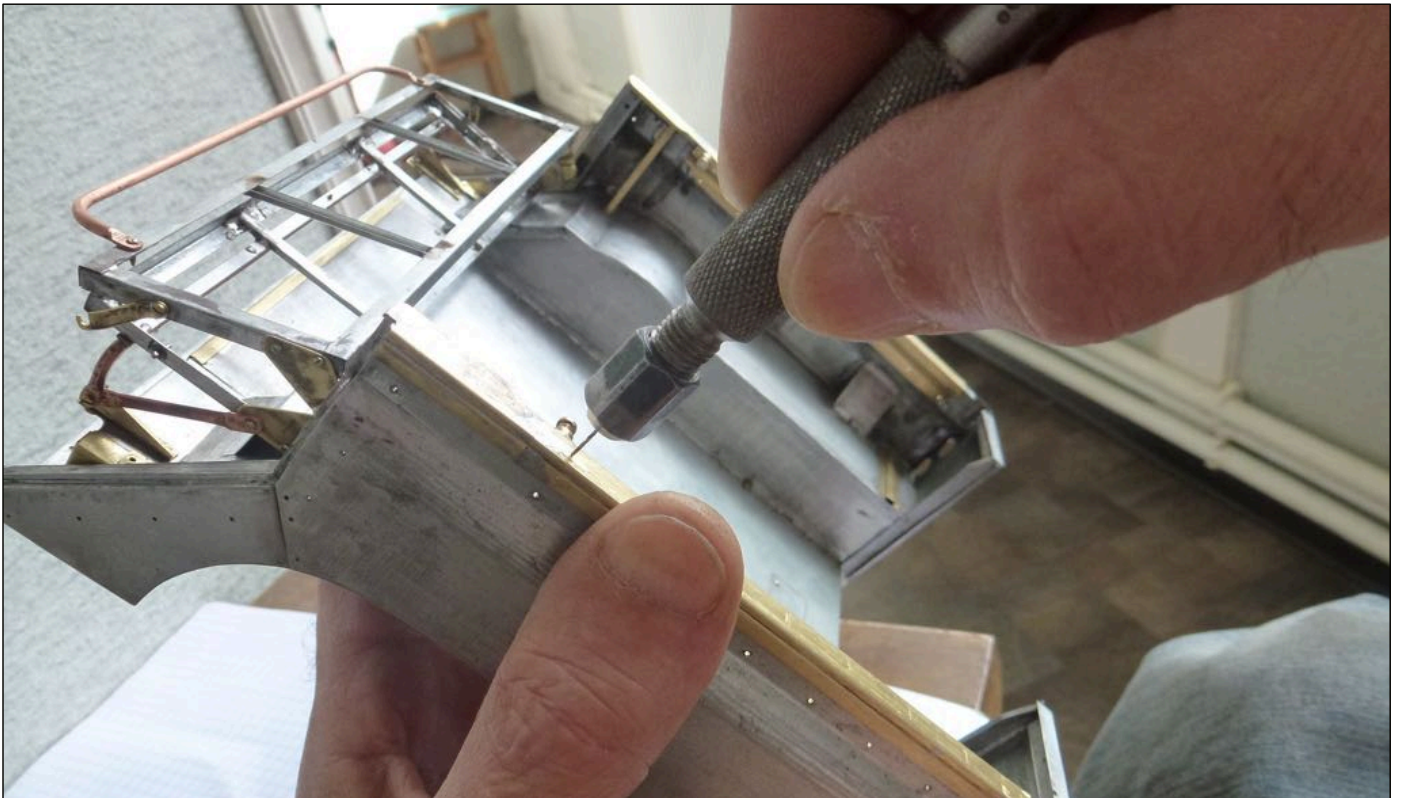




Some notes on the process. The "galvanised rails" on this model are brass Aleksandr initially made the rivets from a

dental material called Protacryl. But he has plans to try to make them from a soft aluminum. Further, at this point he is using round-headed screws to hold things

together. He plans on changing all of them with hexagonal ones in the future. It is slowly coming together.





Moving from Semi-Floating to a Fully-Floating Rear Axle

By Dixon Kenner

To set the scene, you have a Rover with a semi-floating rear end. Like all of the Series One Land-Rovers. And that semi-floating hub is held in place by a single bearing that is pressed into place with a lot of force. And, skimping on expense, you have a cheap bearing in there. And, it fails. What happens?

Well, the photo above is part of what happens. The pair of photos on the top of the next page are more of what happens. Now, had this been off tarmac, there would have been a long gouge in the ground, and not the photo above. The photo above is what happens when you are going about thirty miles an hour and the wheel decides it would rather be over

there, and you are notified that it has gone AWOL when the backing plate hits the tarmac. Oh, and when this happens, the wheel takes the brake drum with it, so you have just lost all of your brakes (single circuit, remember?) And, in this case, there was oncoming traffic, just to make things even more exciting.

So, when you have stopped, taken a breath, maybe a few sips of some good scotch, you decide that you are going to toss the semi-floating rear end for a fully floating one.

So, what are the options and considerations?

First, obviously, is fixing what you have. Now, semi floating half shafts, depending where you are, might be getting tough to find. There are lots around, but will you find one? Then there is dealing with that bearing. There was a special tool for removing it [1] (*maybe there could be an article on making one of those in the future*) Suffice it to say, changing this without the special tool is character building. But, at least the bearing is relatively cheap and common.

So, you decide on moving over to a fully floating rear axle.

There are several approaches. The first keeps the tires where they are today. The



second and third offset them out about three quarters of an inch. Noticeable? Not really. But, your call. Whether there are inset rims is a separate discussion. [2]

One idea is to look for a 1957-58 rear axle on a Series One 109. They could have a fully floating rear axle [3]

The first option is convert from the axle casing and backing plate out from the

original Series One semi-floating arrangement to the Series II/IIA/III spindle, hub and drive flange, keeping backing plate and drum. Then what?

A) Take an existing half shaft and cut it down $\frac{3}{4}$ of an inch and recreate the half shaft that was available in the optional conversion kit in 1958. Note, that means grinding in the grooves to keep the same length of groove for the uncut versions.

B) A second aspect to the shorter half shaft is to go and get a pair of these already made. The part numbers for these half shafts from the optional kit are 273385 & 273386

One option is the Land-Rover Series One Club shop. Assuming that LRSOC [4] still has them available. If not, LRSOC might be making more. Ask. The first batch was



made by a German chap for a few enthusiasts, with some extras tossed in to sell. Sadly, he had a heart attack and passed away just after they were done. LRSOC negotiated with his widow and took the stock, fulfilling the orders of the other folks and were left with a couple sets. I believe sets still available).

A second alternative to this is to call Pangolin 4x4 [5] in Oregon and see if they have a set available, as they too have made them in the past, and when they need a couple sets, make another batch.

C) The next option is to convert the ends of the axle over as in the first, but use regular ten spline half shafts from a II/IIA/III. This requires a 3/4 inch thick spacer. There are two approaches to this. The first is putting a spacer between hub and drive flange. This tends to be more common. You take a later (late IIA/III), round, drive flange, that has the holes already there and just cut it down. The dimensions have been published in the past. This is what was done with the two sets in the previous photos.

