



January 15<sup>th</sup> 2023

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“One hits the brake pedal.  
It might pull to the left  
It might pull to the right  
It might need a second or third pump to show effect  
One is mildly surprised when it works normally on the first go.”

Ben Smith on Series brakes.

Greetings,

We now start volume forty of this newsletter, which really has turned into a journal of some sort over the past couple years. Given January is when I usually go down the rabbit hole of statistics, I'll not disappoint. To wit:

- Since 1984, a member would have received 6,292 pages over 452 issues. As a comparison, Tolstoy's War and Peace is 1,200 pages. All of Harry Potter is 6,095 pages. We won't count words;
- To the dismay of some, I've done 61.2% of that 6,292;
- 2022 comprised 492 pages; exceeding the total of the first nine years of the newsletter (1984-92 at 467 pages) where the three editors were Mike McDermott, Neil Brewer and Dave Meadows. The first two used a typewriter, Dave Meadows a Windows 3.11 PC. Doing the quick math, 41 pages per issue last year. As a comparison, *Built 2 Last*, the Series 2 Club newsletter is four issues at 56 pages an issue, or 224 pages per year., And Legend, the Series One Club newsletter is six issues at 56 pages an issue, or 336 pages a year. Though these are different publications and actually still printed;
- December was my 35<sup>th</sup> issue (*this, my third round*) as I redefine the meaning of “temporary editor”, giving Terry a break from the role, though he has protected himself by making himself into an excellent Club secretary in the interim. Damn, guess I have to soldier on for a little longer.
- There are no monthly Land-Rover publications left in North America anymore, club or otherwise. In fact, it is questionable if there are any infrequent Land-Rover publications left over here. Which is somewhat ironic, given there were so many during the era of typewriter or word processor, and today, with sophisticated desktop publishing packages and email, almost none. All hail social media I guess. Frankly, I prefer something less ephemeral.

In club news, the executive has set the date for the Annual General Meeting. February twentieth, at the Prescott. It is too early for planning for the Maple Syrup, Spring Tune-up, or other possible distractions. Some of the executive are deep in assisting with planning for the big 75<sup>th</sup> Diamond Jubilee Rally at Greek Peak New York. A bigger and better version of the 50<sup>th</sup> that ANARC put on at the same place in 1998. This should be the largest rally in twenty five years, and given the effort, the last large rally for a while, allowing organisers time to recover.

All that said, in this month's issue we have:

- OVLN News - A selection of news items submitted by various people, or culled from various sources;
- Terry writes on the rescue of a Series III which will be turned into parts for members this Spring;
- Event information for the Winter Romp next month;

- An update from ANARC. Planning continues, register and get your spot for the event;
- A regular injection of news from the Sebasticook Millennium Green and Winter Romp preparations;
- Greg Fitzgerald writes on HM Queen Elizabeth's, former, Series One, which heads to auction;
- Land Rover Stamps continues with the topic of Land Rovers and the medical profession, or basically, ambulances ;
- James Taylor writes on Tickford's in general. Did you know that they were more Tickfords than just one particular rare Series One edition?;
- The latest collection of known Series Land-Rovers for sale in Canada and a few from the United States. A few less than average this month.; and finally
- The supplement comprising an index to articles published over the past couple of years which missed the December issue will be printed as a separate document.

Dixon Kenner

*Below - a period advertisement from 1960. Five shillings run through the inflation calculator, and converted into Canadian dollars would be \$11.65 per spark plug (US\$8.68, £6.78).*

**NEW!**  
the greatest achievement  
in spark plug history!

Spark Plugs designed with a hollow, self-cleaning  
center, with a taper to break away carbon  
on the seat, AC 'HOT TIP' SPARK PLUGS ensure  
flaring performance throughout your long life...  
and save money, too!

**1 AC 'HOT TIP'**  
Deeply recessed Hot Tip leads up to heat  
resistant insulator before they are fired...  
and each lead is sealed to prevent  
leakage. Results in clean, efficient power transfer for years  
to when you're done, giving a double-acting  
benefit every time you drive.

**2 AC 'CONDUCTASEAL'**  
Pieces of copper and glass make the three  
gas-tight seal... keeps heat where it's needed...  
in the Hot Tip.

**3 AC 'BUTTRESS' INSULATOR**  
It's not just decorative...  
they give maximum protection against  
pre-heating "burnout".

When you get your AC... 'HOT TIP' Spark Plug...  
to AC/Delta Division of General Motors Ltd.,  
Warwick, Eng.

**STILL COST ONLY 5/- EACH**

**AC HOT TIP SPARK PLUGS**

FOR 'FULL-LIFE' PERFORMANCE AND ECONOMY

# OVLRL Executive and General Hangers-On

## President

Kevin Newell  
Newellandscott@me.com

## Secretary

Terry King  
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## Treasurer

Dave Pell  
djpells3@yahoo.ca

## Events Coördinator

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

## Off-road Coordinator

Ryan Carman  
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## Executive Members-at-Large

Patrick Lariviere  
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## Club Equipment Officer

Vacant

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## Interclub Coördinator

Peter Gaby

## Returning Officer

Dixon Kenner  
temporaryEditor.OVLRL@gmail.com

## Merchandising Co-ordinator

The Executive Team

## Webmaster (2022 -)

Rebecca Mercer

## Radio Frequencies

VHF 146.520  
CB channel 1  
FRS channel 1 sub 5  
SW 14.160 MHz  
OVLRL/Land Rover HAM:  
14.160 MHz @ 01:00GMT Tuesdays

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 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.

OVLRL 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 compass, topographical maps and aerial photos, involves bridge building, river barging, and driving conditions raging from cedar swamp to rocky hill winching.

Membership: Canadians joining throughout the year pay \$35 CDN per year, Americans and others pay \$35 US per year. Membership is valid for one year.

## The Newsletter/ OVLRL Journal

Editor: Dixon Kenner  
temporaryEditor.OVLRL@gmail.com

## Contributors & Assistance:

Dave Bobeck (Washington DC); Mark Brouer (Colorado, for sale), Andrew Finlayson (Carp, Ont) Peter Fritz (comics, Austria), Greg Fitzgerald (New Jersey); Bruce Fowler (Maine); Terry King (Ottawa); James Taylor (England); Ann Zipkin (layout advice, Connecticut)

## Photos -

Cover - Dixon Kenner  
Page 2 - Will Hauser  
Page 17 - Dixon Kenner  
Page 27 - Will Hauser  
Page 33 - Dixon Kenner

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

The OVLRL 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, and a return address if you want the photos back. For the best reproduction of photos, use the highest resolution possible.

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

**Editorial Policy:** The Editor of the OVLRL newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVLRL newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLRL 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

Under reconstruction

# OVLN News, Rebuilds/Projects, Lies, Rumours, and Trivia



## Elections for 2023

'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 OVLN 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. Annual elections have contributed greatly to the stability of the club, and spared it some of the issues that arise elsewhere where such things rarely happen. As a result, after thirty-nine years [1], OVLN 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.

The club also has numerous appointed positions and opportunities for members to get involved and help out.

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.OVLN@gmail.com

Elections take place at the Annual General Meeting, February 20<sup>th</sup>.

1. If we wish to include ALROC (1974), and continuous, we are the oldest.



## Membership Renewal is Now!

Important Notice to all paid, *full* OVLR members. Your club membership is up for renewal in January regardless of when you used to renew.

In 2023 OVLR membership renewal will occur in January. All membership renewals occur every January. [1] This change will also coincide with the mandatory OF4WD insurance renewal which you should have already been sent by email.

The OVLR club code for the OF4WD insurance renewal was sent to all current members by our club Secretary Terry King. Use this code when renewing with OF4WD. This will grant you a \$25 club savings. This \$25 is for OF4WD membership and OVLR club insurance.

