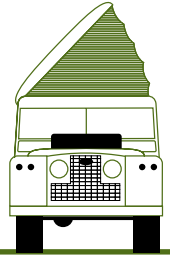


OTTAWA
VALLEY
LAND
ROVERS



May 2014

www.ovlr.org

Volume 31, Number 5

Out and About



*Paul D. on the trail at Ernie's
More photos on page 16.*

PHOTO CREDIT: T. KING



PO Box 478

CARP, ONTARIO CANADA KOA 1L0

General Information

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

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

Membership: Canadians joining throughout the year pay \$50 CDN per year, Americans and others pay \$50 US per year (discounts available if you receive the newsletter by email). Membership is valid for one year.

Radio Frequencies

VHF 146.520

CB channel 1

FRS channel 1 sub 5

SW 14.160 MHz

OVL R/Land Rover HAM:

14.160Mhz @ 01:00GMT Tuesdays

Online

<http://www.ovlr.ca>

<http://www.facebook.com/OttawaValleyLandRovers>

OttawaValleyLandRovers

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

OVL R Forums

<http://www.ovlr.ca/phpBB2/index.php>

Newsletter Archive

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

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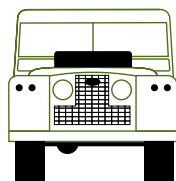
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OVL R Newsletter

ISSN 1203-8237

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

Submissions: Articles and photographs may be submitted to the Editors, Terry King (terrycking@rogers.com) or Dixon Kenner (dkenner@gmail.com) or via post to the club address. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back. For the best reproduction of photos, use the highest resolution possible. Do not include photos in the text files.

Advertising Information: \$35 CDN for 1/4 page ad. Must run for minimum of three months. Free add space is provided to members.

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

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

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June 7th, 2014

Spring Tuneup, Woodlawn, ON

June 16th, 2014

242th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

JUNE 20-22, 2014

31st Birthday Party

near Maberly, ON

July 21th, 2014

243th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)



Other Friendly & Neighbouring Clubs' Events

Blacker Than Night Rally

Aug 2-4, Readington, New Jersey

International Rover Polo Tournament

Aug, TBD, Pakenham, On.- OVL

M.O.R.E. Labour Day Weekend Rally

The maritime LR club, usually in Nova Scotia

British Car Day

Sept TBD, Bronte Creek, On.

Annual Roav Mid-atlantic Rally

Oct TBD, Virginia, USA – a traditional big event

Cedar Hill Classic

Oct TBD, Pakenham, On .- OVL

409th Guy Fawkes Rally

approx Nov 5, Cooperstown, N.Y

Note: Other Clubs' events usually require registration or one year membership purchase.

31st OVL Birthday Party

Silver Lake, ON — June 20-22, 2014

Dust off memories of trails like the "Light" off-road, the Heavy Off-Road on the hydro line, Bolton Creek and Ernie's land. The RTV competition. A great BBQ dinner Saturday night. Then the entertainment of the Sunday auction where the auctioneers attempt to channel Bate's auction style, "This item is one of a kind..."

The Event

The event will be held near Silver Lake, Ontario, because of the geographical location being central to the bulk of OVL regional members as well as having some diverse terrain upon which to host the event. (bedrock, cedars swamp, and mud). Silver Lake is located about sixty miles west of Ottawa on Highway 7.

Accommodation

Register your campsite at Silver Lake Provincial Park – real toilets and showers. Swimming and playground available. Members typically concentrate in the Dawson Campground (see map below) with the "party" site being #40.

<https://reservations.ontarioparks.com/SilverLake?Map>

Put the weekend of June 20 to 22 on your calendar. Book the Friday the 20th off from work. Dust the cobwebs off your Land-Rover and do your Spring tune up. Plan to head out to the Deacon's place near Maberly.

Watch the website for updates, RSVP will follow.