A variant on this is to put the spacer in between the axle casing and the spindle. But that is getting bar stock cutting to 3/4 inch, boring a great hole in the centre, then locating and drilling all the holes for the bolts. Looking at how the hub assembly fits, this could be more intricate than it looks. This approach will require longer bolts, and you have two sides to the spacer to potentially move with the six bolts if they ever loosened. The single is stronger, though if there is an appreciable difference is conjecture.

D) A final option is to toss in a complete II/IIA/III rear axle.

Now planning is combining one and two (like I have) where I have the German half shafts, mentioned above, as well as the spacers in case I break one and can't replace it with the shorter.

In conclusion this is something worth considering as that whole rear hub assembly is held in by that one pressed in bearing. If that bearing goes, the entire hub, inclusive of that half shaft slides out and rolls off into the woods or something.

And your back corner drops and hits the pavement. Oh, and when that all pulls out, it takes your brakes out at the same time. I've got photos of this too...

As background, this article was inspired by both Keith Shukait, who was asking about this, Ben Smith, who modified the backing plate shown earlier, and the author's supply of all of the parts in question to make the conversion.

Notes:

1. This special tool is a hefty piece that makes quick work of the job. There are a couple around in private hands, so worth asking about.
2. Land-Rover Rims by Bill Leacock, OVL R magazine, Issue 391, October 2017, p8
3. Optional equipment on 1957/8 88 inch Rovers and on 109 pick-ups and fitted after serial numbers 121704770 and 131701305
4. <http://www.lrsoc.org>. At time of publication there were sets available.
5. <http://www.pangolin4x4.com>



PLAYING TIME
APPROX 2½ HOURS

Enid Blyton



FIVE ON FINNISTON FARM

READ BY SARAH GREENE



Enid Blyton's Famous Five are a group of children who have the sort of adventures most kids dream about, in a world where ginger beer flows and ham rolls are a staple diet. In this novel, from 1960, there is a ruined castle on Finniston Farm, but only the dungeons remain and no one knows where they are! The Famous Five are determined to find them, and whatever else is hidden inside, but someone else wants to find out too.



Carmichael Land-Rover Conversions

By James Taylor

Carmichael was a well-established builder of fire tender conversions on many commercial chassis before it became involved with Land Rovers. The company was actually founded back in 1849 as a coachbuilder, and built its first fire engines in 1947 for its local brigade in Worcester. Its address during the period of association with Land Rovers was Gregory's Mill Street, Worcester, and the company was initially known as Carmichael & Sons (Worcester) Ltd. After re-organisation created Carmichael Fire & Bulk Ltd in the 1970s, the fire appliance division was simply known as Carmichael Fire.

The Series II era

As far as I can tell, Carmichael was the first company to be granted Land Rover Approval for its fire tender conversions

when the system was set up in late 1958 or early 1959. I believe (but would like confirmation) that it was Carmichael who were building the "factory" fire tenders for Land Rover from the start of Series II production.

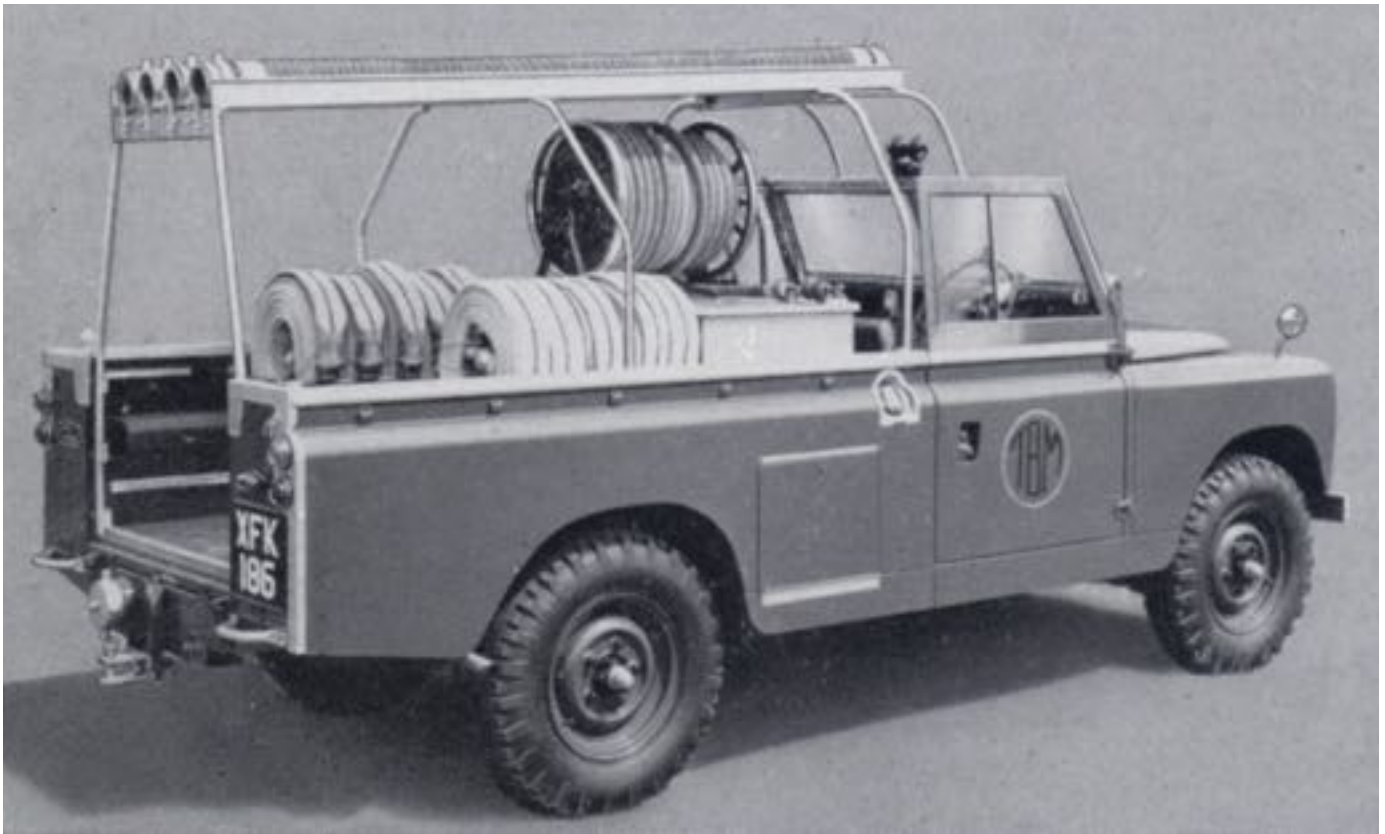
From some point in 1959, Carmichael began to build Land Rover fire tenders under their own name, and adopted the brand name of Redwing for them. The Redwing range lasted through until the early 1980s, but did not reappear on the coil-sprung models that were introduced in 1983. Again, I'm happy to be corrected on that point. During the Series II period, there was a single Carmichael Redwing model on the 88 chassis, and there were three different models on the 109 chassis: a fully open type, a similar model with enclosed truck cab, and a two-door

enclosed-body model with fibreglass roof. Characteristic of all of them was a PTO-driven fire pump mounted amidships, which was made by KSB or Coventry Climax to meet customer preference.

