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Greetings,

Like April, May was been a much slower month on the maintenance front. Not only is the DormieDome, supplied by the neighbour, not completely up at time of writing, nor is Ravus ready for the 75<sup>th</sup>. Like Steve Owen (Wisconsin), and numerous other people scrambling to finish last minute tasks (that would be an assortment like Jeff Meyer (Pennsylvania), Dave Bobeck (Virginia), Howard Smith (New York), George Bull (New Hampshire), Ben Smith (New Jersey), Ryan (Ottawa, who is doing an engine swap, but will now be missing the 75<sup>th</sup>), and others in those same states, I too have had the traditional last minute rush to do things that could have been done at a relaxed pace long ago. It seems Rover events are the perfect motivation to overcome procrastination.

On the Club side of things, numerous members of OVLRL have been working on the preparations for the 75<sup>th</sup> Anniversary Rally at Greek Peak. Several with leadership roles within ANARC and the Event Committee. Unfortunately, 174, the first Land-Rover into North America, won't be at Greek Peak, though was ready willing and able.

In lieu of a delayed Birthday Party, moved to September up in Calabogie, there will be a series of three exploratory trips into the Highlands to check out trails near the Fall Birthday Party site. Combined with this, the club executive will be holding a trail leader training session in July. If you are interested in helping out your club and learning more about off road recovery, safety and trail leading contact us at [info@ovlr.ca](mailto:info@ovlr.ca). Learn how to be effective trail leaders and shepherd a convoy of vehicles from A to B.

All that said, we were back to forty four pages last month, Growing much past that number caused issues with trying to fold that many sheets of 11x17. But I must say, it is a much greater pleasure to read it that way. Than as a nasty PDF.

In this month's issue we have:

- OVLRL News - A selection of news items submitted by various people, or culled from various sources, as well as ;
- Event information More information than you probably need;
- Some non-OVLRL news and tidbits that seemed to be interesting;
- The final seven page update from ANARC. Hope to see you at the event in under a week from this being printed;
- Larry Simpson continues on safari roof vents. *(At this rate, he will be the undisputed master of roof vents by the end of this!);*
- Kevin Newell writes on Tarding up a Plushie;
- James Taylor writes on the last Series IIIs, *which were 1974 for us in Canada and the USA;*

- Alexandre Agadjanov continues focussing in the rear box on his one tenth scale 109 station wagon build;
- Another chapter on Land-Rover stamps, this time early illegals before photoshop took off; and finally
- The latest collection of known Series Land-Rovers for sale in Canada and a few from the United States.

If you have anything interesting to write about, fixing this or that, some restoration work where what you have learned could be useful to someone else's efforts, please drop a line and we can fit into these pages. Regards for this month and possibly see some of you at Greek Peak for the 75<sup>th</sup>.

Dixon

*Below, an advertisement from Country Life in 1971 for the new Series III model from British Leyland.*



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## Radio Frequencies

OVLR recommends GMRS channels  
16 (462.5750 MHz) through 22  
(462.7250 MHz)

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.

OVLR offers a monthly newsletter and a variety of activities throughout the year, from mechanical seminars and off-road rallies to social events and family oriented outings. Off-road activities come in several categories. The light version, which is usually entertainment during a rally or at one of our family summer events, consists of a little "mud bogging" or tours along country lanes. The heavy stuff, which is usually several days across public lands navigating by 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/ OVLR Journal

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## Photos -

Cover - Jeff Meyer - "Checking it twice, the list for Greek Peak"  
P2 - Dixon Kenner "Morning drive"  
(*Placid Lassie & 1951 @ Goodspeed Airport (42B)*)

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

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

**Submissions:** Articles and photographs may be submitted to the Editor, Dixon Kenner (dkenner@gmail.com) or via post to the club address. Please include photographer's name, captions, identifications of people and vehicles.

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

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

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## Online

<http://www.ovlr.ca>

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

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

## Newsletter Archive

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

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

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



LS Swap work bee at Ryan  
Carman's - June 3rd 2023

Photos: K.Newell, text T.King, hard work  
R,Carman

On a hot but not scorching day Kevin and I set out for Ryan's to assist in his engine swap project. When we arrived in the morning the tasks before us were to remove and lower the transfer case and then move the LS engine from the basement. We played rock paper scissors so I got the task of remove the HI-LO shifter, Kevin tackled the rear prop shaft and Ryan inserted himself under the tc case.

It took me about 20 minutes to remove the 4 bolts holding the shifter in place so

that it could down with the tc case. Kevin had the prop shaft off in about the same time.

Ryan had most of the big bolts out or loosened in about an hour, but the biggest obstacle in terms of time was disconnecting the 4? or was it 5? electrical connectors above and behind the case. We took turns and through sheer stick-to-it-iveness after about an hour we got them all off. Most of them you could not see and you could not figure out if they had to squeezed or levered off. Turns out they were all different. But off they came in the end. After taking all the bolts out a final check revealed a bleeder hose that had to be unbolted.

With Kevin manning the jack, Ryan and I picked a side each where we progressively lowered the case a few inches at a time by lifting and removing two by fours from underneath. From there we slid it out on a sheet of plywood to the nearby shed. The next bit involved a tractor, a ground floor garage and a chain. The engine did its best to swing sideways and dip down but we wrestled it into the same shed,

The final chore was to mig weld a nut to a broken stud ion the block. That took about ten minutes and we were done for the day. With a break for pizza in the middle the whole thing took about 5 hours.

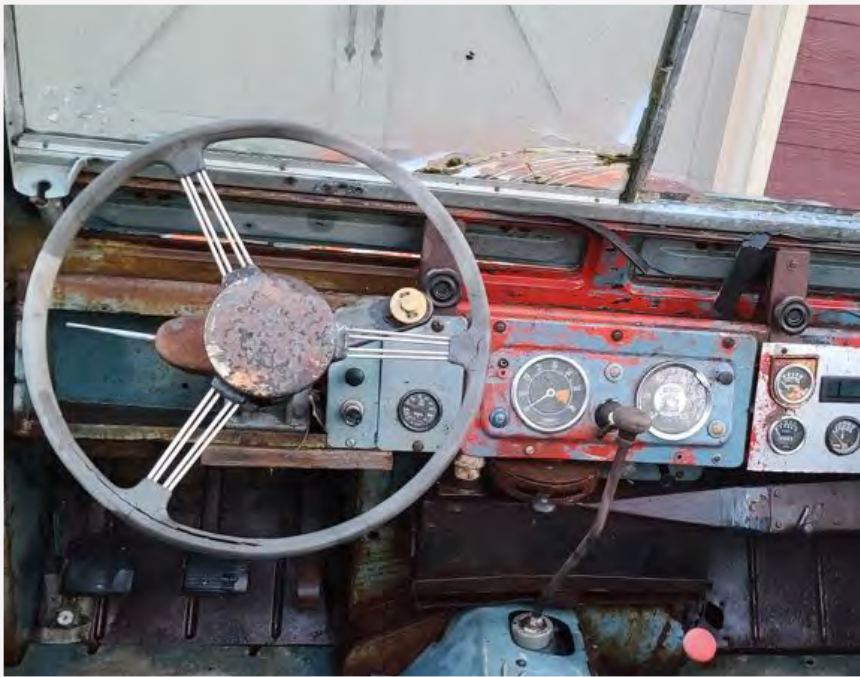
Cheers


TK

*Photos next month!*



People have been asking how do I navigate 800 miles from Oshkosh WI to Cortland NY, Well here is the latest Vintage Land-Rover direction aid.  
(Steve Owen on Land-Rover navigation)




 An update from Ellie Barber - The project 109" is safely home, woo

Excited to start on the restoration, if anyone has a pickup roof/rear wall let me know.

The driver's side of the frame is also rather unhappy, nothing I can't fix if it comes down to it but it will be a considerable amount of work.

*Ed note: Readers would recall that this 109 was quite hidden and buried on a farm near Ottawa, though it seems to have lost the home made hardtop.*



 Something from Brett Storey - Found another from forgotten files.

One cold April morning 20 something years ago on the way to the Team Daphne garage (AKA Tom's shop) to change out the obviously crumbling bulkhead on my Series 3.

Got some interesting looks zipping down the 401 that morning.



## Event: OVLР Food Truck Tour Vol III

When: Sunday, June 25<sup>th</sup> @ 11:00 am – 2:00 pm

We are excited to invite you to the second event of the OVLР Food Truck Tour! Join us on Sunday, June 25<sup>th</sup> at 11am at Smashburger food truck at 5736 County Road No. 29, Almonte ON, K0A 1A0



Homemade smash burgers, deep fried chocolate bars, floats, and more

This event is the perfect opportunity to meet and connect with other members of the OVLР community while enjoying some delicious food from one of Ottawa's best food trucks. Little Mac's offers a mouth-watering menu of burgers waffles, and other delicious things, as well as a variety of beverages to quench your thirst.

Don't miss out on the last one was as cracking good time. Please RSVP to this event by the [Eventbrite link](#), we would like to give the venue a heads up on our general numbers.

See you there!

OVLР Team

## Upcoming Events

A brief event summary - Starting with the **OVLР 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 -

- **June 15-18<sup>th</sup> - The 75 Anniversary Rally. Greek Peak, Cortland, New York**
- **June 25<sup>th</sup> - Calabogie Trail Recce**
- **July 3<sup>rd</sup> - Virtual Social**
- **July 15<sup>th</sup> - Food Truck Social**
- **July 30<sup>th</sup> - Calabogie Trail Recce**
- **Aug 7<sup>th</sup> - Virtual Social**
- **Aug 19<sup>th</sup> - Food Truck Social**
- **Aug 27<sup>th</sup> - Calabogie Trail Recce**
- **Sept 15-17<sup>th</sup> - The Birthday Party**

## Trail Leaders Needed!

Calling all off-road enthusiasts! OVLР is on the hunt for experienced trail leaders to lead groups at our events.

As a trail leader, you'll have the opportunity be part of the planning process and lead group trips. Guiding members on safe fun routes and sharing your knowledge and skills with participants. If you're passionate about off-roading and want to be a contribute to the community, this is the perfect opportunity for you!

All volunteer trail leaders will be trained on the Calabogie trail runs. Including how to lead groups of drivers, driver briefings, recovery techniques and guidance on the trail. You will feel more comfortable when driving trails.

This is you opportunity to give back to the club and learn more and become better at driving a variety of trails. .

Each trail run this summer will have experienced trail leaders to learn from and they will share their expertise and knowledge. Please help the club become stronger.