President's Message

Hi folks

As I write this, we have less than 4 weeks to go before Birthday Party number 31: As you can imagine, the Exec are hard at work making preparations. Terry K. has sent out the RSVP's for the event, Dave P. is in the process of making all the usual catering and sanitary arrangements... and yesterday Off Road Coordinator Kevin N., assisted by Francois Juneau, Terry K. and Paul Davids, spent the day finishing the digital mapping, grooming, clearing and also adding new trails (on Ernie's land): So it's shaping up to be another great event: Finishing touches to the planning and coordination will happen at this week's Exec meeting.



As I mentioned last month, I've started to gather the parts I'll need to rebuild the NADA, and over the Victoria Day weekend, I exhumed a pair of rear side doors – previously donated by Dave P., and stripped them down to assess their condition – conclusion was – not pretty – but not completely without hope either. What I did find out though, during the course of a conversation with Peter at 3 Brothers Classic Rovers was that the rear side doors for station wagons are orphans when it comes to availability of repair parts and services. So I might be in for a bit of a challenge. When it comes to the running gear – the springs on the truck are knackered – but I'm not sure whether to opt for parabolics or stick to original spec OEM items:



I fitted Rocky mountain parabolics to my Series One and was very pleased with the result, but I'm not sure about fitting them to a 109 wagon: Will the body-roll / handling on-road be compromised too much? Anyone got any thoughts?

The single biggest expense will be a new frame: Accepted wisdom seems to be that all roads lead to Richards Chassis, via RoversNorth, but again I'd be interested to hear your experiences regarding who to buy from and how to get it delivered.

In the interests of off-road ruggedness – I'm considering fitting a pair of military axles – especially a Salisbury: so if anyone has a set tucked away that they don't need, I'd be pleased to hear from them.

Parts collecting aside, the NADA continues to deliver big grins during gentle off road trips around the property. It's become a hit with a couple of Olivia's friends, but Olivia herself is resolute – "Daddy, don't ever pick me up from school in this... EVER.". Based on the usual rate of progress on my rebuild projects, she has little to worry about...

Meanwhile, the eagerly awaited carb rebuild kits for the 101 from Burlen Fuel Systems didn't materialize: I know Dixon and Ben have had a number of "special" experiences trying to order parts out of the UK, and Burlen just added one to my list. At the end of the day they were unable to provide either rebuild kits, loose parts to make up a kit, or even the heavily advertised Stromberg replacement kit – comprising twin 44HIF

... continued on page 5

President's Message *(continued from page 4)*

SU's – “they've been on back order for weeks sir / So when are you expecting to get them in? / Don't know sir / So, why are you advertising them for sale if you can't deliver? / Silence...”

I'm going to check out RPi Engineering. They seem to have a very good reputation when it comes to anything Rover V8 – I'll let you know how I get on. Anyone had any good / bad experiences?

It is still my intent to get the 101, on the road for at

least some of the summer: After all it's nearly there – but having suffered a lot of frustration with fueling issues on the Series One – I think the best course of action is to get rid of the Strombergs – they never had a good reputation from new – only fit for Triumphs in my (humble) opinion...

That's all for now

BEST REGARDS
ANDREW

OVLN Spring Tuneup

Andrew Finlayson's place:
4356 Stonecrest Road RR#2
Woodlawn, ON

9:30 - 1:00 on Sat June 7/2014 weather permitting.

RSVP to andrewf@explornet.com by Thursday June 5th. Will do hamburgers for lunch and if someone wants to do a Tims run early (volunteers?) we could have coffee and ?

We will do light work and heavy conversation :)

Badge for a Kodiak Heater

PHOTO CREDIT A. FINLAYSON



31st OVLN Birthday Party

Send in your registration
now! (see pages 8-9)

Greetings from Manitoba

BY DAVE PLACE

I thought you might like some pictures for next month's newsletter. During the winter I replaced the radiator with a nicely recored one that I had in stock. The only thing necessary was a nice coat of black enamel paint. As you can see I finally got the Princess Auto rear heater in place and installed all the electrics. The hoses will have to wait for a warm summer day, of which we have had none so far.