The FT/1 and FT/2 both had rear-mounted pumps, which reflected the Rover design. The other models all had mid-mounted pumps and control panels.

The Series IIA era

Round about the time when the Series IIA models were introduced, the Carmichael Land Rover offerings were revised. The company expanded its range to six models, and during 1962 introduced airfield crash tender variants of some alongside the standard fire tender types. The six models were these:



- FT/1 88-inch, much the same as in 1958
- FT/2 109 truck cab, again much the same as in 1958
- FT/3 open 109 mainly intended as a pump appliance and hose carrier
- FT/4 109 truck cab with a ladder and equipment rack carried above the body
- FT/5 enclosed body 109 with lockers in the upper body sides and ladder rack on a GRP roof that

FT/6 was distinguished by a peak over the windscreen forward-control conversion announced in 1961 and available from 1962; combined the loadspace advantages of a forward-control layout with the low height of a standard Land Rover

From approximately 1965, these six models were joined by an FT/7, which was

based on the Series IIA 109-inch Forward Control chassis and was a much taller machine than the FT/6. This model was carried over to the Series IIB Forward Control chassis as well, and was theoretically available until 1972.

The Series III era

The Redwing FT/1 to FT/6 models remained available (although there is some doubt about the FT/3), all of them



with a 300 or 350gpm fire pump driven from the centre PTO. All had the four-cylinder petrol engine and uprated 16ACR alternator, and the 109 models all had the optional brake servo plus heavy-duty axles and suspension.

From approximately 1976, a new and more angular monocoque body made from GRP replaced the original FT/6 type, and the final example of this design was delivered in 1980.

The One Ten era

Carmichael fire tender conversions were typically based on One Ten hardtops or Station Wagons, with a dedicated rack on the roof for hoses and ladders. Some had a PTO-driven fire pump mounted at the front, while others carried a portable fire pump mounted on a tray and carried in the back body. There was also a fire appliance conversion of the One Two Seven from the mid-1980s, with a new back body joined to the rear of the cab.

The Defender era

These designs for the coil-sprung models were carried over to Defenders from 1990, but Carmichael also developed simpler (less expensive) types with open back bodies and truck cabs. At the other extreme, the company offered appliances on three-axle Defender chassis, including some for airfield crash rescue tenders. These were mostly built as 6x4 models with trailing axles, but many were subsequently converted to 6x6 to meet new Civil Aviation Authority requirements.

The Range Rovers

It became clear early on that the Range Rover was too small to make a satisfactory fire appliance, but Carmichael worked with Land Rover to create a three-axle chassis that provided the necessary body space. This was known as the Commando type. It was also developed as a Rapid Intervention Vehicle (RIV) for use at airfields and airports, and there were some special-purpose variants as well.



This is the Carmichael FT/5 with its distinctive peaked roof. The one pictured is a 1959 Series II 109 that served as a factory fire tender with Reed International, and was built before the FT/5 designation was introduced.



This Series IIA 109 for the Scottish Central Region Fire Brigade had an individual design, but the mid-mounted control panel for the fire pump was typical of Carmichael.



This early FT/6 forward-control conversion was pictured in Carmichael's yard at Worcester, with a water trailer.



The FT/6 was redesigned with GRP bodywork in the mid-1970s. (Roger Conway photo)



The FT/7 on Land Rover's own Forward Control chassis proved less popular than its rival by HCB-Angus. This one was for the Halifax Fire Brigade.



The Redwing series continued right through the Series III era. This is a 1980 FT/5. (Roger Conway photo)

Carmichael themselves normally provided the bodywork for the fire tenders and RIV vehicles, although under a contract with the British Ministry of Defence, several were bodied by Gloster Saro and HCB-Angus. These were used by all three branches of the armed services, and were known as TACR-2 (carburettor engine) and TACR-2A (injected engine) types. The letters stood for Truck, Airfield Crash Rescue.

By 1990, Carmichael was affected by Land Rover's new policy of not supplying part-built Range Rovers for conversion. Having to buy a complete vehicle for the job raised costs to unacceptable levels and, unsurprisingly, the numbers of six-wheel conversions dwindled rapidly.

Carmichael Custom Cars

Carmichael delivered some six-wheel Commando chassis with estate bodies, and, capitalising on the interest in these, they established a new division called Carmichael Custom Cars to build special vehicles, mainly for the Middle East.

In 1980 they introduced the two-door Highlander and the four-door Clansman, both on the Commando chassis and each with three rows of seats and a raised rear roofline to provide headroom. A two-axle version of the Clansman on a 136-inch (3454mm) wheelbase was also made available, but was quickly dropped.

...and now

Trading conditions generally were becoming harder by 1990, and in 1992, the company was re-organised as Carmichael International Ltd, which was liquidated in 2004. The remains of the company operated until 2018 from Worcester as CSS Fire Vehicles Ltd (the CSS letters stand for Carmichael Support Services). The Simon Carmichael International Group Ltd (SIG) was created through several mergers and acquisitions and is now owned by the Chinese group, Guangdong Yongqiang Auld Lang Real International Fire Fighting Vehicles Ltd.

The first four pictures show examples of the FT/1, FT/2, FT/3 and FT/4.

Carmichael was a well-established fire appliance specialist by the time of its first known Land Rover conversions. It went on to build a fascinating range of appliances not only on Land Rovers but also on Range Rovers – and adapted its six-wheel Range Rover as a custom conversion too. There were so many variations that I've limited the pictures here to give a general idea of what Carmichael made.

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

There were so many variations that I've limited the pictures here to give a general idea of what Carmichael made. If you are interested in seeing more of what was available in general, James Taylor has the two following publications:

- *[The Complete Catalogue of the Land Rover: Production Variants from Series 1 to Defender](#) by James Taylor, published on Jan 21, 2020*
- *[Land Rover Emergency Vehicles](#) by James Taylor, published Sep 18, 2018*

Note: There is also a Carmichael Fire Appliance group on Facebook.



One Tens tended to have front-mounted pumps rather than the traditional Carmichael mid-mounted type. This is a 1987 example.



There were Carmichael conversions on the One Two Seven chassis, too. This 1985 model saw service in the Thames Valley.



The three-axle Range Rover was much liked as an RIV. This is a 1979 two-door model, with the GRP bodywork typically fitted.



The MoD wanted four-door bodies before Land Rover built any. To meet demand, Gloster-Saro (as here) and HCB-Angus built some on Carmichael Commando chassis.



Later TACR models were based on four-door Range Rovers. This one was bodied by Carmichael themselves.



A few Commando chassis were given estate-type bodies. This LHD example is typical. The first one may have been the one that Wolfrace Wheels used to advertise their products in 1976. (Gordon Black photo)

Last photo for now.... The three-axle chassis was exploited further with special bodies by Carmichael Custom Cars. This is the two-door Highlander model.lv



ABOVE AND BEYOND

Fixed windscreen better?

