

OTTAWA
VALLEY
LAND
ROVERS



December 2014

www.ovlr.org

Volume 31, Number 12

RIP Bill (1962-2014)



Bill Caloccia, Greek Peak 1998.



PO Box 478
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General Information

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

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

Membership: Canadians joining throughout the year pay \$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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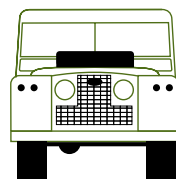
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OVL R Newsletter

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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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A post on the LRO list caused the muse to strike me this morning as I reflected on this past week. [Ben]

Solstice Land-Rover Ode

BY BENJAMIN SMITH

Twas the night before the solstice
and all through the barn.
People were working on Rovers
and generally doing no harm

Dixon was installing
his bulkhead with great glee
after mangling a brake line
dropping in a tranny

Now onto drive shaft
and shock installation
This '52 80" project is
creeping forward with elation.

I was working on a Range Rover Classic
that arrived last week on a trailer in dishonor
Greg had driven the pads down to metal
wearing down the rotors to nothing in quick order

Greg sent box of parts
in the mail from ABP
Calipers and rotors,
how hard could it be?

Two days and three nights later,
5 broken hard lines had been replaced,
a bracket welded onto a plate
and riveted in place

All that was left was but to bleed the brakes,
a list of 16 steps
Brake fluid squirting out everywhere
purging bubbles at each step,

Brake pedal was found,
a test drive found quick stopping
We still left it out all night
Ass up in the air for final bubble popping

All my own Rovers rest all about
with various attention wanting,
the cobblers children have no shoes
as every other project gets first working,

The 80" needs a fuel pump rebuild
or to find the fuel obstruction
The Disco's battery is flat
from sitting about with no action

Dora, the SIII 88, needs a ground crank
and then a full engine rebuild
The 101FC needs brakes, exhaust and water pump,
and generally to get used.

But first there is a friends Toyota
that needs a new clutch
and car trailer with a broken spring,
oy veh, this is too much



January 19, 2015

249th Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

February 16, 2015

250th Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

March 10, 2015

AGM – Cheshire Cat, Kanata

New Members Wanted!

*Invite your Land Rover obsessed
friends to join OVLRL!*

See page 2 for subscription details.

President's Message

Hi folks

Welcome to the December newsletter. As I write this, I can't help but wonder – where did 2014 go? It seems to have gone by very quickly – or is it that I'm just getting old(er).



Not much to report from a Roving perspective this month, other than I have been spending as much time as I can on the Series 3 (31HF77). So far I have replaced most of the brake-lines, and all of the wheel cylinders plus the master: Followed by new brake shoes & shock absorbers all round and a bunch of electrical parts – alternator, coil and ignition leads. A new carb and distributor are in the plan, and the latest package from 3Brothers included hub oil seals which should be fitted this week. I also removed the ratty dash-top, which didn't reveal any real horrors but the bulkhead will need treating with some sort of waxoil before the new dash-top goes on.

Our Special Correspondent Affaires Militaire – Robin, was of great help in tracing more of the early service history of the truck – and I was able to secure a copy of the Vehicle History Card from the Royal Logistics Corps archive. It's had a relatively quiet life, which is confirmed by the overall mechanical condition – which is very good:

Vehicle Registration Mark		31HF77	
Vehicle Make		M. G. 1710/6778	
NATO Designation		TRUCK UTILITY 1/4 T 484	
VIN		G41100	
Date of Issue		17/05/77	
Class		Class 1 Class 2 Class 3	
Description		1600cc 1050mm	
General / Motor Number		197222/27	
Date of Issue		17/05/77	
Date of Expiry		17/05/77	
Remarks		1. 17/05/77	
2. 17/05/77		3. 17/05/77	
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97. 17/05/77		98. 17/05/77	
98. 17/05/77		99. 17/05/77	
99. 17/05/77		100. 17/05/77	

- Date into service – Jan 1980. MoD took “delivery” when the build number / VRM was applied on the factory floor.
- It went to the vehicle depot at Hilton and then to TA 250 field Ambulance unit in Hull, UK.
- It was returned to Hilton after only 6 months and

then sent to BATUS.