The Ontario Federation of 4-wheel Drive (OF4WD) is the umbrella 4X4

organization that manages our off-road liability insurance, trail maintenance, trail cataloguing, political lobbying to maintain trail access and other important things.

### IMPORTANT NOTES:

1. Paying this OF4WD fee does not automatically make you an OVLR member. You will still be required to pay annual club dues to be able to participate in any club activities, get your cool, custom individually numbered OVLR medallion as well as receive the monthly newsletter and other benefits.
2. If you are already a member of another OF4WD club affiliate such as EOTB or LRAA and have already paid OF4WD fees you are not required to pay again. *(If you will not be participating in driving events at OVLR*

*events, OF4WD membership is not required)*

3. Pursuant to "important note 2" above, you are required to confirm your membership in OF4WD and send your membership number to [ovlr.treasurer@yahoo.com](mailto:ovlr.treasurer@yahoo.com)
4. You will be able to renew your OVLR membership in January.

### Notes:

1. *OVLR was originally January to January, but in the mid Nineties, switched to the joining month given the rise in members outside of Ottawa proper, who were joining at events, like the Birthday Party, British Invasion @ Stowe and other similar events where OVLR used to have a presence with the Expedition Trailer, aka, the Albatross.*




A note from Emile Joubert - Hi folks , i hope your holidays going well , since that spring will be at our doors faster than I expect I will need a good mechanic to Tune up my 109, I don't


have time anymore because of my job and I have a lot of small trouble on it and I would love to enjoy my truck this summer instead of working on it... so am Willing to delivery my truck pretty far if I

have a good feedback for a mechanic. Let me know, I would love someone who know well series and that people here know well Also am looking for a military under seat fuel tank if someone got that



 Chris Scott writes - "One steering relay rescued. Now I need a rest." Obviously Chris had a small struggle during this enjoyable task. When asked if the front quarter of the chassis survived the ordeal, he cryptically replied "you've done one before, totally accurate".



 Andrew Finlayson sends us another bush repair that he has come across. The gearbox cross member, which should be supporting the gearbox, was absent. Unfortunately for our cousins over in the United Kingdom, this is a left hand drive option only. And given the Europeans seem to have a MoT to go through, it won't be available in the European Union either.



Mat MacDonald on the Huntsville hydro cut doing some New Years camping

# Annual General Meeting 2023

February 20<sup>th</sup>

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

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

When: Monday, February 20<sup>th</sup> (traditionally in January or February on the coldest and darkest night of the year)


Where: At the Prescott, on Preston Street, starting at 7PM.

An Advance Agenda for the Annual General Meeting:


1. President's Report (including status of the new Federal incorporations Act, Health of the club, other assorted highlights of the year)
2. Events Co-ordinator's Report (summary of the year's events, proposals for next year)
3. Off-road Co-ordinator's Report (summary of offroading events, successes such as Opeongo et al)
4. Editor's Report (summary of the past year's newsletter and challenges for the coming year)
5. Secretary's Report:
6. Treasurer's Report (summary of the club's finances)
7. Auditor's Report (How well the Treasurer has done this past year)
8. Elections (President, Events, Off-road co-ordinators, & Member-at-large) and Appointments (ratifications for the various non-elected positions: Secretary-Treasurer, Newsletter Editor, Website, Equipment, Archivist, Marshal Emeritus, Returning Officer, Merchandising, Auditor)
9. Notice of Motion - By-law changes (if any)
10. List of proposed 2023 Events

Notes:

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

 An update from Keith Burgess - Finally some garage time.... Engine for Lhotse's



 A Christmas card from Dan Lacroix - Merry Christmas! This years card. Been drawing them for the last 30 years. Missing the oil leak patch...



Success from Naji Mhanna - Finally I managed to move it to its hibernation spot , started the first time and the V8 roared to life as always killing few trees sorry Gretta.



## Upcoming Events

A brief event summary - Starting with the **OVLR Social** on the third Monday of the month, which for this newsletter publication date is this coming Monday. The [virtual Social](#) is on the first Monday of the month. Note, this is not a complete list by any stretch of the imagination. There are a number of smaller, invitational, events that happen regularly.

Looking forward, some dates are -

- Jan 16<sup>th</sup> - Social @ the Prescott
- Feb 6<sup>th</sup> - [Virtual Social](#)
- Feb 17-19<sup>th</sup> - The Winter Romp (p 14-15)
- Feb 20<sup>th</sup> - Social @ the Prescott & the Annual General Meeting (see p 8)
- March 6<sup>th</sup> - [Virtual Social](#)
- March 20<sup>th</sup> - Social @ the Prescott



## ALSO IN HEAVEN ABOVE AND BEYOND

Why got that tacky and scruffi SERIE such a good place in heaven and I not?!! I am a expensive luxury SUV!!!

Listen to me: When you drove over 80 Miles per hour, all your passengers were sleeping! When the SERIE drove over 80 Miles per hour, all passengees were dearly praying!



# 1972 Series III rescue

By Terry King

1972 Series III rescue – Dec. 3rd, 2022

It was a dark and stormy night...wait actually it was a warm windy morning when four of us gathered to recover the '72 from the back lot of a former OVLR member.

We loaded up on recovery gear, planks and ramps and headed out from Carp to Dunrobin.

Thanks to the Paul Davids, Ryan, Dave and Kevin who had all been at the scene a few weeks ago to drag the hulk out of a foot of muck and grass.

When I first saw it, I thought it was past salvation, BUT it turns out there are parts of it that members want. Kevin Newell has set up a process where members can ask about a part's availability and can make a donation to the club for it if so desired.

Dave had rented a trailer earlier that morning. It was a double axle with a strong

tailgate and roughly a one foot climb from the ground. It also had multiple tie downs good for winching.

The plan was to pull it forward onto the trailer from a winch line passing over it to a snatch block at the front of the trailer. Dave manned the high lift several times to get a little more ground clearance which took nerves of steel (or maybe aluminum). Kevin set it up and we proceeded to winch.

But it turned out the tranny was dragging on the ground and the tailgate, so we added another snatch block to double the pulling power. Even with that, Dave had to secure his Defender to a tree and I had to hold the brake down and rev the engine while Kevin winched and Ryan kept an eye on our aim. Eventually the nose was on and after about an hour we had it on the trailer, but far forward enough so Kevin moved up in front of the trailer and hauled it with a strap the last two feet. Phew! At this point only the drivetrain was holding the bits together.

Back to Carp we went and planned the next step. I think it was Ryan that said it first: "Let's just drag it off". After shuffling a few things around we decided to back the trailer up to an immovable object, chain them together and pull the trailer forward. Result? 17 seconds later it was on the ground

The rain had started of course so we repaired inside for a beer and to post photos.

A bit later it was time to head home to get ready for the Christmas Party later that day.

If you want to know about parts' availability, please email Kevin at: [newellandscott@me.com](mailto:newellandscott@me.com)  
Cheers

Photos: Ryan Carman  
Text: T.King





# Non-OVLR News

 **CentreSteer #117 - State Of The Rover 2022**


Jeff Aronson returns for his annual visit with the state of Land Rover for 2022 and 2023. Jeff reviews events including Destination Defender and Defender Trophy; discusses corporate's apparent renewed interest in our community, new Discovery 6 and what's coming for the 75th anniversary year.

In the news: more changes at JLR corporate, JLR supports independent shops, can the new Range Rover beat a new Defender offroad and a royal Series I is up for auction.

<https://centresteer.com/podcast/centresteer-117-state-of-the-rover/>



The podcast is available on better podcasts apps as well as on the CentreSteer website. The URL, if you are not subscribed, is [centresteer.com](http://centresteer.com)

 An amusing, yet entirely relatable snippet from Paul Oxley - Lynette's sister, Cindy, asks Lynette to take her to the airport several years ago.