If you're interested, please DM on social us or email us at [info@ovlr.ca](mailto:info@ovlr.ca) to discuss further. Let's hit the trails together!





# ABOVE AND BEYOND

In truth

Q&A

## 4-WD CHAMPIONSHOW WHO'S THE KING? GRENADIER OR NEW DEFENDER?



Yeeahh! That is freedom and lifestyle!  
Wait my champion, my king!  
We want to drive with you!!!



## Event: Calabogie Trail Reconnaissance Missions

Calling all land roving off-road enthusiasts! OVLR is hosting a series of trail cleanups this summer and we need your help.

**What:** This will be a series of trail clean up and validation for the Birthday Party trails. We will be assessing for light, medium and harder. Though this series of exercises will be aimed more at the medium ones that are to be validated.

**Where:** The Calabogie Highlands

**When:** Join us on June 25th, July 30th, and August 27th to make a positive impact on the trails we love. Bring your chainsaws, PPE, trash bags, and a smile. Let's work together to keep our outdoor playground in pristine condition.

**Why:** Pre-Birthday Party trail validation in a new area. And an opportunity to get out and do some exploring.

**Some Details:** Late May, early June the mapping will commence which will form the basis of the event planning. RSVP via respective Eventbrite links from the OVLR.ca events section. See you on the trails!

The idea is one day things. Meet in the morning, get coffee, get briefed, go there, prove it is doable, look for Ryan's bumper light on one of the hydro cuts. Back by dinner. Trail segments will be about an hour drive to the area. 85 kilometres

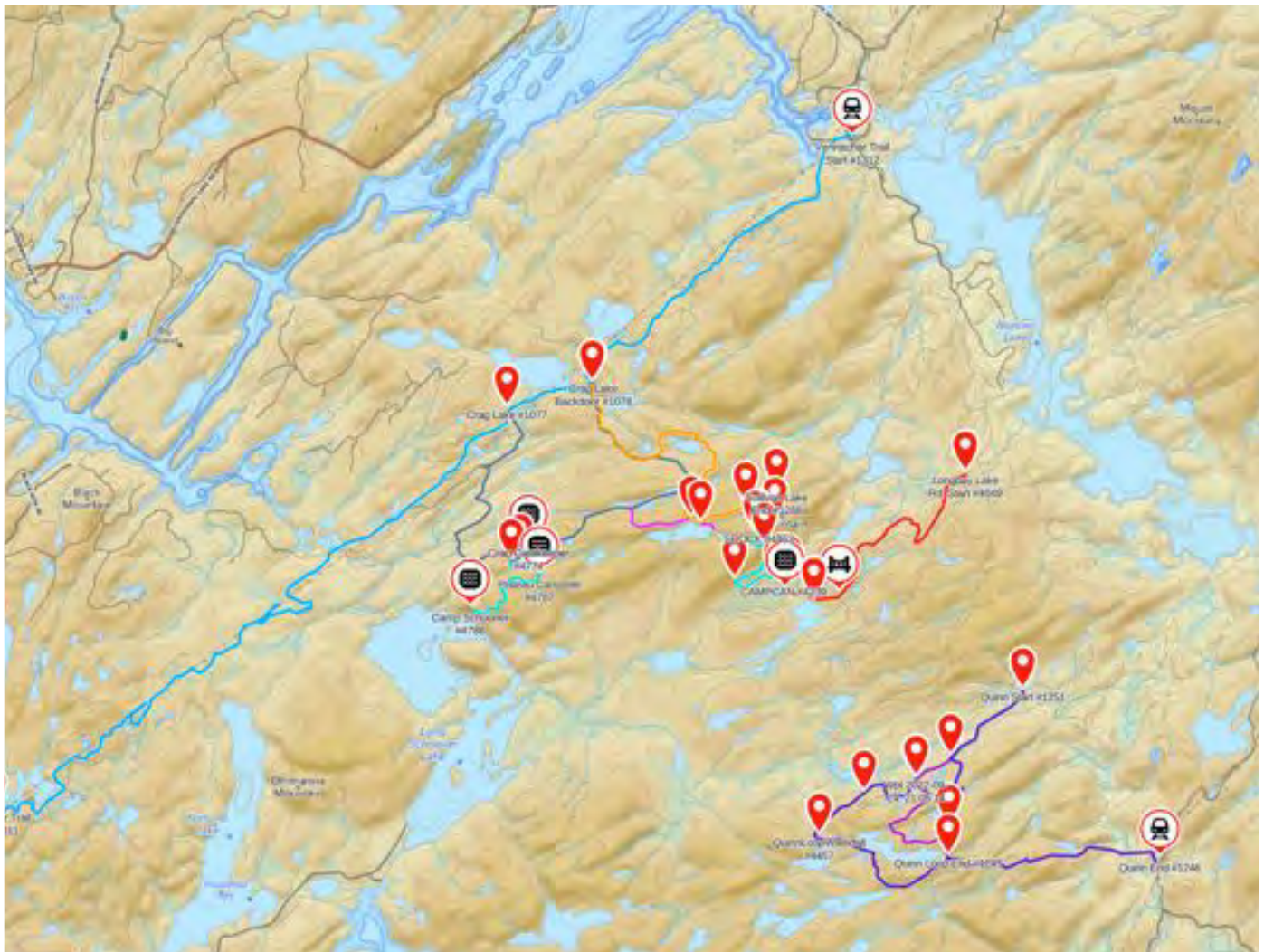
Light off-road trails could be said to be gravel loop for a enjoy scenery of the Madawaska valley. Cottage service,

California road, or logging roads. They will have water and ruts., But you should get through in a Subaru Outback. Go and have lunch somewhere, socialise and not leave your exhaust behind.

Medium trails - The real target of this exercise. We will be making sure the trees are cleared. Medium trails are along the line of the Traditional Light off-road or Bolton Creek trails and possibly a bit more aggressive. 4x4 required. If you need a winch, you messed up.

Hard. Here is where you go to get lost and miss dinner. For people familiar with the Calabogie region, the Quinn's Lake trail. These are our "Three Hour Tours". Easy to spend twelve hours in there.

**Cost:** Nothing. You and your truck.



# Non-OVLR News

## CentreSteer #122 - Steve Owen

Steve Owen is our May 2023 guest — a Brit who moved to America — he'll be driving his 1953 Series 1 over eight hundred miles from Wisconsin to New York to attend ANARC's Diamond Jubilee. Steve previews that journey, tells the tale of obtaining TCM (the name of his Series 1), some of the efforts bringing it back to life and adventures before he moved to America. *Steve is also a regular contributor to this newsletter.*

Classic Defender Works revealed and we learn how the Land Rover name came to be. We also have that promised discussion about the Land Rover trust mark controversy.

Join us at ANARC's Diamond Jubilee and the Land Rover Spotlight Show at the Pittsburgh Vintage Grand Prix. Be sure to introduce yourself.

<https://centresteer.com/podcast/centresteer-122-steve-owen/>



In The News: JLR revenue surges 25%, Ottawa gets a new Defender 130, another

The podcast is available on better podcasts apps as well as on the Centre

Steer website. The URL, if you are not subscribed, is [centresteer.com](https://centresteer.com)

## Frank Elson is out with his regular column. I missed May, where he discussed a new acquisition, a Freelander 2. John Kostuch will be pleased. A diesel, and quite reliable, something the NAS ones were not. He then has some commentary on JLR's decision to turn "Land Rover" into a "trust mark"

The June column talks to a few interesting things. First and foremost, one that should be near and dear to every Series owner, the addition of relays for the headlamps. All of that power going through the ignition switch (S1, II, IIA) or the turn indicator stalk (III) adds a lot of heat there, leading to premature failure.

Frank explains this well. He also examines the mysteries of the Range Rover classic seats and how to deal with them then the battery dies and you can't find a new module to replace the old. A drill is your friend. Finally some commentary on the Freelander 2. Finally he concludes with a review, describing it as a superb read, Emrys Kirby's Land Rover Series 11,11A and 111 Restoration Manual.

Goto <https://frankelson.home.blog/columns/> to read this, and other past columns




## Ahh, a little bit of Oscar Wilde ... *"Imitation is the sincerest form of flattery"*

The Series 123 Club in the New Forest - Solent area in Great Britain has a new logo. One that would be rather familiar to

OVLR members and others here in North America. I guess that one can not argue with success and immediate identification.

## New Land Rover magazine available

 We're proud to announce the first issue of Heritage Land Rover – a new magazine for everyone who loves Land Rovers the way they used to be! Published four times a year, this is not just a traditional classic title about museum-piece motoring. Land Rovers remain usable into old age, in a way no other make of car can match – and Heritage Land Rover celebrates that fact by covering every kind of vehicle from Solihull's first 50 years.

Our cut-off point is Land Rover's golden anniversary in 1998. So you can expect to find every kind of Series truck, 90, 110, 127 and Defender Tdi in our pages, as well as dedicated military vehicles, the first two generations of Range Rover and the Mk1 Discovery. The very first year of the Freelander, too – though that apart, we'll leave out anything that doesn't have proper axles.

What we're not scared of is Land Rovers that have been altered from factory spec


with the passing of time. The ingenuity of their owners is as much part of Land Rover's heritage as the vehicles themselves, after all. So don't expect Heritage Land Rover to be dry, unapproachable, rivet-counting sort of a read – old Landies are a thriving culture, and this new magazine will reflect every part of it!

Our first issue includes restoration stories on an 80" Series I and 109" Series III as well as a Range Rover LSE – plus another Rangey that definitely didn't end up staying standard. We've got a pristine Wolf 90, twice restored despite being on almost no miles, a look back at the original 110 launch from 1982 and a 'civilianised' Lightweight.

In almost every case, what's striking about these vehicles is the human story behind them. Which kind of proves our point. Land Rovers' owners are very much part of their heritage – which is a major part of why that heritage lives on today. And now



is has the magazine to reflect it! The Summer issue of Heritage Land Rover will be published on 2nd June and available in WHSmith and all large newsagents. Or, subscribe by 22nd May to receive the first issue in the post! <https://shop.assignmentmedia.co.uk/subscriptions/HLR>

 I recently received a call from Will Skidmore on hub seals. He has a later Salisbury on the Battlewagon, a IIA 109 Station wagon. He ordered some hub seals, and was sent the later, post 1980 seals, RTC3511. As the photo below shows, while the later works for the distance piece, it doesn't for the hub, which is a slight interference piece. He needs RTC3510. Now, since RTC3510 might confuse your local Red Shirt at Canadian Tire, here are some alternative things to ask for:

Timkin/ National - 410694  
Caterpillar - 5B7017  
General Motors - 0704-1899, 0704-7317



The Reynolds-Alberta Museum is having a special exhibition called "Driving Thru The '70s". There are a few Brits represented, albeit none are saloons.