FLP

Good morning Shally! All icy today! Hard work scratching free the frozen windscreen! We all will be late today.

Good morning, Bob!
Not my worry, Bob!

**SCRATCH
SCRATCH**



FLP

**FLIPP
FLAPP
PAAFFF!**

**SCRATCH
SCRATCH**

?!



FLP

**SCRATCH
SCRATCH**

Have a nice day, Bob! See you later at lunch!

WROOUM



FLP

Plastic warning lights, NADA 80 inch By Dixon Kenner

Over the years, confusion has arisen over certain warning lights that are found within the NADA dashes (In theory from chassis no. 16133214 to 26133550),

Rover part numbers:

234995, Warning light Ignition, Red
234996, Warning light, Mixture, Amber
234997, Warning light, Oil Green

These part numbers have the following equivalents

Generically, they are all W11 lamps.

234995 - Lucas 319078, 319081
234996 - Lucas 319079, 319082
234997 - Lucas 319080, 319083

Initially, the red and amber is use bulb numbered 18906 while the green uses bulb numbered 22763

These assemblies, as pictured, are rather unlike the warning lights generally supplied by parts suppliers in the UK. Identifying what these actually are, discounting numerous observations that they were aftermarket replacements was an interesting game. But, after a couple of interesting comments from people, one who referenced an old tractor, and another a sports car led down the path of who made cars and tractors in the Fifties? Triumph.

A search on TR-2 warning lights turned up parts :

Red - 501347 - TR2, TR3, TR3A

Amber - 501348 - TR2, TR3, Early TR3A, ROVER 75 "Cyclops" 2138cc 1949-52,

Green - 128378 - Late TR3A, TR4, Austin Healey

The bulb holder, which is not listed separately in the later parts catalogues is part no 502342, which is used in numerous vehicles. Other reference numbers are 2H4978, 502342, 39007, 3H914

The bulb used in all three is: Bulb (987) 12V 2.2W Clear E10 Screw - GLB987

References:

- Land Rover Parts Catalogue, pub no 4051, TP/111/G,, May 1958

Websites:

- Rimmer Brothers
- The Roadster Factory





A note to the reader:

- These For Sale notices, in some cases, have been edited for brevity. Please consult the original posting for the complete advertisement.
- Other than cutting them down to size, 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 Defenders, be prepared to find a lot of them on-line. There are dedicated groups on Facebook for them. Unless you are an OVLR member, they won't be found here. There are just far too many.
- Price is not value. Nor are all descriptions accurate. Consult with the seller.



Genuine LR Towball Kit, Ottawa, \$400

Greetings all, up for sale is the ultimate brief case containing genuine LandRover hitch ball platform, locks and 3 interchangeable hitch balls. 1 7/8, 2 and 2 5/8 inch dia. These things are posted on e-bay for crazy \$ and beaten up. This kit looks virtually new with minor scratches, likely installed to familiarize with use. This is a class 3 mount, for a 2X2 receiver. \$400.00 for O.E.M bragging rights! Location, Ottawa.

Contact Bruce Rocker via Facebook



Rear Crossmember parts, Nr Belleville, Ont. \$250

Pieces for rear crossmember 3mm. This was the first laser cut with my drawing and I messed up one of the PTO hole mounts marked with an arrow. Includes a plug to weld in so it can be re drilled. Just need 5 pieces of pipe to complete. Located in Ontario Canada I would prefer not to ship but I will if I have to.

Contact Dan Gulka via Facebook



Land Rover Series Grill \$200

2/2a grill in nice shape.

Kijiji advert no 1682259430



1987 Land Rover 109 Pickup - Peabody Mass, \$18,995

A very rare, all original 1987 Land Rover Santana Series III 109 with a factory pickup bed, independent from the main body unlike most Land Rover pick up models. Originally a farm truck on an olive farm, this pickup was imported from southern Spain to Boston and is already stateside. This vehicle has been maintained to stay ALL original and UNMOLESTED. Original motor, chassis, you name it. As a farm truck it definitely comes with its dings, but as you can see from the photos, 100% rust free undercarriage, an interior in great condition, and the classic Land Rover 2.25l inline 4cyl diesel that starts up every time. Nothing is needed for this gem, turn key ready to go.

Boston Craigslist advert no 7707674280



1961 IIA, Muskego Wisconsin, POR

Going to be selling my beloved 61' S2A and thought I would put it on here if there is any interest. If you are interested please PM. I'm located in Muskego, WI but could also trailer it to Phelps, WI as well.

Details:

She spent most of her life in Bogota, Colombia at a vacation home. Then it was sent to Florida for an estate sale.

New parts:

- soft top is only a year old
- Parabolic springs and shocks
- new front seats
- new tires
- new drive shafts
- front winch bumper
- winch, still needs to be hooked up to power
- every light was replaced
- starter
- plugs wires
- carb tune up
- comes with hard top as well

I have other new parts that have not been installed yet. Starts right up with zero smoke and has top speed of about 58mph.

Contact BBrandon Grebe via facebook



Land Rover Series Rear Tub Covers, puslinch \$200

Land Rover Series Lamp covers and fuel neck cover. Full set in original paint, nice patina.

1682353144 k



1983 BAE Systems pinzgauer, Ignacio, Colorado, \$6,950

This Green Pinzgauer is a military utility vehicle that's used for off-road expeditions and sport driving. Motor in good condition but not currently running as it needs carburetors. Decent tires, 6x6, six wheel drive works as it should. No soft top, 24 Volt electrical system. Please call Tommy Barnes with questions

Contact Gregg Donaldson via Facebook



1960 Austin cambridge, Terrebonne, PQ, \$2,500

Voiture ancienne à restaurer
Aucune pieces manquante
1960 austin Cambridge
Pas de papiers car succession entreposer à l'intérieur depuis plusieurs années 2500\$ négociable

Contact Bobcat Gris via Facebook

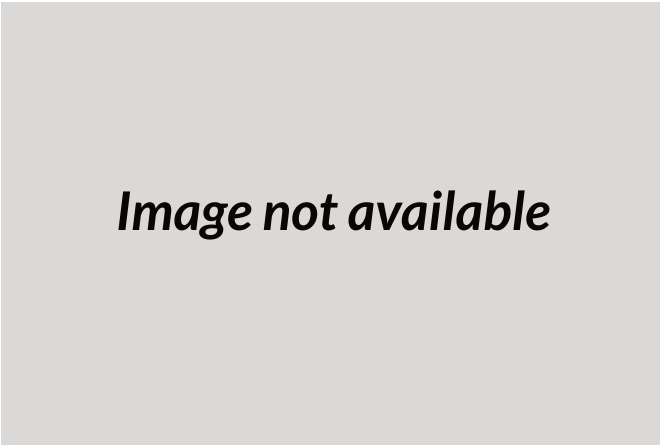


Image not available

Land Rover Series Roof Window Sides / Limestone, Portsmouth, New Hampshire, \$100

Roof sides off a Series IIA 88" in Limestone. Does not include side glass or window locks but the back glass is there. Window tracks need new felt but no corrosion. \$100 for both. Pickup in Newington, NH.