I'm on a trip in the 110 so Lynette picks up Cindy in the 88" S3.

Halfway to the airport, on some of Johannesburg's busiest highways, Cindy asks Lynette: "what are you doing?"


Lynette: "Just pumping the brakes."

Cindy: "Why?"

Lynette: "So there's a better chance of them actually working if we need to stop."

Cindy has never asked Lynette to take her to the airport again.



 For the deep pocketed, Armortek, a manufacturer of some rather detailed, large scale military models, has announced a one sixth scale "1950 Series 1 4x4 car". There announcement reads - We are very pleased to announce that our next model kit will be a 1950 Series 1 4x4 car. 1:6 scale. The Armortek Series 1 will have a CNC machined aluminium chassis and steel body. It will feature leaf spring

suspension and have dual differentials for 4 wheel drive. The kit will be remote control capable through the option of a motion pack.

The Armortek Series 1 will be available in Spring 2023 and will cost £1,650 plus VAT and shipping. The order book will open in January 2023 for this LIMITED EDITION kit.

Dimensions of the Series 1 are:  
Length: 56cm (22")  
Width: 26cm (10")  
Height: 32cm (13")

Reservations for this LIMITED EDITION kit will start in January 2023 with shipping expected in Spring 2023. Each kit comes with a unique chassis number and a certificate of authenticity.



Happy Holidays!!! It is time for Episode 8 of Oxford in America!

Oxford leaves Barstow, California and travels a short way down historic Route 66 ending up in Las Vegas, Nevada. After leaving Las Vegas, Oxford stops at the Valley of Fire State Park for a short visit with some wildlife and some spectacular scenery.

[https://youtu.be/wrmuCe\\_2eCk](https://youtu.be/wrmuCe_2eCk) – at Land Rover Las Vegas



Last month, I mentioned a galvanised Land-Rover series 1, 86-88-107 & 109 top door hinge incorporating mirror bracket. These would prove useful for people who are not entirely used to wing mirrors and their challenges. It may have helped if I put some contact information into the brief paragraph, so let's try that again:

£55 for a pair including free uk mainland delivery. £20 approx. to Canada (£75 = ~C\$129)

Email - [jimbalfour45@gmail.com](mailto:jimbalfour45@gmail.com)



Unfortunately, there is no new column again from Frank Elson this month.



On the other hand, I am happy to say that I do have permission from James Taylor for some articles over the next few months on Rover and Land-Rover in the past. Material that he came across while researching for one of his many books (He has published some one hundred and seventy books, or thereabouts so far. A writing machine...)



Many of you will have seen the two military prototype 1 tonne Forward Control Land Rovers that Andrew Jones wrote about recently and how they have been in The Ottawa Valley for years and have now gone on to new ownership in the US.

Spurred on by that posting I have now received gracious permission from a friend, Ed Storey, to post two pictures of the most recent Land Rovers to be in Canadian Forces service but never drove a mile in Canada.

In 1994 the Canadian Forces bought 3 Courtaulds CAV100 vehicles in left hand drive for use in Bosnia as part of SFOR. One was disposed of within a year and the other two stayed on for a good number of years after but all three were sold off in theatre. I suspect the first one may have been an accident write off but I yet to confirm that. There are other details on these three that I am waiting for sources to confirm.



In British military service these would become known as the Snatch, but were only made in right hand drive.

A very big thank you to Ed for his help and his smarts to take the pictures in the first place.



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.)

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.

## Itinerary

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

There will be no Information Packet distributed this year .

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

Friday - February 17<sup>th</sup>

- 17:00 – 20:00 Dinner is the responsibility of each individual group. The Waterville Grand will have meals available with distancing through various rooms.
- Friday night dinner @ O'Briens...\$30/per person
- 2200 – Late night off-roading departing from Bruce's house.

Saturday - February 18<sup>th</sup>

- 06:00 – 10:00 Breakfast available for take-out at Big G's (Great place to order a giant take-out sandwich for lunch)
- Saturday Morning breakfast buffet at Grand, as an alternative meal planning, is in the works for breakfast and dinner on Saturday 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.
- 21:00 – Late night off roading

Sunday - February 19<sup>th</sup>

- 06:00 – 11:00 Breakfast is individually arranged
- 11:00 – 18:00 off roading
- 14:00 – D2 Raffle at H4H on the Ridgetop
- 19:00 – Dinner is for individual groups to arrange.

Monday - February 20<sup>th</sup> (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 are probably full. Check the [Facebook group](#) for last minute vacancies



## Winter Camping

- Contact Bruce Fowler at [bruce@winterromp.me](mailto:bruce@winterromp.me) for further information

## Event Cost: Free.

Further information and Registration (*you must register*)

- <https://www.winterromp.me>

## T-Shirts and Web Store

Winter Romp 2023 T-Shirts can be found through the Online Web Store.

Please preorder your t-shirts by January 20, 2023. You must be registered to receive a t-shirt as extra shirts are not ordered.

2023 Colour is a tie dye called Ocean Blue

Use discount code "event" if planning on picking up during romp.

Failure to do so will involve shipping charges being added to your shopping cart... PLEASE ADD SHIRT SIZE IN MEMO BOX.

T-shirts will be available for pick up at the Waterville Grand Hotel on February 17<sup>th</sup>, 2023 at the check in counter.

Any t-shirts that need to be shipped will have an additional fee at checkout.

Additionally, the Sebacook Millennium Green Store holds other items for purchase that will support the Green infrastructure.

## More information:

If you have any urgent questions or concerns, please email:

Paula Miniotis - [miniotis1198@gmail.com](mailto:miniotis1198@gmail.com)

Carlane Mattson Riston - [carlanemattsonriston@gmail.com](mailto:carlanemattsonriston@gmail.com)







Land Rover turns 75 in 2023, with celebrations scheduled around the world. The Association of North American Rover Clubs (ANARC), a new organization that unifies Land Rover clubs across the United States and Canada, is putting on a Diamond Jubilee event at Greek Peak Ski Resort in Cortland, New York, from Wednesday June 14<sup>th</sup> to Sunday 18<sup>th</sup>, 2023.

Tickets are now available for a long weekend of Land Rover fun.

If you're a Land Rover enthusiast who was around in 1998 for the fiftieth anniversary, the terms "ANARC" (pronounced like "anarchy" without the last syllable) and "Greek Peak" may sound familiar. Back in the '90s, the Ottawa Valley Land Rovers (OVLR) and Rovers Owners Association of Virginia (ROAV) clubs joined forces with some other Land Rover clubs to put on an anniversary event. The location they chose was Greek Peak, and the event that ensued became a

part of North American Land Rover legend.

A quarter-century later, ANARC has reformed as an umbrella organisation to help its member clubs and to put on a 75<sup>th</sup> anniversary celebration. After looking at several venues it turned out that a renovated Greek Peak was still an excellent place to celebrate an anniversary.

ANARC has planned over three full days of activities. There will be guided trail rides (*currently about ten miles worth, for all skillsets and vehicles*); expo sessions to learn new skills and hear stories of adventure; a six-course competitive RTV trials experience; the ANARC Cup (*a test of multiple off-road skills*); and appearances by a number of Land Rover celebrities, including several confirmed Camel Trophy alumni. A preliminary itinerary can be found on the ANARC website, or in a previous month's OVLR

Newsletter Friday night, there's going to be a banquet to celebrate three-quarters of a century of the Best 4x4Far, and the North American community that has built around Land Rover for the past few decades.

As for lodging, every registration includes primitive camping at the event site at the base of the mountain. (*See Rally Camping on the map, next page*) There is also a campground with utilities for those bringing RVs or trailers, and a lodge for those who prefer to have a hotel room. After that, there are Air BnBs and other possibilities in the area.