- After 3 years with BATUS it was assigned to BATSUW which is British Army Training Support Unit Wainwright - a mostly infantry and 105 light gun unit training establishment. No tanks or APCs.
- In 1985, it was signed over to Exercise Trumpet Dance which was an annual UK / US winter exercise held in Washington State.



Robin found a photo from a Trumpet Dance exercise – shows the trucks operated in a stripped down condition – no doors or roof – but with the heavy duty roll-over bar: All great information and really helpful as the rebuild / re-commissioning progresses.

Saturday 27th December was the date for the OVLR Christmas Party – hosted this year by Andrew F and Delia C. Thank you both for creating a really great event – lots of good food and excellent company.

I contributed a Feelie Meelie, which was fun to put together – perhaps I got a bit over enthusiastic - the final tally on the parts was 25 – which included one mystery object (non-Rover related). All the parts were harvested from my inventory... so emphasis was on Series trucks – no plushie nonsense this year – and nothing had fallen off the LR3. This generated some muttering from some quarters, but in the end, seven brave souls had a go at trying to identify the bits in the tub: Dixon, Robin, Kevin, Terry, Andrew F, Bruce, and Ted Rose.

Pretty soon it was evident who the real experts were, with Ted, Kevin and Dixon breaking away from the rest of the pack: All of whom were able to correctly identify over 19 components – actually it's a good (sad)

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

indicator that none of these fine gentlemen get out much.

In the end, the winner was Dixon with a score of 23, narrowly beating Keven (21), and Ted (19) – clearly spending too much time around the Germans these days... Bruce finished 4th with a score of 16, followed by Robin (8), Andrew F (7) – claimed he was distracted by his duties as event host, and Terry (1) - no Disco parts this year.

Naturally there are prizes to be awarded - sadly these could not be presented at the event as most people had left by the time Dixon got his hands out of the tub amid allegations that he wasn't just identifying the parts, but actually caressing them... Prizes are as follows:

- First: Golf shirt, matching ball cap, toolbox plaque and a water bottle: Dixon Kenner
- Second: Golf shirt, water bottle and toolbox plaque: Kevin Newell
- Third: Golf shirt and toolbox plaque: Ted Rose
- Fourth: Toolbox plaque and ball cap: Bruce Ricker
- Fifth: Ball cap and 2 water bottles: Robin Craig
- Sixth : 2 water bottles: Andrew Finlayson
- Seventh: 3 water bottles: Terry King.



Christmas 2014
Event Results
Answers

1	Collecting oil (2400000) series number (2400000) 54-53
2	General (2400000) 54-53 - see front (2400000) (2400000)
3	Delicately (2400000) - (2400000) (2400000) 54-53
4	Hot (2400000) (2400000) (2400000) 54-53
5	After (2400000) for (2400000) (2400000) 54-53
6	Hot (2400000) (2400000) 54-53
7	Circle (2400000) (2400000) (2400000)
8	Engine (2400000) (2400000) (2400000)
9	Circle (2400000) (2400000) (2400000) 54-53
10	Circle (2400000) (2400000) (2400000) 54-53
11	Circle (2400000) (2400000) (2400000) 54-53
12	Circle (2400000) (2400000) (2400000) 54-53
13	Circle (2400000) (2400000) (2400000) 54-53
14	Circle (2400000) (2400000) (2400000) 54-53
15	Circle (2400000) (2400000) (2400000) 54-53
16	Circle (2400000) (2400000) (2400000) 54-53
17	Circle (2400000) (2400000) (2400000) 54-53
18	Circle (2400000) (2400000) (2400000) 54-53
19	Circle (2400000) (2400000) (2400000) 54-53
20	Circle (2400000) (2400000) (2400000) 54-53
21	Circle (2400000) (2400000) (2400000) 54-53
22	Circle (2400000) (2400000) (2400000) 54-53
23	Circle (2400000) (2400000) (2400000) 54-53
24	Circle (2400000) (2400000) (2400000) 54-53

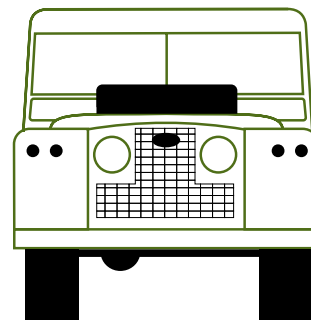
Mystery Object: Long (2400000) (2400000) (2400000)

Elsewhere, the (hotly contested) ladies crossword was won by my lovely wife Dominique – final result being decided on the difference between Capitol (Records) and Capital.