Land Rover turns 75 in 2023, with celebrations scheduled around the world. The Association of North American Rover Clubs (ANARC), an 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 (OVL) and Rovers Owners Association of Virginia (ROAV) clubs joined forces with The Bay State Rover Owners Association, as well as some other eastern North American 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.

ANARC has planned over three full days of activities. There will be guided trail rides (*currently about twenty 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 an earlier OVL Newsletter

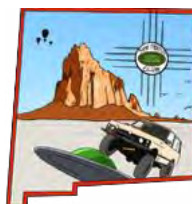
For example, Friday night, there's going to be a banquet to celebrate three-quarters of a century of the Best 4x4x4,

and the North American community that has built around Land Rover for the past few decades. The next six pages give a taste of what will be happening at Greek Peak this coming June.

As for lodging, every registration includes primitive camping at the event site at the base of the mountain. At no additional cost 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 BnB's motels and other possibilities in the area.

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

Email [info@anarc.club](mailto:info@anarc.club) for more information, or visit the website to learn more.



## High level Activities

### Guided Trail Rides

- Twenty miles of trails for all skill levels, drivers and vehicles - details here.
- Daily drivers meetings at 8:00 AM, 12:00 PM and 5:00 PM
- Basic Tour - Thursday 9:00 AM - 12:00 PM
- All Levels Tours - Friday and Saturday 9:00 AM - 12:00 PM
- Celebrity Guided Tour - Saturday beginning at 2:00 PM
- Trails close at 11:00 PM. No trucks will be allowed on the trails after 9:00 PM.

### RTV Trials

- Six-course competitive experience
- Friday 1:00 PM - 5:00 PM
- Pick up your RTV score card at the RoversNorth pavilion
- ANARC Cup
- Four off-road skills & trivia competition
- Register Here
- Thursday & Friday 12:00 - 4:00 PM

### Car Show

- Historic Vehicle Display
- Vehicle Procession

### Exhibition Village

- Visit sponsor pavilions
- Learn new skills
- Land Rover celebrities, including Camel Trophy alumni
- Thursday, Friday, Saturday opens at 9:00 AM
- Sunday 9:00 AM - 12:00 PM

## Gatherings

### Welcome Party

- Thursday beginning at 5:30 PM at Trex Deck
- Breakfast
- Complimentary morning coffee and light fare Thursday, Friday and Saturday at 8:00 AM, sponsored by Atlantic British Parts (ABP)
- Food truck, hearty fare for purchase

### Jubilee Dinner

- Friday night banquet celebration with meat and vegetarian options.
- Cocktail reception 5:30 - 6:30 PM at Overlook
- Dinner begins at 7:00 PM
- Virtual Toast at 8:00 PM
- ANARC Cup awards presentation at 8:15 PM
- Raffle at 8:30 PM
- Dinner concludes at 10:30 PM

### Saturday Closing Party & Drive-In

- Reception at 5:30 PM at Trax Deck
  - Sponsored by Sarek AutoWerke
  - Full service bar, outdoor fire pits
- Drive In Movie begins at 7:30 PM next to the primitive camping area
  - No trucks allowed, bring camp chairs and blankets
  - Bonfire, food trucks and ice cream social

## Accommodations

### Event Location

Greek Peak Mountain Resort  
2000 NYS Rt. 392  
Cortland, NY 13045

### CAMPGROUND RESERVATIONS

- Visit Greek Peak's campground reservation website. Enter a promo code below to receive the extended discount rates. Codes are case sensitive.

- Junior RV/Tent sites – Landrovert
- Full Hookup RV sites – Landroverrv

### PRIMITIVE CAMPING

- Primitive onsite camping included with registration.
- No services (electricity, water) available.
- Portable toilets and wash stations will be available throughout the camp area.
- Campsites are 20' x 20' to

accommodate one tent, Land Rover and trailer.

- Wood camp fires are prohibited.
- Primitive camping is open between June 14 at 12 noon and June 18 at 12 noon.

### Additional Lodging Options

- See Other Accommodations below



## The ANARC Cup:

The Association of North American Rover Clubs (ANARC) is putting out the call to all member clubs by announcing the 1<sup>st</sup> Annual ANARC CUP happening this June during the 75<sup>th</sup> Anniversary Diamond Jubilee at Greek Peak Resort.

Other than the obvious (a big ass trophy that the winner's names will be emblazoned on for eternal glory), what is the ANARC Cup? Well it is a series of challenges incorporating four components happening during the event onsite at Greek Peak.

Your club will register in advance to compete (there is no additional cost),. Each member Club can select up to two (2) vehicles and teams consisting of a driver and co-pilot. [1]

*Cool, 2 rigs, 4 people from my club, so what will they be challenged with?*

That is a good question fellow Rover enthusiast ...

The ANARC Cup will incorporate the RTV being put on by Rover's North. (Yes, there is a separate RTV challenge for participants at the 75th!)

There will be a "Scavenger Hunt" onsite that will test your knowledge of orienteering (topo maps, compass and GPS coordinates in your vehicle), vehicle knowledge (hint: think geocaching but the cache is LR based and has to be recorded accurately) and the ability to tackle the Hunt over a few days to find all items on the mountain.

A third component will have to do with some aspect of vehicle recovery. Choose your rigs wisely (wouldn't want to have to winch something and have a rig that only has a hi-lift jack,



could make for a very physical and tiring day!), Understanding that safety and proper recovery gear use are areas for adding or losing points.

Make sure you are also versed in important historical facts and innovations of Land Rover over its history. What were the big milestones? What were some of the biggest expeditions? What were some of the most unique models to roll off the production line? Think wide and deep on all things LR. Some of the challenges will have firm time limits with defined parameters, some as the infamous Captain Jack Sparrow said in Pirates of the



Caribbean will have "rules that are more guidelines" ... You get the point.

Finally think Team Spirit. Themed, uniforms, decorated vehicles in the competition and/or club support during events... The more outlandish, the more points you can earn.

The ANARC Cup will be a cumulation of scoring from all these events, tallied and announced upon completion of all challenge days during the Diamond Jubilee.

Are you the only one coming from your club to Greek Peak? No problem! We will have the opportunity for you to team up

with other singles and compete as a "Federation of multiple Rover Clubs" and compete.

Do you have any questions about the ANARC Cup?

Do you want to help out with the ANARC Cup?

Reach out to Ben Smith

email - bens101fc@gmail.com

Notes:

1. To participate, contact your ANARC co-ordinator, or whomever in your club is responsible for representing the club with ANARC. Clubs are responsible for deciding on the teams. If things are unclear contact Ned Crystal at the email address above.

OVLRL members should contact either Terry King or Kevin Newell for more information on creating a team and representing the club in the ANARC Cup.

## Guided Trail Rides:

The Greek Peak resort, ski resort by winter, wooded mountain with miles of trails by summer. The Diamond Jubilee has the entire resort of off-roading opportunities. For the ANARC Cup, for the RTV, and the open mountain trail network with over 20 miles of terrain. Another activity will be “guided trail rides” for those interested in developing a better understanding of the ski mountain trails or their personal driving skills.

The plan is to hold daily Driver Meetings beginning at eight AM (08h00) in Vendor Village. There will be complimentary morning coffee and lite fare, sponsored by Atlantic British Parts (ABP) along with a breakfast food truck for those in need of a hearty start to the day. Thursday, Friday and Saturday Drive Meetings will conclude by nine AM (09h00) when the guides trail rides commence.

It will be at these Daily morning meetings where drivers can register for guided trial rides or the open trail access. These meetings will split off those needing some instruction. What an excellent opportunity to see how the mountain is laid out and get a bit of experience on the mountain in an organised fashion.

For awareness, ANARC will be using a classifications of trails that is tied to the signage on the mountain used for skiers in the winter season.



The first level is the Scenic level. This consists of trails on the state park lands, connector trails and other green laning tails. From a vehicle preparation standpoint, there is no minimum. The vehicle just needs to be in good running order.

Slightly more hilly trails, that correspond to the ski mountain Green novice level, or Green circle, will require All Terrain tires, or street tires with excellent tread.

Getting into the intermediate Trail level, they are the Blue square series of trails. This rating level comprises the greatest amount of terrain at Greek Peak. All Terrain tires, a well stocked kit of recovery gear and a driver and vehicle comfortable with the more challenging terrain are a must.

Finally, there will be the advanced, or Black diamond trails. These are classified as aggressive, and will be for vehicles with

33 inch tires, or greater and an operating winch.

However, for all levels, during the rally, a driver and trucks rating could be up-rated based on driver skill based upon our Trail Hands assessment on both fronts.

Do note, each category will have a vehicle minimum standard. Depending on class, certain types of recovery gear will be required. These standards will be assessed by the Trail Hands and a coloured sticker on the windscreen will determine eligibility and pre-approve the vehicle for the different trail networks. The matching of vehicle ability to trails will be enforced by the Trail Hands.

The Trail Hands lead all guided trail rides – they are scheduled for nine AM (09h00) each morning. Vehicles will be grouped together according to capability and small groups will set out at regular intervals on trail rides that will be a maximum of three hours in length. The objective is to avoid “three hour tours”. The idea is you leave at nine and are back for lunch.

The Trail Hands will try and keep the learners in a group where they have the ability to experiment and learn. Burke, and other noteworthy certified off road instructors will be on site to assist you develop the skills you seek.

## Other Accommodations:

While there is a free 30 x 30' camping spot included with your registration, some have asked about nearby alternatives:

Below are some other local hotels and campgrounds. These are all located in Cortland, the closest town but there are endless options in both the Ithaca (about 35 mins away) and Binghamton (45 mins away) areas.

### HOTELS

- Best Western Plus Finger Lakes Inn & Suites: 607-756-2233 – 8 miles from Greek Peak

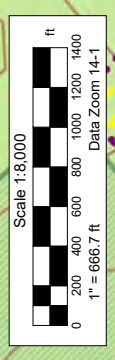
- Fairfield by Marriott Inn & Suites Cortland: 607-299-4455 – 9 miles from Greek Peak
- Hampton Inn Cortland: 607-662-0007 – 9 miles from Greek Peak
- Holiday Inn Express Cortland: 607-299-0099 – 9 miles from Greek Peak

Also, a reminder that many of the independently owned townhomes here at Greek Peak can be found and rented on Airbnb or Vrbo. Anecdotally, groups are getting together to rent larger homes for multiple people to share accommodations.