Contact Zachary Thomas via Facebook

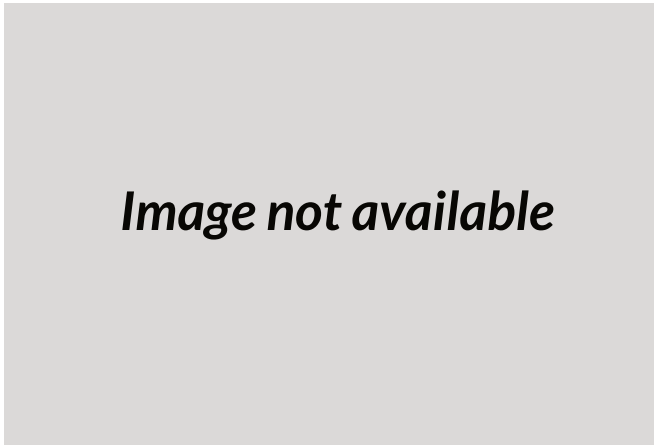


Image not available

Land Rover Series Locking Hubs - St. Johnsbury, VT, \$125

One pair of genuine Land Rover locking hubs, 24 spline for later Series 3, etc. I bought these by mistake years ago - I needed 10 spline. They are used but in good condition, still in the factory Land Rover box. I am unable to load any pictures but can text pictures to you. Please make sure you have 24 spline front axles!

Vermont Craigslist advert no. 7708173543



1960 Land Rover series 2, Scottsdale, Arizona \$23,100

This is a RHD 1960 Land Rover Series 2 SUV. It's not perfect but it's in great shape for what it is. Starts right up everytime with great tires. Interior and paint is in really good shape. Comes with extra spare to mount to hood. Has soft top and the Hard top included with all panels. Brakes were just done. New battery. It is missing some hardware to mount the hardtop properly. Looking for \$23,100 obo

Contact Tommy Gunz via Facebook



1969 Land Rover fx4, Montreal, PQ, \$5,000

969 Black London Taxi FX4. Quite rare in North America. Needs TLC but runs. Original Taximeter still connected. Car was used for films/movies. Asking \$ 5000

1969 Taxi Anglais FX4 de Londres à vendre. Très rare. Roule mais besoin d'un petit d'entretien. Son compteur original toujours branché.

Contact Joe Arcuri via Facebook



Land Rover 12J Diesel Engine, Layton, Utah, \$500

We have two 12j defender Diesel engines for sale. Both run and will be removed within the next week or two from their defenders.

Price is per engine. Great upgrade for a series Land Rover engine swap.

Contact Ross Hildebrandt via Facebook



1968 Land Rover series 2a. 109 inch, Anthony, NM, \$21,500

Ex-MOD British Land Rover, very low miles, new tires, overdrive, two tops, locking front hubs, left hand drive, hood mounted tire, everything works, have title. All the military extras from oil cooler to gun rack, starts and runs great

Contact Bill Worth via Facebook



1961 Land Rover custom, Portland, Oregon, \$28,800

Custom built 1961 series / defender - on range rover frame, coil springs, front and rear lockers, defender seats and door tops, gear set (no timing chain) 2 fuel tanks, 5-speed, center locking cubby box, power steering and brakes and lots more... Land Rover turbo diesel engine - one of a kind

Contact Andrew Wilmerding via Facebook



1970 Land Rover 2a , Maple Ridge, BC, C\$6,500

1970 Land Rover 2a gas model. This rover requires full restoration. Registration is from Alberta I had this truck running about 8 years old when I bought it from an estate sale in Alberta. Had plans to rebuild it but sadly not enough time. Too many projects. This comes with a galvanized chassis that could be swapped or sold. Please no dreamers or lowball offers. If it's not for you, I understand. One picture is of a finished project that could be your goal.

Contact Tom Faulkner via Facebook



Land Rover Series III - Irving, California \$33,500

1978 Land Rover Series 3.
Runs great. Solid body and no rust.
Imported from Spain. Paperwork, Title and California Registration and plates in hand.
Driving it almost daily.
Serious offers only.

Orange County Craigslist advert no. 7709180279



1965 series II , North Dakota, varies

Parting out this 1965 series II
Let me know if interested in parts

Contact Tony Jacobs via Facebook



1970 Land Rover series 2a, Chilliwack, BC, \$40,000

Price is USD in Chilliwack BC
Front disc brakes
Galvanized chassis
Rewired silicone covered aircraft wire
All systems overhauled
Parabolics
Overdrive
Mileage cannot be verified. Third owner
Clocks above 100 km/hr
Military spec "red" engine 5 bearing
Canvas cover excluded not mine.

Contact John Creedy via Facebook



1955 Land Rover Series 1 Series 1 88, Newport Beach, California, \$58,800

1955 Land Rover Series I 88, Marine Blue with black, tan canvas top, left hand drive, 2.0 litre in-line 4 cylinder gas engine, 4 speed manual gearbox, 4 wheel drive, rear bench seating for 4, an original left hand driver example delivered new to Madrid, Spain and recently restored here in the States, inside headlight and 88 inch wheel base from the final years of Series I production, recently out of our longtime client's very sharp and diverse collection where the SI was affectionately known as "Winston" and now in California soaking up the sunshine and ready for its next caretaker.

Website - <https://www.hemmings.com/>



1998 Land Rover discovery, Ontario, Oregon, \$800

Runs great. Good tires. Everything works. Bk side window broken.

Contact Eloa Daniel via Facebook



Land Rover Series 3 88 Defense gun, Heerde, Netherlands €6,999

Are you looking for a cool Land-rover ? For sale. Laro series 3 with defensive gun. Gasoline. Currently not driving due to stop

<https://www.marktplaats.nl/v/auto-s/oldtimers/m2073029421-land-rover-series-3-88-afweer-geschut-bj-1970>



1967 Land Rover Series IIA awesome original World Wildlife Foundation - Scottsdale, Arizona, \$21,999

1967 Land Rover Series IIA is powered by the original 4-cylinder engine paired with a 4-speed manual transmission and a 2-speed 4x4 transfer case. The exterior is equipped with a canvas roof, it has a amazing well weathered very original World Wildlife Foundation patina, rides on classic steel wheels wrapped and like new BFGoodrich tires. The interior features upgraded tartan cloth, a backup camera and awesome stereo. It comes with an extra hardtop, rear door and a box with books and spare parts.