The next big purchase for it will be a nice Warn Winch with fairlead. I used to have one with both front and back winches but I think I am too old to head off into terrain that rough anymore. The ham radio is working really well and with the use of the newly installed IRLP



we are going to rebuild the engine! It has been out for over a year along with the synchromesh transmission but we have been so busy in the shop it hasn't had anything done to it. We hope to get that done over the next two years. At least we will have a nice looking Land Rover parked in the garage instead of a grungy old 74 to look at.



node in Selkirk, I am able to talk all over the world from 2 meters in the truck.

Our second best Land Rover, another series III is about to get a professional paint job. Yes, we are doing things backwards I know. We put new mud lugger tyres, with lugs on the side, on it and painted the rims the usual Land Rover Sand. Now we are going to do the body either Land Rover Green to match mine or Land Rover Blue. We will decide that in the next few weeks. Then



We have purchased new seats and a lot of the interior so again, working backwards, we hope to have a "picture" Land Rover by fall. My rebuild started and

... continued on page 7



Photo Caption Contest



Members are encouraged to submit photos and our readers will suggest captions!

This month's photo was submitted by Robin Craig, and he will judge the winner(s).

Captions should be submitted to: terrycking@rogers.com

People are encouraged to submit photos for the coming months.



April Caption Contest Results

PHOTO AND JUDGING BY ROBIN CRAIG

This Month's Winner

“Quick, before my wife finds out I bought another one” *Deborah Sevigny*

Second Place

“Robin, Sweetie, that was great, but next time can we get a room” *A. Jones*

Honourable Mentions

“But Officer, my Albanian Immigration Consultant assured me that all New Canadians arrive in Halifax like this” *A. Jones*

“In hindsight, saving money on the plane fare back from the UK wasn't such a good idea” *Roy Parsons*

“You sure the X-rays won't hurt me when the container crosses into a real country?” *Dixon*

“Vacationing at Hobbit Hilton in the Shire, next time I'm gonna get valet parking” *Kevin Newell*

“Next visit I'll ask for a real bed” *T. King*

Greetings from Manitoba *(continued from page 6)*

is running like a new vehicle. Eighty pounds of oil pressure with no problems and about 60 MPH with the Fairy OD engaged. My only complaint is the feel of the brakes. Everything was redone and then a pesky axle seal let go and now I have an oily shoe to contend with. I guess it is all part of the hobby but it seemed like a lot more fun when I was 20 than now at 68 !!!

I hope your Sugar Run goes well. At least all our snow is gone and the river is down to almost summer level but it hasn't been above 17C yet and nobody has any crops planted. I hope next weekend to have my cruiser in the river and I have decided it would be nice to join the local Royal Manitoba Yacht Club and spend my final years more like a gentleman!! Greetings from Manitoba.



**OTTAWA
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REGISTRATION FORM
OVLR 31th BIRTHDAY PARTY
Friday June 20 - Sunday June 22, 2014

EARLY REGISTRATION DEADLINE - Must be received by June 6, 2014

Please complete and send this form and a cheque to:
OVLR, PO Box 478, Carp, Ontario K0A 1L0 or contact OVLR.Treasurer@yahoo.ca to pay by PayPal

Name _____
Address _____ City _____
Province _____ Country _____ Postal Code _____
Phone _____ Email _____
Name(s) of guest(s) (and age of children) _____

BIRTHDAY PARTY FEES: Included: Dinner on Saturday
Bacon Buddy Breakfast on both Saturday & Sunday

	Received by June 6th	After June 6th or at event			
Adult (13 & up)	\$50.00	\$75.00	x _____	= \$	_____
Child (6 - 12) ('child friendly meal')	\$12.00 **	\$15.00	x _____	= \$	_____
Infants (0 - 5)	Free				