All in all, a very enjoyable event, and an excellent way to round off the year. All that remains is to wish all of you a very happy, healthy and prosperous New Year.

See you at the AGM.

BEST REGARDS
ANDREW



North American Series One Register

An introduction by Dixon Kenner

It started innocently enough. Ben Smith and I, sipping Bunnahabhain, a lovely single malt, after a day of working on or respective eighty inch Land-Rovers began to discuss which ones might be where. There was reference to a much older conversation between Ted Rose and I (yes, of TRSS fame) where we quickly counted eighteen in the Ottawa region about fifteen years ago. This led to an idea, and the next thing you know, Ben had a spreadsheet in action. Time passes, and Keith Barrett of Brockville was introduced into the fray. Keith, it seems, had been tracking series ones in an informal manner for a number of years and had accumulated a raft of eclectic information. The spreadsheet grew.

Eventually, as all things do, this conversation took on a life of its own. With the departure of the BGB, the resurrection of Grail, the on-going restoration of my 80", discussion turned, over a fine bottle of Ardbeg, another fine single malt, to starting a North American register for Series Ones. Unlike larger and more formal clubs, such as OVL, it would be less formal, leverage the events of more formal clubs and societies, and may eventually publish a sporadic newsletter. At this times things are up in the air, but if you are interested in being a part of the North American Series One Register, drop a line to nasor@nasor.org. Please include the serial number of your vehicle. In return, we will tell you the date of manufacture, when it was dispatched and to where, and the original colour, if we have the data and your truck was originally sent to the US or Canada. You will also be eligible to be spammed by Ben and I as we evolve the Register.

North American Series One Register

Update No. 1
Date: 1 Dec 2014
Author: Benjamin A. Smith

Below is a current vehicle summary. There are currently 373 known Series One Land-Rovers in Canada or the United States.

80"

1948	1949	1950	1951	1952	1953	Unknown	Other	Total
0	6	27	49	14	20	14	6	135

86"

1954	1955	1956	Unknown	Other	Total
11	28	25	16	0	80

107"

Type	1954	1955	1956	1957	1958	Unknown	Other	Total
Regular	5	5	2	4	N/A	3	0	19
SW	N/A	N/A	2	6	5	8	0	21

88"

1955	1956	1957	1958	Unknown	Other	Total
1	2	32	11	9	0	55

109"

1956	1957	1958	Unknown	Other	Total
1	7	9	7	0	24

Other

Type	1954	1955	1956	1957	1958	Unknown	Other	Total
SWB	0	0	0	0	0	16	0	16
LWB	0	0	0	0	0	8	0	8
SWB/LWB	2	2	0	1	4	5	0	14

Other data

Type	Chassis # Known	NA Yes	NA No	NA Unknown	Total Vehicles
80"	65	33	29	73	135
86"	25	3	7	70	80
107" Reg	9	0	0	19	19
107" SW	5	0	0	21	21
88"	16	0	1	54	55
109" Reg	8	0	1	23	24
Other	0	0	2	37	38
Total	128	36	40	296	373

At this time NASOR is not issuing an opinion as to how many of these Land-Rovers are currently operational nor issuing any location data.

As an initial list, the various tables below summarise what we have discovered to date.

Website - <http://www.NASOR.org>. It will evolve over time as we add more and more information to it.

Photo Caption Contest



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

This month's photo was submitted by Ted Matthew.

Captions should be submitted to: terrycking@rogers.com

People are encouraged to submit photos for the coming months.

November Caption Contest Results

ENTRIES FOR NOVEMBER (JUDGED BY K. NEWELL)

The Winner

Deborah Sevigny: "Now, can you crawl under the right side and wrap it around the axle securely..." :-)

Runner-up:

Dixon: "Thank you but no, you can have this back, modern Land Rovers don't need this kind of help"

Honourable Mentions

Ted Matthews: "I don't want to get dirty."