Phoenix Craigslist advert no 7713039075



Land rover, Salta, Argentina, \$10,000,000 (Not US of C\$)

Vendo hermoso land rover. Perfecta condiciones
Todos los papeles listo para transferir
Motor 221 falcón solo nafta Perfecto andar .
Precio \$10.000.000 Escucho ofertas

*Beautiful Land Rover for sale. Perfect conditions
All papers ready to transfer
Engine 221 falcon diesel only. Perfect to walk.
Price \$10.000.000. Am listening to deals*

Contact Reyes Daniel Emiliano via Facebook



1969 Land Rover Series IIA 88 "Bugeye" For Sale., Virginia, \$25,000 (price drop)

This is an original, unrestored, 3-owner 69 Land Rover Series IIA 88 Bugeye which has overdrive, a hand throttle, rock sliders, new parabolic springs, Old Man Emu shocks, capable BFG tires, no rust on the chassis, custom built rear toolbox, hand stitched leather steering wheel, supplemental 20k BTU heater,

Contact Stefan G. Micheal via Facebook



1993 Land Rover defender 110 Sport Utility 4D, Doylestown, Pennsylvania, \$400,000

I have additional photos, Details Specs on each vehicle. We also do custom work so if you see one you like and want new paint, interior, engine, transmission, etc just let me know and we will build your dream Defender 110. All PA titles in hand

Contact Anton Poteryahin via Facebook



1954 Jaguar humber super snipe, Capital BC, \$1,500

Its a Humber Super Snipe not a Jaguar. One owner from new apart from me.I've had it in dry storage since 2016. No rust apart from a tiny bit around the rear trunk. Engine turns over. .not started. Interior needs tlc. Papers ok. Needs someone to actually do something with it rather than my good intentions that went nowhere

Contact William Plant via Facebook



Series 3 Land Rover Seats, Melville, NY, \$850

Cushions and seat bases from a 1978 Series 3 Land Rover 109 5 door. I believe these are usable as is. Could use a good cleaning.

Included:

- 3 Front row seat cushions and bases (driver, pass, middle)
- Middle Row bench cushions and base
- Pair of Rear Seats with cushions and bases

Pickup only.

Contact Danny Lerner via Facebook



Land Rover Series 109 Springs - King City, Calif. \$200

109 Rear Leaf Springs.
Not jammed with rust.
Plug and drive.

Monteray Craigslist advert no 7711831061



1963 Land Rover series 2a - North Hills Raleigh, NC, \$1

Good to very good overall condition. New tyres, rims and brakes. Running, driving, and more important stopping 1963 Land Rover. Made in England but shipped and used in South Africa until 2000. Best honest offer check Hagerty's valuation calculator. Partial trades considered

Raleigh Craigslist advert no 7712124409



Land Rover Serie III SW 109 1981, Ottawa, Ontario, \$89,000

Land Rover SW Serie III chassis 109

Le véhicule se trouve actuellement en France, mais j'importe et exporte depuis et vers la France depuis de nombreuses années et je m'occupe de tout. Ce véhicule appartient a un ami. Il a bénéficié d'une restauration totale pour un montant de 50000 Euros!(73000\$)

Kijiji advert no 1683948647



1963 Land Rover series iia 109, Forestville, California, \$75,000 \$60,000 OBO

1963 Land Rover Series IIA 109 Station Wagon with Tropical Roof
-OBO-

Vehicle is equipped with the tropical roof with vents, fairey overdrive, fairey locking front hubs, 19 gallon fuel tank, adjustable driver seat, folding second row seats, sliding windows, windscreen ventilators, oil bath cleaner. I purchased this vehicle as a project in June of 2015 and began a multi year process of restoring the vehicle from the frame up. The vehicle was finally assembled and roadworthy as of May 2023.

Contact Paloma David Levesque via Facebook



Land Rover 88 series defender II 1960 -Casselberry, \$18,000


Excellent comdition
Runs great
Florida title

Orlando Craigslist advert no 7712567505

Wiper motors
Parts for your
Land Rover.



On eBay and at
Restotime@outlook.com



**This one won't be
ready for Winter Romp...
Will You?**

3 Brothers Classic Rovers

Canada's Premier Source for Land Rover Parts and Restorations

We've Got Your Parts!



1969 Land Rover series ii a, Sudbury, Mass. \$15,000

1969 Land Rover Series II A 88". 2.25 liter 4-cylinder engine, 4-speed manual transmission, Zenith carburetor. Odometer shows 32,064. I had the exterior of the tub sprayed marine blue, and returned the truck to its original state. Included in the sale are many spare parts including an additional 2.25 liter engine, 2 transmissions (one has an overdrive unit), front and rear ends, spare hood, and more. I recently added new tubeless wheels and tires. Original tube-type rims are included as well. The truck starts easily when cold and idles smoothly. Lots of fun to drive...routinely taken on day-long trips to Western MA and Southern NH without issues.

Contact Glen Felicio via Facebook



1978 Land Rover Series 3 109 frame, Melville, NY, \$1,700

Super low miles. Axles, suspension, fuel tank, steering box and linkages shown are included. No wheels/tires or footstep on the rear. Can help load.

Lived in the EU and then Gabon before being imported. Was running/driving 9 years ago. One rust hole under driver's side rail. The rest of the chassis is in remarkably good condition just dusty.

Contact Danny Lerner via Facebook



1960 Land Rover series 2a, Florida, NY. \$45,000

1960 Land Rover Series 2a five door sedan with safari roof.

Contact Anthony Shiepkov via Facebook



Britpart Land Rover Master Clutch Cylinder P/N CC-STC500100, Mississauga, Ont, \$100

For sale a Britpart Land Rover Master Clutch Cylinder P/N CC-STC500100 for series 3, 90, 110, 2.6L series.

Kijiji advert no 1684289930



Grille Collection,, England, £600.00

Shared with Members of Series Land Rover Group Hi All . Decided to sell my grill collection. The strange grill was used on south African land rovers to stop grass and seeds getting caught in radiator fins while driving in the African Bush. Cost is £600.00 post extra .UK mainland only.I will not post outside UK mainland. I will not sell loose grills.all these grills are original.
Many thanks.

Contact Graham Duncan-Smith via Facebook



1969 Land Rover series 2a Carawagon, Portland, Oregon, \$41,500 (Price drop from 46,500)

Restored 1969 Series 2a Carawagon. Rebuilt Mustang 289 V-8 mated with rebuilt Dodge NV 4500 transmission. Old man Emu shocks and springs. Forbyn Brothers Disc Brakes. New hubs. Defender door hinges. Heater box from Mansfield. New seals on doors and vents. New seats with headrests. Footwell replaced and transmission placement body work. New cabinets and countertop. New Sink and fresh water tank. Engel Fridge on sliding drawer. Original couch and which folds into bed. Two bunks in top. Rebuilt Carawagon top with marine grade hardwood sides, ends.

Contact Ralph Bloemers via Facebook



RoverDrive, Raleigh, North Carolina, \$1,300

Roverdrive for sale 1300 dollars plus shipping located in Durham NC . local pick up is OK PayPal acceptable.

Contact Todd Mcculloch via Facebook



1968 Land Rover Ir 109 series 2a safari wagon, Olympia, Washington \$21,000

Originally served in the Middle East for the British military. Imported years ago and converted to left-hand drive. 2.25 gas motor starts right up and runs great. Recently had a full tuneup and oil change as well as recent carburetor rebuild. No exhaust leaks. Upgraded to Rocky Mountain parabolic springs and front disc brakes.

Contact Ciel Turich via Facebook



Land Rover Series 2/2A/3 Deluxe Dished Bonnet - Military MOD - Sunnyvale, California, \$200

Here is a used Land Rover series deluxe bonnet (the style with the rounded front edge). Dished style, with spare tire "pie pan" mount.