Tickets are now on sale at ANARC's website, [anarc.club](http://anarc.club). All Land Rovers are welcome to join in the fun

Email [info@anarc.club](mailto:info@anarc.club) for more information



Registering –

**Primary Registration Driver & Truck** \$250  
 One licensed adult driver and their Land Rover to join in the following Diamond Jubilee activities -- car show, expo sessions, Thursday welcome party, Saturday social and trail rides. Includes one t-shirt.

Friday dinner is a separate add-on.  
**Passenger(s)** \$50  
 Passengers get access to all event activities. Children and pets are free

**Additional Land Rover** \$40  
*(Note: An additional Series One or NAS Frelander is free)*  
**Additional T-Shirt** \$35  
**Friday Dinner**  
 Children under 12 - \$20  
 12 and over - \$40



# ANARC 75th Anniversary Rally Sponsors to Date



# Winter Romp 2023

December, up to New Year's Eve was the time for you to chose the Maine Winter Romp "class of 2023" T-shirt. Every year there has been a call for a Tie Dye shirt, and 2023 is the year. With one of these you can stand out in the crowd at Winter Romp and every 75th anniversary event you go to.

There was a poll, that was open to all members of the Maine interRomp group on Facebook. There were competitors like "Neon Rainbow, Moonbeam, Pastel Neon, Blue Ocean, Reactive Rainbow and eight others.

In the end, Blue Ocean won the contest.

Romp T-Shirts are in the store. <https://sebasticoomillenniumgreen.bigcartel.com/> Use discount code, "noship" if picking up at this years Romp. All "noship" orders not picked up at Romp will ship with shipping invoices enclosed. Shirt orders must be in by 25 January '23 if picking up at Romp. All 2023 shirts regardless of ordering date will ship after 21 Feb. 23.



## The Sebasticoom Millennium Green

Every year Bruce is asked if anything is happening around town that the kids would be interested in ... Well, Bruce sends this as an option for Romp Saturday... The station is eight (8) miles from the Green.

The events reads - "Sit back and enjoy a scenic train ride as our staff delivers your pre ordered pizza and whoopie pie. Due to COVID-19, each patron receives a box lunch containing a personal size pizza of their choice and one whoopie pie prepared by our caterer. Fare includes pizza, whoopie pie, and a beverage". The ride is an hour to an hour and a half long, and leaves at 11:30.

For the older train enthusiasts, there is a classic train ride leaving at One PM. This one reads "Enjoy Maine's winter scenery while relaxing in our heated coaches.

During your trip you'll be treated to hot chocolate and a cookie." That one is about an hour long.

More information and tickets can be [found here](#).

As an update, there have been some productive weekends. Habitat has been out and prepped their concession stand for the upcoming event.

Lazz McKenzie, Ryan Walsh and friend, Pete Grosso, Jeff Porch and Paul Vigue knocked out a good chunk of windfalls on / over the trails. Jeff checked and reported back that Kickass's bog is still open, so depending on the wether, things could be interesting.



This year's t-shirt poll winner



# General Servicing

## HM Queen Elizabeth II's Land-Rover up for Auction

by Greg Fitzgerald

One of Her Late Majesty Queen Elizabeth II's earliest Land Rovers, a 1953 Series I, is going under the auction hammer in February 2023. The vehicle, supplied by Land Rover to Balmoral Castle in early 1954, has some of the closest ties to the late Queen of any Land Rover that's been sold into public hands.

The vehicle was first delivered to Balmoral in 1954, for the use of the Royal Family. Registered with the plate NXN 1, it's seen in many photos of life in Balmoral from 1954 to 1966, and was a part of the childhood of all four of the late Queen's children. The vehicle was built to a custom specification for the royals, including unique swing-open twin rear doors instead of the usual drop-down tailgate of the era.

In 1966, it was sold locally, and spent much of the time in between sitting in a garage becoming more and more derelict. After serving as a shelf for a few decades, it was recently fully restored to its original condition in time to lead the parade of Land Rovers for The Queen's 70th Jubilee in June. The restoration was rumored to have been partially funded by King Charles III who recognized the significance of the vehicle.

The Series I led the parade of Land Rovers at the Jubilee, alongside several other Land Rovers with a royal pedigree. Now it's for sale with Silverstone Auctions, as part of a February "Race Retro Classic and Competition Car Sale." Estimates for its sale price are £100,000 - £150,000,

considering its pedigree and the intrinsic value from just being a well-restored Series I. Hopefully, after a careful restoration, it won't disappear from the public eye.

### Auction Notes:

1953 Land Rover Series I (86") - Supplied to the Royal Family at Balmoral Castle

GUIDE PRICE: £100,000 - £150,000  
+ buyers premium of 12.5% plus VAT (15% incl VAT) on the first £300,000 of the hammer and 10% plus VAT (12% incl VAT) thereafter

LIVE AUCTION: Saturday 25th February at | 2.00pm GMT



# Bumper modifications, part two

by Dave Bobeck

More work on the brush bar today. Got the pieces all prepped today and tacked together while in place on the bumper.

Then took it off and burned it all in. Now I just need to figure out the diagonal braces. I'm not sure where they tie in to the

chassis. I was thinking about using the two outer bolts of the radiator panel. Then finish stripping it and get it galvanized.



# Rover History - Rover and Tickford

By James Taylor

Rover had a much longer association with Tickford than is generally appreciated. Although the handsome drophead bodies of the late 1930s are the best known, the association had actually begun in the early years of that decade. Over the next 50 years, it would go on to embrace Land Rovers, gas turbine cars, and the high-performance Rovers of the early 1990s, plus a few interesting prototypes along the way.

Tickford was not actually the company's original name. It was a brand name applied to the folding-head saloon body design developed and patented in 1926 by the coachbuilder Salmons & Sons of Newport Pagnell, and in fact it was taken from the name of the street where the coachworks was situated. The Tickford folding-head was originally introduced as the "saloon cabriolet", and it retained the door tops and cantrails of a standard saloon body but provided a folding roof and rear quarters that turned the closed body into an open one. A key characteristic was that the folding roof was raised and lowered by means of a winding handle, inserted into a socket at the rear kerb side of the body, and its appeal was that this took all the effort out of erecting the roof or dropping it when the weather conditions changed.

Rover started offering the Tickford Sunshine Saloon (as it then was) for the

1932 season as one of their Special Coachwork range. You could buy it on the 10/25, Pilot, 2-litre and Meteor chassis. For 1933, it remained available, although the range was now confined to the Ten Special, Pilot and Meteor. Meanwhile, Salmons & Sons had also developed a formidable reputation for its drophead coupé bodies, and for 1933 the Tickford Drophead Foursome Coupé de Ville was offered right across the Rover range, on all chassis ranging from the entry-level 10hp to the expensive Meteor and even the Speed Meteor. The Special Coachwork range was discontinued for the 1934 season, but Salmons & Sons were always prepared to build to individual order, and no doubt a few Rover chassis received their drophead coupé designs.

## The classic dropheads

There was no in-house drophead body from Rover among the company's standardised designs of the later 1930s, but in 1937 (according to Dennis C Mynard's book, *Salmons & Sons*, the Tickford coachbuilders) a contract was drawn up for Tickford to design and supply such a body.

The body was designed by Bert Thickpenny at Salmons and Sons, and was announced for the six-cylinder chassis – 14hp, 16hp and 20hp – in October 1938 at

the London Motor Show. Rover decided against offering it on the four-cylinder chassis (although one of the two prototypes was a 12hp, and another would be built later to special order).

The surviving Salmons & Sons records show that there were 177 Drophead Coupé bodies on Rover chassis in the 1939 and 1940 seasons. Dennis Mynard says that the Rover contract, together with the one from MG for generally similar bodies on the VA chassis, formed the largest part of Tickford's output at that time. There is a great deal of additional information about these Rovers in Bill McCreath's book, *Rover, the Salmons Tickford Drophead Coupés*.