** Reduced fee reflects 'child friendly' meal of hot dogs / hamburgers plus all side dishes and dessert

Membership fee (\$30 for pdf newsletters or \$45 for mailed hard copy) \$ _____

TOTAL PAYABLE TO OVLR \$ _____

PLEASE NOTE THE FOLLOWING

- Off-roading will be scheduled for Friday, Saturday, and if enough interest, Sunday. ← 3 days of off-roading
- Payment of registration fee is required regardless of your participation in the meals.
- Club Insurance requirement: All drivers must be members. If you have a guest wishing to drive your vehicle, affiliate memberships are a bargain at \$5.00. Renew your membership or purchase an affiliate by filling out the appropriate section on page one and the above information on this page for each membership, or will be available at the birthday party.
- All vehicles must be plated and carry personal liability insurance.
- ALL participants (drivers and passengers) must sign an insurance waiver. Bracelets will be used to track completion.
- DRINKING and DRIVING, whether on or off-road, is a CRIMINAL OFFENSE and will NOT BE TOLERATED.**
- Members wishing to participate in off-roading activities must be prepared to submit their vehicles for a mechanical safety check and must have suitable recovery points.
- The executive reserves the right to deny access to off-road trails at their discretion.
- Accommodations are the participants' responsibility. Camping at the main site is available free of charge. Port-a-Potties will be available. No showers.
- Fires are NOT permitted at the main site.
- Drinking water will be provided in 5 gallon bottles with pumps. You will have to bring your own drinking containers, or stainless steel water bottles with OVLR logos will be available for purchase at a cost of \$10 ea.

Signature _____ Date _____



OTTAWA
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ROVERS

REGISTRATION FORM
OVL R 31th BIRTHDAY PARTY
Friday June 20 - Sunday June 22, 2014

EARLY REGISTRATION DEADLINE - Must be received by June 6, 2014



FALL RIVER RESTAURANT

OVL R will be making reservations at the Fall River restaurant
for dinner on Friday and late lunch on Sunday

As most of you already know, Fall River's food and service
is great, but what makes it truly special is
sharing the experience
with friends

If you would like to be included, please indicate below (each
person will be responsible for their own bill)

Friday June 20 dinner # of people _____

Sunday June 22 late lunch # of people _____

Name _____
please print clearly

Signature _____

OVL R Off Road Trails

BY KEVIN NEWELL, OFFROAD CO-ORDINATOR

Every year the OVL R club has several off road events. The big one is just coming up, our annual Birthday Party! Land Rovers belong in their intended environment and we strive to help make that happen in a safe and fun way for everyone.

Each year we set up trails, some new, most are previously enjoyed. We try to ensure that every level of off road driver experience is properly tested. To this end each year we drive all trails prior to the events and groom them, clearing first fall, patch washouts and ensure the trails are safe to drive.

One of the most enjoyable aspects of off road driving is doing it with others. It is a group thing. We usually have experienced trail leaders to assist people in traversing our trails. This year we will be embarking on a newer means of assisting you in trail riding. We will be doing something quite different which allows you greater freedom in choosing trails while driving off road with OVL R. With the increased prevalence of smart phones and their inherent GPS tracking abilities we have decided to move into the 21st century.

For the 2014 OVL R Birthday Party we are introducing digital mapping and tracking of our trails for all members to enjoy. Listed below are the instructions to download the App, acquire the map and you will be sent the trails to import into your Topographic map to begin self guided driving tours during the Birthday Party.

The App is called “pdf maps” by Avenza and can be downloaded here <http://www.avenza.com/pdf-maps>

STEP 1- Download the App



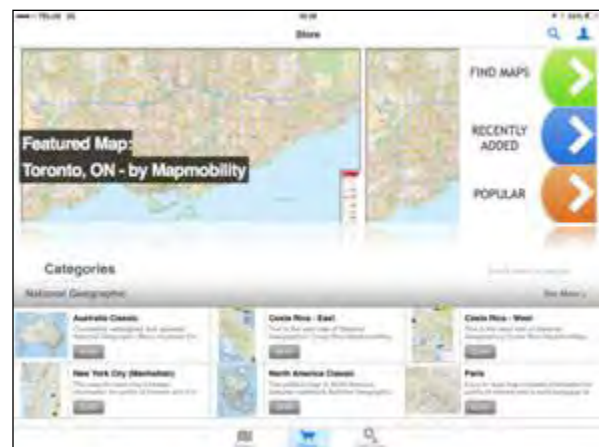
STEP 2- Open the App (it should look something like this)



STEP 3- Click store on the bottom of the screen



STEP 4- Click “Find Maps” on the top right of the screen



... continued on page 11

OVL R Off Road Trails (continued from page 10)

STEP 5- Type “Sharbot Lake” in the search bar at the top of the screen. Then click on the “free” button beside the “031C15 Sharbot Lake” map and download it to the App.