Bonnet is ex-military with a solid steel frame but a few dents at the leading edge and some damage at the sides. The military bonnets have an extra steel plate under the tire mounting, plus this one has the spare tire tie-down "staples". It also includes the two military style bonnet hold-down hasps. \$200

SFBay Craigslist advert no 7711088162



1969 Land Rover Series 2a - Dennis, Mass, \$24,000

Late 1969 Land Rover Series 2a. 31K miles. Owned since 2009, purchased from a friend who had it in storage down in South Carolina for about 10 years. She was imported from the UK where she worked as a sheep farmer's assistant. Fantastic history of the vehicle's story. I've done A LOT of work to include the following: New tires; New hubs/seals/bearings; New brakes all around; New shocks; New upgraded headlights; All new hoses; Resealed gas tank; New gas filler neck; Upgraded to modern alternator; Upgraded to modern starter; New rear wiring harness ; NOS rear brakes; New interior seats ; Installed seatbelts ; New wiring for dash lights; New Weber carburetor.

CapeCod Craigslist advert no 7714329578



1971 Land Rover Series IIA - Union NJ, \$22,000

1971 Land Rover, Series IIA
Right Hand Drive, 88" Wheelbase
2.25 liter High Output motor installed ~2005
Ex-MOD from New Zealand
Hardtop included
Contact me for more info!

New Jersey Craigslist advert no 7715456023



Vintage Land Rover Series III De-luxe Bonnet / Hood - \$500

For sale is a de-luxe bonnet from a Series SIII Land Rover. It is in overall good condition, the steel supports underneath will need rework. The overall top is in great condition with all of the dome head rivets in place. This will fit a SII with the hinges swapped.

Seattle Craigslist advert no 7715418669



1962 Land Rover Series 2, Namiamo, BC, \$5,995

This is our 1962 Land Rover Series 2. It's registered here in BC as a 1962, but the VIN decodes to a 1959. Either way, when you have spent thousands of dollars and hundreds of hours you can get Collector Plates for the old girl. We don't know much about this old Landy, she was bought on a whim in the twilight with a view to restoring, and then day dawned and Adam realised that his lack of skills, dedication and time means that it would become an ornament, so here she is for the next custodian. Parts are readily ...

Autotrader advert for [Eddbarry Motors](#)

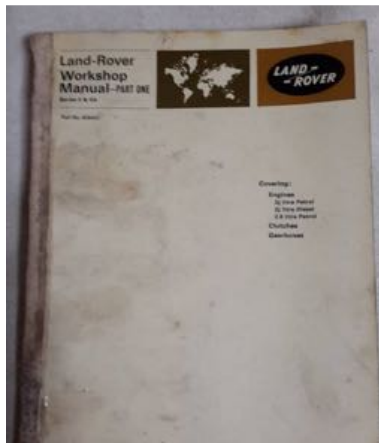


Vehicles for sale, Palm Coast, Florida, price varies:

I have several Landrover series for sale

- 1979 SWB diesel stripped down to rolling chassis with engine etc all body panels with it perfect rust free chassis many new parts. \$8,750 White picture before it was disassembled the bodywork can be refitted for shipping.
- 1973 Lightweight Diesel runs and drives solid original military bodywork with markings. \$12,750
- 1972 SWB Series 2A Diesel all original unpainted body runs good but clutch is currently stuck \$9,995

All Titled in GA in my name
Contact RJ Turn via Facebook



Land Rover Series II , IIA Workshop Manual, Pt. 1 - Fremont California, \$125

Vintage Land Rover II & IIA factory service manual, Part 1, Engine, Clutch and gearbox.

San Francisco Craigslist advert no 7714847656



Land Rover Santana Series IIa - Stamford, Conn. \$25,000

Fresh from the shores of Spain is our 1969 Land Rover Santana Series 2A. This Landy has new shoes on it (tires) has been repainted to "Sahara Dust". Has a 12J engine which has been tuned, all new upholstery and new wheels and tires. Located in Stamford. Runs, drives and feels amazing. Its also equipped with a very rare factory overdrive. Want to customize it further? Wood in the bed? Stereo? Bigger tires? We can improve on this car anywhich way youd like. Welcome to MOTORIOT.

New York Craigslist advert no 7706586601

Note advert 7708505548 in LosAngeles at \$28,000



Land Rover 4.7:1 and Ashcroft spacer rings, Comox Valley, BC Best Offer

One good Land Rover Series 4.7:1 ring and pinion (2 shown in photo but one is trash). 2 good Ashcroft spacer rings, these spacer rings allow you to install the Series 4.7:1 ring gear onto the newer (Disco 1-2, Range Rover Classic, Defender) 24 spline diff center.

Located in Comox Valley. Contact if interested and we'll see what we can work out. Not looking to get rich, would just rather see them get used.

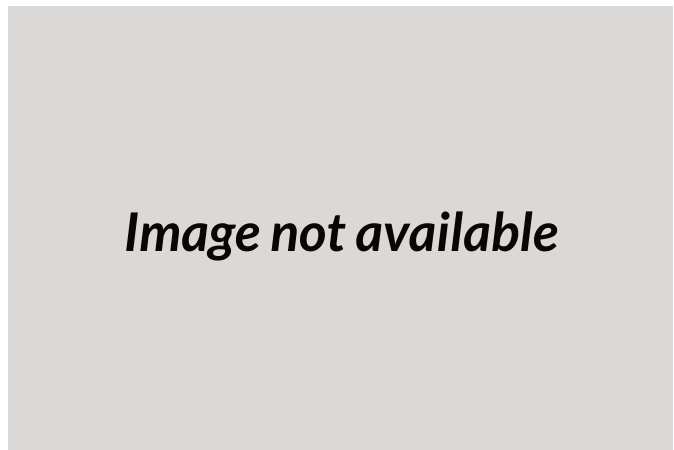
Contact Adam Riverbend via Facebook



Land Rover Series One 80" 1952 wheels set, Gresham, Oregon, \$225

Set of 1952 Land Rover series one wheels. 3 of them are date coded 9/1952 and the last one is 11/1952. These are short wheelbase wheels. Best offer. Located in Gresham Oregon.