Mike McDermott: "Here. Take this fuse, light it and run like hell. I'll come unstuck."

Deborah S.:
"Let's see how Tide gets the dirt out..."

Thanks for playing everyone! TK



Rebuilt Defender in Germany

SUBMITTED BY TED MATTHEWS

The photos are Andreas' totally rebuilt Defender in Germany to which he has returned. Built from the ground up starting with a new frame, new Mazda diesel engine, air suspension, electronics, etc, etc, etc – nice truck.

He and Steven Webster are planning a major South American Trip, top to bottom.



OVLV 2014 Christmas Party

DECEMBER 27TH – WOODLAWN

ARTICLE BY T. KING

PHOTOS BY T. KING AND ROBIN CRAIG

On the most unlikely warmest day of December this year the hungry club faithful gathered at Andrew & Delia's place for the second home based potluck Christmas dinner.

Kevin drove me and we arrived 5 seconds after Francois and Annie at 5:30 on the dot. Nice to see that Stonecrest is now paved from Thomas Dolan all the way to Andrew's. As we were greeted, more cars kept arriving regularly until we were all there.

Robin Craig made the hike from Howe's Island so we'll give the longest distance award. Second was probably Francois and Annie from Gloucester.

We started off with hors d'oeuvres and drinks and chatting. The Roses have moved from Nepean to a new place whose location I missed. Robin gave me a rundown on tilling and planting down on the farm.

Kevin and Sue discussed possible trails and venues for next year's Birthday Party.

Peter G. mentioned he had trimmed his beard so as not to be mistaken for Santa.

Dixon lamented the very late arrival of his (second) August newsletter which looked like it had been dragged through a drain pipe. Actually it was recently re-mailed to him upon request and I will never mail another letter from that leaky shared mailbox on my street. Three cheers for Canada Post's improvements in their service.

Ted and I discussed 1970-1973 Datsun 1600's. I had one of the first in Canada in the summer of 1969. Great little car but it only lasted 7 years with our harsh salty winters (back then).



The crowd downstairs.



Ted tackles the feelie-meelie.

Bruce remembered a time when as a youth he mentored the Constance Bay volunteer firemen in the proper use of 4-wheel drive in the sand, low range and how to prime a PTO pump.

Delia and I discussed pets, sick and healthy, and she showed me a great calendar of pet rats that she had worked on this year.

Robin and I discussed ancient history of the newsletter, details foggy, but fascinating nonetheless.

Soon enough the hot food was served; it consisted of tourtiere, homemade baked beans, scalloped potatoes, ham, salad, mini-quiches?, and other fare that I am forgetting.

While people graduated to deserts, Andrew J. opened the gates on the feelie-meelie and Ted Rose stepped up to take the challenge. No one else had a crack at it for about 15 minutes as there were a purported 25 items and 1 red herring. I expect a full report from AJ elsewhere in the newsletter on the results.

... continued on page 9



AJ and BP at the feelie-meelie.

Meanwhile, I circulated the crossword amongst the willing participants and gave out 6. I later found 3 abandoned amidst the dishes and glasses with no names attached. This speaks volumes on Murray's tenacity with the written word.

While the feelie-meelie went on I gathered the completed crossword puzzles and set about



Robin takes his chances.



vetting them. As you can see in the photos several of the ladies had huddled together for warmth while doing the puzzle and this resulted in near carbon copies of the answers. However, in a truly brilliant move on Murray's part, one clue was particularly tricky,

... continued on page 11



The ladies gather for the crossword.



Dom wins the crossword.

Obituary — Bill Caloccia

BY BENJAMIN SMITH

OVLRL member William P. “Bill” Caloccia, 52, passed away at home on Wednesday, October 8, 2014 following a lengthy battle with cancer. Bill was born in Springfield, Massachusetts in 1962 and raised in Troy, New York, where he graduated from Tamarac High School, and later obtained his degree in Computer Engineering from Rensselaer Polytechnic Institute (RPI). Bill had a successful career in the computer industry working world wide for a variety of firms including Stratus, OpenMarket, UPromise, and eventually Netezza, both before and after their acquisition by IBM. Bill was a staunch supporter of local farming, sustainable energy projects, public radio, and small independent business. He attended the Saratoga Jazz Fest annually and was a lover of music, animals, photography, and nature. He contributed vast knowledge and resources to the St. Vincent Hospital Cancer and Wellness Program and was an active member of various Land-Rover clubs and the Toller Rescue Association.