## The P3 prototypes

Both Salmons & Sons and Rover worked on Government contracts for the duration of the 1939-1945 war, but their association was not forgotten. In *The Autocar* dated May 25, 1945, Tickford pictured a 1940 Rover drophead in an advertisement reminding the public that they were ready to resume their traditional business as soon as the war ended.

The connection with Rover was soon resumed, too. As soon as Rover had the new P3 model ready, they approached Tickford about for a drophead body. The story is a little unclear, but either three or four cars were built. The prototype was converted from an otherwise unidentified P3 saloon. Tickford's Winston Chater designed a body which generally followed the lines of Bert Thickpenny's design for the late 1930s models (Thickpenny had by this time become the company's chief designer), and the car was displayed on the Tickford stand (number 126) at the 1948 Motor Show – Britain's first after the war. It was finished in maroon and had grey leather upholstery with a black hood.

Rover were quite serious about putting the P3 drophead into production in 1948,





and it was advertised with a showroom price of £999 plus £278 5s 0d Purchase Tax. Two production prototypes followed, with special chassis numbers 844-0001 and 844-0002, and both entered the Rover Despatch Department on November 15, 1948. Their chassis numbers indicate that they were to a 1948 specification and had the six-cylinder engine then used in the 75.

However, no 1949 models followed. The two production prototypes, both painted in "No 10 Grey" according to the Despatch records, remained at Rover until June 9, 1949, when they were sold off to Gethin's, the Rover distributor at Tyseley. Production plans had presumably been cancelled by this stage, probably because the rather unexpected success of the Land Rover that year had begun to consume all of Rover's spare resources.

It may be that one other P3 was bodied by Tickford, as 1949 75 saloon chassis number 941-3457 is recorded as a drophead. However, no other information about this car is available.

#### Land Rover bodies

Meanwhile, Rover's relationship with Tickford was flourishing on a different front. In mid-1948, they had asked the coachbuilder to come up with a Station Wagon body for the then-new Land Rover. This was shown in prototype form at the 1948 Motor Show; Bert Thickpenny had drawn up the design for Tickford, and with a few modifications it entered production

at the end of 1948. The production bodies were built in the Tickford assembly shop at Abbey Drive, where MG dropheads had been built before the war.

However, the Land Rover Station Wagon was a short-lived model. As a passenger-carrying vehicle, it was subject to UK Purchase Tax, which made it formidably expensive when compared to the standard Land Rover which avoided Purchase Tax as a "commercial" vehicle. It did not sell well, and large numbers were eventually shipped overseas to UNESCO. After just 650 production models had been built, Rover halted production in mid-1951.

#### The P4 bodies

Inevitably, when the P4 came on-stream Rover investigated the possibility of a drophead derivative, and of course turned to Tickford for assistance. However, in this

case, the story was a little more complicated than usual.

The story of the Tickford P4 goes back to 1950, when Rover were working on their first gas turbine-powered car. This was based on a P4 chassis, but the gas turbine engine was mounted in the rear. As a result, there was a very long rear deck, and Rover presumably decided that the car would look less ungainly if it were completed as an open roadster. So they asked Tickford to design and build the body.

As Dennis Mynard has the story, XT1 (better known by the registration of JET 1 that it acquired later) started life as a four-door saloon but was cut down and rebuilt in the pattern shop at the Tickford works in Newport Pagnell. The result was a rather elegant car, despite its specialist nature, and Rover decided to see if its basic design would work as a four-seater drophead coupé. By October 1950, Tickford had completed a prototype on 75 Cyclops number 0430-1279, finished in black with a fawn hood. Registered as KNX 518, it went on a VIP loan to the local MP, Sir Martin Lindsay, who was no doubt expected to get it noticed in all the right places. Dennis Mynard recounts that the body design was again by Bert Thickpenny, and that the Tickford works made up long doors in aluminium and steel rear wing panels to match the profile of the standard saloon. The boot lid was also the standard saloon item, but was fitted with external hinges as used on Tickford's bodies for Alvis and Daimler at the time.



Two more cars followed, both of them on 1950-model 75 chassis. Chassis number 0430-3707 became a second drophead, painted in pastel blue and upholstered in blue. It was registered as LOK 918 in July 1951 and still survives today, beautifully restored to original condition. Chassis number 0430-3709 was built with a fixed-head coupé derivative of the design, and was registered as LAC 447 in May 1951. Painted in light grey, it had red upholstery and a black rubberised roof covering that made it look like a drophead with the roof up. This car was an important one in the development of the P4 because it pioneered the three-piece wrap-around rear window adopted on production saloons for the 1955 season.

However, by 1952 Rover was looking to Pinin Farina in Italy to design both drophead and fixed-head coupé bodies for the P4 chassis, and when a production prototype of the drophead was needed, the company turned to Mulliner's of Bordesley Green rather than to their old friends in Newport Pagnell. Tickford's, suffering from the decline of traditional coachbuilding in the early 1950s, were in trouble by the end of 1954 and early the next year were taken over by David Brown as body makers for his Aston Martin business.

The final Tickford Rovers

And so they remained until 1981, when Aston Martin itself was going through a period of major change. The company



established a specialist vehicle development arm as Aston Martin Tickford, under the separate ownership of CH Industrials plc. This division worked under contract to several of the major manufacturers, developing the 1982 Tickford Turbo Capri for Ford Capri, the 1989 MG Maestro Turbo for Austin Rover, and the convertible roof of the Jaguar XJS Cabriolet. In 1990, Tickford was bought out by its management when CHI Industrials collapsed. It was not quite the Tickford company of old, but.....

Within the Rover Group, a rush job came up. The Rover marketing team wanted to boost sales of the 800 before facelifted models were launched in autumn 1991. They wanted the new T16 engine, uprated gearbox and Torsen differential planned for the facelift, but these were not going

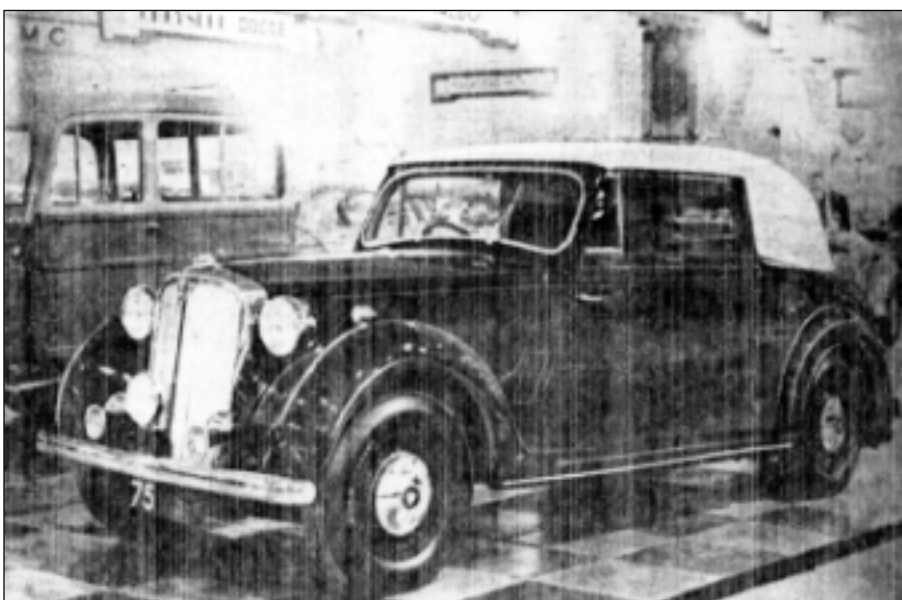
to be ready in time. So they asked Tickford to turbocharge the existing M16 engine to create a limited-volume 800 derivative. Deliberately limited to 180bhp in order to protect the existing production PG1 gearbox, Rover's own "Tickford Turbo" – more formally an 820 Turbo 16v – was announced on 26 March 1991 in both Saloon and Fastback forms. Tickford built some of the low-volume components special to the car, but final assembly was at Cowley, and the Rover Design Studio at Canley created a clear visual identity.