STEP 6- Go to your email and download the data file we sent you. Press and hold the data file icon until “open in pdf maps” appears and click it.



STEP 7- You will see the trails appear in the Sharbot Lake map. Once the trails are all there and pin drops are visible, click the little arrow in the bottom left-hand corner of the screen to acquire your current position. You are now ready to drive on your own on any of the trails. Each pin drop indicates the level of difficulty of a trail and the entry or exit of the trail to keep the flow of traffic smooth.



Voila! You are good to go!



OFF-ROAD 101

Land Rover Parts & Accessories

We supply Genuine, OEM, and Aftermarket parts at reasonable prices and we are more than happy to help determine which best suit your needs.

Parts Imported Weekly

We import parts from the UK on a weekly basis. We also arrange special shipping for large parts and vehicles.

Located in Ottawa

We welcome our customers to pick up orders at our location saving both time and shipping expense.

Personal Service

We are more than happy to discuss your needs and make certain that you will be happy with our service.

Many other Services Available

Contact us at sales@offroad101.ca for more information
<http://www.offroad101.ca/>
 +1 613 261-0699

New Members Wanted!
Invite your Land Rover obsessed friends to join OVL R!
 See page 2 for subscription details.

Sometimes you just cannot find the right part...

ARTICLE AND PHOTOS BY DIXON KENNER

Despite the current respite from editing the Newsletter, some Rover related activities are continuing, though sadly, the requirements of having to work to pay for all of these habits does tend to limit the number of hours spent on our beloved aluminium friends. Not to sad work is progressing with the fleet. The Dormobile is out with Andrew for some TLC, the BGB has been sleeping through the winter in the DormieDome after a thaw and rain in late December turned the Dome into a very frozen wonderland which has only recently thawed (as I write, the pile of lawn debris from the Fall is still frozen to the patio). All that to say that there have been several 80" weekends down at Ben's, which brings us to this series of photos.

Ever acquired a part, put it aside in a safe place because you know you will need it for some specific rebuild, and then later on, when it comes time to use it, well, despite all efforts, your's, other's, nobody can find the part? Well this is about one of those instances. The part in question that was AWOL is a fitting that adapts the Series II/IIA/III 3/16" brake line to the 1/4" fitting used on the 80" master cylinder. For those who are not familiar with the 80" brake system, it is seriously over built. It uses 1/4" lines, flex hoses, and wheel cylinders and master all adapted tot he quarter inch hydraulic system.

Unfortunately, the cost of a quarter inch system has been significantly higher than a three sixteenths system. So much in fact that in terms of spares, maintenance, and the like, it makes a lot of sense to toss the quarter inch system and just make one from three sixteenths. Given it is the same as a Series II/IIA/III it is cheap and easily procured. There is only one problem. The brake master. The master is a standard 88" CB, but uses a unique triangular mounting flange rather than the two bolt one used in the pedal towers of 88's & 109's. This means that you need to use that master, which means a quarter inch fitting for the brake lines going in.

So, I bought one two of these adapters a long time ago, and they went south to Ben's when the 80" went there a number of years ago. They, about a year ago, the chassic having been prepared, galvanised, the axles rebuilt, the time where they would be needed fast approached. So, about a year ago, we started looking

for these adapters. One was found, the other AWOL. (Yes Alastair, ziploc baggies, labelled, filed, et cetera...) What to do.