Most OVLRL members met Bill via the Land-Rover community. He became interested in Land-Rovers sometime in the 1980s and bought a 1969 SIIA 88” in 1989 when living in NY State. In 1990 after some discussion on the British Cars email list he created the Land-Rover-Owner or LRO list. Bill made the official announcement on 18 May 1990 and the first post was on 4 June 1990. Early members of that email list included OVLRL members Dixon Kenner, Dale Desprey, Ted Rose, Robin Craig, Russell Dushin, Bill Maloney, Al Richer, Mike Loiodice, Spenny Norcross, and Benjamin Smith among others. Long before forums, FaceBook or even email became common, the LRO list became the global place for Land-Rover owners to chat, give advice and trade parts. Postings of the OVLRL Newsletter spread awareness of the club and added many members. Printouts from the LRO list were greedily read by OVLRL members without email.



The LRO list soon spawned other related lists. There was the split between leafers and coilers that led to the RRO list in 1996. Regional lists sprung up like AU-LRO, UK-LRO,

ZA-LRO, IT-LRO, NL-LRO and DK-LRO. 24 years later many of these lists are still in existence. Enthusiasts in the Maritimes relate how they met each other via the list and created MORE.LRO begat the mendo_recce list, a virtual club. The Northern California Rover Club was formed by members of mendo_recce. The list goes on.

While working for Stratus, Bill moved to the UK in January 1994—leaving his SIIA 88” behind and putting it up for sale. He joined the Pennine LRC and got involved in trials. He bought a 1972 two-door Range Rover (DAJ-802-L) in October 1994. His 88” back home sold in November 1994. He bought a 1963 SIIA 88” (793-PTA) in October 1995.

Bill returned to the U.S. in fall 1995, imported his ’63 RHD SIIA 88”, bought a 1990 RRC County. He joined OVLRL in the spring of 1996. He helped out with organizing the Greek Peak 50th event in 1998. He created the Empire Land-Rover Club, a small virtual group. He was a member of MORE and ROAV. He frequently attended the Birthday Party, Blacker Than Night, Winter Romp, ROAV’s Mid-Atlantic Rally (MAR), Stowe British Invasion, and both the Moose Trophy and Labour Day Rallies in Nova Scotia. Bill is also the person who introduced RTVs to North America. He ran the first RTVs at the Birthday Party, the RTV at Greek Peak and early RTVs at the MAR.

He was always ready to lend a hand to others. Bill helped with the rebuild of Quintin Aspin’s 80”, he was one of many members of the LRO list that

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Obituary — Bill Caloccia *(continued from page 10)*

helped Bruce Fowler build his garage after a barn was destroyed by lightning, and he came by to swing a hammer one weekend when Benjamin Smith was building his house.

By the early 2000s Bill's SIIA 88" was tired. He bought and restored a 1966 SIIA 109" SW getting it on the road in 2005, and then took the 88" off the road. 2005 also saw Bill's 1990 RRC scrapped and replaced with a 1992 RRC. In the last few years he rebuilt his SIIA 88" finished it shortly before his passing.

Countless Land-Rover enthusiasts around the world can trace many close and enduring friendships that were formed because of his work creating the LRO family of email lists. His work truly made the Land-Rover community closer, and a much smaller world.

His funeral was attended by OVLRL members Dixon Kenner, Al Richer (and his SIIA 109"), Jeff Berg, Russell Dushin (and his SII 88"), Eric Zipkin (and his Stage 1 109"), Quintin Aspin, Gerald Ruderman (and his RRC) and Benjamin Smith (with his 80"). Bill's SIIA 88" led the Land-Rover convoy behind the hearse.