The Tickford Turbo was rather less successful than the marketing people had hoped, possibly because customers suspected that a more powerful model was on the way. Its £23,950 cost, close to the top of the range, did not help, and it appears that there were just 563 cars made. The exact figure is disputed, but it is beyond doubt that this last Tickford Rover remains one of the rarest versions of the 800 range.

The pictures show:

- A Land-Rover Tickford;
- A 1932 Tickford Saloon on the 10hp chassis;
- a 1936 14hp drophead coupé;
- what is probably the 1938 prototype of the regular-production drophead coupés; and
- the P3 75 drophead at the 1948 Motor Show. More pictures in the Comments.)

Reprinted with permission







## Land Rovers in Medical Service

by Dixon Kenner

Another large topical sub-category to Land-Rovers on postage stamps are those depicting Land Rovers in the service of the Red Cross, as ambulances, or similar life saving or provision of aid activities. Land Rovers have always been popular as utility vehicles in some form or another, and what better use than getting to people in need when the regular, pavement bound, vehicles can't manage the terrain. Though designed for the farmer, they were immediately popular with the military and, as enthusiasts will know, there were quite a few ambulance conversions made for various armies from the Series II to the end of the Defender in 2016.

On the ambulance front, surprisingly there have only been a few postage stamps with a medical theme. Fifteen in all, well, thus far, and in this list we are including one Range Rover.

These stamps date from 1977 to 2015.

### French West Africa - 1957

Ironically, the very first stamp that I have been able to find with a Land-Rover, is French. Granted, not France French, but African French, which is a market that built much of the Land-Rover mystique. The stamp, issued on March 11th, 1957, celebrates the Sovereign Military Order of Malta, and their good works in medicine (1).

The stamp depicts a small convoy of three vehicles, the first an unmistakable short wheelbase Series One, followed by a pair of vehicles that could be anything, but look like J20 Toyota Land Cruisers in front of some traditional homes.

French West Africa was a federation of eight French colonial territories in Africa: Mauritania, Senegal, French Sudan (now Mali), French Guinea, Côte d'Ivoire (Ivory Coast), Upper Volta (now Burkina Faso), Dahomey (now Benin) and Niger. The capital of the federation was Dakar. The federation existed from 1895 until 1960.

The stamps were issued in sheets of 25 stamps (*See image at the top of the next page*)



1. For more on the Order, look at the entry on their 2010 issue in an earlier part of this series on Land-Rovers on postage stamps..



#### For the collector:

Issue:	Knights of Malta
Date issued:	March 11 <sup>th</sup> , 1957.
Value:	15f French CFA franc
Perforation:	13
Printing:	Recess
Catalogue no.:	Stanley Gibbons94; Scott 74; Michel 83; Yvert 63
Size:	40 x 26 mm



## Lebanon - 1969

Of all of the different ways to topically arrange Land-Rover stamps, one of the most common theme is as an ambulance. The first Land-Rover ambulance stamp came out in 1969, as part of a series of six stamps that commemorate the twenty fifth anniversary of independence, and specifically for the formation of the Lebanese Army.

The stamp in question shows a Sud Aviation SE 3160 Alouette helicopter transferring a patient to, or from, a Marshall's ambulance.

There was a First Day Cover available (*Image below left*) for the entire set that was issued.



### For the collector:

Issue:	25 <sup>th</sup> Anniversary of Independence
Date issued:	August 1 <sup>st</sup> , 1969
Value:	30 piastre
Perforation:	12 ½ x 11 ½
Printing:	Offset lithography
Catalogue no.:	Stanley Gibbons 1066; Scott C603 Michel 1097; Yvert PA503
Size:	.
Printer:	.

# Grenada - 1970

This stamp is another interesting one when it comes to identifying the vehicle in question. The stamp series is about the hundredth anniversary of the Red Cross. The 60c stamp shows a vehicle backing out of aircraft that could be a Hercules. (note enlarged image below)

The vehicle could be a Land-Rover IIA or IIB Forward Control. The front of the vehicle is obscured, leaving the back of the cab and part of the left side. The back of the cab looks like a pick-up top from a Series vehicle, a partial vertical line could be the sliding windows. And, given this is a, rather small, postage stamp, add in some artistic licence. Generally, thus far the opinion is that this is a Land-Rover forward control. Our panel of qualified experts gave it a thumbs up as a Land-Rover.

While the above noted stamps were said to be available on separate sheets per domination, as was beginning to become popular, a miniature, or souvenir sheet was issued with all four different values, with clearly across the top "Centenary of the British Red Cross Society 1870 - 1970., (See image bottom left)

Further, there seems to be quite a few imperforate souvenir sheets available. (see image bottom right) For a rare production



error, they seem pretty common, averaging about US\$25 in eBay at the time of writing.

The stamp series was issued on the 12th December, 1970.

It was designed by G. Vasarhelyi and printed by Questa using lithography. The perforations are 14.5 x 14.0.



For the collector:

Issue:	Centenary of the British Red Cross
Date issued:	December 12 <sup>th</sup> 1970
Value:	60c East Caribbean cent
Perforation:	14 ½
Printing:	Offset lithography
Catalogue no.:	Stanley Gibbons MS427; Scott 398a; Michel BL11; Yvert BL11
Size:	114 x 82 mm
Printer:	House of Questa
Designer:	Laszlo Gyula (Julian)

# Lesotho - 1976

Lesotho, a small state surrounded by South Africa. Originally Basutoland, it managed to defeat, and be defeated by both the British and the Boers in a series of battles, that ended up with the territory remaining a separate protectorate of Great Britain and not part of South Africa. While South Africa became independent at the turn of the century, more so with the Statutes of Westminster, Lesotho continued as a protectorate until 1966.

In 1976, Lesotho issued a set of four stamps showing various aspects of Red Cross activities within the small state. While the 4c stamp deals with enrolment in school, the 10c is about medical aid. This stamp shows a pair of medical workers attending to an injured lady. In the background is a beige Series hardtop with a red cross on the drivers door. Whether this is a long short wheelbase or a short long wheelbase is up to artistic licence.

Continuing on, the 15c stamp depicts rural services offered by the Red Cross in the countryside. This stamp shows a person on horseback in front of some traditional dwellings as well as a Red Cross centre. Peeking out from behind the rider is another beige Series Land-Rover. Whether a 88 or a 109 cannot be determined. The final stamp of the set shows relief supplies being delivered by



aeroplane.

There are also gutter pairs available of this set, as well as a First Day Cover.



<u>For the collector:</u>	
Issue:	Lesotho Red Cross, 25 <sup>th</sup> Anniversary
Date issued:	February 20 <sup>th</sup> , 1976
Value:	10c - South African cent
Perforation:	14 ¼ x 14.
Printing:	Offset Lithography
Catalogue no.:	Stanley Gibbons 297; Scott 196; Michel 196; Yvert 298
Size:	.43 x 29 mm
Watermark:	Basotho Hat Multiple



# Guernsey - 1977

St. John Ambulance was formed in 1877 as a result of accidents and injuries arising from the Industrial Revolution in the UK. Its purpose, the teaching of first aid and allied subjects. St John Ambulance arrived in Guernsey in 1934.

Commemorating the one hundredth anniversary of the St. John Ambulance, the Guernsey postal authority issued a set of stamps showing various aspects of the association. Stamps depicting their water craft, mobile facility, rescue off of a cliff were all shown as well as their Transport division mobile radar set.