### CAMPGROUNDS

- Yellow Latern Kamp Ground: 607-756-2959 – 10 miles from Greek Peak
- Cortland Country Music Park Campground: 607-753-0377 – 10.5 miles from Greek peak
- Country Hills Campground: 607-849-3300 – 6 miles from Greek Peak
- Lighthouse Landing Campground: 607-423-5639 – 13 miles from Greek Peak

**1948** **2023**  
 ASSOCIATION OF  
 GREEK PEAK NY  
 MOUNTAIN  
 RESORT  
**LAND-ROVER**  
**75**  
**DIAMOND JUBILEE**  
 JUNE 14-18, 2023



**FIRST AID & RALLY CONTROL**  
**207-975-0849 or GMRS CH22**

**MAP LEGEND**

- Easier
- Loop Trails
- More Difficult
- Most Difficult
- Section Boundary
- Boundary
- First Aid & Rally Control

The trail(s) to The Precipice are numbered 75.  
 The great loop is labeled LOOP1-LOOP5 to give people an idea where along the loop they are.

**Land bays are:**  
 A = Main mountain (100's trails)  
 B = Western mountain (200's trails)  
 C = Back country (300's trails)

**COLORS:**  
 Green = Beginner - Green Circle with number  
 Blue = Intermediate - Blue Square with number  
 Red = Difficult (black does not show up well, ski slopes) - Red Diamond with number  
 Yellow = The great loop (also beginner)

Data use subject to license.



## A Description of the Trail Colours

ANARC knows that people come to events to drive the trails, and trails come in all forms of enjoyment and difficulty. Not everyone has the same abilities, the same truck, nor the same interests. ANARC chose Greek Peak because of the wide variety of trails that could be established for the 75<sup>th</sup>. Whether you enjoy simple green laning, taking in the sights and sounds, or you prefer something much more interesting, to challenge and improve your skills, the trail volunteers have worked to meet those needs. The Trail Volunteers are drawn from all of the member clubs of ANARC and represent some of the best trail builders in the Land Rover club world.

The map of the ANARC 75<sup>th</sup> Jubilee trail network on the facing page shows the major trails that have been mapped out by the ANARC trails team. This is not an exhaustive map, and more trails will be created after the skiing season ends and the ground dries a little. At this point in April, there are approximately twenty (20) miles of trails (32 kilometres) for people to explore and play on. Trails are mapped and the difficulty of each are shown by the following colours.

Green (easy/beginner) - Get comfortable with your driving skills and Rover on these somewhat tame lanes. With good weather the only thing you may have to fear are a few brush marks (West Virginia pin stripping) and some mud splatters of honour. You can

be king of the mountain, driving on wide open ski trails, to take in the amazing views from The Precipice and take those photos that will make all your followers jelly.

Yellow (easy/beginner) - Like the Wizard of Oz, it is not just about the destination (the top of the mountain), but the journey. It is long (5+ miles) and travels through all areas of the property. It may appear challenging at times, but can be completed in a stock truck



and beginner driver when conditions are good. The trip will be worth it. Get to know the mountain. Get confidence in your Rover and your driving skills, and get a great view and photos at The Precipice.

Blue (more difficult/intermediate) - Step it up a notch if you and your Rover are up to it! With good weather these trails can still be driven by relatively stock vehicles with good all-terrain tires. If it is wet, mud tires will be your tire of choice. It would be good for you or a buddy to have a winch just in case. A mild lift and protective armour may not be required, but could come in handy depending on conditions and driving skill level.

Red (most difficult/advanced) - These are the most challenging trails and include steep muddy hills, rocky creek crossings and maybe some mayhem. Have you heard of George of the Jungle? Watch out for that tree! Mud tires, winch (operational), lift, protective armour and a "it will buff out" attitude will all come in handy.

Remember: The Drive's meetings will be at 8 AM every morning with hot coffee and some light snacks provided by Atlantic British Parts. You should attend these meetings in preparation of the day's driving, green laning of off-roading experience.

If you are interested in helping out with the trails, email [info@ANARC.club](mailto:info@ANARC.club)



## Volunteers

ANARC is gearing up to celebrate the 75th Diamond Jubilee of Land Rover, and we need your help. We are looking for enthusiastic volunteers who are passionate about Land Rover and would like to be a part of this historic event. The celebration will take place over the course of several days, and there are plenty of opportunities to get involved in various aspects of the event. Such as marshalling,

campground hosting, assisting with registration, helping with logistics, and much more.

If you are interested in being a part of this exciting celebration and making a valuable contribution to the Land Rover community, please consider volunteering for ANARC's Land Rover 75th Diamond Jubilee event. Join us in celebrating this

milestone in Land Rover history!

Please select any areas you would be interested in helping out

- Registration
- Trail marshal
- Primitive camping host

Contact [info@anarc.club](mailto:info@anarc.club)

## General Information

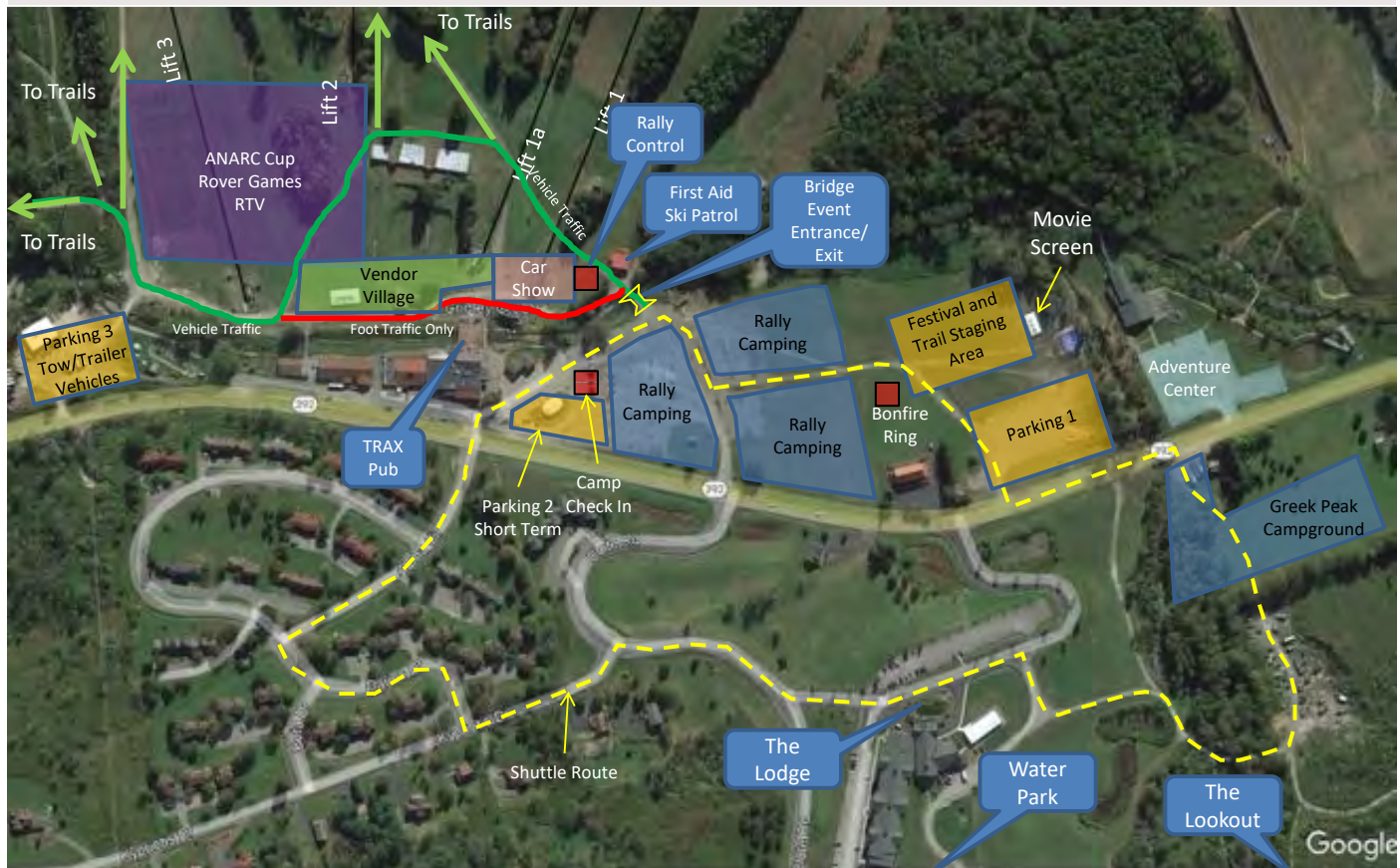
- All Land Rovers attending the Diamond Jubilee and on Greek Peak Resort property must be roadworthy, titled, insured and registered.
- All Land Rover models are welcome – Series, Range Rover, Discovery/ LR3/4, FC-101, Freelander and Defender, both old and new.
- The Diamond Jubilee will take place rain or shine. We're Land Rover owners after all.
- Greek Peak Mountain Resort prohibits the operation or use on or

above resort property of unmanned aerial systems, or drones, by the general public—including model aircraft by recreational users and hobbyists. This prohibition includes drones used for filming or videotaping, as well as any drone use by media or journalists operating above or within the area boundaries.

- The Greek Peak Mountain Resort allows individuals with mobility disabilities to use wheelchairs and manually powered mobility aids.

- Quiet Hours are between 10 PM – 7 AM.
- There will be a designated family camp which is intended to be a “quiet” camp. If you would like a spot in this camp area, please let us know.
- Dogs are permitted in camp. Dogs must be on a leash at all times.
- Roadworthy (titled & insured) Series 1 and Freelanders receive free admission as an Additional Land Rover. Email [info@anarc.club](mailto:info@anarc.club) for details before registration.

## ANARC 75<sup>th</sup> Anniversary Rally Main Site Map



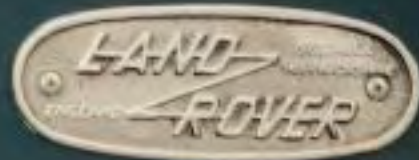
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# General Servicing

## Fixing a Safari Roof Vent, part 4

by Larry Simpson

A quick update on the tropical top vents latches.