So, Quintin to the rescue. We had lots of quarter in fittings. How to make it work with a three sixteenths? Given that the line must seal with the master, the rest of the line just needs a bit of support to stop it from moving, so why not use a quarter in fitting, use a piece of quarter inch line, and just ream the quarter inch line to accept the three sixteenths line through it. Push it all through, then double flare the end, and in theory, Bob's your uncle. Well, it sounds simple, and it really is once you think of it, but actually doing it takes a little more time than either writing this article, or thinking of ways to describe it. But, it should work. The subsequent three photos show Quintin's handiwork.

The first shows the quarter in fitting, the end of an existing quarter inch line taken from the 80", and the three sixteenths line put through it. The three component pieces.



The second photo is the three pieces all together ready to be plumbed into the master.



... continued on page 14

Rovers & Parts for Sale

SERIES 1 LAND ROVER (1955)

Sir Archibald (Aka Archie)

Archie: Character and Tradition with a V8 engine.

The traditional Great White Hunter look on the outside, but a significantly and professionally modified Series 1 under the hood. What's Archie? A Series 1 truck that goes like stink.



The family loved Archie dearly, but it got tired of Archie's lack of speed and frequent need for gas, so George Whitcomb and his favorite mechanic embarked on a full modification:

- Engine replaced with 1962 215 cu. in. (3.5 liter metric) BOP V8. Buick heads, polished chambers C/R lowered slightly. This is of course the same aluminum block Buick 215 engine that Rover Motor Co. eventually used in Range Rovers for many years.
- Custom-fabricated adaptor/bell housing and motor mounts.
- Land Rover flywheel adapted to Buick crankshaft flange. Buick ring gear welded onto turned down Land Rover gear on Land Rover flywheel. Uses Land Rover clutch, Buick Delco starter.
- Steering box relocated to allow for a wider engine.
- Exhaust manifolds cut and welded to make use possible in Land Rover.
- Transmission and transfer case overhauled.
- Additional fuel tank fabricated and installed. Attaches to original tank: high, for venting between tanks, and low, for fuel transfer. Fills both tanks from original tank cap.
- Front leaf springs replaced with new units fabricated by local spring shop to be slightly softer to compensate for reduced engine weight. Original I-4 weighed between 600 and 700 lbs., replacement V-8 weighs about 350.
- Electrical system now 12 v. Negative Ground. Original charging system replaced with early (separate regulator) Delcotron alternator.



Archie will need a trailer but it is not a Series 1 that needs months and a fortune in restoration. It does need mechanical work, but it is not the kind of project car that comes with bulging boxes and buckets of parts and has been stored in a leaky barn.

- The body is in pretty decent shape, without dents or gashes; it definitely needs paint.
- The top. George looked for a brand-new, stock Series 1 top for years, finally found one.
- Archie has left-hand drive, rare in a Series 1 in the U.S.
- The inside definitely needs cosmetic attention (new seat cushions, paint, and dash clean-up) but not major work. It is whole. The grill is stored inside.
- Weathering not an issue: Archie was garaged, then housed in a dry-storage unit.
- No rust, of course: it's an aluminum body.
- The tires were new when first garaged, but naturally have suffered storage wear.

Paulette Whitcomb, 303.463.6021 (home & office phone)
whitwords@comcast.net

Matthew Whitcomb, 303.295.8008 (office phone)
mattwhitcomb@hotmail.com

Jan14



... continued on page 14

Rovers & Parts for Sale *(continued from page 13)*

BARN CLEAR OUT

I have assorted LR parts, mainly Series Three 88" Station wagon: Roof, body sides, doors, Bulkhead, seat-box. Short engine, axles.

Free to a good home. Just come and collect them. If interested call Andrew Jones at 613 617 3926 or email at andrew.jones@explornet.ca

May14

WANTED

Am preparing to start rebuilding work on my NADA 109 station wagon. So if you have any of the following and are interested in selling them, please let me know: NADA 6 cylinder engine or engine parts – especially the exhaust manifold, 109 S/W rear side doors in good condition, front door bottoms, in good condition, Salisbury rear axle, or pair of military axles for SIIA or SIII.