An odd piece of kit you might think, but used to help with the lifeboat service to help direct them to boats and ships in distress in storms. The mobility allows it to "see" areas that are blocked from other fixed radar installations on the island. It has proven very useful. Though they took delivery of this particular radar unit in 1976, the Land-Rover in Question is a Series IIA.

While this set does not have a Land-Rover ambulance or something specifically medically oriented, the set is aimed in that direction, and the Land-Rover in question is closely used for those purposes. Just a little differently than expected. This set is available with a presentation pack, there is a first day cover available, as well as gutter strips from the sheets that were produced. For ore information, the Guernsey Philatelic News, vol 2, no 6 of August 1977 discusses this issue.



<b>For the collector:</b>	
Issue:	Centenary of St. John Ambulance, Guernsey
Date issued:	October 25 <sup>th</sup> , 1977
Value:	7p pence
Perforation:	11 ½ x 11 ¼
Printing:	Photograve
Catalogue no.:	Stanley Gibbons 586; Scott 556; Michel 562; Yvert 548
Size:	29 ½ x 48 ½ mm
Printer:	Courvoiser
Designer:	P. Slade & M. Horder
Paper:	Granite







**For Sale trivia:** In 2020 there were 108 adverts here, for primarily Series vehicles. In 2021 that number rose to 175 adverts, again mostly Series trucks. In 2022 this number rose again to 263, mostly series trucks, a couple of Rover Cars from the Fifties and parts. So, about 21 ads per month, albeit the Winter and Spring seasons can be a bit thin. The best month, September, has 37, while the worse, February and March, had 11 each. Note, the vast majority of what appears here are submitted by readers like you. If you see something, send it in.

**Rules:** An annual reminder. The rules are simple. Any OVLR member can place ads for parts, or their vehicle, regardless what vehicle it might be. Please provide price, location and contact information. Ads submitted by anyone are reprinted as found, spelling mistakes and all. If anything, they might be shorted to fit available space, but that is rare. Ads are only re-run if there is a significant price change.

After that, these pages are primarily a survey of Series vehicles available across Canada, or occasionally in the USA (when they are sent to me. It is not easy to search the USA given the structure of Craigslist, and Facebook Marketplace is hopeless to try and search). The reason for this limitation is simple. The volume of Defenders, and later, is simply way to high, even just for Canadian Defenders. After that, well, it's what the editor finds interesting, or thinks the reader will find interesting.



**Dowty Hydraulic Pump for Series, Benedelio, Italy, US\$800**

Hydraulic pump for Land rover 88. It is mounted between gearbox and reducer (where the overdrive would also be mounted). Ideal for carrying out various types of applications that require hydraulic power such as snow blowers, lifters, etc. What is for sale is what you see in the photos.

*Found on eBay, Buy it Now, item number 324439258116*



**Exmoor Trim Seat Belt Bar, St. John's Newfoundland, \$225 ONO**

Exmoor Trim seat belt "bar". Located in St John's NL. New out of the box and never installed. \$225.00 ono. Fits Defender and Series.

*Contact Paul Abbott via the OVLR Facebook group.*



**Exmoor Trim Defender Pick-up Soft top, St. John's Newfoundland, \$1,800**

Exmoor Trim Defender pickup soft top. Located in St John's NL. \$1800.00 ono. Used for 3 months this past summer. Perfect condition. Has a large rear window that can be unzipped and the whole top snaps off in seconds. Galvanized frame. I've done a 700 km highway trip in the rain and was shocked to find there was no leaks anywhere from the top.

*Contact Paul Abbott via the OVLR Facebook group*



**1974 LAND ROVER series 3 ( project ), Calgary, Alberta, \$5,900**

PLEASE NOTE MY PROJECT TRUCK IS FULLY DISMANTLED FOR RESTORATION/ REBUILD, please take this into consideration concerning transport.

For sale, project land rover series 3 1974 SWB , 88" , hard top. Original colour pastel green/ light green, 4 speed manual transmission . 2.25l Diesel engine . Truck is quite original .

Parts included- - Good solid usable frame . will need cleaning and paint . - good axles . will need cleaning and paint . - Bulkhead/ firewall quite solid but will need foot wells replaced . ( I have these new panels) - hard top/roof good dent free condition. Will need new seals - 4 speed manual transmission and transfercase included. - left and right doors, mostly dent free but will need bottom of door frames repaired. Inexpensive sections available new 30-40\$. - Instrument gauges . In nice undamaged condition . - 2.25l land rover Diesel engine. Engine spins over by hand. -Rear door . -windshield - front left and right fenders. quite nice dent free condition - deluxe hood with spare tire mount. quite nice dent free condition. - Radiator panel- will need bottom section repaired.

Items the project will need. -project will need tires, i only have the rims . -will need driver and passenger seats - break system will need to be gone through . - will need exhaust pieces, I do not have them.

Some new parts included . new foot wells , some chassis parts , new spring chassis bushings .

I have to many projects and must find a new home for this one. Great winter project. SERIOUS only please. These trucks / projects are getting harder to find these days. Located west of calgary. Asking \$5900

*Kijiji advert no - 1645668613*

*(Note: Was \$6,900 earlier)*



**1968 Land Rover Series IIA, Newcastle Ont. \$14,900**

Very original Series IIA Land Rover 88 in Poppy Red. Paint has a nice patina and appears to have one respray years ago with no bondo. Negative ground, factory heater and Warn hubs are some of the vehicles original features. Petrol engine turns over but condition unknown. Excellent winter project. Please provide contact info for a response. Cheers  
*Kijiji advert no - 1645528456*



**1961 Land Rover Series IIA, Claremont Ont, \$18,000**

Rare 1961 Station Wagon. -Solid Bulkhead -Solid beatbox - Safari Roof with sunsheet - Kodiak heater -Original banjo steering wheel -4 Jump seats -Complete original landy with all the original bits and bobs. Runs and drives like it should. Can be a full restoration project or tinker and enjoy it as is. -Outrigger required and rear crossmember included No problem starting in cold weather.

*Kijiji advert no - 1644650968*

**1964 Land Rover series 2a, Denver, NC, \$45,000**

Originally sold in Boulder, CO 1964; One owner until 3 years ago; One of the most original and cleanest we've seen.; No rust or rot Original paint with patina . Rare factory ordered options

New Michelin XZL tires; Newly painted 16in wheels; New battery; Newly rebuilt starter; Newly rebuilt distributor; New plugs, wires, cap, condenser and points; New front brake shoes; New engine and trans mounts; All fluids changed

Both soft canvas top and hardtop; New stick kit for soft top. Also have complete pickup top. Factory hang tags and documents including original invoice and ledger with notes from new.

Drives and runs strong. Tight steering and no mechanical issues. All electrics work including lighting and heater. The fuel gauge does not read currently. Located in Charlotte NC  
*Contact Matt Neil on Facebook Marketplace.*



**Land Rover Series Kodiak MK3 heater, Amesbury, Mass, \$200**

Just removed and will be using a MK4 on my build. Fan box and matrix rusted parts. Flap missing. Controls all complete. Good base for a project or parts  
*Contact Michiel Van de Visser on Facebook*



**1991 Land Rover Perentie, Ridgefield, Connecticut, \$30,000-**

Australian built Land Rover specifically to the specifications of the Australian military. These have some major improvements compared to standard land rovers. Owned for 6 years. Runs and drives great, minimal rust.