Here they are after soaking in vinegar for quite a while. They do look better, but there is still some rust, especially deep down inside. I thought I had some Evapo-Rust on the shelf but can't seem to find it,

so I'll get some when I go into the city. As suspected, the washers are brass, I like brass, so those won't get painted.

Short of bending the metal at the end of the latch, there is really no way to pull the spring out and really give that area a thorough cleaning. And, I do not have any

spares, or rotten ones that can act as sacrificial test beds to see what might be possible. If anyone has a rotten spare, drop the editor a line.

This is an interesting task, and they are beginning to look better already!



Continuing on from the previous page, another quick update, and question, on the tropical top vent latches.

The finger pulls were press fitted when made. I was told that they could be removed, carefully, by tapping them out.

After removing as much rust as possible and copious amounts of penetrating oil - nothing, not even a hint of movement.

I did notice something on the very first latch's finger pulls I sanded though - a split where it enters the springboard. While examining it, I thought that it might be part of the

way the pulls were peened in order to set them, and it was only on one side. I figured it would need to be tapped out on the other side.

The second one I sanded had the same mark, but on either side; the third and fourth have no marks.

So, based on the lack of movement and the marks on the other two, I'm not going to remove them. I don't want to risk damaging them.

So... since they won't be completely dismantled for cleaning and painting... what to do to prevent the rust from coming back? Suggestions?



## Tarting Up a Plushie Interior

by Kevin Newell

A while ago I stumbled on a deal and picked up some billet aluminum door pulls and lock pins for C-TX (my 110 CSW). A few days ago I finally got around to pulling the door cards and installing these purely decorative items.

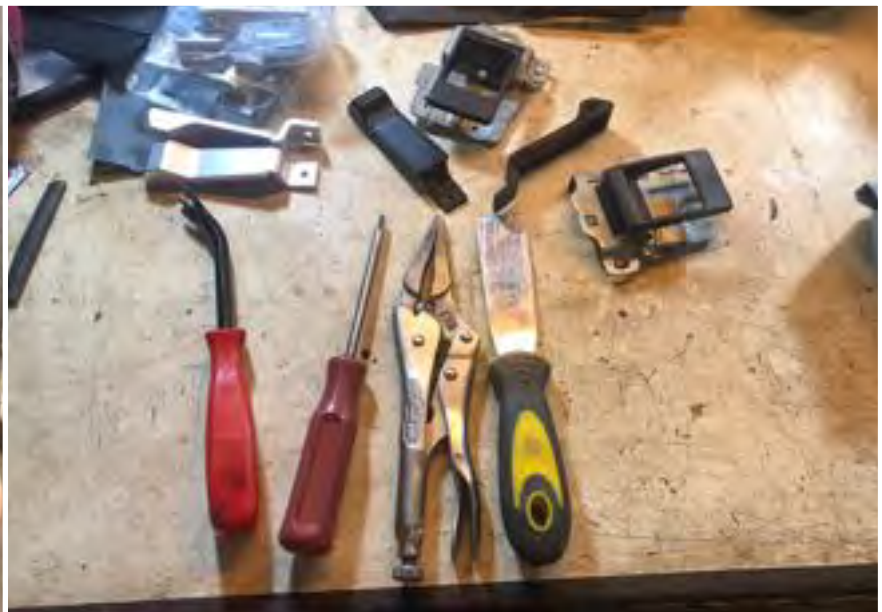
If you have never removed the door cards on a Defender here are some tips. Unscrew the door pull and remove. Unscrew the escutcheon surrounding the door handle and remove that. The screw is hidden behind the handle so you'll have to pull it as if opening the door to access it. Remove the two push rivets from the bottom

of the door and in the upper corner near the hinge. Now gently pull the door card off the door frame.

If you don't have an intact water shedder, repair it with duct tape or replace it using a heavy thickness construction garbage bag cut to fit. The water shedder is very important to keeping your doors in great shape. They prevent rust from forming in the door bottom. They keep dust from coming into the vehicle as well as water. From 2003 onwards Land Rover installed thin form fitting closed cell foam water

shedder sheets on the doors and these are available to purchase. Get yourself some Dum Dum putty and use that to affix the water shedder to the door frame.

One of the most troublesome issues is removing the door lock escutcheon. Many will be broken if you choose to use any other method than this one. Get some bar stock or a putty knife and gently bump it up underneath the bottom edge. It'll just pop out. (photo bottom left)



All the tools you'll need to swap out the door handles and lock. Posi screwdriver, needle vice grips (to remove the handle), narrow putty knife

and interior pry tool. (See photo, bottom right of previous Page

Old plastic and new billet aluminum.



Another common failure on RRC, Disco and Defender door cards is these little pins. They clip on a tiny plastic disk which is bonded to the door card. The pins break and yellow plastic disks break. You really want to avoid breaking any of these at all costs. OE door cards are the

best and all aftermarket units are very inferior. As well OE are becoming much harder to source. Replacement pins (the tiny black things) are easily available so don't fret if you break those.

The second picture shows how to repair the bonded yellow anchoring disk. You'll need a 1/4 inch screw small enough for the head to fit into the black pin. Cut off the remainder of the disc and sand flat. Screw it into the centre of the yellow bit just far enough to have the pin sit



**75<sup>TH</sup> DIAMOND JUBILEE**  
**GREEK PEAK SKI RESORT**  
**CORTLAND, NEW YORK, USA**  
**JUNE 14 - 18, 2023**

CELEBRATING



# The Last Series III

By James Taylor



The last Series III, as freshly built by the Army.

The very last Series III Land Rover built on the assembly lines at Solihull was a LHD 109 Station Wagon that was completed in the late summer of 1985 and now belongs to the British Motor Museum collection at Gaydon. The last 88s had probably been built a few months earlier at the end of 1984, and after that all new Land Rovers were coil-sprung types.

This is one of those stories where there is a big BUT, and that BUT centres on a charity fund-raising event held over Easter 1990 that was called Telethon 90. (Google "ITV Telethon" for more about it.) At this event, two more Series III 88 truck cab models were built in front of the ITV cameras, and the build was staged as a competition between a British Army team and a team from Land Rover dealer Duckworth's of Market Rasen in Lincolnshire.

I remember it well, as I was a guest visitor. At the time, I was doing some work for Peter Hobson (Louth) Ltd – these days known as Hobson Industries – who had

been engaged to handle the logistics of the event. It was run by Land Rover Parts, and its point was to demonstrate that all the parts needed to build a Series III were still available from Land Rover, five years after production had ended.

The whole thing had been very carefully prepared, with all the necessary parts gathered in advance, checked and double-checked. The pre-painted body panels had been stickered up appropriately, and the teams had been in training in advance of the event. I think I'm right in saying that each vehicle had already been built at least once and then taken apart again before the cameras started rolling. The Duckworth's vehicle was finished in Limestone and the Army vehicle in Bronze Green.

Yes, of course, it was staged to some extent. Minor problems were arranged in order to demonstrate that replacement parts could be provided very quickly. I remember that one occurred when one of the assembly teams dropped a radiator

and damaged it, so a replacement had to be fetched from Solihull. I don't doubt that the result was also fixed in advance, although if anyone knows otherwise I'd be happy to hear it. It would never have done for Land Rover's own team to have been beaten by a team of British Army fitters, not even a crack one, and so you can guess who won. I seem to remember it was a very closely-timed "win", though. The losers nevertheless gained the kudos of having built the very last Series III Land Rover.

That last vehicle, the Bronze Green one, was sold off in 1991 and was registered as H8 JEY in April that year. It had been allocated a special chassis number (SABVR0382105089) because in the eyes of the Law it was a kit car. It was later converted by an owner into a Station Wagon, and is still on the road and taxed, according to the DVLA web site. As for the Limestone one, I don't know what happened to it. But somebody does – and maybe it's you!



The parts for the Duckworth vehicle, laid out during a trial run.



All the fun of the TV studio. That's Land Rover Marketing Director John Russell in the middle of the group on the left.



"Slow down a bit, the cameras are off!"



And finally, here it is in civilian life, pictured by Adam Wheeler

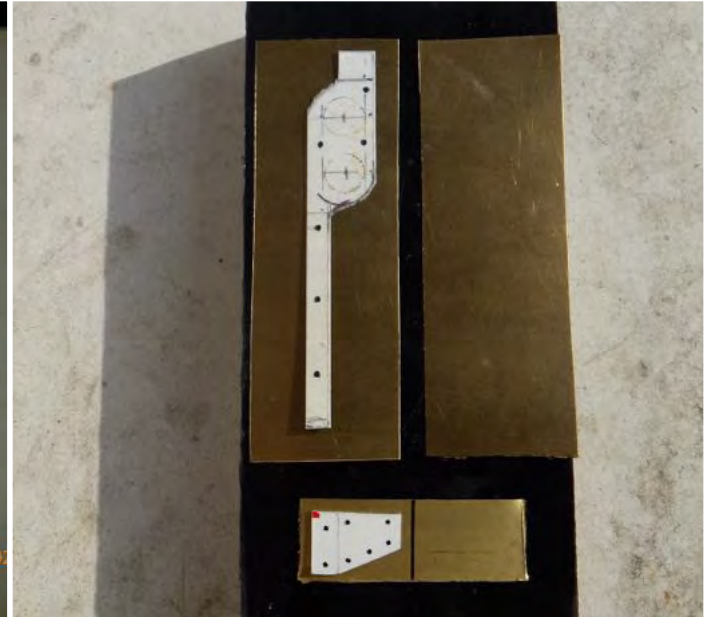
## Making a scale 109SW - The Rear Box, part 3

by Aleksandr Agadjanov

Continuing last month's instalment on making the rear box for the 109 station wagon we start with some photos of making the "galvanised" trim for the rear box assembly. Now, where do you start?

In this case, given you don't have the 1:1 piece, you ask for measurements, supplying an image of the part, with dimensions marked on the photo. IE, how wide is it, the diameter of the holes, the radius of the curves, position of rivets.

In this instance for these pieces, it was the editor going shopping in Ben Smith's barn, finding one that was conveniently on a shelf, taking some photos, and a bunch of measurements and emailing them all back. Then this magic creativity happens.





Here Aleksandr is making the corner pieces for the rear. These are notable for having the short pieces of pipe through them that, either a hoop set for a soft top, or for the bolts that hold the corners of the roof sides in place. Above left, he has

taken solid stock and on a lathe turn it down to the correct diameter before drilling out the centre.