The LRO, UK-LRO, ZA-LRO, RRO, AU-LRO and IT-LRO email lists are not ending with his death. Shortly before he passed he reached out to Dixon Kenner and Benjamin Smith and asked that they pick up the reins when the time came. They agreed. The lists are continuing and are Bill's legacy.

2014 OVLRL Christmas Party

(continued from page 9)

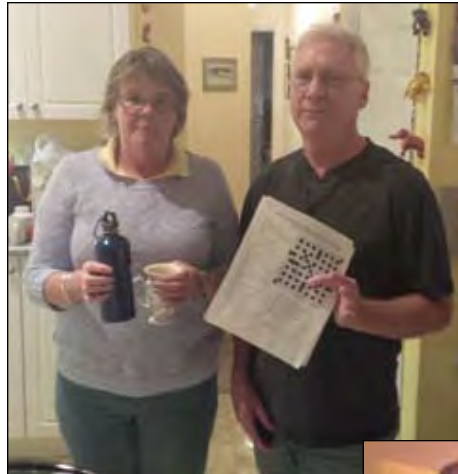
and sure enough only one person got it right. Dominique Jones successfully identified the 'Beatles and Beach Boys' recording label as "Capitol", while Sue and Deb had entered "Capital"... that was the difference, one letter.

Dom accepted her first prize of an OVLRL bag and Sue and Deb their runner up water bottles.

Most of the club awards were laid out next to the feelie-meelie, perhaps to inspire the contestants, and also to remind us that they will be awarded in the future to those deserving of them. Popular opinion is that this will occur at the AGM on March 10th, but that is not finalized.

Thanks go to Delia and Andrew for hosting and for all who contributed, and to those that attended.

Cheers and Happy New Year!



Sue ties for runnerup.



Deb ties for runnerup.

Rovers & Parts for Sale

FOR SALE

Series 3 seat box. Needs a bit of work but not too bad
\$50.00 obo.

NOS rear half shafts (Rover type) \$120.00

Series 3 windshield glass L&R (not genuine but new) \$60

Series 3 transmission and Transfer Box. Presently dismantled
for inspection available "as is" or refurbished POA

NOS Series 3 9 1/2" clutch disc and pressure plate
(diaphragm type) \$110.00

NOS Britax Series 3 Folding door mirrors (set) \$80.00

If you have any questions or would send you a picture of
the item.

andrewf@explornet.com

Nov2014

FOR SALE

I have a restored 1987 Defender 90 2.5 diesel 5 speed
RHD ex-MoD 83,000 miles fully restored in OD with
many extras. I have close to \$20,000 into the vehicle and I
am asking \$12,000.

Photos can be supplied, if there is any interest.

The vehicle is currently at the Ferret Club (Ontario
Regiment Museum) in Oshawa.

David Sewell

David.Sewell@europac.ca

Aug2014

FOR SALE

Large Brownchurch roof rack for sale - fits D1 and D2s.

I have a Disco 2 and bought it for a trip. Used it once.

Gathering dust. Do you know anyone who might be
interested? May be a good base for a roof tent... ?

See <http://www.roversnorth.com/ProductDesc.aspx?code=LD91NL&type=3&eq=&key=it> for pictures/info.

Asking \$600

Pete - Tel: 416-436-2087

Sept2014

FOR SALE

'61 series II engine and trans. Have drive shafts (front
and rear) as well as front and rear Diffs. Engine and trans
are complete with header and carb. Also have a few misc
steering parts and master cylinders; also have radiator no
leaks. All parts are original.

Contact: Retcho, Joe (US) Joe.Retcho@ralphlauren.com

Nov2014

FOR SALE - ROOF RACK FROM 110

It's a full size rock of half-inch galvanized steel. The
sidewalls are about 8 inches tall. It has a ladder, hi lift
Jack mounts, and an 8 foot roll down awning inside of an
aluminum case. It also has a small low power solar panel
and the back end of the rack is cut out to accommodate a
fold out rooftop tent. I have the cut out key which can be
reattached with hinges or welded back on.

I'm asking \$1000 firm for everything. Pick up only,
located in Don Mills.