Specs:

- 3.9l Isuzu 4BD1T Turbo Diesel
- Full Galvanized chassis
- LT95 4 Speed Manual
- LT95a High & Low range Transfer Case (1.123 High Range gear set)
- Front & Rear Disc Brakes
- Front axle standard rover type diff (4pin), with special reinforced from axle housing
- Salisbury Rear axle with Detroit rear locker
- Full 2.5" stainless exhaust with muffler
- Power Steering, Right Hand Drive
- OME Suspension
- Thomas 8,000lb PTO winch
- Dual Fuel Tanks (28 gallons total)

Features:

- Capacity to carry 3 spare tires
- Capacity to carry 8 jerry cans (side racks)



- Aluminum Sleeping/Camping platform with accessible storage underneath
- LED headlights
- New Canvas Roof
- Corbeau Moab Seats with seat covers
- Standard Perentie Roof Rack (Not installed)
- Large Center Console

*Contact John Costello via FB Marketplace*



**1967 Land Rover series 2a Canvas, Roswell, Georgia, \$55,000**

Fully restored Land Rover ready to show or enjoy, all new rebuild motor, new interior, paint canvas. New tires. And much more

Contact Juan Carlos De Irisarri via Facebook Marketplace  
(Note, this is a Santana)



**1964 Land Rover series 2a, Dawsonville, Georgia, 23,500**

1964 land Rover series 2a, former military, four-cylinder gas, four-speed manual, galvanized frame.....\$23500

Contact Jonathan Goodwin on Facebook Marketplace



**1965 Land Rover defender Hard Top Sport Utility 2D, Charleston, SC, \$1**

Selling Land Rover Series II & III for a 88 and 109 parts. Let me know what you need. I have a large supply. Located in the Charleston SC area.

Contact Gregory Joseph via Facebook Marketplace



**1971 Land Rover Series IIA 109 left hand drive, Floral Park NY, \$20,500**

This 109 is a blank slate to do what you want from a beach runner to a grocery getter. I have too many projects going on at the moment and I'm looking to pass this one on to another enthusiast. Truck starts and runs but will have to be sorted before it's road worthy. This truck flaunts some vintage patina with the desirable center console along with a galvanized chassis. Truck Overview: Smith's Heater including an auxiliary heater in the rear; Fairey overdrive system; Selectro locking hubs; Petronix Electronic Ignition Kit; 4 New Tires; New Old EMU Steering Damper; New Fuel Pump; Replaced Clutch Master Cylinder/Clutch Slave Cylinder; New Exmoor Deluxe Front Seat Kit; Rear Lamp Guards; Rear Mud Flaps; Safari Roof Rack. Overall a good example of a Classic Land Rover Series IIA 109 truck project to build out to your desire.

Contact Mike Iodice via Facebook Marketplace

# 3 Brothers Classic Rovers

All Lined up for Winter Romp



## Order Your Spares Now

Take Care of Your Truck,  
So It Takes Care Of You

# LAND ROVER DORMOBILE CARAVAN

## SPECIFICATION AND DETAILS



### DIMENSIONS

Exterior		Metres	
Overall length	173½"	4.47	
Overall height (roof down)	84"	2.13	
Overall width	62½"	1.59	
Wheelbase	109"	2.77	
Track	51½"	1.31	
Interior			
Height—roof up	92"	2.34	
Height—roof down	53"	1.35	
Weights		Kilos	
Kerb weight	1 ton 16 cwt. 2 qrs. 21 lbs.	1864	
Shipping weight	1 .. 15 .. 1 .. 11 ..	1796	
Taxation weight	1 .. 14 .. 3 .. 0 ..	1765	

For full specification and details see current catalogue. For prices and list of optional extras, see current Martin Walter price list.

Specification and prices are subject to change without notice.

**GUARANTEE:** The same warranty and guarantee is given with the Conversions as that given by the makers of the van converted or chassis built upon and expressly excludes any other conditions or warranty implied by Common Law, by Statute or otherwise.

The Land Rover DORMOBILE Caravan is the joint product of the Rover Co. Ltd., Solihull and Martin Walter Ltd., Folkestone.

### BRIEF SPECIFICATION

#### SEATING (patented design)

'DORMATIC' seating for three in front, two to the rear, all facing forward. Seats are formed with special spring laced bases with foam overlay and washable P.V.C. trim, giving maximum comfort.

Seats fold instantly to form two single, or one double bed, 6' in length.

Rear seats fold close to body sides, giving clear floor space when desired.

In 4-berth model, two folding upper bunks, 6' in length are provided.

#### ELEVATING ROOF (patented design).

Translucent fibreglass roof panel with canopy of rotproof P.V.C. material. Easy spring-assisted operation, giving interior height of 7' 8" when raised, providing maximum air space and ventilation. Large panoramic roof windows and opening vent panel.

#### COOKING

Double burner Calor gas or primus stove with grill. Provision for two gas containers under floor.

#### WASHING

A plastic sink, with exterior drainage, is fitted beside cooker.

#### MEALS

An easily erected table is provided.

#### WATER

Two hygienic, translucent water containers are provided, one 5-gallon with tap, and one 2-gallon with spout for easy filling.

#### STORAGE

A roomy wardrobe is fitted on the offside.

Ventilated cupboards are provided below the cooker and sink unit.

Locker under driver's seat for additional storage.

#### CABINET WORK

Construction of stove enamelled steel.

#### EXTERIOR COLOURS

From Land Rover range.

#### OPTIONAL EXTRAS

A wide range of options are available, including camping items and a chemical closet. For particulars see separate price list.

**The MARTIN WALTER**

# DORMOBILE CARAVAN

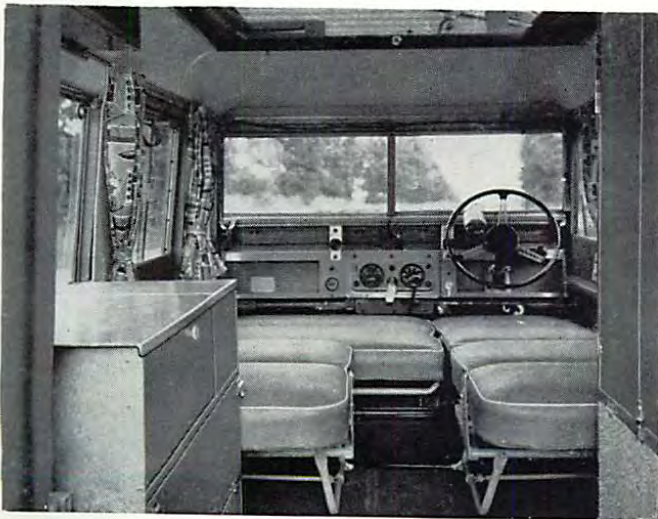
As approved by the Rover Co., Ltd.

**LAND  
- ROVER**



The cleverly designed and fully patented features of the DORMOBILE Caravan have already been fully tested and proved in the hands of many thousands of users, at home and overseas. Their application to the long Land Rover Station Wagon result in a vehicle of unparalleled versatility and toughness, specially adapted for comfortable touring for four adults in any part of the world.

The added advantage of provision for sleeping, cooking, washing, meals, water supply, and storage accommodation for clothing and bedding, render it completely independent of fixed routes or locations.



The DORMOBILE Caravan Conversion of the long Land Rover Station Wagon is designed in complete accord with the rugged, go anywhere, character of this famous vehicle.

All interior fittings are constructed in stove enamelled steel.

The patent DORMOBILE roof panel is formed in strong but light fibreglass, resistant to corrosion of all kinds, with the canopy portion in special double coated P.V.C. material, proved storm and weatherproof, and non-rotting, in actual use under all conditions.



The compact units of the Caravan fittings are located in the rear of the vehicle, rendering access to the seats or beds easy and convenient.

When two persons only are carried, the two rear seats may be folded close to the body sides, leaving additional clear, unobstructed floor space available for extra baggage or equipment.

With the roof in the raised position, full headroom is provided in the interior of the vehicle, giving maximum air space and ventilation.

The Land Rover DORMOBILE Caravan will have special appeal to long distance travellers, expeditions, surveyors, contractors, game wardens, civil engineers, archaeologists, geologists, Government and military services, and a host of other users at home and overseas.

Conversion by

Est. 1773  
**Martin  
Walter Ltd**

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