The next two photos show the addition of the bowed out side of the galvanised trim..

Below shows the corner pieces with a piece of the bowed out section beside them. To the above right shows them being soldered onto the corner piece. Note, on the 1:1, these are formed as one piece, not two.



Below, two photos of the capping rails coming together. These rails are slightly different on the station wagon from the pick-up.

In the top photo we are looking at the inner side of the rails and in between the tightening bolts that are soon to be affixed to the rail.

The lower shows the tightening bolts in place. These are used to secure the seat back of the middle row seat when it is open and available for passengers.





Finally, a pair of photos of some of the completed trim pieces.

Above, the trim pieces along the sides. Then the vertical trim pieces, then the corner pieces. In the centre, the pieces of

tubing to bolt down the front of the roof side, or drop a hoop for a soft top through, and finally, a match stick to show scale

Below that the two corner pieces with the

sides, or hoop set. Below that, the vertical corner pieces that also hold the turn and stop signals. And finally, in the centre, a matchstick that shows the scale of this endeavour.





## Illegal Postage Stamps, pre-2015 Issues

by Dixon Kenner

The past thirty or so articles have focussed on “traditional”, or legitimate postage stamps with Land Rovers on them. The definition of a postage stamp is something that has been around since the Penny Black, the first postage stamp on May 1<sup>st</sup>, 1840. There after, in 1874, the Universal Postal Union (UPU) was established, and it prescribed that nations shall only issue postage stamps according to the quantity of real use,

This chapter arose after the previous where modern Land Rovers depicted on postage stamps was the theme. As you saw, there were a few with the Range Rover or Discovery in various guises. However, to be a stamp, it must be issued by a postal authority and be valid to mail a letter. If you make it, it isn't. And there are

hundreds of these. And while this is more of a philosophical discussion in which you will decide what to collect for yourself, these “stamps” are not cheap.

This set of stamps has a couple of rules applied. The first is that the rules that make a postage stamp are all applied. This, partial, list will endeavour to stick to what are be considered illegal issues. Which means that that they can not be used postally in the jurisdiction that they represent. They were created for profit.

To help make this determination, they should not have a catalogue numbers associated with them from one of the major stamp cataloguing firms, whether Stanley Gibbons (UK), Scott (USA), Yvert (France) or Michel (Germany). This is a bit

controversial as some issues that appear in the UPU circulars on illegal stamps have made it into some catalogues.

Stamps that lack a catalogue number are simply “illegal” stamps. And while some of these could be considered colourful, and maybe even interesting additions to a collection, they ultimately are no different that if you were to take a copy of Affinity Designer and design your own stamps. There are a lot of these out there, and you could spend a fair amount of money collecting something that isn't what it purports to be. It would also make for quite a lengthy series.

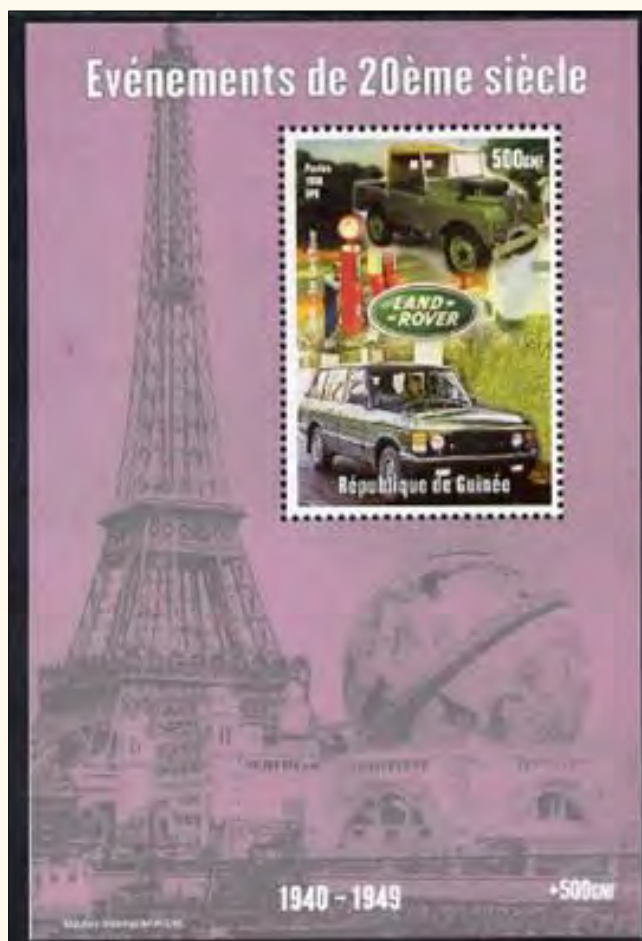
This article focuses on the most popular and common illegals up until about 2015. There are hundreds more out there.

### Guinea - 1998

.Guinea-Conakry, or officially the Republic of Guinea, but hyphenated to distinguish it from Equatorial Guinea and Guinea-Bissau, two other, well governed (sic) alternatives. Conakry is the capital of this Guinea, as Bissau is the capital of the other Guinea. This Guinea has its challenges as do most of the west African countries, and despite large exports of aluminium ore, it supplements the government coffers with postal issues for collectors.

To that end, in 1982 or so, Guinea started issuing a huge series of stamps. So, some companies started creating illegal stamps and issuing their own stamps into this flood. One such series was on events of the 20th century. And souvenir sheet for 1940-49 shows a Series One Land-Rover and a Range Rover for the launch of the Land-Rover.

Note, this series does not appear in any catalogue, nor do they appear in several of the on-line catalogues. The same series “Evenements de 20eme siecle” also appears with Niger printed on the souvenir sheets. These are not postage stamps,



For the collector:  
Issue: Events of the 20<sup>th</sup> Century  
Printer: Mayfair International  
Status: **ILLEGAL**

## Djibouti - 2003

Djibouti has its challenges, and a solid postal service is one of them. On July 26, 2004 the postal administration for Djibouti, by request to M.S. Raman (Special Advisor to the Director General) posted to the Universal Postal Union (UPU) a circular warning of the discovery of a massive amount of illegal stamps created with their country name that are on the market. The UPU circular is numbered 226.

These stamps are still on the market today. They are available through private stamp dealers and their websites. They are still easily available on eBay and Delcampe.

Sheet 4 has three Land Rover fire appliances. A yellow Series II/IIA, A Range Rover, and a IIB forward control fire appliance. Sheet 5, a single Series One fire appliance. The original photos that were lifted off of the internet by the counterfeiters can still be found.

These two sets are illegal stamps, which exhibits how various groups are taking advantage of the collapse of a number of different states around the world.



This stamp on sheet 4 from Djibouti depicts a Carmichael Commando Rescue Tender. While not shown on the stamp, it is actually a 6x6. The original image that this stamp is taken from can easily be found by searching on the licence plate - TPO 513M [1].

Notes:

1. <http://www.thesixappealwheelgroup.org/whowere.htm>. Search on the licence plate.



To create further demand from the topical collectors, sheet number 5 was produced. With mostly British fire appliances, there is a single, red appliance shown. Interestingly enough, one would presume that Djibouti really does not have much of a Land-Rover fire appliance fleet, being French and all. And, when it came time to see what kind of a fire appliance this Series One might be, one could postulate that the designers of the sheet just hit the Internet and looked for nice images. And, by extension, if they could find one, so could you. So, the Land Rover in question is licence plate LKG 390. It is a 1955 86" and was operated by the Hoover Ltd. Fire Brigade in Cardiff. Photos of it, carrying an impressive amount of equipment on the bonnet and front bumper, as well as photos from other angles can easily be found.



In 1970, West Sussex placed an order for three IIBs. This third stamp on sheet 4 from Djibouti shows a [1971 IIB fire appliance](#). It served Midhurst until the mid-1980's and believe it or not was the last appliance (originally in yellow) to be re-liveried in red. From around 1986, for a few years it was privately owned by the Bluebell Railway Works Fire Brigade and used for brush fires (along railways embankments) caused by steam trains. When the Works Brigade ceased to operate, the appliance passed over to Ashdown Forest where it was used by the forestry department's Forest Rangers for about five years before going out of service in 1999. It is now privately owned and part of a small private collection of Land-Rovers. Note, the corner of the wing in the photo is of the other West Sussex fire appliance on the next stamp.



Specifically, the suggested identifications from our resident appliance expert are that this is a 1961 (3991 PX) Land-Rover L4L (Land-Rover 4wd Ladder) which when new went to Midhurst Fire Station, Station 19 of the West Sussex Fire Brigade in one of the most rural parts of the county. Originally delivered when new in red, this appliance like many others during the early 1970's in the brigade were to get this new yellow colour livery. This Land-Rover was in service with the brigade for some twenty years before being replaced in 1980 with another Land-Rover. This Land-Rover has now been completely restored back to its yellow livery of the 1970's period in the brigade, and is now privately owned. This sheet is also found imperforate, which, for a real postal service is an error potentially worth some money, but in this case, deliberately done.

For the collector:

Issue: Fire Engines, sheet 1 & 2  
 Date issued: Sometime in 2003  
 Status: **ILLEGAL**

Ref - <http://www.fire-engine-photos.com/picture/number4744.asp>

Ref2 - <http://www.fire-engine-photos.com/picture/number35369.asp>

# Malawi - 2010

In 2010, either in an effort to raise revenues, or issued by an unscrupulous vendor, "Malawi" issued a number of series of stamps with the theme "the Cars". Sheet "#3" shows a pair of Land Rovers. [1]

In the upper right of the sheet, a 150 kwacha stamp with a Land-Rover Series III station wagon. The second stamp upon this small souvenir sheet shows a Land Rover Discovery. With a k350 value, it seem to imply that a Series III station wagon isn't worth as much as a Discovery. Hemings might suggest differently. This is also the only stamp to depict a Discovery of any vintage, noting that the stamp is a fake as it lacks a Stanley Gibbons, Scott number or entry on the world postal union site.

The other two stamps are a Morris Mini and a MG MGA. [2]

Notes:

1. The UPU circular no. 66 describes many illegal stamps dating between 2005 and 2013. To find out what stamps are real and legitimate for Malawi visit the [UPU WNS website](http://www.upu.wns.org) and look at the Malawi section. As reference, in 2010, there were 586 illegal stamps issued in the name of Malawi versus about 16 that are considered legal.

2. As a tangent, Ted Rose would point out that the depicted Mini is obviously a rare prototype, because as a Mark II, it has interior door hinges, black mirrors, not chrome, and other interesting touches.