Rick Firth <rfrirth@rogers.com>

Sept2014

FOR SALE: LAND ROVER DISCOVERY

Excellent winter
car. Last of the
real Land Rovers
with live axles
and coil springs.
Low window
line gives great
visibility. Land
Rover full time



4wd with ETC, Hill Descent etc. Upgraded Old Man
Emu 1.5" medium duty rear and heavy duty front springs.
Heavy duty winch bumper. Superwinch winch around 12
mths old. Wide coverage rock sliders - galvanized. Nokian
WR snowflake winter rated All Weather tires. Battery new
this year. Centre diff lock (2004 cable installed).

See on Autotrader: http://www.autotrader.ca/a/Land+Rover/Discovery+Series+II/TORONTO/Ontario/19_8479224_/?showcpo=ShowCPO&orup=7_15_7

Contact: peter.wood@alcatel-lucent.com

Nov2014

FOR SALE

I have a complete engine, transmission, transfer case for
an early series truck. It's a 2.25 petrol and the engine was
running fine when removed from the vehicle. Looking for
\$200 or so.

Also have a short block from an early V8 which I got for
a project that changed direction. Condition unknown.

Email for details.

Rob Ferguson rgferg@gmail.com

Aug2014

... continued on page 13

Rovers & Parts for Sale *(continued from page 12)*

FOR SALE: LAND ROVER SERIES 1S

The story:

"I have 2 Land Rovers I would like to sell if I can get a reasonable price, package deal, both must go. Both are Series 1, 1957 88's. One was last running about 6 -7 years ago when it developed a fuel pump leak. I believe I got the pump fixed but never tried to run it. Bought an ATV around that time. This Rover has been in a garage ever since. It has about 41,000 miles on the speedo which doesn't work. We used to put about 5 miles a year on it getting firewood and visiting local mines. It was last licensed in 1986. The motor was rebuilt in the very early 80's using parts from the motors in both Rovers. The gas tank has been epoxied. It has a mechanical winch on the front, powered from a pto on the motor. It has the 4 cylinder gas motor used in 1957. The other Rover is basically body panel and other parts etc. that could be used for maintenance or rebuilding the running one. It has no motor, but I do have all the parts.

My asking price is \$2500 for both."

Note from Pete: Looks like it might not be huge job to get one good one going. If you know of anyone who may be seriously interested, please let me know and I will put them in touch.

Contact: peter.wood@sympatico.ca

Oct2014



LAND ROVER PARTS: SOME FOR SALE AND SOME ARE FREE

Clearing out Rover parts collected over the years and have no further use for.

Series 3 / 2A / 2 Transmissions. The 2A is of a 6 cylinder with 6 cylinder bell housing. All have transfer cases.

Used diffs from series L/R 2 Range Rover Diffs.

1 Complete Range Rover front axle assy. (with hubs @ diff)
R/R Gas tank. A 2A L/R Gas tank.

A 100 litre gas tank made to fit on the floor of Land Rover. At the time, diesel was hard to find so had tank made up.

Home made Series tailgate.

2 1/4 lit L/R engine. Free for the taking. Needs rebuild.

1991 Range Rover electricals. (Free)

1 set of wheel chains fit 7/50 16" tires.

6 1991 R/R wheels with tires mounted.

4 L/R 16" rims 2 with tires from a 2A. 2 of a S1. no tires.

4 Land Rover Workshop Manuals. Book 1 & Book 2 for Series 2 & 2A

1 Parts book for the 2& 2A. One other 2/2A manual.

1 Range Rover Workshop Manual. Publication # WM US A01. This manual comes in a 4 ring binder. It's a big book, around 1 1/2 " thick.

Assorted Land/Rover books. Would send a list if interested.

Contact: Peter Thomson PH 519 9221536.

Email: typan_2@yahoo.com

Oct2014

A Look Back at 2014

PHOTO CREDIT TO VARIOUS MEMBERS – PAGES 14-16



*Mired down
at the CHC.*



Terry's tdi running for the first time.



*Patrick and François
synchronize their batphones at
the BP.*



Mud detail at the MSR.



Surveying the damage at the Maple Syrup Rallye



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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

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

Personal Service

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Ted gauges the water depth at Bolton Creek.

Paintless