Contact Jeff Carpenter via facebook

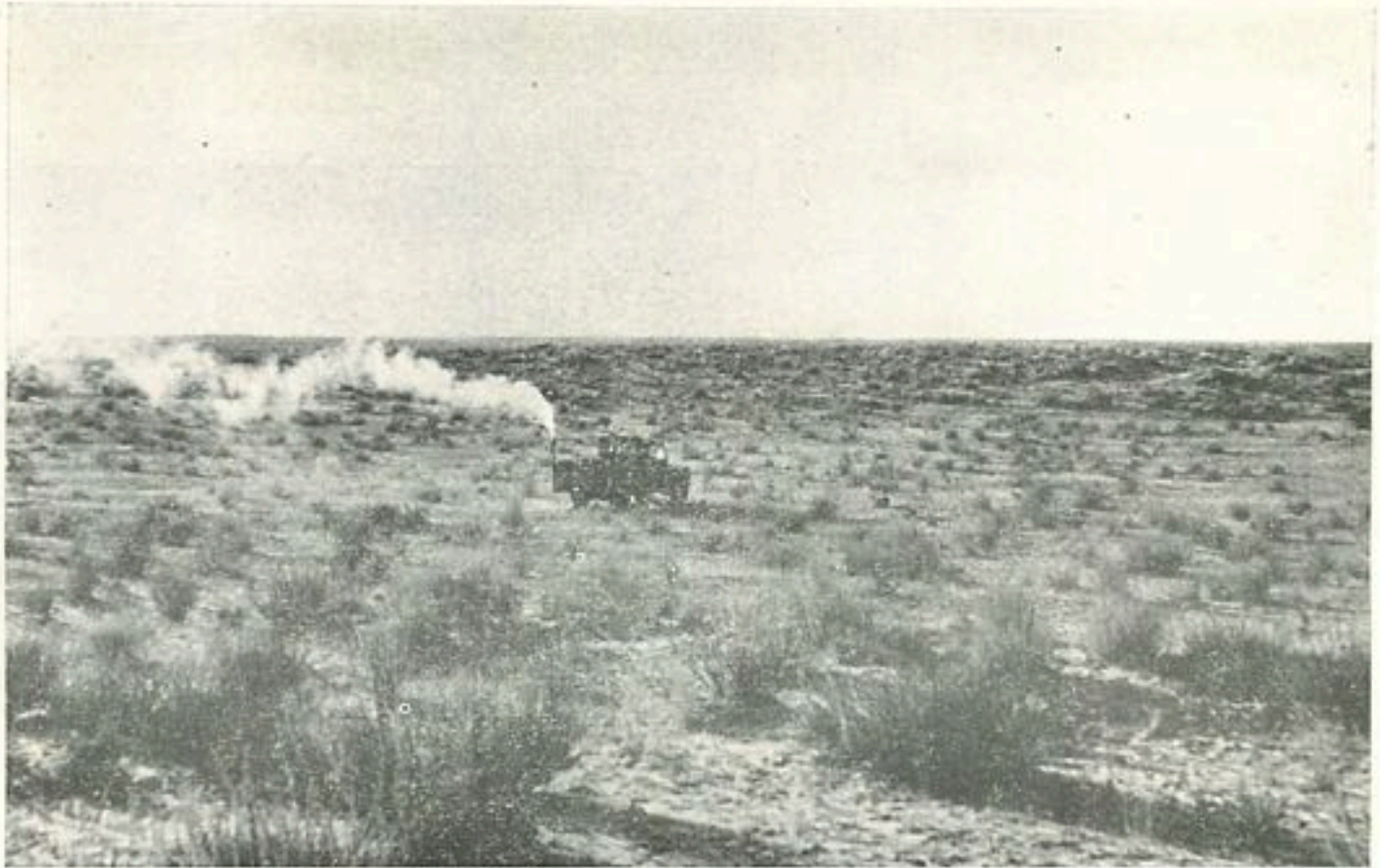


Series Radiators for sale, , VICTORIA BC, VARIOUS

I have 3 original, heavy brass, series Radiators for sale. One is a 6cyl rad in very good condition asking \$500 I have one series 2a 4cyl rad pressure tested ready to use - asking \$375 Also one series 2a 4cyl rad untested but no obvious damage visible - asking \$150

Contact mephm55 via Roverlanders web site

SPECIFICATION AND DETAILS



Exhaust sprayer in action against the Desert Locust, using Shell Dieldrin insecticide oil spray in Libya during 1957.

(Photograph reproduced by kind permission of the Shell Petroleum Co. Ltd.)

When used in the appropriate manner, namely drift spraying at a vehicle speed of 5 m.p.h. in a 5-10 m.p.h. (8-15 k.p.h.) wind the sprayer gives an average deposit of about $\frac{1}{4}$ pint to the acre (.35 litres to the hectare) for a swathe of 120 yards (110 metres.)

An involatile 20% dieldrin/oil solution applied in this manner to either typical sparse desert vegetation or to bush has been shown to be sufficient to control all instars and fledglings of the desert locust.

SHIPPING DETAILS.

Total packed weight per unit 122 $\frac{1}{2}$ lbs. (55.75 Kg.)
Case measurement 3' x 1'5" x 1'10"

LAND ROVER EXTRA REQUIRED

NIL.



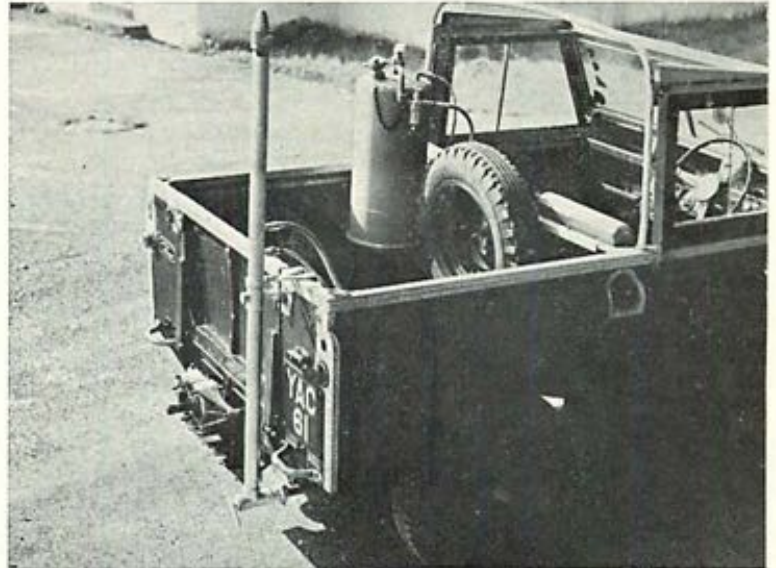
EXHAUST NOZZLE SPRAYER

for DESERT LOCUST CONTROL

As approved by the Rover Co.
Ltd. for use with the—

LAND
-ROVER

This the latest exhaust sprayer for ultra low volume application of persistent insecticides has been developed by Desert Locust Survey. It has been used to such good purpose by them that at the 8th Session of the F.A.O. Technical Advisory Committee on Desert Locust Control held in Rome on June 10th—June 15th 1958 a general recommendation was made for its use.



The sprayer here shown, made by Evers & Wall Ltd., conforms entirely to the latest Desert Locust Survey specification and has been tested and approved on behalf of that organisation by Mr. H. J. Sayer the designer of the equipment.

In addition the equipment made by Evers & Wall Ltd. is the only exhaust nozzle sprayer approved by the Rover Co. Ltd. for use on Land Rovers.

The Specification overleaf briefly describes this unique and specialised equipment.

The power from the exhaust pressurises the concentrated chemical in a tank and forces it to the nozzle. The special exhaust nozzle amplifies the velocity of the exhaust gasses and becomes therefore a highly efficient atomiser projecting fine particles of concentrated chemical into the air where drift technique takes over.

There are obviously other uses for this remarkable equipment in all parts of the world where such drift technique is required. To name only one, the control of mosquitoes in the swamp areas.

Manufactured by and obtained from

EVERS & WALL LTD.

LOWESDEN WORKS,

LAMBOURN,

BERKSHIRE, ENGLAND.

Tel. Lambourn 188/189.