<u>For the collector:</u>	
Issue:	The Cars, Discovery
Date issued:	2010
Value:	350 kwacha
Perforation:	14
Printing:	Offset lithography
Catalogue no.:	None
Size:	43 x 26 mm

<u>For the collector:</u>	
Issue:	The Cars, SIII 109 SW
Date issued:	2010
Value:	150 kwacha
Perforation:	14
Printing:	Offset Lithography
Catalogue no.:	None
Size:	43 x 26 mm

<u>For the collector:</u>	
Issue:	The Cars, sheet 3
Date issued:	2010
Value:	1200 kwacha
Perforation:	14
Printing:	Offset lithograph
Catalogue no.:	None
Size:	124 x 72 mm



**1966 LAND ROVER SERIES 109 IIA, Kamloops, BC. \$50,000**

We have owned this vehicle since 1970. A great 4 x 4 and can go anywhere in the woods! 2019 we did a major upgrade to get the vehicle mechanically sound. Now, it "runs like it should!" We have all the paperwork on whats been done. NEW tires x 5. All original paint. New seats and door panels. All reasonable offers considered.

*Kijiji advert no 660847891  
Contact Stacie Combs via Facebook Marketplace*



**1974 Land Rover series 3, Gravenhurst, Ont, \$21,900**

I'm selling my Series 3 Land Rover 88 with overdrive. Runs and drives well. New brakes. Electronic ignition. New front seats. Rare rear safari seats. Good tyres. Serviced front swivels, new battery. Rolling restoration and happy driving for 5 years. Original frame and bulkhead. Solid truck and great learning opportunity for further restoration

*Contact Ron Wideman via Facebook Marketplace*



**1969 Land Rover 109 Diesel, Vancouver BC, \$19,000**

1969 Land Rover  
B34 diesel 4 speed  
4x4

[Link to the Craigslist advert](#)



**Land Rover Series II Parts 1961?, Mays Landing NJ - \$450**

TRANSFER CASE,TRANS,BELL,FLYWHEEL AND DRIVESHAFT. HEAD,INTAKE AND EXHAUST MANIFOLDS AND OIL PAN. ALSO FRONT FRAME HORNS.WINDSHIELD FRAME[HAS DUAL WIPER MOTORS].ROUGH FRONT FENDERS,RIGHT AND LEFT DOORS W/GLASSES AND REAR DOOR OR GATE. WOULD LIKE TO SELL WHOLE LOT FOR \$450. BANJO STEERING WHEEL AND INSTRUMENT CLUSTER ALSO AVAILABLE.

[Link to the Craigslist Advert](#)



I have a 1952 Landrover that i am thinking of selling. Its in very go shape with no rust on the frame and no dents in the body panels. It has a rear pto and hitch. Its been parked inside for the last 30 years and has less than 20000 miles on it. It was run last Nov. and ran fine but it was smoking a bit. We did a compression test which was at spec and all the same at 130 psi on all cylinders. took the carb apart found the accelerator diaphragm gasket damaged. i have a new carb coming for it and a kit to rebuild the old one. It is about 98 % original it doesn't appear to have been used off road. I have the tool kit start, crank handle, repair manuals, original spare tire and the canvas top rods, but not the canvas top.

Call or email me for further info:  
Rick Hartland  
rghart@shaw.ca



**Morestone Military Police Land-Rover in nearly mint condition, Swift Current, Sask, \$240**

Morestone Military Police Land Rover in nearly mint condition (no box) made in England  
One sold in the UK for £495 with box.  
\$240 will consider delivery or shipping

Contact Carl Blackwell in Facebook Marketplace



**Series III Projects, Los Angeles, California, \$11,500**

I have two Series 3 projects for sale. \$11,500 for everything. Located in Los Angeles, CA. I would like to sell both and all of the parts together. I do not have any titles/paperwork and there are no visible VINs on them. They are both in very good condition and would make a good replacement for a rusty body or chassis you have. I am not an expert, so I am describing them to the best of my ability.

2 Land Rover Series III projects to be sold as a pair. No titles, paperwork or visible VIN numbers. No top or windshield.

The blue truck has a complete driveline that was running and driving before the truck was taken apart. It has the factory diesel engine, manual transmission and a Global Roamer overdrive. It also has five new powder coated steel wheels and new Falcon Wildpeak tires.

The beige truck has a transmission and a transfer case. There is no engine. The beige truck also has upgraded eight lug axles. Both trucks are in very good condition with solid frames with a lot of newer parts. There are a ton of parts. No rust to speak of. Great for parts or for a build. \$11,500 for everything. Located in Los Angeles, CA.

Contact Jonas Musson vis Facebook



**BC Rover for sale. Kootenays,, BC, Best Offer**

Somehow my post got deleted.

1958 Series 2 with a Series 1 motor as it was one of the first Series 2. 2L motor. It is not seized\*\*. It rolls. All parts there that we can see. Only service rust. Original winch.

In BC Canada and has been stored here since 1990 when it was last running.

Looking for best offer. We have been told anywhere between 5-10k Canadian. Cheers!

**Contact Carlisle Mack via Facebook Marketplace**



**Series Rover parts for sale. Northern Vt., various**

Tons of parts for late S1 through S3. I'll list some as food for thought but it would be impossible to list them all. Ask, I may have it. Hoods, plain razor through dishes deluxe, \$75 to \$275; Lenses, L488 S1 through L83e S3, also housings, ask. Grilles; Catflaps, 3 available, fit S2 through S3, ask; S1 catflap, no glass, not dented, looks decent but slightly tweaked, \$125. Power brake booster housings, 3 available, \$175 apiece. 151 (S2) engine parts, ask.; Vent lifters, 2a, with good knobs, \$25 apiece.; Station wagon window catches, \$25; Mirror mount 2a hinges, \$40 each. If you are looking for Series 2 specific parts, ask, trades welcome. *(partial list for space)*

*Contact edenyetman5@gmail.com*



**Land Rover, Austin Moke FW2 wiper motor series 1/2/2a, Kelowna, BC, \$350**

Lucas FW2 wiper motor. Fits Land Rover, Austin Moke. Series 1/2/2A. Has been disassembled, cleaned and re-greased. Runs well. \$400. Ron

*Kijiji advert no 1608627568*



**1952 Land Rover convertible, Castro Valley Calif, \$7,800**

52 Land Rover series 1 project, all ther, no rust thru, project does not run with clean title, located Hayward, calif. 94541

*Contact Frank Andrade via Facebook Market place*



**Series Gearboxes, Asheville, NC, \$500**

Land Rover Series 2a and 3 Gearboxes/Transmissions. The 2a gearboxes are Suffix D and the Series 3 is a Suffix A. \$500 each. There is one 2a without the transfer case (used for a customer repair), could be a good candidate for a high ratio case \$350. Sold As-Is. Please contact me with any questions. Can Ship

**Contact Michael Bronson via Facebook Marketplace**



**1968 Land Rover defender Sport Utility 4D, Anthony New Mexico, \$31,000**

Military extras include heavy duty front bumper, NATO rifle rack, overdrive, oil cooler, two tops, 9500 lb Smitty electric winch, and bumper to mount it on. 13,000 miles. Pioneer kit, toolboxes built in, locking front hubs, NO rust, new tires. This rig needs nothing, drive it away on your adventure Price is negotiable

*Contact Bill Worth via Facebook Marketplace*



**Land Rover series parts, Calgary Alberta, Please contact**

Land Rover series axles, hubs, gearboxes, engine and more.

Kijiji advert no 1661984216



**1973 LR Series 3 Lightweight, Calgary, Alb, \$12,500**

Contact 403-512-5878 by text



**2 Land Rover Series 1 for sale, Oshawa, Ont, \$6,500**

Rare 1954 Series 1 RAF Blue with no engine and transmission. and one 1956 Series 1 parts truck with engine and trans complete parts truck. This is a project truck with a complete series 1 as a parts truck. One has a great frame and body the other has the drive train.

*Kijiji advert no 1661921306*



**1975 Land Rover series iii, Ft. Belvoir, Vir., \$29,500**

2.25 diesel (left hand drive) 1975 Land Rover Series iii imported from the Veneto region of Italy in 2013. It runs great and has recently updated seat and ceiling upholstery, as well as new locks. Seats three across in front with four troop seats in the rear. With a little bit of TLC this vehicle can be show quality, I just don't have the time to put into it and need to simplify. This is an incredibly rare vehicle here in the US and will only increase in value. I have the original white steel rims which will be included, as well as an engine hand crank. Serious inquiries only.

*Contact Ben Reed via Facebook Marketplace*



**Military hood/ bonnet, Smiths Falls Ont, \$200**

Military hood, bonnet, engine room door, whatever you wanna call it! located Smiths Falls ON. Asking \$200.00.

*Contact Bruce Ricker Posting for Mark Pankurst*



**1974 Series III for sale in Cazenovia, NY. \$19,500.**

2.25 gasoline engine. New carburetor, brakes, booster/master, exhaust, fluids, new deluxe seats, newer tires. Fairey hubs. Solid bulk head, floors, and doors. Minor surface rust on frame. Overall very good shape. Located just 30 miles north of the 75th jubilee in Cortland, NY. Come for the festival and drive home a souvenir!

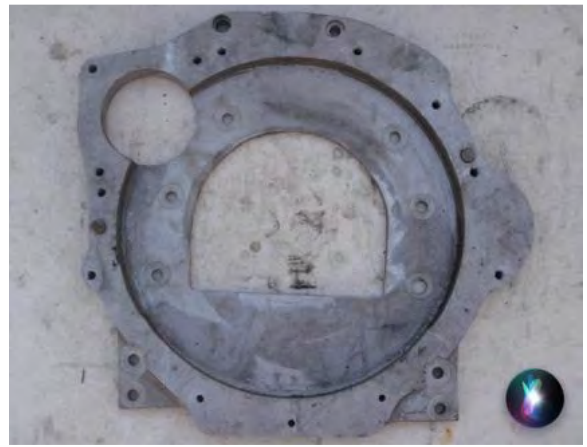
*Contact Rich Hartt via Facebook*



1973 Land Rover serie 3, Montreal Quebec, \$12,500

Land Rover Série 3, restaurer au fil des années beaucoup de nouvelles pièces installées, immatriculé pour la route. Vient avec plusieurs accessoires (sièges arrières, rack de toit, différentes pièces, etc). Ce véhicule s'adresse a des personnes sérieuses et connaisseurs. Les curieux, veuillez vous abstenir. Ps: pour le KM le chiffre indiqué n'est pas représentatif du réel car l'odomètre n'a jamais fonctionné....