Call Andrew Jones at 613 617 3926 or email at andrew.jones@explornet.ca

May14

FOR SALE

1960 series II 2.25L Petrol engine, complete with alternator and starter, # 151029880 – \$ 200

1960 series II refurbished Serck Radiator Birmingham # 75652 – \$ 340

Chris – 819 570 1595, email info@swisscrafter.com

Mar14



WANTED

Rear Jumpseat for Series truck

I need one more single jumpseat (actually only need the seat bottom with the folding leg) to fully equip my 1964 SWB Land Rover. Condition of the upholstery/padding is unimportant as I will be reupholstering it. Please check your shed/basement/junkpile and let me know if you have one and we'll work out a deal.

Geoff Burd tel. 613-256-4341/email: gpmburd@gmail.com

Apr14

... continued on page 15

Sometimes you just... *(continued from page 12)*

The third shows the line plumbed into the master cylinder. Note the triangular fitting on the master. For those who are unfamiliar with the 80", the brake master is attached to the chassis under the floor. It is not on top of the footwell as with Series II/IIA/III Land-Rovers. And as trivia, the clutch is mechanical and is under the floor boards too.



Oh, once the fitting was tightened down... Yes, the AWOL fitting appeared. In fact, it appeared within thirty seconds of the job being completed. It was in a bucket, not four feet from the 80" chassis.

As reference, the cunifer line kits for the various Series vehicles can all be obtained from, if you are in Canada, 3 Brothers in Cambridge Ontario at <http://www.3brot hersclassicrover.com>. The adapter can also be had from Three Brothers, or if in the USA, from Federal Hill Trading at <http://www.fedhillusa.com>

Rovers & Parts for Sale *(continued from page 14)*

FOR SALE

1990 200 tdi defender 90. Right hand drive. Imported from England 7 years ago. Registered in Quebec. Engine rebuilt right down to the main bearing 4 years ago. Turbo rebuilt and transmission replaced 2 years ago. Clutch replaced last summer. Modified the exhaust system to one muffler. New last summer. Rust proofed every year since I brought it over. Driven one winter (I wouldn't recommend it unless you replace the heater). Block heater installed. Mud tires with lots of life left in them. The roof-rack needs a little modding to fit properly. There is some rust but nothing major. I did some body work on it over the winter. Waiting for the proper paint to touch it up. Some extra parts. An extra set of rims. Off-roaded but not heavily. A few dints and bumps here and there. Needs a little work. Brakes are still OK but need work soon. There is a slight shudder at certain speeds. When I grease up the universal joints it goes away but come back soon. I assume one of them needs replacing.

Asking \$15,000

Will Richards

514-631-0902 / 514-220-3508 will@ultravisual.ca

May14



FOR SALE

Disco alloy wheels (5), body and other parts available:
mrtedmatthews@gmail.com

May14

FOR SALE

Series tropical roofed-cap with Alpine windows, with windowed sides and back, includes Series 3 windshield and new glass, new back hatch (no glass) and tailgate. Contact mrtedmatthews@gmail.com for photos – looking for offers!

May14



CHEAP PARTS NEWS FROM THE PRAIRIES

My son and I are ordering a container from China. We found winches in particular are around \$200 for 8,000 lb size. I might also get a gas cabin heater. I actually found a semi trailer company that has them for about \$800 or \$1200 installed in Winnipeg. At the moment I am in the middle of a radiator rebuild and installation of one of the really nice heaters from Princess Auto. I was in Charleston SC when the big storm hit but we made an early departure for St. Augustine when the worst hit. Didn't see any Series vehicles this trip. They seem to be getting pretty rare in the south now.

Dave Place

Manitoba

Contact in case of interest in any of the above:

David davepla@mymts.net

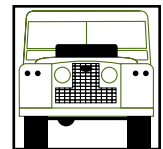
Feb14

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Mapping the Trails for the BP

PHOTOS BY T. KING
(related article on page10)



Francois replaces a fan belt



Stopping for a little maintenance



Stan breaking a new trail for the BP



Checking the bridges on the K&P Trail