Contact Cyril Baudin via Facebook Marketplace



Aluminum adapter, Cloudcroft, NM, \$299

For sale is an Aluminum adapter to bolt a 200TDI or 300TDI up to a V8 pattern manual transmission: LT95 4 speed, LT85 5 speed, LT77 5 speed, and R380 5 speed. Fits all the manual transmissions with a v8 Belhousing. New, but shop soiled. \$299+ shipping. I purchased this from Robert Davis in Virginia. He originally sold them for \$599 plus shipping. In fairness. He is still selling them on a web forum. Also, the description above and the photos are duplicates of how he advertises them. I don't know anymore about them than his description. I have decided to not do another 300TDI swap. As such I no longer need it. Disregard about local pick up only. I will ship`1 for actual shipping charges. I'd guess \$25-\$30in the continental US. Contact Terry Joseph via Facebook Marketplace



Land Rover 109 SW Floor, Los Angeles, Calif, \$250

Series 109 Station Wagon rear floor. Gently used. Can't get this at NAPA.

Craigslist, Los Angeles



Seies III Fenders, Shekburne Vermont, \$500

Red inner and outer fenders including headlight buckets and some marker lights and lenses. Located I Northern VT. More pictures available

Contact Clakr Nad via Facebook Marketplace




**Used Black Canvas Top for Land Rover Series 88, Calgary, \$550**

Enhance your Land Rover Series with this top-quality, used canvas top by Exmoor, now available in a sleek black color! At an amazing price of just \$550, you can enjoy exceptional value without compromising on style or durability. Why spend more when you can save? A brand-new canvas top from the dealer would cost you \$950 or more, not including additional expenses like shipping, handling, and taxes. But with this offer, you can experience significant savings while still obtaining a top-of-the-line product.

*Kijiji advert no 1652319234*



**1971 Land Rover series iia Ex-MoD, Hoboken, NJ, \$27,900**

1971 Land Rover Series IIA  
88" wheelbase  
Right hand drive  
Ex-MoD from New Zealand   
2.25 liter Turner High Output engine installed in 2005. Approx 3000 miles on new engine.  
Radiator, shocks, breaks in 2005.  
New battery and starter in 2022.  
Hardtop and rear door included!

*Contact Michael Costello via Facebook Marketplace*



**1953 Land Rover Serie I Soft Top, Cabo San Lucas, BCS, (Baja) Mexico, \$65,000**

1953 Land Rover Serie I Soft Top · Convertible · 1000 kilómetros

*Contact Payola Deveza via Facebook Marketplace*



**1973 Land Rover series iii - series 3, Poughkeepsie, NY, \$10,500**

1973 Series III for sale in New York area. Galvanized chassis and rare overdrive unit, Synchromesh transmission and locking hubs. Original petrol engine. Clean NY title.

*Contact Matthew Childs via Facebook Messenger*



**1965 Land Rover Series 2a 88, Spring Lake, NJ, \$55,000 obo**

1965 Land Rover Series 2a 88" - originally from Costa Rica; Frame off restoration completed in 2021 by Burro 4x4; Rebuilt original 2.25l gas engine, currently with 2,000 miles; Series 3 transmission (synchronized); Limestone Wolf Style Wheels; Warn locking hubs; Parabolic springs with long travel shocks; HD steering rods and damper; Faux elephant hide interior to mimic the original seats; Galvanized trim throughout; Interior lighting throughout; Original Costa Rican dealership emblem on passenger rear

Contact [vineyardseries@gmail.com](mailto:vineyardseries@gmail.com) for more information.



**Land Rover 1965 Series 2A Bulkhead for Refurbishment, Rockport Maine, \$300**

For restoration is this 1965 Series 2A bulkhead. Will require one door post, foot wells, etc. For pick up.

Contact [Lou Sapienza on Facebook Marketplace](#)



**Radiator for Land Rover, Kings Co. NS, \$200 obo**

Radiator off Land Rover, not sure which model or year but I believe it is a series 2a/3 radiator. Good condition. 200 obo

Contact [Eric Mclean via Facebook Marketplace](#)



**1973 Land Rover series III, Kelowna, BC. \$15,000**

1973 Land Rover. Doing a little spring cleaning and it's time to let the Rover go. Mechanically in great condition. Ready to be enjoyed. Asking 15k obo

Contact [Richard Wolter via Facebook Marketplace](#)



**Land rover Series 2 PTO Winch by koenig, Manchester NH, \$1,000**

Still moves, comes with drive cables and mounting bolts. Car is not operational so I can't test it.

Contact Ian Buchanan via Facebook Marketplace



**Land Rover Series Parts, Eliot, Maine, various**

Spring cleaning! Land Rover series parts, mostly engine and transmission bits. There is more than what is pictured, let me know what you're looking for. Happy to ship.

Contact Hayden Pearson via Facebook Marketplace



**2005 Land Rover range rover HSE Sport Utility 4D, Sioux Falls, South Dakota, \$44,900**

Stretched with 3 Lambo style doors and one opens with remote. .. Must see. Listing for a friend call or text

Contact Clint Gregerson via Facebook Marketplace



**1966 Land Rover defender Sport Utility 2D, Blaine WA, \$200**

VEHICLE IS NOT A LAND ROVER DEFENDER, Facebook does not offer an 'other' option on its drop down list for make and model. Car is an early Rover 2000SC 4 speed manual. Car is essentially rust free. Car is definitely a project car. Please message me for more information.

Contact Jess Rainey via Facebook Marketplace

# SPECIFICATIONS AND DETAILS

<b>TANK</b>	Specially designed to give perfect mixing of chemicals, capacity 60 gallons, tank ends dished for strength, easy accessible lid, self-filling through tank filter and line filter, accessible drain tap.
<b>FRAME</b>	Pressed steel combining lightness with great strength.
<b>PUMP</b>	Rollervane pump $\frac{3}{4}$ " size, (reverse rotation). Working pressures up to 150 lbs. p.s.i. according to size of nozzles and based on 545 R.P.M. of P.T.O. shaft, attached direct to mid-mounted power take off shaft by means of a flanged coupler and check bracket, no packing gland to adjust, bearings packed with lubricant and sealed. Pump body and rotor are cast in Ni-Resist which not only defeats corrosive attacks by organic acids, chlorides and other compounds in spray mixes, but it resists galling and metal wear, thus ensuring longer life.
<b>FILTERS</b>	Four stage filtration.
<b>CONTROL</b>	The famous 'Genimec' patented control system incorporating boom selection, pressure regulation (which can be preselected), hydraulic agitation and automatic non-drip suck back, large capacity filter and self-filler control all within easy reach of the operator.
<b>BOOM</b>	New two-part boom folded from driver's seat with safety breakaway and automatic return to spray position, height regulated by slide adjustment 15" to 46", spraying width 218". Under and Over leaf equipment is available, also hand lance for the spraying of fruit trees, hedgerows, cattle and buildings.
<b>NOZZLES</b>	Allman type fan nozzle with ceramic tip, sizes can be supplied giving application range of from 5-75 gallons an acre at speeds from 2-4 miles per hour.
<b>HOSE</b>	All hose is best quality high pressure solvent rubber hose which will handle oil based chemicals. Self-filling unit is available, filling rate 40 gallons in 6 minutes.
<b>MACHINE MOUNTING</b>	Special frame to locate machine in body of vehicle.
<b>SHIPPING SPECIFICATIONS</b>	Case containing machine and booms—64" x 33" x 33" (163 cm x 84 cm x 84 cm) Gross weight :—372 lbs (approx) 169 Kgs. Nett weight :—242 lbs (approx) 110 Kgs. Case containing frame—53" x 40" x 28" (135 cm x 102 cm x 71 cm). Gross weight :—229 lbs (approx) 104 Kgs. Nett weight :—112 lbs (approx) 51 Kgs.

**LAND - ROVER EXTRAS REQUIRED :**

**CENTRE POWER TAKE OFF E-1069**

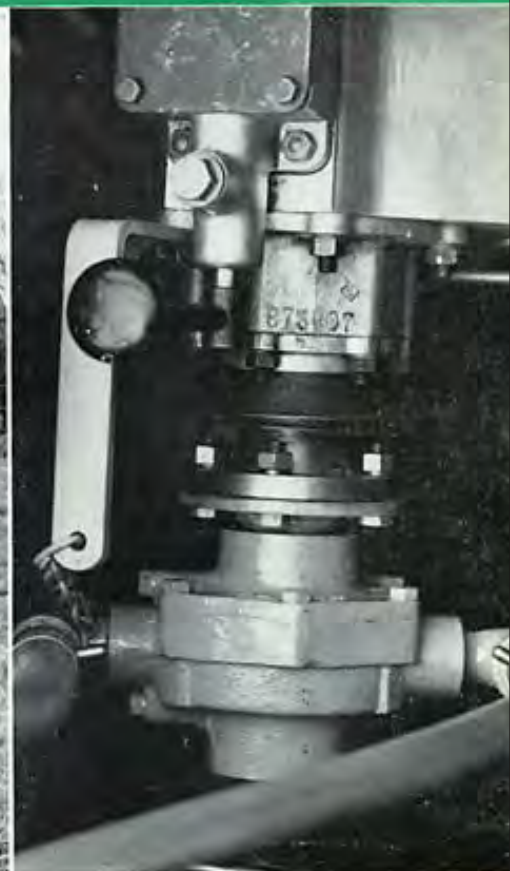
# ALLMAN

## MODEL 60 PLANTECTOR

### Field Sprayer

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

**LAND**  
**-ROVER**



The Allman 'Plantector' Model 60 Field Sprayer used in conjunction with the Land Rover constitutes an ideal spraying combination. The 60 gallon capacity galvanized tank mounted in a pressed steel frame with 'Genimec' standard patented finger tip control unit within easy reach of the driver and slide adjusting rear spray boom fitted with safety breakaway are quickly positioned in the rear of the vehicle. The R.V.10 Rollervane pump is direct driven from the centre P.T.O. drive. Application range variable according to the size of nozzles fitted, pressure and speed of travel.

Hand Lances are available for varying applications

Also under and over leaf spraying attachments.

**E. ALLMAN AND COMPANY LIMITED,**  
**BIRDHAM ROAD,**  
**CHICHESTER, SUSSEX, ENGLAND**